



### Project Summary Information

Date of Document Preparation: September 21, 2020

<b>Project Name</b>	Guangxi Chongzuo Border Connectivity Improvement Project
<b>Project Number</b>	P000357
<b>AIIB member</b>	The People's Republic of China
<b>Sector/Subsector</b>	Transport/Roads, Ports
<b>Status of Financing</b>	Under Preparation
<b>Project Description</b>	<p>The project will comprise four components:</p> <ul style="list-style-type: none"> <li>- Component A: Construction of the last section of the Wuzhou - Shuolong Expressway with a total length of 17.6 km, starting from the Neitun Interchange, which is the crossing point with the existing Chongzuo-Jingxi Expressway, and ending at the Shuolong Port border with Vietnam;</li> <li>- Component B: Improvement of an existing border road with a length of 13.6 km connecting Shuolong Port to the Detian (Pan Gioc) Waterfall scenic spot, which is a Cross-border Tourism Cooperation Zone.</li> <li>- Component C: Construction of the Shuolong Port (Shuolong Main Gate-Phase 2), including the approaching road, parking space, inspection buildings and relevant facilities and landscaping at the Shuolong Main Gate.</li> <li>- Component D: Technical support and project management.</li> </ul>
<b>Objective</b>	The objective of the Project is to expand economic and trade activities between China and Vietnam in the border area through (i) construction of the missing road link connecting the Shuolong Port to the existing expressway network; and (ii) improvement of the road and border port infrastructure in the border area around Shuolong Port.
<b>Expected Results</b>	Expanded economic activities, including trade and tourism, would be measured by: (a) the faster trade flow through the reduction in heavy trucks travel time between Neitun Interchange and Shuolong Port (Yanying Gate); (b) the increase in the annual volume of cross-border trade between China and Vietnam; (c) the number of in/out travelers at Shuolong Main Gate; (d) the number of tourists to the Detian (Pan Gioc) Cross-border Tourism Cooperation Zone; (e) the numbers of firms and

	business entities benefitting from investments in the infrastructure financed by the Project. The results indicators will be further developed and finalized during the project preparation.
<b>Environmental and Social Category</b>	Category A
<b>Environmental and Social Information</b>	<p>The Bank's Environmental and Social Policy (ESP), including the Environment and Social Standards (ESSs) and the Environmental and Social Exclusion List (ESEL) will apply to this Project. Based on the available information, the Project has been identified as Category A during the environmental and social (ES) screening, scoping and initial assessment, as the anticipated project ES risks and impacts may be substantial, significant, cumulative, diverse, and partially permanent in nature, as well as due to land acquisition, potential physical displacement and resettlement and disturbance to communities. An Environmental and Social Impact Assessment (ESIA) and an Environmental and Social Management Plan (ESMP) will be prepared in line with AIIB's ESP.</p> <p><b>Environmental Aspects.</b> According to China's national environmental policy and requirements, the client has engaged a consulting firm to conduct Environmental Impact Assessments (EIAs) for the proposed last section of Wuzhou-Shuolong Expressway and improvement of Detian-Shuolong Road respectively, in which the impact to the eco-system/nature reserves, water resource and soil erosion, and issues related to land acquisition are being studied and assessed. The EIAs have been drafted and now are being disclosed according to the national requirement. As part of the ES due diligence, the EIAs have been reviewed with regard to their compliance with AIIB's ESP and ESSs. The EIAs and other project documents, e.g., project feasibility study reports, a water and soil conservation and protection study report, a geological survey report and a natural reserve study report, etc., will provide basic information to support the preparation of ESIA and ESMP.</p> <p>The ESIA and ESMP will analyze the anticipated impacts due to construction and operation of the project, compare them with those of feasible alternatives (including the "without Project" scenario), and recommend any measures needed to avoid, minimize, mitigate, or compensate for adverse impacts and improve the environmental and social performance of the project.</p> <p>The environmental due diligence will also include the identification of gaps between the completed EIAs and other relevant documents. The key parameters for review/due diligence would be: (i) eco-system and biodiversity system in the project area (Area of Influence), especially components that will be impacted and modified due to project activities, such as eco-system in nature reserve; (ii) impact on habitats and their population; (iii) feasible mitigation measures to tackle identified</p>

	<p>risks/impacts; (iv) environmental management and monitoring during construction and operation; and (v) public consultation and information disclosure in the whole project cycle.</p> <p><b>Social Aspects.</b> Key social risks associated with the Project are related to land acquisition and physical and/or economic displacement. According to surveys already carried out, the construction activities will involve permanent land acquisition and temporary occupation of land with over 80% of acquired land belonging to farmland. The total land area of the Project is 2,073.8 mu, including 2,000.78 mu of permanent land acquisition and 73.02 mu of temporary land occupation. The land acquisition and temporary occupation will directly affect 967 households from 8 villages in Tiandeng and Daxin Counties in Chongzuo Municipality. For such impacts, adequate compensation and rehabilitation will be provided based on established national laws, local regulations and AIIB’s ESP. To ensure full compliance with AIIB ESP and ESS 2, a detailed Resettlement Action Plan (RAP) will be prepared based on impact measurement, social economic survey, and extensive consultations among affected people and communities.</p> <p>Preliminary estimates indicate that a large number of households among Project affected people would be classified as vulnerable. They include poor families, female-headed families, and disabled or elderly persons living alone. With respect to these vulnerable groups, additional assistance and measures needed will be discussed in a Vulnerable Peoples Action Plan in the RAP to ensure that their income and livelihood will be restored or improved.</p> <p><b>Stakeholder Engagement, Consultation and Information Disclosure.</b> Consultations will be held during the preparation of ESIA and RP. Based on community feedback, both the ESIA and RP will be finalized. Consultations will be continued during Project implementation. The draft English and Chinese versions of the ESIA and RP will be posted on the websites of the Implementing Entity and the Bank and made available in hard copies in the Project area.</p> <p><b>Project Grievance Redress Mechanism.</b> A multi-tier Project Grievance Redress Mechanism (GRM) will be established in accordance AIIB’s ESP. Locally appropriate public consultation and disclosure processes will be used to disseminate information about the GRM. A separate GRM will be established to address workplace complaints and concerns.</p>
<p><b>Cost and Financing Plan</b></p>	<p>The estimated project cost: USD500 million</p> <p><u>Indicative Financing Plan:</u></p>

	AIIB Loan: USD300 million Other Co-financier (TBD): USD100 million Government of China: USD100 million		
<b>Borrower</b>	People's Republic of China		
<b>Guarantor</b>	NA		
<b>Implementing Entity</b>	Municipal Government of Chongzuo City, Guangxi Zhuang Autonomous Region		
<b>Estimated date of loan closing</b>	October/2025		
<b>Contact Points:</b>	<b>AIIB</b>	<b>Borrower</b>	<b>Implementation Organization</b>
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<b>Date of Concept Decision</b>	September/2020		
<b>Estimated Date of Appraisal Decision</b>	November/2020		
<b>Estimated Date of Financing Approval</b>	Q1/ /2021		
<b>Independent Accountability Mechanism</b>	<p>The Project-affected People's Mechanism (PPM) has been established by the AIIB to provide an opportunity for an independent and impartial review of submissions from Project-affected people who believe they have been or are likely to be adversely affected by AIIB's failure to implement its ESP in situations when their concerns cannot be addressed satisfactorily through Project-level Grievance Redress Mechanisms or AIIB Management's processes.</p> <p>Information on AIIB's PPM is available at: <a href="https://www.aiib.org/en/policies-strategies/operational-policies/policyon-theproject-affected-mechanism.html">https://www.aiib.org/en/policies-strategies/operational-policies/policyon-theproject-affected-mechanism.html</a></p>		