INTEGRATED SAFEGUARDS DATA SHEET
APPRaisal STAGE

Report No.: ISDSA2451

Date ISDS Prepared/Updated: 17-Apr-2013
Date ISDS Approved/Disclosed: 09-Jan-2013, 17-Apr-2013

I. BASIC INFORMATION

1. Basic Project Data

<table>
<thead>
<tr>
<th>Country:</th>
<th>China</th>
<th>Project ID:</th>
<th>P123729</th>
</tr>
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<tbody>
<tr>
<td>Project Name:</td>
<td>China: Jiangxi Shangrao Sanqingshan Airport Project (P123729)</td>
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<tr>
<td>Task Team Leader:</td>
<td>Binyam Reja</td>
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<tr>
<td>Estimated Appraisal Date:</td>
<td>24-Sep-2012</td>
<td>Estimated Board Date:</td>
<td>13-May-2013</td>
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<td>Managing Unit:</td>
<td>EASCS</td>
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<td>Lending Instrument:</td>
<td>Specific Investment Loan</td>
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<td>Sector(s):</td>
<td>Aviation (80%), Public administration- Transportation (20%)</td>
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<td>Theme(s):</td>
<td>Other urban development (80%), Regional integration (20%)</td>
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<td>Is this project processed under OP 8.50 (Emergency Recovery) or OP 8.00 (Rapid Response to Crises and Emergencies)?</td>
<td>No</td>
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2. Project Objectives

The Project Development Objective (PDO) is to improve airline connectivity in Northeastern Jiangxi Province and demonstrate the environmental sustainability of the development and operation of the Shangrao Sanqingshan Airport.

3. Project Description

The proposed Project will have two components: (i) Airport Infrastructure Development, and (ii)
Institutional Development and Capacity Building.

Component 1a: The Airport Infrastructure Development component will include the construction and installation of the following activities:

(a) Airfield – construction of runway, taxiway, etc;
(b) Terminal building;
(c) Air traffic control;
(d) Freight Facility;
(e) Supporting Infrastructure Facility (fuel storage farm, water supply, power supply, fire stations, heating, storm/water management, parking, fence, etc);
(f) Environmental Management Plan -- Implementation of the EIA/EMP recommendations for inside and outside of the airport, including those related to access roads and re-routing of rural connectivity;
(g) Land Acquisition and Resettlement and Rehabilitation of Project Affected Families (financed fully by government own funds). This also includes forest revegetation, accessibility restoration and replantation.
(h) Auxiliary Facility (office building, staff quarters, etc); and
(i) Service vehicles.

Component 1b: Storm water reuse system and ground aircraft auxiliary power unit. During the course of project preparation, the PMO identified additional measures to enhance the green airport design, which were not included in the original FSR. Specifically, the PMO proposed the inclusion of a storm water reuse system and a ground aircraft auxiliary power unit to further enhance the environment sustainability. After a review by the Bank, it was decided that these activities would be included as it would enhance the project “green airport” objectives.

In addition, the Shangrao Municipal Government (SMG) will be constructing an access road (4.65 km) to link the proposed airport with the nearest main road, as well as other utility infrastructure. The access road will be fully financed by SMG outside of the proposed project description. Nonetheless, the safeguard policies agreed for the proposed project will apply for the access road, as well as the other civil works associated with the airport.

Component 2: The Institutional Development and Capacity Building Component will finance the following consultant services, studies and training:

(a) Project Management Consultant to provide advisory services to support the PMO and SSAC with project coordination and monitoring;
(b) Management Consultant to Develop Airport Operation Model and support SSAC to prepare and implement Human Resource Development plan, Operational and financial manual (in accordance China’s company’s law), Compliance with CAAC regulations and international practices, and Develop marketing plan to attract airlines and assist in service agreement negotiations with airlines;
(c) Technical assistance to support the PMO to (i) document the lessons learned in developing Green Airport concept, (ii) to share their experience widely with other potential cities considering building green airport in China though wider dissemination and holding workshops and road shows in selected cities; and (iii) other civil aviation related studies;
(d) Training and study tours covering several aspects of airport construction and operations.
4. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

Shangrao is located in the NE of Jiangxi Province bordering Zhejiang Province, Fujian Province and Anhui Province. It has 12 cities and counties under its jurisdiction with a land area of 22,791 km\(^2\). Shangrao falls within the sub-tropical humid monsoon climate zone. Mean annual temperature is from 16.7 to 18.3\(^\circ\)C, and mean annual rainfall is 1,901 mm. The prevailing wind is from NE or NEE in spring and winter; and from South and SW in summer and autumn. Average wind velocity is 1.4m/s. The terrain of the Shangrao city is dominated by small hills and valley plains.

The airport will acquire a land of about 1.6 km\(^2\) featuring low hills that rise from 90 m to 116 m. The proposed site for the airport is 8 km away from Shangrao city downtown. Due to intensive human activities, native vegetation in the airport site has already been replaced. The land required for the airport features low hills covered by shrubs, woods, few farmlands, unused land, and water ponds. There are no ecological sensitive areas, such as nature reserve, national forest parks, or natural habitats protected in the proposed project site. No rare or endangered species of flora and fauna in the project area have been identified.

5. Environmental and Social Safeguards Specialists

Feng Ji (EASCS)
Jun Zeng (EASCS)

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Environmental Assessment OP/BP 4.01</td>
<td>Yes</td>
<td>The policy is triggered. An EIA with an English-language executive summary and an EMP has been prepared for all identified project activities. An Environmental Management Framework is also prepared for activities that are not fully defined yet, most notably for some activities outside of the airport (access road and associated infrastructure). In addition, environmental enhancement measures to the project such as green airport design approaches are included in the project design and financed through the loan.</td>
</tr>
<tr>
<td>Natural Habitats OP/BP 4.04</td>
<td>No</td>
<td>Physical investment of the project will be in suburban area of Shangrao Municipality, about 8 km south from the center of Shangrao. The project is not located within protected areas. The EA indicated that the project would not have the potential to cause any significant conversions or degradation of natural habitats.</td>
</tr>
<tr>
<td>Forests OP/BP 4.36</td>
<td>No</td>
<td>The project will not finance activities that would involve significant conversion or degradation of critical forest areas as defined under the policy.</td>
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<tr>
<td>Pest Management OP 4.09</td>
<td>No</td>
<td>The proposed project will neither procure nor result in increased use of pesticides.</td>
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</table>
### Physical Cultural Resources OP/BP 4.11

**Yes**

A cultural resources survey was conducted for all project sites. The field survey found that 137 household graves are with the airport site. As such these graves need to be relocated. Compensation for the relocation of household graves is included in the RAP. Chance finds procedures are included in the EMP.

### Indigenous Peoples OP/BP 4.10

**No**

The social screening done for the project concluded that no ethnic minority communities are present in, or have collective attachment to the project area. The project will be constructed within Houmentang of Zunqiao Township, Shangrao County, about 8 km south from downtown of Shangrao Municipality. During the site visit, no ethnic minority community has been identified within the project area.

### Involuntary Resettlement OP/BP 4.12

**Yes**

There will be land acquisition and structure demolition caused by the project construction. The main involuntary resettlement impact will include collective land acquisition, relocation of houses, and temporary land taking during project construction. Therefore, the Bank's policy on Involuntary Resettlement has been triggered and a Resettlement Action Plan has been prepared and disclosed by the client in both English and Chinese. Detailed resettlement impact surveys has been carried out during RAP preparation. A Resettlement Policy Framework has also been prepared for activities outside of the airport (access road and associated infrastructure), as the exact alignment has not been fixed yet.

### Safety of Dams OP/BP 4.37

**No**

### Projects on International Waterways OP/BP 7.50

**No**

Not Applicable.

### Projects in Disputed Areas OP/BP 7.60

**No**

Not Applicable.

## II. Key Safeguard Policy Issues and Their Management

### A. Summary of Key Safeguard Issues

1. **Describe any safeguard issues and impacts associated with the Restructured project. Identify and describe any potential large scale, significant and/or irreversible impacts:**

   The major environmental consequences of the project and mitigation measures are described below.

   **Major Environmental Impacts due to Construction**
Construction will cause temporary impacts to the surrounding environment, including vegetation loss, noise of machinery and trucks, vibration, dust, wastewater, and land acquisition and resettlement issues. If properly planned, construction impacts to neighborhoods, and the natural environment can be avoided or minimized.

Soil Erosion. Construction works will involve clearing of vegetation in areas that are needed for site works. Assessment of soil erosion caused by the project has been conducted. After balancing cut and fill, the project will generate 80,000m³ spoil from airport construction.

Impacts on Surface Water. The construction of the airport will occupy 1.6km² land and create an impervious surface (~0.28km²) in an area that is now covered mainly by grassland, some brush, woodlands and water ponds. Rapid runoff from this impervious area could have some impact on natural hydrology in the vicinity of the airport. But this impact would be very limited because the airport is located at the top of hills where the watersheds originate, and the area of land taken by the airport construction is relatively very limited comparing with the areas of watersheds involved. Stormwater runoff may include pollutants associated with leaks and spills of oil, diesel, and jet fuels during operation and maintenance of ground service vehicles, and fuel storage and handling activities.

Natural Habitats and Forestry. The project will not have the potential to cause any significant conversions or degradation of natural forest or natural habitats. The project is not located within protected areas. The project area has been deeply influenced by human activities, which consists mainly of brush, grassland, clumps of second-growth trees, villages, farmland, and water ponds, and unused land. Field survey has been conducted confirming that there is no endemic or unique vegetation, nor any endangered animal species. Some of the areas are habitats for rodents, and birds which are not endemic or unique. Therefore Natural Habitat (OP4.04) is not triggered by the project.

The project will occupy 104ha of second-growth trees where common species such as camphor, pines, and firs can be found in the sub-tropical humid monsoon climate zone. The survey has identified that 3,722 small camphor trees and cultivated saplings need to be transplanted in accordance with national regulations.

Physical Cultural Resources. A cultural resources survey was conducted for all project sites, led by local cultural resources bureau and EA consultant. The field survey found that 137 household graves are with the airport site. As such these graves need to be relocated in consultation with the affected families.

Impact on Irrigation System. Within or in the vicinity of the airport site, there are 36 small water ponds which mainly provide the local farmers with minor irrigation water for their paddy fields. The airport construction will reduce the irrigation water quantity by occupying water ponds or their catchment areas. Assessment from Shangrao Water Resources Institute shows that approximately 20ha(300mu) paddy farms will be affected by the project.

Re-routing of Rural Roads and Power Electric Lines. The airport will interrupt two local rural road (i.e. one will be cut off by the airport, the other will be slightly affected) and electric power line. These will re-routed. The anticipated impacts are considered to be minor on the environment.
Resettlement site. One resettlement sites has been selected for 14 households to be relocated.

Airport Connecting Road, Associated Utility Pipelines, Construction of Temporary Access Road, Burrow Pits, Disposal sites. A 4.65 km urban road and associated utility pipelines (i.e. water, sewer, natural gas, and power lines) will be built to connect the airport with Shangrao downtown. Temporary access road, burrow pits, and disposal sites may be required for these activities. The anticipated impacts are considered to be minor on the environment. Though the connecting road has the potential to increase noise in nearby area, the impacts are not expected to be significant due to the small amount traffic vehicles serving the passengers to and from the airport.

Major Environmental Impacts due to Operation

Noise and Vibration Impacts. The most significant sources of noise and vibrations from airport operations are aircraft during the landing and takeoff cycles. Shangrao Sanqingshan Airport is a small feeder airport. Projected flights in the year of 2020 is 13.2 sorties/day, of which 73% takeoff is during daytime(7:00-19:00), 15% in the evening (19:00-22:00) and 12% at night(22:00-7:00); while 73% landing is during daytime(7:00-19:00), 27% in the evening (19:00-22:00), and none at night(22:00-7:00). The assessment considered both Chinese national standards and the World Bank Safeguards policies including the IFC’s EHS noise guidelines. To measure noise exposure in the airport vicinity, EA used two noise indexes: Lwepcn a noise index based on the Perceived Noise Level which is presented in Chinese standard, and LAeq, a noise index based on the equivalent continuous sound level which is presented in the EHS guidelines. Noise modeling shows that for the year of 2020, 20 households at two villages (i.e. Xiawutang, Tashuixujia) will expose noise levels (LAeq) ranging from 56.3 to 56.7 dB(A) exceeding 55 dB(A) for daytime. 210 households at five villages (Xiawutang, Shangwutang, Beilong, Cangding, and Tashuixujia) will expose 46.3-46.6 dB(A) noise levels exceeding 45 dB(A) for nighttime. 7 households at Tashuixujia will expose maximum noise level 49.7 dB(A). As such, noise level will have slight impacts on 210 households and some moderate impacts on seven households. Noise Contour mapping are included in the EIA.

Air Emission. Assessment was conducted on the air emission from airport related activities including combustion exhaust from aircraft during landing and takeoff and ground operation, from ground service vehicles, vapors from fuel storage and handling, and emissions from local ground vehicles servicing passenger and the airport. It is estimated that in the year of 2020, aircrafts will discharge 1.02 tons of SO2, 19.83 tons of CO, 5.47 tons of NMHC, and 12.04 tons of NO2. The ground vehicles will discharge 7.07 tons of CO, 0.3 ton of NO2, and 0.7 ton of NMHC. Fugitive mission of NMHC from fuel storage area is estimated to be 1.38 tons/a. As previously noted, Shangrao airport is a small feeder airport, and its air emission has insignificant impacts on the ambient air quality.

Stormwater. Stormwater runoff may include pollutants associated with leaks and spills of oil and fuels during airport operation, and fuel storage and handling activities. Shangrao falls within the sub-tropical humid monsoon climate zone where aircraft de-icing /anti-icing fluids will not be used.

Waste and Wastewater Management. Airport operations will generate nonhazardous solid waste (268 tons/a), sludge (20 tons/a), spent oil (0.5tons/a), and wastewater (58m3/d).

Risk Management. Risk assessment has been conducted. The major risks associated with the
project are the fuel storage facilities and the gas filling station which may lead to fire accidents and fuel leakage.

The project will require the acquisition of 160 hectares of village land (including 30 hectares of cultivated land) which will affect some 2500 people from 500 families. The project would also require the demolition of 5760 m2 of existing structures which will affect 76 people from 16 families. The project construction will also interrupt local rural road and irrigation systems.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:

The proposed airport will increase the number of tourists and tourism spending which will improve local economy and help to encourage investment and trade benefiting the local economy. With the airport development, the rural area surrounding the airport would be gradually changed into an economic development area. The airport will attract half million passengers to Shangrao each year, imposing some pressure on the city’s infrastructure service. However, the total number of tourists into the city was 19.868 million in 2010. The incremental tourist number will not likely have significant impacts on local infrastructure service, for which Shangrao has already formulated a tourism development plan.

3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

Different alternatives have been considered in pre-feasibility and feasibility reports and the EA, comparing them against technical, environmental and social criteria. The analysis includes alternatives analysis for airport sites, storm water discharge, runway alignment, wastewater treatment, fuel for ground vehicles, and “with vs without project” scenario etc.. The analysis focuses on the selection of airport location. Initially six alternative sites were selected. After site survey, three alternative sites were screened out for further analysis. The Houmentang site was selected considering: (i) Overhead clearance: the new site will avoid cutting down surrounding hills (150m-315m height), and minimize the impacts on the surrounding environment; (ii) The aircrafts, either landing, or taking off, will not pass over Shangrao city, avoid densely populated area; (iii) Resettlement will be minimized; (iv) Access convenience; and (v) Utility supply convenience. During project preparation, the layout of the airport has been planned trying to minimize social impact. As a result, the proposed airport terminal will be moved 140 meters to the east to avoid the interruption of a nearby irrigation system.

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

The EMP proposes all measures to mitigate environmental impacts during design, construction and operation.

Major Mitigation Measures during Construction

Construction: Environmental specifications have been prepared to mitigate construction related impacts. Environmental specifications will be incorporated into bidding documents and civil work contracts, and will be enforced by construction supervision. Environmental specifications for civil work contractors are shown in Annex of the EMP.

Soil Erosion. To minimize soil erosion, spoil will all be used to backfill low lying areas of the airport. As such, the project will not need any burrowing pits or extra disposal sites. Potential soil erosion during construction will be mitigated by the implementation of a water and soil
conservation plan which specifies erosion and sedimentation mitigation measures such as (i) good site drainage system will be installed; (ii) open cut areas will be promptly seeded or landscaped; (iii) cut slope will be stabilized or protected; and (iv) spoil materials will be timely placed. Monitoring on soil erosion will be conducted during and after construction.

Impacts on Surface Water. Care will be taken during design not to disturb the hydrology of the area. For example, a small existing gully crosses the site and will be cut off by the construction of the runway embankment. The disruption will be avoided by placing a culvert underneath the runway embankment to carry the natural flow of water of gully to the downstream area along the line of its natural location. The drainage design will include eight stormwater discharge outlets and distribute the runoff to three watersheds based on the detailed storm-runoff routing.

Compensation cost for re-vegetation is included in the project. Project sponsor will engage experienced institutions to transplant 3,722 camphor trees to a selected nursery base, under guidance of local forestry technical intuitions and local forestry bureau. A transplantation plan has been prepared specifying requirements for transplantation time, techniques, budget and monitoring for the transplantation.

Physical Cultural Resources. Compensation for the relocation of household graves is included in the RAP. Chance finds procedures are included in the EMP.

Impact on Irrigation. Restoration measures for the affected irrigation system have been proposed, including: (i) land compensation (see RAP); (ii) renovation of existing irrigation ditches (i.e. lining and dredging for approximately 9km irrigation ditch); (iii) adding more storm water discharge outlets at the airport; and (iv) change of crop patterns etc..

Re-routing of Rural Roads and Power Electric Lines. New routings for the interrupted roads and electric power line have been included in the project design. The anticipated impacts are considered to be minor on the environment. Mitigation measures for construction related impacts have been developed in the EMP.

Environmental Impacts of Resettlement. The resettlement site will be provided with adequate infrastructure (e.g. roads, water, electricity, and drainage facilities) which will be designed and implemented during the resettlement process.

Airport Connecting Road, Associated Utility Pipelines, Construction of Temporary Access Road, Burrow Pits, Disposal sites. The anticipated impacts are considered to be minor on the environment. General mitigation measures have been included in the EMF, based on which specific EMPs will be prepared after the precise sitting alignments for these facilities are determined.

Major Environmental Impacts due to Operation and Major Mitigation Measures

Noise and Vibration Impacts. Adequate measures for noise management which have been taken and will be taken include:
- Alternative analysis for airport sites has been conducted, and the flight path of aircraft will not be over densely populated city areas.
- The types of flight equipment used by the airlines has been carefully selected which are in compliance with international standards.
- The EA has identified potentially affected receptors. The EMP proposes sound insulation of buildings that are exposed to aircraft noise above noise limits based on further monitoring. For social impacts consideration, sound insulation measures may also be needed for all 563 households at five villages in the vicinity of the airport. RMB 19.95 million (equivalent to USD3.16 million) has been reserved for the sound insulation.

- EMP also proposes to restrict development of noise-sensitive buildings in the vicinity of the airport - an area within approximately 3 kilometer to each end of the runway, and 0.5km to each side of the runway. If construction of noise-sensitive buildings in the restriction area is absolutely needed, these buildings will be equipped with adequate sound insulation facilities.

Air Emission. Measures to prevent, minimize, and control air emissions include (i) minimizing fugitive air emissions from by close monitoring and timely maintenance of equipment; and (ii) selecting cleaner fuel, i.e. natural gas for heat generation system.

Stormwater Runoff. The airport design will divert and pre-treat stormwater drainage from areas of potentially leaks and spills of fuels through use of oil/water separator, and contaminated water will be discharged to the wastewater treatment station in the airport. Therefore, the storm water discharge through the stormwater drainage network is not expected to negatively impact on aquatic environments.

Waste and Wastewater Management. The solid waste and sludge will be sent to Shangrao municipal sanitary landfill for final disposal, and spent oil to a qualified company for treatment. Wastewater will be treated by a wastewater treatment station (10m3/h) to be installed at the airport.

Risk Management. The project has developed an emergency preparedness and response plan for potential accidents/risks which may be caused by airport operation (e.g. fire, explosion, plane crash, and safety breaches). The emergency monitoring plan has been prepared for monitoring the accident in the fuel storage area, including the monitoring locations, items, frequency and reporting procedure. Regular drill will be conducted, and hazardous materials will be managed to prevent accidental releases, fire, or explosions, as described in Chinese regulations and the General EHS Guidelines. The EMP also presents an outline for the health and safety plan for the airport operations, and proposes measures to protect worker’s health and safety (see EMP Annex III).

Environment Management Plan and Environmental Management Framework

A detailed Environmental Management Plan (EMP) has been prepared addressing all issues identified in the EIA. The EMP proposes mitigation measures, establishes an organizational structure, procedures, institutional responsibilities for implementation, and a budget and source of financing for each activity, and includes environmental monitoring and capacity building programs. An EMF has been prepared, setting out the guidelines and procedures to assess the environmental impacts associated with the airport access road and associated utility infrastructure. Based on the EMF, specific EMPs will be prepared after the precise sitting alignments for these facilities are determined.

The EMP proposes adequate measures to mitigate adverse impacts and enhance positive impacts during design, construction and operation. Environmental aspects have been taken into account in the project design. The green airport design guidelines have been developed in the EMP. Environmental friendly design includes balancing excavation and back filling earthworks,
minimizing interruption of natural drainage system in design, reuse of wastewater, and rainwater storage for landscaping, irrigation and flush toilets in the airport, and use of clean fuel for ground vehicles at the airport. Environmental specifications will be used to minimize construction related impacts. Mitigation measures for the operation have been included in the EMP.

Institutional Arrangement. Environment management responsibilities have been defined. Environmental management during construction involves the Project Management Office of Shangrao Sanqingshan Airport Corporation, civil work contractors, and Environmental Supervision Engineers. During the construction, the PMO will appoint one full-time staff to take responsibility for coordinating EMP implementation. Environmental supervisors will be responsible for daily environmental management. During operation, the Airport Company will be in charge of environmental management and environmental monitoring under the guidance and supervision of Shangrao EPB. All personnel of the Project Environmental Office, environmental supervisors and construction workers and monitoring personnel etc. will receive environmental training.

Environmental Monitoring. An environmental monitoring plan has been developed for both the construction and operation phases and incorporated into the EMP, which includes the monitoring location, monitoring parameters, methods, frequency and cost estimate. PMO will be responsible for submitting the progress report on environmental management and for compiling the reports of environmental monitoring.

Budget. In addition to the fund (RMB19.95) reserved for noise mitigation, other estimated cost for the environmental management is RMB 42.49million, covering mitigation measures and monitoring cost. Details of the cost estimate are presented in the EMP.

Following the relevant Chinese laws, regulations and World Bank OP 4.12 on Involuntary Resettlement, the Shangrao Project Office has prepared a RAP to address involuntary resettlement impact caused by airport construction, rural roads and irrigation system restoration. A Resettlement Policy Framework (RPF) was also prepared since the exact locations of the airport road and other facilities have not yet been finalized. The resettlement planning work was carried out by the line agencies under the guidance of a team from Wuhan University with prior experience in resettlement planning for World Bank financed Projects. Planning work included project impact inventory surveys, social economic surveys and consultations over resettlement and livelihood rehabilitation strategies.

The following were the guiding principles for developing the RAP/RPF:

(a) The original living standards of all affected people should be improved or at least be restored;
(b) Resettlement plans, sites of new houses, standards and building areas should be determined after consultation with the affected people;
(c) For all affected buildings, the compensation should be calculated on the basis of the current replacement cost without consideration of depreciation;
(d) Compensation rates, location of new residential sites and areas should be formulated after consultation with the affected population;
(e) All compensation funds should be paid before acquisition;
(f) Special assistance will be provided to the vulnerable households identified during the detailed planning and implementation process.

Jiangxi Province has several ongoing Bank financed projects. Shangrao Municipality, though new to the Bank projects, has established a Project Leading Group at municipal level to oversee and
coordinate the preparation and implementation of the Project. This Leading Group is chaired by a Vice Mayor assisted by officials from a number of governmental agencies. In addition Shangrao has established a project management office (PMO) to take overall responsibility for project preparation and implementation. For project preparation, Shangrao PMO has engaged a qualified institute to carry-out full environmental assessment (EA). Training on WB safeguard policies and guidelines has been provided by the Bank team to the EA institute and project entities, and will continue throughout the implementation process to enhance their capacity for environmental management.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

In accordance with Bank Safeguard policies and Chinese regulations, public consultations were conducted from January to September 2012, including public consultation meetings and questionnaire survey, with project affected persons (e.g. villagers) and other stakeholders (village associations, schools, local water resources bureau and local forestry bureau). The consultation on the EIA TOR was conducted in January 2012, and consultation on the draft EA documents in September, 2012. Issues discussed mainly included noise impacts, restoration of rural roads and local irrigation system etc.. Their opinions and concerns (e.g. noise impact, restoration of rural roads, irrigation system) have been taken into account in the EA process and project design. The EA safeguards documents were locally disclosed at village associations on September 23, 2012 and at local websites on September 29, 2012 through announcements published on the local website and newspaper. The EA safeguard documents were sent to the Bank InfoShop for disclosure on October 30, 2012.

B. Disclosure Requirements

<table>
<thead>
<tr>
<th>Environmental Assessment/Audit/Management Plan/Other</th>
<th>Date of receipt by the Bank</th>
<th>Date of submission to InfoShop</th>
</tr>
</thead>
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For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors

<table>
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<tr>
<th>&quot;In country&quot; Disclosure</th>
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<tbody>
<tr>
<td>China</td>
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<td>23-Sep-2012</td>
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Comments:

Resettlement Action Plan/Framework/Policy Process

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<th>Date of receipt by the Bank</th>
<th>Date of submission to InfoShop</th>
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<td>20-Sep-2012</td>
<td>30-Oct-2012</td>
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"In country" Disclosure

| China | 20-Sep-2012 |

Comments:

If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.

If in-country disclosure of any of the above documents is not expected, please explain why:

C. Compliance Monitoring Indicators at the Corporate Level
<table>
<thead>
<tr>
<th><strong>OP/BP/GP 4.01 - Environment Assessment</strong></th>
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<tbody>
<tr>
<td>Are the cost and the accountabilities for the EMP incorporated in the credit/loan?</td>
<td>Yes [X] No [ ] NA [ ]</td>
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<tr>
<th><strong>OP/BP 4.11 - Physical Cultural Resources</strong></th>
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<tr>
<td>Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?</td>
<td>Yes [X] No [ ] NA [ ]</td>
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<tr>
<th><strong>OP/BP 4.12 - Involuntary Resettlement</strong></th>
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<td>If yes, then did the Regional unit responsible for safeguards or Sector Manager review the plan?</td>
<td>Yes [X] No [ ] NA [ ]</td>
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<tr>
<th><strong>The World Bank Policy on Disclosure of Information</strong></th>
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<tr>
<td>Have relevant safeguard policies documents been sent to the World Bank's Infoshop?</td>
<td>Yes [X] No [ ] NA [ ]</td>
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| **Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?** | Yes [X] No [ ] NA [ ] |

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<th><strong>All Safeguard Policies</strong></th>
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<tr>
<td>Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?</td>
<td>Yes [X] No [ ] NA [ ]</td>
</tr>
</tbody>
</table>

| **Have costs related to safeguard policy measures been included in the project cost?** | Yes [X] No [ ] NA [ ] |

| **Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?** | Yes [X] No [ ] NA [ ] |

| **Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?** | Yes [X] No [ ] NA [ ] |

### III. APPROVALS

<table>
<thead>
<tr>
<th>Task Team Leader:</th>
<th>Binyam Reja</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved By:</td>
<td></td>
</tr>
<tr>
<td>Regional Safeguards Coordinator:</td>
<td>Name:</td>
</tr>
<tr>
<td>Sector Manager:</td>
<td>Name: Mark R. Lundell (SM)</td>
</tr>
</tbody>
</table>