Social Appraisal Report for World Bank Financed Anhui Highway Project II & Local Road Improvement Program

Social Appraisal Report for Tongling-Tangkou Highway under Anhui Highway Project II

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Guangzhou, China

August 14, 2002
FOREWORD

Entrusted by the World Bank Financed Project Execution Office (PEO) under the Anhui Provincial Communications Department (APCD), the CCCC at Zhongshan University conducted an independent social appraisal on the proposed “Anhui Provincial Highway II Project & Local Road Improvement Program”. Six points (Dongnan Village under Yangtian Town and Yangmei Village under Shaji Town in Qingyang City; Guangrong Village under Datong Town in Tongling County; Shangpo Village under Taipinghu Town, Changyuan Village under Tanjiqiao Town and Shancha Village under Tangkou Town in Huangshan District) were selected as points of investment (POIs) of the social appraisal for the main component of this Project. Five points (Tongle Village under Sanxi Town and Yu Village under Yucun Township in Jingde County, Ziyang Village under Huangcun Town in Jing County, Languan Village under Hengdu Town in Shitai County, Guanghu Village under Likou Town in Qimen County) were selected as POIs of social appraisal for the subprojects. The siting for this social appraisal has fully taken into account the economic position, geographic location, traffic conditions, relations among ethnic groups and gender role of the affected groups within the directly and indirectly affected areas. See attached Figure I for the geographic distribution of the POIs.

This time, 16 social appraisal experts organized into 4 groups went to 11 POIs in 7 counties from May 13 through May 26 and have collected the following data from the 15-day PRA.

1. Present natural, geographic, traffic, ecological environment and social/economic development situations of the major region of investigation;

2. Present natural, geographic, traffic, ecological environment and social/economic development situations of cities, counties involved in this social appraisal;

3. Detailed natural, resource, economic and social situations of the townships/towns where POIs are found;

4. Detailed information on geography, land resources, population, number of families, industrial structure, economic income and expenditures, differentiation in wealth and reasons therefor, traffic conditions, labor service export, education undertakings, medical treatment and health service, woman problem, ethnic groups, clans, etc. at the POIs (Tongle Village and other 10 administrative villages) and points of in-depth interview (Tangwai Team and 13 other villager teams);

5. Survey conducted with a semi-structured questionnaire on 374 families from the 14 villager teams, covering personal information of family members, economic income and expenditures, product structure, means of communications, labor service export, medical treatment, education, understanding of AHP2/HMP, attitudes to and expectations for land acquisition and migration arising from the Project;

6. In-depth interview with 57 families/individuals;
From May 26 through June 15, we made a collation, classification and analysis of the above data by inputting the questionnaires into a computer for statistics with SSPS software. Each team prepared its own subsection report and then held a discussion meeting, on which basis the general report of social appraisal was completed.

This social appraisal has been fully supported by APCD PEO and highway, communications departments of districts, cities and counties, as well as wholeheartedly aided by villagers at the 11 POIs and their governing county (district), township (town) governments. During the project design, Mr. Zhang Chaohua and Pendekur—specialists from the World Bank—offered precious suggestions and opinions. We hereby devoutly acknowledge these efforts!
however, some medical apparatus is outdated and unable to well meet the demand of medical treatment of local peasants. In addition, educational and medical expenses are on the high side and unaffordable for peasants.

11. The concept of noble men and humble women is already unconspicuous in the affected areas, men and women tend to be equal in status. The amount of service export of women labors is higher and higher, who have widened their eyeshot and unchained their ideas than in the past. However, compared to men, women are still relatively disadvantaged.

12. The traffic conditions at the POIs are universally underdeveloped and there exists a strong voice for traffic improvement, whether for the labor service export, small scale businesses or processing industry.

13. Issue sequencing by local peasants is a social appraisal method that effectively utilizes local knowledge, by which means we obtained the information unavailable from other technique.

14. Semi-structured questionnaire survey is essentially an integral part of social appraisal, the specific sampling plan this time is door-to-door interview at 11 points chosen from 7 affected counties.

15. Specialized carriers, retailers and ordinary villagers direct benefits from the Project, women, children and all levels of local government are indirect beneficiaries.

16. AHP2 and HMP help solve imminent traffic demands in the affected areas.

17. AHP2 and HMP help enhance the local connections to the market, increase job opportunities and fuse the local agriculture into an integrated large market.

18. AHP2 and HMP help benefit villagers at the POIs widely, without giving rise to wealth differentiation.

19 AHP2 and HMP help lift women’s status.

20. The migration resettlement allowance and land compensation fee is expected by most to be made in currency, save that a few villagers hope to get compensated with farmland and job arrangements.

21. Villagers universally worry that land compensation fee and resettlement allowance might get withheld or embezzled, particularly that all taxes and duties would be directly deducted from such fee and allowance, and propose setting up a complaint hotline.

22. Give audience to various voices from peasants, give a comprehensive consideration thereto. Thoughts in different status, roles and strata shall be considered for a same issue.

23. Enhance the education on traffic safety instructions, take more safety measures.
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Chapter 1  Background of the Project and Its Social Appraisal

1.1 Project Overview

The Tongling-Tangkou Highway is an integral part of the Tianjin-Shanwei Highway—a national key trunk line, the "one longitudinal line" in the main highway framework of Anhui Province, a traffic main artery that connects the "two mountains and a lake (Huangshan Mountain, Jiuhua Mountain, Taiping Lake)", a tourist hotline to some scenic spots (Huangshan Mountain, Jiuhua Mountain and Lushan Mountain) and also an important component in the large tourist lines of "Huangshan Mountain—Qu Prefecture—Nanping" and "Huangshan Mountain—Qiandao Lake—Wuyi Mountain".

The Tong-Tang Highway begins at the Lu-Tong Highway terminal under the south bank planning of the Yangtze River Bridge in Tongling, runs through Qingshan, east of Qingyang, Lingyang Town, Taiping Lake Bridge, Heping, Zitongkeng and Caihongqiao, crosses Gantang-north gate of Huangshan Mountain Highway at Xiatangjia, then runs southeast along the north of the Fengjing Reservoir through Shangchangyuan, Tanjiaqiao, Shancha and Xiangxi, with a full route length of 118.62km. The whole line shall be subject to the 100km/h calculated driving speed and 26m wide roadbed; the 57.61 km Yangmei Village-Tangkou section shall be subject to the 80km/h calculated driving speed and 24.5m wide roadbed. According to the traffic planning of Anhui Province, the Tong-Tang Highway and subprojects will be financed by the World Bank and the construction is anticipated to commence in October 2003 and end in 2007 at an estimated investment of RMB 5.571 billion.

1.2 Social Appraisal Aspect of the Project

The social appraisal for the Tong-Tang High-class Highway Project and Subprojects is a key link for the finalization of the Feasibility Study Report and an essential reference system for the World Bank before investment. The Anhui Provincial PEO entrusted CCCC to organize an expert panel and take full responsibility for the Project's social appraisal.

1.2.1 Significance and Target of Social Appraisal

Significance of social appraisal: Social appraisal is a form of feasibility study, an essential condition for project design and implementation and also a supplement to the economic, financial, environmental and technical analysis. Nothing can substitute social appraisal

Target of social appraisal: to ensure social benefits on the investment, including social and cultural influences and potential problems in the region of investment, to eliminate or at least reduce negative social impacts, which will help clarify the project target; to give consideration to
the affected poor population and support the disadvantaged groups, especially to fully guarantee
the interests of minorities and women; to help establish institutions, organizations and systems
that offer opportunities of participation, to enhance the communication and understanding
between the project investors and interest groups, to enhance the information sharing and partipation; and to help establish a foundation for social supervision and evaluation.

Target of this social appraisal: to understand the influences of the Project on the social, cultural
features and potentials in the directly/indirectly affected areas; to be concerned about the outgoing
demand of ordinary peasants and residents, including how they'd manage to satisfy their own
traffic demands, what about their preferred demands during the construction and improvement of
the highway network; to be also concerned about the differentiation of families in transportation
due to the difference in division of labor among men and women, and to get a certain awareness
of the advantages and problems of social, economic development within the affected areas.

1.2.2 Methodology of Social Appraisal

The expert panel from CCCC applied PAR and anthropologic fieldwork to the social appraisal for
the Tong-Tang High-class Highway Project and Local Road Improvement Program. PRA is a
method in which residents at rural communities within the affected areas participate and the
information concerning and serving them is collected. This is also a community development
method that relies completely on local knowledge, leadership, organizations and resources to
promote the rural development. Members of the panel may suggest or request local residents to
provide community maps, social maps, resource transition maps, seasonal charts, as well as data
related to the local historical evolution or current social, economic situations, etc.

Fieldwork is a basic research method in anthropology, in which researchers visit the community
concerned, live along with natives for a period and directly participate in and observe the local
life, production and ceremonies, etc. It is a method combining emic/etic study organically that is
good to understanding the practical living conditions and real ideas of study objects.

Meanwhile, the method of questionnaire survey is also used in this social appraisal based on the
"Semi-structured Investigation Questionnaire of Social Appraisal for the Anhui Highway Project
II and Subprojects" designed by CCCC in advance. The questionnaire analysis helps complement
the data collected via PRA and fieldwork.

1.2.3 Operations of Social Appraisal

CCCC at Zhongshan University organized a social appraisal team in mid May 2002 and designed
the "Investigation Outline for Social Appraisal of Anhui Highway Project II & Subprojects" (see
Annex 3), "Investigation Questionnaire" (see Annex 6) and flow chart of investigation for social
appraisal based on the World Bank's requirements and practical situations at the affected areas.
Prior to the investigation, literatures on the 11 selected POIs had been collected and analyzed.

The social appraisal expert panel gave training courses to persons (see Annex 1) concerned from
APCD, PEO and each county (district) at Qingyang City in Anhui from May 13 through 14. Then,
the experts went to the 11 POIs from May 16 through 26 for an 11-day social investigation as per
the flow chart of appraisal: discussion with (district) county, township/town and village cadres →
drawing maps (community map, social map, seasonal activity chart, daily life & product chart in
busy and slack seasons, resource distribution map, resource change map and outgoing frequency
chart, etc.) → sequencing (including sequencing of favorable and unfavorable influences from the
major project and subprojects, sequencing of factors affecting the local economic development,
sequencing of beneficiary groups and labor productivity, etc.) → door-to-door Qr. survey →
door-to-door in-depth interview.

During the investigation, all levels of government at counties, township, villages concerned and
local masses offered great support and aid, enabling this social investigation to be successfully
completed within the expected time frame. During this investigation, 374 effective questionnaires,
220 maps/charts of all kinds and 57 cases of in-depth interview Case 57 were collected in total.

During the door-to-door interview, the SA team refused to be accompanied by local government
officials but retained some local villagers as guides and interpreters instead to dispel peasants’
misgiving and understand their true ideas, requirements to the greatest extent. On village forums
and during the issue sequencing, the form of anonymous meeting was adopted as an international
practice.

1.2.4 Data Sources

The data used as reference for this report falls into the following categories:

1) Official statistical data and APCD-provided data. “Chinese Statistical Yearbook”, “Statistical
Yearbook of Anhui Province”, “Feasibility Study Report for Tongling-Tangkou Highway
Project”, statistical statements compiled by investigated counties (districts), townships/towns
and villages.

City”, etc.

3) Fieldwork data

We use the above references in strict accordance with the following principles: (1) use statistical
data as up-to-date as possible; (2) at the village level, try to use firsthand statistical data from
fieldwork to ensure the objectiveness and accuracy; and (3) for the analysis and discussion of any
issue, opinions and views from peasants and all levels of local government and organizations are
integrated to provide comprehensive and essential information.
Chapter 2 Introduction to the Affected Areas

2.1 Direct/Indirect Affected Areas under the Projects

Anhui Province, Wan for short, is situated in the hinterland of East China, neighboring on Jiangsu, Zhejiang to the east, Hubei, Henan to the west, bordering on Jiangxi to the south and Shandong to the north. As a offshore land-locked region, the Province lies between 29°24′~34°39′ North Latitude and 114°54′~119°3′ East Longitude with a total area approximately 139,200km². Now it governs 17 province-level cities, 5 county-level cities and 56 counties and is capitalized at Hefei. By the end of 2000, its total population was 62.78 million people, accounting for 4.7% of the total nationwide population at a population density of 450 people/km². The overall provincial GDP in 2000 was RMB303.82 billion.

The main line length of the Tong-Tang Highway is 1016.15km. By geographic location and major benefited areas under the Project, these directly affected areas cover 4 cities (Tongling, Chizhou, Huangshan and county-level Ningguo), 1 district (Huangshan), 6 counties (Tongling, Qingyang, Shitai, Qimen, Jing, Jingde).

By adjacency to the affected areas in geographic location, connection in traffic network and post-Project influences, the areas indirectly affected by the Project are also outlined, including the remaining territory of Anhui, Jiangsu Province, Zhejiang Province and Fujian Province. Within Anhui, the most indirectly affected areas are Hefei City and Xuancheng City.

2.2 Geographic Location, Historical Evolution and Human-cultural Characteristics of the Affected Areas

The affected areas lie in the south of Anhui Province, downstream of the Yangtze River, abutting on Jiangxi to the south, close to Zhejiang to the east, bordering on Anqing, Chaohu and Wuhu in Anhui Province to the northwest. These areas feature diversified landforms, mainly in plains, hills and mountains. In particular, Huangshan City takes on the land pattern of “80% for mountains, 5% for water, 5% for land, 10% for roads and granges”.

Chizhou City has undergone over 1300 years as a prefecture establishment. After the foundation of the PRC, the region of Chizhou has experienced “three revocations and 2 establishments” In September 1988, it was reconverted with the approval of the State Council to govern Guichi City, Dongzhi County, Shitai City, Qingyang City and the Jiuhua Mountain Administrative Office. At present, the region owns 1.52 million people in population and produced a GDP of RMB5.812 billion in 2000, being a region lower in population density in Anhui.
Tongling lies in the middle and south of Anhui Province, south to the downstream of the Yangtze River, possessing a total area of 1113 km², of which the urban area is 227 km²; a total population of 689,700 people in 2000 at the population density of 619 people/km²; and a GDP of RMB7.311 billion in 2000. It now governs 3 districts and a county, administrating a state farm on behalf. The City is famous for copper as one of the cradles of the Chinese nation’s bronze culture. The copper mining and smelting can be dated back to the Zhou and Shang age 3000 years up to now, so it's honored by “the ancient copper center of China”. Since the City was established upon mines in October 1956, Tongling has kept on developing based on its resource advantages. After over 40 years’ construction and development, this first copper industry base of new China has become a rising industrial and trade port city on the south back of the Wan River.

Huangshan City is a district-level city set up based upon the former region of time-honored Hui Prefecture with the approval of the State Council in November 1987 in adaptation to the situation of Reform & Opening and great development of tourism. As early as the Zhou and Shang age, on the land of Hui Prefecture, the ancient native people were already fairly active. During the Qing dynasty, the two counties of Yi and She were set up here, called Xinan Shire in the Jing dynasty and later converted to Hui Prefecture in the Song dynasty, famous all along for the large number of merchants and intensive cultures. Hui merchants ruled the business circles for 300 years during the Ming and Qing dynasties with their solid capital, who once run cultural undertakings at their hometown, giving rise to a splendid period with prosperous economy and developed education in Hui Prefecture. Huangshan City, built on the basis of ancient Hui Prefecture and named with the world-famous Huangshan Mountain, enjoys a super-high awareness province-wide, nationwide and worldwide and has become an important window of reform and opening. The City had a total population of 1.467 million at the population density of 150 people/km² and a GDP of RMB8.13 billion in 2000.

Table 2.1 Statistics of Basic Information on Anhui Province and City-level Affected Areas (Year 2000)

<table>
<thead>
<tr>
<th></th>
<th>Total area (10,000km²)</th>
<th>Total population (10,000 people)</th>
<th>Population density (people/km²)</th>
<th>GDP (RMB100 million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anhui Province</td>
<td>13.92</td>
<td>6,278</td>
<td>450</td>
<td>3,038.2</td>
</tr>
<tr>
<td>Chizhou City</td>
<td>0.8271</td>
<td>152.7</td>
<td>126</td>
<td>58.12</td>
</tr>
<tr>
<td>Tongling City</td>
<td>0.1113</td>
<td>68.97</td>
<td>619</td>
<td>73.11</td>
</tr>
<tr>
<td>Huangshan City</td>
<td>0.9807</td>
<td>146.7</td>
<td>150</td>
<td>81.3</td>
</tr>
</tbody>
</table>


The affected areas boast long history, highly rich cultural, natural resources and tourist resources, including various state-level scenic spots headed by the Huangshan Mountain, Jiuhua Mountain and Qiyun Mountain. These areas also cover a part of ancient Hui Prefecture, where numerous world-class cultural heritages, historic relics and revolutionary sites are found.
2.3 Economic and Traffic Conditions of the Affected Areas

Anhui Province, although developing rapidly these years, is presently poorly ranked in terms of nationwide economic development, the economic level of the affected areas, however, is further lower in the Province. In 2000, the per capita GDP of Anhui was RMB4,826, above the indices of Tongling City, Chizhou City and Huangshan City. In 2000, there were 17 state-level poor counties and province-level poor counties in the whole province, amongst which the key counties for the province-level poverty-support and development within the affected areas were She County, Jing County, Langxi County and Jixi County. However, such counties are almost poor ones located in mountainous or reservoir areas.

Tongling City’s crops include paddy rice, wheat, its cash crops include cotton, bean, oil, linen, tea and ginger. In this one of the southern forest regions of Anhui Province, the forestry production accounts for a certain weight. Tongling has become a rising industrial city with 5 pillar industries, i.e., non-ferrous metal, chemical industry, textile industry, machinery and electronics, building materials, the City now also serves as the 4 major bases of non-ferrous metal, phosphate fertilizer, electronic base and cement. In 2000, Tongling City created a GDP of RMB7.311 billion, of which the primary industry accounted for RMB498 million, the secondary industry RMB4.072 billion and the tertiary industry RMB2.741 billion at the ration of 6.8: 55.7: 37.5.

Chizhou City is an agricultural city focusing on traditional industries, where the cash crops focus on cotton, rape seed and linen, the grain production focus on paddy rice and the crop cultivation is leading in agriculture. Chizhou City’s former industrial base was weak, now it has developed such industries as coal, smelting, chemical industry, textile industry, food and building materials backed by resources. Industrial enterprises there are mainly small- to medium size. The scale of light/heavy industry is roughly balanced. The light industry using farm products as raw materials account for 90% of the gross light industry output value; the output value of the heavy industry relying on mineral resources accounts for 50% of the total gross heavy industry output value. In 2000, Chizhou City’s GDP was RMB3.81 billion, of which the primary industry accounted for RMB1.74 billion, the secondary industry RMB2.04 billion and the tertiary industry RMB2.03 billion at the ration of 29.9: 35.1: 37.

Huangshan City’s agriculture focuses on crop cultivation and forestry, in agricultural economy, tea leaf holds an important balance. Huangshan City’s industry has developed in response to the tourism into a characteristic system of light industry by giving full play to the local advantage in resources. In 2000, the City’s GDP was RMB8.13 billion, of which the primary industry accounted for RMB1.87 billion, the secondary industry RMB2.42 billion and the tertiary industry RMB3.83 billion at the ration of 23.1: 29.8: 47.1.
Table 2.2  Statistics of Added Value of Three Industries at City-level Affected Areas (Year 2000)  

<table>
<thead>
<tr>
<th>City</th>
<th>Added value of primary industry</th>
<th>Added value of secondary industry</th>
<th>Added value of tertiary industry</th>
<th>Ratio of the 3 industries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chizhou City</td>
<td>17.4</td>
<td>20.4</td>
<td>20.3</td>
<td>29.9/35.1/37</td>
</tr>
<tr>
<td>Tongling City</td>
<td>4.98</td>
<td>40.72</td>
<td>27.41</td>
<td>6.8/55.7/37:5</td>
</tr>
<tr>
<td>Huangshan City</td>
<td>18.7</td>
<td>24.2</td>
<td>38.3</td>
<td>23.1/29.8/47.1</td>
</tr>
</tbody>
</table>


The directly affected areas’ geographic location is very important, which is the jointing area of 3 provinces—Anhui, Zhejiang and Jiangxi, a key passage from North Anhui, Jiangsu, Shandong to Fujian, Guangdong and other parts of South China. Within this region lie the Ning-Tong Railway, Anhui-Jiangxi Railway, 318 National Highway, 205 National Highway. The golden watercourse of Yangtze River passes through Tongling City and Chizhou City. The Tongling-Jiujiang Railway is also under planning.

2.4 Advantages of Natural and Human Resources at the Affected Areas

The affected areas abound in natural resources, where forestry, mineral and tourist resources take an important part in Anhui Province. Tongling City, called the “ancient copper center of China” all along, is one of the 6 major copper production bases of China; Chizhou City and Huangshan City are famous for rich tourist resources, containing a range of state-level, province-level scenic spots like the Huangshan Mountain, Jiuhua Mountain, Taiping Lake, etc.

The affected areas boast sufficient human resource thanks to the solid education foundation and rich labor resources, a large number of rural labors there are driven by less land resource for too many people and economic reasons to deal with non-agricultural operations and service export. If the traffic conditions become further improved, there will be more job opportunities that would drive more labors to other industries and regions. Meanwhile, the abundant specialties, low land price and labor cost here will attract more external investments.

2.5 Direct/Indirect Beneficiaries of the Project

According to the World Bank’s lending principles, the direct beneficiaries of the Project shall be the following, provided the security and effectiveness of the loan fund is guaranteed:

(1) Specialized carriers and retailers. The project execution makes convenience for them to sell local products to the outside for increased income.
(2) Ordinary villagers, who may be easier to go out to get employed and to do business on one hand, such as opening a store or restaurant at an exit, also sell their farm products farther and be more convenient to take medical treatment on the other hand.

(3) Enterprises within the affected areas. On one hand, the improved traffic conditions can lower the cost of materials circulation; on the other, the local investment environment will be better with the improvement of traffic conditions, more advantageous for the long-run development of such enterprises.

The indirect beneficiaries and potential beneficiaries of the Project mainly include.

(1) Women and children. After the project execution, the rapid information flow would greatly widen the eyeshot and vision of women. Students will feel more convenient to go to school.

(2) More peasants in the affected areas. The highway construction and improvement needs large numbers of labors, the affected peasants may increase their household income by taking part therein.

(3) All levels of county, township (town), village government. Following the project execution comes external investments and more tourists, the fiscal revenue of all levels of government will then be increased and the village/town construction promoted.
Chapter 3 Present Situations and Existing Problems with Project Sections

This Project is situated at the South Anhui mountainous areas where the economic level is lower and traffic is extremely inconvenient. The means of communications in the affected areas mainly include inland navigation, land transport and air transport. The inland navigation occurs mainly along the Yangtze River, where there are Tongling and Chizhou ports, etc. The highway transport focuses on the 205 National Highway, 318 National Highway, 103 Provincial Highway and other trunk lines, which are further connected to county and township-level highways to form a dense highway network. However, most highways are of low grades and unsmooth, Grade-C/D for most sections. The Huangshan Airport in Tuxin under Huangshan City has opened airlines to everywhere of China. A railway connects Tongling, Huangshan and Nanjing. The traffic among cities and towns is convenient, but that among villages and small towns in mountainous areas is on the contrary.

3.1 Main Component of High-class Highway

3.1.1 Road Traffic Facilities at the Affected Areas

The Tongling-Tangkou Highway is located in the South Anhui mountainous areas, commencing at the Yangtze River Bridge in Tongling and ending at the Lu-Tong Expressway terminal under construction, passing through east of Qingyang City, Lingyang, the Taiping Lake Bridge, Gantang, Tanjiaqiao and Tangkou, with a full length of 118.62km. The trunk line runs through Tongling City (including Tongling County), Chizhou City (including Qingyang City, Shitai City) and Huangshan City (Huangshan District). The state land area of the directly affected areas is 19,200km$^2$ and the total population in 2000 was 3.69 million people. The city-level directly affected areas cover Tongling City, Chizhou City, Huangshan City; the county-level directly affected areas include Tongling County, Shitai City, Qingyang City and Huangshan District. The Ning-Tong Railway, Anhui-Jiangxi Railway, 318 and 205 National Highways fall into the directly affected areas, the golden watercourse of Yangtze River passes through Chizhou City and Tongling City. The Tongling-Jiujiang Railway is also under planning.

The external traffic of Tongling City is mainly by highway, railway and water transport. Presently, the highway network of Tongling City is mainly composed of the He-Tong-Huang (S103, Hefei-Tongling-Huangshan), Riverside Highway (S320, Wuhu-Tongling; Tongling-Guichi), Nan-Zong Highway (S321, Nanling-Tongling-Zongyang), Tong-Wu Highway (Tongling-Wuwei) and some other provincial highways. By the end of 2000, the city-wide traffic mileage was 617km, no high-class highway or Class-A highway, 124.05km Class-B highway, accounting for 20.1% of the total traffic mileage, 200.20km Class-C highway, accounting for 32.4% of the total...
traffic mileage, 292.75km Class-D highway, accounting for 47.5% of the total traffic mileage. As regards railway, the Wu-Tong Railway is the trunk line of Tongling City, connected to the Huai-Nan, Jin-Pu lines to the north, Ning-Wu, Hu-Ning lines to the east via the Wuhu Railway Junction, further to trunk lines in South China through the Wan-Gan line, basically connecting Tongling and the Province to nationwide railways. The Tongling Port is among the Top 10 ports along the Yangtze River, a multifunctional comprehensive port and a state Class-I open port approved by the State Council. Inland rivers of Tongling City are mainly the Qingtong, Shunan and Huanghu Rivers, all linked to the Yangtze River, 54km trunk stream of which is within the boundaries of Tongling.

Chizhou City’s comprehensive transport consists of highway and water transport largely. National Highways 206 and 318 run through its whole territory, and 8 provincial highways constitute the highway mainframe of Chizhou City, the total highway mileage in 2000 was 2,852km, of which are 16km Class-A highway, accounting for 0.6% total highway mileage; 349km Class-B highway, accounting for 12.2% total mileage; and 2,487km other low-grade highway, taking the remaining 87.2%. By pavement structure, high-grade and sub-high-grade pavements account for 37.4% total mileage, other low-grade pavements account for 62.6%. At present, Chizhou City’s highways are at a relatively lower level in the whole province with merely 12.8% total mileage up to Class-B or above, 4% lower than the provincial average. A number of simple earth roads make transportation inconvenient. As regards water transport, the Yangtze River and “6 rivers + a lake” (Qingtong River, Qixing River, Jiuhua River, Qiupu River, Baiyang River, Yaodu River and Shengjin Lake) constitute the basic venation of water transport. The main stream of the Yangtze River is 146km long within the boundaries of this city. The main channel with a water depth of 30m is a national Class-I channel. The Chizhou Port was approved as a national Class-II development port by the Provincial Government in 1992.

Huangshan City’s external access is enabled by highway, railway, water transport and aviation mainly. Huangshan City’s external highway network mainly contains G205, Tunxi-Jingdezhen Highway, Hui Prefecture-Hangzhou Highway, Hefei-Tongling-Huangshan Highway, She County-Ningguo Provincial Highway. By the end of 2000, the total highway mileage of Huangshan City was 2,036km, free of high-class or Class-A highway, only 212km Class-B highway, accounting for 10.4% total mileage, 318km Class-C highway, accounting for 15.6% total mileage, 1,506km Class-D highway, accounting for 74%. The Anhui-Jiangxi Railway crosses 4 counties, 2 districts of Huangshan, connected to Nanjing to the east and Yingtan to the west. Through these two major railway junctions, Huangshan is accessible to everywhere of China. The Xinan River is the mere watercourse opened to the outside in Huangshan City. As a national Class-I port, the Huangshan Airport has presently opened 29 airlines to Beijing, Guangzhou, Hefei, Xian, etc.

The existing highways within the directly affected areas related to Tongling-Tangkou Highway include G205, G318, S103, Qingyang-Zhubei highway, S325, S218 and Gan-Fu Tourist Highway.
Table 3.1 Highway Classification and Proportion to Total Mileage of City-level Affected Areas (Unit: km)

<table>
<thead>
<tr>
<th>Class</th>
<th>Tongline</th>
<th>Chizhou</th>
<th>Huangshan</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Class-I</td>
<td>Class-II</td>
<td>Class-III</td>
</tr>
<tr>
<td></td>
<td>Proportion</td>
<td>Proportion</td>
<td>Proportion</td>
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<tr>
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<td>0</td>
<td>0</td>
<td>124.05</td>
</tr>
<tr>
<td>Chizhou</td>
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<td>349</td>
<td>2,487</td>
</tr>
<tr>
<td>Huangshan</td>
<td>0</td>
<td>212</td>
<td>318</td>
</tr>
</tbody>
</table>

Data source: "Feasibility Report for HHT Project"

G205 starts at Shanhaiguan and ends at Guangzhou through 8 provinces and municipalities—Hebei, Tianjin, Shandong, Jiangsu, Anhui, Zhejiang, Fujian and Guangdong, 400km within the territory of Anhui, passing through Tianchang, Maanshan, Wuhu, Nanling, Jing County, Gantang and Tunxi.

S103, i.e., the He-Huang-Tong Highway, commencing at Hefei and ending at Tunxi, runs through Lujiang, Tongling, Qingyang, Gantang. Within the affected areas, it passes Zhujiashan, Hamaling, Dingquiao, Muzhen, Lingyang, Huangshan District under Huangshan City, with a total mileage of 210.2km, of which the Tongling section is 20.8km, Chizhou section 54.3km and Huangshan City section 135.1km. This Project intersects for many times with S103 during the Yangtian-Lingyang section. Within the directly affected areas, the S103 Highway is low ranked with 113km Class-B highway, accounting for 53.8% and 97km Class-D highway, accounting for 46.2%. However, the pavement of this highway is in good condition, for the 210.2km within the affected areas, high-grade and sub-high-grade pavement accounts for 204.2km.

G318, commencing at Shanghai and ending at Urumchi, is a highway running from east to west of China, with a full length of 134km within the boundaries of Chizhou that is directly affected by the Project, 16km of which as Class-A, 81km as Class-B, 24km as Class-C and 13km as Class-D. By pavement structure, 18km of the Highway belongs to high-grade while the remaining belongs to sub-high-grade and medium-grade.

The Qingyang-Zhubei Highway commences at the southeast of Qingyang City and runs through Qingshan Village, Baihua Village, Qifeng Village in Zhubei, Xinguang Village to Zhubei Village to the south. As the county highway of Qingyang City, this Class-D highway is 10.4km long in full, with the maximum longitudinal gradient of 13.0%, minimum radius of 130m, 4.5m wide roadbed and 3.5m wide medium-grade pavement.

S325 starts from Qingyang City, runs through Shaji, Liudu, Qidu, Hekou, Languan, Hengdu, Qili Town under Shitai City, Dingxang, Shentian, Yanghu to the Xiancha Bridge, with a full length of 156.0km.

S218, from Huangshan District to Yuting, passes Tangjia, Guocun, Zhuyoukeng to Biandankeng in Yi County, then through Lucun, Jilian, west of county seat of Yi County, Shishan, Taoyuan to Yuting, with a full length of 83.0km. This is a trunk south-north line in west Huangshan City, all in mountainous areas and low in grade (Grade-C/D mainly, accounting for 94.0% total mileage).
The Gan(tang)-Fu(rongling) Tourist Highway—the Taiping-Furongling Highway—commences at Gantang Town under Huangshan District, runs past Wantoushan, Huanglishu, Shizifan, Jinqiao, Fuqiao, Zhangcuntan, Erlongqiao through Furongling, with a full length of 19.2km. This is the sole passage to the north gate of the Huangshan Mountain, generally known as the “mountain-back highway of Huangshan”, leading directly to the Beihai spot of the Huangshan Mountain. It’s now a 4-lane highway, 2 lanes of which is made of asphalt macadam pavement while the other 2 are not constructed yet. The Gantang Crossover over the Gan-Fu Highway is set up at K90km under the Project.

3.1.2 Existing Problems

The directly affected areas’ (Tongling, Chizhou, Huangshan Cities) geographic location is very important, which is the jointing area of 3 provinces—Anhui, Zhejiang and Jiangxi, a key passage from North Anhui, Jiangsu, Shandong to Fujian, Guangdong and other parts of South China. The directly affected areas are also in possession of rich natural resources, where forestry, mineral and tourist resources take an important part in Anhui Province. Tongling City, called the “ancient copper center of China”, is one of the 6 major copper production bases of China; Chizhou City is abundant in forestry, vanadium, lead, zinc, marble and granite resources, except for the tourist resources, Huangshan is also famous for timber, tea leaf, silk worm; the directly affected areas are also important tourist destinations of Anhui Province, where lie the two mountains (Huangshan Mountain, the Jiuhua Mountain) and a lake (Taiping Lake).

However, there is even on high-class highway in the affected areas and even South Anhui, there are many problems with existing highways, inadaptable to today’s economic development there. For example, the S103 line bears a high traffic volume for its low grade, no longer adaptive to the new trend of economic and tourism development along the Project. Accordingly, it has become a common understanding of the local government and villagers at POIs to construct a high-class highway that can promote the development of the directly affected areas.

3.1.3 Necessity of Road Improvement

1 Requirements for tourism development

The directly affected areas abound in tourist resources, such as the Wusong Mountain, Limao Mountain, Tianjing Lake, Shuanglong Cave, Phenix Mountain, Taibai Study and Daming Temple built in the North Song dynasty in Tongling City; the Jiuhua Mountain—one of the 4 major famous Buddhist mountains of China, Bull Fall, Shengjin Lake, Qiu Pu Fairyland and Shitai solution cave group in Chizhou City; many state-level and province-level scenic spots in Huangshan City headed by the Huangshan Mountain—the Taiping Lake, Qiyun Mount, ancient residences in She County—a city famous for history and cultures, Tunxi old street of Song style, Xinian River Meanwhile, Huangshan City is also the origin of merchants from Huizhou Prefecture. Tourism plays an important role in the economy of the directly affected areas. In 2000, the ratio of the 3 industries was 6.8: 55.7: 37.5 in Tongling City, 29.9: 35.1: 35 in Chizhou City and 23.1: 29.8: 47.1 in Huangshan City. In 2000, Chizhou City received 1.7387 million men-times of visitors, creating a tourist income of RMB410 million and the
numbers of Huangshan City were 5.55 million men-times and RMB1.772 billion (direct) respectively.

However, the relatively backward traffic conditions have restricted the tourism development of the directly affected areas. Take Huangshan City as an example, the Huangshan Mountain is situated in the South Anhui mountainous areas, surrounded by inaccessible zones. The key highways connected to the outside are S103 and G205, which are lower in grade within the affected areas, mostly Class-C, where the unsmooth highway traffic has seriously hindered the development of tourist destinations. Tourism is a pillar industry of Huangshan; however, its development of tourist resources and tourist income is far falling behind other advanced scenic spots of China. In 1998, Huangshan City welcomed only 0.5% of the overseas tourists visiting China, equivalent to 32% of that of Guilin, ranking 30th among the 60 major tourist cities nationwide, with a foreign exchange income from tourism equivalent to 19% of that of Guilin. This has directly resulted in a lower economic level of Huangshan, for which a factor critically accountable is unsmooth traffic. With the completion of the Tong-Tang High-class Highway, the mileage of highway traffic will be shortened, thoroughly altering the backward traffic conditions to/from scenic spots. Also with the increase in people’s living standard, the tourism there will be pushed into a rapid developing stage, bringing along a higher rate of economic development for Huangshan City.

The high-class highway’s influence on individuals as regards tourism is also conspicuous:

**Case 1: Shi ××, male, Board Chairman of Dongnan Mining Co., Ltd. in QY County**

He is already the leader of mining ventures at Yangtian Town and considering investing in other operations. The construction of the Tong-Tang Highway will benefit the development of Anhui’s tourist economy, he thinks, so that investing in tourism is a favorable opportunity of development. It would be suitable to develop the tourism-related catering service industry in this area that collects the Jiuhua Mountain, Huangshan Mountain and Tai Ping Lake in his opinion. If possible, he will invest in tourist services aiming at turning his mines into a small tourist destination.

2. Requirements for resource development and economic development

The directly affected areas also abound in natural resources. There are nearly 30 varieties of minerals within the boundaries of Tongling City, the reserve of copper, gold, silver, troilite and limestone tops in the whole province, where plant resources (peony bark and paulownia, etc.) are also famous far and near. There is a considerable reserve of vanadium, lead, zinc, marble and granite in Chizhou City, which is also a important producing area of timber, tealeaf, cotton, silkworm and commodity grain. Huangshan City is an important timber origin in East China and also a famous producing area of wooden bamboo, tealeaf, mulberry, fruits, domestic fungi, traditional Chinese medicinal materials.

Rich natural resources, however, failed to little economic benefit to the places. Restricted by the original traffic conditions, the affected areas are weak financially with an insufficient
scale in deep-processing and merchandising of characteristic products, as well as insufficient external financing, which can be easily seen from our interview. The Huangshan Mountain is a very important tealeaf producing area and also an important source of locals’ income, but the restrictions in traffic make the tealeaf price not so ideal. For example, tealeaf produced by Tanjiaqiao Town under Huangshan District is generally purchased by tea traders there, so it is cheap at about 15-16 yuan/catty. If he sells tealeaf by bicycle or tricycle (because a bus would reject anyone carrying tealeaf for fear of seat occupation), the price would be around 22 yuan/catty. However, the final price is 17-18 yuan/catty when the labor cost and fare is deducted. Provided the high-class highway is constructed, tea traders from Tongling, Hefei and Wuhu will come here to purchase at 27-28 yuan/catty. Assume the annual tealeaf output is 50 catty, the sole income from tealeaf may increase RMB600. Local villagers have a deep understanding about this:

**Case 2: Liu ××, male, 56 years old, a peasant at Tangkou Town, H District**

He told us, there was the talk about road construction 10 years ago but failed to be put into practice. The price of large quantities of Mao bamboo, timber and tealeaf is heavily impacted due to the big distance to bazaars. When the high-class highway is open to traffic, it would be possible for sales at Hefei, Wuhu and Nanjing to promote the circulation of sideline and farm products.

3. Requirements for poverty improvement

There are a number of state-level, province-level poor counties in the directly affected areas, where the original economy is agriculture centralized. The people there hope to develop the local economy in diversified operating modes and by utilizing local resources. However, the traffic inconvenience has disabled the realization of such development, e.g., there is neither railway nor aviation in Taipinghu and even Huangshan District, the only passage—the Class-III 103 Provincial Highway is narrow, wandering. Traffic has become the greatest obstacle for Taipinghu’s development. Now, the Town’s approach to development is to “prosper the town by tourism” in response to the call of tourism development program based on the “two mountains (Huangshan Mountain, the Jiuhua Mountain) and a lake (Taiping Lake)” proposed by the Anhui Provincial Party Committee in 2000. Under the strategy of attracting tourists from peripheral regions and “weekend” holiday travelling, the tourism and tertiary industries there are being developed energetically.

The construction of the Tongling-Tangkou Highway plays a great role in the development of Taipinghu Town. This will be good to the development of tourist resources. Presently, in the scenic spot of Taipinghu Town there are 51 pleasure boats and 31 speedboats, mostly bought by the public themselves, 300-400 jobholders, receiving tens of thousand tourists every year. The high-class highway will shorten the distance from major cities nearby and attract more tourists. This will be good to the protection of ecological environment. At Taipinghu Town of low living standard, the public mainly burns timber as a fuel, someone even make a living by felling trees stealthily. The highway project will increase the economic income and living
standard of the local public and be good to the environmental protection. This will also give rise to new, smoother channels of information and boost the level, economic benefit of cash crops.

The road construction is also an opportunity for individuals, many locals have got a primary plan.

**Case 3: Liu ××, male, a villager of Yangmei Village under Shuiji Town, QY County**

Liu ×× is 53 years old this year, living in a 4-member family. When talking about the road construction at Yangmei Village, he was urgent to know the exact orientation of the exit and preferred it to be somewhere in the village. Formerly he planned to open a small restaurant beside the 325 Provincial Highway to earn small bucks at ordinary times. When informed of the proposed Project, he then planned to open this restaurant at the exit and felt confident of this. In his opinion, Yangmei Village is situated at a favorable geographic location among the two mountains and a lake (Jiujia Mountain, Huangshan Mountain, Taiping Lake), where the original tourist resources are very rich. When the highway is completed, there will surely be many people and vehicles from other places passing through, resting, dining and staying here. Such a small restaurant should be profitable, then he would ask his wife back to help him without working outside any longer.

He also thought that the setup of highway exits would bring about the village's development, especially commerce and trade. By then, there will surely be many stores, hotels, restaurants as means to earn money in addition to farming, then more and more villagers will stay at the village.

Have a rest, has a meal, gets accommodation here, if he open a small hotel. He should make money. And if the business is good, he will let his wife come back to help, and she needn't go to work as a temporary laborer again.

At the same time he thinks that the establishment exported in high-grade highway brings the development of this village economy, especially commerce and trade. At that time, here will certainly be many buffets, hotels and restaurants besides agriculture. People can find a lot of different ways of making money in the hometown, and a lot of people needn't go out to work as a temporary laborer and earn the money. There are fewer and fewer people working as a temporary laborer in the village.

### 3.1.4 Road Exit Influence on Local Development

Although the high-grade highway generates development opportunities for the locality, yet it also brings extensive influences, including some non-negligible adverse factors that draw the concern of the local people. Apart from the compensation for land and houses, whether or not there is any exit is one of their key concerns. They are clear that this makes a great difference to their life and development. Consequently, the POIs with an exit and those without any pose distinctly different attitudes towards this highway's construction.

At Dongnan Village under Yangtian Town, QY County, where the TTH trunk line under planning...
passes, there is no exit left in the planning. Presently, S103 passes by the village, but the highway condition there is too poor—sand and stone pavement, skyful of dust in sunny days, muddiness in rainy days. The villagers are very eager for traffic improvement, however, they feel it actually little beneficial to them to construct this highway.

**Case 4: Women Director Shi ×× (female) at Dongnan Village under QY County**

Shi ××, aged 40 years this year, expresses her worries when talking about the influences of this high-grade highway’s construction to her personally, family and the village. This highway passes through Dongnan Village but leaves no exit, which would be a great inconvenience to local residents’ life. The highway construction fails to bring any chance of development to the village but occupies the farmland there, demolishes houses of villagers and makes villagers’ outgoing inconvenient instead, e.g., a peasant has to detour to his farmland. The passage of this highway through the village may also bring inconvenience to some children here when going to and from school. On the whole, every family of the village uses liquefied gas and has to carry it from the county seat, so she worries the construction might encumber the supply of living fuel to residents. Moreover, agricultural motor vehicles, quadricycles, minibuses may not be permitted to access the expressway, impeding the village’s economic development.

Her greatest worry is that such construction would make her work on women cumbersome. The construction of the highway will divide the village in 2 halves, which would make inconvenient women’s routine examinations at the health station, pregnant women’s medical treatment and her visit to the family of each woman of child-bearing age.

Personally, she would rather this highway not be constructed, because the construction would bring many contradictions other than any benefit to the whole village. However, for the state, this would be contributive to the economic development of the whole region. In this way, the sacrifice of the village’s interest is understandable. Director Shi shows that, should her family’s support be needed for construction, she would. However, the compensation for occupied field and houses must be made in place and preferably realized in a straightforward manner. Contrarily, she cares little about the mode of compensation.

For ordinary villagers who care more about their own interests, it’s natural that they worry more when their immediate interests are unsecured or even damaged.

**Case 5: Liu ××, male, 58 years old, a villager at Dongnan Village**

When we mentioned the idea of constructing a high-grade highway at the village, the first word of this old man was “It’s no use building this road!” He said, once the construction commenced, the village would have to contribute acres of land gratuitously but get no compensation at all—the expressway is fully enclosed and leaves no exit to the village, incoming vehicles just pass here in flash. Villagers are unable to become rich using this highway, but have to have their farmland occupied, houses pulled down and perhaps their farming handicapped (smaller field area, longer distance and higher labor intensity). While the existing developmental difficulties of the village remain outstanding, many more troubles would come, e.g., civilians would be more
inconvenient to go out, noise and air pollution would inevitably arise from this, the road construction may alter the high voltage line, telephone line and other existing production and living facilities, causing difficulty to local enterprises (nearby mines) and residents' life. The highway construction would need large numbers of local laborers temporarily, adding to people’s income. However, after that, this group of people would lose their job and farmland and have to work outside, leaving the sick and disabled in the village.

When talking about the house demolishing and field occupation, the old man seemed concerned, always asking us whether the relevant policies had been determined. At the moment, the landlady of the buffet chimed in that she strongly disliked the highway’s passage through her house, which was just at the crossing and attracting passers-by to chat and go shopping at her store. Their house was newly built, so they might suffer from greatly losses if the house was to be demolished for highway construction. Liu figured out, the civilians had no idea if the state was to occupy field and demolish houses to build the highway, the key was how to compensate and settle them. What would peasants do with neither field nor houses? The old man objected strongly to resettling the peasants without house elsewhere in a unified manner. He thought it unreasonable to move them away from the village because their field and houses were here. In his opinion, the compensation for land occupation and house demolishing must be direct and reasonable, particularly, all levels of government were expected not to embezzle the compensatory payment level by level when executing the compensation policy with the civilians’ interests always in mind. Meanwhile, he thought it useless by saying this, in his own word, that is “in China, the government may order civilians about as it will.” It could be seen that he was very distrustful about the execution of compensation and resettlement by the government.

Not only the highway construction can’t bring them any direct benefit, some realistic new issues arising therefrom, such as the occupation of houses and field in large quantities, make them full of worries. However, considering the overall situation, development and their offspring, they are willing to cooperate in and support the construction of this high-grade highway as long as they can get reasonable compensations.

On the contrary, the villages at the POIs with an exit demonstrate considerable interest in and expectation for the highway construction. They believe an exit will certainly benefit them more or less, including the local and personal development, and they are completely ready to overcome whatever problem that may result therefrom. They believe that the construction may improve the local traffic backwardness and make it easier to attract external capitals, develop tourist resources, set up factories and deal with the deep-processing of local specialties, offering more opportunities of employment to the local people. With more visitors coming, the sales of local tourist products will be further promoted to increase peasants’ income. This will also greatly benefit their personal development by providing more chances and choices, which makes them full of longing for this highway’s construction.

At Yangmei Village under Shaji Town, QY County, which is located at the interface of Qingyang County and Shitai County, within junction zone of the trunk line and branch line of the TTH, an exit is planned. S325 passes by the village, where the villagers have already realized the benefit.
of traffic to the village’s economic development and therefore believe the completion of this high grade highway will also benefit them.

Case 6: Chen ××, female, aged 38, Women Director of Yangmei Village

She thinks the economy of the village is not so developed, mainly because of traffic block, so that local advantages, such as local specialties, favorable geographic location and villagers’ strong will of becoming rich, can hardly be brought into play. She points out, if the local traffic can be improved, the village will be promising. The construction of this highway will greatly improve the local traffic. Thanks to this exit of the highway, the village wins the key for development. For this exit, the villagers will try best to overcome many possible inconveniences and negative influences arising from the construction by themselves. The road construction is a good deed, welcome by the whole village.

There is also an exit planned at Tanjiaqiao Town under H District. The construction of the TTH will benefit about half of the people there, especially those at the junction. The town government has also specially set up a high-grade highway headquarters headed by the mayor, under which is a construction commanding office staffed by the town office director and Party branch secretaries of villages along the line for rapid and accurate response to relevant affairs.

The local villagers also regard the TTH as a gospel for Tanjiaqiao Town and show great welcome. The “rock event” is a typical example. When a survey team from Henan came to survey the route previously, a boulder stood in the way. The team couldn’t move it with enough manpower. At this time, several local young men came for help voluntarily, smoothening the survey task. When the team was to pay them, these young men refused, saying: “Building the highway is a good thing, our easy help is our due obligation, not for money.” The local people have their own ideas about the construction of this high-grade highway:

Case 7: Wang ××, male, aged 35, a villager at Changyuan Village, Tanjiaqiao Town, H District

Wang’s family is composed of 4 members, including Wang and his wife all farming at home and 2 children, studying at grade-2 and grade-3 of primary school.

He thinks it a good thing to construct the high-grade highway, because “to become rich, build roads first.” First, there will be more tourists as a potential market of local specialties, such as hen, tealeaf, dried bamboo shoot, vegetable, etc. Secondly, economic information will be brought in, such as that related to cultivation, pharmacy. Thirdly, external investments will be introduced to set up factories and develop scenic spots. Fourthly, the traffic will be convenient for outgoing, saving money, time and effort. At last, this will promote the sales of farm products and the pricing thereof. The disadvantage is the land occupation, which will affect the production and life more or less, such as noise, random piling of building materials. Yet it will hardly affect going school. Because it doesn’t intersect provincial and state highways, Those doing business and engaged in transportation will be the most benefited and the youth will also be greatly benefited from more opportunities.

It’s unlikely for the elderly to go out for development, they are therefore not so fervent about the
construction of the highway, but they also think the construction will benefit the offspring:

Case 8: Chen ×, male, a retired primary school teacher aged 67, at Changyuan Village under Tanjiaqiao Town

The expressway construction has no benefit to me, I don’t want to do business or go out, but it’s very important to young people. Both my son and daughter are working outside, then it would be convenient for them to go out and back home. If possible later, I would let them do business here, which might be more profitable. The traffic here is not so convenient and has affected me badly. Last year, my daughter failed to catch the train for several times when planning to go out around the Spring Festival, wasting her a lot of money and efforts. It would be better in the future.

3.2 Subproject

3.2.1 Basic Information and Existing Problems

The subproject of AHP2 roughly covers the improvement and recovery of about 243km province-level highways. These sections are mainly located in the undeveloped South Anhui mountainous areas. The 5 sections’ routing is as follows.

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Section name</th>
<th>Areas passed</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>S325 Shitai—Qiaotoudian Section</td>
<td>Qingyang County</td>
<td>Mountainous county, poor county</td>
</tr>
<tr>
<td>2</td>
<td>S322 Jing County—Maolin</td>
<td>Jing County</td>
<td>Poor county, mountainous county</td>
</tr>
<tr>
<td>3</td>
<td>Xianyuan—Xinning—Sanxi</td>
<td>Huangshan District Jingde County</td>
<td>Poor county, mountainous county</td>
</tr>
<tr>
<td>4</td>
<td>S323 Hongmen—Jingde Section</td>
<td>Ningguo City Jingde County</td>
<td>Mountainous county</td>
</tr>
<tr>
<td>5</td>
<td>S221 Xinqiao—Dabeibu Section</td>
<td>Qimen County</td>
<td>Poor county, mountainous county</td>
</tr>
</tbody>
</table>

Basic information of the 5 sections:

(1) S325 Shitai—Qiaotoudian

This section commences from Shitai County, passes Xinqiao (Diaoyutai), Languan, Hekou, Qidu, Qitian and ends at Qiaotoudian in Qingyang County, running a full length of 74km, of which a 65km section is situated in poor Shitai County. This road was improved in 1960s to 1970s, the roadbed is all made of clay-bound macadam. Rated as a mountainous area Class-C highway, this road is characterized by seriously damaged pavement, low-grade bridge and culvert structures, poor drainage and protection systems due to its long history.
(2) S322 Jing County—Maolin Section

This section commences at Jing County, connected to G205, passes Xikou through Maolin Town under Jing County and extends to Xianyuan Town in Huangshan District, connects the Tong-Tang-Gao-Shen Highway under planning in Huangshan District 35km in full length, it is a main trunk highway that connects Xuancheng, Jing County and Huangshan District, also another tourist highway from Guangde, Langxi and Xuancheng to the Huangshan Mountain scenic zone. Rated as Class-D. At present, its pavement is seriously damaged, its bridge and culvert structures are low-graded, its drainage and safeguard systems are poor, restricting the average drive speed to around 30km/hr.

(3) Xianyuan—Xinming—Sanxi Section

This section is situated in poor Jingde County and Huangshan District, linked to Provincial Highway S322 by Xianyuan Town under Huangshan District at the start point, to National Highway G205 by Sanxi Town under Jingde County at the end point, running through 44km. This road is another shortcut from Jing County, Huangshan District, Jiangsu, Zhejiang and Shanghai to the Huangshan Mountain scenic zone. However, at many places of this Class-C highway, the pavement is still composed of sand and stone, limiting the average drive speed to about 35km/hr only.

(4) 323 Hongmen—Jingde Section

This section is situated in Ningguo City and Jingde County, 38km in full length, D in grade. Since this highway was built earlier, the pavement is seriously damaged, slowing down the drive speed to about 35km/hr in average.

(5) 221 Xinqiao—Dabeibu Section

This section is mainly located within Qimen County (poor) in the South Anhui mountainous areas, connected to Provincial Highway S325 at the start point and to Dabeibu on Provincial Highway S326 at the end, accessible to Qimen County, Xiuining County and Huangshan City to the east, stretching to the Shang-Jing High-grade Highway under planning to the west and to Jingdezhen—the “ceramic center”—to the south. With a full length of 53km, it is a main trunk highway connecting Anhui and Jiangxi, currently rated as Grade-4. Presently, this road is provided only with gravely damaged pavement, low-grade bridge and culvert structures, poor drainage and safeguard systems. The average drive speed is 30km/hr or so.

3.2.2 Necessity of Road Improvement

Although the region under the route investigation for the subproject has undergone tens of years’ construction, yet since the areas where the subproject lines run through are mountainous counties without exception, the inconvenient road construction conditions, low-grade existing highways, late commencement of large-scale high-standard construction, low level of urbanization and dispersiveness of rural society determine that the comprehensive construction of traffic network is rather difficult, development opportunities of the villagers at these areas limited and their degree of market participation unable to be improved. Furthermore, 4 out of the 7 (districts) counties run
through by the subproject lines are poor, where a great number of peasants are living below the absolute poverty line, suffering from low level of education and sanitation. The present situation of the 5 roads has already gravely affected the sustainable economic growth in the future. As far as the 5 villages investigated are concerned, whether good or poor in terms of traffic conditions, the voice for traffic improvement is very loud without exception and the mass foundation for road improvement is favorable.

Since the pure planting of traditional crops (such as paddy rice, rape, etc.) is hardly profitable, the development of characteristic cash crops appears especially important for each area. “Relying on local resources”, each place is endeavoring to seek and create its own characteristic economy and dominant economy in its unique approach and at a certain degree of development. Whether labor export, tapping the latent power of local resources or introducing external capital, the demand for traffic and a unified macro-market is particularly high. Accordingly, this may be understood as an imminent call for traffic improvement.

(1) Traffic demand for working outside

Anhui is a major labor-export province. In South Anhui close to Jiangsu and Zhejiang, many youthful laborers have got the experience of working outside, which has also become a key source of finance for the whole Tong-Tang region. At the 5 POIs covered by the subproject, richer villagers are related to labor export, e.g., this is a very important source of finance for both Tongle Village under JD County and Ziyang Village under J County.

Labor export is highly correlative to traffic conditions, affected more or less by such factors as traffic cost, travel time, risk during journey and information received. Of the 41 families at Waitang Team of Tongle Village, 14 ones account for labor export. Once the traffic condition gets improved, this will be a good news for them. The semi-structured questionnaires reveal that, workplaces (provinces and municipalities directly under the Central Government) in the descending order of times chosen by families are: locality (64 times), Shanghai (63 times), Jiangxi (21 times), Zhejiang (18 times), Beijing (14 times) and Guangdong (12 times). It can be seen that the frequency of working in Shanghai is the highest (exc. locality), the distance from labor exporting location to importing location is proportional to the traffic demand. The trans-provincial labor movement needs high efficiency transport capability, the improvement under the subproject will provide more facilities for outgoing laborers.

Case 1: Pan ××, Female, aged 36, a villager at Shafeng Team, Ziyang Village, Huangcun Town, J County

The farthest places Pan has once been are Shanghai and Zhangjiagang, once each. It would take 6 hours’ drive to Shanghai, he had to go to Wuhu by minibus and then to Zhangjiagang also by minibus, which took him 2 and 10 hours respectively. She once worked for 52 days in Shanghai for a job of washing dishes at a restaurant at the monthly pay of RMB600, which was found with the help of her nephew’s girlfriend. Since the housework was too heavy, her husband soon called her back. But she desired to work outside again personally, because she may earn more than farming at home. However, her husband is busy (as a rural electrician).
and the traffic is poor, she had then to stay at home.

(2) Traffic demand of small enterprises and processing industry

At all the areas affected by the subproject abounding in natural resource, the lagging traffic has become the key factor restricting the resource development and the formation of relevant industries. Take Languan Village under Hengdu Town, ST County as an example, the forest resources of this village is extremely abundant, including 19,000 mu mountain field, 15,000 mu forest under cultivation, mainly yielding bamboo and tealeaf. However, since the traffic is inconvenient and it's difficult to realize intensive production, the advantage of resources is indistinct because the small-lot selling by the natives and the centralized purchase by a small number of outside merchants are very costly.

S323 is the only provincial line (Hong-Jin Line) within Yu Village under Yucun Township, JD County. Formerly, this line is the sole passage and optimum route from this village and even JD County to Jiangsu, Zhejiang and Shanghai. Before 1980s, vehicles of all sizes pass this road from Jiangsu, Zhejiang and Shanghai to Huangshan, promoting the village's rapid economic development. Since the Reform and Opening of China, the State has increased the investment in road construction, gradually updating surrounding highways. Vehicles from Jiangsu, Zhejiang and Shanghai would rather bypass this road, which then lost its due benefit. Now the whole section of this line within Yu Village is provided with Class-C sand and stone pavement poor in condition, described by local villagers as “being completely dusty in sunny days and muddy in rainy days”. However, such a road bears a excess burden: in 2001, there were 11 trucks, 20 small four-wheel tractors, 12 hand tractors, 6 passenger minibuses and 60 motorcycles. Except passenger minibuses to and fro the county seat, the transport corps is to ship out timber yielded by the 2400 mu woodland and vegetables planted by villagers mainly. Presently, the village yields 200m$^3$ timber yearly and owns a small, low-grade woodworking factory staffed by 8-9 people at ordinary times and merely over 20 ones when busy. It mainly manufactures bamboo chopsticks, bamboo mat and other semi-manufactured goods, which are mainly transported to Shanghai and Hangzhou. Since the traffic is unsmooth, timber and farm products of the village can hardly be shipped out. At present, this road has restricted the village’s economic development badly and the villagers ask strongly for road improvement. In 2001, some villagers here voluntarily propose to construct the road by demolishing their houses. Once the road improvement finisies, the transportation cost of the village's timber and farm products will be greatly reduced and the road updated. By then, the advantage of industrialization and intensification in forestry and sidelines will strut their stuff, propelling the economy powerfully.

Case 2: Yang xx, male, aged 38, a villager at Guanlan Village, Hengdu Town, ST County

Compared to the other villages in the township, our village is medium at a certain gap with other townships in the county. This is mainly because of poor road traffic, rendering rich resources of our village unable to be developed. There is little land here, averagely less 0.4 mu per person. The villagers' income comes from tea plantation and selling bamboo largely.
Tealeaf has to be sold at the county seat and bamboo sold at the village entrance. Some peddlers purchase bamboo at RMB10 for 100 catty here mainly in winter. Since the roads here are not so ideal, when the branch of TTH is improved, it will be beneficial to my family and the village, because there will be more people coming here for investment, development and factory-setup, offering us more job opportunities. In the last year, my household income was RMB4,000 (RMB1,000 per capita), which can barely support the expenditures. I’m now even borrowing money to pay my daughter’s tuition.

(3) Traffic demand of educational and health service

At the areas of investigation under the subproject, though all villagers deem it easy to go to school and see a doctor, such convenience is still limited to a village or township. However, people’s sense and eyeshot should be widened, especially children whose life may be greatly altered within tens of future years. The road traffic is the key to their eyeshot widening and communication with the outside, the journey for their study at the county seat or even other provinces will be greatly shortened. Places of medical treatment may be extended to village clinics and township health centers, villagers may easily take medical treatment at hospitals better equipped, reducing the frequency of medical malpractice. Meanwhile, when the road infrastructure is improved, the basic medical and sanitary conditions for the residents at the areas affected by the subproject will be certainly improved, the possibility for them to earn money through more sources increased and the enrollment rate and study completion rate of school-age children raised.
Chapter 4  Basic Analysis of Points of Investigation

4.1 Classification of Industrial Structures at Points of Investigation

4.1.1  Rural Communities with Pillar Industry of Cereal Crops

Among the 11 POIs, Yu Village under Yucun Township and Tongle Village under Sanxi Town in JD County, Ziyang Village under Huangcun Town in J County, Guanghui Village under Likou Town in QM County, Dongnan Village under Yangtian Town and Yangmei Village under Shaji Town in QY County rely mainly on the traditional paddy rice plantation.

Yu Village under Yucun Township has 484 families and 1746 people, 2034 mu paddy field, 357 mu dry land, 75 mu fish pond and collectively owned 2400 mu woodland. A part of the woodland income is returned to the villagers and another part used to develop public welfare establishments there. The village mainly grows paddy rice, also yields potato and rape. Village-run enterprises include a woodworking factory. More than 20 villagers here are transporting vegetables for sale at Hangzhou. 350 villagers are working outside, half men and half women, men are mainly engaged in decoration, aluminum alloy processing, etc., and women mainly deal with housewifery services. In 2001, the villagers' per capita income was RMB2,300.

Guanghui Village under Likou Town has 6 villager teams, 160 families, 523 people, above 90% of which belong to agricultural population. The dominant crop there is paddy rice, supplemented by sweet potato and tea leaf. There are 500 mu paddy field (0.45 mu per capita) and 800 mu dry land (including a small amount of tea garden) in the village. In 2001, the village's gross output value was RMB1.2 million and per capita net income RMB917. This village has no village-run enterprise. 120 villagers are working outside.

Ziyang Village under Huangcun Town has 1,600 people and arable land 2,400 mu in total. This is an agricultural village growing paddy rice and rape, supplemented by mulberry planting and silk culture, which however accounts for a small proportion only. The village-run backbone enterprise is a Xuan paper mill with products sold far to Korea, Japan and the USA. In 2001, the village's GDP was about RMB4 million, RMB2,400 per capita, almost equivalent to neighboring villages. Among the village's men and women laborers, men mainly deal with agricultural production and women mainly with housework. There are about 400 people working outside in total.

Tongle Village under Sanxi Town has totally 903 people out of 265 families, the non-agricultural population accounts for 7%. There are 1300 mu paddy field (1.5 mu per capita) and above 600 mu dry land. The dominant crop of the village is paddy rice, there is also some mulberry and ramie. In 2001, the village's GDP was RMB2.27 million, RMB2,730 per capita. Village-run enterprises include a kiln mill, a woodworking factory and a tea leaf supply and marketing processing plant, of which, the kiln mill's kiln products are largely sold to local villagers while the timber mill's products are for export mainly. 270 people are working outside throughout the village, accounting for about 30% of its total population. In addition, 10% villagers deal with handicraft industry.
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Dongnan Village under Yangtian Town has 1,624 people, 458 families and 14 villagers teams in total. Arable land here includes over 1,700 mu paddy field, over 200 mu dry land and over 2000 mu mountain field. In 2001, the per capita income was over RMB1,500 (including that from labor export). This village’s economic structure consists of agriculture, forestry, tea leaf, mulberry silk, mining and labor export, etc. At present, 400 villagers serve as long-term outgoing laborers (1/3 of the village’s population) and above 100 ones as casual laborers. These villagers are employed in Wenzhou, Nanjing and Shanghai, mostly in Wenzhou, by clothes-making, tannery and leather shoe factories.

Table 4.1 Statistics of Basic Information Rural Communities with the Pillar Industry of Cereal Crops

<table>
<thead>
<tr>
<th>Village, Township</th>
<th>Total population</th>
<th>Paddy field (mu)</th>
<th>Dry land (mu)</th>
<th>Per capita income in 2001 (RMB)</th>
<th>Number of outgoing laborers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yu Village, Yucun Township</td>
<td>1,746</td>
<td>2,034</td>
<td>357</td>
<td>2,300</td>
<td>350</td>
</tr>
<tr>
<td>Guanghui Village, Likou Town</td>
<td>523</td>
<td>500</td>
<td>800</td>
<td>917</td>
<td>120</td>
</tr>
<tr>
<td>Ziyang Village, Huangcun Town</td>
<td>1,600</td>
<td>2,400</td>
<td>0</td>
<td>2,400</td>
<td>400</td>
</tr>
<tr>
<td>Tongle Village, Sanxi Town</td>
<td>903</td>
<td>1,300</td>
<td>600</td>
<td>2,730</td>
<td>270</td>
</tr>
<tr>
<td>Dongnan Village, Yangtian Town</td>
<td>1,624</td>
<td>1,700</td>
<td>200</td>
<td>1,500</td>
<td>400</td>
</tr>
</tbody>
</table>

Data source: Village investigation data of the Social Appraisal Team

Case 1: Liu z, male, Aged 51, a villager at Yangmei Village under Shaji Town, QY County

Liu is a villager belonging to the 4th team of Yangmei Village, aged 51 currently and living in a 4-member family (he, his wife, a son and a daughter). His children are studying at school and his wife working at a litchi garden in Guangdong. His family has 5 mu field, yielding around 10,000 catty grain by double harvests a year, of which 6,000 catty is reserved for private use while the remaining sold to the town purchase station at RMB1,600 yearly. His family also raises two pigs, one and a half of which has been sold to the slaughter house at the town for RMB1,000. His wife has been working in Guangdong for 4-5 years, earning about RMB400 a month (accommodation excluded) and bringing the family around RMB3,000 every year.

In busy seasons, Liu spends a day like this:

- 5:00: Getting up
- 5:00-7:00: Preparing meal, dining, feeding pig, washing clothes
- 7:00-11:00: Field labor
- 11:00-12:30: Lunch
- 12:00-17:00: Field labor
- 17:00-19:00: Feeding pig, having supper
- 19:00-21:00: Watching TV
- 21:00: Sleep
In the 12 months of a year, Liu’s seasonal activities are as follows

Jan (not busy) spending the Spring Festival, visiting relatives and friends
Feb (not busy) ditch cleaning, field drying
Mar (not so busy) turn soil to prepare plowing and sowing
Apr (busy) reaping rape, transplanting rice seedlings
May (very busy) planting soybean and mulberry
Jun (busy) field management, weed to ward off diseases
Jul (busy) reaping early rice
Aug (busy) reaping rough rice, field management
Sep (very busy) reaping middle-season rice, transplanting rape seedlings
Oct (busy) harvesting late rice
Nov (not so busy) harvesting soybean, potato
Dec (not busy) repairing canal, rest

4.1.2 Rural Communities with Leading Industries of Characteristic Cash Crops, Fishery and Livestock breeding

The POIs of this kind are Languan Village under Hengdu Town in ST County, Shangpo Village under Taipinghu Town, Changyuan Village under Tanjiaqiao Town in H District and Guangrong Village under Datong Town in TL County.

Languan Village under Hengdu Town has 174 families, 597 people, of which are 287 men and 292 women, all of the Nan nationality. There are 19,000 mu mountain field, 15,000 mu cultivated forest, 570 mu arable land and 480 mu paddy field. The leading industry of this village is forest (bamboo) and tea industry. The per capita peasant income is RMB1,022.56, slightly lower than the county average and slightly higher than the township average (RMB900). The village has five villager teams in total, paying agricultural tax of RMB52,700 last year. Village-run enterprises are a woodworking factory and a tree farm. 60 families of the village have one or more members who are working outside, 83 people in total, some working at the county, some elsewhere, such as Zhejiang, Shanghai, Jiangsu. These outgoing laborers mainly deal with decoration, bricklaying, sewing, etc., some of them serve as factory workers.

Shangpo Village under Taipinghu Town has totally 5 villager teams, 216 families and 715 people, men and women are almost balanced, all belonging to the Han nationality. The key crop is tea leaf, accounting for about 60-70% and cultivated by every family. Two villager teams have become self-sufficient in grain, the remaining rely on purchase. For 2 other teams, the main source of finance is fishing. The arable land is 103 mu only, less than 0.2 mu per capita, the mountain field is above 4,000 mu. The village’s fiscal income is above RMB1 million, RMB1,800 per capita. There are 102 villagers working outside.

Changyuan Village under Tanjiaqiao Town has 8 villager teams, 1,374 people (men/women ratio. 586: 542) and 385 families. In the village’s total area of 25km², paddy field accounts for 830 mu, (0.6 mu per capita), dry land is 153 mu and tea garden 530 mu. More than 300 people are working
outside mainly in Shanghai, Zhejiang, mostly women (about 70%) The financial income comes mainly from paddy field and tea garden. The proportions of tealeaf, grain and timber are 30%, 40% and 10% respectively. The per capita cash income is about RMB1,000.

Guangrong Village under Datong Town is close to the location of the Datong Town Government. This village has 620 people out of 170 families and 7 villager teams totally. The village’s arable land is less, merely 214 mu paddy field, so that fish culture has become the dominant industry for this village with a water surface area of over 600 mu. 120 villagers are working outside. The per capita income in 2001 was above RMB1,700 (including that from labor export).

Table 4.2 Statistics of Basic Information Rural Communities with the Pillar Industry of Characteristic Cash Crops, Fishery and Livestock Breeding

<table>
<thead>
<tr>
<th>Village Name</th>
<th>Total Population</th>
<th>Paddy Field (mu)</th>
<th>Dry Land (mu)</th>
<th>Per Capita Income in 2001 (RMB)</th>
<th>Number of Outgoing Laborers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Languan Village, Hengdu Town</td>
<td>597</td>
<td>480</td>
<td>90</td>
<td>1,022</td>
<td>83</td>
</tr>
<tr>
<td>Shangpo Village, Taipinghu Town</td>
<td>715</td>
<td>103</td>
<td>0</td>
<td>1,800</td>
<td>102</td>
</tr>
<tr>
<td>Changyuan Village, Tanjiaqiao Town</td>
<td>1,374</td>
<td>830</td>
<td>153</td>
<td>1,000</td>
<td>300</td>
</tr>
<tr>
<td>Guangrong Village, Datong Town</td>
<td>620</td>
<td>214</td>
<td>0</td>
<td>1,700</td>
<td>120</td>
</tr>
</tbody>
</table>

Data source: Village investigation data of the Social Appraisal Team

Case 2: Huang XX, male, aged 50 years, a villager of Jiangjia Team, Changyuan Village under Tanjiaqiao Town, H District

Jiangjia Team is a cross-surnamed village, only the surname of Jiang is native. There were 7-8 families formerly. Later, migrants from Chunan in Zhejiang, Luijiang, Wuyuan and Jingdezhen in Jiangxi came here in succession, making up the 88 families today. Huang’s family fled then from a calamity here from Luijiang in Anhui.

Huang’s income is medium at the village, where the rich are mainly those employed, skilled and engaged in transportation. His family has 2.1 mu paddy field, 1 mu tea garden and less than 1 mu dry land. With an annual paddy rice output of 1,400 catty, the family still has to purchase 1,200 catty rice. The annual output of tealeaf is over 40 catty, which can be sold at RMB800. Since his family produces high quality tealeaf, the price is higher than other villagers, this can bring higher income. Last year, he also earned some money from timber. At this team, timber is not a stable financial source in a year for a family. Since Jiangjia Village is close to the Huangshan Mountain scenic zone under protection, not everyone is allowed to fell trees, they have to do this as planned by the governmental policy, i.e., pine trees within 4km range of this scenic zone must be felled out to protect the Welcoming Pine from insects. His family’s mountain field happens to fall into the planned felling range. Last year, 7 m$^2$ pine was felled, worth RMB1,000 in total. This belongs to
extra income depending on the governmental policy, so that his family's main sources of finance are still paddy field and tea leaf. Besides, he would do some sideline operations and odd jobs in slack seasons, earning RMB20 a day. In addition, his son has just started working in Ningbo, Zhejiang this year; his daughter serves as a hotel waitress in Shanghai, paid RMB400 per month, turning over RMB1,000 a year to the family.

4.1.3 Rural Communities with Leading Industry of Tourism

Shancha Village under Tangkou Town in H district is typical of such rural communities. There are 13 villager teams, 721 families and 2,217 people at this village, of which are 1,114 men and 1,113 women respectively, living in a scattered form.

This village has 47,000 mu hilly land, 1,990 mu tea garden, 8,000 mu bamboo, 403 mu economic forest, 11,000 mu timber forest, 16900 mu shrubbery and 580 mu farmland. The development of the natural villages is unbalanced, of which 5 villager teams run tourism with 118 people engaged in services at 5 scenic spots. In 2001, this village received visitors of 400,000 men-times totally, accounting for more than half of the village's income. Last year, the fiscal income was RMB22.8 million, of which RMB2.4 million is from agriculture and RMB20.37 from the tertiary industry. The village cadres there completely practice the production-free duty system, earning RMB8,000 on average, thanks to the profitable village-owned travel agency.

Case 3: Jiang xx, female, aged 33, a villager at Yangjiaping, Sancha Village under Tangkou Town, H District

I have a son and has opened a general store at the Sancha Village Guildhall. Tangkou Town lies at the foot of the Huangshan Mountain, the location of the Mountain's south gate, so that most of the local civilians make a living by tourism. Each villager team of the village is also developing the tourist resources in possession, including the famous Emerald Valley and 9-dragon Waterfall, etc., generating considerable profits for each team. However, the profit of the teams vary greatly due to different resources and time of development.

Since 1999, this village has developed the project of “water floating at the Xiang River Scenic Spot”, which is already starting to profit. For construction, this project has not been divided, over which the villagers have no objection. At the beginning, villagers bought shares (RMB200 each) voluntarily and agree to share out profits according to shares. Now that the village has owned a scenic spot, we may do manual work for a lump sum pay at the yearend though no profit has been generated yet. The wage standard a day is RMB10 for picking up rubbish and RMB20 for service generally.

4.2 Economic Analysis of Points of Investigation

At the 11 administrative villages studied, an unbalanced state is present in economic development due to differences in natural environment, ideology, infrastructural construction, market openness and traffic convenience. Through investigation, we've found that the society and economy of the POIs bear the following problems and trends:
(1) At rural communities with the pillar industry of grain crops, the event of “burdensome” land exists in different degrees. The key reasons for this include: firstly, the price of farm products has been depressed these years and that of pesticides and fertilizers is on the high side, the benefit of farming is therefore lower and peasants’ income increases more slowly. Peasants’ agricultural production has met with deficits in both factors of fund and labor, which is quite prevalent in the field of pure agriculture. The low comparative profit of agriculture has much influenced the investment of peasants in agriculture. According to our investigation at Yucun Township under JD County with a total population of 15,236 people, 2,439 outgoing peasant workers remitted RMB2.17 million to their families throughout the year 2000, mostly used for building house and marriage but seldom for agricultural production. Secondly, possible channels for employment are relatively broadened, industries that peasants are engaged take on a diversified tendency and the agricultural income’s proportion to peasants’ total income is gradually decreasing year by year.

(2) At each POI, there are too many people for too little land on one hand, the situation that farming is less or not profitable, peasants are unwilling to farm and some land is laid idle or subcontracted at low prices is found on the other hand. In most cases, the cost for land subcontracting is the tenant pays the agricultural tax only. Since the land subcontracting term is mostly one year, the frequency readjustment makes tenants lacking of any plan for long-term operation, unwilling to invest more and inactive to carry out industrial restructuring.

(3) The number and timing of labor export has become an important basis for the division of wealth in rural areas. An obvious perception in investigation is, the more and earlier laborers are exported from a village, the stronger it is financially, which also applies to a family. In Anhui—one of the major labor export provinces of China, changes in the industrial structure of agriculture mainly appear as the continuous reduction in the proportion of employees of the primary industry and gradual increase in the number of outgoing laborers (see Table 4.1), which is also very significant at the affected areas. For peasants working outside, the purpose is making a living. For exporting sites, this can not only increase the primitive accumulation of capital, relieve the stress of short grain supply and land tension, but also allow the “group of outgoing laborers” to widen their eyeshot, update concepts, improve qualifications, learn skills and manager-ial approaches. Meanwhile, the movement of population brings along the movement of information and funds. At vast rural areas of Anhui Province relatively economically underdeveloped, the labor export has noticeably raised the income level of exporting families, also become an important income source of these families and a key channel for many rural communities to boost the economic income.

In the meantime, the movement of population brings along the circulation of information and funds. At vast rural areas of Anhui Province relatively economically underdeveloped, labor export has noticeably raised the income level of labor-exporting families, also become an important income source of these families and a key channel for many rural communities to boost the economic income (see Case 4). In 2001, 21,422 people out of the total population
of 152,000 people in JD County went out for work. In the sequencing of reasons for richness at the POIs, many peasants also rate labor export at an important position.

Such occurrence draws our attention upon 2 issues. One is the traditional lifestyle and mode of production of Chinese rural societies that have come into being for several thousand years have changed, peasants are seeking for a new style of life and production that may generate considerable economic benefits. While making peasants rich, this style has also caused many negative effects, e.g., the rural youth's positioning becomes unclear, the age distribution of rural communities disordered and the elderly, children unattended. The other is in face of the embarrassment that land fails to bring any economic benefit to peasants thereon, how should we regulate a number of contradictions arising therefrom, such as that between the township government and peasants, that between income and expenditure, etc.

On the other hand, working outside is gradually pushing peasants' lifestyle, mentality, values and thinking to a new state, namely from more traditional ones to more modern ones. Such process is the human urbanization. In a purely agricultural society closed over a long period, it will be impossible for villagers to directly experience the pulse of the impetuous social and economic development of China if they don't get into the external tide of industrialization. Working outside is the behavior that peasants experience the modern industry and urban life. It provides positive conditions for Chinese peasants to step out of land, accept new lifestyles and concepts, try for more opportunities of personal development. For undeveloped village societies, the basic channel and impetus for peasants to experience the industrial civilization and modern lifestyle, thereby increasing the level of modernization.

<table>
<thead>
<tr>
<th>Village name</th>
<th>Total population (people)</th>
<th>Number of outgoing laborers</th>
<th>Ratio of outgoing laborers to total population</th>
<th>Main destinations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dongnan</td>
<td>1624</td>
<td>400</td>
<td>281</td>
<td>Zhejiang, Jiangsu</td>
</tr>
<tr>
<td>Yangmei</td>
<td>601</td>
<td>140</td>
<td>64</td>
<td>Shanghai, Zhejiang</td>
</tr>
<tr>
<td>Guangrong</td>
<td>620</td>
<td>120</td>
<td>71</td>
<td>Zhejiang, Shanghai</td>
</tr>
<tr>
<td>Yu</td>
<td>1746</td>
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<td>Languan</td>
<td>597</td>
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<td>36</td>
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</tbody>
</table>

Data source: village investigation data of the Social Appraisal Team
Case 4: Chen xx, female, aged 34, a villager at Dongnan Village under Yangtian Town, QY County

Chen is the mother of 2 children (elder daughter aged 10, younger daughter aged 3). When her elder daughter was 4 years old, she and her husband, carrying the daughter, started a 3-year service at a leather shoe factory in Wenzhou, Zhejiang. The factory's operation was seasonal. During the around 3 months' off-season of a year, their pay was merely RMB300-400, barely enough for living, in contrast to the pay of over RMB1,000 in ordinary months. In this way, the couple's annual income from work falls into RMB18,000-20,000. It was just with such income that they built a two-storied building nearly 200 m² in size in 2000, which cost them about RMB40,000. They chose Wenzhou because there were many fellow villagers there, whose help in life was very important at the beginning. Her and her husband found the job through an employment agency by themselves. She told me that most fellow villagers in Wenzhou served at leather shoe factories, apparel factories or served as babysitters. At first, the couple went there first, leaving the child to its grandmother, and it was when the couple settled there that they fetched their daughter over there. She also helped her brother-in-law find a job there. As to the reason for the whole family to work in Wenzhou, she said that it was actually impossible to find a way to earn money at rural areas. She had to work outside all pushed for livelihood. Recalling the family's life in Wenzhou, she felt it too bitter. It does not matter that she and her husband were toilsome, the most important thing is that they felt sorry for their daughter. They had to work in the daytime, but the daughter didn't understand the dialect, couldn't enter a kindergarten and was unattended. They had to let her play alone in the room. She is now still very heartbroken when remembering this. For this reason, once they had two daughters, they decided to go back home immediately.

(4) At the POls focused on the planting of characteristic cash crops, livestock breeding and tourism, the multi-industrial operation, the reduction in the traditional planting area of paddy rice and the enlargement in the area of cash crops have become the new trend of rural economic development within the affected areas. Peasants have come to realize that the traditional paddy rice planting can keep them alive only but never make them rich. Only by industrial restructuring of agriculture, expanding the scale of agricultural operations, developing multiple operational channels and launching the planting of cash crops with high market value can their living conditions be improved.

It is noticeable that at the affected areas with fertile products and beautiful scenery, the economic level isn't high, vitally because of inconvenient traffic. Local specialties are sold at a low volume, mostly purchased door-to-door by dealers, who would dramatically drive down the price. At the same time, the inconvenient traffic has greatly prevented visitors from visiting here. In addition, a small number of locals work outside, because the labor intensity is high for planting characteristic cash crops and men laborers are indispensable to families, also because of obstructed information, low technological, cultural level and unsmooth traffic.
Accordingly, the road improvement is advantageous to the highway network construction in this region, so that the inter-county, interregional and inter-provincial traffic will be more expedite. This may further promote the product and labor export, attract foreign capitals and visitors, and effectively drive the economic development here.

**Case 5: Wu ××, male, aged 35, a villager of Jiangjia Team at Tanjiaqiao Town, H District**

Wu’s family is composed of 4 members, including he and his wife farming at home and 2 children, studying at grade-2 and grade-3 of primary school.

His village is poor. Because of (1) farness away from Huangshan District (25km) with poor traffic connection that makes tealeaf sales rather difficult, (2) less field (0.39 mu field, 2 mu mountain field, 0.2 - 0.3 mu dry land per capita) Before the household output contract system was enforced, there were only more than 200 villagers, each with 0.6 mu field on average. Now the population is 400 people, each with less field. The land allocation in even also because the government has not make corresponding adjustment. (3) many natural disasters and boars (a state protected wild animal and may not be hunted randomly), (4) unstable yields due to drought or excessive rain, (5) large population, (6) barren land, (7) too low literacy to do business or work outside, villagers would chat, play card games and watch TV at ordinary times, and (8) few industrial enterprises, no source of finance. In addition, the village’s drinking-water sources are poor, mainly relying on artesian water from the hills, which would break in autumn. The sanitary conditions there are bad, toilets are mostly built along the river, polluting the water head and easily causing infections.

He thinks it a good thing to construct the high-grade highway, because “to become rich, build roads first” First, there will be more tourists as a potential market of local specialties, such as hen, tealeaf, dried bamboo shoot, vegetable, etc. Secondly, economic information will be brought in, such as that related to cultivation, pharmacy. Thirdly, external investments will be introduced to set up factories and develop scenic spots. Fourthly, the traffic will be convenient for outgoing, saving money, time and effort. At last, this will promote the sales of farm products and the pricing thereof. For instance, this village’s tealeaf is all purchased by tea traders of Huangshan District. so it is cheap at about 15-16 yuan/catty. If he sells tealeaf by bicycle or tricycle (because a bus won’t admit anyone carrying tealeaf for fear of seat occupation), the price would be around 22 yuan/catty. However, the final price is 17-18 yuan/catty when the labor cost and fare is deducted. Provided the high-class highway is in place, tea traders from Tongling, Hefei and Wuhu will come here to purchase at 27-28 yuan/catty. Assume the annual tealeaf yield is 50 catty, the sole income from tealeaf may increase RMB600.

4.3 Educational and Medical Aspects at Points of Investigation

The vogue of study has been prevailing from of old in Anhui, now the affected areas cover a part of ancient Hui Prefecture, where the cultural atmosphere is very dense. Presently, all levels of government attach great importance to the education quality and further perfection of educational facilities already with a favorable foundation. As to the construction of medical infrastructures,
medical and health agencies at all these areas are relatively complete, convenient for villagers to take a medical treatment. However, some medical apparatus is outdated and unable to well meet the demand of medical treatment of local peasants. In addition, educational and medical expenses are relatively high and hardly affordable for peasants.

(1) The primary education is well popularized, the primary school enrollment rate of school-age children is nearly 100% and the aid to poor students is highly regarded everywhere. However, the educational infrastructures are rough and it’s inconvenient for children at mountainous areas to go to school.

For instance, there is a complete primary school at Tongle Village under Sanxi Town in JD County, this village has had no child unable to go to school for many years and completed the “nine-year compulsory education” program. This village’s junior high school enrollment rate has also attained 97.2%. However, the above primary school was rebuilt from a formerly obsolete ancestral temple and is based on poor teaching conditions. Thanks to the consistent emphasis on education, all the POls are offering aid to poor students in their power. Take the Central Primary School at Languan Village under Hengdu Town in ST County as an example, there are presently 130 students from grade-1 to grade-6. There is no child unable to go to school but some poor students at the village, but such poor students can obtain a certain aid (help from relatives and friends, donations from school teachers). This school’s equipment is outdated and teaching program needs improvement. At present, there are over 50 students of this school in residence, nonresident students go to school on foot or by bicycle in general, some might have to walk more than 10 miles’ mountain road every day. There were formerly 11 dropouts by reason of: (1) poor family, unable to afford the tuition; (2) underachieving, with the study-weary emotion; (3) deeming study useless and earning money important when affected by home education; (4) rugged road, inconvenient to go to school. However, most of these dropouts did not drop out until after grade-3. Later, all of them went back to school by means of teacher’s home visit and donation.

Additionally, according to the statistics of residents’ literacy at the POIs, most people are at the degrees of primary school and junior high school. The educational attainment determines the development of rural communities directly. Accordingly, it is an urgent matter to increase the emphasis on and investment in education for the education work of the rural society.

(2) Complete rural medical establishments make it easy for villagers to take medical treatments, but some medical facilities are outdated and unable to effectively satisfy advanced medical demands of local peasants.

There are township (town) level health centers and village clinics at each POIs. As reflected by villagers universally, there has never been any medical malpractice arising from untimely treatment. For instance, in 2001 at Shaji Town under QY County, there were 1 health center and 10 village clinics, altogether staffed by 15 hygienic personnel and 11 rural doctors, and equipped by 25 sickbeds. The medical equipment is adequate for the examination, diagnosis and treatment of common diseases, the medical staff is a regular permanent staff. In addition,
each village has closely situated medical clinics, satisfactory to the demand of peasants to treat common diseases basically. However, owing to tatty medical equipment and apparatus, township health centers are mainly responsible for epidemic prevention, health preservation and simple operations for birth control.

(3) Relatively high education and medical cost, beyond many peasants' affordability

In interview with peasants, they mostly think the education and medical cost is too high. It is noteworthy that, the number of members at school of a family is closely correlative to wealth. The semester tuition of a pupil is about RMB200, that of a high school student is higher. If a family supports two students, educational expenses in a year take a large part from the gross expenditure. The cost for university study is higher, far beyond peasants' actual affordability. Accordingly, many students have chosen to work outside other than advanced study after the graduation from junior high school. Medical expenses remain high similarly. As alleged by villagers, it would take tens of dollars to treat an ordinary cold and it would be unaffordable if they suffer from a serious illness. Therefore, many peasants would rather not go to hospital even they fall ill; instead, they would buy some medicines at a village clinic.

4.4 Woman Problems at Points of Investigation

Men and women at the affected areas play different parts in household and social labor division. women play the role of fosterage and production (farming, preparing meal, washing clothes and supporting the elderly, etc.), men play the role of production, external association and community public activities. Women's status at home is generally high, the decision-making for major events and culture of children are undertaken by a couple jointly through negotiation in general. Women are also relatively independent economically relative to other rural areas. In production, women also play a very important part, especially where agricultural mechanization is quite popular, then the heaviest agricultural activity—plowing—is up to agricultural machinery. As a result, women work outside with men. In housework, men would also participate when free. However, women's initiative in social activities is mediocre, nor is their sense of participation strong. Women usually deem it true that “men take charge of external affairs and women of internal affairs”, unwilling to deal with anything out of the family. In reality, in families without anyone working outside, such traditional division of labor by gender is well followed. In such families, men are mainly engaged in labor intensive farming activities, women in housework, household cultivation and auxiliary agricultural activities for longer labor time than their husbands. In “split families” with someone working outside, women and the elderly are the main force of agricultural production; particularly, women undertake all housework and field labor, thereby suffering from a heavier stress of life and always under high duty without differentiating busy and slack seasons.

Women at the POIs seldom get married too early, they generally get married in their 24th-25th and a lot get married after their 26th, especially those working outside. They find a husband mostly by free love and their criteria for choosing a spouse are good moral standing and a certain financial strength. Traditional marital customs have faded, but some practices still exhibit the obstinate side.
For instance, before marriage, the husband’s family must prepare a house while the wife’s family is responsible for the arrange of household electric appliances in the new house, which virtually aggravates the marital expenses. Women would generally bear a baby at hospital, though costly, e.g., in the case of dystocia or cesarean, the least medical charge would be RMB4,000 and it costs about RMB1,000 in the case of easy delivery at hospital and RMB200 a time at home. Perhaps by reason of the safety of the mother and baby, a vast majority of lying-in women chose to bear at hospital. Besides, policy factors have also determined this. For example Guangrong Village under Datong Town in Tongling County advocates delivering at hospital and regards hospital delivery rate as an important indicator for planned parenthood. For this reason, this rate has reached 100% at Guangrong Village.

At the affected areas, many young ladies have chosen to work outside like men. At a certain age, usually 3-5 years later, they would return home, get married and bear a baby. However, when the baby has grown up, if the elderly at home are willing to take care of the child, many women will still work outside. Most young people there hold the opinion that it makes no different to have a boy or girl; however, in the view of the old generation, a boy is preferred. In this way, it’s often because a girl is born that the elderly are unwilling to take care of the girl for the daughter-in-law, rendering some married women unable to work outside again. Women at the affected areas flow to Shanghai, Zhejiang, Jiangsu and Fujian and deal with household service and servicing industry mainly, some work at factories, paid RMB300-400 per month in addition to accommodation. The marital circle almost continues as it was. However, with women’s working outside, the marriage radius is longer correspondingly. Quite a few women are married to their respective workplaces or other provinces.

The educational attainment of young ladies at the affected areas is largely junior high school, that of aged women is low universally, some illiterate. Women staying home without working outside seldom associate with the outside and restrict their major sphere of activity to the home.

Through our detailed interview with women at the 11 POIs, the following conclusions are drawn:

1. The concept that men are superior to women has become unclear at the affected areas, where men and women tend to be equal in status. Women’s status in the family has been elevated, in some families, even women are in power. This is because women have become the major source of household income—more and more women are working outside, their income has strongly supplemented the family economy. Take Dongnan Village as an example. There are nearly 100 women of child-bearing age working outside, each paid RMB300-400 in addition to accommodation. The local agricultural mechanization is very developed, farm work from seeding to harvesting may be completed by agricultural machinery, greatly reducing the farm labor intensity. In this way, women’s role in farm work is equivalent to men. In sericulture, women take a further dominant part, women for silkworm rearing, men for picking mulberry leaf. The elevation of women’s economic status directly leads to a higher status in the family, thus they have obtained the power of negotiation over major events. However, women aren’t addicted to public affairs, because they are busy with housework, uninterested in and having no time for public affairs, also because their opinions in public affairs are unvalued.
Parents pay the same attention to the education of boys and girls. The enrollment rate of girls has attained 100% and they can generally complete the nine-year compulsory education but few can receive further education. Most young girls now hold a junior high school diploma. After their graduation therefrom, these girls, less than 20 years old would work outside either by themselves or with the help of relatives and friends until they come back 4-5 years later for marriage.

2. With more and more women working outside, women at the affected areas have stepped out of the original world, opened their eyes and ideology. The traditional concept of staying at home is being altered day by day. In the urban environment with distinctly different mode of production and lifestyle from rural communities, rural women are experiencing a brand-new life. Working outside has not only raised women’s status in the family, but also brings them new visions for their own life:

Case 1: Chen ××, female, aged 34, a villager of Shanjiao Team at Dongnan Village under Yangtian Town, QY County

After her return from work outside, she was dissatisfied with the hard work there and is now not ready to go out again. However, she doesn’t plan to revert to the pure agricultural life as before. She says, the life of working outside is actually too bitter and her two daughters cannot be separated from her, especially the little one. The grandmother is old and couldn’t take care of children any longer. Her near-term plan is to open a kindergarten at the village to look after children whose parents are working outside or too busy. Her idea comes from the experience that her daughter was unattended when she worked outside. She thinks children are very miserable if the adults are working outside. There are several families at the village, all the adults have gone out for work, leaving children and the elderly at home, about which she is very worried. She is now discussing some specific affairs with the villagers’ committee and when it’s mature, the first kindergarten of Dongnan Village will be founded by her. When speaking this, she seemed very proud.

A lot of women also expect to learn something new, such as computer, for more chances of personal development, but their will is sometimes restricted by objective factors:

Case 2: Jiang ××, female, aged 33, a villager at Yangjiaping, Sancha Village, Tangkou Town, H District

Her plan is to learn computer. As learnt from computer that whoever not mastering computer will be illiterate, because everything comes from the Web. However, there are a very limited number of computers in rural areas, including several sets at the village primary school and a number of Web bars at the town. All rural women are aware of computer but think it is too far away and invisible. For financial reasons, their families cannot afford a computer nor do they have any time to learn. It would be useful in job application if I can master computer. In the future, all rural superstores will be computer controlled, just like towns.

Women failing to work outside for various reasons have to bear heavier farm work and fussy
housework. In families with men working outside, women must further undertake all farm work and housework under a great stress of life. For example, Guo ×× at Dongnan Village under Yangtian Town, QY County has 3 children, her husband has been working in Wenzhou since 1996. Her family has 3 mu field, mainly farmed by Guo; besides, she raises 10 sheets of silkworm a year. The heavy burden has made Guo aged earlier, who looks like a woman in her 40th. Guo's daily life is as follows:

**Busy seasons:**
4:00—4:30, getting up, washing;  
4:30—8:00, field labor;  
8:00—9:00, washing clothes, preparing meal;  
9:00—10:00, feeding pig, feeding silkworm;  
10:00—12:00, field labor;  
12:00—15:00, preparing meal, feeding pig, feeding silkworm;  
15:00—19:00, field labor;  
19:00—20:00, feeding silkworm;  
20:00—21:00, preparing meal;  
21:00—21:30, dining;  
21:30—23:00, feeding silkworm, housework.

**Slack seasons:**
6:00—6:30, getting up, washing;  
6:30—8:00, feeding pig, feeding silkworm;  
8:00—9:00, preparing meal;  
9:00—9:30, having breakfast;  
9:30—10:00, feeding pig, feeding chicken;  
10:00—12:00, going to field, picking mulberry leaf;  
12:00—13:30, feeding silkworm;  
13:30—15:00, preparing meal, dining;  
15:00—18:00, field labor;  
18:00—19:00, feeding silkworm;  
19:30—20:30, preparing meal, dining;  
20:30—23:00, feeding silkworm, housework.

4. As to women's bearing sanitation, the village and town would conduct a routine examination on women of child-bearing age yearly. Guangrong Village under Datong Town, TL County would perform 4 pregnancy examinations, 2 ring examinations and 2 routine examinations a year for women of child-bearing age. Yangmei Village under Shaji Town, Dongnan Village under Yangtian Town in QY County would have women of child-bearing age receive a check up at the village seat quarterly and more thorough examinations, such as B ultrasonic, at the town hospital. Nevertheless, the conditions for women's procreant health care at the affected areas is hardly optimistic, many married women are already suffering from gynecopathies to different extents, including disease roots left over after ligature and ring mounting, hysteritis, cervicitis, cervical erosion, etc. Ligature is generally performed at the infirmary at the village seat with a dirty environment and poor sanitary conditions, which is the direct cause of such
gynecopathies. Tang ×× (aged 60, primary school education) at Tongle Village under Sanxi Town say frankly that a trouble was left behind after ligature and she would feel stomach ache and lumbago whenever it rains. Except for poor sanitary conditions, women's intensive labor and economic considerations also account for this. Women at the affected areas assume most of housework and a considerable part of farm work. During the menses, pregnancy and confinement, Tang wasn't able to rest well and had to get up for housework within 10 days after childbirth.

5. When women fall ill, they are often unwilling to see a doctor because of their shyness and consideration saving money, so they would buy some antiphlogistic drugs to deal with this or simply do nothing thereabout. Zhu ×× (aged 49, primary school education) at Tongle Village under Sanxi Town said, her cervical erosion was rather serous and greatly affecting her life. The year before last, she saw a doctor at the county hospital and was prescribed to perform 2 infrared treatments, but she only took once and abandoned the second when she felt better. This was not because of money, a treatment cost but tens of dollars, the key reason is that she was elderly and a bit shy. Hong ×× (aged 38, junior high school education, women's director) think that rural women are suffering from many gynecopathies, like common hysteritis and cervicitis, more or less, these do not much affect the daily life, nor anyone knows how then have been caused. There is a free examination at the town hospital every year, but once one is diagnosed, she will be charged for taking medicine and injection, so that women are often unwilling to see a doctor and would rather treat a disease by themselves.

The health of women at these areas is indeed worrying. We believe that with the completion of the high-grade highway, new messages will swarm into the affected areas, including those in relation to women's health care. The return of women currently working outside will also bring in advanced concepts on women's health care. These will promote the development of this aspect there.

6. Women's technical level in productive activities is low by following planting, cultivation and processing techniques in a traditional way, leading to high labor intensity and low economic benefit. There are women demonstration families at each village, these women are engaged in various operations, such as orchard planting, rice mill, oil mill. The women's association provides techniques and loans, recruit women at the village to participate in the operation in its capacity. However, these fail to significantly promote women's technical application.

7. Most women at the affected areas are aware of the proposed high-grade highway and expect its successful completion to alter or better their life, so they are willing to support this. They also deem this beneficiary to them but are not clear about the specific benefits and possible influences on the future personal development. It's natural that they haven't worked out any relevant development plan.

Case 3 Xu ××, female, aged 33, a villager of the 6th Team at Yangmei Village under Shaji Town, QY County

Xu has been working outside for 5 years and doesn't want to go out now. She is aware of but
not quite clear about the construction of the high-grade highway (she is back for one month only), she has also heard that an exit of this highway will probably be opened to her village and that everyone thinks this is beneficial to all. She also justifiably regards this beneficial to herself, only that she hasn’t considered the possible influences on her future development in detail nor formulated any relevant development plan. When talking about possible negative influences of this high-grade highway, such as outgoing inconvenience, air pollution, noise, etc., she smiled, thinking that such influences will be more importantly for the whole village. If all the villagers are able to overcome these difficulties, she won’t care either, because the land acquisition and house demolishing are of little correlation with her. Nevertheless, when asked how she want to get compensated, her answer was a job, because it was no longer fit for her to farm as a rural housewife.

4.5 No Minority Problem at Points of Investigation

Apart from the Han nationality, there is no habitation point (community above natural village and administrative village) of minority at the affected areas. We’ve conclude this mainly based on

1. Retrieval of literatures. We looked up literatures related to the national distribution of China, including “Minority Population of China” (by Yang Kuifu, Chinese Population Press, 1996), “Chinese Encyclopedia/Nationality Volume” (Chinese Encyclopedia Press, 1986). According to the latest version of “Chinese Atlas”, there are only small numbers of Manchu, Hui and She people but no centralized habitation point in Anhui. It is also shown in “2001 Statistical Yearbook of Anhui Province” that no minority is distributed at the affected areas.

2. We consulted relevant data and departments, visited the county government of seven affected counties (districts), including leaders of bureaus of nationality & religion affairs, all of whom expressed that there was no history records on the life and production of any minority and in the name of the government, issued us a certification for non-residence of minority.

3. At the 14 villager teams we investigated, through our verification with leaders of townships (towns) and administrative villages, as well as the further confirmation in villager interviews, none of the affected areas is inhabited by any minority.

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<tr>
<th>Nationality</th>
<th>Population</th>
<th>Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zhuang</td>
<td>15,489,630</td>
<td>Guangxi Zhuang Autonomous Region, Wenshan Zhuang &amp; Miao Autonomous Prefecture, Yunnan Province</td>
</tr>
<tr>
<td>Manchu</td>
<td>9,821,180</td>
<td>Spread all over the country, mostly in Liaoning Province</td>
</tr>
<tr>
<td>Hui</td>
<td>8,602,978</td>
<td>Ningxia Hui Autonomous Region, much in Gansu, Qinghai, Henan, Hebei, Shandong, Yunan Provinces, where there are habitation areas large or small</td>
</tr>
</tbody>
</table>

Table 4.4 China’s Minority Population and Main Distribution Areas
(Statistical data of the 4th National Census)
<table>
<thead>
<tr>
<th>Ethnicity</th>
<th>Population</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miao</td>
<td>7,398,035</td>
<td>Guizhou, Hunan, Yunnan, Sichuan, Guangxi, Hubei and Guangdong Provinces. There are larger habitation areas in Southeast Guizhou and the junction of Hunan, Sichuan and Guizhou (mainly West Hunan).</td>
</tr>
<tr>
<td>Uigur</td>
<td>7,214,431</td>
<td>Xinjiang Uigur Autonomous Region, mostly at oases to the south of the Tianshan Mountain.</td>
</tr>
<tr>
<td>Yi</td>
<td>6,572,173</td>
<td>4 provinces/regions of Yunnan, Sichuan, Guizhou, Guangxi.</td>
</tr>
<tr>
<td>Tujia</td>
<td>5,704,223</td>
<td>Yongshun, Longshan, Baoqing, Sanzhi, Guizhang Counties in West Hunan Province, Laifeng, Hefeng, Xianfeng, Xuanen, Lichuan, Baoxing, Shijian, Wufeng, Changyang Counties in West Hubei Province, Youyang, Xiushan, Qianjiang, Shizhu, Pengshui Counties in Sichuan Province.</td>
</tr>
<tr>
<td>Mongolian</td>
<td>4,806,849</td>
<td>Mongolian autonomous prefectures and counties in Inner Mongolia Autonomous Region and Xinjiang, Qinghai, Gansu, Heilongjiang, Jilin, Liaoning.</td>
</tr>
<tr>
<td>Tibetan</td>
<td>4,593,330</td>
<td>Tibet Autonomous Region and Haihe, Huangnan, Hainan, Guoluo in Qinghai Province, Yushu Tibetan Autonomous Prefecture and Haixi Mongolian &amp; Tibetan Autonomous Prefecture; Gannan Tibetan Autonomous Prefecture and Tianzhu Tibetan Autonomous County, Gansu Province; Aba and Ganzi Tibetan Autonomous Prefectures, Shuli Tibetan Autonomous County Sichuan Province; Diqing Tibetan Autonomous Prefecture, Yunnan Province; 2 Buyi &amp; Miao autonomous prefectures in South Guizhou and Southwest Guizhou respectively, Anshun District, Guiyang City in Guizhou Province.</td>
</tr>
<tr>
<td>Dong</td>
<td>2,514,014</td>
<td>Liping, Congjiang, Rongjiang, Tianzhu, Jining, Sansui, Zhenyin, Jianhe and Yuping, Guizhou Province; Xinhua, Dingxian, Tongdao, Hunan Province; Sanjiang, Longsheng, Rongshui Counties, Guangxi Zhuang Autonomous Region.</td>
</tr>
<tr>
<td>Yao</td>
<td>2,134,013</td>
<td>Guangxi Zhuang Autonomous Region and Hunan, Yunnan, Guangdong, Guizhou Provinces.</td>
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<tr>
<td>Korean</td>
<td>1,920,597</td>
<td>Yanbian Korean Autonomous Prefecture, Jilin Province.</td>
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<td>Bai</td>
<td>1,594,827</td>
<td>Dali Bai Autonomous Prefecture, Yunnan Province.</td>
</tr>
<tr>
<td>Hani</td>
<td>1,253,952</td>
<td>Xinpeng, Zhenyuan, Mojiang, Yuanjiang, Honghe, Yuanyang, Lvchun, Jining, Jiangcheng Counties at the Ailao mountainous areas, west to the Honghe River at lower reaches of the Lijiang River, southwest of Yunnan Province.</td>
</tr>
<tr>
<td>Kazakh</td>
<td>1,111,718</td>
<td>Xinjiang Uigur Autonomous Region, Yili Kazakh Autonomous Prefecture, Mulei Kazakh Autonomous County and Balikun Kazakh Autonomous County.</td>
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<tr>
<td>Li</td>
<td>1,110,900</td>
<td>Hainan Li &amp; Miao Autonomous Prefecture, Guangdong Province.</td>
</tr>
<tr>
<td>Ethnicity</td>
<td>Population</td>
<td>Description</td>
</tr>
<tr>
<td>-----------</td>
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<td>-------------</td>
</tr>
<tr>
<td>Dai</td>
<td>1,025,128</td>
<td>Xishuangbanna Dai Autonomous Prefecture, Dehong Dai &amp; Jingpo Autonomous Prefecture, Gengma and Menglian Autonomous Counties, Yunnan Province.</td>
</tr>
<tr>
<td>She</td>
<td>630,378</td>
<td>Some mountainous areas of over 80 counties (cities) in Fujian, Zhejiang, Jiangxi, Guangdong and Anhui Provinces, mostly in Fujian and Zhejiang.</td>
</tr>
<tr>
<td>Lisu</td>
<td>574,856</td>
<td>Nujiang Lisu Autonomous Prefecture and Lijiang, Diqing, Dali, Baoshan, Dehong Chuxiong and Linchuang Prefectures (Counties), Yunnan Province</td>
</tr>
<tr>
<td>Gelao</td>
<td>437,997</td>
<td>Zhijin, Qianxi, Liuzhi, Guanling, Puding, Dafang, Qingzhen, Renhuai, Shuicheng, Anshun, Zunyi, Pingba, Jinsha and Xingren Counties, Guizhou Province</td>
</tr>
<tr>
<td>Laku</td>
<td>400,476</td>
<td>Lancang and Menglian Counties, Yunnan Province</td>
</tr>
<tr>
<td>Gaoshan</td>
<td>400,000</td>
<td>Uplands, plains and islands of Taiwan Province; 2,909 people in Mainland China, spread in many places.</td>
</tr>
<tr>
<td>Dongxiang</td>
<td>373,872</td>
<td>Piedmonts west to the Tao River, east to the Daxia River and south to the Yellow River, within Linxia Hui Autonomous Prefecture, Gansu Province, more than half living in Dongxiang Autonomous County, the remaining living in Zheng and Linxia Counties respectively</td>
</tr>
<tr>
<td>Dong</td>
<td>351,974</td>
<td>Ximeng, Cangyuan and Menglian Counties, Yunnan Province, also in Gengma, Lancang, Shuangjiang, Zhenkang, Yongde, Changning and Menghai Counties</td>
</tr>
<tr>
<td>Shui</td>
<td>345,993</td>
<td>Sandu Shui Autonomous County, Libo, Dushan, Duyun, Rongjiang and Congjiang Counties, Guizhou Province; Rongan, Nandan, Huanjiang and Hechi, Guangxi Autonomous Region</td>
</tr>
<tr>
<td>Naxi</td>
<td>278,009</td>
<td>Lijiang Naxi Autonomous County, Weixi, Zhongdian, Ninglang, Deqin, Yongsheng, Heqing, Jianchuan and Lanping, Yunnan Province, Yanyuan, Yanbian and Shuli Counties, Sichuan Province</td>
</tr>
<tr>
<td>Qiang</td>
<td>198,252</td>
<td>Aba Tibetan Autonomous Prefecture, Maowen Qiang Autonomous County and Hanchuan, Lixian, Heishui, Songpan, etc., Sichuan Province</td>
</tr>
<tr>
<td>Tu</td>
<td>191,624</td>
<td>Huzhu Tu Autonomous County, Minhe and Datong Counties, Qinghai</td>
</tr>
<tr>
<td>Xibo</td>
<td>172,847</td>
<td>Yini Kazakh Autonomous Prefecture, Chabuchaer Xibo Autonomous County, Huocheng and Gonghu Counties in the Yini River Basin, Xinjiang.</td>
</tr>
<tr>
<td>Mulam</td>
<td>159,328</td>
<td>Luocheng, Yishan, Liucheng, Duan and Xincheng Counties, Guangxi Zhuang Autonomous Region.</td>
</tr>
<tr>
<td>Khalkhas</td>
<td>141,549</td>
<td>Kizilqinsu Khalkhas Autonomous Prefecture, southwest of Xinjiang Uighur Autonomous Region</td>
</tr>
<tr>
<td>--------------</td>
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<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Dawole</td>
<td>121,357</td>
<td>Inner Mongolia Autonomous Region, Heilongjiang Province and Tacheng District, Xinjiang Uighur Autonomous Region</td>
</tr>
<tr>
<td>Jingpo</td>
<td>119,209</td>
<td>Dehong Dai &amp; Jingpo Autonomous Prefecture, Yunnan Province</td>
</tr>
<tr>
<td>Salar</td>
<td>87,697</td>
<td>Xunhua Salar Autonomous County and Gandu, Hualong County, Qinghai Province; and Dahejia, Linxia, Gansu Province.</td>
</tr>
<tr>
<td>Bulang</td>
<td>82,280</td>
<td>Bulangshan, Xiding and Bada, Lihai County, Xishuangbanna Dai Autonomous Prefecture, Yunnan Province; Shuangjiang, Zhenkang, Yuxian and Gengma Counties, Linchuan District; and Lancang, Jingdong, Jinggu, Mojiang and Puer Counties, Simao District</td>
</tr>
<tr>
<td>Maonan</td>
<td>71,968</td>
<td>Huanjiang, Hechi, Nandan, Yishan and Duan Counties, North Guangxi Zhuang Autonomous Region</td>
</tr>
<tr>
<td>Tajiki</td>
<td>33,538</td>
<td>Tashkent, Xinjiang; Shache, Zepu, Yecheng and Pishan, etc., South Xinjiang</td>
</tr>
<tr>
<td>Pumi</td>
<td>29,657</td>
<td>Lanping, Lijiang, Weixi and Yongsheng Counties and Ninglang Yi Autonomous County, Yunnan Province</td>
</tr>
<tr>
<td>Achang</td>
<td>27,708</td>
<td>Longchuan, Lianghe, Luxi Districts and Longling County, Baoshan District, Dehong Dai &amp; Jingpo Autonomous Prefecture, Yunnan Province</td>
</tr>
<tr>
<td>Nu</td>
<td>27,123</td>
<td>Bijiang, Fugong and Gongshan Counties, Nuijiang Lisu Autonomous Prefecture; Tu’e Township, Lanping County, Yunnan Province.</td>
</tr>
<tr>
<td>Ewenke</td>
<td>26,315</td>
<td>7 banners of Inner Mongolia Autonomous Region and Nahe County, Heilongjiang</td>
</tr>
<tr>
<td>Jing</td>
<td>18,915</td>
<td>national autonomous counties, Fangcheng, Guangxi Zhuang Autonomous Region; 3 small islands of Wanwei, Wushan, Shanxin, Jiangping Commune</td>
</tr>
<tr>
<td>Jinuo</td>
<td>18,021</td>
<td>Jinuo Township, Jinghong County, Xishuangbanna Dai Autonomous Prefecture, Yunnan Province</td>
</tr>
<tr>
<td>Deang</td>
<td>15,462</td>
<td>The Santai Mountain, Luxi County, Dehong Dai &amp; Jingpo Autonomous Prefecture, Yunnan Province and Junnong, Zhenkang County, Linchung District</td>
</tr>
<tr>
<td>Uzbek</td>
<td>14,502</td>
<td>Yining, Tacheng, Kasbah, Urumchi, Shache, Yecheng, etc., Xinjiang Uighur Autonomous Region</td>
</tr>
<tr>
<td>Russian</td>
<td>13,504</td>
<td>Yini, Tacheng, Aletai, Urumchi, Xinjiang Uighur Autonomous Region</td>
</tr>
<tr>
<td>Yugur</td>
<td>12,297</td>
<td>Gannan Yugur Autonomous County and Huangnbao Yugur Township,</td>
</tr>
<tr>
<td>Location</td>
<td>Population</td>
<td>Description</td>
</tr>
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<td>---------------------------</td>
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<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Jiuquan City, Gansu Province</td>
<td></td>
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<tr>
<td>Baoan</td>
<td>12,212</td>
<td>Dahejia and Liuji, within Jishishan Baoan &amp; Dongxiang Salar Autonomous County, Gansu Province</td>
</tr>
<tr>
<td>Menba</td>
<td>7,475</td>
<td>Menyu District, Tibet Autonomous Region.</td>
</tr>
<tr>
<td>Dulong</td>
<td>5,816</td>
<td>Dulong River Valley, Gongshan Dulong &amp; Nu Autonomous County, Yunnan Province</td>
</tr>
<tr>
<td>Tataer</td>
<td>4,873</td>
<td>Yining, Tacheng and Urumchi Cities, Xinjiang Uigur Autonomous Region</td>
</tr>
<tr>
<td>Elunchun</td>
<td>4,245</td>
<td>Elunchun Autonomous Banner, Butaha Banner and Molidawa Dawole Autonomous Banner, Hulun Buir League, Inner Mongolia Autonomous Region, Huna, Xunke, Aihui, Jiayin Counties, Heilongjiang Province</td>
</tr>
<tr>
<td>Hezhe</td>
<td>4,245</td>
<td>Riverside areas of Tongjiang, Fuyuan and Raohe Counties, Heilongjiang Province</td>
</tr>
<tr>
<td>Luoba</td>
<td>2,312</td>
<td>Geyu District, Tibet Autonomous Region and neighboring Chayu, Tuomo, Milin, Longzi Counties</td>
</tr>
</tbody>
</table>
Chapter 5   Sequencing of Project-related Issues

5.1 Significance and Method of Issue Sequencing

Have been laboring and living on this land over a long period, peasants have acquired a deep and comprehensive understanding with regard to local communities. It is of great reference value for formulating an effective project execution plan to fully understand and utilize local peasants' knowledge. Issue sequencing is a method of social appraisal that effectively utilizes the regional knowledge of local peasants.

In detail, this is a course that rapidly integrates the opinions of all direct and indirect beneficiaries through sequencing and scoring, thereby arranging the studied objects in priority. Subjects of sequencing may include causes of poverty and becoming rich, positive and negative factors of the Project on the location, factors restricting the local economic development and labor productivity, etc. The premise for sequencing is that people are making choices as a result of comprehensive cross-comparison other than based on a single index or target orientation.

People involved: during sequencing, we encouraged as more peasants as possible (8-10 at least) to participate, including the rich, the middle class, the poor, village cadres, women, specialized persons, etc. from different strata and fields.

Under the principle of describing indicators acceptable and identifiable by peasants in their own language, we used the straightest and simplest method to make sequencing with handy tools, such as stone block, small branch, peanut, soybean, etc. At first we prompted the participants to raise relevant issues, then allowed them to make sequencing with the above tools based on their own understanding and opinions with the number of units (peanut, etc.) placed under the relevant item in proportion to the importance of that issue. During placement, we urged all the participants and standers-by to get involved in discussion and asked every participant to justify his/her sequencing. In this way, we obtained integrated, complicated information irreplaceable by any other technical means, though not quite precise. However, it should be emphasized that, this method aims not to reflect any precise and exact result but to represent the knowledge and values of local peasants that are the closest to the objective facts.

5.2 Sequencing on Wealth

5.2.1 Sequencing of Causes for Becoming Rich

The sequencing made by the 11 villages indicates, the principal cause of becoming rich is “being knowledgeable, judicious and good at doing business.” The participants, such people have a wide range of association, more channels of information and are good at doing business, which are all advantaged conditions for becoming rich. For example, Si Shaoxian (aged 62, senior high school education, from Ziyang Village under Huangcun Town in J County) has set up a Xuan paper mill by inheriting the ancestral papermaking technology and introducing advanced foreign equipment since the Reform and Opening. His products are transported to Shanghai and exported to Korea.
Japan and the USA. After 20 years' hard work, he has become the richest one of the village. As revealed by a neighbor, his personal deposit must be over RMB1 million! His social intercourse is very extensive with foreign merchants, celebrities and peasants. Some is affective dealings, such as with painters, and some is business dealings. The good intercourse has brought him a steady stream of clients.

The second is "someone of the family is working outside". At rural areas where the contradiction of less land for too many people is sharp and land is just enough for subsistence, working outside, though unable to bring large income, is also an choice for peasants with no way of employment other than farming. As introduced by a villager of Waitang Villager Team at Tongle Village: 1/3 of the villagers are working outside and 99% of the families with beautiful houses here have some member(s) working outside. Chen Yuanxiang—a villager at Nanshan Team at Dongnan Village—has been working at a leather show factory in Wenzhou with her husband since 1997. With their annual pay of nearly RMB20,000, she built a 200m² two-storied building in 2000, which cost her over RMB40,000. The most luxurious residence of Yangmei Village is located at the "new village gate", this is a three-storied building worth RMB200,000 in total, including RMB17,000 for civil work and nearly RMB30,000 for indoor furniture. All the sum was provided by Mr. Lin Yihui—the householder's son working at Taizhou in Zhejiang and daughter as a guide at the Huangshan Mountain scenic zone. In 2001, the siblings remitted more than RMB60,000 home in total.

The third is "running a shop, being employed, dealing with characteristic cultivation or breeding". Skilled villagers have more channels of employment for higher income all the year round. Being employed means a family member serves at a governmental agency, enterprise or institution with a regular wage and is able to provide stable income to the family, amounting to a large amount for a year. Characteristic cultivation of high economic value may make peasants more profitable than growing traditional paddy rice. A villager at Guangrong Village under Datong Town breeds turtle in the 10 mu fish pond he contracts for selling to Zhejiang and Shanghai. The income therefrom constitutes a large amount of deposit except for providing for the 5 family members.

Other factors for becoming rich may include "hardworking", "more field and mountain forest" and "good opportunity", etc. A lot of villagers have to admit that: being hardworking does be an important factor and the factor of "more field and mountain forest" is very significant where field is less or mountain forest can bring considerable cash income for peasants.

| Table 5.1 Sequencing of Reasons for Becoming Rich by Villagers from 11 Villages |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Village name    | Being knowledgeable, judicious and good at doing business | Someone of the family is working outside | Setting up a shop, being employed, dealing with characteristic cultivation or breeding | Hardworking | More field and mountain forest | Good opportunity |
| A. Yu           | * * * *         | * * *           | * * *           | * * *           | *               | ________________ |
| B. Tong         | * * * *         | * * * *         | * * *           | * *             | *               | ________________ |
### Sequencing of Causes of Poverty

The participants regard “being illiterate, unskilled, limited in means of livelihood" as the primary cause of poverty. Being less literate means less chances of getting employed, low competitiveness in the society and less market information. For example, Shen Changlong at Yu Village under YC Township, JD County, with the educational attainment of primary school only and being unskilled, is penniless at home and barely subsisting upon the 1.2 mu paddy field, not married yet though 40 years old this year. We also found that the population quality is strongly correlated to poverty. For self-operating peasants, human capital is especially important relative to other capitals. Families higher in laborer quality are also higher in skill and quality of labor, naturally higher in financial income, those low in laborer quality may easily fall into poverty.

“Being short of fund and ill-informed" is another important factor in villagers’ opinion. Many of them show that there were once quite a few good channels for relief of poverty formerly, such as doing business, contracting, etc., but they often had to make preliminary investment. It was rather difficult to borrow from a bank or credit cooperative. Though they may borrow from a relative or friend, yet everyone's family circumstances were almost the same, even a small amount of money could be borrow, it could do nothing. In addition, being ill-informed renders villagers unaware of external demand messages. Many villagers growing characteristic cash crops have to sell out their products at low prices, greatly reducing the profit.

The third place is “poor family economic base, someone of the family is ill”. Families with a poor economic base is also burdensome, they can hardly draw enough fund for reproduction from the limited income, which will also be used to foster children, pay the tuition and support the elderly. Since the social security system of the Chinese rural society is imperfect, the concept to “provide
for old age by fostering children” is very prevalent among peasants, so that many families have born many children in violation of regulations. Much money is spent to foster children and treat any disease of a family member, making the family financial situation worse and worse.

In addition, “few laborers, becoming disabled”, “less resources for production” and “less job opportunities” are also causes of poverty that villagers mention.

Table 5.2  Sequencing of Causes of Poverty by Villagers from 11 Villages

<table>
<thead>
<tr>
<th>Village name</th>
<th>Being illiterate, unskilled, limited in means of livelihood</th>
<th>Being short of fund, ill-informed</th>
<th>Poor family economic base, someone of the family is ill</th>
<th>Few laborers, becoming disabled</th>
<th>Less resources for production</th>
<th>Less job opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Yu</td>
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<tr>
<td>B. Tong</td>
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<td>C. Zi</td>
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<tr>
<td>D. Hui</td>
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<tr>
<td>E. Lan</td>
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</tr>
<tr>
<td>F. Yang</td>
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<tr>
<td>G. Dong</td>
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<tr>
<td>H. Rong</td>
<td>*****</td>
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<tr>
<td>I. Shang</td>
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<tr>
<td>J. Chang</td>
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<tr>
<td>K. Shan</td>
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</tr>
</tbody>
</table>

5.2.3  Sequencing of Factors Restricting Local Economic Development

Relying on local peasants’ knowledge and wisdom, finding out and restricting local social and economic development factors and working out corresponding solutions is a crucial precondition to guarantee the smooth execution of this Project.

The participants regard “inconvenient traffic, being ill-informed, products badly sold” as the chief factor restricting the local development. For instance, Provincial Highway 323 is the sole road running through Yu Village under JD County, with a full length of 12km, of which a 9km section is provided with Class-III sand and stone pavement, described by local people as “being dusty in sunny days and muddy in rainy days”. The adverse road conditions have seriously impeded this village’s economic development. Tealeaf produced by Changyuani Village under Tanjaqiao Town in H District is all purchased by local tea traders, so it is cheap at about 15-16 yuan/catty. If road conditions are better, tea traders from Tongling, Hefei and Wuhu may come here to purchase at 27-28 yuan/catty. Assume the annual tealeaf yield is 50 catty, the sole income from tealeaf may increase RMB600. The inconvenience in traffic and communication has thus become a bottleneck for this village’s development.

The second one is “short of fund and talents, monotonous industrial structure”. Short of funds and corresponding technical guidance and services, it’s difficult for many peasants to develop ramie,
bamboo, mulberry cultivation, Xuan paper and other characteristic industries. Some characteristic cultivators are prevented from effective expansion by fund and technical troubles. At agricultural communities focused on paddy rice growing, it is universally reflected that simply growing paddy rice can hardly develop a village’s economy and voice for industrial restructuring is very high.

“Peasants’ conservative and outdated sense” is ranked in the 3rd place. As we found out, a part of peasants is greatly worried about risks that may result from characteristic cultivation. Since the small-scale peasant economy is very fragile and peasants can barely subsist at present, a large part of them dare not try to develop and plant new varieties, would rather rely upon a little paddy field of their own. Though the former may bring them more profits, these peasants would rather choose the practical, definite and stable latter than risking a series of uncertainties, which fits peasants’ traditional mentality.

In addition, “natural disasters”, “cadres blind-sided” are also adverse factors restricting the local economic development.

### Table 5.3  Sequencing of Factors Restricting Local Economic Development by Villagers from 11 Villages

<table>
<thead>
<tr>
<th>Village name</th>
<th>Inconvenient traffic, being ill-informed, products badly sold</th>
<th>Short of fund and talents, monotonous industrial structure</th>
<th>Peasants’ sense conservative and outdated</th>
<th>Natural disasters</th>
<th>Cadres blind-sided</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Yu</td>
<td>*****</td>
<td>****</td>
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</tr>
<tr>
<td>B. Tong</td>
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<tr>
<td>C. Zi</td>
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<tr>
<td>D. Hui</td>
<td>*****</td>
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<tr>
<td>E. Lan</td>
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<tr>
<td>F. Yang</td>
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<tr>
<td>G. Dong</td>
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<tr>
<td>H. Rong</td>
<td>****</td>
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<tr>
<td>I. Shang</td>
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<tr>
<td>J. Chang</td>
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<tr>
<td>K. Shan</td>
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</tbody>
</table>

### 5.2.4 Sequencing of Positive Influences from the Project

Among the numerous positive factors that villagers numerate, the first one is “facilitating sales of farm products and commercial intercourse”. Among the 11 villages investigated, almost all have mentioned this, especially at agricultural communities with the leading industry of characteristic cultivation. Over a long period, backward traffic conditions have render villagers’ aquatic product, tealeaf, bamboo, ramie and mulberry unable to be carried out in large quantities, no considerable economic benefit has ever been brought to villagers even if the yield becomes higher year by year.
Contrarily, they have to barter away the products to local businessmen in door-to-door purchases. No money is earned despite a painstaking year, seriously setting back villagers’ initiative. Should the traffic conditions get improved, their products would be carried out in large amounts and sold at a good price, then their income will be significantly increased.

The next one is “improving investment environment, developing local resources, promoting the development of village enterprises”. Almost every POls has its own characteristic cultivation, e.g., H District yields tea leaf, bamboo; JD County abounds in mulberry and ramie; J County abounds in Xuan paper and mulberry; QY County teems in aquatic products. However, the technical level and scale of characteristic cultivation and traditional handicraft can’t be improved due to the lack of fund. The restriction in traffic conditions also make external investors flinch. Villagers report that, following the improvement of road conditions will come a great improvement in investment, enabling the large-scale development of local characteristic cultivation and traditional techniques and a great increase in the number of local enterprises, which may also provide more employment opportunities.

The third one is “changing village outlook, promoting the construction of small towns”. Many villagers, especially village cadres, have come to realize that urbanization is the necessary path of rural development in China. They are very dissatisfied with their villages’ backwardness, hoping eagerly that the traffic improvement can bring a new outlook to their villages with a further step towards urbanization, so that their dream of living at town may come true even they don’t move.

In addition, positive factors also include “facilitating outgoing and labor export”, “driving the development of our village’s transportation industry”, “reducing traffic accidents”, etc.

<table>
<thead>
<tr>
<th>Village name</th>
<th>Facilitating sales of farm products and commercial intercourse</th>
<th>Improving investment environment, developing local resources, promoting the development of village enterprises</th>
<th>Changing village outlook, promoting the construction of small towns</th>
<th>Facilitating outgoing and labor export</th>
<th>Driving the development of our village’s transportation industry</th>
<th>Reducing traffic accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Yu</td>
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<td>B. Tong</td>
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<td>C. Zi</td>
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<td>****</td>
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<td>****</td>
<td>****</td>
</tr>
<tr>
<td>D. Hui</td>
<td>**</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
</tr>
<tr>
<td>E. Lan</td>
<td>**</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
</tr>
<tr>
<td>F. Yang</td>
<td>**</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
</tr>
<tr>
<td>G. Dong</td>
<td>**</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
</tr>
<tr>
<td>H. Rong</td>
<td>**</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
</tr>
<tr>
<td>I. Shang</td>
<td>**</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
</tr>
<tr>
<td>J. Chang</td>
<td>**</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
</tr>
<tr>
<td>K. Shan</td>
<td>**</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
<td>****</td>
</tr>
</tbody>
</table>

Table 5.4 Sequencing of Positive Influences from the Project
5.2.5 Sequencing of Negative Influences from the Project

We found in investigation that, “occupying land, demolishing houses” is the focus concern of the villagers. Land is what peasants rely basically upon for thousands of years, the occupation thereof will threaten their subsistence directly. However, almost every villager has realized the principle that “to be rich, build road first” deeply. Accordingly, although their own field is to be requisition, they still support the road construction plan resolutely and care only about the land compensation policy. It is similar for houses. Some villagers are disgruntled about demolishing their own houses. For example, a village at Tongle Village said: “I managed to build a new house by saving money for several years and borrowing a lot. I can hardly accept emotionally the fact that this newly built house it to be demolished.” Houses are the homestead for villagers, so they are concerned about the State’s relevant compensation policy in the same way.

“Increased traffic accidents affect the outgoing safety” comes at the second place. Several POIs, like Tongle Village, Ziyang Village, are split by the highway in halves. Villagers worry that when the traffic conditions are improved and drive speed increased, this might constitute a threat to the outgoing safety of villagers. Moreover, primary schools of the above POIs are also located along the highway, children’s safety has become another worry for villagers.

In addition, “aggravated pollution”, “floating population brings public security problems” and “damaging existing irrigation systems” are also adverse factors perceived by a small number of villagers.

### Table 5.5 Sequencing of Negative Influences from the Project

<table>
<thead>
<tr>
<th>Village name</th>
<th>Occupying land, demolishing houses</th>
<th>Increased traffic accidents affect the outgoing safety</th>
<th>Aggravated pollution</th>
<th>Floating population brings public security problems</th>
<th>Damaging existing irrigation systems</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Yu</td>
<td>**</td>
<td>**</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>B. Tong</td>
<td>**</td>
<td>**</td>
<td></td>
<td>*</td>
<td></td>
</tr>
<tr>
<td>C. Zi</td>
<td>**</td>
<td>**</td>
<td>*</td>
<td></td>
<td>**</td>
</tr>
<tr>
<td>D. Hui</td>
<td>**</td>
<td>*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E. Lan</td>
<td>**</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. Yang</td>
<td>**</td>
<td>*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. Dong</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H. Rong</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I. Shang</td>
<td>**</td>
<td>*</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. Chang</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K. Shan</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.2.6 Sequencing of Labor Productivity

Labor productivity may reflect the importance of each productive activity in the local economic
life in a straight, comprehensive way and has a certain reference value for the smooth execution of this Project. The following are the results of comprehensive sequencing by the 11 POIs.

Table 5.6 Sequencing of Labor Productivity at 11 Villages

<table>
<thead>
<tr>
<th>Village name</th>
<th>Time</th>
<th>Technical complexity</th>
<th>Cost</th>
<th>Labor intensity</th>
<th>Income</th>
<th>Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paddy rice</td>
<td>***</td>
<td>*</td>
<td>*</td>
<td>****</td>
<td>**</td>
<td>*</td>
</tr>
<tr>
<td>Cultivation</td>
<td>***</td>
<td>**</td>
<td>***</td>
<td>*</td>
<td>***</td>
<td>***</td>
</tr>
<tr>
<td>Tea planting</td>
<td>****</td>
<td>*</td>
<td>*</td>
<td>**</td>
<td>***</td>
<td>*</td>
</tr>
<tr>
<td>Ramie</td>
<td>**</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Mulberry</td>
<td>**</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Bamboo</td>
<td>***</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Rape</td>
<td>****</td>
<td>**</td>
<td>***</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Soybean</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Timber</td>
<td>**</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Handicraft</td>
<td>****</td>
<td>****</td>
<td>***</td>
<td>*</td>
<td>***</td>
<td>***</td>
</tr>
<tr>
<td>Labor export</td>
<td>****</td>
<td>***</td>
<td>*</td>
<td>****</td>
<td>***</td>
<td>***</td>
</tr>
<tr>
<td>Doing business</td>
<td>**</td>
<td>**</td>
<td>****</td>
<td>***</td>
<td>***</td>
<td>***</td>
</tr>
</tbody>
</table>

As shown above, traditional crops, like paddy rice, rape, soybean, are relatively less profitable or even deficient, in which peasants are less willing to invest. However, characteristic cultivation industries, like sericulture, pig breeding, fish farming, planting of tea, ramie, bamboo and timber, are still profitable and favored by peasants. Handicraft is also a profitable industry that peasants want to enter. Doing business, risky though, is the most attractive to villagers since it’s possible to earn big bucks. They all show that, they would do business whenever they have money. Despite of hardship and low wage, working outside is still an important source of finance for the residents at the POIs for now and also the preferred money making channel for the local young people.
Chapter 6  Questionnaire Analysis under Social Appraisal

6.1  Introduction to Study

6.1.1  Objectives

The semi-structured questionnaire study, as an important integral part of the social appraisal, aims at learning local people’s evaluations of and attitudes towards the Project execution’s influences on the local social development and making in-depth sociological, anthropologic analysis thereon by way of a large-scale questionnaire study. This is to ensure investment projects of the World Bank can help support low-income groups, disadvantaged groups and the equality of opportunity among men and women in social participation, and to establish a social monitoring and appraisal mechanism for the above purpose.

6.1.2  Specifics

1. Information of the investigated at project execution sites, including income level, education receiving, marital status, occupation, etc.

2. Social development at project execution sites, including economic level, political & cultural situations, topography, folk customs, etc.

3. Evaluations of and attitudes towards project execution.

6.1.3  Methodology

1. Research method that combines descriptive study with explanatory study, sidewise study with lengthwise study;

2. Data analysis and research by combining statistical analysis with theoretical analysis,

3. Scope of study subjects and unit of analysis.

In this investigation, the sectional sampling method is proposed to select the study subjects, i.e., 374 sample units with the basic analysis unit of family.

6.1.4  Analysis Block Diagram
6.2 Questionnaire Analysis

The sampling scheme for the investigation is sectional sampling, in which specialists filled in and handed out 400 questionnaires, of which 374 copies were effective. These questionnaires were coded and input into computer for analysis with social statistical software SPSS10.0. The analytic results are as follows:

6.2.1 Basic Information of the Investigated (personal characteristics)

In total, 374 individuals from 374 families were investigated this time, including 299 men and 75 women (man/woman ratio = 4.1). The investigated range from 71 to 19 years in age, 42.21 years on average. Their marital status, education, occupation and nationality are as shown in Table 6.1.

<table>
<thead>
<tr>
<th>Category</th>
<th>Item</th>
<th>N</th>
<th>Incidence (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sex</td>
<td>Male</td>
<td>299</td>
<td>80</td>
</tr>
<tr>
<td></td>
<td>Female</td>
<td>75</td>
<td>20</td>
</tr>
<tr>
<td>Nationality</td>
<td>Han</td>
<td>374</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>Missing</td>
<td>2</td>
<td>0.5</td>
</tr>
<tr>
<td>Marriage</td>
<td>Married</td>
<td>348</td>
<td>93.0</td>
</tr>
<tr>
<td></td>
<td>Unmarried</td>
<td>15</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Divorced</td>
<td>1</td>
<td>0.3</td>
</tr>
<tr>
<td></td>
<td>Bereft of spouse</td>
<td>8</td>
<td>2.1</td>
</tr>
<tr>
<td>Education</td>
<td>Missing</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Married</td>
<td>348</td>
<td>93.0</td>
</tr>
<tr>
<td></td>
<td>Unmarried</td>
<td>15</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Divorced</td>
<td>1</td>
<td>0.3</td>
</tr>
<tr>
<td></td>
<td>Bereft of spouse</td>
<td>8</td>
<td>2.1</td>
</tr>
<tr>
<td></td>
<td>Missing</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Table 6.1 Basic Information of the Investigated (Base = 374)
The family sizing of the investigated is as follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Sample size</th>
<th>Min.</th>
<th>Max.</th>
<th>Total</th>
<th>Mean</th>
<th>Std. deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Household population</td>
<td>374</td>
<td>1</td>
<td>6</td>
<td>1399</td>
<td>3.74</td>
<td>1.10</td>
</tr>
</tbody>
</table>

### 6.2.2 Economic Analysis of Investigated Families

Household economic condition is studied from the two perspectives of receipts and expenditures. Household income is divided into 9 items in the questionnaire: income from agriculture, forestry, cultivation, handicraft, commodity trade, transportation, working outside, wage and others. The basic information on the investigated families' receipts are as shown below.

<table>
<thead>
<tr>
<th>Item</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Mean</th>
<th>Std. Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>0</td>
<td>5000</td>
<td>1795.23</td>
<td>1081.03</td>
</tr>
<tr>
<td>Cultivation</td>
<td>100</td>
<td>4000</td>
<td>738.00</td>
<td>623.24</td>
</tr>
<tr>
<td>Industry</td>
<td>1000</td>
<td>5000</td>
<td>1962.50</td>
<td>1401.98</td>
</tr>
<tr>
<td>Building</td>
<td>200</td>
<td>5000</td>
<td>2000.00</td>
<td>1615.55</td>
</tr>
<tr>
<td>Commerce</td>
<td>550</td>
<td>140000</td>
<td>25425.00</td>
<td>56156.42</td>
</tr>
<tr>
<td>Transport</td>
<td>1000</td>
<td>50000</td>
<td>11833.33</td>
<td>18840.56</td>
</tr>
<tr>
<td>Working outside</td>
<td>400</td>
<td>13000</td>
<td>3312.12</td>
<td>2930.95</td>
</tr>
<tr>
<td>Wage</td>
<td>140</td>
<td>18000</td>
<td>4640.00</td>
<td>3934.13</td>
</tr>
<tr>
<td>Others</td>
<td>200</td>
<td>19800</td>
<td>2260.47</td>
<td>3039.12</td>
</tr>
<tr>
<td>Total</td>
<td>1600</td>
<td>20000</td>
<td>5885.43</td>
<td>3725.24</td>
</tr>
</tbody>
</table>

In the investigation into household income, the income from commerce and transport takes a big
proportion. However, relative to the average income (RMB5,885.43), since the standard deviation of these two items is too high, it could be affirmed that among ordinary respondents, only a tiny minority of the families are able to deal with commerce and transport. In the whole sample of 374 families, 21 ones deal with commerce and 22 have income from transport services. From another perspective, both the 2 industries are closely linked to the traffic environment, the improvement of which will certainly greatly stimulate residents to deal with these 2 occupations for increased income and improved living standard.

Household expenditures are divided into 5 items in the questionnaire: annual basic expenditure, annual basic personal consumption, annual productive expenditure, annual education expenditure and annual medical expenditure. The basic survey on expenditures of the investigated families is as shown in Table 6.4:

<table>
<thead>
<tr>
<th>Table 6.4 Year-round Household Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>N</td>
</tr>
<tr>
<td>----</td>
</tr>
<tr>
<td>Total expenditure</td>
</tr>
<tr>
<td>Living expenditure</td>
</tr>
<tr>
<td>Production expenditure</td>
</tr>
<tr>
<td>Educational expenditure</td>
</tr>
<tr>
<td>Medical care</td>
</tr>
<tr>
<td>Valid N (listwise)</td>
</tr>
</tbody>
</table>

6.2.3 Labor-service Export of Investigated Families

A. Number of outgoing laborers. 262 out of the 374 investigated families have some member(s) working outside, accounting for 70%. All these families have given the number of members working outside, 494 people in total, ranging from 4 to 1 each, 1.79 on average.

B. Workplace. The arrangement of workplaces by times of selection by the involved families in decreasing order is: locality (64 times), Shanghai (63 times), Jiangxi (21 times), Zhejiang (18 times), Beijing (14 times), Guangdong (12 times).

C. Occupation. As learnt from investigation, the investigated are engaged in a lot of occupations, mainly in part-time work, building industry, clothes making, decoration, etc., of which those being selected for more than 10 times include building (30 times), clothes making (23 times), decoration (22 times), electronics (18 times), furniture (16 times), part-time work (50 times).

D. Income from working outside. At the POIs, working outside is the key source of household finance, accounting for 67.4% of the gross household income.

6.2.4 Household Possession of Vehicles and Traffic Satisfaction at Points of Investigation
Figure 1 Analysis of Household Vehicles and Traffic Satisfaction

Household Possession of Vehicles

Figure 1 indicates: (1) the existing traffic conditions are insufficient to satisfy the demand of most families; and (2) the more vehicles a family possesses, the more it is dissatisfied with the existing traffic conditions. Vehicles can also affect people's traffic satisfaction. Families with a number of vehicles equal to or less than the average are most very dissatisfied with the traffic conditions, but those with more vehicles are less dissatisfied.

6.2.5 Outgoing Frequency and Traffic Satisfaction of the Investigated

Figure 2 Analysis of Outgoing Frequency and Traffic Satisfaction of the Investigated
Figure 2 indicates that, the lower the outgoing frequency is, the higher the traffic satisfaction is. A man who goes out frequently learns more about defects in the external traffic situations.

6.2.6 Correlation between Occupation and Traffic Satisfaction
Figure 3 Correlation between Occupation and Traffic Satisfaction

Figure 3 indicates that, the degree of dissatisfaction with traffic among those farming at home and state cadres is relatively high. Among these types of occupations, among none of the latter several ones is particularly satisfied with traffic conditions, except a small number of farmers at home. In general, the public holds an attitude of dissatisfaction with traffic conditions, so improving traffic conditions, thereby improving the public's quality of life and living environment is also an urgent matter.

6.3 Local Social Situations

6.3.1 Local Education Receiving by Gender
The table below indicates, most of the investigated have attained the education degree of primary school, then junior high school. Men's educational attainment is higher than women, 40.1% men have received junior high school or above education, in contrast to 14% of women only, while the proportion of illiterate women to the investigated is more than 3 times higher than that of illiterate men. This shows a significant difference between the 2 sexes in educational attainment. However, considering that the average age of the investigated is 42.21 years, this data can only represent the education received of this age group. In our investigation on the families of the investigated, there is no such significant difference. In the statistics on 278 school-age children (6-15 years), except 4 boys and girls each are unable to go to school, the remaining can receive the 9-year compulsory education stipulated by the State.

<table>
<thead>
<tr>
<th>Table 6.5 Education Received of Local Men and Women</th>
</tr>
</thead>
<tbody>
<tr>
<td>Illiterate or semiliterate</td>
</tr>
<tr>
<td>---------------------------</td>
</tr>
<tr>
<td>Male</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Female</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Total</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

6.3.2 Local Public's Attitude to the Project and Analysis of Medical Treatment

See Figure 4:
6.4 Attitude of the Investigated to and Expectations for Highway Project

6.4.1 Understanding of the Project by the Investigated

An important aspect of the World Bank’s social appraisal is to make sure those interested can take part in the project design, planning and management equally. But since all the affected counties attach great importance to the Project, especially by greatly publicizing influences that the Project will bring to the local economic development, ordinary peasants are well aware thereof and this is also much helpful to our investigation.

<table>
<thead>
<tr>
<th>Table 6.6 Are you aware of this Project?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequency</td>
</tr>
<tr>
<td>Valid Yes</td>
</tr>
<tr>
<td>Valid No</td>
</tr>
<tr>
<td>No answer</td>
</tr>
</tbody>
</table>

Notes: 有没有抢购不及时的情况—Is there any untimely rescue?
有—Yes 没有—No 不知道—D.K.
Very satisfied—基本满意
Roughly satisfied—一般
So so—不太满意
Very dissatisfied—你对你们村的交通满意吗

您对你们村的交通满意吗
6.4.2 Economic Level and Expectations of the Investigated for Highway Project

Families of different economic levels have answered this question as follows:

<table>
<thead>
<tr>
<th>Economic Level</th>
<th>Total</th>
<th>Yes</th>
<th>No</th>
<th>Not certain /don’t know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low &lt;1000 (per capita)</td>
<td>81</td>
<td>48</td>
<td>7</td>
<td>26</td>
</tr>
<tr>
<td>Medium 1000-1600 (per capita)</td>
<td>189</td>
<td>139</td>
<td>16</td>
<td>34</td>
</tr>
<tr>
<td>High &gt;1600 (per capita)</td>
<td>104</td>
<td>75</td>
<td>13</td>
<td>16</td>
</tr>
<tr>
<td>Total</td>
<td>374</td>
<td>262</td>
<td>36</td>
<td>76</td>
</tr>
</tbody>
</table>

It can be seen that families at different economic levels have given almost the same answer to this question. Most people (70%) think yes and those of low-income families seldom hold a negative attitude about this, which shows they are confident that low-income individuals will enjoy more opportunities.

6.4.3 Attitude of the Investigated to the Project

Through questionnaire analysis, most of the investigated (94.6%) are willing to cooperate in the construction of the highway. In particular, 98.8% of those thinking the highway construction will bring them development opportunities are willing to cooperate. 52.9% of those not thinking the highway construction will bring them development opportunities are willing to cooperate.

<table>
<thead>
<tr>
<th>Are you willing to cooperate?</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>98.8%</td>
<td>1.2%</td>
</tr>
<tr>
<td>52.9%</td>
<td>47.1%</td>
</tr>
<tr>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>73.1%</td>
<td>26.9%</td>
</tr>
<tr>
<td>Total</td>
<td>94.66%</td>
</tr>
</tbody>
</table>
6.4.4 Attitude of the Investigated to Land Acquisition and Resettlement

About the attitude towards land acquisition, the investigated have answered as follows, of which an absolute majority of them are willing.

<table>
<thead>
<tr>
<th>Item</th>
<th>N</th>
<th>Percent</th>
<th>Accumulative percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Willing</td>
<td>355</td>
<td>95</td>
<td>95</td>
</tr>
<tr>
<td>Unwilling</td>
<td>10</td>
<td>2.3</td>
<td>97.3</td>
</tr>
<tr>
<td>No answer/D.K.</td>
<td>12</td>
<td>2.7</td>
<td>100</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>374</td>
<td></td>
<td>100</td>
</tr>
</tbody>
</table>

As to the compensation for land acquisition, most expect to be compensated in cash, but a part of villagers also hope the government to make compensation by job arrangement and land.

<table>
<thead>
<tr>
<th>Item</th>
<th>N</th>
<th>Percent</th>
<th>Accumulative percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Currency</td>
<td>241</td>
<td>64.7</td>
<td>64.7</td>
</tr>
<tr>
<td>Land</td>
<td>10</td>
<td>2.3</td>
<td>67</td>
</tr>
<tr>
<td>Job arrangement by the governmental</td>
<td>85</td>
<td>22.7</td>
<td>89.7</td>
</tr>
<tr>
<td>Others</td>
<td>38</td>
<td>10.3</td>
<td>100.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>374</td>
<td>100.0</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Notes: “Others” include “obeying the government’s arrangement”, etc.

6.5 Conclusions of Qr. Analysis

As a sum-up, the study assumption in the block diagrams may be supported in substance, i.e., the local social structure at the affected areas, including personal and household situations, economic level, education, medicine, is affecting the overall evaluation of the local public (peasants largely) on the highway project. On the other hand, the project execution will bring most civilians of these areas welfare and economic development opportunities, especially offering great help to improve the living standard of the poor population. The statistics also reveals that the Project will provide equal opportunities to people of different genders.
Chapter 7  Discussions

7.1 AHP2 and HMP Help Meet Imminent Traffic Demands
As learnt from the questionnaire analysis and case interview, the traffic satisfaction of outgoing laborers, state cadres and nonagricultural practitioners is low, while that of those farming at home is high. In addition, in the sequencing of “factors restricting the local economic development” by the 11 villages, villagers from 10 villages give priority to “inconvenient traffic, being ill-informed, products badly sold”. In their opinion, the poor traffic conditions has (1) made local characteristic cultivation hardly to be launched into the market and less profitable due to the high transportation cost; (2) made it difficult to introduce and utilize external capitals; (3) driven up the outgoing cost and caused inconvenience; and (4) prevented visitors from coming here. It can be predicted that, the Project will be a tremendous impeller for the alteration of imminent traffic backwardness. As far as Chizhou City, Tongling City and Huangshan City are concerned, all kinds of resources have not been given full play yet, so the gradually improvement of the traffic network will be of great significance.

7.2 Enhance Local Connections to Market and Increase Job Opportunities
The investigation and analysis indicate, the outgoing destinations of villagers are mainly bazaars nearby at ordinary times. The project execution may facilitate outgoing, enhance the link between the locality and market, drive the development of local economy and reduce the cost for working outside. In the long run, this will be greatly impellent to the marketization, industrialization and transformation of agriculture, stockbreeding, forestry and tourism of the affected areas.

7.3 Help Solve Problem of Poverty
The affected areas are below the average level of Anhui Province in terms of economy. Poverty is a worldwide problem arising from a complexity of international, domestic, ecological, economic, social and natural factors. Similarly, many reasons account for the affected areas’ poverty, which may be roughly attributed to the type of mountainous poor areas. The poverty-relief actions of the Project’s execution on the affected areas are embodied as: (1) optimizing the traffic structure of the province-level comprehensive traffic zone, improving the investment environment, promoting the development of regional economy; (2) directly improving the affected areas’ traffic conditions to enlarge the market for characteristic cultivation and raise the journey attraction by shortening the travel time of visitors to the affected areas; and (3) providing more material benefits to rural agricultural residents to the greatest extent. Meanwhile, the ideological transformation is a crucial factor for economic development and poverty elimination. “Build up aspirations and knowledge before relieving the poor”, the improvement of traffic conditions will certainly widen the eyeshot of local people and finally alter the ideology, sense of local cadres and peasants aiming at relief of poverty.

7.4 Benefit Villagers Universally to Eliminate Disparity in Wealth
The investigation indicates that, disparity in wealth in a complex problem among different strata, regions and also within a certain stratum and region (i.e., within some villages and teams, among families). Many reasons have given rise to such disparity among family within a small region. To solve this problem, the government must establish the social security system to offer the disabled and sick financial aids. From the perspective of long-run development, the nonagricultural path is a key solution to the poverty problem and the improvement is a prerequisite to the nonagricultural development. For the disparity within a village, the Project will not introduce any differentiation thereto. The risk resistance of small-scale peasant economy is weak, individuals and families with better fortune and opportunity may become rich faster. Becoming poor because someone in the family is ill or disabled is highly occasional, natural and man-made disasters make peasants have to leave themselves to fate, who rely mainly on social relief. Poverty caused by high educational expenses, small number of laborers and large number of children is temporal, time and the parties concerned will surely alter the present situation someday.

7.5 Help Lift Women’s Status
As we found via investigation, women’s status at villages with better traffic conditions is higher than those with poor conditions. The elevation of women’s status depends on the increase of their educational attainment, the independence of their economic status and the transformation of their ideology from traditional to modern fashion. The traditional mode of agricultural production has restricted the play of women’s abilities, the traditional culture is also restricting the realization of sexual equality greatly. Women at villages with better traffic conditions enjoy more opportunities and choices of employment, where many women have released themselves from the bondage of agriculture and greatly elevated their economic status, especially working outside that has made them modernized. These have necessarily led to sexual equality.

7.6 Help Train Children and Promote Secondary/Higher Education
Children’s cultivation and healthy growth are directly correlated to the increase in living standard, which in turn depends upon the development of the whole rural society. The road improvement is therefore beneficial to children. When the rural economy becomes developed, more children will be able to enjoy richer educational resources, receive further education at a higher enrollment rate. On one hand, this will provide sufficient financial support to secondary and higher education. On the other hand, this may make easy going to school through a long way and save the travel time. At last, when children’s eyesight and vision are widened, their eagerness for secondary and higher education will be stronger. Of course, the highway improvement may also impose a certain threat to children’s personal safety, because the design speed under the road improvement plan has been greatly increased. Accordingly, how to take proper actions to protect children along the highway while increasing its throughput has become a major issue.
Chapter 8  Suggestions

8.1 Villagers’ Suggestions

8.1.1 Settlement of and Compensate to Migrants

1. The compensation shall be made in cash mainly as a preference of most villagers, except a few who desire to be compensated by farmland and job offering.

2. Villagers at Ziyang Village under Huangcun Town, J County propose that the government help rebuild or compensate for any irrigation facilities affected by the highway construction.

3. Many villagers hope that during the construction, as many as local civilian workers shall be employed as an indirect compensation. On this basis, they hope the Project to be constructed during slack seasons (later half of a year), when they will be free enough to participate in the project construction and execution.

4. Villagers at Yu Village under Yucun Township in JD County put forward that, the amount of compensation shall depend on the grade of house decoration and the original construction costs of houses to be demolished instead of compensating more for new houses and less for old ones.

5. If any peasant’s farmland is occupied in large amounts, land reallocation in the village shall be considered, because farmland is the foundation for peasants.

6. For the mode and amount of compensation for the resettlement of farmland and houses, the government shall negotiate with villagers. Other than imposing uniformity on all cases, the compensation shall be made as the case may be.

7. A special case of the Wangjia Villager Team at Shangpo Village under Taipinghu Town in H District where the land resources there were originally limited: For the construction of high-class highway, all the paddy field and above 60% of the tea field there are anticipated to be acquired. The government is expected to increase the magnitude of compensation practically and suggested to reallocate land and mountain field considering the special conditions in mountainous areas.

8. A special case of Dongnan Village under Yangtian Town in Y County, where there are many mulberries: Pollution possibly arising from the Project would damage mulberries within tens of meters on both sides of the proposed highway, for which the government is expected to pay attention to and make reasonable compensations.

8.1.2 Granting of Settlement Allowance and Compensation

1. Villagers universally worry that land compensation fee and resettlement allowance might get withheld or embezzled and propose setting up a complaint hotline.
2. Villagers request to make public the criteria for all kinds of compensations, so that everyone can supervise the granting of such fees and have their interests secured.

3. Flexible policies shall be adopted for the measurement and appraisal of acquired houses and land with focus on villagers' interests. The statistical results shall be preferably disclosed.

8.1.3 Suggestions on Highway Construction

1. Increase passages beneath the high-class highway. The public requires to open passages at each entrance to village and where farmland is intensive for the convenience of villagers' farming and outgoing.

2. Underground culverts and facilities for irrigation, drainage shall be well planned and diverted where appropriate. Water conservancy authorities are expected to take this issue seriously.

3. Environmental and noise pollution. In some villagers' opinion, the high-class highway would pollute the environment and make noise after its completion, and thereupon suggest that the departments concerned make in place proper regulations, e.g., vehicles making too much tail gas and noise are excluded from getting onto the high-class highway, whistling late at night is prohibited, etc.

4. Some villagers think that those dwelling in houses close to the high-class highway may suffer from obstruction of views even if noise and dust is proofed and would inevitably move elsewhere. The interests of this part of villagers shall also be considered.

5. Villagers at Languan Village under Hengdu Town, ST County worry that children would be unsafe when going to school by passing the expedited highway, suggest that zebra crossings and pedestrian overbridges set where students would necessarily pass after the highway is completed for the sake of their traffic safety.

6. Determine the route of highway construction as early as possible and notify all villages along it thereof timely, so that they can conduct approval of villagers' house sites.

7. Properly protect the environment from soil erosion.

8.1.4 Safety, Public Security and Other Issues during Road Construction

1. Pay attention to the impact of road construction to the local public security and take proper actions therefor, such as exerting a strict civilian worker management system, taking good care of villagers' properties, etc.

2. Safeguard persons and animals along the highway under construction.

3. If possible, put up exits where appropriate during construction for easy outgoing of villagers.

4. Perform the work by persuasion and education. Make a difference for some "nail households (those refusing to move)" and try to avoid sharpen any conflict. Resort to legal means when necessary other than simple administrative means.

5. Some villagers suggest that the time and extent of road construction shall not excessively
affect peasants’ daily life.

6 Special case of Dongnan Village under Yangtian Town in QY County, where every family would use liquefied gas supplied from the county seat. The Women’s director of this village worries that the highway construction would impair the original road system and disturb the gas supply for local residents. She adds, the construction would divide the village in 2 halves, which would make inconvenient villagers’ associations, women’s routine examinations at the village health station, pregnant women’s medical treatment and her visit to the family of each woman of child-bearing age. She hopes the government could take such problems into account by setting up more passages in this section or planning to divert this section.

8.2 Township/Town Governments Suggest Not Affecting Development of Original Country Fairs

8.2.1 Add Land Acquisition Costs

The several highways to be improved pass many country fairs, so township governments object to diverting highway routes from such fairs universally, because this would prejudice the interests of residents and business entities there.

8.2.2 Add Exits

For the high-class highway, it is reflected that entries are too few to mobilize the township/town governments along the line for cooperation. If possible, entries may be added where appropriate.

8.2.3 Preferential Opportunities

The township governments concerned expect that the priority to utilize business opportunities arising from the road construction for local development could be given to them.

8.2.4 Extract A Certain Percentage from Road/Bridge Tolls to Finance the Economic Development along the Line

Current compensations are all made at a time, but the highway will be permanent. To guarantee the interests of people along the line, it’s desired that a certain percentage of future tolls can be dedicated to the support of long-term, steady economic development along the line.

8.2.5 Well Handle Relations with Sectors Interested

8.3 Social Appraisal Team’s Suggestions

8.3.1 Take Peasants’ Interests Seriously

1. Give audience to various voices from peasants, give a comprehensive consideration thereto.
In general, peasants' thinking is rather focused on the present reality. Although most of them support the highway construction by the state, it's impossible for them not to be particularly concerned about whether or not their own benefits can be guaranteed in the most reasonable, secured manner, because they can barely make a living. This should be a major premise and background for us to analyze all issues and also a benchmark for us to understand them, or else any impractical opinion or improper requirement on peasants would be easily generated.

2. Thoughts in different status, roles and strata shall be considered for a same issue. Those with higher educational attainments and those who have worked outside can universally consider and treat anything from the perspective of overall situation and long-term benefit, generally highly support the highway construction and earnestly expect to do anything therefor. Those less literate or outgoing are relatively near-sighted with focus on how to maintain the current mode of production and lifestyle in fear of any fluctuation therein.

3. Give more publicity to the significance of highway construction, especially at undeveloped villages where there is no exit or entry nearby. Villagers here think it easier to construct a Class-A highway than a high-class highway, for this case, patient publicity and persuasion is needed.

8.3.2 Compensation for Land Acquisition and Resettlement

1. The compensation criteria shall be determined case by case without being uniform.

2. For some lonely aged people who are unable to build houses by themselves, it is suggested that villagers' committees build new houses to house them with the compensation.

3. We suggest full disclosure of systems and finance, such as compensation criteria, measuring results, ratings of appraisal. When the amount of compensation is fixed, it should be made public by bulletin to make villagers informed, which will also be good to the participation and supervision by villagers.

4. For villagers whose Grade-I farmland has been acquired too much so that their livelihood is affected, the existing stipulation that the state's land policies shall remain unchanged for 30 years shall be appropriately adjusted for readjustment of land and to ensure their livelihood.

8.3.3 Establish and Promote Beneficiaries' Participation System

1. Teams shall be organized by democratic election of villager representatives to participate in formulating the compensation criteria and granting the compensation funds.

2. Establish channels for complaint and feedback, such as complaint hotline, suggestion box.

3. Set up a consultative system, hold forums involving representatives from PEO, the township government and villagers' committee and villagers more frequently for joint consultation of many issues, especially countermeasures for difficulties. For example, a forum is necessary to resolve any problem arising from any great discrepancy in land surveying or calculation basis, where a reliable solution is to be reached through negotiation with villagers and the local government.
4. Take notice of informal information spreading channels at rural areas, guide villagers with formal channels and reduce any negative influence (gossip, rumor, misinformation, etc.) that would probably arise from informal channels.

8.3.4 Suggestions on Highway Construction and Development

During the highway construction, construction units within the affected areas shall be given priority to under the same conditions.

8.3.5 Suggestions on Traffic Safety

1. Enhance the publicity and education on traffic safety instructions. Since a comprehensive and correct perception on high-class highway was absent in most rural areas in the past, there was even the occurrence of riding a bicycle on a high-class highway, it’s hence very necessary to popularize the knowledge about high-class highway among residents along the line to guard against potential dangers in the future, keep local villagers safe and the traffic smooth. This will focus on a universal education on traffic safety for students.

2. Add traffic signs and enhance traffic safety measures. It is desirable to set up traffic signs, pedestrian overbridges and zebra crossing around schools and kindergartens, and restrict the passing speed of vehicles during hours of going to/back from school.

8.3.6 Protection for Interests of the Poor and Women

Some important infrastructures shall be rebuilt in advance. Key facilities related to the production and life of local people, unlike generic field, mountain forests or orchards, shall be given priority to in rebuilding. Try best to reinstate or otherwise build hill ponds, canals, ducts and other water conservancy works, damaged country roads, mechanized farming paths and other traffic facilities and reduce the impact to the lowest degree. Other facilities deemed critical by villagers shall be subject to extensive investigation. For any problem like the one brought forward by the women’s director of Dongnan Village, departments concerned shall pay high attention to it and manage to solve it. In addition, when the road improvement is completed, poor population and women shall be preferentially engaged in the road maintenance. Meanwhile, vocational training shall be given to them for any business opportunity arising from the road improvement with a view to increase their job opportunities.

8.3.7 Open Underground Passage where Appropriate

Consider everything in local people’s convenience, such as set up more passages where farmland is relatively intensive, so that peasants would be easier in farming.

8.3.8 Address and Enhance Publicity to the Project

Extensively publicize the great significance of highway to make every family aware that this is an excellent trend. During investigation, we saw that some villagers in a few affected locations knew little or even nothing about the proposed Project. Most of those who are aware thereof had been informed through relatives, neighborhood or other non-governmental channel, which indicated a weak, limited role of the government in this regard. It’s suggested that instructions on the Project
should be publicized widely in forms pleasing and impressive to peasants, including broadcast, TV, newspaper, bulletin, periodical meeting, etc. Meanwhile, take notice of informal information spreading channels at rural areas, guide villagers with formal channels and reduce any negative influence (gossip, rumor, misinformation, etc.) that would probably arise from informal channels.