World Bank-financed Xinjiang Yining Urban Transport and Environment Project

Social Assessment Report

Yining Municipal Government (YMG)

May 2017

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Abbreviations

EMDP	-	Ethnic Minority Development Plan
EMP	-	Environmental Management Plan
FGD	-	Focus Group Discussion
IA	-	Implementing Agency
M&E	-	Monitoring and Evaluation
MLS	-	Minimum Living Security
PMO	-	Project Management Office
RAP	-	Resettlement Action Plan
SA	-	Social Assessment
YMG	-	Yining Municipal Government
XUAR	-	Xinjiang Uygur Autonomous Region

Units

Currency unit	=	Yuan (RMB)
US$1.00	=	RMB6.33
1 hectare	=	15 mu

Abstract

A. Project overview

The World Bank-financed Xinjiang Yining Urban Transport and Environment Project (hereinafter, the “Project”) consists of Transport and Environment Improvement, Transport Management and Road Safety, Public Transport Improvement, and Institutional Development and Technical Assistance. The Project aims to further improve the urban road network and transport management, and establish a sustainable and efficient urban transport system.

B. Purpose and methods of SA

The SA aims to learn the expectations and needs of the stakeholders, and develop a series of measures at the design and implementation stages to ensure the extensive participation of stakeholders, enhance their opportunities to benefit from the Project, and avoid or mitigate the Project’s adverse impacts.

In order to prepare this SA report, the task force conducted a social survey in 29 villages/communities with the support of the PMO and IAs during June-July and December 2016 using such methods as FGD, key informant interview, in-depth interview, observation and literature review. ①FGD: 29 FGDs were held, involving 145 participants in total, including 59 females (40.9%), and 45 poor and disabled residents (31%); ②Key informant interview: 52 men-times of interviews were conducted with heads of local township governments, village/community committees, and municipal women’s federation, ethnic and religious affairs bureau, civil affairs bureau, labor and social security bureau, transport bureau, etc.; ③In-depth interview: 79 persons in 5 villages and 24 communities were interviewed.

C. Needs of primary stakeholders

During the fieldwork, the task force identified the primary stakeholders, and learned their needs by interview:

a) Affected local residents: ①need for improved road infrastructure and traffic environment; ②need for safe and convenient daily traffic; and ③need for more convenient bus services.

b) Local enterprises and stores: ①improving the road network to improve transport efficiency, reduce transport costs and ensure timely supply; ②introducing stores into the park or along bus routes to increase income; and ③setting up bus stops in the park to attract investment and labor.

c) Local educational institutions: ①improving the safety of road-crossing students through road reconstruction and traffic management improvement; and ②increasing traffic capacity during peak hours through the increase of buses and bus routes.

D. Poverty

At the end of 2015, the project area had a registered population of 103,511, in which the population below the city’s poverty line was 22,711, accounting for 21.94%, and Dumari Sub-district had the highest proportion of population of 29.69% among all sub-districts/townships. At the end of 2015, Yining City had a MLS population of 66,116, including a rural MLS population of 52,612 and an urban MLS population of 12,504, and the project area had a MLS population of 5,127.

E. Social impacts

Transport and Environment Improvement

Positive impacts: 1) improving the road network to relieve traffic pressure; 2) optimizing the road layout to improve traffic efficiency; 3) repairing damaged roads and upgrading the highway maintenance system; 4) improving the traffic infrastructure for the convenience of pedestrians; 5) improving local economic efficiency; 6) promoting the employment of local residents, especially vulnerable groups, and increasing their income; and 7) relieving parking pressure and improving

street appearance.

Negative impacts: 1) LA and HD impacts, where 33.875 mu of land will be acquired and rural residential houses of 263 m^2 will be demolished, affecting 5 households with 16 persons; 2) affecting the operation of nearby stores and plants; and 3) affecting the traffic efficiency and safety of residents and students.

Transport Management and Road Safety

Positive impacts: 1) providing facilities to improve the safety of road crossing; 2) constructing transport corridors to improve the accessibility of urban roads; and 3) upgrading monitoring systems to improve transport management capacity.

Negative impacts: 1) inconvenient traffic during construction; 2) difficult adaptation during early-stage operation of road-crossing safety facilities; and 3) reduced vigilance of residents to road-crossing safety.

Public Transport Improvement

Positive impacts: 1) improving the public transport infrastructure; 2) adjusting the bus route layout; 3) improving public transport service level; and 4) generating more job opportunities for local residents.

Negative impacts: 1) LA and HD impacts, where 80 mu of land will be acquired, affecting 5 households with 32 persons; 2) traffic safety risks; 3) construction impacts on nearby stores; 4) construction impacts on traffic efficiency and safety; and 5) construction impacts on daily life.

F. Social Gender and Development

Local women's profile: Local women have mostly received junior high school education, deal with housework, earn less money and are less active in public affairs as compared to men.

Project impacts on women: 1) improving the traffic environment and women's traffic safety; 2) improving women's convenience of taking busses; 3) getting employed under the project to increase income; and 4) improving the working and living environment.

Women's needs: 1) need for upgraded transport infrastructure; 2) need for upgraded public transport services; 3) need for jobs generated by the Project; and 4) need for higher traffic safety awareness.

G. Minority residents

In the project area, the affected ethnic groups are Uygur, Han, Kazakh and Hui mainly, and the project area has a population of 179,966, in which Uygur accounts for 47.42%, Han for 40.27%, Kazakh for 2.9%, Hui for 3.54% and other ethnic minorities for 5.87%.

Project impacts on minority residents: positive: Improving traffic efficiency and safety, and offering job opportunities; negative: difficult management and maintenance, and affecting minority customs and personal safety

H. Social risks

a) Risks at the design stage: 1) Opinions of local residents are not considered in the design of transport infrastructure and bus facilities; and 2) Opinions of local residents are not considered in transport management and monitoring.

b) Risks at the implementation stage: 1) risks of involuntary resettlement; 2) external risks of construction; 3) construction safety risks; 4) risks of improper store and plant operations; and 5) risks of disease and HIV spreading.

c) Risks at the operation and management stage: 1) risks of improper infrastructure maintenance and management; 2) risks of road aging and damage; 3) potential traffic safety risks; and 4) risks of shortage of traffic safety knowledge.

1. Introduction

1.1 Background and Overview of the Project

XUAR is located in northwestern China, with a land borderline of over 5,600km, being the province-level administrative division with the largest land area, the most neighboring countries and the longest borderline. At the end of 2015, XUAR had a resident population of 23.6 million and an urban population of 11.15 million, with an urbanization rate of 47.2%; urban residents' per capita disposable income was 26,274.66 yuan, and rural residents' per capita net income 9,424.08 yuan.

Yining City is located in the center of the Yili River Valley and north of the Yili River. In recent years, with the rapid development and urbanization of Yining City, its urban functions are improving, and its urban road network is taking form. However, the road transport system is still inefficient due to unsound urban infrastructure and transport management, restricting the opening up of the city, and the development of Yining Frontier Economic Cooperation Zone and Yining Park of Khorgos Economic Development Zone. The Project aims to further improve the urban road network and transport management, and establish a sustainable and efficient urban transport system to strengthen connections between Yining Frontier Economic Cooperation Zone, Yining Park and Nan'an New District, and meet transport, tourism and logistics needs of nearby areas.

According to the project proposal, the Project consists of Transport and Environment Improvement, Transport Management and Road Safety, Public Transport Improvement, and Institutional Development and Technical Assistance.

1) Transport and Environment Improvement: Road Transport, including: construction of 9 urban primary and secondary roads, which are Tianshan Back Street (Airport Road—Shengli North Road), Shengli South Road (Yingbin Road—Yili Street), Stalin West Street (Ahemetjan Street—Xinhua West Road), Stalin East Street (Jiefang South Road—Shengli South Road), North Ring Road (East Station—Moon Bay Building Material Center), Daobei Weisan Road extension (Tiechanggou Village-Daobei Weisan Road), Huaguoshan Road (South Ring Road-G218), Beijing Road (Jiefang West Road-Xinhua West Road), Xinhua West Road (Jiefang South Road-Ahemetjan Street), with a total length of 22.04km, and the Daobei and Weisan Road Extension Bridges, where the Daobei Bridge has a deck area of 7,920 m^2 and an approach area of 2,400 m^2; and the Renmin Canal Bridge has an area of 1,530 m^2; construction of urban alleys in 4 areas, namely the Stalin Road, Jiefang Road and South District areas, and Kazanqi Folk Culture Zone, with a total length of 34.5km; Road Maintenance Equipment and Systems: purchase of urban road maintenance machinery to ensure road quality and intactness.

2) Transport Management and Road Safety: Transport management systems and facilities: including the installation of 70 sets of traffic signals, 63 HD illegal driving monitoring cameras, 18 traffic violation monitoring systems, 44 illegal parking monitoring systems, and 20 illegal turning monitoring systems, 20 HD over-speed monitoring systems, and 4 traffic guiding panels

3) Public Transport Improvement: ①construction of the Yining Park bus terminal (40 mu, including 30 mu of construction land and 10 mu of reserved land); ②construction of the Nan'an New District bus terminal (40 mu); ③purchase of 50 10.5m purely electric buses and 100 12.0m hybrid buses; ④installation of 45 electronic stop boards; ⑤installation of 150 bus-borne GPS and bus IC card systems; ⑥installation of 500 bus compartment real-time monitoring systems and one-key alarm systems (including HD cameras, terminals, communication cards and video monitoring software); ⑦purchase of an intelligent bus system for capacity expansion; and ⑧purchase of charging piles (13 30kW ones and 25 120kW ones), charging pile canopies of 1000m^2 and 7 bus terminal box transformers;⑨BRT lane construction on Jiefang West Road and Beijing Road (Anhui

Road-Jiefang West Road), and supporting facilities, with a total length of 2x7047.8m.

4) Institutional Development and Technical Assistance: including consulting services, training and visits, and technical studies, in which training and visits include project construction and operation management; asset and liability management system; integrated urban transport planning; urban public transport smart IC card system; urban road safety management; project construction and operation management; urban road construction and maintenance; urban transport signal control system; urban road lighting and energy conservation; urban transport signal control system operation, maintenance and management; transport capacity development; project economic evaluation and analysis; urban transport monitoring system operation, maintenance and management; environmental monitoring and pollution control; project finance, audit and performance policies; project social, environmental, ethnic minority and resettlement policies; and procurement and financing plan; technical studies include urban public transport and parking planning

1.2 Objectives of SA

The Project aims to further improve the urban road network and transport management, and establish a sustainable and efficient urban transport system.

This SA aims to learn different stakeholders' expectations and needs, and identify the Project's positive and negative impacts through fieldwork, thereby helping the owner take a series of measures to ensure the extensive and fair participation of stakeholders, and maximize the Project's benefits. Therefore, the main objectives of this SA are:

1) Identifying the Project's primary stakeholders, learning their perceptions of and needs for the Project, and collecting their comments on the Project;

2) Identifying the Project's potential impacts on and risks to stakeholders, especially women, the poor and other vulnerable groups;

3) Strengthening the collection of local knowledge, promoting extensive public participation, especially women, the poor and other vulnerable groups, and proposing an urban water supply management pattern and a public participation strategy suited to local conditions;

4) Learning the current situation of local transport, and its impacts on local residents through field investigation and secondhand data collection; and

5) Developing a social action plan through extensive participation and consultation to improve the project design, avoid risks and realize the project objectives.

The ethnic groups affected by the Project are Uygur, Han, Kazakh and Hui mainly, the project area has a population of 179,966, in which Uygur accounts for 47.42%, Han for 40.27%, Kazakh for 2.9%, Hui for 3.54% and other ethnic minorities for 5.87%. According to the Bank policy OP4.10, an EMDP should be prepared.

The Transport and Environment Improvement, Transport Management and Road Safety, and Public Transport Improvement components involve the acquisition of 113.875 mu of collective land, affecting 10 households with 48 persons. According to the Bank's OP/BP4.12, a RAP should be prepared.

1.3 Survey Process

During June-July and December 2016, the SA conducted a socioeconomic survey in the project area with the support of the PMO, traffic police brigade, women's federation and other agencies concerned, and communicated project changes, and survey findings and suggestions with the feasibility study agency. During the survey, the task force visited the proposed sites, held 29 FGDs,

and conducted 79 men-times of in-depth interviews, and and 52 men-times of key informant interviews.

1.4 SA Methods

1) FGD

During June 23-30, 2016, 29 FGDs were held, involving 145 participants in total, including 59 females, 22 old people and 102 minority residents, and 45 poor and MLS residents to learn local residents' needs for and comments on the Project.

2) In-depth interview

During June-July and December 2016, in-depth interviews were conducted with 79 persons, including 25 women, 33 minority residents, 10 old people, and 18 poor and MLS residents, to learn local residents' suggestions on project design and implementation.

3) Key informant interview

52 men-times interviews were conducted with heads of of local township governments, village/community committees, and municipal women's federation, ethnic and religious affairs bureau, civil affairs bureau, labor and social security bureau, transport bureau, etc. to learn the Project's risks and impacts, and propose a rational public participation mechanism.

4) Observation

Local road conditions, transport infrastructure and management, bus terminals and facilities, etc. were observed in a participatory manner to gain more insights.

5) Literature review

Local statistical yearbooks, rural economic and social statistics, national economic development plans, annual work summary reports of functional departments concerned, etc. were reviewed to learn project information, and local socioeconomic profile.

See Table 1-1.

Table 1-1 SA Methods

Method	Time	Participants	Key topics
FGD	Jun. 22 – Jul. 5, 2016	Task force, 145 residents, including 40 females, 45 old people, and 20 poor and disabled residents	1) Local traffic conditions; 2) different groups' attitudes to and needs for the Project
Key informant interview	Jun. 22 – Jul. 5 / Dec. 26-31, 2016	Task force, 52 men-times	1) Local socioeconomic profile; 2) existing traffic issues, and local residents' suggestions on the Project; 3) needs and comments of women and the poor
In-depth interview	Jun. 22 – Jul. 5 / Dec. 26-31, 2016	Task force, 79 men-times	1) Project area; 2) local residents' attitudest o and needs for the Project; 3) potential impacts and risks of the Project
Observation	Jun. 22 – Jul. 5, 2016	Task force, PMO staff	1) Local residents' living conditions; 2) local road conditions, transport infrastructure and management, bus terminals and facilities, etc.
Literature review	Jun. 22 – Jul. 5, 2016	Task force	Local statistics, reports, etc.

1.5 Key Concerns of SA

This SA aims to describe the socioeconomic profile of the project area; identify primary stakeholders, and analyze their needs and impacts; identify the Project's potential positive and negative impacts, and social risks; analyze local women's development, the Project's impacts on them and their needs for the Project; describe local minority profile, and the Project's impacts on them; analyze how to incorporate stakeholders into the Project effectively, and propose a public

participation plan; and include social factors that affect the project objectives into the project design, and propose measures to avoid or mitigate negative impacts.

This SA has the following key concerns:

1) Traffic safety: local traffic safety awareness, traffic publicity and training, and traffic safety measures;

2) Public participation: local residents' participation in the Project, potential issues, mechanism and strategy, especially the participation of old people, women and the poor;

3) Social gender: women's participation in project design, construction and implementation, and measures to give effective play to women in making the Project more sustainable;

4) Minority residents: minority residents' attitudes to and participation in the Project, impacts of the Project on minority residents, and measures to ensure that they participate in and benefit from the Project

5) Poor population: their participation in the Project, the Project's impacts on them, and how to enable them to benefit from the Project.

2. Socioeconomic Profile of the Project Area

2.1 Administrative Division

XUAR is located in northwestern China, and on the ancient Silk Road and the New Euro-Asia Continental Bridge, bordered by Russia, Kazakhstan, Kyrgyzstan, Tajikistan, Pakistan, Mongolia, India and Afghanistan. XUAR is one of the five minority autonomous regions of China, and one of the province-level administrative division with the largest land area (1.66 million km^2). XUAR governs 7 sub-regions, 5 prefectures and two prefecture-level cities, 22 county-level cities, 62 counties and 6 minority autonomous counties.

Yili Prefecture is located northwestern Xinjiang, with a land area of 350,000 km^2. At the end of 2014, the prefecture governed 3 prefecture-level cities, 17 counties, two autonomous counties, 89 towns, 113 Xiangs and 28 sub-districts.

Yining City is located in the center of the Yili River Valley and north of the Yili River, being the center of the Yili Prefecture Government and a bridgehead of the New Euro-Asia Continental Bridge. Yining governs 8 sub-districts, one town and 8 Xiangs, 54 villages and 103 communities, with a land area of 755 km^2.

Table 2-1 Administrative Division (2014)

Division	Sub-districts	Townships	Communities	Villages
China	7697	32683	\	\
XUAR	176	825	\	\
Yili	28	202		
Yining	8	9	103	54

Source: Statistical Yearbook 2015 of China; Statistical Yearbook 2015 of Xinjiang; Statistical Yearbook 2015 of Yining City

2.2 Population

At the end of 2014, Yili Prefecture had a registered population of 4.7364 million, a year-on-year increase of 20,700 or 0.44%, including a female population of 2.3357 million, accounting for 49.3%; an urban population of 2.1133 million, accounting for 44.6%; and a 60+ population of 529,000, accounting for 11.2%, with a birth rate of 17.45‰, a death rate of 5.46‰ and a natural growth rate of 14‰.

At the end of 2014, Yining City had a resident population of 559,691, a year-on-year increase of 24,023 or 4.5%, including a female population of 279,413, accounting for 49.9%; and an urban population of 362,881, accounting for 64.8%, with a birth rate of 8.95‰, a death rate of 4.2‰ and a natural growth rate of 4.8‰.

Table 2-2 Population Composition (2014)

Division	Population (0,000)	Gender (0,000)		Registration (0,000)		Old age (0,000)	
		Female population	Percent (%)	Urban population	Percent (%)	65+ population	Percent (%)
China	136782	66703	48.8	74916	54.8	13755	10.1
XUAR	2298.47	1134.09	49.3	1058.91	46.07	/	/
Yili	473.64	233.57	49.3	211.33	44.6	/	/
Yining	55.97	27.94	49.9	36.29	64.8	/	/

Source: Statistical Yearbook 2015 of China; Statistical Yearbook 2015 of Xinjiang; Statistical Yearbook 2015 of Yili Prefecture; Statistical Yearbook 2015 of Yining City

Table 2-3 Population Growth, Death and Natural Growth Rates (2014)

Division	Birth rate (‰)	Death rate (‰)	Natural growth rate (‰)
China	12.37	7.16	5.21
XUAR	16.44	4.97	11.47
Yili	17.45	5.46	14
Yining	8.95	4.2	4.8

Source: Statistical Yearbook 2015 of China; Statistical Yearbook 2015 of Xinjiang; Statistical Yearbook 2015 of Yili Prefecture; Statistical Yearbook 2015 of Yining City

2.3 Socioeconomic Profile

In 2015, XUAR's GDP was 932.48 billion yuan, in which the output value of primary industries was 155.909 billion yuan, accounting for 16.7%, up 5.8%; that of secondary industries 356.499 billion yuan, accounting for 38.2%, up 6.9%; and that of tertiary industries 420.072 billion yuan, accounting for 45.1%, up 12.7%. In 2015, urban residents' per capita disposable income was 26,274.66 yuan, and rural residents' per capita net income 9,425.08 yuan.

In 2015, Yili Prefecture's GDP was 163.977 billion yuan, a year-on-year growth of 8.7%, in which the output value of primary industries was 45.608 billion yuan, up 6.0%; that of secondary industries 49.701 billion yuan, up 8.1%; and that of tertiary industries 68.667 billion yuan, up 11.0%. In 2015, urban residents' per capita disposable income was 24,266 yuan, and farmers' and herdsmen's per capita net income 12,259 yuan.

In 2015, Yining City's GDP was 20.99 billion yuan, a year-on-year growth of 17.6%, in which the output value of primary industries was 690 million yuan, accounting for 3.3%, down 3.1%; that of secondary industries 4.29 billion yuan, accounting for 20.4%, down 3.5%; and that of tertiary industries 16.01 billion yuan, accounting for 76.3%, up 12.9%. In 2015, urban residents' per capita disposable income was 24,550 yuan, and farmers' and herdsmen's per capita net income 13,639 yuan.

Table 2-4 GDP and Composition (2015)

Division	GDP (00m yuan)	Primary industries (00m yuan)		Secondary industries (00m yuan)		Tertiary industries (00m yuan)		Ratio (%)
		Output value	%	Output value	%	Output value	%	
China	676708	60863	9.0	274278	40.5	341567	50.5	3.9: 6.0:8.3
XUAR	9324.8	1559.09	16.7	3564.99	38.2	4200.72	45.1	5.8:6.9:12.7
Yili	1639.77	456.08	27.8	497.01	30.3	686.67	41.9	6:8.1:11
Yining	209.9	6.9	3.3	42.9	20.4	160.1	76.3	-3.1: 3.5:12.9

Source: statistical bulletins 2014 of national economic and social development (China, Xinjiang, Yili, Yining)

Table 2-5 Urban Residents' Disposable Income and Rural Residents' Net Income (2015)

Division	Urban residents' per capita disposable income (yuan)	Rural residents' per capita net income (yuan)
China	31195	10772
XUAR	26274.66	9425.08
Yili	24266	24155
Yining	24550	13639

Source: statistical bulletins 2014 of national economic and social development (China, Xinjiang, Yili, Yining)

2.4 Tourism

In 2015, XUAR received 60.97 million men-times of tourists, up 23.1%, including 1.4836 million men-times of inbound tourists, up 12.1%; total tourist consumption was 102.2 billion yuan, including domestic tourist consumption of 98.5 billion yuan, and inbound tourist consumption of 608 million yuan, up 51.5% and 22.3% respectively.

In 2015, Yili Prefecture received 25.139 million men-times of tourists, up 77.%; tourism revenue

was 19.1 billion yuan, up 49%.

In 2015, Yining City received 5.3413 million men-times of tourists, up 5%; tourism revenue was 6.48968 billion yuan, up 5.4%.

2.5 Transport

At the end of 2015, XUAR had a highway mileage of 178,300 km, up 1%, including an expressway mileage of 4,316km, a railway mileage of 6,585.63km, up 20.6%; and a civil aviation mileage of 20.93km, down 1.5%. In 2015, freight volume was 776.39 million tons, including 645.05 million tons by highway, down 0.4%. There were 2.9826 million civil cars, up 7.5%.

In 2015, Yili Prefecture had a highway passenger volume of 66.29 million men-times, down 7.3%, a passenger turnover of 4.533 billion passenger-kilometers, down 13.7%; and a freight turnover of 13.091 billion ton-kilometers, up 2.2%.

In 2014, Yining City had a highway passenger volume of 14.61 million men-times, down 7.1%; a highway freight volume of 29.0023 million tons, up 60.7%, and a bus passenger volume of 94.75 million men-times. At the end of 2014, civil car ownership was 18 per 100 families, and 562 buses were in service.

2.6 Health

At the end of 2015, XUAR had 15,672 health institutions with 130,100 beds, a year-on-year increase of 11.6%, and 135,500 technicians, up 5.8%. There were 121 disease prevention and control centers, and a healthy supervision and testing agency.

At the end of 2015, Yili Prefecture had 3,502 health institutions with 21,702 beds and 25,500 technicians.

At the end of 2015, Yining City had 269 health institutions with 1,435 beds and 2,502 technicians.

3. Stakeholder Identification and Demand Analysis

3.1 Beneficiary Area

The direct beneficiary area of the Project is 5 sub-districts (Kazanqi, Dumari, Yilihe, Alamubag and Saybuy), and 5 townships (Yingyeer Xiang, Hanbin Xiang, Bayandai Town, Kardun Xiang and Kebokyz Xiang), with a population of 179,966. The indirect beneficiary population is the entire population of Yining City. See Table 3-1.

Table 3-1 Direct Beneficiary Area of the Project

Township	Villages/communities	HHs	Population
Kardun Xiang	3 villages: Yinayat, Huaguoshan, Dongliang	1801	7346
Yingyeer Xiang	5 villages: Muye, Jieliangzi, Liuqiduan, Alamutya, Yingyeer	6970	16516
Hanbin Xiang	5 villages: Hanbin, Fazhan, Baskulk, Dumail, Yimail	6484	17806
Bayandai Town	7 villages: Bayandai, Xincun, Dunbazha, Sanduan, Gangou, Tiechanggou, Sualamut	16852	42133
Kebokyz Xiang	2 villages: Tuanjie, Kebokyz	1265	4821
Kazanqi Sub-district	4 communities: Moyk, Kazanqi, Tortdukan, Bostan	4049	12252
Dumari Sub-district	5 communities: Youhaojie, Malebaz, Saybag, Xinhua West Road, Xyerheyq	7523	17670
Yilihe Sub-district	4 communities: Bayqk, Humdamy, No.9, Saykyrux	3731	10934
Alamubag Sub-district	6 communities: Ailambag, Tuhukruik, Tianshan, Altunek, Yiayat, Saymari	8385	22851
Saybuy Sub-district	5 communities: Ehmetjan Road North, Wustanby, Yimari, Stalin Street, Shihu Street	10007	27637
Total		67067	179966

Source: local township governments and sub-district offices

3.2 Stakeholder Identification

Stakeholders refer to individuals or groups that can affect or be affected by the realization of the project objectives. Based on the feasibility study report and the fieldwork, the primary stakeholders of the Project include: 1) affected local residents, especially women, children, old people, the disabled and other vulnerable groups; 2) local enterprises and stores; 3) local educational institutions. The secondary stakeholders include: 1) PMO, owner, design agency and other agencies concerned; 2) bus company; and 3) government departments concerned.

1. Affected local residents

Affected local residents are one of the primary stakeholders, including residents affected by construction and near the bus terminals.

The Transport and Environment Improvement component will provide traffic convenience to nearby residents, and reduce their traffic time and costs. In addition, highway maintenance will improve road conditions.

The construction of transport corridors and the setup of traffic safety facilities will help reduce traffic accidents, and improve the road-crossing safety of nearby residents, especially for old people, the disabled and other vulnerable groups. Monitoring systems will also reduce the incidence of traffic violations, and make local residents observe the traffic rules more consciously.

The construction of bus terminals and the purchase of electric buses will improve local traffic, relieve traffic pressure, promote green traffic, and provide convenience to old people, the disabled and other vulnerable groups.

Mechanical operation and material transport during construction will occupy roads, and noise, dust, wastewater and slag generated during construction will affect residents' physical health and

living environment. However, the Project's advantages outweigh its disadvantages, and such negative impacts are temporary.

Therefore, the main needs of affected local residents are: 1) need for improved road infrastructure and traffic environment; 2) need for safe and convenient daily traffic; 3) need for more convenient bus services.

2. Local enterprises and stores

The Project will reduce transport costs of enterprises in Yining Park, improve logistics efficiency, and ensure the timely supply of raw materials and the timely delivery of commodities, thereby promoting these enterprises' daily operations.

After project completion, more enterprises will be attracted to Yining Park, and stores will be opened around, thereby creating more employment and income-generating opportunities for local residents, and promoting local economic growth.

Although construction will affect nearby stores' operations, such impacts are temporary and will be outweighed by the Project's advantages.

Therefore, the main needs of local enterprises and stores are: 1) improving the road network to improve transport efficiency, reduce transport costs and ensure timely supply; 2) introducing stores into the park or along bus routes to increase income; and 3) setting up bus stops in the park to attract investment and labor.

3. Local educational institutions

Local educational institutions are also one of the primary stakeholders, including nearby kindergartens, primary schools and high schools. Transport Management and Road Safety will improve the road-crossing safety of students during peak hours, especially those with traffic safety awareness.

After the completion of Public Transport Improvement, the new bus terminals and routes will provide students with more traffic options, and relieve traffic pressure during peak hours.

Therefore, the main needs of local educational institutions are: 1) improving the safety of road-crossing students through road reconstruction and traffic management improvement; and 2) increasing traffic capacity during peak hours through the increase of buses and bus routes.

4. PMO, owner, design agency and other agencies concerned

These agencies expect to complete project implementation successfully as soon as possible through joint efforts.

5. Bus company

Yining Bus Company has 35 bus routes with a total length of 381km, 447 bus terminals, 301 buses and 201 minibuses. In 2015, passenger volume was 88 million men-times and mileage 28 million kilometers. The bus company's need is improving the road network and transport infrastructure, optimizing bus routes, providing high-quality services to residents, and reducing operating costs.

6. Government departments concerned

Other government departments related to project construction, LA, HD and resettlement include the municipal development and reform commission, land and resources bureau, LA and HD management office, etc. Their need is to complete project implementation successfully, promote local economic development, and improve local residents' living standard through joint efforts.

3.3 Demand Analysis

1. Need for improved pavement quality and road network

1) Some road pavements and sidewalks in the downtown area are damaged to varying degrees due to prolonged service, and some alleys are still paved with sandstone or earth, affecting

traffic efficiency greatly.

2) Many local trunk roads are not wide enough and have limited traffic capacity, so congestion is very likely to occur during peak hours.

> 🕮 **Interview in Tortdukan Community (male, 40 years)**
> New roads are in good traffic condition, but downtown roads are narrow and inconvenient. It takes about 5 minutes' walk to the bus stop (Routes 6# and 7#).

2. Need for transport infrastructure

1) The existing road network of Yining City cannot meet the growing urban traffic volume. Mixed motor and non-motor vehicle traffic exists on many roads, and some roads even have no sidewalks.

2) There is no safe road-crossing facility on some roads, such as traffic signals and crosswalks, increasing the incidence of traffic accidents, and threatening the safety of pedestrians, especially old people, the disabled and students.

3) Some urban trunk roads are next to residential quarters, hospitals, schools, scenic zones, etc. Limited traffic capacity and irrational layout affect traffic efficiency in these areas.

> 🕮 **Interview in Tuhukruik Community (female, 28 years)**
> Some people run the red light on some roads, and traffic signal indications are sometimes unclear. This is particularly dangerous for old people.

3. Need for traffic safety management

1) Some local residents say that there is no monitoring or security measure on nearby roads, and traffic violations are not punished, increasing the probability of traffic accidents, and affecting traffic safety, especially for old people, the disabled, women and other special groups.

2) With the gradual growth of civil cars, the undersupply of parking spaces is increasingly serious. The existing parking capacity of the urban area can only meet 40% of parking demand, with a gap of 14,377 parking spaces. Parking management is also inadequate. For this reason, illegal parking is very frequent.

3) During peak hours, though traffic police is on duty to guide traffic, road-crossing safety is still unsecure due to irrational road design and the lack of traffic safety awareness.

> 🕮 **Interview in Yinayat Village (female, 45 years)**
> Some car drivers would honk the horn against old people crossing roads very close to them. I'm very angry at this behavior.

4. Need for upgraded public transport infrastructure

1) Bus stops are irrationally positioned and designed, making it inconvenient for residents to take buses. Some bus stops are far away from nearby residential quarters, and some residents even have to walk half an hour to the nearest bus stop, especially for old people, the disabled, women and other special groups. Some bus stops have no seat or canopy, and some do not have clear indication.

2) Bus compartments are not provided with adequate facilities, causing inconvenience to passengers, especially old people, the disabled and other vulnerable groups. Minibuses are small and would be very crowded, especially at weekends and on holidays. Handles in some buses are too high to be reached by some people, posing potential safety risks to standing passengers.

3) Bus routes and running times are inconvenient for nearby residents. Some residents have to walk a long way or make transfers when taking buses, and it is inconvenient for residents living in

suburban and rural areas to return home because last buses are too early, especially for schoolchildren. Some bus routes have long intervals, such as 20-30 minutes or longer.

> 🕮 **Interview in Tuhukruik Community (female, 38 years)**
> There is a bus route near my home, but it does not provide direct access to my workplace. I have to make a transfer or walk over a distance. In addition, the last bus is too early, so that I often have no bus to take when going home.

4. Poverty Analysis and Strategy

4.1Poverty Analysis

Based on the rural poverty line of per capita income of 2,300 yuan (constant prices in 2010), Yining City had a poor population of 5,593 at the end of 2015, with a poverty incidence of 4.12%, lower than the national average of 9.24%. In 2015, rural residents' per capita net income in Yining City was 13,639 yuan, higher than the national average of 10,772 yuan.

Yining City is the largest open frontier city in western China, and boasts developed trade and rich tourism resources. However, the city is economically unbalanced, with great personal income disparities. According to the Bank's approach to determine the "Bottom 40%" in China, the poverty line of the project area is per capita income of 5,956 yuan.[1]

At the end of 2015, the project area had a registered population of 103,511, in which the population below the city's poverty line was 22,711, accounting for 21.94%, and Dumari Sub-district had the highest proportion of population of 29.69% among all sub-districts/townships. See Tables 4-1 and 4-2.

Table 4-1Poverty Overview

Division	Rural population (0,000)	Poor population (0,000)	Poverty incidence (%)
China	60346	5575	9.24
XUAR	1245	\	\
Yili Prefecture	13.6	0.6	4.12

Source: statistical bulletins 2015 of national economic and social development (China, Xinjiang, Yili, Yining); Yining Municipal Poverty Reduction Office

Table 4-2 Local Poverty Profile

Division	Gross population	Poor population	40% bottom poor population	Proportion of 40% bottom poor population
Project area	179966	1088	22711	21.94%
Kardun Xiang	7346	58	569	6.38%
Yingyeer Xiang	16516	355	3723	22.54%
Hanbin Xiang	17806	1104	3508	19.71%
Bayandai Town	42133	728	10036	23.82%
Kebokyz Xiang	4821	150	762	15.81%
Kazanqi Sub-district	12252	167	2076	16.94%
Dumari Sub-district	17670	426	5397	30.54%
Yilihe Sub-district	10934	137	3201	29.28%
Alamubag Sub-district	22851	108	6785	29.69%
Saybuy Sub-district	27637	42	4021	14.55%

Source: local township governments, sub-district offices and villages/communities

4.2 Local MLS

At the end of 2015, XUAR had a MLS population of 2.183 million, including 866,000 urban residents and 1.317 million rural residents, and the average urban and rural MLS standards were 297 yuan and 144 yuan per capita per month respectively. At the end of 2015, Yili Prefecture had a MLS population of 233,000, and the average urban and rural MLS standards were 328 yuan and 174.3 yuan per capita per month respectively. At the end of 2015, Yining City had a MLS population of 66,116, including a rural MLS population of 52,612 and an urban MLS population of 12,504, and

[1] It should be noted that this estimate is not equal to the actual statistical figure, but is based on local data and fieldwork.

the project area had a MLS population of 5,127.

Table 4-3 MLS Statistics

Division	Rural MLS population	Rural MLS standard (yuan/capita month)	Urban MLS population	Urban MLS standard (yuan/capita month)
China	49031599	264.8	17080108	451.1
XUAR	1317586	144	865564	297
Yili Prefecture	107474	174.3	125102	328
Yining City	13504	133.8	52612	251
Project area	5127	133.8	10030	251
Kardun Xiang	481	133.8	102	251
Yingyeer Xiang	582	133.8	116	251
Hanbin Xiang	1530	133.8	907	251
Bayandai Town	852	133.8	328	251
Kebokyz Xiang	545	133.8	153	251
Kazanqi Sub-district	458	133.8	3033	251
Dumari Sub-district	152	133.8	2604	251
Yilihe Sub-district	263	133.8	1370	251
Alamubag Sub-district	212	133.8	1211	251
Saybuy Sub-district	52	133.8	206	251

Source: website of the Ministry of Civil Affairs of the PRC (Q4 2015); sub-district offices and village/community committees

4.3 Poverty Reduction Measures

YMG has promulgated a number of public policies and actions on poverty reduction, which are implemented by the government functional departments concerned, including poverty reduction office, civil affairs bureau, labor and social security bureau, industry and commerce administration, women's federation, etc., including:

Targeted poverty reduction

1. **Identifying subjects of poverty reduction accurately and determining the time sequence of poverty reduction**: Reduce poverty for 1,720 households, 5,593 persons, 3 region-level key poor villages and 18 ordinary poor villages in 2016, identify poor villages, households and population accurately, establish a database of targeted poverty reduction, and find out poverty reduction needs and solutions accurately for orderly poverty reduction.
2. **Defining assistance measures and responsibilities accurately**: 1) Combine special poverty reduction with practical needs, and make funds available; 2) Strengthen support for poor villages and population in terms of industry planning, funding and project; 3) Establish an incentive mechanism of social poverty reduction; 4) Focus on the implementation of 10 types of poverty reduction programs, namely targeted assistance, industry development, training and employment, health care, education subsidization, affordable housing, relocation, social assistance, on-spot assistance, and whole-village advancement.
3. **Strengthening accurate management**: 1) Monitor poor villages, households and population comprehensively, and accept public supervision; 2) Take development-oriented poverty reduction as a key item in government and leadership performance evaluation.

Special poverty reduction

1. **Training and employment**: 1) Grant rewards to poor laborers getting employed successfully; 2) subsidizing land-expropriated farmers in rural endowment insurance; 3) offering free vocational skills training to realize stable employment; 4) granting small-amount secured loans to eligible poor laborers; 5) offering public welfare jobs to undergraduates from poor families; 6) granting training and insurance subsidies to poor recruits in the textile industry; 7) granting

internship subsidies to poor graduates of colleges and technical secondary students; 8) encouraging enterprises to recruit poor laborers; 9) offering preferential policies to enterprises investing in poor villages; 10) assisting enterprises in recruiting poor laborers; and 11) organizing free employment training for poor population.

2. **Medical care**: 1) establishing a green channel for poor population, and exempting them partly from medical expenses; 2) offering medical subsidies to poor rural MLS households; 3) conducting free tuberculosis screening, and performing sight-regaining operations for poor cataract patients; 4) granting hospitalization subsidies to poor lying-in women, and performing free physical checkup for kindergarten kids; 5) offering anti-HIV drugs; and 6) providing basic family planning services.

3. **Education subsidization**: 1) offering kindergarten subsidies to poor kids; 2) offering a subsidy of 1,000 yuan per semester to each poor student at the compulsory education stage; 3) granting subsidies to poor senior high school students; 4) granting subsidies to poor vocational high school students; 5) offering a subsidy of not less than 3,000 yuan at the higher education stage.

4. **Technology**: 1) offering technical and financial support in crop cultivation to poor households; 2) offering land and machinery subsidies totaling 4 million yuan for herdsmen in 2015; 3) granting special crop (characteristic fruit) subsidies in 2016; 4) offering free vegetable seedlings for courtyard cultivation; 5) assisting in marketing characteristic farm products; 6) offering grassland ecological conservation subsidies to poor households; and 7) assigning technicians to direct grass growers.

4.4 Demand Analysis of Poor Population

During the fieldwork, the needs of local poor population for the Project, and the Project's impacts on them were learned by means of FGD, interview, etc., as detailed below:

1. **Transport and Environment Improvement**

1) Local residents, especially the poor, support the Project greatly, and expect it to be completed successfully to improve traffic conditions. Smooth roads will facilitate daily traffic, improve traffic quality, and drive the development of transport. Local residents also expect the Project to be completed with high quality to ensure long-term service.

2) Some unskilled jobs will be generated at the construction and operation stages, and some poor laborers expect to get such jobs to increase income and improve living standard. They also expect the Project to promote local economic development to create external conditions for their poverty reduction.

3) Since there will be a larger volume of high-speed vehicular traffic, threatening the personal safety of local residents, especially old people and children. It is very necessary to conduct traffic safety publicity and education for drivers and local residents in acceptable manners.

4) The transport infrastructure is an integral part of the Project. Local residents expect to strengthen transport infrastructure construction, including sidewalks, safety signs and traffic signals.

2. **Transport Management and Road Safety**

1) Local residents expect deceleration strips, crosswalks and monitoring facilities to be provided on nearby villages to improve road-crossing safety, especially for old people, women and other special groups.

2) Poor residents in the outskirts expect monitoring facilities to be provided to regulate driving behavior and punish violators.

3) Most local poor residents expect transport corridors be established to improve accessibility and offer more traffic options to them, thereby reducing their traffic time and costs.

3. Public Transport Improvement

1) Most local poor households have limited traffic means and options, and bus is a cost-saving and convenient option for them, so they expect more bus routes be available.

2) New bus stops should have seats and canopies for the convenience of old people, women and other special groups. Bus intervals should be shortened, and BRT lanes provided to ensure smooth bus running.

3) Local residents expect new buses to be more specious, especially the poor, because they take buses more often.

4.5 Poverty Reduction Effects of the Project

1. Promoting the development of local characteristic industries and transport to benefit local residents, especially the poor

After project completion, more roads will connect Yining Park and the downtown area, reducing transport time and costs. This will attract more enterprises to Yining Park, and increase local income. The improvement of traffic conditions will promote agriculture development by reducing transport costs and facilitating marketing, thereby increasing the income of farmers.

2. Driving the development of secondary and tertiary industries to improve the living and employment environment of local residents, especially the poor

1) Building materials used for project construction will be purchased locally with priority as long as they meet the quality requirements, thereby promoting the development of nearby building material manufacturers, and local infrastructure construction and investment, and generating job opportunities for local residents.

2) The Project will connect scenic zones in urban and rural areas very well, thereby promote tourism development and overall poverty reduction.

3) The improvement of traffic conditions will create a favorable external environment for local farmers to return home for business startup, facilitate the introduction of capital and projects, and generate a large number of jobs for local poor residents and women to get employed locally.

3. Promoting the employment of local residents, especially the poor, to increase income

Through communication with the PMO and IAs, 578 unskilled jobs will be generated at the construction and operation stages, in which 30% will be first made available to the poor, women and other vulnerable groups.

4. Promoting overall development and creating external conditions for overall poverty reduction

Yining City is an important commodity distributing center on the Silk Road, and has several major highway ports. The Project will promote the development of local resources and international trade, thereby creating conditions for overall poverty reduction.

5. Social Impact Analysis

5.1 Transport and Environment Improvement

5.1.1 Positive Impacts

1. Improving the road network to relieve traffic pressure

According to the Code for transport planning of urban roads, the density of primary trunk roads should be 0.8-1.2km/km^2, that of secondary trunk roads 1.2-1.4 km/km^2 and that of branch roads 3.0-4.0 km/km^2, while the values of the downtown area of Yining City are 1.42 km/km^2, 0.82 km/km^2 and 2.68 km/km^2 respectively. It can be see that the densities of secondary trunk roads and branch roads of Yining City are below the specified levels, and the layout of the existing road network is not rational enough, so the growing traffic demand cannot be met.

After project completion, the new roads and alleys will increase urban traffic capacity and efficiency greatly, and offer more traffic options.

2. Optimizing the road layout to improve traffic efficiency

Some local roads are narrow and have mixed traffic, and some roads have no sidewalk.

After road upgrading, different types of vehicles will be divided rationally to ensure traffic efficiency and safety, and sidewalks will be provided.

3. Repairing damaged roads and upgrading the highway maintenance system

Some local roads are seriously damaged due to prolonged service and heavy freight traffic, so are some sidewalks. Vehicles driving on rugged roads are likely to bump.

After road repair, vehicle bumping will be alleviated, and pedestrian safety ensured, especially old people, the disabled and other special groups. The highway maintenance system established under the Project will prolong the service life of roads.

4. Improving the traffic infrastructure for the convenience of pedestrians

There are no traffic signals, traffic safety signs and sidewalks on some nearby roads, resulting in a high incidence of traffic accidents. In 2015, 1,315 traffic accidents occurred in the project area.

The Project will improve the transport infrastructure greatly, and ensure the traffic safety of residents, especially old people, the disabled, children and other special groups.

> 🕮 **Interview in Yinayat Village (female, 35 years)**
> There is a school near the village. Students are at risk during peak hours due to the lack of deceleration strips and traffic safety awareness.

5. Improving urban economic efficiency

The Project will further develop urban economic spaces, and attract more investors to streets, commercial centers and Yining Park, thereby improving urban economic efficiency.

6. Promoting the employment of local residents, especially vulnerable groups, and increasing their income

The Project will generate temporary or permanent jobs, in which such unskilled jobs as cleaning, painting and material handling may be offered to local residents. Through communication with the PMO and IAs, 578 unskilled jobs will be generated at the construction and operation stages, in which 30% will be first made available to the poor, women and other vulnerable groups.

7. Relieving parking pressure and improving street appearance

With the gradual growth of cars in the Kazanqi area (scenic zone), some residents park their cars on driveways, affecting vehicular and pedestrian traffic seriously. There is no fixed parking lot for tourist buses, which are often parked at the entrance, affecting street appearance. In the Project, a 3,666 m^2 car park that accommodates about 125 vehicles will be built in the Kazanqi area, thereby

mitigating parking difficulty, reducing street occupation and improving traffic safety greatly.

5.1.2 Negative Impacts

1. LA and HD impacts

The Transport and Environment Improvement component involves the permanent acquisition of 33.875 mu of land, including 12 mu of cultivated land, 20 mu of woodland and 1.875 mu of housing land, and the demolition of houses of 203 m^2, affecting 5 households with 16 persons in 3 villages in 3 townships/sub-districts, including 14 Uygur people and two Hui people. The stockyard, mixing plant, production and living area, and temporary construction roads may involve temporary land occupation. Through design optimization, all land to be occupied temporarily is within the boundary line, eliminating the need for temporary land occupation.

2. Affecting the operation of nearby stores and plants

Construction will affect nearby stores' operations and nearby residents' rest due to noise and traffic interruption, thereby potentially affecting nearby stores' operating revenue. Therefore, construction should be scheduled to avoid the high season of tourism to minimize such negative impacts.

3. Affecting the traffic efficiency and safety of residents and students

Construction will affect the traffic of nearby residents, students and vehicles mainly, and construction vehicles will threaten the personal safety of local residents, especially old people, children and women.

Construction noise may affect nearby residents' rest and students' school learning, and construction waste may affect nearby residents' physical and mental health.

5.2 Transport Management and Road Safety

5.2.1 Positive Impacts

1. Providing facilities to improve the safety of road crossing

There are deficiencies in some urban road facilities. For example, there is no safety island on some broad roads, but the green signal is not long enough for pedestrians to cross the road, affecting both vehicle driving and pedestrian safety.

After project completion, such facilities will be improved to separate pedestrians from vehicles to ensure driving efficiency and pedestrian safety.

2. Constructing transport corridors to improve the accessibility of urban roads

Some early-planned narrow urban roads are close to important places, such as hospitals, schools, commercial streets and cultural sites. It is convenient for nearby residents to visit these places on foot, but it is inconvenient for residents from other parts of the city and visitors to visit these places due to inaccessibility.

After the completion of the transport corridors, lanes will be divided rationally to avoid mixed traffic and improve traffic efficiency

3. Upgrading monitoring systems to improve transport management capacity

Some local residents say that there is no monitoring or security measure on nearby roads, and traffic violations are not punished, increasing the probability of traffic accidents, and affecting traffic safety, especially for old people, the disabled and other special groups.

After the transport management system is upgraded, the traffic police can manage transport more efficiently, and punish violators more effectively.

5.2.2 Negative Impacts

1. Inconvenient traffic during construction

During the installation of traffic signals and monitoring systems, local power supply may be

interrupted, thereby affecting the regular operation of existing traffic signals and monitoring systems.

2. Difficult adaptation during early-stage operation of road-crossing safety facilities

During early-stage operation of road-crossing safety facilities, nearby residents who are used to old facilities will adapt to new facilities, especially for old people, the disabled and other special groups.

3. Reduced vigilance of residents to road-crossing safety

When nearby residents know that traffic signals and monitoring systems have been installed after project completion, they may become vigilant when crossing roads or driving. In addition, the traffic corridors will increase driving speed, posing potential risks to road-crossing pedestrians.

5.3 Public Transport Improvement

5.3.1 Positive Impacts

1. Improving the public transport infrastructure

Existing minibuses in the urban area have limited passenger capacity, and would be crowded at weekends and on holidays, especially those passing through railway stations, hospitals and schools, making it inconvenient to take them. Some bus stops have no seat or canopy, and are far away from residential quarters, causing great inconvenience to old people and the disabled.

After project completion, new buses to be put into operation will be more spacious and run more frequently for the convenience of nearby residents. Bus stops will be positioned more rationally for the convenience of old people, the disabled and other special groups, and provided with seats and canopies for comfortable waiting. Bus compartments will be provided with adequate facilities to ensure the safety of passengers.

> 🕮 **Interview in Tuanjie Village (male, 41 years)**
> The bus interval is usually 7 minutes, but may be longer on holidays, when buses are more crowded.

2. Adjusting the bus route layout

The density of the existing urban road network and the coverage of the existing bus routes are insufficient. Some bus stops are far away from nearby residential quarters, and some residents even have to walk half an hour or longer to the nearest bus stop.

After project completion, bus coverage and layout will be optimized, and there will be more bus stops, offering more traffic options and greater convenience to local residents.

3. Improving public transport service level

Due to limited bus routes and buses in the project area, even dispatching by the traffic police cannot meet the peak-hour traffic demand. Some bus routes have long intervals, such as 20-30 minutes or longer, and last buses of some routes are too early, making it inconvenient for residents and students to return home.

After new buses and public transport infrastructure are put into operation, the traffic pressure in the urban area will be relieved, and traffic efficiency improved. Bus interval and last bus timing will also be optimized.

> 🕮 **Interview in Kebokyz Village (male, 33 years)**
> Route 401# runs through our village but has no stop. Buses stop upon request and are run by individuals. The bus interval is about 10 minutes, and can meet daily traffic demand. However, it is not very convenient in general.

4. Generating more job opportunities for local residents

The Yining Park and Nan'an New District bus terminals will be constructed in the Public Transport Improvement component, providing more opportunities for local and non-local residents to work or do business there.

5.3.2 Negative Impacts

1. LA and HD impacts

The Public Transport Improvement component involves the acquisition of 40 mu of collective land and the occupation of 40 mu of state-owned farmland, affecting 5 households with 32 persons in two villages in two townships/sub-districts, including 5 Uygur people and two Hui people. The PMO should conduct LA, HD and livelihood restoration properly, and ensure that compensation is paid to the APs fully and timely. The stockyard, mixing plant, production and living area, and temporary construction roads may involve temporary land occupation. Through design optimization, all land to be occupied temporarily is within the boundary line, eliminating the need for temporary land occupation.

2. Traffic safety risks

After project completion, the improved transport infrastructure will improve traffic efficiency, but high driving speed will pose greater traffic safety risks to pedestrians, and faster buses will pose risks to some passengers, especially old people, pregnant women, children and other special groups.

3. Construction impacts on nearby stores

Construction will affect nearby stores' operations and nearby residents' rest due to noise and traffic interruption, thereby potentially affecting nearby stores' operating revenue.

4. Construction impacts on traffic efficiency and safety

During bus terminal construction, regular traffic will be affected, and existing bus routes may be adjusted, causing inconvenience to residents going out by car or bus. In addition, traffic accidents will be likely to occur near construction sites.

5. Construction impacts on daily life

Flying dust, noise and waste generated during construction will affect the local environment temporarily, and pose personal safety risks to local residents, especially old people, children and pregnant women.

Through communication, the owner will pay more attention to these issues, give publicity on construction safety, and take measures to reduce negative impacts.

5.4 Social Benefits for Main Beneficiary Groups

1. Affected local residents

The Transport and Environment Improvement component will improve road quality and traffic efficiency, and relieve traffic pressure. The Transport Management and Road Safety component will further ensure traffic safety and convenience.

The bus is the most important means of public transport in daily life. Residents in Tuhukruik Community, Alamubag Sub-district say that existing buses have limited passenger capacity so that they often have no seat, and bus riding time is long due to irrational routing. The Public Transport Improvement component will provide more traffic options to local residents and improve their traffic convenience.

825 jobs will be generated at the construction and operation stages, including 578 unskilled jobs, which will be first made available to the poor, women and other vulnerable groups. In addition, since women, old people, the poor, MLS population and other special groups have different needs

for the Project, the Project's impacts on them are also different.

First, most women prefer taking buses when going out for shopping or child pickup, but some buses are too small and some bus routes are irrational. The Project will rationalize bus routes and offer more seats to improve bus riding comfort and safety, and save time, especially for the old, weak, ill and disabled, and pregnant women.

Second, most old people prefer taking buses. However, in Tuanjie Village, it takes 30 minutes' walk to get to the nearest bus stop, and the temporary bus stop has no canopy. Bus steps are high and there is no access handrail, making it unsafe for old people to get on or off buses. Bus routes are irrational, and last bus times are too early. The Project will improve bus riding comfort, safety and convenience for old people.

Third, poor and MLS residents think that bus fares are relatively high for them. Preferences should be granted to them at the construction and operation stages.

2. Local enterprises and stores

The Project will improve the logistics efficiency of local enterprises, and reduce their transport costs, thereby improve their overall economic efficiency and attracting more external investment. With the completion of the bus terminals, the downtown area will also attract more businesses.

In addition, the Project will bring many benefits to local women, old people, poor residents and other special groups.

First, with the improvement of local transport, the project area will attract more enterprises and stores, which will generate many business startup or employment opportunities for local women.

Second, with the growth of stores in the project area, more shopping and leisure options will be available to old people.

Third, with the introduction of enterprises and stores, local poor residents will have many more job opportunities to increase their income.

3. Local educational institutions

With the improvement of local transport, traffic congestion during peak hours will be alleviated, ensuring the safety of students, and improved public transport will bring convenience to students who go to school and return home by bus.

In addition, the Project will bring many benefits to local women, old people, poor residents and other special groups.

First, younger children are usually taken to and from school by women, old people and other special groups. The improvement of road conditions will ensure their safety, and improved public transport will reduce their traffic time.

Second, children from poor households will have more traffic options, and may take buses more safely.

6. Social Gender and Development

6.1 Local Women's Profile

In order to learn local women's development and participation, 29 FGDs were held, including 12 women's FGDs, with 145 participants in total, including 59 women, and 72 in-depth interviews were conducted, including 25 women, accounting for 35.1%.

1. Age

The respondents aged 30-59 years are the most, accounting for 48.8% and 25.3% for males and females respectively.

Table 6-1 Sample Distribution by Gender and Age

Age	Male		Female		Total	
	N	%	N	%	N	%
<30 years	16	7.4	12	5.5	28	12.9
30-59 years	106	48.8	55	25.3	161	74.2
>=60 years	11	5.1	17	7.8	28	12.9

Source: SA survey

2. Educational level

The female respondents having received junior high school education are the most, accounting for 19.4%, and those having received primary school education account for 7.8%.

Table 6-2 Sample Distribution by Gender and Educational Level

Educational level	Male		Female		Total	
	N	%	N	%	N	%
Illiterate	2	0.9	4	1.8	6	2.8
Primary school	14	6.5	17	7.8	31	14.3
Junior high school	69	31.8	42	19.4	111	51.2
Senior high school / secondary technical school	30	13.8	13	6	43	19.8
Junior college or above	18	8.2	8	3.6	26	11.9

Source: SA survey

3. Division of labor

In the project area, men are the main force of farming, and women usually do not farm except in the busy season, but are the main force of housework. Most women usually won't work outside alone without the consent of their husbands.

4. Traffic modes

55% of local women usually go out by bus, and 30% choose electric bike or private car. The main reason for choosing electric bike is the inconvenience of taking buses.

5. Participation in public affairs

Interviews and FGDs show that local women participate in village affairs to a very low extent, and would attend village meetings only when their husbands are absent. 70% of women think that their husbands should attend meetings as long as they are home, and women rarely express their ideas even if they attend meetings.

6.2 Local Women's Development

Ongoing local women's development activities mainly include the following:

1. Charity Donation

The Yining Municipal Women's Federation has initiated the Charity Donation Campaign to help

poor women and children, and other residents in need of assistance. In 2015, it received donations totaling 235,000 yuan.

2. Small-amount loan for women's business startup

The Yining Municipal Women's Federation grants small-amount loans to women willing and able to start businesses. In 2015, 30 women in Yining City received loans totaling 150,000 yuan, and a revolving business startup fund of 30,000 yuan was granted to 3 women enterprisers.

3. Skills training

The development of women's specialized technical associations and cooperatives is supported greatly, and relevant skills training offered to women.

4. AIDS training

AIDS training was offered to local women in an interactive manner. As of October 25, face-to-face AIDS training had been offered in 60 communities and 30 villages, further promoting community civilization.

5. Assistance for poor women

Women's organizations at all levels provide assistance to female officials and poor women on holidays, including the Spring Festival and Women's Day. In 2015, consolation funds and items totaling 150,000 yuan were granted to female officials and poor women, and daily necessities provided to 200 destitute women.

6.3 Project Impacts on Women

6.3.1 Positive Impacts

1. Improving the traffic environment and women's traffic safety

After project completion, deceleration strips, barrier-free road-crossing facilities, etc. will help pregnant and women cross roads safely, and monitoring systems will monitor illegal driving acts. In addition, with the improvement of the road network and transport management, women's traffic safety will be improved.

2. Improving women's convenience of taking busses

Most local women go out by bus, but inconvenient bus services force some women to choose the electric bike. The Public Transport Improvement component will optimize bus routes and improve bus facilities, making it safer, more time-saving, more economical and more comfortable for women to take buses.

3. Getting employed under the Project to increase income

Some unskilled jobs generated at the construction and operation stages will be first made available to women, the poor and other vulnerable groups. In addition, construction will promote nearby commercial activities, and women can get employed. The Project will promote the further development of local tourism and other tertiary industries, generating more job opportunities for women and increasing their income.

4. Improving the working and living environment

After project completion, local women will have a better working and living environment.

6.3.2 Potential Risks

The survey shows that local women will benefit from the Project, but may also be exposed to risks at the construction, implementation and operation stages if their needs and suggestions are neglected. Such risks include:

1) LA may affect the living standard of land-expropriated women. If they are unable to get employed, their income will be reduced.

2) Women's job opportunities under the Project may be affected. Due to traditional culture,

people (including women themselves) think that women are poorly educated, and not good at participating in public affairs. Due to such understanding, women's needs and suggestions are often neglected, and their rights and interests are not protected in project design, implementation and management. In addition, the jobs generated during construction may be temporary, and women may be faced with the threat of unemployment after construction completion.

3) Construction dust and noise may affect women's physical and mental health, and increase their medical expenses.

4) Higher driving speed after project completion may threaten women's personal safety.

6.4 Women's Needs and Expectations

At the preparation stage, the IAs collected local women's needs and expectations, which play a significant role in improving the project design, and protecting women's rights and interests.

1. Attitude to the Project

All local women support the Project, and think that the Project is very necessary. They expect the Project to be completed as soon as possible to improve the traffic safety and efficiency of local residents.

2. Need for upgraded transport infrastructure

Local women think that existing traffic facilities are inadequate, such as the shortage of deceleration strips, traffic signals and safety islands, and expect such facilities be provided to ensure the safety of women, old people and other special groups.

3. Need for upgraded public transport services

In the project area, some bus stops are far away from nearby residential quarters, some have no seat or canopy, and some do not have clear indication. Local women expect that more spacious buses be provided, bus stops be improved, and more bus routes be available to improve traffic efficiency.

4. Need for jobs generated by the Project

Some temporary jobs will be created at the construction and operation stages. Over 90% of the female respondents are willing to do such jobs.

5. Need for higher traffic safety awareness

Some local residents have weak traffic safety awareness, such as red light running, illegal parking and illegal road crossing. Most female respondents expect relevant training.

6.5 Social Gender Action Plan

The Project will help improve the local transport infrastructure, and promote the development of secondary and tertiary industries, so that local women will benefit from it. However, the Project may pose some potential risks. Therefore, gender-sensitive measures should be taken to enhance the Project's positive impacts and minimize its negative impacts, and promote women's participation and development. The Gender Action Plan has been developed through consultation. See Table 6-3..

Table 6-3 Social Gender Action Plan

Suggested action	Target group	Implemented by	Stage	Actions	Funding source	Monitoring indicators
1. Improving the project design based on women's needs	Local women	Design agency, owner, PMO, municipal housing construction bureau, women's federation, transport bureau, bus company, affected township governments and community committee	Construction	The project design should be gender-sensitive, and reflects women's special needs for traffic and public transport: **Transport and Environment Improvement** 1) Roads and associated facilities should be designed in consultation with women, old people, etc.; 2) Road maintenance and management should be conducted in consultation with women, old people, etc.; **Transport Management and Road Safety** 3) Traffic signal setup, road passing mode, position and convenience, and streetlamp setup should be determined in consultation with women, old people, etc.; 4) Traffic signs and safety facilities should be designed in consultation with women, old people, etc.; 5) Deceleration strips should be set up at road junctions with high vehicular traffic to ensure the safety of women and old people; 6) Traffic monitoring facilities and signals should be provided to ensure the safety of women and old people; **Public Transport Improvement** 7) Bus platform facilities should be improved based on needs of women, old people, etc., such as seat, canopy, barrier-free passage and emergency exit; 8) Bus facilities should be provided based on needs of women, old people, etc., such as special seat, handrail height, stop reporting system and sign; 9) Bus routes should be planned in consideration of the convenience of women, old people, etc.	Project budget	Form and frequency of collection of women's needs for and suggestions on the Project, and related records, including: 1) Suggestions of local women and old people on bus platform facilities, bus facilities, traffic signal setup, road passing mode and position, streetlamp setup, etc.; 2) Suggestions of local women and old people on traffic signs and safety facilities
2. Promoting women's participation at all stages and improving their status	Local women	Design agency, construction agency, owner, PMO, municipal housing construction bureau, women's federation, transport bureau, bus company, affected township governments	Construction and operation	1) Not less than 40% of participants at public participation meetings at all stages of the Project should be women; 2) Project publicity and training should be given at such time and venue, and in such form that women's needs are fully met; 3) Women should be allowed to sign to receive LA compensation.	Project budget	1) Number of public participation meetings at different stages, number of female participants, and minutes; 2) Time, venue and mode of publicity and training; 3) Percentage of women singing to receive

		and community committee				compensation
3. Making non-agricultural job opportunities first available to women to increase their income	Local women	Design agency, construction agency, owner, PMO, municipal housing construction bureau, women's federation, transport bureau, bus company, affected township governments and community committees	Construction	1) 30% of unskilled jobs (68 in total) generated by the Project should be first made available to vulnerable groups inclusive of women; 2) 30% of public welfare jobs (104 in total) generated by the Project should be first made available to vulnerable groups inclusive of women.	Project budget and contractor budget	1) Number of women receiving unskilled jobs; 2) Number of women taking public welfare jobs
4. Offering traffic safety and skills training to women to improve their safety awareness and ability to get employed	Women in AHs	Owner, PMO, women's federation, municipal civil affairs bureau, agriculture bureau, transport bureau, bus company, affected township governments and community committee	Construction and operation	1) Skills training for women should be given at such time and venue, and in such form that women's needs are fully met; 2) Skills training should include traffic safety training, and diversified traffic safety publicity and training should be given at the community level.	Contractor budget	1) Scope, time and venue of skills training, and percentage of female participants; 2) Form of traffic safety publicity and training at the community level

7. Minority Analysis

7.1 Local Minority Profile

1. XUAR

XUAR is one of the five minority autonomous regions of China, and one of the province-level administrative division with the largest land area. It is inhabited by 47 ethnic groups, mainly including Uygur, Han, Kazakh, Hui, Mongolian, Kyrgyz, Sibe, Tajik, etc.

At the end of 2014, XUAR had a population of 27.9619 million, including a Han population of 10.5626 million, accounting for 37.77%; a Uygur population of 12.0947 million, accounting for 43.25%; a Kazakh population of 2.8563 million, accounting for 10.21%; and a Hui population of 1.4948 million, accounting for 5.35%.

2. Yili Prefecture

At the end of 2014, the prefecture had a population of 4.7364 million, including a Uygur population of 822,800, accounting for 17.37%; a Han population of 1.9675 million, accounting for 41.54%; a Kazakh population of 1.2576 million, accounting for 26.55%; and a Hui population of 436,300, accounting for 9.21%.

3. Yining City

The city is inhabited by 38 ethnic groups, including 269,700 Uygur people, 204,000 Han people, 26,200 Kazakhs and 39,600 Hui people, up 4.2%, 5.8%, 3.1% and 1.8% respectively, accounting for 48.19%, 36.45%, 4.68% and 7.08% of gross population respectively.

4. Project area

The direct beneficiary area of the Project is 5 villages and 24 communities in 5 sub-districts (Kazanqi, Dumari, Yilihe, Alamubag and Saybuy), and 5 townships (Yingyeer Xiang, Hanbin Xiang, Bayandai Town, Kardun Xiang and Kebokyz Xiang) in Yining City. The affected ethnic groups are Uygur, Han, Kazakh and Hui mainly, and the project area has a population of 179,966, in which Uygur accounts for 47.42%, Han for 40.27%, Kazakh for 2.9%, Hui for 3.54% and other ethnic minorities for 5.87%.

7.2 Religious and Cultural Profile

1. Uygur

Uygur is the ethnic minority with the largest population in the project area, and an ancient ethnic group in northwestern China. The word “Uygur” means “unity”. Most of the Uygur people live in Kashgar, Hetian, Aksu and Korla south of the Tianshan Mountains mainly, and some are scattered in Urumqi and Yili north of the Tianshan Mountains, and other provinces.

Clothing: All Uygur people wear flower hats with four edges. Men usually wear robes buttoning down the front, and men usually wear dresses, covered by black front-opening vests, earrings, bracelets, finger rings and necklaces.

Religion and language: The Uygur people use their own language of Uygur, which belongs to the Altaic family and the Turkic branch. Historically, the Uygur people used ancient Turkic, ancient Uygur, etc. successively. Since the early 1980s, Uygur based on Arabic Letters has been resumed. The Uygur people generally believe in Islam (Sunni).

Festivals: The traditional Uygur festivals include Eid al-Fitr, Corban and Nowruz. The Uygur people attach great importance to traditional festivals, especially Corban, when every family would prepare meat and cakes, and refrain from eating and drinking after sunrise and before sunset.

Residence and architecture: The Uygur architectural style in Yining City is influenced by both the West Asian and Russian styles, but the basic format is an open courtyard, with a broad porch in

the front. The courtyard is both practical and environmentally aesthetic, with trees planted in and out. Residential interior decoration is very exquisite.

Diet: The Uygur people eat flour and rice mainly, and drink milk tea, supplemented by crusty pancakes. Meals are diverse, including pilaf, meat porridge, hand-drawn noodles, baked buns, etc. They like to eat fruit, including muskmelon, watermelon, grape, apple, pear, apricot and pomegranate, and refrain from pork and pomegranate meat.

Livelihoods: The Uygur people deal mainly with crop cultivation and stockbreeding, and have the tradition of doing business. Their traditional handicrafts are very developed.

Marriage: The Uygur people usually marry internally, and usually don't marry with ethnic groups not believing in Islam.

2. Hui

Hui is the second largest ethnic minority in the project area, and the most widespread ethnic minority in China. They usually use Chinese, and the local Hui people mostly use Uygur concurrently.

Clothing: Hui men usually wear a brimless black or white hat and have a beard; Hui women usually wear veil, green for young women, black for middle-aged women and white for old women. The Hui people are good at doing business, and boast the characteristic "hand-drawn noodle economy".

Religion: The Hui people believe in Islam. The mosque is the main religious activity place of Hui Moslems, and has extensive functions, including religious activity and education. It is also a political, economic, cultural and public welfare activity center for Hui people. Hui men usually worship at the mosque 5 times a day, while Hui women worship at home.

Festivals: The Hui people celebrate the 3 major Islamic festivals – Lesser Bairam, Corban Festival and Maulid al-Nabi. Lesser Bairam is a major, ceremonious Islamic festival. Moslems would fast for one month per annum, when they refrain from eating and drinking after sunrise and before sunset. Children, the old, the weak, the ill and women do not have to fast.

Residence and architecture: The Hui people in Xinjiang spread over the region. Their residences embody ethnic characteristics, and usually have a courtyard.

Diet: The Hui people are very hospitable and polite. Their diet is mainly made up of flour and meat. They refrain from pork.

Livelihoods: The Hui people are good at doing business and rely less on agriculture. The Hui people in the project area grow wheat, rape, potato, etc., and raise sheep, cattle, chickens, ducks, horses, donkeys mainly.

Marriage: The Hui people practice monogamy, and mostly marry Hui residents. People of other ethnic groups married to Hui people must be inducted to Islam and accept Hui customs. Hui women get married very early, usually within the age range of 16-19 years.

3. Kazakh

Kazakh is the dominant ethnic group of Kazakhstan, and an ethnic minority in China, Russia, Uzbekistan, Turkey and Mongolia. The Kazakhs use Kazakh based on Arabic Letters.

Religion and customs: The Kazakhs believe in primitive faith and Islam, and worship natural things, such as the heaven, earth, sun, moon and stars.

Festivals: The main Kazakh festivals are Corban Festival, Eid al-Fitr and Nowruz. On Nowruz, every family drinks a delicious porridge made from meat, rice, wheat, barley, milk, salt and water.

Residence and architecture: Since the Kazakhs deal mainly with stockbreeding, their ancestors created a unique architectural form – yurt, which is a simple shelter suitable for transfer in spring, summer and autumn.

Diet: Kazakh daily foods include noodles, beef, mutton, horsemeat, butter, milk tofu, etc., and daily drinks include cow milk, goat milk and horse milk.

Marriage: A Kazakh wedding usually lasts 3 days.

7.3 Minority Participation in the Project and Impacts on Minority Residents

1. Participation outcomes

Minority residents think that the Project will improve their living environment and promote their development greatly, and 100% support the Project. The Project's potential impacts on them, and their needs and suggestions have been collected as follows:

2. Positive impacts of the Project on minority residents

1) Some residents say that they would encounter traffic congestion during peak hours. In addition, pavement damage and water logging would also cause traffic inconvenience to some extent. The Transport and Environment Improvement component will solve these issues, improve the traffic and living environment of local residents composed mainly of minority residents, reduce noise and dust, and attract more tourists.

2) In the Integrated Transport Corridors subcomponent, traffic safety facilities (traffic signals, marks, safety islands, overpasses, underpasses, etc.) will be improved gradually to reduce crossing delays and traffic accidents (vehicle damages, personal injuries and deaths), and ensure pedestrian safety.

3) In the Project, traffic signals, monitoring systems and traffic guiding panels will be installed on some roads, a dynamic management strategic implemented, and timely and comprehensive traffic information provided to ensure rational traffic distribution, improve traffic efficiency, and fully tap the potential of the existing traffic infrastructure, thereby improving traffic safety and traffic service level, alleviating congestion, and optimizing the urban traffic environment.

4) The Public Transport Improvement component will improve bus hardware and software greatly by improving bus facilities and systems, optimizing bus routing, and increasing bus running frequency, thereby providing the public with safe, reliable, convenient, economical and comfortable bus services, and benefiting local residents.

5) Road safety relates not only to road conditions and management, but also to people's safety awareness. For example, some local pedestrians cross roads at will. In the Project, pedestrian facilities and traffic signs will be provided, and various training and education programs implemented to improve safety awareness.

6) 578 unskilled jobs will be generated at the construction and operation stages, in which 172 (30%) will be first made available to local minority residents, women and poor residents.

The improved traffic environment will attract enterprises to invest locally, thereby generating job opportunities for local residents, and promote local tourism development, thereby increasing the income and living standard of minority residents.

3. Negative impacts of the Project on minority residents

1) The construction of traffic facilities under the Project lays a foundation for traffic improvement, but their proper functioning relies on traffic management and subsequent maintenance, which is as important as construction. Currently, there are still many technical, institutional, management and conceptual issues in local traffic management, which may affect the realization of the project objectives.

2) Impacts on minority customs

Since technicians and workers of different ethnic groups will participate in project construction, they may conflict with local Uygur and Hui residents in diet, living habits and even customs.

3) Impacts on personal safety

In addition to construction workers who are exposed to risks due to construction, students, children and old people also have personal safety concerns due to narrow roads and high driving speeds.

4) Impacts during construction

Residents living in and near the construction area will be subject to such adverse impacts as traffic inconvenience and noise during construction. Construction will affect nearby stores' operations and nearby residents' rest due to noise and traffic interruption, thereby potentially affecting nearby stores' operating revenue. However, since such impacts are short-term, they will disappear when construction is completed.

In sum, the Project will generate significant positive impacts on minority residents, and its negative impacts can be mitigated through local regulations and policies.

In order to ensure that minority residents benefit from the Project in a culturally appropriate manner, an EMDP has been prepared.

8. Public Participation

8.1 Preparation Stage

Since March 2016, the Yining PMO has organized a series of public participation and consultation activities. At the preparation stage, the Bank mission, feasibility study agency, EMP preparation agency, etc. conducted a social survey in the project area to collect needs and suggestions, and improve the project design.

This report has been prepared based on FGDs, in-depth interviews, stakeholder discussions, key informant interviews, and other public participation activities. In order to fully involve all stakeholders, the task force conducted participatory activities and extensive communications with the APs.

1. Information disclosure

1) During March-June 2016, the feasibility study agency introduced the Project's background and purpose to APs, village officials and technicians, and collected their comments to prepare for the feasibility study report.

2) In June 2016, the YMG General Office issued the Notice on Establishing the Project Leading Group, specifying its members, and the members and duties of the PMO.

3) In May 2016, the Bank identification mission further collected project information by means of FGD and field visit.

4) During June-July 2016, the SA and RAP teams conducted a resettlement willingness survey to learn the APs' awareness of and attitudes to the Project, compensation distribution, expected resettlement modes, production and livelihood restoration measures, etc., project impacts and benefits, and stakeholder needs.

5) Since May 2016, project information has been published on official websites of local authorities, the municipal TV station, and *Yili Daily*.

6) The EIA agency conducted a questionnaire survey and a field visit during June-July 2016, and the first round of disclosure in June.

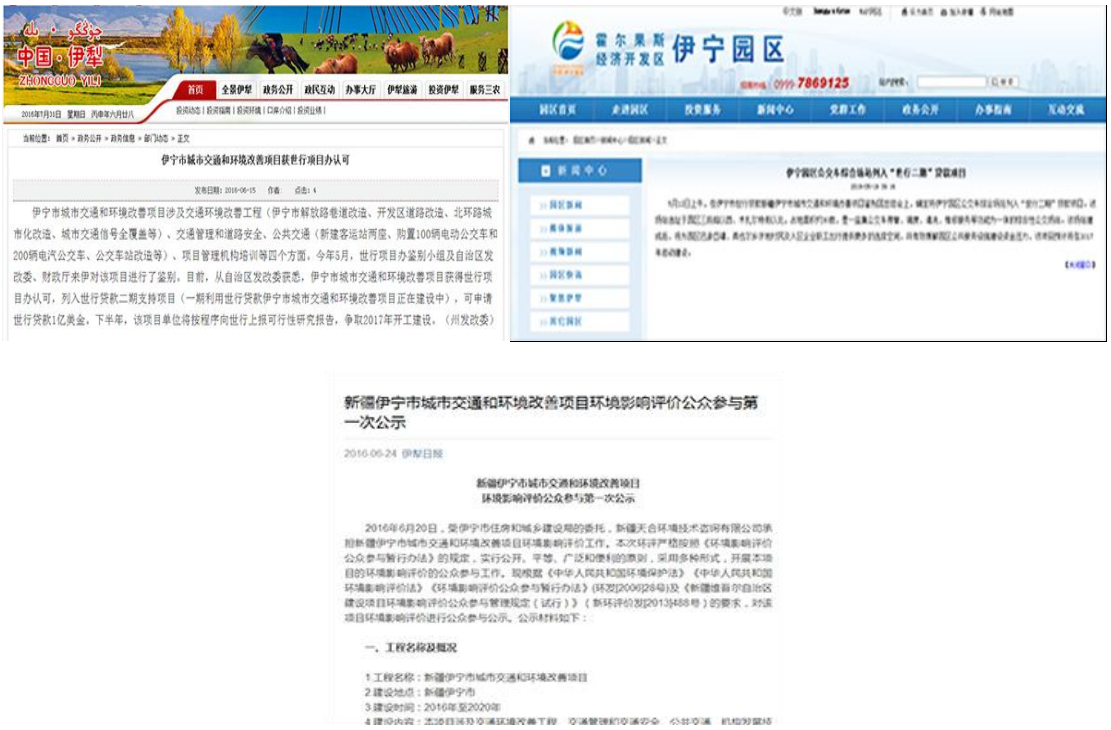


Figure 8-1 Disclosure of Project Information

2. FGD

During June 23-30, 2016, 29 FGDs were held, involving 145 participants in total, including 59 females, 22 old people and 102 minority residents, and 45 poor and MLS residents to learn different people's needs for and attitudes to the Project.

3. In-depth interview

During June-July and December 2016, in-depth interviews were conducted with 79 persons, including 25 women, 33 minority residents, 10 old people, and 18 poor and MLS residents, to learn the APs' production and living conditions, the Project's positive and negative impacts on them, and their attitudes to and suggestions on project design and implementation.

4. Key informant interview

72 men-times interviews were conducted with heads of of local township governments, village/community committees, and municipal women's federation, ethnic and religious affairs bureau, civil affairs bureau, labor and social security bureau, transport bureau, etc. to discuss the Project's risks and impacts, and propose a rational public participation mechanism.

5. Stakeholder discussion

At the preparation stage, stakeholder discussions were held with local agencies concerned, and directly and indirectly affected persons to determine measures to reduce risks and propose action suggestions.

8.2 Subsequent Preparation Plan

Table 8-1 Summary of Public Participation Activities at the Preparation Stage

Type	Agencies	Participants	Remarks
Information disclosure	Affected villages/ communities	Construction agency, APs, village officials and technicians	Introducing the Project's background and purpose, and collecting their comments to prepare for the feasibility study report
	YMG General Office	Township governments, sub-district offices	Disclosing the members of the Project Leading Group, and the members and duties of the PMO
	Affected villages/ communities	Bank identification mission, heads of agencies concerned, township officials	Collecting project information by means of FGD and field visit
	Affected villages/ communities	Hohai University, Yining PMO, APs	Learning APs' needs, background, and compensation
	Project area	Local residents	Disclosing information on official websites of local authorities, the municipal TV station, and *Yili Daily*
	Affected villages/ communities	EIA agency, agencies concerned, APs	Conducting a questionnaire survey, a field visit, and the first round of disclosure
FGD	Affected villages/ communities	29 FGDs, involving 145 participants in total, including 59 females, 22 old people and 102 minority residents	Learning different people's needs for and attitudes to the Project
In-depth interview	Affected villages/ communities	79 persons in 5 villages and 24 communities, including 25 women, 33 minority residents and 10 old people	Collecting the APs' comments on project design, implementation and operation
Key informant interview	Affected villages/ communities and agencies	53 men-times with heads of local township governments, village/community committees, and local agencies concerned	Discussing the Project's risks and impacts, and proposing a rational public participation mechanism
Stakeholder discussion	PMO, agencies concerned	Local agencies concerned, and directly and indirectly affected persons	Learning local ongoing projects and relevant policies, and collecting suggestions on the Project

At the preparation stage, relevant actions were further defined through public participation, such as transport and environment improvement (road management, involuntary resettlement, construction safety, etc.), transport management and road safety (construction safety, construction impacts, etc.), public transport improvement (involuntary resettlement, construction environmental impacts, construction safety, etc.), traffic safety publicity (publicity measures for women and the poor, etc.), and all stakeholders proposed suggestions and expressed expectations, facilitating design optimization and project implementation.

8.3 Public Participation Mechanism and Strategy

8.3.1 Traffic Safety Activities Already Conducted

1. Volunteer Civilization Campaign

In order to improve citizens' civility and correct uncivil behavior, the municipal civilization office initiated the Volunteer Civilization Campaign from early July to late October 2016. During the campaign, volunteers from agencies concerned were assigned to 8 key road junctions during morning, noon and evening peak hours to supervise traffic behavior.

2. Campus traffic education

In 2015, over 17,000 traffic accidents occurred in Yining City, in which over 9,000 were associated with electric bikes, with 8 persons killed in total. In order to strengthen the traffic safety awareness of local students, Yili People's Radio Station has organized campus traffic education together with the traffic police brigade of the municipal public security bureau by means of on-site publicity, exhibition, material distribution and interaction.

3. Rural traffic safety management

Rural transport management stations and traffic safety guidance stations will be established, where transport administrators and safety guides will manage and guide the traffic behavior of farmers and herdsmen. Since a trial in Huocheng County in 2015, rural public safety awareness has improved significantly.

In Huocheng County, safety guides trained by the traffic police brigade have become the frontline of rural traffic safety. They disseminate traffic safety knowledge by means of broadcast. Through the trial, the incidence of rural traffic accidents in the county is decreasing by 6.3% per annum.

4. Existing traffic safety publicity and training activities in Yining City

1) The municipal civilization office organizes moral workshops, with a duration of 40 minutes each; 2) 3 police cadets are assigned to each school for traffic guidance during peak hours. Safety classes are given regularly, and relevant publicity made by means of broadcast, bulletin board, class meeting, etc. at schools; 3) Rural safety guidance is conducted by village officials and guides under the leadership of the traffic police brigade.

8.3.2 Traffic Safety Publicity and Training at Communities and Schools

In order to make the Project function more properly, innovative, effective and practical traffic safety publicity, training and management will be conducted at communities and schools, where community residents (especially women, old people and the poor), students and parents will participate extensively in the design, implementation, management and supervision of traffic safety activities, thereby reducing the Project's traffic safety risks.

The participation plan of traffic safety action teams has been developed through consultation. See Table 8-2.

Table 8-2 Whole-process Participation Plan of Traffic Safety Action Teams

Stage	Type	Activities	Modes	Remarks
Design	Design optimization	①Introducing project information ②Distributing the project brochure ③Collecting local residents' comments and suggestions on the Project	FGD; in-depth interview	PMO, IAs, traffic police brigade, bus company, FS agency
		Communicating local residents' comments and suggestions with the PMO, FSR preparation agency, construction bureau, etc.	FGD; report	
Construction	Construction	①Assisting the construction agency in disclosing project information ②Supervising project construction and screening potential risks ③Involving community residents in project construction, and making 30% of jobs first available to women, the poor and other vulnerable groups ④Giving feedback on local residents' comments and suggestions, and notifying them of the grievance redress	Field survey; TV, broadcast, Internet; brochure; leaflet	
		Communicating residents' comments and suggestions at the construction stage with the owner and construction agency	FGD; report	PMO, IAs, construction and supervision agencies
	Traffic safety and management publicity and training	①Conducting traffic safety knowledge contests, campus broadcast, bulletin board, class meeting, etc. at schools; ②Collecting information on motor vehicle drivers in the community/village, and giving traffic safety publicity to them; ③Further disseminating traffic safety knowledge to local residents together with various training activities initiated by the civilization office, especially traffic safety awareness training for women	Lecture and Q&A by traffic police brigade; brochure; poster and slogan; traffic safety knowledge contests at communities and schools; broadcast, TV, Internet; publicity meeting	Civilization office, traffic police brigade, education bureau, traffic safety supervision teams
Operation	Project management	①Maintenance and management of new roads, transport infrastructure, public transport facilities, etc. ②Ongoing traffic safety knowledge publicity and training for local residents	\	PMO, IAs, traffic safety supervision and action teams
	Grievance redress	Feedback mechanism at the operation stage	Appeal hotline	PMO, IAs

9. Risks of the Project

9.1 Risks in Project Design

Comments of local residents, enterprises, stores and educational institutions should be incorporated into the design of roads, barrier-free facilities, traffic signals, monitoring systems, bus stops and other transport facilities in the Project, especially ideas and needs of women, the poor, old people and other special groups.

Residents in the direct beneficiary area expect the project design to improve the traffic environment and traffic management, such as relieving traffic congestion, improving traffic safety and efficiency, offering more traffic options, and upgrading public transport infrastructure.

In addition, needs of women, children, old people and other special groups may be neglected in the design of transport infrastructure and bus facilities.

Suggestions: 1) Adopt local residents' comments at the early design stage; 2) Involve local women, poor residents, old people, etc. in training courses, meetings and other activities for a percentage of not less than 40%; 3) Pay attention to ideas and comments of women, the poor and old people at relevant meetings; and 4) Incorporate ideas and comments of local residents, students and teachers in the design of transport infrastructure.

9.2 Risks at the Implementation Stage

1. Risks of involuntary resettlement

The Project involves the permanent acquisition of 113.875 mu of land, and the demolition of houses of 263 m^2, affecting 10 households with 48 persons. The APs' production and livelihoods will be affected by LA to some extent. If compensation rates are too low, or compensation is not paid timely and transparently, the APs may file appeals, affecting successful project implementation.

Suggestions: 1) Minimize land acquisition and occupation to reduce relevant risks, and grant full compensation to the APs; 2) Take income and livelihood restoration measures, and involve the APs in detailed design; conduct resettlement in conjunction with local skills training activities; and compensate for the permanently acquired land in accordance with the applicable laws, regulations and policies.

2. External risks of construction

During construction, risks caused by force majeure may occur: 1) lightning, rainstorm or any other natural disaster, unstable water or power supply at the construction site, which may cause property losses and personal injuries; 2) improper decision-making by the construction agency, which may delay construction progress; 3) changes or irrationalities in the construction management system, or relevant regulations and policies, which may delay construction progress.

Suggestions: 1) Isolate risk sources during construction in space and time to minimize losses and injuries; 2) Perform a cost effectiveness analysis when making decisions on engineering measures; and 3) Educate the project staff on safety, urban planning, land administration, and relevant regulations and policies to make them fully aware of associated risks, and prevent risks effectively.

3. Construction safety risks

1) Noise, dust and waste generated by construction vehicles and operations will threaten the personal safety of local residents, especially old people, children and pregnant women; 2) The transport of construction materials will occupy roads, and threaten the personal safety of road-crossing pedestrians; and 3) Improper operations by construction workers may lead to injuries or deaths.

Suggestions: Although construction impacts are temporary, effective measures should still be taken to reduce such impacts. 1) Disclose construction information and give publicity in advance; conduct construction in stages, minimize overnight construction, observe the noise, dust and vibration standards, take control measures, and clean up waste regularly; 2) Set up safety signs on construction sites and important roads; and 3) Include construction safety management in the construction contract, and strengthen safety education for construction workers.

4. Risks of improper store and plant operations

1) During road construction, some lanes will be closed or occupied by construction vehicles, thereby affecting store and plant operations due to inconvenient vehicle and pedestrian traffic; and 2) Construction noise and dust will affect store operations, and plant production and transport.

Suggestions: 1) Conduct construction in stages, and reserve some driving spaces for vehicles and pedestrians; 2) Schedule construction rationally and ensure safety; 3) Select construction machinery that meets the Design code for noise control of industrial enterprises, and take noise reduction measures; and 4) Conduct whole-process environmental supervision and monitoring during construction in order to adjust the construction plan timely.

5. Risks of disease and HIV spreading

Currently, competent authorities would give publicity and training on AIDS prevention to migrant workers and self-employers, with the technical support of the disease prevention and control center. However, construction camps are likely to be sources of infectious diseases, and construction workers are a high-risk population, potentially affecting the physical health of nearby residents.

Suggestions: 1) Competent authorities should establish a monitoring system for infectious diseases, and include in the EMP and the worker health management plan for proper prevention and management; 2) Give publicity and training on AIDS prevention to construction workers regularly under the supervision of the disease prevention and control center; and 3) Set up temporary infirmaries on construction sites; and 4) Provide free AIDS testing to high-risk populations, and distribute publicity materials and condoms.

9.3 Risks at the Operation and Management Stage

1. Risks of improper infrastructure maintenance and management

The construction of traffic facilities under the Project lays a foundation for traffic improvement, but their proper functioning relies on traffic management and subsequent maintenance, which is as important as construction. Currently, there are still many technical, institutional, management and conceptual issues in local traffic management, which may affect the realization of the project objectives.

Suggestions: 1) Establish a sound management system; 2) Recruit and train management staff; and 3) Interact with nearby residents to advocate infrastructure maintenance.

2. Risks of road aging and damage

The new roads will relieve local traffic pressure, but are likely to damaged due to prolonged service or heavy freight traffic, and it will take time to repair them, affecting traffic capacity temporarily.

Suggestions: 1) Establish a normative regular road maintenance system; and 2) Upgrade the existing road maintenance system, and establish an examination system.

3. Potential traffic safety risks

After road improvement, vehicles will drive faster, posing risks to local residents traveling by electric bike, motorcycle or bicycle, and those crossing roads, especially for old people, women,

children and other special groups.

Suggestions: 1) Supervise and guide the traffic behavior of local residents; 2) Set up safety signs and facilities on important roads; and 3) Punish violators strictly according to law.

4. Risks of shortage of traffic safety knowledge

Although the municipal traffic police brigade has conducted traffic safety publicity at campuses and communities, it has been ineffective in general, especially for poorly educated old people and women.

Suggestions: 1) Strengthen traffic safety publicity regularly to improve public safety awareness; 2) Apply innovative training modes, such as lecture, poster, video and demonstration; and 3) For old people, women and other special groups, publicity may be conducted in special modes to ensure effectiveness.

10. Conclusions and Suggestions

10.1 Conclusions

The Project's main negative impacts are: 1) improving the traffic environment and traffic safety; 2) improving the convenience of taking busses; and 3) getting employed under the project to increase income. The Project's main potential risks are: risks of involuntary resettlement, external risks of construction, risks of improper store and plant operations, risks of improper infrastructure maintenance and management, and risks of shortage of traffic safety knowledge. At the preparation stage, relevant actions were further defined through public participation, such as transport and environment improvement (road management, involuntary resettlement, construction safety, etc.), transport management and road safety (construction safety, construction impacts, etc.), public transport improvement (involuntary resettlement, construction environmental impacts, construction safety, etc.), traffic safety publicity (publicity measures for women and the poor, etc.).

10.2 Suggestions

10.2.1 Design Stage

①Incorporate local residents' comments into the project design;

②Involve local women, poor residents, old people, etc. in training courses, meetings and other activities for a percentage of not less than 40%;

③Pay attention to ideas and comments of women, the poor and old people at relevant meetings;

④Incorporate ideas and comments of local residents, students and teachers in the design of transport infrastructure;

⑤Locate parking lots based on local residents' needs and comments.

10.2.2 Implementation Stage

①Minimize land acquisition and occupation to reduce relevant risks, and grant full compensation to the APs;

②Include construction safety management in the construction contract, and strengthen safety education for construction workers;

③Communicate the construction information and plan in diverse ways;

④Perform a cost effectiveness analysis when making decisions on engineering measures, isolate risk sources during construction in space and time, and establish a safety management system;

⑤Remind residents to take safety protection, and noise and dust control measures, set up warning signs, and strengthen safety education;

⑥Conduct construction in stages, and reserve some driving spaces for vehicles;

⑦Set up no-horning signs near communities, and traffic signs near construction sites to guide driving.

⑧Include monitoring system for infectious diseases in the EMP and the worker health management plan for proper prevention and management.

10.2.3 Operation and Management Stage

①Establish a sound management system, and recruit and train management staff;

②Establish a normative regular road maintenance system;

③Strengthen traffic safety publicity regularly to improve public safety awareness;

④Punish violators strictly according to law.

Appendixes

Appendix 1 FGD Minutes

FGD 1: Ehmetjan Road North Community, Saybuy Sub-district

Date: July 4, 2016
Venue: Ehmetjan Road North Community Committee
Interviewee: 6 residents

1. Public transport: Community residents have many traffic options. There are two bus routes nearby, with buses and minibuses running. Minibuses are too small and crowded, and some short people can hardly reach overhead handles for stabilization. Some bus stops do not have clear indication.

2. Roads
Nearby roads are not wide enough for high vehicle and pedestrian traffic, especially during peak hours. Some residents do not observe the traffic rules. The community would give publicity on traffic safety to residents 4 times per annum, and nearby schools would give similar publicity.

3. Women
In our community, subsidies and free training are granted to poor women.

FGD 2: Tuanjie Village, Kebokyz Xiang

Date: June 29, 2016
Venue: Tuanjie Village Committee
Interviewee: 3 villagers

1. Public transport: Villagers go out by bus mainly, but there is no bus stop here and buses often pass without stopping for old people who take buses for free. It is inconvenient to take buses due to long walking distances and small compartments.

2. Roads: There is no safe road-crossing facility on roads. Traffic accidents occurred last year. Old people and children have weak traffic safety awareness despite of relevant publicity given quarterly.

3. Women: The women's federation has offered handicrafts training to women, but no enterprise offers jobs suited to them. Publicity on policies and traffic safety would be given in our village every week.

Appendix 2Interview Minutes

Interview 1: Kebokyz Village, Kebokyz Xiang

Venue: Kebokyz Village Committee
Date: June 29, 2016
Interviewee: deputy head

1. Public transport: Route 401# runs through our village but has no stop. Buses stop upon request and are run by individuals. The bus interval is about 10 minutes, and can meet daily traffic demand.

2. Traffic safety: There has been publicity on traffic safety in recent years, given by villagers' organizations.

3. Roads: Nearby traffic is inconvenient due to the shortage of traffic facilities and poor public traffic awareness.

4. Public participation: Villagers are willing to attend village congresses, and religious workers would also be involved.

Interview 2: Tuhukruik Community, Alamubag Sub-district

Venue Tuhukruik Community Committee
Date: July 4, 2016
Interviewee: resident (female, 26 years)

Public transport: I usually walk for a long distance before taking a bus, because there is no direct bus access to my workplace. The bus compartment is too small and crowded. Bus Route 17# has a long interval, usually 20-30 minutes, and there are many thieves on buses.

Traffic safety: The community committee gives publicity on traffic safety, usually by means of video and brochure. Some car drivers would honk the horn against old people crossing roads very close to them. I'm very angry at this behavior. Traffic accidents have occurred nearby. Traffic signs are sometimes not clear enough.

Women: The community committee often gives publicity and training on regulations and traffic safety to women, such as on Women's day.

Interview 3: Yinayat Village, Kardun Xiang

Venue Yinayat Village Committee

Date: June 27, 2016
Interviewee: villager (female, 40 years)

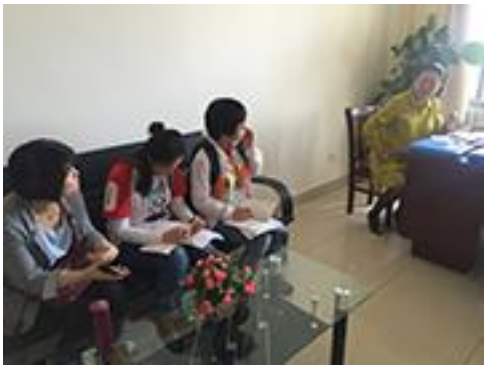
Public transport: I usually go out by electric bike, and sometimes by bus, because it is inconvenient to take a bus. Bus runs are frequent (one per 5 minutes), and bus stop and compartment facilities are good, but there is no seat at the bus stop.

Roads: There is a primary school nearby, and students would run about on the road when returning home. Although the community committee and the school have given relevant publicity, this issue cannot be solved completely.

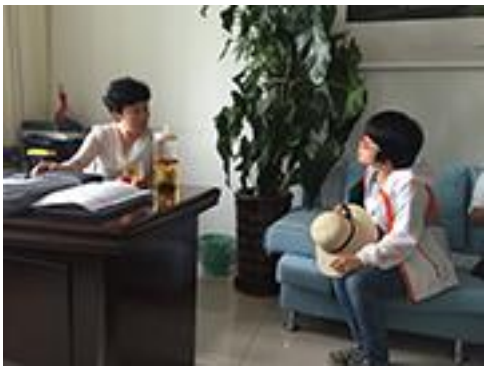
Women: The women's federation would organize publicity and training activities for women, such as the speech contest in last week. Such activities are usually carried out in the morning, because women have to work in the afternoon.

Appendix 3Fieldwork Photos

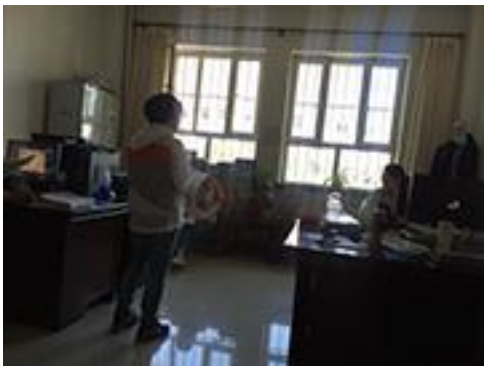
FGD at the municipal traffic police brigade



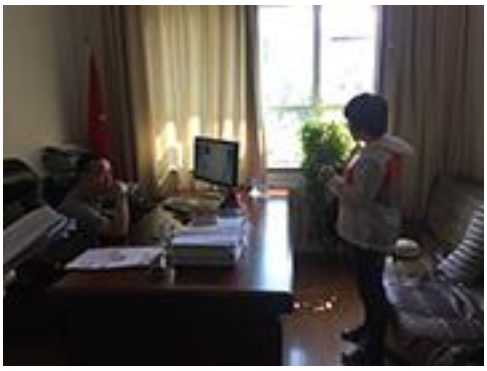
Interview at the municipal women's federation



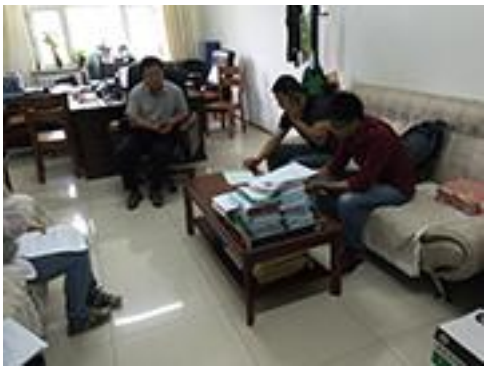
Interview at the municipal civilization office



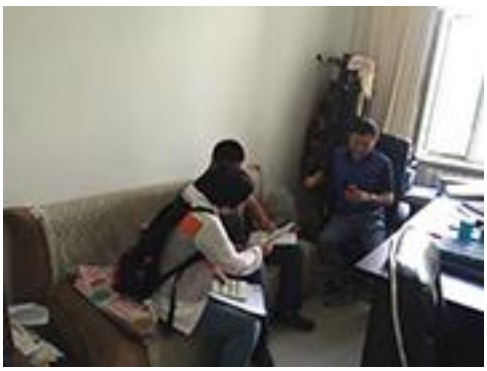
Interview at the municipal educational bureau



Interview at the municipal disease prevention and control center

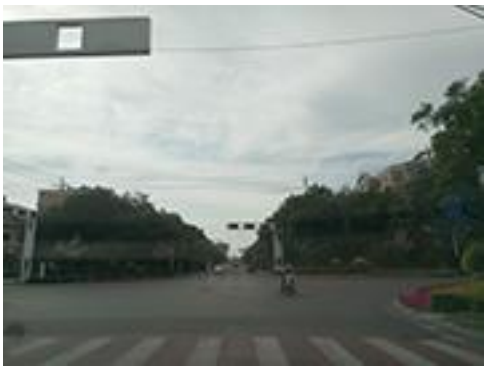
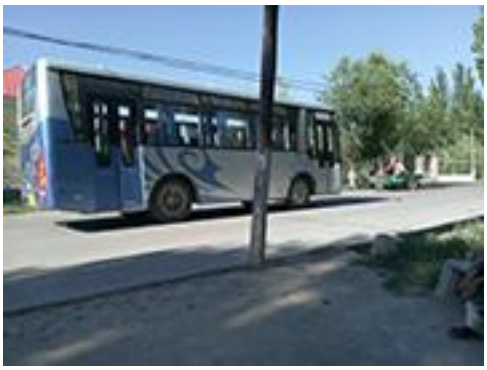
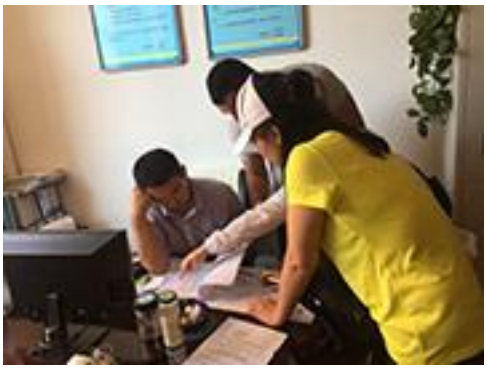
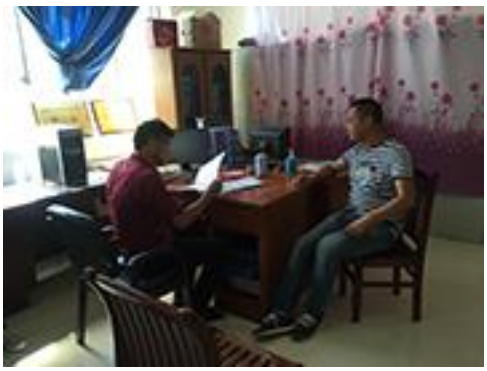
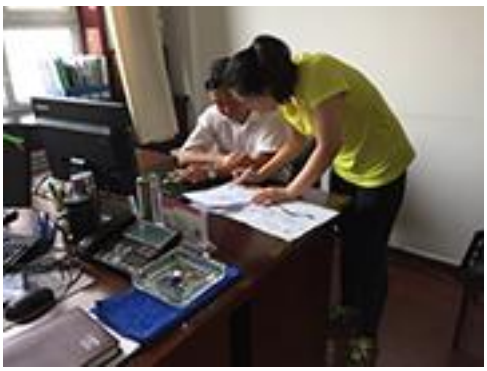
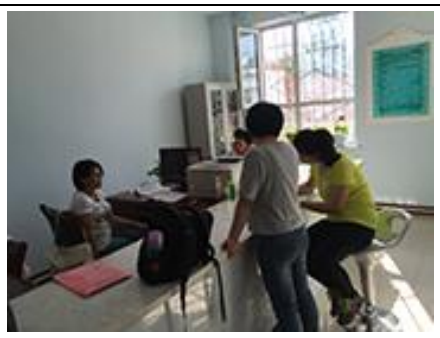


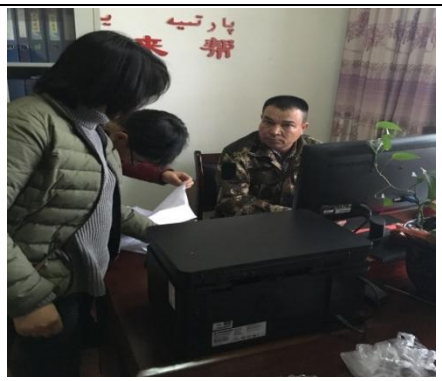
Interview at the municipal poverty reduction office



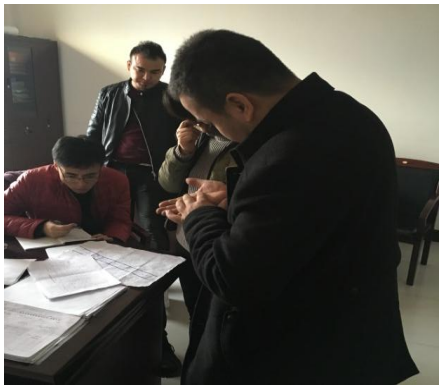
Interview at the municipal civil affairs bureau

Interview at the municipal ethnic and religious affairs bureau

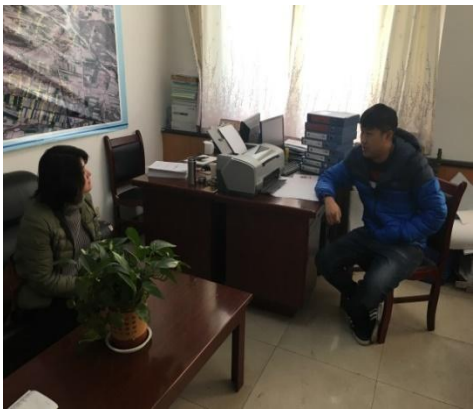
 Road traffic conditions	 Bus stop
 Interview in Dumari Sub-district	 Interview in Kebokyz Village
 Interview in Kardun Xiang	 Interview at the Yilihe Sub-district Office
 Interview in Bayqk Community	 Interview in Tuhukruik Community



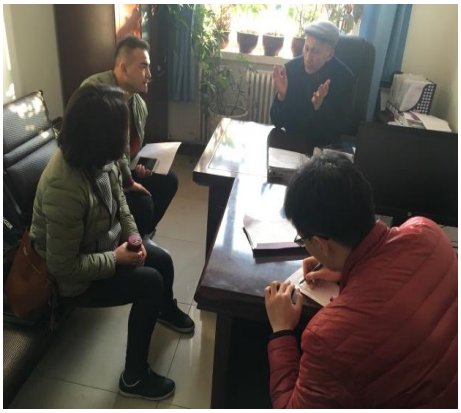
Interview in Dongbazha Village



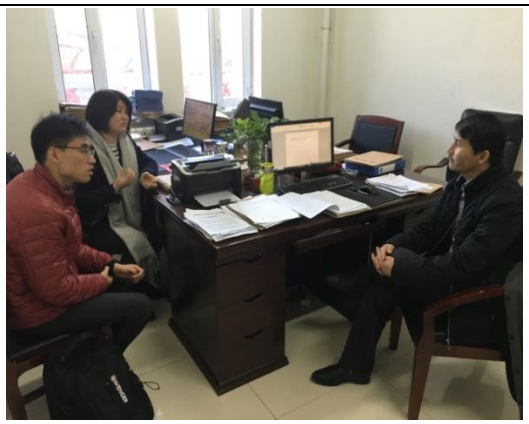
Interview in Baskulk Village



Interview in the cow farm



Interview in Yingyeer Xiang



Interview at the municipal ethnic and religious affairs bureau

Interview at the municipal LA and HD management office