The Social Appraisal Report on Hubei Shiman Highway Project & Rural Road Improvement Program (Revised)

Social Survey Research Center of Peking University
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The Social Appraisal Report on Hubei Shiman Highway Project & Rural Road Improvement Program
Financed by the World Bank

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Preface

Entrusted by the World Bank Financed Project Execution Office (PEO) under the Hubei Provincial Communication Department (HPCD), the Social Survey Research Center of Peking University (SSRCPUK) conducted an independent social appraisal on Hubei Shiman Highway Project & Rural Road Improvement Program. (HSHP & RRIP)

Seven locations (Shuangloumen village and Tongshugou village under Hanjiang Office in the Zhangwan District, Waduangang village under Liubei Town and Quyuanhediane village under Qingqu town in Yun county, Shitizi village under Chengguan town and Guandimiao village under Tumen town and Shangxiangkou village in Yunxi county) were selected as the points of investigation (POIs) for social appraisal under HSHP. The other three locations (Baojiadian village under Baoxia town in Yun county, and Xiaojiagou village and Dengping village under Pankou township in Zhushan county) were selected as the points of investigation (POIs) for social appraisal under RRIP. The siting for this social appraisal has fully been 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.

During August 8th and 18th, 2003, the social appraisal group which is made up of 13 members and is divided into two sub-groups conducted a 14-day social survey at 10 points of investigation (POIs) and collected the following materials respectively:

1. The natural, geographic, traffic and ecological environments as well as social and economic development in the grand area.

2. The natural, geographic, communication and ecological environments as well as social and economic development in the concerned counties and cities of this appraisal report.

3. A detailed description of the natural situation, resources, current economic and social situation of the towns in which the ten points of investigation (POIs) are located.

4. The detailed circumstance of geography, land resource, population, number of families, industrial structure, income and expenditures, differentiation in wealth and reasons therefore, traffic conditions, labor service export, education, medical care, women problem, ethnic groups, religion, and etc. of the ten points of investigation (the ten administrative villages including Shuangloumen village) and
points of deep investigation (the villagers in the aforementioned administrative villages).

5. We conducted a semi-structured questionnaire survey to 302 households in the aforementioned administrative villages. The questionnaire included such information as household members’ individual information, residence and traveling, production and operation, labor service export, income and expenditure, industrial structure, labor division and decision of the family, local people’s understanding of the Hubei Shiman Highway Project (HSHP) & Rural Road Improvement Program (RRIP) financed by the World Bank, local people’s attitudes and expectations towards land levy and immigrants brought by the project.

6. In-depth interviews with 52 households or individuals.

This social appraisal has been fully supported by the Project Office of Hubei Communication Department and the traffic departments of the involved cities and counties, as well as wholeheartedly aided by villagers and their governing county (district), township (town) governments at the 10 POIs, which are hereby devoutly acknowledged! And during the process of social appraisal, Mr. Liu Zhefu, a social development expert from the World Bank, offered invaluable ideas and suggestions, for which we here present our sincerest acknowledgement.
Abstract

1. The total investment of HSHP & RRIP amounts to RMB5.327 billion yuan, among which the loan from the World Bank is RMB2.08 billion yuan ($250 hundred million), accounting for 39% of the total investment. The constructions include the highway mainline (105.86km) and a sub-project (rural road improvement, ten rural roads as well as two bridges).

2. The World Bank Project Office of Hubei Communication Department entrusts the Social Survey Research Center of Peking University to form an expert group who will be in full charge of the social appraisal of the project.

3. The aim of this social appraisal is: to help design and execute the project with the support and active participation from individuals and villages whose interests are directly influenced by the project; to understand the social and economic situation of the affected areas and the influence the investment of the project will exert on the local economy; to pay attention to peasants’ expectations and attitudes which include how they try to make their demands met so that the blueprint and goal of the project may be accepted and recognized; to keep a close eye to the suggestions and measures which may avoid or reduce the negative influence brought by the project so that social costs may be reduced to the least.

4. A method combining quick participative rural appraisal (PRA) and fieldwork in anthropology as well as the questionnaire survey in sociology is adopted for this social appraisal.

5. The landform in the affected area of the project varies dramatically, but the majority of it is mountainous regions and hills. The components of Shiyan city used to be called as a place which is made up of “90% hills, 5%water and the other 5% soil”.

6. The economic development of the affected area is on the middle or lower level in Hubei province. Yun county, Yunxi county and Zhushan county in the affected area are state-identified poor counties.

7. The economic development of the 10 points of investigation which participate this appraisal is far from the general level. The major part of the economic structure is the first industry which can be specifically divided into three kinds: the planting of vegetables, fruits and other economic crops, the planting of characteristic crops such as yellow ginger and the planting of wheat and other grains.

8. That the numbers of exporting workers and the time they work out has been
important bases of dividing those rich from the poor. And this rule applies both to families as well as villages.

9. Working outside has changed peasants' lifestyle, psychology, value system and ways of thinking. They have become more modern than traditional individuals.

10. All the residents in the affected area are Han people. Since no ethnic minorities live there, to give them special support is not necessary.

11. The idea that "women are inferior to men" is changing. Women have been playing important roles in social and economic life and their influence in public affairs have been gradually increasing. The gender roles are changing as well. Men used to handle outside affairs and women domestic ones. But they begin to share equal rights right now. More and more women are working outside. They have broader visions and more open thinking. However, compared with their male counterparts, they are still in inferior positions.

12. The transportation in the points of investigation is generally rather poor. And local people strongly appeal to the improvement of it.

13. We asked local people to prioritize the 'questions' about their life situation and village development. And it is a highly effective social appraisal method in which local knowledge has been fully explored. With this method, we obtained invaluable information that cannot be acquired by other means.

14. The semi-structured questionnaire survey is an important component of this social appraisal. And the specific sampling method of this survey is to choose one district, two counties and seven points to conduct indoor investigation. The questionnaire data of rural roads improvement came from the research conducted by the following people in December 2002: Mr. Dong Zhengyi, a senior engineer from the standing committee member from the Planning Division of China Roads Association, Dr./Professor Cheng Shenggao, an environmental protection expert from China University of Geosciences, Dr./Professor Zhang Haiyang, an anthropologist from the Central University of Nationalities, and Mr. Yu Bin, senior engineer from the Planning Office of Hubei Communication Department.

15. Those small transportation entrepreneurs, peddlers, forests and fruits-garden contractors and common villagers are the direct beneficiary of the project. Women, children and local governments of all levels are the indirect beneficiary of this project.

16. HSHP & RRIP will greatly help solve the traffic problems in the affected areas of
17. HSHP & RRIP will help strengthen the ties between the local area and markets, therefore increase employment opportunities and integrate local agriculture into a larger market.

18. HSHP & RRIP will bring benefits to the general villagers in the points of investigation, and will not result in enlarging the gap between the rich and poor.

19. HSHP & RRIP will help elevate women's position and improve the living condition of the fragile group.

20. As far as the requisition and compensation of land are concerned, villagers hope that a dualistic compensation method will be adopted which combines money, land as well as employment opportunities and among which money compensation takes up a major part.

21. In regard to the housing reconstruction (Chaiqian) and compensation, the villagers hope that executor of the project will offer money compensation and the local government will provide free land for them to build new houses. They also hope that the compensation money will be granted to each family in advance.

22. Villagers were generally very worried about that the compensate fee of land and resettlement allowances might be intercepted and embezzled by local governments of all levels. They were especially concerned about that various taxes and fees might be directly deducted from the compensate fee of land and resettlement allowances. In general they proposed they should be once granted to villagers directly. Some villagers even suggested each family be offered a deposit book and money be directly put into it so that deductions by local governments may be avoided.

23. We must take into full account of peasants’ interests and listen to the voices of them and consider their proposals comprehensively. We also must bear this in mind that the opinions of people from different status? roles and classes should be fully taken into account.

24. The education on traffic security should be strengthened and more security measures be taken.
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Chapter One  Introduction to the Project and its Social Appraisal

1.1 General Introduction of the Project

Shiman Highway is the west extension of Hubei Xiaoxiang Highway and Xiangshi Highway and an important entrance to the northwest areas. The highway begins with Xujiapeng at Maojian district in Shiyan city, extending to Tumen (the locality of Dongfeng Tyres factory), Shuangmenlou, Qingqu, Jiepaiguan, Hejia, Huocheling, Tianheping, Wangjiaping, Bamudi, Xiangkou, Lishiguan, Erdaoya, Jiaochangguan, Dingjiawan, and ends in Manchuanguan, where the boundary of Hubei province and that of Shanxi province meets. Altogether it goes through one city (Shiyan), two districts (Maojian and Zhangwan), two counties (Yun and Yunxi). Totally the highway extends 105.86 km long. It is expected that the general speed is 80km/h. The base of the highway is 24.5m wide and the net width of the bridge is $2 \times 11.0m$. According to the communication planning of Hubei province, Shiman Highway Project and the Rural Roads Improvement Project are to be built with the loans from the World Bank. It is expected that the project will fully start in 2004 and be finished in 2008. The estimated investment of the project is RMB5.327 billion yuan.

1.2 General Introduction of the Social Appraisal of the Project

The social appraisal on HSHP & RRIP is an important step of the feasibility report of the project, and it is also an absolutely necessary reference to the investment of the World Bank. The World Bank Project Office of Hubei Communication Department entrusted the Social Research Center of Peking University to form an expert group who will fully in charge of the social appraisal of this project.

1.2.1 The Significance and Objective of the Social Appraisal

1.2.1.1 The Significance of the Social Appraisal

Social appraisal is a form of feasibility research, a fundamental condition of the design and implementation of a project and the supplementation to the analysis of economy, finance, technology and environment. A project argumentation without social appraisal is incomplete since it cannot be replaced by other argumentations.

1.2.1.2 The Objective of Social Appraisals

The basic objective of social appraisals is to ensure the social benefit, which includes the social and cultural influence and the potential social and cultural problems, and correspondingly eliminate or at least decrease the negative social effects. The social
appraisal will contribute to the dearthness of the objective of the project and more attention to the poverty-stricken people in the affected areas of the project and more support to the fragile group, especially the ethnic minorities and women; it will also contribute to the constructions of various associations, organizations and institutions which will provide more opportunities to locals, and to the communication and understanding between investors and those interest-relevant people, and to the enhancement of the participation and sharing of information; it will also contribute to the founding of the base of social supervision and appraisal.

1.2.1.3 The Objective of this Social Appraisal

The objective of this social appraisal is to understand the direct and potential influence of the investment of the project on the social and cultural characteristics in the directly and indirectly affected areas. At the same time the appraisal also concerns the traveling demands of the major stakeholder—ordinary peasants and residents, which include how they manage to make their traveling demands met and what are their prior demands during the construction and reformation of the road network. The appraisal will introduce a gender prospective when taking the project into account. Besides this the appraisal will reveal the advantages and disadvantages of the economic development in the affected area.

1.2.2 Methodology of Social Appraisals

The appraisal group from the SSRC of Peking University combined such methods as participative rural appraisal (PRA) method, the fieldwork survey method in anthropology and questionnaire survey in sociology to conduct the social appraisal on HSHP & RRIP.

Participative Rural Appraisal method depends largely upon the participations of the residents in the local communities of the affected areas. With this method we may collect various kinds of information on their production, life, environment, etc. It is a community development method which entirely depends upon local knowledge, leadership, institution and resources to attribute to the rural development through local people's participation. With such a participative interaction with local people, the experts get to know the community development, social relationships, structure of resources and local knowledge about the historical development and changes as well as the current social and economic situation.

Participative observation in fieldwork is the fundamental research method in which researchers enter the targeted community, live with locals for a period of time and
observe local life, production and rites. This method combines subjective research as well as objective research and conduces to the understanding of the actual living conditions and true thoughts of local people.

Questionnaire survey method is the most frequently used method in modern society to collect information. Its most obvious advantage is to obtain plenty of rich, comprehensive and objective materials in a very short time which can be handled and analyzed quantitatively. As an important component of the social appraisal, the questionnaire survey aims at understanding local people’s comments and attitudes on the influence brought by the implementation of the project, and making a comparatively in-depth sociological as well as anthropological analysis, ensuring that the investment of the World Bank will help those poorly-paid people and the fragile group, guaranteeing that men and women enjoy equal opportunities of participation, and building a social supervision and estimation system to achieve the aforementioned goal. Hence the appraisal group initially designed the form titles with “The Social Appraisal Survey Questionnaire on Hubei Shiman Highway Project Financed by the World Bank”. The analysis on the questionnaire survey will add to the width of the materials collected with the participative rural appraisal and fieldwork survey methods.

1.2.3 The Operation of Social Appraisal

The SSRC of Peking University formed a social appraisal group in late July 2003. According to the requirements of the World Bank and the specific situation of the project and that of the affected area of the project, the appraisal group designed “Outline of the Social Appraisal on Hubei Shiman Highway Project Financed by the World Bank” (Appendix Two) and “Questionnaire Survey on Shiman Highway Project Financed by the World Bank” (Appendix Seven) and the flow chart of this social appraisal. Before the survey, the group collected and analyzed relevant documents and materials of the affected areas of the project as well as the points of investigation.

On August 5th the social appraisal group discussed in detail such issues as the objective of this social appraisal, the working process and the choice of the points of investigation with directors of Hubei Communication Department and those of the World Bank Project Office and reached an agreement. Then the social appraisal experts were divided into two sub-groups and went to the ten points of investigation from August 6th to August 18th and conducted a 12-day social research. An strictly order was followed: holding conversations with representatives of the counties, towns,
village cadres and villagers? drawing maps (community maps as well as maps of household distributions)? prioritization (prioritizing the positive and negative influences of the highway and roads improvement on local people, prioritizing the factors which may exert influence on local economy, prioritizing the beneficiaries)? conducting the indoor questionnaire survey? making in-depth interview with household members.

During the survey, local governments of all levels and local residents offer great support and help which made it true to finish the survey in the due time.

Hubei Communication Department, the World Bank Project Office, the Statistics Bureau of Hubei Province, the Antipoverty Office of Hubei Province, the Communication Bureau and Statistics Bureau as well as other governmental organizations of Shiyan City, Yun and Yunxi and Zhushan County were visited during this survey. 10 symposia were organized, 11 village (town) cadres were interviewed, and 4 schools were visited. Altogether 302 questionnaires were issued and 200 of them were returned effectively (with a rate of 66.3%) and 52 in-depth interviews with villagers were held as well.

The specific sampling method was to choose 3 counties (districts) and then 7 points of investigation out of the three districts (counties) to conduct indoor investigation. The standards of choice are as following: firstly, to choose 7 villages and towns according to the kind of samples (the level of economic development, the geographical position and the section of the project); secondly, to specify an administrative village among the aforementioned villages and towns by drawing lots; thirdly, to specify one or two natural villages from each administrative village.

To ensure the objectivity of the materials as well as the appraisal, the SS1 RC of Peking University employed 3 local students from Shiyan city to conduct the questionnaire survey independently. When holding interviews with families, the social appraisal group rejected local officials' offer to accompany them. Instead the group asked local guide and interpreter to eliminate peasants' worries, which guaranteed the objective revelation of their true thoughts and requirements. When organizing symposia with villagers and asking them to prioritize problems listed, all appraisal groups adopted the universally used method of anonymous meeting.

1.2.4 Sources of Documents & Materials

This report was based on the following 4 kinds of documents and materials:
? Official statistics and materials supplied by Hubei Communication Department:
The Abstract of China’s Statistic Year Book in 2003, The Statistic Almanac of Hubei Province, The Statistic Almanac of Shiyan City, The Feasibility Research Report of the Section of Shiman on Yinwu Highway, statistic forms of all counties, towns and villages under investigation.

? Ethnographies: Such as The Ethnography of Shiyan City, The Ethnography of Yun County and etc.

? Field Research Materials

Above all the listed references, two principles were observed strictly: first, use the latest statistic materials; second, use the first-hand materials as far as the statistics of villages are concerned to ensure the objectivity and exactness of them; third, integrate the ideas of peasants’ and local governments of all levels’ to analyze questions we came across to avoid partiality and distorting the true problems so that the appraisal might come nearer to the core of problems.
Chapter Two General Introduction of the Affected Areas of the Project

2.1 The Directly and Indirectly Affected Areas of the Project

Hubei province, "E" for short, covers a total area of 185,900 km². It neighbors Anhui province on the east, bordering on Jiangxi and Hunan province to the south, Chongqing Municipality to the west, Shanxi province to the northwest and Henan province to the north. It is surrounded by mountains and hills in the east, west and north. In the south of it lies an incomplete basin. The average height of the west areas reaches over 1000m above the sea level with mountains extending from the northwest to the southwest continuously. While in the southeast and northeast are hills which are less 1000m high. In the middle lies the broad and rich Janghan Plain which is below 50m. Altogether mountainous regions covers 50% of the total area of the province, hills 24%, plains and Lakeland 20%, and other watery areas 10%. That is why it is also called "the province of a thousand lakes". Most areas of the province are under the influence of the humid subtropical monsoon climate. Every year it enjoys 230-300 non-frosty days. The average yearly rainfall is between 750-1600 mm and the average temperature 13-18 °C. And it enjoys 1200-2000 hours of sunlight every year. Now it governs 12 province-level cities, 24 county-level cities and 41 counties and is capitalized at Wuhan. By the end of 2002, its total population had been 59.88 million people, accounting for 4.7% of the total population at the density of 322 people/km². The overall provincial GDP in 2002 was RMB497.6 billion yuan.

The trunk line length of the Shiman Highway (TTH) is 105.86km. By geographic location and major benefited areas under the Project, the directly affected areas cover 1 city (Shiyan), 2 districts (Maojian and Zhangwan district), and 2 counties (Yun and Yunxi). 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 Hubei Province, Shangluo area of Shanxi Province, Gansu Province and Ningxia Hui Autonomous Region. Within Hubei Province, the most indirectly affected area is Shangluo area.

2.2 Geographic Location, Historical Development and Human Cultural Characteristics of Affected Areas

The affected areas lie in Northwest of Hubei, lower reaches of the Hanjiang River, located at Qinba mountainous area. It abuts on Xiangfan city to the south, close to Ankang area in Shanxi province to the west, bordering on Shennongjia city and
Chongqing Municipality to the south, Shangluo area in Shanxi province and Nanyang city in Henan province to the north. These areas take on diversified landforms, mainly in mountains and hills. The cultivable land mainly includes river valleys and basins, which takes up 7% of the total area. The watery area covers 101.95 hectare, 4.3% of the total area. The landform of Shiyan city is called by local people as "90% hills 5% water and the other 5% land".

Shiyan city was part of Jiao and Yong (the two were kingdoms at that time) in Shang and Zhou Dynasty. During the Warring States period, it belonged to Chu (a kingdom). In Qin and Han dynasty it was under the government of Changli county, Hanzhong province. And during Donghan and Wei it was part of Xi county; and then Yunxiang county Wudang province in Tang and Song dynasty. In Yuan dynasty, Yun county was established. In Qing dynasty people build ten dams at Befer River and Jianghe River to irrigate vegetables and crops, after which Shiyan was named (In Chinese “Shi” means “ten” while “yari” means “dam”). In 1967, the Secondary Automobile Factory was built there and Shiyan Office was set up in Yun county. In 1969 the State Council authorized the establishment of Shiyan city (county-level city) and in 1973 was promoted to a province-level city. In October 1994, the past Shiyan city and Yunyang area were combined together and the current Shiyan city was established. Shiyan city now governs 5 counties, a city, 2 districts and an economic and technology development district, namely, Yun county, Yunxi county, Zhushan county, Zhuxi county, Fang county, Zhangwan district, Maojian district, Danjiangkou city and Bailang economic technology district. At the end of 2002 the city covers a total area of 23.6 thousand km², with a total population of 3.387 million people (among them 1.7864 million are men and 1.6006 million women) at the density of 143 people/km² and a GDP of RMB23.152 billion yuan.

Zhangwan district is in the city zone area of Shiyan. It borders Han river to the north, Shennong to the south, Ba mountain to the west and Wudang mountain to the east. It is the headquarter of Dongfeng Automobile Company—China’s one of the biggest state-owned enterprises as well as the biggest Tyre manufactory in Asia. The district covers a total area of 651.65 km² with total population of 260.6 thousand (among them there are 135.1 men and 135.4 women) at the density of 400 people/km². It right now governs 2 villages, 2 towns, 4 subdistrict offices, and a provincial economic and technological development zone (Shiyan Xicheng economic and technological development zone). Altogether there are 66 villagers’ committees and 40 neighborhood committees. The major industry includes machinery, metallurgy,
chemical industry, electricity, light textiles, building materials and medicine. In 2001 the GDP of the district reached RMB709 million yuan.

Maojian district lies in the east part of the city zone and at the foot of the Wudang Mount in which enjoys a world fame as a touring site of Taoism. It is the political, economic and cultural center of Shiyan. The district was established in 1984, and governs 2 villages, 1 town 2 state-owned forestry centers, 4 subdistrict offices and an economic development district. By the end of 2002, it had covered an area of 540 km$^2$ with a population of 230.2 thousand (among them there are 119.7 thousand men and 110.5 thousand women) at the density of 426 people/km$^2$. In 2001 its GDP reached RMB780 million yuan.

Yun county is located at middle-low reaches of Han River in the northwest of Hubei province. It is close to the famous Wudang Mountain, the White River in Shanxi province bordering on Xichuan in Henan province to the north and Shiyan to the south. It is called “the protective screen of Hubei province, the door and window of Henan province, the throat of Shanxi province and the dispensation of Sichuan province”. The total area of the county is 3,863 km$^2$, and takes on a look of “80% hills, 5% watery areas and 10% fields, and the other 5% is roads and farms”. Yun county has been established for more than 1,700 years. Since the foundation of People’s Republic of China, it underwent many changes, and it has been an attached county to Shiyan city since 1994, at present it governs 15 towns, 3 townships and 518 villagers’ committees. By the end of 2002 it had governed 3,863 km$^2$ with a total population of 603,900 (among them there are 319,400 men, 284,500 women) at a density of 156 people/km$^2$. In 2002 its GDP reached RMB1.631 billion yuan.

Yunxi county is at the corner of northwest Hubei province, to the northern bank of Han river and the southern side of the east section of Qinling. It lies between 114°54'~119°3' East Longitude and 29°24' ~34°39' North Latitude. To the south it borders with Yun county and on one side of a river. On the other side is Baihe county in Shanxi province. To the west are its neighboring counties Xunyang and Zhen'an county in Shanxi province. And on its north border it connects with Shanyang and Shangnan county in Shanxi province. The east point to the west point measures 115 kilometers, and the north to the south 46 kilometers. Yunxi has a long cultural history. More than 1 million years ago, human beings lived and reproduced there. In 1476 (Ming dynasty), Yunxi county was established. It now governs 9 towns, 7 townships and 310 villagers’ committees. By the end of 2002 it covered an area of 3,509 km$^2$ with the total population of 503,400 (among them there are 262,800 men and
Zhushan county lies between 109°32'~110°25' East Longitude and 31°30'~32°37' North Latitude. It borders Fang county on the east, Zhuxi on the west and Xunyang in Shanxi province, Shennongjia forestry and Wu brook to the south, and Yun county and Beihe county in Shanxi province to the north. The southeast point is 682 kilometers from Wuhan, capital of Hubei province; and the east side is 173 kilometers from Shiyan city. From east to west it measures 81.8 kilometers, and the north to the south 123.5 kilometers. The total area amounts to 3,585 km² among which mountains and hills take up 3.46 million mu and cultivated land 307 thousand mu. The county is geographically inclined to the northeast, which is characterized with various heights, steep slopes as well as deep valleys. All the mountains in the province are made up of Wudang and Daba mountain system and the highest peak reaches 2,740.12 meters.

Zhushan county governs 9 towns, 8 townships, 69 subdistrict offices, 359 administrative villages and 19 neighborhood committees. By the end of 2002, its population was 447,000 (among them there are 240,100 men and 206,900 women) at a density of 125 people/km². In 2002 its GDP reached RMB 946 million yuan.

The affected areas of the project have a very long history and fairly rich humanities and natural and tourism resources. It is generally divided into 7 kinds, 24 places of sightseeing, among which Wudang scenery area is one of the most famous mountains in China and Mecca for Taoists as well as birthplace of Wudang martial arts. Its ancient architecture has been put on the list of World Cultural Heritage by UNESCO. Other cultural and natural scenic areas also include: Wujiaogou village which has been labeled as a world non-governmental cultural relics like “Banpo”, Lvjiahe which is famous for its preserved lyrics of Han nationality, the largest man-made lake—Danjiangkou reservoir in Asia, the exile culture in Fang county and warm springs for both bath and drink and water-eroded caves; great walls built in Chu(a kingdom in Spring and Autumn period), a beautiful and mysterious valley which runs 18-li long, Du river surfing area in Zhushan county and Longtan river scenery area in Yunxi county in the east; and Shangjin ancient city, Xuangu temple built in Wei and Jin dynasties as well as a stone forest which covers an area of nearly 1,000 mu and await exploration.

2.3 Demographic Composition and Nationality Characteristics of Affected Areas

According to the data from the Fifth National Census, Hubei is a province with multi-nationalities. There are 53 minorities except Uzbek and Deang nationalities,
with the population of 2.6 million, which is 4.4% that of total population. Minorities with population more than 10 thousand are those: the Tujia nationality(2.177 million people)? the Hui nationality(78 thousand)? the Dong nationality(70 thousand)? the Man nationality(15 thousand) and the Mongolian nationality(11 thousand). Minorities with population more than one thousand are those: the Zhuang nationality? the Bai nationality? the Korea nationality? the She nationality? the Yi nationality? the Yao nationality? the Tibetan? the Weiwuer nationality and the Buyi nationality. Minorities in Hubei Province mainly live in Enshi Tujia & Miao Autonomous Prefecture (1.992 million)? Yichang(435 thousand)? Wuhan(54 thousand)? Jingzhou(33 thousand) and Jingmen(15 thousand).

According to the Fifth Census, the population in the direct affected areas in year 2000 is 3415912 person, among which 3402873 is Han nationality, which is 99.62% of the total population. The population of 30 minorities in Shiyan is 13039 person, which is 0.38% of the total population. Main minorities are Hui(10530 person)? Man(748 person)? Tujia(566 person)? Mongolian(341 person)? Zhuang(316 person)? Korea(130 person)? Miao(127 person)? Weiwuer(41 person).

Shiman expressway goes through Maojian district, Zhangwan district and Yunxi County of Shiyan, and the Rural Road Improvement Program goes through three counties: Yun, Yunxi and Zhushan.

The population of Han nationality is the majority of Maojian district. There are 20 minorities in the area by the year of Fifth Census, total population of these minorities are 1641 person, which make up 0.61% of the total. Main minorities are Hui(997 person), Tujia(196 person), Man(189 person) and Mongolian(77 person), with few other minorities. There are no minorities habitations in Maojian district, and the minorities usually live together and mixed with Han nationality.

The population of Han nationality is also the majority of Zhangwan district. There are 26 minorities in the area by the year of Fifth Census, total population of these minorities are 1935 person, which make up 0.60% of the total. Main minorities are Hui(922 person), Man(422 person), Tujia(229 person) and Mongolian(78 person), with few other minorities. There are no minorities habitations in Zhangwan district, and the minorities usually live together and mixed with Han nationality.

The population of Han nationality is also the majority of Yun County, the minorities in the area are not indigenous people, they settled in here from other place and mixed with the Han nationality. Main population of the minorities are Hui nationality. According to the 1982 census, there were Mongolian, Hui, Zhuang, Korea, Man and
Dong nationalities in Yun county, with the population of 1574 person, which made up of 0.29% that of total population, and the Han nationality was 99.71% that of total. Some Miao, Yi, Lisu, Yao, Tujia and Tibetan people have also settled in the area since 1982 for marital reason, and till the year 2000, the population of all minorities in Yun county are 1336 person, which is 0.23% of the total population. The population of Hui nationality list first of all other minorities, which is 99.55% of total minorities population. Most Hui people are Moslemism, they live mixed with Han and other minorities, but live a little bit densely in South gate of county seat, South Gulou street, Qingliangshigou of Yangxipu town, Mazongling and Leishihe of Huangshi township.

Major population of Yunxi county is the Han nationality. Total population of Yunxi county was 336928 person in 1964, and the main minorities were Hui, Man and Weiwuer, which made up of 0.10% of the total population. There were 6 minorities in 1982, and the population of them were 0.87% that of total, and the population of Hui nationality was 99.13% that of total minorities’. Three other minorities added to the list of Yunxi minorities in late 1980’s, but the percentage of the minorities was the same as that of 1982. According to the data from Fifth Census, total population of Yunxi county was 492015, and the population of the 12 minorities were 4540 person, 0.93% that of the total. The population of Hui nationality list first of all other minorities, they live dispersely in different areas, but relatively dense in Hubeikou township, and most Hui people have already mixed with other nationalities, especially in recent decades. Major difference between Hui and other nationalities is their religion, most Hui people believe in Islam, have their own feast day and eating habit, but other life style and habit are quite similar with other nationalities.

The population of Han nationality is also the majority of Zhushan county. Main minorities are Hui (532 person), Mongolian (23 person), Tujia (11 person), Yi (8 person), Korea (8 person), Miao (7 person), Zhuang (3 person), Man (3 person), Buyi (2 person), Tibetan (2 person), Weiwuer and Dong (1 person). There are no minorities habitations in Zhushan county, and the minorities usually live together and mixed with Han and other nationalities.

Generally speaking, population of the minorities in the affected areas are quite few, and live dispersely in different areas, they have already mixed with other nationalities. All minorities in the affected areas are not indigenous people, they do not have their own languages and characters, routine production and economic activities are the same as that of Han nationality. Life style and habit of the minorities are also
quite similar to that of the Han nationality, they also eat such food as dumplings, Zhongzhi, rice glue ball and moon cake in traditional Chinese holidays, except that the Hui Nationality people do not eat pig meats.

**Table 2.3-1** Demographic Composition and Nationality Characteristics of Affected Areas

<table>
<thead>
<tr>
<th>Nationality</th>
<th>Total</th>
<th>Maojian District</th>
<th>Zhangwan County</th>
<th>Yun County</th>
<th>Yunxi County</th>
<th>hushan County</th>
<th>Other Areas</th>
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<tr>
<td>Total</td>
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<td>321969</td>
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<td>Han</td>
<td>3402873</td>
<td>266214</td>
<td>320034</td>
<td>582977</td>
<td>487475</td>
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<tr>
<td>Hui</td>
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<td>1300</td>
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<td>229</td>
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<td>229</td>
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Source: Shiyan's Statistic Year Book in 2002
2.4 The Economic and Traffic Conditions of Affected Areas of the Project

Generally speaking, Hubei Province is a comparatively developed region in China. In 2002, the average GDP per capita was RMB8,319 yuan and ranked 14th among the 31 provinces and municipalities as well as autonomous regions in Mainland China. However, regions differ from regions in the province as far as economic development is concerned. The economy is highly developed in some areas while counties and cities between the Dabieshan and Qinba and Mushan Mountainous areas are still on a low level. According to Hubei Statistic Bureau's appraisal on the comprehensive ability of economic development of 73 counties (cities) from which 12 major economic standards are estimated, the 5 counties attached to Shiyan city all fall into the category of “the third class of counties” characterized as economically undeveloped regions in the province, accounting 20% of the total number. (Please see details in Table 2.4-1).

Table 2.4-1  A comparison on the economic development between the affected areas and other counties and cities in Hubei province

<table>
<thead>
<tr>
<th>Items</th>
<th>Low income counties cities</th>
<th>Low-Mid-income counties cities</th>
<th>Mid-income counties cities</th>
<th>All counties cities</th>
<th>Shiyan city</th>
<th>Yun county</th>
<th>Yunxi county</th>
<th>Zhuhan county</th>
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<tbody>
<tr>
<td>GDP per capita ($)</td>
<td>369</td>
<td>566</td>
<td>900</td>
<td>650</td>
<td>827</td>
<td>326</td>
<td>265</td>
<td>256</td>
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<tr>
<td>Net income of peasants (Yuan)</td>
<td>1471</td>
<td>2089</td>
<td>2678</td>
<td>2061</td>
<td>1714</td>
<td>1596</td>
<td>1580</td>
<td>1550</td>
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<tr>
<td>Financial income per capita (Yuan)</td>
<td>209</td>
<td>263</td>
<td>358.3</td>
<td>288.4</td>
<td>616</td>
<td>233</td>
<td>137</td>
<td>157</td>
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<tr>
<td>Percent of the added value of the secondary and tertiary industries(%)</td>
<td>58.9</td>
<td>72.4</td>
<td>77.4</td>
<td>73.5</td>
<td>87.5</td>
<td>67.8</td>
<td>48.8</td>
<td>54.7</td>
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<tr>
<td>Percent of employment of the second and tertiary industries(%)</td>
<td>44.9</td>
<td>50.2</td>
<td>54.8</td>
<td>48.8</td>
<td>44.4</td>
<td>43.2</td>
<td>40.0</td>
<td>36.9</td>
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<tr>
<td>Modernization level (%)</td>
<td>16.9</td>
<td>23.8</td>
<td>31.8</td>
<td>25.5</td>
<td>25.0</td>
<td>16.1</td>
<td>13.5</td>
<td>12.6</td>
</tr>
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</table>

Source: Hubei Statistic Bureau and Shiyan Statistic Bureau

Note: “-” refers to sources which there is no access to and the numbers underlined refer to those statistics in 2001.
We can see that all the economic standards of the affected areas are comparatively on a low level. As far as GDP per capita is concerned, that of Shiyan city and its attached counties like Yun, Yunxi and Zhushan is respectively 1469, 5619, 6124 and 6203 yuan less than the provincial average. And Yun, Yunxi and Zhushan counties are on the list of state-identified poor counties.

Shiyan became a provincial city in 1973 and is renowned as “City of Automobiles”. It is established on the manufacturing of automobiles and flourishes with them as well. With thirty years of construction, its comprehensive economic strength has been remarkably enhanced and it has turned into one the largest production center of automobiles and the barycenter of the “The Automobile Industry Zone” in Hubei province. Also it is the largest central city in the bordering areas between Hubei, Henan, Shanxi and Chongqing provinces and municipality.

Industry plays an important part in Shiyan’s economy. In 2002 the municipal GDP reached 23.152 RMB billion yuan, of which the secondary industry contributes RMB 12.722 billion yuan, making up 54.9%. The automobile industry plays an absolutely favorable role in the mix of industries, which accounts 85% of the industrial output value. Altogether 170,200 automobiles were made during 2002 and the automobile industry became the pillar of the economy. Based on the automobile industry, plastic, metallurgy, building materials, electricity, medicine, textiles and food industry are gradually being established and developed, from which a characteristic industrial system comes into being.

The first industry majors in planting and stockbreeding. In 2002 the gross output value of agriculture, forestry, stockbreeding, and fishing reaches RMB 4.88887 billion yuan, among which agriculture makes up 64.1%, forestry 4.5%, stockbreeding 28.5% and fishing 2.9%. Major crops include wheat, corns, rice, oil crops, tobacco, the bark of encomia, tung oil, yellow ginger (Huangjiang), tea, and etc. In 2002 the gross grain yield was 723.5 thousand tons, and that of vegetables and oil 1,036.9 and 62 thousand tons respectively.

Business, science & education and culture & health are the main parts of the tertiary industry. In 2002 the gross value of the tertiary industry reached RMB 7.543 billion yuan, making up 32.6%. Generally speaking, the rate of the three industries is 12.5: 54.9: 32.6.

Zhangwan and Maojian districts are the city zones. Comparatively, all their social economic indexes are a bit higher than those of Yun and Yunxi counties. In 2001 the average GDP per capita of the two districts was RMB 2,780 and 3,463 yuan, average
financial income per capita RMB 311 and 365 yuan. The average per capita net income of peasants reached RMB 2,667 and 2,301 yuan respectively while the average per capita annual income of workers amounted to RMB 9,186 and 9,489 yuan. Zhangwan district is the headquarter of Dongfeng Automobile Company. Automobile industry is the pillar of its economy. Besides this, machinery, metallurgy, chemical industry, electricity, light textile, building materials and medicine are also developing very fast. The major industry in Maojian district includes automobile fittings, metallurgy, chemical industry and building materials. By now three agricultural products bases for vegetables, special local products of forestry as well as stocks and poultry have been established. And a new economic structure which majors in the tertiary industry, is supported by the manufacturing industry in the city zones and based on agriculture in the suburb is being shaped.

Yun county is state-identified poor county with an agricultural population of 508 thousand and non-agricultural population only makes 15.2% of the total. By the end of 2002, there was 32.42 thousand acres of cultivated land with 0.81 Mu per capita. Since the population is so large while the land is so little, it is hard to adopt the scale production. And the basic organizational method in production is the household responsibility system established in early 1980s.

Agriculture plays a dominant role in the national economy. And the crops planted mainly include wheat, corn, rice, various yams, beans, oil crops, and tea. Recently oranges, yellow ginger (Huangjiang), Chinese flowering quince and vegetables have also been planted.

Industry mainly includes machinery, metallurgy, cigarette, building materials and chemical industry. And the emphasis of light industry lies in papermaking, winemaking and green food. And the pattern of products development combined with scaled-operation is gradually formed. And the tertiary industry mainly covers catering, business, services as well as transportation.

In 2002 the GDP of Yun county amounted to RMB 1.631 billion yuan with an average of RMB 2,700 yuan per capita, among which the added value of the first industry was RMB 524 million yuan, that of the secondary and tertiary industry RMB 536 and 571 million yuan respectively. The rate between t values of the three industries is 32.1:32.9:35.0 And the average salary of workers and the net income of peasants per year are RMB 6,879 and 1,596 yuan. In 2002 the financial income of the county totaled RMB 140.982 million yuan and the financial expenditure RMB 213.96 million yuan, which means that the income fell short of expenditure.
Yunxi County is also a state-identified poor county with an agricultural population of 444 thousand and non-agricultural population only makes 11.9% of the total. By the end of 2002, there was 28.70 thousand acres of cultivated land with 0.86 Mu per capita. The organization of agriculture is still on the level of household responsibility system, and the economic base is very weak because scale production of agriculture is hard to form owing to the large population with so little land. Agriculture plays a dominant role in the county economy. And the crops planted mainly include corn, wheat, rice, beans, sesame, oil crops, tobacco, the bark of encomia, tung oil, yellow ginger (Huangjiang), and tea. The most famous agricultural products of the county is tobacco, the bark of encomia, tung oil and yellow ginger (Huangjiang). Yunxi County is the first tobacco production base in Mainland China, and the quality of tobacco leaf is on the first class. The bark of encomia production is one of the “four national production bases” of the kind, and the output of tung oil is the second of the whole nation, while the per capita of the output is the first, thus enjoys the fame of “homeland of the tung oil”. Yunxi County is also the largest yellow ginger production base in Mainland China. The development of the secondary and tertiary industries is quite weak in Yunxi County, main industries are automobile fittings, medicine and chemical, mining, water and electricity. In 2002 the GDP of Yunxi county amounted to RMB1.104 billion yuan with an average of RMB2,195 yuan per capita, among which the added value of the first industry was RMB 565 million yuan, that of the secondary and tertiary industry RMB 210 and 329 million yuan respectively. The rate between t values of the three industries is 51.2:19.0:29.8. And the average salary of workers and the net income of peasants per year are RMB8,564 and 1,580 yuan. In 2002 the financial income of the county totaled RMB68.92 million yuan and the financial expenditure RMB188.12 million yuan, which means that the income fell short of expenditure. Yunxi county is one of the 12 province-identified financial difficulty counties.

Zhushan county is also a state-identified county with an agricultural population of 393 thousand and non-agricultural population only accounts 12.1% of the total. In this sense it is a typical agricultural county. By the end of 2002, the area of the cultivated land was 20.09 thousand acres with an average of 0.67 Mu per capita. The general pattern of its agriculture is on the level of household responsibility system. Since the population is so large and the land is so little, it is hard to develop scale production and the economic condition is not encouraging.
The primary industry plays a major role in the economy of Zhushan county. Crops mainly include wheat, rice, corn, rape, peanut and sesame.

The secondary and tertiary industries are comparatively not very well. And the secondary industry mainly includes machinery, mining, chemical industry and electricity.

In 2002 the GDP of Zhushan county amounted to RMB946 million yuan with an average of RMB 2,116 yuan per capita, among which the added value of the first industry was RMB 429 million yuan, that of the secondary and tertiary industry RMB 252 and 265 million yuan respectively. The rate between values of the three industries is 45.3: 26.6: 28.1. And the average salary of workers and the net income of peasants per year are RMB 7,048 and 1,550 yuan. In 2002 the financial income of the county totaled RMB 70.32 million yuan and the financial expenditure RMB 199.66 million yuan, which meant that the income fell short of expenditure. Zhushan is also one of the 12 province-identified financial difficulty counties. The major economic standards of the affected area in 2002 are in Table 2.3-2 as follows:
Table 2.4-2 The Major Economic Standards of the Affected Area in 2002

<table>
<thead>
<tr>
<th></th>
<th>Hubei</th>
<th>Shiyan city</th>
<th>Zhangwan District</th>
<th>Maojian District</th>
<th>Yun County</th>
<th>Yunxi County</th>
<th>Zhushan County</th>
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<tbody>
<tr>
<td>GDP (billion yuan)</td>
<td>497.560</td>
<td>23.152</td>
<td>0.78</td>
<td>0.709</td>
<td>1.631</td>
<td>1.104</td>
<td>0.946</td>
</tr>
<tr>
<td>GDP of the primary</td>
<td>70.700</td>
<td>2.887</td>
<td>-</td>
<td>0.028</td>
<td>0.524</td>
<td>0.565</td>
<td>0.429</td>
</tr>
<tr>
<td>industry (billion</td>
<td>244.610</td>
<td>12.722</td>
<td>-</td>
<td>0.184</td>
<td>0.536</td>
<td>0.210</td>
<td>0.252</td>
</tr>
<tr>
<td>GDP per capita (yuan)</td>
<td>8319.00</td>
<td>6850</td>
<td>2780</td>
<td>3463</td>
<td>2700</td>
<td>2195</td>
<td>2116</td>
</tr>
<tr>
<td>Financial income</td>
<td>24.34</td>
<td>2.086</td>
<td>0.079</td>
<td>0.081</td>
<td>0.141</td>
<td>0.069</td>
<td>0.070</td>
</tr>
<tr>
<td>(billion yuan)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total population</td>
<td>59880.0</td>
<td>3387</td>
<td>260.5</td>
<td>230.2</td>
<td>604</td>
<td>503</td>
<td>447</td>
</tr>
<tr>
<td>(thousand)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total area (km²)</td>
<td>185900</td>
<td>23280</td>
<td>653</td>
<td>540</td>
<td>3863</td>
<td>3509</td>
<td>3586</td>
</tr>
<tr>
<td>Area of the cultivated land (thousand acres)</td>
<td>3094.03</td>
<td>142.84</td>
<td>0.214</td>
<td>0.079</td>
<td>32.42</td>
<td>28.70</td>
<td>20.09</td>
</tr>
<tr>
<td>Average net income of peasants (yuan)</td>
<td>2444.10</td>
<td>1714</td>
<td>2667</td>
<td>2301</td>
<td>1708</td>
<td>1580</td>
<td>1550</td>
</tr>
<tr>
<td>Average salary of citizen workers (yuan)</td>
<td>9611</td>
<td>11994</td>
<td>9186</td>
<td>9498</td>
<td>6879</td>
<td>8564</td>
<td>7084</td>
</tr>
<tr>
<td>Total added value of industries (billion yuan)</td>
<td>216.842</td>
<td>11.836</td>
<td>1.172</td>
<td>0.440</td>
<td>0.468</td>
<td>0.134</td>
<td>0.221</td>
</tr>
<tr>
<td>Peasants in the primary industry (%)</td>
<td>48.4</td>
<td>44.4</td>
<td>-</td>
<td>-</td>
<td>56.81</td>
<td>59.97</td>
<td>63.1</td>
</tr>
<tr>
<td>Workers in the secondary industry (%)</td>
<td>18.1</td>
<td>20.2</td>
<td>-</td>
<td>-</td>
<td>18.11</td>
<td>9.37</td>
<td>10.2</td>
</tr>
<tr>
<td>Workers in the tertiary industry (%)</td>
<td>33.5</td>
<td>35.4</td>
<td>-</td>
<td>-</td>
<td>25.08</td>
<td>30.66</td>
<td>26.7</td>
</tr>
</tbody>
</table>


Note: "-" indicates that information of this kind cannot be obtained; Some of the information about Zhangwan and Maojian district was obtained in 2001 and correspondingly underlined.
The affected areas of the project are geographically very important. They lie in the very conjecture of the very three economic centers, namely Wuhan, Chongqing and Xi'an. Therefore they naturally become the best places to integrate the economy of these three regions. Among all the traffic nets connecting cities in northwest and southwest in central China, the area of the project lies at the conjuncture of three lines, and is an important hub of communications which joins lines from the east to the west, and those from the north to the south. Xiangyu Railway goes through the whole Shiyan city. Besides the 316 and 209 national ways, which go from the east to the west and from the north to the south respectively, also cross the area. Furthermore, Hanjiang River flows into Xiangfan district after crossing Shiyan, and then joins Changjiang River at Wuhan via Xiaogan city. As a part of the Yinwu Passage—a road project for the western development, Shiman Highway naturally enjoys the strategic location connecting the northwest and central areas and the Changjiang Economic Zones.

2.5 The Natural and Human Resources of Affected Areas of the Project

Affected areas of the project abound in very rich natural resources. Forestry, mining and tourism play an important role in the economic development of Hubei province. Shiyan has an abundant mineral resource. More than 770 mineral deposits have been found with over 50 kinds and the reserves of 26 kinds have been proved. Among them the reserves of 7 kinds including turquoise, bone coal, rare earth metal and tile slabstone rank first in the province. And the reserves of such metals as gold, silver, antimony (stibium), lead, zinc, cadmium rank second and third in the province. The mineral resources in the city makes up 25% of that in the province, and the quantity which can be explored in the city takes up 35% of that in the province. The potential value of the mineral resources reaches RMB800 billion yuan. The water resource is also very rich. The flow of surface water reaches 9.068 billion cubic meters, making up 9% of the total of Hubei province. The theoretical reserve for the water resource is 5 million kw, a quarter of the total in the province, yet it has not been fully explored and utilized. Special local products of forestry mainly include tea, mushrooms, the bark of eucommia and tung oil. There are various medical materials in this area and more than 2,700 kinds of medicines. Among the 363 especially important medical materials 235 can be found in Shiyan. There it is well known as “a natural pool for medicines”. As far as tourism resource is concerned, Shiyan is in the middle of the hottest line “the Three Gorges—Shennong Jia—Wudang Mountain—Xi'an”, and the Wudang Mountain and the largest man-made lake in Asia—Danjiangkou Reservoir are also located in Shiyan.
Human resource in the affected area of the project is rather abundant. On the one hand, there are enough laborers in the area. According to the 5th census, people of the right age (men at the age between 16 and 59 and women between 16-54) reached 2.1965 million, making up 64.3% of the total population. Due to the fact of "more people and fewer land", many people are eager to take up non-agricultural work or work out to do business. Once the traffic conditions are improved, more opportunities will be created for laborers and more laborers will shift to non-agricultural business and other areas. At the same time, the abundance of the resources and products, the low price for the land as well as labor cost in the region will attract more investment from the outside world.

On the other hand, residents generally think highly of education. They always pays a lot on the human resource investment of their children. If they are not well off, they try their best to guarantee the investment on children's education. Residents in Shiyan have been enjoying a long history of respecting teachers and valuing education. Many people who did good deeds for education and corresponding events have been recorded in local history books. Nowadays more such things occur. According to the 5th census, the average cultural level of Shiyan people is a bit higher than that of the national level. As far as educational level is concerned, 123.189 thousand people have finished senior vocational schools and above, making up 3.8% of the people over 6 years old, 0.3% higher than the national level. 396.399 finished their senior high schools and junior vocational schools, making up 12.23% of the people over 6 years old, 1.34% higher than the national level. The illiterate rate of people over 6 years old is 10.6%, nearly equal to the national level.

2.6 Direct and Indirect Stakeholders

Based on the principles of the World Bank and on condition that the security and benefit of the loans, the direct stakeholders of the project mainly include:

(1) Specialized carriers. When such a topic as who would benefit from the highway project being asked at focus group or household interviews, nearly all people agreed that specialized carriers would become the largest direct stakeholders. As a villager named Gong from Waduangang village put: Take my husband for an example. He is a specialized carrier. Once the highway is finished, more time will be saved and correspondingly he may carry goods out for more times. Thus the cost on the road is reduced and therefore he can earn more money.

(2) Small retailers. When the project is completed, local specialized carriers and small retailers can sell their goods to other places more quickly to increase their
income. A villager named Kang from Quyuanhedian village is a representative of such a kind. And he said:

I usually purchase farm products in my village. As for as road building and improvement are concerned, I have a lot to say. Last year 50 thousand kg peas were badly needed in Sichuan province. And when I bought all needed in the local villages, I then busied myself having them carried to the station. Since the traffic was so heavy on the road, it took me three and a half hours to get them to Shiyan Railway station. And when I sent them in separate batches to the very place, it was much overdue. The business ended up with the purchase of the first batch of 20 thousand kg peas which arrived on time while the other 30 thousand kg were left there and then returned to me. Right now they are still kept in my storeroom. I lost more than 10,000 yuan in this case. In the winter of the year before last, I had oranges sent to Xinjiang Autonomous Region. It took me nearly half a month on the roundabout way. When I arrived there with the oranges, they did not sell well since their qualities had dropped so much. There are four members in my family. My wife and I dealt with the business of purchasing and selling farm production. We enjoy an yearly average income of 30-40 thousand yuan. Excluding above 10,000 yuan on expenditure, we may save more than 20,000 yuan. But as soon as the road is built, the circulation certainly will speed up and we can get more information earlier. With this we will safely earn more money and earn it much easily. For an example: it takes me 4-5 days to send goods to Xi'an and the cost in terms of time as well as money is rather high. And if the highway is finished, I can come back on the very day. Both time and money are saved.

(3) Contractors of forests and fruit gardens. The building of the highway will bring great benefit to contractor of forests and fruit gardens. A villager named Zhu from Shitizi village at Chengguan town in Yunxi county said:

The forest and fruit garden were built with the money collected from villagers in 1995. It covered an area of 300 mu. About 5 or 6 years ago, I signed the contract which would last 20 years. My wife and I worked together for the garden. Usually we alone managed it. But we also employed some workers during the busy seasons. They are generally from our village. Their wages are paid on the working days. Every year I need employ workers. Their wages plus the money on pesticide add up to 50,000 to 60,000 yuan. And we are required to pay our village 30,000 yuan each year. Last year I altogether earned 100,000 yuan and the profit came nearly to zero. It is really hard to earn money! More than this, the
communication of materials is rather difficult. Products from the outside world cannot enter here while the goods here are hard to be sent out. I generally go to Yunxi county to sell my products which mainly include peaches and pears. Peaches sell I yuan per jin (half kg) in the county. But it certainly sell more expensive in cities. It is not the case that I do not want to travel farther to sell them. But it takes more than 4 hours to get there and how can it be on the way for so long a time. It is no longer fresh if so and nobody will buy them. Therefore my only choice it to sell them to the county. To be frank, I am the largest stakeholder in the village. The highway project mainly affects production team 1 and 4. It does no damage to my fruit garden. My house needn’t be pulled down and my cultivated land will not be occupied. In a sense it has no negative influence on my family. More than this, after the highway is finished, it takes me an hour to Shiyan downtown, 3 hours to Xi’an and 4 hours to Wuhan. By that time it is up to me where I will sell my fruits. There will be no barriers any more.

(4) Ordinary villagers. On the one hand it provides them much convenience to travel and work out and do businesses; on the other hand, they may set up small shops, restaurants and etc. At the same time they may sell their own farm products to farther places. It also brings convenience to villagers to see doctors. A villager named Zhang from Tongshugou village speaks out the potential benefits ordinary villagers will enjoy:

*After the completion of the highway, those who can enjoy the largest benefits must be those specialized carriers. In production team 5 there are 6 to 7 carriers. Once the highway is completed, those who want to have their vegetables sent out have to resort them to help, and they will certainly can make more money from the transportation. Those who have ideas may do business to make money. Shop owners can buy in goods from farther places at a much competitive prices. Besides this, more people will buy commodities from them. For those immigrant workers, it becomes more convenient for them to work out and come back home. And for those people who have more rooms, they may either rent out or do business with them.*

(5) Enterprises in affected areas of the project. On the one hand, the improvement of traffic conditions will reduce the cost of logistics; On the other hand, the local investment environment will be correspondingly improved with the improvement of the traffic conditions, which will benefit the long-run development of enterprises. The largest benefactor is Dongfeng Automobile Company. As the former employee and current director of the municipal officer of Shiyan put it:
Had the traffic problem not been solved, Dongfeng Automobile Company would not develop well. Under the influence of the leftism in past years, the automobile industry was built in remote areas which were far from resources as well as markets. And this rendered products’ prices rather high. It is a big issue to locate a modern enterprise into such a remote place. Shiyan used to be a mountainous area and there was no industry there at all. Right now 95% of the industries are relevant to automobiles. Without the development of automobile industry there is no industry in local economy. The completion of the highway strengthens economic ties with advanced areas, which intrinsically solves the problem of bottleneck. And the cost of Dongfeng Autonomous Company will be naturally reduced.

The indirect and potential stakeholders include the following:

(1) Women and children. After the implementation of the project, women’s horizons will be largely opened and widened with the increase of information flow. It will become more convenient for students to go to junior and senior high schools as well as universities.

(2) Peasants in affected areas of the project. The construction and improvement need many people’s participation and efforts. Through their construction of the project peasants may increase their incomes.

(3) Local governments on all levels. The implementation of the project will attract more investment from the outside world and speed up the paces of the modernization of countryside. It will also catch more tourists’ attention, which may increase the financial income of local governments on all levels.
Chapter Three  Current Condition and Problems of Each Part of the Project

The project is located in the Qinba mountainous region in which economy is developing slowly. The traffic there is terribly inconvenient. And major traffic methods include land transport, railway as well as inland water transport. Land transport are mainly made up of 209 and 316 national highways which connect with county and even township and village roads to make a net. But they generally bear very poor pavements. Most of the sections of these roads fall into the category of class C and D and automobiles cannot even run smoothly on them. Between Shiyan and Wuhan and Xiangfan are connected with railways. Inland water transport occurs largely alongshore the Hanjiang River with a pitiable mileage of 688 km, making up only a very small percentage of all the freight and passenger transports. Generally speaking, the transportation between cities and towns are comparatively good, while that between mountainous areas and villages is not encouraging.

3.1 Main Project of the Highway

3.1.1 Basic condition of the transportation facilities in the affected areas of the project

Shiman Highway is located in Qingba mountainous area in Hubei province. It commences with Xujiapeng at Maojian district in Shiyan and connects with the section of Hanshi Highway between Wudang Mountain and Xujiapeng, via Tumen, Shuangloumen, Qingqu, Jiepaiguan, Hejia, Huocheling, Tianheping, Wangjiaping, Bamudi, Xiangkou, Lishiguan, Erdaoya, Jiaochangguan, Dingjiawan, and ends in Manchangguan at which Hubei province and Shanxi province joins together, connecting with Yinwu Highway which is under construction. The total mileage lasts 105.86 km and runs through one city (Shiyan), two districts (Maojian and Zhangwan) and two counties (Yun and Yunxi). The area directly affected by the project is 23.6 thousand km2 large and had a population of 3.387 million in 2002. The municipal affected area mainly is Shiyan (specifically speaking it includes Maojian and Zhangwan districts). The county-level affected areas are Yun and Yunxi. In the areas directly affected by the project Xiangyu Railway, 209 and 316 national highways runs through. And Hanjiang river crosses Shiyan and flows into Xiangfan section via some of the towns and villages.
The transportation of Shiyan to the outside world is mainly composed of roads, railways and water transport.

The 316 national highway and Laobei highway which run from east to west and the 209 national highway which runs from north to south, together with other provincial and county-level as well as township highways make up the frame of the road web of Shiyan. Provincial highways which run from east to west mainly include Danyun and Shanghu Highway, while those which run from north to south include Yunyang, Baizhu, Xingjie, Baozhu and Zhuxiang Highway. These highways are the major entrance to other counties and towns in the city. They also connect with other provinces, cities and counties.

The following are routines to major cities (especially such three economic centers as Wuhan, Xi'an and Chongqing) beyond Shiyan:

Three typical routines are under the choice for public transportation from Shiyan to Xi'an: No.1 starts from Shiyan to Zucshui in Shanxi province via Manchuanguan by taking Yunman highway, and then from Zucshui to Xi'an via Guanghuojie; No.2 starts from Shiyan and takes the 209 national highway to Xiping in Henan province and then to Xi'an by taking 312 national highway; No.3 commences with Shiyan to Baihe in Shanxi province by taking Laobai highway, and then from Baihe to Xunyang by taking 316 national highway, and later on from Xunyang to Xi'an via Zhen'an, Zucshui, Guanghuojie.

Roads connecting Shiyan and Wuhan mainly include Laobai highway, Xiangdan Highway and then 316 national highway which runs eastward through Suizhou and Xiaogan to Wuhan.

From Shiyan to Chongqing, two routines are under choice: No.1 starts from Shiyan to Chongqing by taking Laobeihighway to Ankang city in Shanxi province and then turning to other roads; No.2 runs southward along Xingjie or Zhuxiang highway to reach Wuxi county in Chongqing municipality and then arrives in Chongqing.

By the year 2002, the total length of class highways totals 4572.12 kilometers, among which roads classified as A was 5.89 kilometers, making up only 0.13% of the total, and 672.77 kilometers classified as B, making up 14.7% of the total. And other roads are mainly class C and D mountainous roads.
The major railway is Xiangyu Railway which runs through Shiyan for 134.08 kilometers long. And the inland water transport is Hanjiang river which has a mileage of 688 kilometers.

There are no railways in Yun county. Therefore the transport of freight mainly depends on roads. Altogether two national highways G209 and G316 go through the county, in which G209 commences with Houwan (Tanshan) in Yun county and ends up with Wangjiawan at Liubei with a full length of 84.37 kilometers. It runs northward to Henan province and southward to Shiyan city. And G316 starts at Taiyangpo in Yun county and ends with Xiakazi with a full length of 51.3 km. It reaches Yunxi county in the west and Shiyan in the east. Altogether three provincial highways go through Yun county which are respectively S337 (Danyun highway with the length of 36.82 km at the conjuncture of Longmenao and Danjiang), S301 (Yunman highway with the length of 39.29 km at the conjuncture of Chengguan in Yun county and Jiebei in Qingqu county and Yunxi county) and S258 (Baozhu highway with the length of 36.6 km at the conjuncture of Baoxia town and Zhanmagou and Zhushan county). Besides there exist 8 county-level roads with a full length of 302.14 km, township-level roads 659.6 km long and village-level ones 2392.19 km. Altogether there are 3602.31 km village-level and better roads, among which class B roads take up 6.9% and class C roads 8.4%.

There are no railways in Yunxi county. Water transport is used in some of towns and villages along Han river. And passenger transport greatly depends on highways and roads. Highways connecting the outside world mainly include: one which runs eastward along Yunman Highway to Yun county and then turns northward to Shanxi province; and the other goes southward to Yangwei town through Yunyang highway and then turns from Laobai highway to Shiyan. According to *A Statistic of Highways in Hubei province in 2002*, the total mileage of roads in the county adds up to 1,175.68 km (with a density of 33.50 KM/KM², far lower than the average provincial level of 45.76 KM/KM²), among which class B roads are 76.10 km long, class C 188.39 km, class D roads 579.18 km and class F 332.01 km, making 6.47%, 16.02%, 49.26% and 28.24% respectively. Roads with pavement add up to 1147.68 km, among which high-grade and sub-high grade highways are 193.69 km long, making up nearly 16.88% of the total mileage. In the structure of roads web, rural one consists a very large portion of it. According to a survey in 2000, rural roads (in which village roads are excluded) reach as high as 79.41%. These roads were mainly built during 1976-1985 with local peasants' efforts as well as with the national
subsidy (The bases of roads are subsidized RMB 10,000 yuan per km while bridges with a subsidy of RMB 1000 yuan per meter).

Table 3.1-1 The General Description of Relevant Roads in Affected Areas

<table>
<thead>
<tr>
<th>Highways</th>
<th>Crossing areas</th>
<th>Mileage (km)</th>
<th>Class</th>
<th>Width (m)</th>
<th>Width of base (m)</th>
<th>Type of pavement</th>
<th>Mixed traffic flow in 2000</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>209 national</td>
<td>Shiyan and Yun</td>
<td>30.05</td>
<td>B</td>
<td>12</td>
<td>9</td>
<td>pitch</td>
<td>3113</td>
<td>Hanjiang Bridge in county</td>
</tr>
<tr>
<td>highway</td>
<td>Yun and Houwan</td>
<td>68.5</td>
<td>C</td>
<td>9</td>
<td>6</td>
<td>pitch</td>
<td>450</td>
<td>Yun county</td>
</tr>
<tr>
<td>Laobai highway</td>
<td>Shiyan, Taiyangpo</td>
<td>39.4</td>
<td>B</td>
<td>10</td>
<td>8</td>
<td>concrete</td>
<td>3425</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Taiyangpo, Baihe</td>
<td>51.3</td>
<td>C</td>
<td>8</td>
<td>6</td>
<td>pitch</td>
<td>1010</td>
<td></td>
</tr>
<tr>
<td>Yunman highway</td>
<td>Yun and Yunxi</td>
<td>67.2</td>
<td>C</td>
<td>8</td>
<td>6</td>
<td>Pitch mixed with crushed stones</td>
<td>387</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yunxi and Manchuan guan</td>
<td>69.5</td>
<td>C</td>
<td>7</td>
<td>6</td>
<td>pitch</td>
<td>156</td>
<td></td>
</tr>
<tr>
<td>Shanghsu highway</td>
<td>Shangjin and Hubeikou</td>
<td>55</td>
<td>D</td>
<td>7</td>
<td>6</td>
<td>Crushed stones</td>
<td>123</td>
<td></td>
</tr>
<tr>
<td>Yunyang highway</td>
<td>Yunxi and Yangwei town</td>
<td>43.9</td>
<td>D</td>
<td>8</td>
<td>6</td>
<td>pitch</td>
<td>515</td>
<td>Cableway bridge</td>
</tr>
</tbody>
</table>

3.1.2 Existing problems

The geographical location of Shiyan city—affected area of the project is rather essential since it is located at the very center of east and west China and will probably become the strategic pivot of the Great West Development as well as the best conjuncture of three economic zones’ economic integrity. Among all the communication networks connecting northwest, southwest as well as central China, Shiyan is certainly the hub of communication. There is an abundant natural resource in affected areas of the project, forestry, mineral resources and tourism also play an
important role in Hubei province. The very areas are also major destinations for tourism in Hubei province since Wudang Mountain and the largest reservoir in Asia, namely Danjiangkou Reservoir are located in directly affected areas of the project.

As far as Shiyan is concerned, the current conditions of roads are very poor due to the limitation of construction as well as protection. In the case of bad weather, normal traffic cannot even be guaranteed. Generally speaking, the road network works quite inefficiently and does not profit very much. County- and township-level road system is far from perfection. In many villages roads are not even well connected. In this sense the current highway system is far from enough. As far as the traffic conditions of each county and city in affected areas are concerned, choices to go outside are rather rare and traffic is blocked at some time. Since the density of roads in these areas is very small, traveling routines are quite limited and are usually condensed on one or two highways. Once there are blocked and damaged by bad weather or other reasons, it is quite probable that the whole system may get paralyzed, which does great damage to the local economy. There also exist a number of problems in the case of communications to the outside world. Take the traffic condition between Shiyan and Xi’an for an example, the road classes, pavements, traffic flow as well as topographical conditions vary from each other greatly. Therefore it is very hard to predict what will happen to the roads when it snows or rains. Furthermore, the crossing areas also differ much in their social and economic development and as well as design and construction, which corresponds to the difference in the unbalance of road network. Due to the above reason, most roads are zigzags. The routine goes through quite a number of administrative districts and the styles of management are also quite different (that how fees are charged is a great example), in which too many factors are affected by man. Therefore, we may safely conclude that the current transport does not comply with the goal of becoming the fulcrum and hub of communication in the Great West Development. And the road network must be fully reformed and constructed, which will certainly improve the road network system of Shiyan essentially.

In both Yun and Yunxi county, the lack of initial funds combined with that of supplementary financial facility render current national and provincial highways at a very low class. The highways are full of rapid turns as well as steep slopes, and the pavements are very bad (concrete mixed with crushed stones), vulnerable to any natural disasters. Often the traffic is blocked in rainy seasons due to the fall of big
stones from mountains, which bring quite a lot of inconvenience to the development of local economy as well as local people 's traveling.

Generally speaking, there is not even one expressway in affected areas of the project, and those original roads are not good enough either, which is no good to the current economic development of affected areas. Therefore it is a unanimous agreement between local governments and residents to build an expressway which will directly exerts its positive effects on affected areas of the project.

3.1.3 Necessity of Building Roads

1. Requirement of exploration of resources and economic development

There are fairly abundant resources in affected areas of the project. Forestry, mineral resources and tourism all play an important role in the economic development of Hubei province. The reserves of 7 kinds mineral resources including turquoise, bone coal, rare earth metal and tile slabstone (Wabanshi)rank first in the province. And the reserves of such metals as gold, silver, antimony (stibium), lead, zinc, cadmium rank second and third in the province. special local products of forestry resources mainly include tea, mushrooms, the bark of eucommia and tung oil. There are various medical materials in this area too such yellow ginger. Unfortunately these rich natural resources have not brought tremendous profits to local people. Limited by the original poor traffic condition, local economy is rather poor. Further processing and mercerization of characteristic products have not come into being. The prices of products are comparatively low and investment from the outside world is far from enough. The construction of the project will completely change the traffic situation, which will bring the geographical advantage of Shiyan into full play. At the same time funds, technology as well as information brought by the construction will directly enhances the process of a series of industries. More resources will be explored and more information be brought in, which will definitely change the theoretic advantage in resources into actual economic development and improve local people 's living conditions. During our interviews, we are much impressed by this. Take Yunxi county for an example, the completion of the highway will speed up the pace of transporting vegetables as well as special local products to Xi'an and other places, which will greatly benefit the economic development and increase of financial income of Yunxi county. Yun is famous for its vegetables and fruits. Most its products are sold to other places. It at least takes 2-3 days from the package to the market. While when the highway is completed, it only takes 3-4 hours to get to Wuhan and Xi'an. And fruits
can be sold to the market on the very day. Such chances brought to local economy are
tremendous. Local villagers have their personal understandings:

Villager Zhou Jianmin from Quyuanhedian, male, 59 years old: The agricultural and
by-products are sold at very low prices since we are far from the markets due to the
poor traffic conditions. At present the farthest places we sell our fruits to are Yun and
Yunxi county, Shiyan. They are rather cheap. Half a km of orange sells 30-40 cents
with very few of them can be sold out. After the highway is built, we can sell them to
nearby Wuhan and Xi’an. It accelerates the circulation of agricultural and
by-products as well as promote the prices of them. Let’s take orange for an example;
it is quite possible to be sold at 1 yuan per jin (half a km), and usually it sells at 80
cents per jin. Most peasants in our village grow vegetables and fruits the output of a
household turns out to be at least several km every year. The increase of prices with
10 or 20 cents per jin will add up to be a great number. Therefore ordinary villagers
fully support the idea of building highways.

2. Requirements of Weakening Local People’s Poverty

Among the directly affected areas of the project, Yun and Yunxi county are both state
identified poor counties. The backbone of economy in these two counties is
agriculture. The people there hope to develop the local economy in diversified ways and to
promote economy by utilizing local recourses. To develop local economy with the
exploration of the natural resources is their will. However, the inconvenience brought
by the traffic renders local people’s dream unable to come true. Take Yunxi county for
an example, it is the remotest county in Hubei province and there is neither railway
nor airline there. The distances to Wuhan and Xi’an are respectively 600 and 300km.
Major roads to this county include Yunman highway (class C) and Yunyang highway
(class D). It takes at least one day to get to Wuhan and Xi’an. More than this, the
roads are rather narrow and full of zigzags which brings much inconvenience to
travelers. Traffic problem has become the largest headache of Yunxi county. Yunxi
now takes yellow ginger as its backbone of economy and is trying its best and become
No. 1 in this field. They are trying to form an industrial operation pattern of head
enterprises—industrial association—production bases—peasants. At present about
350 thousand people and 150 thousand laborers are dedicated in growing yellow
ginger. More than 150 thousand mu of land have been used to grow it. Obviously the
cultivation and growth of this industry cannot be succeeded without the support of
transportation. If there is no good road system, it is impossible to cultivate an industry
with peasants' carrying them on their backs and shoulders, nor can it be imagined that
this industry will bring local people out of poverty. Take Yun county as another
example, most of peasants in this county grow vegetables and fruits to get extra
disposable money. While the price of grain and farm/sideline products suffers a great
deal due to the traffic limitation, the income peasants obtain is very limited. Once the
traffic condition is improved, peasants' income will rise too and they can even get out
of poverty. Many peasants have seen the potential chances brought by the
construction of highways. Not few of them have had some plans already:

Hao Yongliang, villager from Shuangloumen village, male, 44 years old: I am for
construction of the highway which seems very promising. During the construction, a
two-story house of mine built in 1988 will be made a requisition. The house exhausted
nearly 70,000 yuan which was all the savings in my family at that time. At the same
time over 50 trees will be taken over with another 200 square meters 'supplementary
house. I think that I can make money by other means after the requisition of my house
and fruit trees since I have knowledge. The contemporary sacrifice I make will later
produce more profits for me. For example, I am contacting some people to build a
company. At the beginning of the construction of the highway (in 2 or 3 year), those
materials such as grit and stones must be carried by someone. Then I will build a
transporting entity. Although I myself cannot drive automobiles, I may call on
villagers to do this for me. I did business years ago and made some money and is
equipped with such a mind to do thing. Look, here is an application to the village
council to build a transporting entity. If it is proved then I will become director in
charge of contacting business as well as organizing personnel. By doing so I may
enjoy more freedom since I am not working for somebody else and at the same time
can enjoy more benefits brought by the construction of the highway.

Mr. Zhao, villager from production team 4 of Tongshugou village, male, 36 years old:
Once the highway is completed, more information will be sent here and traffic
condition will be greatly improved. It will become more convenient for laborers to
work out and travel to Wuhan and Xi'an. Many people say that they want to try their
luck when the highway is finished. At present the roads in the countryside are really
very bad. When it rains, automobiles get bogged down in the mud. Those who
dedicate to agriculture alone can only earn about 2,000 yuan each person every year.
Take me for an example, I hope that I can get some loans from the bank, together with
the money borrowed from relatives and friends and devote myself to transportation. It
is much better than focusing on agriculture. I will begin with buying a new truck with the price around 10,000 to 50,000 yuan.

Ms. Gong, villager from Waduangang village, female, 47 years old, junior high graduate, and peasant: *As far as constructing roads is concerned, how can local people say no? The construction of the national highway 209 impressed villagers very much. In very short a time, all the crops would become ripe. Therefore the destruction of them hurt all our feelings. But we were also the first benefactors from it. When there were no roads to our village, nobody came to purchase products from us. When time for the harvest of fruits came, we had to ride bicycles to Shiyan, which took us nearly 4 to 5 hours. You can imagine that we would not allow them to rot in our houses. In a nearby village named Wangjiaxue more fruits are produced than those of us. Yet they are not richer than us since the national highway does not reach their village. Only motors can run on the roads to their village and peasants there have to carry out and then sell them out. More than this, the original team used to be the poorest in our village and their houses were mainly made of clay. With the construction of the national highway 209 more of their houses were pulled down. And now they have the most houses made of brick in the village. My son is serving the army as a driver. When the highway is completed, he will come back to transport goods. Many families in the village follow such a pattern: men work out to transport goods while women devote themselves to sales.*

3. Requirement of Improving Residents' Living Conditions in Affected Areas of the Project

Generally speaking, residents' living conditions in affected areas are not favorable. On the one hand, they cannot make full use of the existing resources to accumulate wealth. Although there is an abundant reserve of resources theoretically, people cannot turn them into actual ones due to the constraint of poor traffic conditions as well as the lack of funds. Secondly, their housing condition is not encouraging either. Let's take a look at the interior side. As far as size of house in concerned, they live in a broader space than residents in cities. Yet the quality of their houses is not as good as those of their urban counterparts. Nearly half of the houses are made of wood and clay with very poor hygienic conditions. Many peasants are willing to build houses yet they have no money and cannot afford them. Now let's look at the exterior environment. The roads are usually very narrow. More than this, they are made of mud, grit and crushed stones. All these add to the difficulty to travel out to buy daily and production goods. A good Medicare system provides guarantee for those who
suffer from illness and who are vulnerable to attacks from illness. Generally speaking, the medical conditions of POIs are very bad. In our interviews, we were told a story like this: usually peasants raise pigs. One day a peasant fell ill and was in bad need of money. Then he thought out an idea to sell one of his pigs in exchange of some money. He then asked some friends to carry the pig to the market. They walked a whole night on the mountainous paths. Unfortunately the bamboos which were used to carry the pig broke on the downward way. All of them were exhausted. Finally the pig was not sold out. And time was delayed for peasant's illness since he could not get enough money. The improvement of traffic certainly will lead to the improvement of living conditions of residents in affected areas of the project. On the one hand, the theoretical resources will be changed into usable ones. On the other hand, some peasants will have to move out due to the construction of the highway. They may use the compensation money to build new houses and to better their living conditions. Furthermore, the completion of the highway will facilitate residents traveling as well as provides conditions to treat people who suffer a serious illness.

4. Requirement of Enhancing Social and Economic Ties between Areas

Social and economic development depends on interactions between areas. Isolation as well as confinement not only hinders the development of local economy, it also sets obstacles to the development of other areas. At present, social economic ties and communication in Shiyan is tremendously constrained by traffic inconvenience. Goods, human resources as well as information cannot be exchanged smoothly on the market. The nearest example is provided by one of the social appraisal experts. She set out at half past nine on the morning of August 12th. Since the heavy rain on the very day rendered the path muddy and the roads were narrow with landslide along the side, it took her three and a half hours to finish the journey from Shiyan to Yunxi. From investigations we got to know that even if in fine days, it took at least two hour to cover the aforementioned journey. At present although many roads connect between counties and cities, towns and counties, none of them can be labeled as class-A roads, and even many roads are out of class, which extremely hinders from social and economic communications. More than this, the communication and association between affected areas and other areas are also constrained by the traffic. Although there are railways from Shiyan to Wuhan, the time is fixed and controlled by various regulations, which cannot meet the demand of social and economic contacts. The most obvious advantage of road transportation is feasibility as well as speed on the condition that the quality of roads is ensured. Nowadays the roads between Wuhan
and Shiyan are of low quality, which exerts a negative influence on the full play of roads. Even when a car is used, it takes nearly 8 hours to get from Shiyan to Wuhan. Obviously, HSHP will play an important role as far as the enhancement of regional economic ties is taken into account.

5. Requirement of Developing Tourism of Shiyan City and even the Whole Hubei Province

The directly affected areas have fairly rich tourism resources. The ancient architecture group at Wudang Mountain is on the world cultural heritage list of UNESCO. Wudang Mountain scenery spot, together with the best-preserved primeval forest in the middle latitude on the earth---Shennongjia in the neighborhood, and Yangtze River scenery spot are very famous. These tourist famous spots every year are visited by millions of domestic as well as overseas tourist. Xi'an is a world famous ancient capita city; and it is also a famous tourist scenic spots. But unfortunately there are very few communications and tourists exchange between Xi'an and Wudang Mountain and nearby areas. According to a recently-conducted survey on the compositions of tourists to Wudang Mountain, the majority of them are short- and middle-journey tourists. Among all the tourists nearly 85% live in the neighborhood with an radius of 300km. from the survey we also find that these tourists spend little on tourism and they usually do not stay long there, which exerts direct unfavorable influence on the income brought to the management organization of Wudang Mountain as well as those nearby scenic spots. And this had much to do with the regional transportation facilities, especially the bad road transportation facilities. At the same time, limited by traffic issues, residents in the two scenic spots are not quite willing to take the others' residence as their tourists' destination. When Shiman Highway is completed, it is nearly a three hours' journey from Xi'an to Wudang Mountain, and this will greatly enhance the communications between tourists in these two places as well as motivates them to visit the scenic spots of the other side.

3.2 Sub-project

3.2.1 Basic Conditions and Existing Problems

The sub-project of HSHP----Rural Roads Improvement Plan (RRIP) includes 10 rural roads and 2 bridges. The point under investigation of this time is Baozhu Road (from Baoxia town in Yun county to Chengguanzhen in Zhushan county), which runs 93km long and is expected to be upgraded to class C road.
The planned project named Baozhu Road is located in the southwest of Yun county and in the north of Zhushan county. The project commences with the starting point of the national highway 316----Baoxia town and in the south reaches Chengguan town in Zhushan county via Donghe township (Yun county), Shuangtai township and Pankou township (Zhushan county). Altogether 2 towns, 3 townships and 26 administrative villages are concerned. (Please see details in table 3.2-1).

<table>
<thead>
<tr>
<th>Name of project</th>
<th>Villages and towns crossed</th>
<th>Administrative villages directly affected</th>
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</thead>
<tbody>
<tr>
<td>Yun county</td>
<td>Baoxia town and Donghe Township</td>
<td>Baojiadian, Hetian, Zhaowan, Majiaping, Jigonghe, Gaoqiao, Jianchi, Dadunzi</td>
</tr>
<tr>
<td>Zhushan county</td>
<td>Shuangtai township, Pankou township and Chengguan town</td>
<td>Zhaigou, Taizi, Jiangxi, Yutang, Fengshan, Xiangshan, Zuoji, Jieling, Sanguan, Dengping, Miaowan, Yaogou, Santai, Zhaiping, Xianjia, Changgou, Nangou, and Mingqing</td>
</tr>
</tbody>
</table>

According to the eye estimation, the base of most Baozhu Road is 7.5m wide and the width of the pavement is estimated 66.5m. The road has a radius of 20-35 meters with the largest incline of 8.5%. The pavement was built in 1990s and badly damaged (60% of the road is broken). The project is 93 km long among which the section in Yun county runs 36.6 km and that in Zhushan county runs 56.15 km. Yun county is just next to Shiyan city and is quite fit for the development of scaled agriculture since Han river flows through this area very smoothly. With the latest 20 years' rapid development of Shiyan city, the cross pattern composed of the national highway and Danyun highway to the north of Han river has been initially formed, but the transportation in southern areas to Han river fell behind that in the northern areas, the section in Yun county are below class C. Zhushan county though which the southern section of the road goes is located in the "inland" mountainous area. Nearly all the transportation depends on roads except that at Huanglongtan Reservoir small boats are used. Therefore Zhushan County has been paying a lot of attention to the reformation of this project. Since governments of all levels share the responsibility of
repairing and managing the operation of roads and county- / village- roads cannot get national and provincial subsidies, they have been only repaired or improved within very limited scope, while the basic questions were left unresolved. In affected areas there are many turns on the narrow roads. More than this, many parts of the roads have to cross tunnels in mountains. Whenever it rains or snows, the traffic will be totally blocked. Since 1998, 83 traffic accidents happened in this section with a toll of 13 people. Falling stones killed 17 people with a direct loss of more than RMB10 million yuan. As an important passage from Shiyan to Zhushan and Zhuxi, it is most urgent to have it improved.

3.2.2 Necessity of Improving the Roads

Constrained by the traffic problems in the affected areas of the sub-project, villagers' opportunities are depressed. And their participation in the market is quite limited. Yun county and Zhushan county in which Baozhu Road goes through are state identified poor counties and social and economic development is comparatively very low. The living conditions of villagers in affected areas of Baozhu Road are without exception. Around one third of peasants still live under the absolute poverty line. The educational and hygienic conditions are not good enough either. The current situation of roads has tremendously affected local people's living as well as the sustainable economic development in the future.

As far as the three villages under the investigation on the sub-project, villagers, whether they live in good-traffic villages or bad ones, unanimously called on the improvement of roads which proved that such an idea is fully supported by ordinary residents. A survey in 139 households in Xiaojiagou, Tizi, Nankou, Miaowan, Santai and Dengping village reveals that 97.8% are for the improvement of Baozhu Road; one is against while two others just do not care it. We find from the survey that improvement is not only important but necessary.
1. **Requirement of improving the poor conditions of local people**

To promote local economy with various means and to develop local economy by exploring local resources and making use of the advantages are people’s will. But unfortunately the inconvenience brought by the poor traffic conditions prevents such a will become true. The potential resources cannot play its role. Although poverty of peasants is the work of many factors, the inconvenience of transportation and inaccessibility are very important ones. During the survey, not few villagers expressed such an idea that the above mentioned factors lead to their poverty. Mr. Jiang (male, 36 years old) from Xiaojiaogou village in Zhushan county said:

*Roads in our village are made of clay. Even mini-motors cannot pass through it. Nobody in the village cares this since all of us are very poor. It is raining these two days. Several big stones fall down from the hills and blocked the way. Even men cannot pass, let alone vehicles. Usually we have to walk nearly 3km to get to the road in our village and then get on a vehicle. It costs us at least 2 yuan to get to the town or the county. How can we get the money? In the past we either rid a bicycle or walked there. If anyone is in charge of repairing the road, we are willing to devote ourselves to it. When it is completed we can also gain a lot from it. It is quite usual to see trucks falling down nowadays.*

Mr. Wang from Baojiadian village in Yun county said:

*It is good to build highways, and it is better for us to build more quality rural roads since they will exert direct influence on our life. It is so wonderful to improve rural roads when highways are being built. At present conditions of these roads are very bad. They are so narrow that many accidents may lie ahead. We are so poor only because that there is no convenient traffic system. We welcome the combination of building highways and improving rural roads.*

2. **Requirement of Improving Residents Production and Living Environment**

We find from the survey that residents’ production as well as living environment in directly affected areas of the sub-project is not favorable. One reason is that the traffic is inconvenient. The current roads are narrow and made of clay, crushed stones or sands. It is very inconvenient to travel out to buy daily necessities and articles for production. Mr. Deng (male, 38 years old and junior high graduate) from Dengiping under Pankou said:

*I think that the environment as well as the sanitation is not good enough. I have also thought of improving it. But ordinary people have no such abilities. We can only*
depend on the governments now. When I travel out I usually take a mini-bus. At present it is not quite convenient because the roads are crooked and the pavements of them are of low-quality which led to many accidents. Individuals certainly may benefit a lot from the improvements of roads. I myself often go out. When the roads are improved, it will be more convenient. As for women, they have easier access to the market buying and selling vegetables."

A senior citizen from Baojiadian village under Baoxia town in Yun county said:

*When the road is completed, we can buy fertilizer in the neighborhood and ask some friends to carry it back. It will do great good to villagers and I am fully for the plan. My land is on the roadside and part of it may be converted but I will gain more benefit. Most of young men in our village have gone out to work. And women are left for the field work. Little girls may serve as shop assistants. Generally speaking, fieldwork depends a lot on women. Some of them also work out in the first half of a year and then come back in the second half. Therefore the building of this road will benefit those outgoing laborers. Secondly, the medical conditions are very bad. Villagers comment that, doctors at the medical office in the village can only handle headache and cold, but they can not treat patients with more serious diseases. In such situation patients have to go to a better-conditioned hospital. When the road is improved, villagers may see their doctor in a better hospital rather than those in the village or in the town. In this case fewer medical accidents will happen and villagers will be treated with better conditions.*

3. Requirement of Educational and Social Development

The improvement of rural roads will certainly promote the local educational and social development. Firstly, it will be more convenient for kids and the youth to further their studies. In the investigated areas of the sub-project, most villagers think it convenient to go to school since the school is in the village. But when it is time for their children to go to town or the county, or even the capital of their province and other provinces to pursue their further education, the improvement of the road will greatly shorten the distance and provide more convenience for them. Progress in education will in return play a positive role in the sustainable improvement of poverty-stricken families and will help relieve poverty in rural areas. Secondly, this is likely to promote the rate of children's starting school and finishing school. In the investigated areas, children from rural families generally may finish primary school. But for some poor families, they cannot afford their children's higher education. And poverty has rendered many children good assistants of their families. As the saying
goes, children from poor families support their families in an early age. Improvement of roads will increase villagers' income by improving their producing and operating environments and better exploring the current resources, which may guarantee the education of children and the youth. When we conducted a survey at Waduangang village in Yun County, Mr. Wang came into our sight as the poorest man in the village. That Mr. Wang has three kids: the oldest girl in 19 years old and the second oldest is a 18-year-old young man. Both of them finished their primary school. Since it would take each one 400-500 yuan to go to school every year, both of them had to quit from school and went to work out. Now they become a bit better off and the youngest girl is fortunately able to go to secondary school. At such three villages as Baojiadian, Xiaojiagou and Dengping, we did not find similar cases. But the expectation of villagers of their kids convinced us that they are all willing to afford their kids more education if conditions permit. Thirdly, improvement of roads will increase the flows of people, materials and information. Outsiders will have easier access to villagers and insiders can more easily get out. Such a communication not only has positive effect on the economic development but also widens local people’s horizons and changes their ideas as well as lifestyle gradually. Under this influence they can gradually depart from the traditional rural way of life. Such a change has far-reaching influence on villagers.
Chapter Four  Priority of Major Stakeholders on Relevant Questions of the Project

4.1 Significance and Operation of Priority of Relevant Questions

Peasants have long been living and working on this land; and they have a comprehensive as well as deep knowledge of local community. A full understanding of such knowledge has great value of reference in making an effective project. The priority of relevant questions to the project is a method to conduct a social appraisal of the project with the help of peasants' local knowledge.

To prioritize questions is the process of integrating all the marks given by direct or indirect stakeholders on relevant questions according to their priority. Objects include the priority of reasons of richness and poverty, positive and negative influences on local economy exerted by the project and factors restricting the development of local economy. The pre-supposition of prioritizing a series of questions is that a choice is made not out of a single standard or goal but rather comprehension and interactive comparison.

Selection of participants: we encourage as many people as possible, at least 5-8 people to participate our prioritizing process. They are from different status that include rich, well-off and poor peasants, cadres in the village, women, and specified carriers.

Operation: two methods were adopted. Firstly, an appraisal expert held discussion with local people on such issues as reasons for richness and poverty, positive and negative influences of the project on local economy and factors which restrained development of local economy, and then he/she asked them to prioritize them and followed by inquiring why they did so, another expert recording these results on the side. Secondly, experts asked participants to raise relevant questions and according to their understanding prioritize them with accessible instruments on hand such as pens and stones, group members then recorded the results.

Obviously the results were not quite exact. But it should be pointed out that it really represented local peasants' knowledge and value, reality and problems in their real life.

4.2 Priority of Richness and Poverty

4.2.1. Prioritization of Reasons for Richness and Poverty
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4.2 Priority of Richness and Poverty

4.2.1. Prioritization of Reasons for Richness and Poverty

The result of prioritization from ten villages suggested that the most important reason for the richness of a family was “knowledge, mind and sense of business”. Participants thought that those who had knowledge, a shrewd mind, large social networks, many information sources and channels could do business successfully.
Since they could grasp nearly all opportunities to make money, they were endowed with capabilities to become rich. Villagers pointed out that, peasants in Wenzhou and Shaoxing in Zhejiang province were generally very rich. Nearly each family had a three-story house and a large amount of money as savings in banks, because they had knowledge, a shrewd mind and a good sense of business. Their knowledge was very practical and differed greatly from that was learned in universities as well as graduate schools.

The second important reason was that some members in the family worked outside agriculture. In the countryside there was a large population while at the same time land was always inadequate. Land can only guarantee peasants food and clothing. Although it cannot bring much extra disposable money to peasants, working as outgoing laborers is a good way in rural areas since peasants have almost no employment opportunity. According to a villager from Shuangloumen village, each family in this village has at least one outgoing laborer. 99% of those families with the most beautiful houses in the village have outgoing laborers. Take Xu Zhiguo for an example, he has three sons altogether and all of them are working in Shiyan city. Their income of last year amounted to RMB50,000 yuan, making up 93% of the whole family. They have been working out for at least 20 years. In 1996 they built a 2-story house with saving from their work. Take Zhou Mingxue from Quyuanhedian village as another example, the total income of the family last year was RMB20,200 yuan, which was mainly the remittance from his two daughters who were working out.

The third important reason is that “setting up shops, having a stable occupation and growing characteristic plants”. Craftsmen in the village have more employment opportunities and therefore more sources for income. Those who have a stable occupation refer to civil servants who work in governments and enterprises. They are regularly paid every month and have a fixed income. Since they may provide a stable income for their family, their yearly income is quite handsome. For those who grow characteristic plants with high value can gain more than those who grow rice. Chen Hongmin from Shuangloumen village is a good example of this kind. He signed a contract on land (3 mu) to grow cherry and peach. These two brought him an income of RMB35,000 yuan. A senior citizen He told us:

*I am a 62-year-old man with a family of 7 people, my wife and I, my son and daughter-in-law and three granddaughters. Right now we have 8 mu of land in which yellow gingers are grown. Each mu of land may produce nearly 2,000 kg yellow*
ginger on the average. If it sells at one yuan per jin (half km), I may gain 32,000 yuan by this. And furthermore, my son, daughter-in-law and grand-daughters are all working out now. One of my granddaughters learned to drive car here and she is driving a taxi in Tianjin at present. Not long before she brought her younger sister there too. They both are driving. My son and daughter-in-law are working out too. My son is an electric welder. Therefore we are well off.

Other reasons for richness include “hard work”, “lots of land and forest” and “good chances”. Not few villagers admitted that hard work is really an important reason for getting better off. On the contrary, those who do not work hard are usually very poor. Zhou Jianmin from Quyuanhedian village said:

some families in our village are very poor. Major reasons for this include ignorance and laziness. There is a villager in Team 5 named Jian, who is 41-42 years old. He has 0.6 mu of land but he never cultivates it. He idles away all the time. When he has nothing to eat he works out for somebody. And then he becomes idle again. Right now he remains single, living in a two-room adobe-made house without any saving. He says that to work for others is to be exploited; therefore to be well off is his belief.

“More land and forest” stands out among all the factors in areas where land is comparatively very rare and forest may bring a handsome cash income to villagers. Let’s take a look at Zhang Zhiyu at Guandimiao village under Tumen town in Yunxi county. The five people in this family have 2.2 mu of land, plus another 2 mu of land transferred to him with each having less than 1 mu of land. On some of the land he grows grains enough for the family while on the others he grows yellow ginger. Last year he obtains an income of 10,000 yuan from it. Plus the 1,800 yuan he earns from working out, he maintains the five-member family.
Table 4.1 Prioritization of reasons for richness and poverty in 10 villages

<table>
<thead>
<tr>
<th></th>
<th>Knowledge, a shrewd mind and sense of business</th>
<th>Have outgoing laborers</th>
<th>Setting up shops, having stable occupation and growing characteristic plants</th>
<th>Hard work</th>
<th>Lots of land and forest</th>
<th>Good opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shuangloumen</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Tongshugou</td>
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<td>Dengping</td>
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<td>2</td>
<td>3</td>
<td>3</td>
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</tr>
</tbody>
</table>

Note: numbers in the form are indicators of priority, indicating how the corresponding item ranks to the importance of the family richness. Villagers sometimes give the same ranks.

4.2.2 Prioritization of Reasons for the Poverty of Families

Participants take "no culture, no specialty and limited living capability" as primary reasons for poverty. Those poorly educated have very few employment opportunities and are not competitive enough on the labor market. Take Chen Sixiang at Shangxiangkou village under Xiangkou administrative village in Yun county as an example, three people are tied to 2.6 mu of land, and Chen only finished his primary school. Since he has no specialty he lived a rather poor life. There is only a bicycle in his house and nothing else. The total income of the family last year amounted to 1,800 yuan and barely kept a living. From the questionnaire appraisal we also found a correlation between intellectual quality and poverty. If the head of a family or his/her spouse is illiterate or semi-literate, the average yearly income of the family is 1,800 yuan. If they have finished primary school, then their average yearly income is 2,511 yuan.
yuan. If they have finished junior high schools or more, then the average yearly income amounts to above 3,000 yuan.

The majority of villagers think that “lack of funds and no access to latest information” is another important reason for poverty. Many villagers commented that that had had thought of ideas about poverty relief, for example, setting up shops and undertaking contracted projects, etc. Unfortunately they could not obtain initial investment, and it is extremely difficult to get loans from banks and credit cooperatives. They also thought of borrowing money from relatives and friends, but since nobody was rich enough they could get very little from them. And finally many good ideas ended in nothing. Besides this, ignorance of various information cuts off the margins a lot from those who grow characteristic plants and then sell them at a very low price.

The third reason is “very bad financial condition and illness of family members”. Families in poor financial condition usually have to bear huge responsibility and they have no extra money to pit into another round of production. Take Li Xihua from Quyuanhedian village under Qingqu town in Yun County for an example. Ten years ago his daughter was working in a fireworks factory and was badly wounded in an accident due to the explosion. And he then spent 20,000 yuan on her treatment but finally she still died. And he was compensated only with 300 yuan for her burial. It took him nearly ten years to pay back all the debts. Therefore his financial condition is very bad. He cannot invest more money on his land growing characteristic plants, like other villagers have been doing. Thus he can earn very little from cultivation. At present major furniture in his house includes a black-and-white television, two bicycles and two electronic fans. The poor financial condition is closely related to the number of kids. Since the social insurance system have not covered all the people in rural China, the idea of “raising sons to secure one’s future” is very popular among peasants, which set an obstacle to the control of family scale. In the survey we found that there were two or even three daughters in many families.

“Few or no laborers” is another reason for poverty of families. Take Mr. Wang from Waduangang village for an example. He is ill in his eyes which greatly affected his abilities. His wife is handicapped in legs and cannot move evenly. They have two daughters and a son. As far as land is concerned, they have 2.7 mu of land which can only sustain the family. They have not built any covering for vegetables due to the bad financial condition. His wife set up a small stand at the gate of a primary school to sell stationary and snacks to students. Every month she can earn 300-400 yuan. And the total family income last year was only 3,000 yuan. Li told us that they can afford
some meal only once per month. Let's take Mr. Deng from Shuangloumen village for another example. Although she is only 23 years old, she cannot work any more due to handicap. Her husband is working out in Shiyan now and can earn only 300 yuan per month. The 4 mu of land is totally dependent on her 73-year-old father-in-law. There is only one bed for sleep and nothing else, even a table for meals.

Besides all these, "few production resources and employment opportunities" are also reasons for villagers' poverty.

Table 4.2 Prioritization of Reasons for Poverty in Ten Villages

<table>
<thead>
<tr>
<th></th>
<th>No culture, no lack of funds and limited living capability</th>
<th>Lack of bad financial condition</th>
<th>Lack of laborers or incapability of them</th>
<th>Few production resources</th>
<th>Few employment opportunities</th>
</tr>
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4.2.3 Prioritization of Factors restricting the Development of Local Economy

To find out factors restricting the development of local economy and lay down corresponding measures to solve those problems with the help of local people's wisdom and knowledge is an important prerequisite to secure the implementation of the project.

Participants put such factors as "inconvenient communication, ignorance of information and no market for products" on the top of listing reasons for poverty. Secretary of Tongshugou village under Zhangwan district said:
Our village is very poor since we are at a dead corner. We walk up along this extremely narrow and poor-conditioned road to Yunxi county; and down to the downtown of Shiyan. We are just at the dead corner. Nobody cares about us and we have no money due to the inconvenient communication as well as ignorance of information. We also try to attract investment and develop collective economy. But nobody is willing to put his/her investment here. There are no enterprises and all of us live on crops and vegetables we grow. How can we get rich? Every year we have to improve roads. Even such small roads have to be improved every year. We accumulate laborers and funds in our village and even persuade those who work out to come back to improve the road. Besides this we add a bridge to our village which costs us 30,000-40,000 yuan. Last year we spent 10,000 yuan on the improvement of the road. We even made a tunnel in the mountain so that vehicles may run through. It has not been straight till now. We have to do so. Who is going to be confined to this poor place? We spent 240,000 yuan on this. The funds in part come from villagers and in part are borrowed. But we cannot pay them back now. At present we owe 300,000 to others. To some extent the geographical location is not bad. Only inconvenience of communication becomes the bottleneck for development of our economy.

The second reason is “lack of funds and technology as well as simple industrial structure”. Many peasants cannot develop scale-production of vegetables as well as yellow gingers due to lack of funds as well as technological instruction and service. Some peasants who are growing characteristic plants are restricted by financial and technological issues and cannot further expand their scale. Those who grow rice cannot get any profit from it. If one mu of land is used to grow grains, it brings 1,000 yuan to peasants at most. In this case the cost has not even been excluded. Funds and practical agricultural technology are both very important to the development of local communities. If one mu of land is used to grow vegetables it brings at least 2,000 yuan to peasants. But if it is used to grow yellow ginger, then about 3,000 yuan. And if other industries are developed, peasants can get more. Among all the villages under investigation, Shuangloumen ranks the first as far as income of peasants is concerned. And the major reason lies in its diversified industrial structure and adequate technology as well as funds.

“The backward ideas of peasants” are listed on the third. During our survey, we found that some of the peasants had too much concern for the risk of growing characteristic plants. Since the small-scale peasant economy is characterized with vulnerability, quite a lot of peasants dare not take the risk of developing and planting new species.
They get used to the past producing as well as living style. Not until they have seen other people's success do they begin to copy their examples and by this time they have missed the best opportunities. Take yellow ginger for an example. At the beginning yellow ginger is sold at 2 yuan per jin (half km). And last year the price dropped to 1.2 yuan per jin (half km). In this March it even dropped to 70 cents per jin (half km). At this price peasants can gain no more than that they grow wheat.

Furthermore, “natural disasters” as well as “cadres are not open-minded enough” are also reasons restricting development of local economy.

Table 4.3 Prioritization of Factors Restricting Development of Local Economy by Villagers from Ten Villages

<table>
<thead>
<tr>
<th>Villages</th>
<th>Inconvenient communication, ignorance of information, and no markets for products</th>
<th>Lack of funds, personnel and simple industrial structure</th>
<th>Conservative and backward ideas</th>
<th>Natural disasters</th>
<th>Cadres are not open-minded enough</th>
</tr>
</thead>
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<tr>
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4.2.4. Prioritization of Positive Effects of Implementation of Projects on Local Economy

Among all the positive factors listed by villagers, the first one is “to bring convenience of sales of agricultural productions and increase income of peasants”. In the ten villages under investigation, nearly all the villagers put this factor as the primary one, especially for those in economic plants and characteristic plants-oriented villages. The backward traffic conditions rendered local villagers unable to transport
vegetables, fruits, yellow gingers and other characteristic plants out to the market. Even the output of those characteristic plants are increasing year by year, they have not brought handsome profits to peasants. On the contrary, they have to sell them to local small vendors at a very low price. The whole year's hard work ends with little profit, which hurt peasants' spirits. Once the roads are improved, their products will be transported out in large quantity. Cost of transportation will be greatly reduced, products sold at a higher piece, their income increasing too.

The second advantage is "to strengthen economic ties and trades, explore local resources as well as accelerate the development of enterprises in the village." We find in the survey that each village is rich with various characteristic plants as well as natural resources. But due to lack of funds and the updated technologies of growing characteristic plants, manufacturing industry has not been fully developed. While the restriction of traffic conditions to some extent scare investors away. Villagers think that the improvement of roads will improve more investors there and further develop the growing of characteristic plants. More local enterprises, especially those manufacturing ones will increase fast and therefore create more employment opportunities.

The third advantage is "to change the rural view and accelerate the construction of small towns and counties". Many villagers, especially those cadres have realized that modernization of towns and counties are necessary steps toward the goal of rural development. Many villages take the construction of the highway as an unprecedented opportunity to re-design and construct rural communities. At present peasants live quite sparkly. Most of them are far from roads and live quite near to stocks. Besides this they have no easy access to the outside world, which causes their dissatisfaction towards the present backward rural situation. They sincerely hope that the improvement in traffic may change the general view of their villages and shorten distances with counties as well as cities, expecting that they may fulfill the dream to live in cities without walking out of their villages.

More than this, villagers also listed other advantages which may be brought to their villages. For example, it becomes easier and more convenient to travel and work out; it pushes the development of transporting business in their village and reduces traffic accidents, etc.
Table 4.4 Prioritization of Advantages Brought by the Implementation of the Project

<table>
<thead>
<tr>
<th></th>
<th>Bring convenience to sales of product</th>
<th>Strengthen trade ties, explore local resources and accelerate development of local enterprises</th>
<th>Change the view of villages, accelerate construction of villages</th>
<th>Bring convenience to travel and work out</th>
<th>Push development of local transportation businesses</th>
<th>Reduce accidents</th>
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<td>Quyuanhedian</td>
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4.2.5 Prioritization of Disadvantages Brought by Implementation of the Project on Local Economy

We found in the survey that “occupying lands and pulling down houses” are the largest concerns of villagers. Lands are the foundation of villagers’ life. The occupation of their lands will have direct effects on their lives. But nearly all villagers know that building roads are necessities if they want to become better off. Therefore they still stand for the plans of building roads although some of lands will be occupied. What they care now is how much they will be compensated for their occupation. So is the case as far as houses are concerned. Some villagers are not quite pleasant with their houses being pulled down. Zhang Duoyong at Tongshugou village said:

*I strongly agree with the plan of building the highway. The highway runs through our village. It exerts nearly no influence on my fruit garden which covers an area of three mu. I grow vegetables on another 1.5 mu of land. And this time around 0.2-0.3 mu of my land will be occupied, which still has very little effect on my family. My major concern is my two-story house which was built in 1998 with an area of 214 square meters and cost me about 60,000 yuan. What can I do with it? I spent all the money I had at that time and borrowed 10,000 yuan building that house. I gradually paid the debt with money brought by my son and daughter who were working out. Not until early this year did I pay back all the debts. And now it is going to be pulled down.*
must be compensated with at least 60,000 to 70,000 yuan. How hard is it for me to build a house! Houses mean families for villagers. And we also concern about the corresponding compensation policies.

The second disadvantage is "the increase of traffic accidents and insecurity brought by it". As a villager from Lijiapeng put it:

*Improvement of roads naturally leads to the speed of vehicles, which may threaten villagers and kids. I suggest that we should learn more from the construction of cities such as establishing pedestrian crosswalk, fast traffic lanes as well as security signals for the sake of kids. Improvement of roads must be followed with improvement of traffic management. Wuduangng primary school is only ten meters away from the highway. We are quite worried about that children are curious to walk over to the highway. Therefore we should do more on propaganda of security must be enhanced and more precautionary measures must be taken.*

A villager from Shangxiangkou pointed out that some kids in one production team would have to cross the highway during the construction of it. Therefore we should pay more attention to the security issue.

Besides, "more pollution", "public order caused by immigrants" and "damage to the original irrigation system" are considered by villagers as disadvantages.

| Table 4.5 Prioritization of Negative Effects of the Project on Local People |
|---|---|---|---|---|
| Occupation of lands and the pulling down of houses | Increase of traffic accidents and security issue | More pollution | Public order caused by immigrants | Damage to the original irrigation system |
| Shuangloumen | 1 | ?? | ?? | 3 | ?? |
| Tongshugou | 1 | ?? | --- | --- | --- |
| Wuduangang | 1 | 2 | 2 | 3 | 3 |
| Quyuanhedian | 1 | 2 | 3 | 3 | ?? |
| Shangxiangkou | 1 | --- | 2 | --- | --- |
| Guandimiao | 1 | ?? | 2 | --- | --- |
| Shitizi | 1 | --- | --- | --- | --- |
| Baojiadian | 1 | 2 | ?? | --- | --- |
| Xiaojiagou | 1 | ?? | 2 | --- | --- |
| Dengping | 1 | ?? | ?? | ?? | ?? |

Note: "---" indicates no effect.
Chapter Five  The Social and Economic Life of Major Stakeholders and Their Expectations towards the Project

In order to understand and give a reasonable appraisal of the project on major stakeholders’ social as well as economic life, we in this part adopt the method which combines the basic conditions of the POIs, analyses of individual cases as well as questionnaire survey, or in other words, we combine descriptive study with explanatory study, cross-sectional study with longitudinal study.

5.1 Analytical Framework

5.2 Basic Conditions of Those under Investigation and of Their Villages

Altogether there are three production teams in Shuangloumen village under Zhangwan district. Production team one is made up of 145 people, production team two 167 and production team three 310, And the floating population nearly reaches 200 people. The affected production teams mainly include production teams two and three. About 60 mu of cultivated land will be occupied, making up around 12% of the total cultivated land of these two production teams. Peasants mainly grow vegetables as well as fruit trees which mainly include cherry, peach and nut trees. Besides these they also grow wheat and coarse cereals and raise stocks.
In each family at least one member is working out. Most of them are in Shiyan, and the rest are in other provinces. Shuangloumen village is comparatively very rich in all villages. Last year the total industrial and agricultural output amounted to more than 14 million yuan, among which the agricultural value reached over 3 million yuan. The industrial value was mainly contributed by two private enterprises for vehicle fittings. In 2002 the average per capita yearly income of villagers was 3,000 yuan.

Tongshugou village under Zhangwan district is about 30 km from Zhangwan district. It consists of 6 production teams with 1,050 villagers. In them team five has the largest population and it nearly reach 300. Affected production teams are mainly team two, three, four and five. About 122 mu of cultivated land will be occupied, making up 20.5% of the total cultivated lands of these production teams. Peasants mainly grow vegetables as well as fruit trees. Income from sales of vegetables as well as fruits accounts for 60% of the total. And income from working outside makes up only 30% and the rest 10% is from stock-raising. Over 100 people are working out now. Most of them are in Shiyan and the rest are in other provinces. Tongshugou village is one of the poorest among all the villages of Zhangwan district. In 2002 the yearly average income reached 2,800 yuan.

There are eight villagers production teams at Waduangang village under Liubeitown in Yun county with a population of 2,270. Altogether it has 1,070 mu of cultivated land in which paddy fields cover an area of 433 mu and nonirrigated farmland 627 mu and forestry 6,000-7,000 mu. Affected areas of the project include team one, three, four, six, seven and eight. Nearly 85 mu of cultivated land will be occupied, making up 5.4% of the total cultivated land of these six production teams.

Among the 1,760 laborers in the village, 40 are outgoing laborers and they are mainly in Shiyan and Guangdong. Since they can obtain a fairly high income from crops, the majority of them are still staying at the village most of the time. Major agricultural products in the village include vegetables, fruits and yellow gingers. In 2002 the average net income of the village reached 2,500 yuan. And the average income of a laborer was 5,000 yuan, which ranked second or third in the county.

There are seven villager production teams at Quyuanhedian village in Yun county with a total population of 3,230 in which men are 1,900. Affected areas of the project include team two, three, five, six and seven. About 261 mu of cultivated land will be occupied, making up 10% of the total cultivated land of these five villages. There are altogether 1,940 laborers in which men are 980 and women 960. Among laborers doing business are nearly 200, carriers 80 and those who work in the catering Services.
60-70 outgoing laborers 200-300. Their destinations mainly include Beijing, Shenzhen, Shanxi, Shiyan, Yun county, and Yunxi county. In the past two years lots of them went to Guangdong province, among which there are 70-80 women. And the rest are left growing crops. Villagers focus on wheat, rice, other coarse cereals, lotus and lotus root, peach, corn, orange, and the bark of eucommia. The total GDP of the village in last year amounted to RMB 7.5 million yuan, in which agriculture contributed 70%, food and service 15% and the export of labor services 15%. In 2002 the average per capita yearly net income amounted 1, 902 yuan with an average income of a laborer around 3, 500 yuan.

There are 8 production teams at Shangxiangkou village under Tumen town in Yunxi county with 436 families and 1670 people. There are 1,300 mu of cultivated land in the village with an area of 13.2 k?, among which irrigated land is 900 mu and non-irrigated land 250 mu and sloping fields 150 mu and forest 4, 700 mu. There is a gold and iron mineral. The content of iron is fairly rich. And the gold mineral has been transferred to a person for exploration. Affected areas of this project mainly include team one and four. About 136 mu of land will be occupied, making up around 45.3% of the total cultivated land of these two villages. In 2002 the total GDP of the village was RMB 1.6 million yuan, in which agriculture amounted RMB 900,000 yuan and non-agriculture RMB 300,000 yuan. At present there are 900 laborers altogether and over 300 are outgoing laborers. Two thirds of outgoing laborers are male and the rest one third are females. Male outgoing laborers are mainly working at shoe factories in Southern China and coal mines in Taiyuan. Female outgoing laborers are mainly working in light industries such as shoe and toy factories. Xiangkou village is on the middle level of the county in the economic sense. In 2002 the per capita average yearly income was 1,630 yuan. Major products is yellow ginger. And the sale of yellow ginger made up 60% of the total village income and income of outgoing laborers 30-40%.

There are nine production teams at Guandimiao village under Tumen town in Yunxi county with a population of 2, 100. Affected areas of the project mainly include team two, three, seven, eight and nine. Altogether nearly 237 mu of cultivated land will be occupied, making up 31.5% of the total cultivated land of these five villages. The incomes of peasants mainly come from the sales of yellow gingers and vegetables. 90% of the people grow yellow gingers. Besides this they also raise cows, sheep and pigs. There are over 800 laborers, in which 30% are working out. In 2002 the yearly average per capita net income was between 1,500 and 2,000 yuan.
There are 12 production teams at Shitizi village under Chengguanzhen in Yunxi county with a population of 2,333. Affected areas of the project include team one, three and four. Around 147 mu cultivated land will be occupied, making up 20.6% of the total cultivated areas of these three production teams. Peasants mainly grow yellow ginger, vegetables and fruit trees. Besides these they also raise cows and pigs. Nearly 35% of the laborers are working out most of the time and their incomes have become major incomes of the village. In 2002 the yearly average net per capita income was a little above 2,000 yuan and that of Chengguan town was on the middle level.

Xiaojiagou and Dengping village under Pankou administrative village in Zhushan county and Baojiadian village under Baoxia town in Yun county are affected areas of the rural roads improvement project. Xiaojiagou now has a population of 533, Dengping village 748 and Baojiadian village 1,478. The poor population (The yearly average net per capita income under 865 yuan) makes up respectively 40.64%, 41.04% and 30.72% of the total. In 2002 over 50 at Xiaojiagou village were working out and that number at Dengping village reached over 80 while at Baojiadian more than 300. In 2001 the average yearly net incomes of peasants at these three villages were respectively 1,380 yuan, 1,410 yuan and 1,897 yuan. Most of laborers at these three villages were farming and still few of them have some crafts and take a corresponding job such as woodcutter and carriers. The average incomes of these villages are more or less closely related with outgoing laborers. Generally speaking, the more outgoing laborers are, the more income they will enjoy.

5.3 Basic Conditions of Those Investigated and Their Families

5.3.1 Basic Conditions of those Investigated on the social appraisal Questionnaire

In the “social appraisal survey questionnaire on Shiman Highway financed by World Bank”, we choose Shuangloumen and Tongshugou villager under Zhangwan district, Waduangang and Quyuanhedian village under Yun county and Shangxiangkou, Guandimiao and Shitizi village under Yunxi county as our points of investigation. Sampling families in each village are between 21 and 35. And on the average we investigated 29 families in each village. Since such questions as income and expenditure of the family, division of labor, attitude toward resettlement land and so on were contained in the questionnaire, we mainly chose head of families or their spouses or those who were very familiar with family issues and share similar or the same opinion with other family members as our objects. And we found at last that
heads of family made up 71%, their spouses 22.5%, while other family members 6.5%. Altogether 142 males were investigated, making up 71% of the total, and 58 females were investigated, making up 29% of the total. The oldest was 75 and the youngest 15 with an average of 43.69 years old. Their marital status, educational background, occupation and nationality are as follows:

Table 5.1 Basic Characteristics of Samples

<table>
<thead>
<tr>
<th>Category</th>
<th>Items</th>
<th>Number</th>
<th>Frequency (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sex</td>
<td>1. Male</td>
<td>142</td>
<td>71.0</td>
</tr>
<tr>
<td></td>
<td>2. Female</td>
<td>58</td>
<td>29.0</td>
</tr>
<tr>
<td>Nationality</td>
<td>1. Han</td>
<td>200</td>
<td>100</td>
</tr>
<tr>
<td>Religion</td>
<td>1. No</td>
<td>200</td>
<td>100</td>
</tr>
<tr>
<td>Marital status</td>
<td>1. Single</td>
<td>8</td>
<td>4.0</td>
</tr>
<tr>
<td></td>
<td>2. Married</td>
<td>183</td>
<td>91.5</td>
</tr>
<tr>
<td></td>
<td>3. Divorced</td>
<td>2</td>
<td>1.0</td>
</tr>
<tr>
<td></td>
<td>4. Widowed</td>
<td>7</td>
<td>3.5</td>
</tr>
<tr>
<td>Educational background</td>
<td>1. Cannot read or read little</td>
<td>24</td>
<td>12.0</td>
</tr>
<tr>
<td></td>
<td>2. Primary school</td>
<td>45</td>
<td>22.5</td>
</tr>
<tr>
<td></td>
<td>3. Junior high school</td>
<td>97</td>
<td>48.5</td>
</tr>
<tr>
<td></td>
<td>4. Senior high school and junior vocational school</td>
<td>32</td>
<td>16.0</td>
</tr>
<tr>
<td></td>
<td>5. Senior vocational school and above</td>
<td>2</td>
<td>1.0</td>
</tr>
<tr>
<td>Occupation</td>
<td>1. Stay at home farming</td>
<td>162</td>
<td>81.0</td>
</tr>
<tr>
<td></td>
<td>2. Stay at home but not farming</td>
<td>16</td>
<td>8.0</td>
</tr>
<tr>
<td></td>
<td>3. Work out</td>
<td>9</td>
<td>4.5</td>
</tr>
<tr>
<td></td>
<td>4. Cadre</td>
<td>5</td>
<td>2.5</td>
</tr>
<tr>
<td></td>
<td>5. Student</td>
<td>2</td>
<td>1.0</td>
</tr>
<tr>
<td></td>
<td>6. Other</td>
<td>4</td>
<td>2.0</td>
</tr>
<tr>
<td>Whether you can speak mandarin</td>
<td>1. Can follow and speak</td>
<td>40</td>
<td>20.0</td>
</tr>
<tr>
<td></td>
<td>2. Can follow but can't speak</td>
<td>159</td>
<td>79.5</td>
</tr>
<tr>
<td></td>
<td>3. Can neither follow nor speak</td>
<td>1</td>
<td>0.5</td>
</tr>
<tr>
<td>Communist Party member or not</td>
<td>1. Yes</td>
<td>24</td>
<td>12.0</td>
</tr>
<tr>
<td></td>
<td>2. No</td>
<td>176</td>
<td>88.0</td>
</tr>
</tbody>
</table>
We found that the family size of the investigated varied from 2 to 8 with an average of 3.97 person, a bit higher than the national average of 3.58 in 2000 and also higher than the average of 3.32 in Shiyan in 2002. The family size of the investigated is as follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Valid sample</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Total</th>
<th>Mean</th>
<th>Std. Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family size</td>
<td>194</td>
<td>2</td>
<td>8</td>
<td>771</td>
<td>3.97</td>
<td>1.24</td>
</tr>
</tbody>
</table>

As far as family structure is concerned, 8.2% are conjugal families with no children live together and 57.4% families with parents live with unmarried kids. In 30.6% of families parents (or one of them) live with married sons or daughters while in other 3.8% families one of parents live with their unmarried kids or other family members such as granddaughters or grandsons.

5.3.2 Basic Characteristics of Individual Interviewees

Our interviews mainly focus on villagers at Shuangloumen, Tongshugou, Waduangang, Quyuanhedian, Shangxiangkou, Guandimiao and Shitizi village as well as another three points of investigation (Xiaojiagou, Dengping and Baojiadian) in the BRRIP. Altogether we did 52 family interviews, 10 village cadre interviews and interview with cadres from the Statistic Bureau, Communication Bureau, Anti-poverty Office and Government Office. These interviewees differ from each other mainly in their occupations. They are the major stakeholders.

5.4 Production and Operation

5.4.1 Land

Land is the most fundamental means of production as well as basic safeguard for living. Generally speaking the average land of each person is 0.67 mu in Shiyan. In Yun county this number is 0.81. And in Yunxi and Zhushan each person has an average land of 0.86 and 0.67 mu.

In affected areas, land as a means of production is made up of three parts:

One: cultivated land. From the investigation we found that cultivated land of each family differs from 0.2 mu to 10 mu. And the average is 3 mu. And the average land per capita varies from 0.05 mu to 2.8 mu. And the average number is 0.79 mu. And
most of the cultivated lands are contracted lands of families with an average 2.27 mu, making up 75.7% of the total cultivated land. Besides these each family has 0.15 mu land exclusively for growing grains as provision, and 0.21mu for self use. It is quite unusual to transfer one's land to others. And about 5% families do so.

Two: fruit garden. About 50% families have fruit gardens. And they vary from 0.3 mu to 30 mu with an average of 2.83 mu for each family.

Three: some watery areas such as pools. 6 families have watery areas, making up 3% of the total families. And each family has an average of 1.6 mu.

5.4.2 Means of Production and Operation

Means of production and operation mainly include family contraction which makes up 70.5% of the total. Individual operation counts for 21% and individual contraction makes up 5%. And there are still some other ways of production.

From items they deal in, number one is growing grains, making up 38% of families. 46.5% families mainly grow vegetables, fruits and yellow gingers, while 6.5% families mainly participate in forestry. And the rest 7.5% focus their fields on transporting, architecture, business and services. In fact, a family usually adopts a diversified pattern. A typical family cultivates most of their land growing vegetables, yellow gingers and fruits and some of land growing grains for self use and at the same time raise pigs, sheep and cows. Major agricultural products include grains, vegetables, fruits and gingers. In 2002 major products and their outputs were as follows:

<table>
<thead>
<tr>
<th>Items</th>
<th>Output</th>
<th>For self use</th>
<th>For sale</th>
<th>Market</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grains</td>
<td>3034.62</td>
<td>1842.30</td>
<td>1192.31</td>
<td>Mainly in corresponding county or city</td>
</tr>
<tr>
<td>Vegetables</td>
<td>8554.56</td>
<td>1600.00</td>
<td>6954.70</td>
<td>Same as the above</td>
</tr>
<tr>
<td>Fruits</td>
<td>4314.00</td>
<td>262.50</td>
<td>4051.67</td>
<td>Same as the above</td>
</tr>
<tr>
<td>Yellow gingers</td>
<td>3289.36</td>
<td>1143.62</td>
<td>2145.74</td>
<td>Same as the above</td>
</tr>
<tr>
<td>Stocks</td>
<td>475.00</td>
<td>100.00</td>
<td>375.00</td>
<td>Same as the above</td>
</tr>
</tbody>
</table>

Note: Part of Yellow gingers used as means of reproduction.

The following are three typical families on how lands, ways of production as well as outputs are going on
Chen Hongmin from Shuangloumen village: there are five people in my family. They are my wife, two sons, my 79-year-old mother and I. We have three mu of contracted land and one mu of fruit garden. We mainly grow vegetables, peach trees and grains. In the fruit garden we grow cherry trees. We also raise some pigs. Grains are only enough for self use. We usually sell some vegetables to the market. Last year we gathered in 2000 jin (half km) cherry and peach respectively.

Xiao Daoheng from Quyuanhedian village: there are five people in my family, my wife, two sons, a daughter my wife and I. Among the three children my daughter is the oldest ans she is 20 years old now. My youngest son is 13. We have 2.4 mu of land. On it we mainly grew lotus and lotus root. Last year we gathered in 5000 jin (half km). We also grow some rice and wheat. Besides these we raise 200 chickens and at the end of the year we sold all of them out.

Fangxiangui from Guandimiao village: there are five members in my family, my two daughters and a son. Altogether we have 3.4 mu of land on which we mainly grow yellow gingers and vegetables. Last year we gathered in 2, 500 jin from one mu of land. On another mu of land we gathered 4, 000 jin vegetables. On the third mu of land we grew some grains. We also raised some chickens and pigs.

5.4.3 Working Time on Agricultural Production as well as Non-agricultural Production

From the questionnaire survey we found that 10% of the investigated people spent less than one month on agricultural production in one year, and nearly 30% spent four months on agricultural production and 40% of them spent over 170 days on non-agricultural production. On the average, the investigated males spent nearly 173 days on agricultural production and 157 days on non-agricultural production. While the investigated females spend 186 days and 118 days on agricultural and non-agricultural production. Let's have a look at a typical division of time on labor for a male and female respectively:

Arrangement of time on production in 12 months for Li Xihua (male) from Quyuanhedian village:
January—playing, visiting friends
February—spring ploughing, working on fields
March—spring ploughing, working on farms
April—working out
May—sowing seed and harvesting
June—working out
July—working out
August—harvesting (unhusked rice and corn)
September—ploughing and sowing wheat seeds
October—mini-autumn harvest, gathering in seeds of tung, Muzhi and Chinese alphine rush
November—working out
December—working out

Arrangement of Time for Laboring of Mr. Zhu from Waduangang village in 12 months:
January—playing and visiting friends
February—December—half of time growing and the other half selling vegetables

5.4.4 Analysis of Working out

5.4.4.1 Time of working out

As far as division of time is concerned, quite a lot of time is spent on working out. Many family members are working out for others or doing business to support the whole family.

Among the 200 investigated families, 138 pointed out that (including those investigated people themselves) at least one family member worked out last year. 30 families said that no members had worked out. And the other 32 families did not provide us relevant information.

In the case of working time of their family members, the shortest is 6 days and the longest 365 days which in other words they stay out all the year. As far as how long those investigated people had worked last year, the shortest lasted 30 days and the longest 365 days with an average of 172.23 days.

5.4.4.2 Places for working out
Major choices for their working places are as follows: Shiyan (56 votes), other provinces (32 votes), current counties (16 votes), current towns (11 votes), Beijing, Shanghai, Tianjin and Chongqing (10 votes), Guandong and Shenzhen (10 votes), Wuhan and other cities (3 votes).

5.4.4.3 Occupations

We get to know from the survey that those investigated took different jobs. Many of their work are related to the automobile industry (turner, repairer, fitter, electric welder, driver), architecture, short-term hired labor, clothes industry, decoration industry and services. Among the above mentioned these following occupations received at least ten votes: manufacturing (electronics, clothes, 42 votes), architecture (29 votes), automobile-related industry (17 votes), waiters/waitresses (16 votes), odd jobs (votes).

5.4.4.4. Income from outgoing laborers

In those investigated villages, income from outgoing laborers is the major source of family income. 121 families provided us the exact number of incomes of family members who were working out in 2002. For these families, incomes from outgoing laborers made up 51.54% of family incomes.

During individual interviews, we get to know that in many families not only one person is working out. Certainly in some families nobody was working out. Around affected areas of the highway projects many people work out. But in Zhushan county where the rural roads improvement project lies, few people do so. Here are three typical families in which many members are working out:

Hao Liangyong from Shuangloumen village: I am 44 years old now and graduated from junior high school. Right now I am working at the service section in Shiyan city. I live with my above-70-year-old father, three children and my wife. My oldest daughter is 21 years old and she is working in Guangdong. She seldom comes home. My second daughter is 16 years old and working in Shiyan. She usually comes back once a week. And my youngest son is studying in Shiyan. Every day he rides his bicycle to go home. My father and wife take care of everything at home. The old man grows fruit trees and my wife raises stocks.
Zhangduoyong from Tongshugou village under Zhangwan district: I am 41 years old and stay at home farming. Every day when it has not broken, I go out to work; and at noon I come back to have lunch. After a short nap I continue to work until it grows dark. When winter comes I go out farming a bit later and do more in afternoons. My wife nearly shares the same working pattern with me. However, she goes to downtown nearly 20 times every month for shopping. When she buys nothing, she also goes there to see the scene of bustle and excitement in the city and wander there. I have three kids, my oldest daughter is working in Jiangsu province and can earn 700-800 yuan per month. It is not very bad. Sometimes she remits money to us. My second daughter is working in Shiyan city too. Probably she comes back once two weeks. She hates the bad road here, which is a great trouble to enter our village. The road is rather narrow and it is made of mud. If it rains you just cannot walk over on it. When it rains she would never come back.

5.5 Income and Expenditures

5.5.1 Income

People who live in affected areas of the highway project generally have very low incomes. In 2002 rural residents' average net income was 1, 714 yuan. And the yearly net incomes of peasants in Yun, Yunxi and Zhushan county were respectively 1, 708, 1, 580 and 1, 550 yuan. If we take village as a unit to consider this issue, then among all the POIs peasants at Shuangloumen village enjoy the highest income which is over 3, 000 yuan while peasants at Shangxiangkou village have the lowest income which is only about 1, 600 yuan.

Family incomes are divides into nine items: income from farming, from fishing or raising poultry, from manufacturing, from architecture and business and services, from transporting, from outgoing laborers, from salaries and other incomes. Basic conditions of all items for investigated families' income are as Table 5.5-1 shows:
Table 5.5-1  All items for family income in a year

<table>
<thead>
<tr>
<th>Item</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Mean</th>
<th>Std. Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farming</td>
<td>0</td>
<td>35000</td>
<td>4700.80</td>
<td>5549.26</td>
</tr>
<tr>
<td>Fishing or raising poultry</td>
<td>0</td>
<td>20000</td>
<td>667.37</td>
<td>2070.01</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>0</td>
<td>30000</td>
<td>336.84</td>
<td>2716.25</td>
</tr>
<tr>
<td>Architecture</td>
<td>0</td>
<td>9000</td>
<td>95.79</td>
<td>749.94</td>
</tr>
<tr>
<td>Business and services</td>
<td>0</td>
<td>20000</td>
<td>726.89</td>
<td>2807.99</td>
</tr>
<tr>
<td>Transporting</td>
<td>0</td>
<td>20000</td>
<td>391.53</td>
<td>2295.96</td>
</tr>
<tr>
<td>outgoing laborers</td>
<td>0</td>
<td>50000</td>
<td>4514.74</td>
<td>6440.44</td>
</tr>
<tr>
<td>Salary</td>
<td>0</td>
<td>38000</td>
<td>1361.29</td>
<td>4330.27</td>
</tr>
<tr>
<td>Other incomes</td>
<td>0</td>
<td>14000</td>
<td>1054.89</td>
<td>2234.25</td>
</tr>
<tr>
<td>General income</td>
<td>1650</td>
<td>53500</td>
<td>14101.24</td>
<td>10700.17</td>
</tr>
<tr>
<td>Net income</td>
<td>-5790.00</td>
<td>52466.00</td>
<td>10426.88</td>
<td>10133.0584</td>
</tr>
<tr>
<td>Yearly net income per capita</td>
<td>-965.00</td>
<td>16230.00</td>
<td>2818.455</td>
<td>2904.0164</td>
</tr>
</tbody>
</table>

From Table 5.5-1 we can see that among the investigated families the lowest yearly general income in 2002 was 1,650 yuan and the highest 53,500 yuan with an average of 14101.24 yuan. Incomes from outgoing laborers and farming are the two major sources which share similar importance. Excluded yearly operational costs in 2002 (fixed asset for production and other expenditure on production), the general net income varied from minus 5790 yuan to 52466 yuan with an average of 10426.88 yuan. For each person the average was 2818.46 yuan, higher than the yearly net income—1714 yuan per capita for rural residents of Shiyan. The large gap between these villages is mainly because that distances of these seven POIs to central city vary from each other. Shuangloumen and Tongshugou village are at the joint between urban and rural areas. And people there generally enjoy a comparatively high income, which raises the income of the sample (see Table 5.5-2).

Table 5.5-2  Distribution of yearly net income per capita in 2002 at different POIs

<table>
<thead>
<tr>
<th>POI</th>
<th>Yearly net income per capita</th>
<th>Std. Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shuangloumen</td>
<td>6560.46</td>
<td>4247.63</td>
</tr>
<tr>
<td>Tongshugou</td>
<td>2454.20</td>
<td>2071.88</td>
</tr>
<tr>
<td>Wadiangang</td>
<td>3339.21</td>
<td>2238.58</td>
</tr>
<tr>
<td>Quyanhedian</td>
<td>1838.48</td>
<td>2073.61</td>
</tr>
<tr>
<td>Guandiimiao</td>
<td>1758.18</td>
<td>1810.28</td>
</tr>
<tr>
<td>Shitizi</td>
<td>1711.54</td>
<td>994.74</td>
</tr>
<tr>
<td>Shangxiangkou</td>
<td>1302.11</td>
<td>1125.81</td>
</tr>
</tbody>
</table>
5.5.2 Expenditures

In the questionnaire survey such questions about expenditure are raised as: yearly operational expenditure, foods, clothes, education, medicine and health, transportation, social activities, maintenance, entertainments and other expenditures. Basic conditions for items of family expenditures are as Table 5.5-3 shows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Mean</th>
<th>Std. Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yearly family operation expenditure</td>
<td>0</td>
<td>30000</td>
<td>3507.82</td>
<td>3881.01</td>
</tr>
<tr>
<td>Foods</td>
<td>50</td>
<td>11000</td>
<td>3323.18</td>
<td>2055.65</td>
</tr>
<tr>
<td>Clothes</td>
<td>0</td>
<td>6000</td>
<td>951.56</td>
<td>905.68</td>
</tr>
<tr>
<td>Education</td>
<td>0</td>
<td>10000</td>
<td>1415.29</td>
<td>2048.71</td>
</tr>
<tr>
<td>Medicine and health</td>
<td>0</td>
<td>15000</td>
<td>1135.65</td>
<td>1532.84</td>
</tr>
<tr>
<td>Transportation</td>
<td>0</td>
<td>5000</td>
<td>579.86</td>
<td>680.63</td>
</tr>
<tr>
<td>Social activities</td>
<td>0</td>
<td>5000</td>
<td>1214.05</td>
<td>854.00</td>
</tr>
<tr>
<td>Maintenance</td>
<td>0</td>
<td>3500</td>
<td>265.37</td>
<td>438.62</td>
</tr>
<tr>
<td>Entertainments</td>
<td>0</td>
<td>2000</td>
<td>171.30</td>
<td>373.64</td>
</tr>
<tr>
<td>Other expenditures</td>
<td>0</td>
<td>5000</td>
<td>217.91</td>
<td>622.15</td>
</tr>
<tr>
<td>Total expenditure</td>
<td>3230</td>
<td>60100</td>
<td>13455.16</td>
<td>6969.29</td>
</tr>
</tbody>
</table>

Among all the investigated families the lowest expenditure is 3232 yuan and the highest 60100 yuan with an average expenditure of 13455.16 yuan for each family. In all the items operational cost and foods are the major two items. Expenditure for education is ranked the third. Expenditure for social activities is also a bit burden for peasants and is ranked the fourth. What should be pointed out is that the yearly average transportation fees for each family reach 580 yuan which is not small number. Expenditures for all items vary from one POI to another. If we take a look at the general expenditure, we will find that of Shuangloumen is the highest with a yearly average of 19631 yuan. What follows is Waduangang village with a yearly average of 15044 yuan and the lowest 10689 yuan at Shangxiangkou village.

5.5.3 Incomes and Expenditures of Typical Peasants

Li Xihua from Quyuanhedian village:
I have two mu of contracted land and 1.4 mu of hillside fields. Right now there are three people in my family. My son is working at an electronics factory in Guangdong. And he can earn 500 yuan every month. He went there this June. Since he graduated from Junior high school, he has been working out, firstly in Shenyang. I spend over 100 days working out every year with a minimum wage of 15 yuan per day. Generally speaking, I spend one third of my time farming, another third working out and the other third helping my neighbors with emergency (Note: to help neighbors with emergency is also paid, which is quite similar to do an odd job), visiting friends and relatives and attending marriage as well as funeral ceremonies. When it rains I usually stay at home to have a rest. Last year I cultivated 0.5 mu of land for grains (wheat and rice) for self use. If I sell them out, I may get about 800 yuan. The cost of growing 0.5 mu of rice is 16 for fertilizer, 15 yuan for pesticide and 5 yuan for seeds, without reckoning my own efforts and those of my ox I also grow lotus on 1.5 mu of land and gather in 6000 jin, in which 4500 jin are sold out at a price of .8 yuan per jin and I obtain 3600 yuan for it. I bought 750 jin seeds for lotus which cost me 600 yuan plus 270 yuan for fertilizer and 50 yuan for pesticide. Without reckoning my own labor, I earn a net income of 2680 yuan. On the hillside fields I grow sweet potato and sesame. I finally gather in 450 jin sweet potato which is worth nearly 100 yuan. But all of them are finally eaten by us. The harvest of sesame is 200. And I may obtain 400 yuan to well them at a price of 3 yuan per jin. Besides these, I also grow vegetables on 0.2 mu of land for self use. Last year the net income of the family was 6044 yuan, plus the income from working out.

Expenditures for consumption mainly included: 300 yuan as processing fees for rice and wheat, 200 yuan for buying wheat, over 300 yuan for participating social activities, 400 yuan for oil, salt, soy sauce and vinegar, more than 100 yuan for electricity fees, 1500 yuan for transportation fees which covered the journey to Beijing and Shenyang for my son and myself. Expenditure on clothes and medicine amounted to over 200 yuan. Besides these I have bear social burden of the land at 83 yuan per mu (about 253 yuan together). Occasionally I buy some vegetables and meat which cost me nearly 500 yuan. My son is working out now.

5.6 Housing and living

Housing issue plays an important role in peasants’ life. To have one’s own house and a better one has been the dream of generations’ of peasants.
Generally speaking each investigated family has its own house whether it is good or bad. And the average area for each person varies from 10.63 to 150 square meters. The average living area for each family is 37.37 square meters. These houses were mostly built in the past 15 years. The oldest was built in 1946 and the latest one in 2002. On the average each house has a history of 15.57 years or in other words they were built in 1987 or so. Generally speaking each house is attached to a 25.65-square-meter yard. And it costs at least 200 yuan, at most 100,000 yuan to build a house. On the average each family spend 22851.72 yuan building a house.

Few peasants (9) use their houses as shops or stores or the like. And some rent them out. On the average they rent 2.3 rooms out. Basic conditions on houses are as Table 5.6-1 shows:

<table>
<thead>
<tr>
<th>Table 5.6-1 Housing and living of the investigated families</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Mean</th>
<th>Std. Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time of building (years)</td>
<td>1.00</td>
<td>57.00</td>
<td>15.57</td>
<td>11.0052</td>
</tr>
<tr>
<td>Living area (square meters)</td>
<td>46</td>
<td>540</td>
<td>138.30</td>
<td>60.12</td>
</tr>
<tr>
<td>Living area per capita (square meters)</td>
<td>10.63</td>
<td>150.00</td>
<td>37.36</td>
<td>19.3184</td>
</tr>
<tr>
<td>Areas of the yard (square meters)</td>
<td>0</td>
<td>600</td>
<td>25.65</td>
<td>60.16</td>
</tr>
<tr>
<td>Cost (yuan)</td>
<td>200</td>
<td>100000</td>
<td>22851.72</td>
<td>21000.97</td>
</tr>
<tr>
<td>Rooms rent(room)</td>
<td>1</td>
<td>5</td>
<td>2.31</td>
<td>1.18</td>
</tr>
<tr>
<td>Rooms for business (room)</td>
<td>1</td>
<td>4</td>
<td>1.89</td>
<td>.93</td>
</tr>
</tbody>
</table>

Generally speaking, the investigated are rather satisfied with their current housing conditions. 73.5% expressed their satisfaction. 20.5% are not very satisfied or rather unsatisfied, and 6% of them said they did not care about that.

5.7 Traveling and Transportations
5.7.1 Household Vehicles in Relation with Satisfaction Toward Traffic Conditions

The major traffic vehicle is bicycle. Each family has an average of 1.63 bicycles. 69 families have bought motorcars. 8 families have bought agricultural motor-vehicles. 5 families have bought trucks and one has mini-bus.
From the above Figure we can see that: first, most families are not satisfied with the current traffic situation which cannot meet the demand of them. Second the more vehicles a family has, the more they are unsatisfied with the current traffic situation. Third, traffic vehicles play a role on people's attitudes toward the current traffic situation. Few of those without vehicles exclusively for family use are dissatisfied with the traffic condition while those who have more vehicles than the average express more dissatisfaction to the current traffic situation.

5.7.2 Traveling Frequency in Relation with Degrees of Satisfaction of Those Investigated

The survey indicates that among the investigated 8.1% travel to the county less than one time per month, 33.8% travel to the county one to four times per month and 58.1% travel to the county more than five times. The shortest distance to the county is 1.5km and the longest 37km. The average distance to the county is 14.5km. It takes about 43.38 minutes on the average to cover the journey. And the average transportation fee is 3.2 yuan.

Degrees of satisfaction are highly related to the traveling frequency, as Figure 5.7-2 indicates:
Frequencies of outgoing

We can see clearly that those seldom travel out or those travel out with low frequency are quite satisfied with the current situation. Those who have higher traveling frequency are more dissatisfied with the traffic situation. Since the more they travel out, the more they know about the outside world and therefore they understand more the adequacy of local traffic situation.

5.7.3 Occupation in Relation with Degrees of Satisfaction Toward Traffic Conditions

The majority of the investigated identify them with peasants and agree that most of the time they stay at home farming. But in fact such identification has changed a lot since 1980s. Some peasants began taking non-agricultural jobs. And some of them even left their villages to work out in other cities. It its more obvious in those advanced coastal areas. However we can still see such a tendency in districts and counties under Shiyan city. Different occupations naturally lead to different degrees of dependence on transportation and therefore people hold different views toward the current traffic conditions. The survey indicates that those stay at home farming express higher degrees of satisfaction toward the traffic conditions while those who often work out show more dissatisfaction toward the same issue as Figure 5.7.3 indicates:
5.7.4 Living Environment in Relation with Degrees of Satisfaction Toward Traffic Condition

An analysis of the questionnaire shows that degree of satisfaction toward the current traffic conditions are highly related with degrees of satisfaction toward living environment (schools, shopping malls and medical equipment). The more people are satisfied with their living environment the more they are satisfied with the current traffic conditions. Similarly the more they are dissatisfied with the current living environment they more they are dissatisfied with the current traffic conditions.

Table 5.7-4 Relevant co-efficient between Living Environment and Degrees of Satisfaction toward Current Traffic Conditions

<table>
<thead>
<tr>
<th></th>
<th>Gamma co-efficient</th>
<th>Sig.</th>
<th>Valid cases</th>
</tr>
</thead>
<tbody>
<tr>
<td>Degree of satisfaction toward schools vs. that toward traffic conditions</td>
<td>0.379</td>
<td>0.000</td>
<td>200</td>
</tr>
<tr>
<td>Degree of satisfaction toward shopping vs. that toward traffic conditions</td>
<td>0.414</td>
<td>0.000</td>
<td>200</td>
</tr>
<tr>
<td>Degree of satisfaction toward medical equipment vs. that toward traffic conditions</td>
<td>0.233</td>
<td>0.005</td>
<td>200</td>
</tr>
</tbody>
</table>
5.7.5 Cases

Individual interviewees expressed similar ideas with those of the above analysis, for example:

Heming from Tongshugou village under Zhangwan district, male, 39 years old, a graduate from junior high school:

*Our village is the remotest as well as the poorest one in our district, mainly because the traffic conditions are very poor and we have no easy access to the outside world. As the saying goes, "If you want to become rich, you have to build roads at first". The worse road is the one to the city when we sell vegetables. If it rains we just cannot cross it. We have to cover 10 km to reach our destination to sell vegetables, which takes us nearly two hours on the road. Most villagers grow vegetables and we usually go to the city to sell them. Generally we have to set out at 12 pm to go the market, or we cannot get a place there.*

Liu Xingtang from Shangxiangkou village under Yunxi county, male, 30 years old, has not finished his junior high school:

*I am doing business now. I have bought a motor-tricycle to do transporting. I think that the traffic conditions need improvement. It is nearly done for the Class B road to the town. Years ago the traffic would be blocked due to landslide if it rained. Up to now it has been better. It now takes us more than ten hours to get to Xi'an. And when the highway is finished it will take us only three to four hours. Basically speaking I agree with the plan to build the highway. If roads are improved, we may get better off.*

Duan Tianrong from Waduangang village under Yun county, female: I am 49 years old now and illiterate:

*All these years I have been staying at home farming. I think the traffic conditions are all right. When my daughter and son-in-law come back to visit me, they drive their car direct to the sunning ground attached to my house. But if it rains it will be a little difficult.*

5.8 Gender and Division of Labor

Gender refers to the sum of various customs and regulations about social positions, division of labor as well as personal behavior pattern of male and female. These customs and regulations are quite systematic in the sense that they are not confined to only one issue. And it changes with social and historical conditions.

5.8.1 Men work outside and women stay at home*?*
Traditional society has a typical paradigm about division of labor based on sexual difference which is described as “men cultivate land and women weave cloth” or as “men work outside and women stay at home”. In other words, that a husband works out and wife takes care of domestic issues will keep the family harmonious. The interviewees are faced with this question, 71% of them expressed their agreement while the other 29% held different opinions. We can see that such a pattern of division of labor based on gender still enjoys popularity. We found from the investigation that men and women actually are playing different roles in families as well as in society. Here are four typical patterns about division of labor: The first one is the traditional “men work out and women stay at home” pattern. In this pattern men are responsible quite heavy labor in the fields while wives engage themselves in domestic issues such as household chores, raising stocks and other supplementary field work. And Li Xihua’s family at Quyuanhedian village is such an example. The second one is the modern “men work outside and women stay at home” pattern. In this pattern husbands work out while wives grow vegetables and raise stocks. Hao Yongliang’s family at Shuangloumen village is such an example. Husband is working in the city and wife stays at home taking care of fruit trees and raising stocks. The third one is the pattern that both husband and wife work out, leaving their kids to their parents to take care. Such cases are quite rare at POIs. Mr. Jia’s family at Shangxiangkou village is such an example. In the past years he spent most of his time working at coal mines in Shanxi province. When busy seasons came he would return. His wife is working at an electronics factory in Zhuhai and can earn 700-800 yuan every month. Their daughter (who is ten years old now) is looked after by their parents. But a year ago, his wife gave birth to a son, and thus she stays at home taking care of the baby now. The fourth is the pattern that husbands work out to transport goods and wives engage in sales. Ms. Gong from Waduangang village said: in our village many families follow this pattern—men work out transporting goods while women engage in sales at home. And her family is in such a category.

Women generally enjoy a high position at families. Family issues and education of their kids will be negotiated at families. Please see details at Table 5.8-1
### Table 5.8-1 Division of Labor Based on Sex on Big Events (Unit: %)

<table>
<thead>
<tr>
<th>Items</th>
<th>Mainly decided by husband</th>
<th>Mainly decided by wife</th>
<th>Decided by both</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic finance</td>
<td>40.0</td>
<td>14.5</td>
<td>40.0</td>
<td>5.5</td>
</tr>
<tr>
<td>What should be grown</td>
<td>44.0</td>
<td>3.0</td>
<td>47.5</td>
<td>5.5</td>
</tr>
<tr>
<td>Division of labor</td>
<td>37.0</td>
<td>17.5</td>
<td>43.0</td>
<td>2.5</td>
</tr>
<tr>
<td>Buying luxurious goods/ big</td>
<td>28.0</td>
<td>10.0</td>
<td>59.0</td>
<td>3.0</td>
</tr>
<tr>
<td>tools of production</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Education of kids</td>
<td>23.0</td>
<td>15.0</td>
<td>50.5</td>
<td>11.5</td>
</tr>
<tr>
<td>Investment or loans</td>
<td>40.0</td>
<td>6.8</td>
<td>50.2</td>
<td>3.0</td>
</tr>
<tr>
<td>Attending marriage or funeral</td>
<td>36.5</td>
<td>19.5</td>
<td>40.5</td>
<td>3.5</td>
</tr>
</tbody>
</table>

Compared with statistics from other surveys conducted in other areas in China on women’s position at home, we found that women in affected areas of the project play a more important role in families. For example, Yang Shanhua found from surveys conducted in Qingpu, Taicang and Yibin that husbands have more power (50%) as far as domestic expenditure and finance (assets, investment or loans) are concerned. (Yang Shanhua etc. Urban and Rural Families: Changes under Market Economy and Non-agricultural Backgrounds. Zhejiang People Press: 2002.)

#### 5.8.2 Distribution of Employment Opportunities

Since there are very few lands and a large population, employment opportunities are comparatively very rare. In this case, 62% of the investigated agree that men have priority to enjoy those opportunities, while 38% hold different views. In our interviews, we found that women enjoy employments in much wider fields than in 1980s. More and more women walk out of the countryside to work or do business. During this process they have widened their horizons. More and more women engage in non-agricultural industry rather than the traditional agriculture. However, men have more accesses to non-agricultural employment opportunities than women in a general sense. And these opportunities seem more open to men.

Miss Lu from Shangxiangkou village:

*I am 29 years old now. And there are three members in my family. My husband spends half a year working at some mine in Shanxi province and comes back once a month. I used to work out at an electronic factory in Shenzhen. The job in fact was very good.*
Excluded necessary expenditure I can earn more than 1000 yuan. But when I was 25 years old I came back to the village to bear my child. And then I have to raise the kid. I have not been out working for quite a long time. Sometimes I feel tiresome about cultivating land at home. I have to work very hard but can only earn a little. But I am too old to find a job at these factories since they only want to hire young girls between 20 and 25.

Ms. Wei from production teams Four at Quyuanhedian village, 37 years old, a graduate from primary school:

Women here enjoy very few opportunities due to the inconvenient traffic conditions as well as the small market. It is hard to sell out our products on the market and therefore hard to earn money. Since there are so many people and so little land, we can spend our efforts nowhere. There are five members in my family. My husband is working out in the county (building roads). I stay at home farming and taking care of my three kids at the same time.

5.8.3 Education

Among the investigated, male are better educated than female. The illiterate and semi-literate rates of female are higher than those of male, while the rate of their finishing high school or above are lower than those of male.

<table>
<thead>
<tr>
<th>SEX</th>
<th>Illiterate</th>
<th>of Primary</th>
<th>Junior</th>
<th>Senior high</th>
<th>Senior vocational school or above</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>school</td>
<td>high school or junior school</td>
<td>vocational school</td>
<td></td>
<td>142</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>31</td>
<td>69</td>
<td>27</td>
<td>2</td>
<td>100.0%</td>
</tr>
<tr>
<td></td>
<td>9.2%</td>
<td>21.8%</td>
<td>48.6%</td>
<td>19.0%</td>
<td>1.4%</td>
<td></td>
</tr>
<tr>
<td>Female</td>
<td>11</td>
<td>14</td>
<td>28</td>
<td>5</td>
<td>0</td>
<td>58</td>
</tr>
<tr>
<td></td>
<td>19.04%</td>
<td>24.1%</td>
<td>48.3%</td>
<td>16.2%</td>
<td>0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>Total</td>
<td>24</td>
<td>45</td>
<td>97</td>
<td>32</td>
<td>2</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>12.0%</td>
<td>22.5%</td>
<td>48.5%</td>
<td>16.0%</td>
<td>1.0</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Such an educational situation used to be the result of regulations on social sex-roles. It is undergoing changes with economic development now. At present it seems that parents pay similar attention to their sons’ education as well as to their daughters. When they are put to such a question—if you are faced with financial difficulties and cannot afford all your kids’ education, will you prioritize your son’s further studies, only 31.5% of the investigated answer “yes”. The majority emphasized that daughters
s should receive similar educations to sons. We find from the survey that most of families will try their best to afford their kids' education if they can continue further studies. Teachers from Shuangloumen, Shangxiangkou and Waduangang primary schools point out no girls from their schools have dropped out in recent years. As far as further education is concerned, those who have better performance at schools are more likely to pursue it. During our survey we find that in many families daughters continue their studies at senior high schools or universities because they have better performances while sons are working out. Villager Zhu (female, 47 years old) from Waduangang says: there are four members in my family, my husband and I, our 23-year-old son who is working out now and our daughter who is studying at a college in Huangshi, Hubei province.

We also find that most kids can finish the 9year compulsory education. But since basic educational equipment is comparatively backward, teachers are not much qualified and quality of education cannot be guaranteed in rural areas, very few kids can go to senior high schools. Most girls are junior high school graduates. After their graduation, those young girls below 20 years old will be introduced by their relatives, or they look for relevant information to work out. In four or five years they will come back to get married.

5.8.4 Social Participation

Although females are still restrained by social conventions from social life as well as opportunities, their situation has been changing a lot. An obvious example is that they gradually participate in social and public life more and more. 47.6% of the investigated think that women play a dominant role in the adoption of agricultural mechanical technologies. 50% of them believe that women play a dominant role in adopting planting technology as well as folk handicraft technologies and 62.5% of the investigated hold the view that women are very crucial to stock-raising. 18% agree that women have been playing a dominant role in social and public life. And another 27.5% point out that women are playing more and more important roles.

But we should point out that what roles and how important of women are playing depend on the efforts of women themselves as well as the whole society.

5.9 Attitudes and Expectations towards the Highway Project

5.9.1 What people know about the Project
According to our survey, 94.5% of the investigated have known about the HSHP and RRIP from different accesses. Information from governments and media are the two major sources. Some of them get to know the information from surveyors and neighbors as well as friends. Please see details at Table 5.9-1.

**Table 5.9-1 How major stakeholders get to know information about the project**

<table>
<thead>
<tr>
<th>Sources</th>
<th>Frequency</th>
<th>Order</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broadcast, TV or newspapers</td>
<td>115</td>
<td>2</td>
</tr>
<tr>
<td>Government</td>
<td>122</td>
<td>1</td>
</tr>
<tr>
<td>Relatives and friends</td>
<td>21</td>
<td>5</td>
</tr>
<tr>
<td>Neighbors</td>
<td>33</td>
<td>4</td>
</tr>
<tr>
<td>Other people (surveyors)</td>
<td>42</td>
<td>3</td>
</tr>
</tbody>
</table>

From symposium with and survey of the cadres we get to know that relevant production teams have held different kind of meetings with major stakeholders on such issues as house reconstruction, land expropriation as well as compensations. Local TV stations have also reported on the project. And many villagers get to know the information through this channel.

5.9.2 Project and Opportunities

Most villagers believe that Shiman highway project will bring advantages to them. 75% of the investigated think that the implementation of the project will bring convenience to their traveling. 62% of them think that it will become more convenient for their businesses. And 38% think that they will be less information-locked. 75.5% of the investigated believe that building of the highway will bring opportunities to individual development. As survey indicates that:

First, women can enjoy similar opportunities to those of their counterparts. The co-efficient between sex and possibility of obtaining opportunities is 0.037, (sig=.393), which implies that male and female have no significant differences as far as obtaining opportunities is concerned. Please see Table 5.9-2:
Table 5.9-2  Expectations of different sexes on implementation of the project as well as opportunities

<table>
<thead>
<tr>
<th>Project</th>
<th>Do you think that building of this highway will bring opportunities to your personal development?</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Sex</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>113</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>79.6%</td>
<td>6.3%</td>
</tr>
<tr>
<td>Female</td>
<td>38</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>65.5%</td>
<td>3.4%</td>
</tr>
<tr>
<td>Total</td>
<td>151</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>75.5%</td>
<td>505%</td>
</tr>
</tbody>
</table>

Second, those who are poorly educated can obtain similar opportunities to their well-educated counterparts. The co-efficient between "educational background" and "obtaining opportunities" is 0.0000 with the sig.= 1.000, which indicates that people with different backgrounds have possibly similar opportunities.

Third, low-income families may enjoy similar opportunities with their rich counterparts. The co-efficient between "income level" and "obtaining opportunities" is 0.051 with the sig.=.206, which indicates that people at different levels may enjoy similar opportunities. In fact, 80% of the low-income family members believe that they can get lots of opportunities from the project and therefore look forward to it eagerly.

Table 5.9-3  Analysis on economic development and expectations from the highway project

<table>
<thead>
<tr>
<th>Project</th>
<th>Do you think that building of this highway will bring opportunities to your personal development?</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Economic development level</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low Under 1400</td>
<td>48</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>80.0%</td>
<td>5.0%</td>
</tr>
<tr>
<td>Middle 1400-2800</td>
<td>38</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>86.4%</td>
<td>0.0%</td>
</tr>
<tr>
<td>High Above 2800</td>
<td>36</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>65.5%</td>
<td>10.9%</td>
</tr>
<tr>
<td>Total</td>
<td>122</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>76.6%</td>
<td>5.7%</td>
</tr>
</tbody>
</table>

Fourth, senior citizens can enjoy similar opportunities to those of their young
counterparts. Analysis of the data from the Survey shows that the co-efficient between “age” and “obtaining opportunities” is 0.000 with sig.=1.000, which indicates that people at different ages can similarly benefit from implementation of the project.

5.9.3 Typical cases: the fragile groups and opportunities brought by the project

By “fragile groups” we refer to those people: First, they are in a very unfavorable situation in real life, especially in economic sense; Second, they are fragile as far as market competition is concerned; Third, in social and political life, they are fragile in voicing and pursuing their own rights and interests. Generally speaking, poverty-stricken women, the elderly, the handicapped as well as children are included in these groups.

We find from surveys that implementation of the highway project can also benefit those fragile groups and even change their current as well as future life situation.

Here are three typical examples. Peasant Deng in case one is a handicapped woman. Case two is about an old man while case three is concerned about children and their potential opportunities brought by the project.

Case one: peasant Deng from Shuangloumen village under Zhangwan district in Shiyan, female (Deng is seriously handicapped. She is very short and can hardly do any work).

I am 23 years old now and a graduate from junior high school. I am a Shiyaner. Three or four months ago I was married to this family. Right now I live under the same roof with my father-in-law. My husband is working as a mechanic in Shiyan now. He can earn 300-400 yuan every month. Excluding the living expenditure, he can leave very little money to the family. Although our village is near the Shiyan city, our house is rather remote. It nearly takes one half an hour from center of the village to out house though a grassy path. Since the grass grows so wildly you can imagine that nobody visits us at all and we do not go out very often either. In our house there is only is only beds for sleep, but no table for us to have dinner, not to mention cupboard. I have been here for three or four months and have not bought new clothes at all. Bored to death, I am extremely dissatisfied with my current life. Villagers are good-hearted. Whenever I have problems they give us a hand. But we are so poor that nobody treats us as friends. I feel so inferior to them that I never greet them inititively. My father-in-law is above 70 years old now and is in poor health. He is especially bad in his ears and I have to shout so that he can hear me. I stay at home all the time and do
what I can. I cannot cultivate lands and have to read books to kill time. I have a younger sister who is working in Shiyan at present. She visited me twice but I did not go to the city to visit her. She is always busy while I am idle. She has no time to hear me to complain. In such condition I am no longer optimistic and feel depressed. You can imagine, how can a woman in poor health and living in poor conditions become optimistic?

Altogether there are four mu of lands in my family and they are mainly cultivated by my father-in-law. He is also in poor health and can do little every day. By the way the quality of our lands is very low and we can gain little from the land. The highway project will take away more than 2 mu of lands from my family. And I personally hope more lands will be occupied. Anyway I never expect to gain anything from it. How much will we be compensated? 20,000-30,000 yuan every mu? When I get the money, things will become much easier. I will build a new house in another place which may bring convenience to our traveling out. I will spend the rest of money on business. My husband is repairing automobiles in the city and I hope that I may own such a store myself. Every day so many vehicles run on the highway and there must be broken-down vehicles. Therefore our business won't be bad. Then I will open a small restaurant. If I have not so much money at first, I will sell foods carried by small baskets to passing drivers. They have to eat and drink, don't they? The biggest issue for me is that I have no job now. In fact I am rather worried about it. I have made efforts. For example, I looked for help from the Handicapped Union. Every time they asked me to register and then wait for news at home. But I get no news from them at all.

I am not satisfied with my current living conditions. Therefore I look forward to the building of the highway. Those big issues such as convenient traffic conditions increase of the village's economy and improvement of the living conditions I need not mention. For myself, I may build a new house with part of the compensation and live in a better place and keep the other part to do business. In any case I will get a job. For me, to have my own job and support myself is my dream. I also thought that the compensation would not be as much as I had thought, but it would be near that number. If there is not so much money, I will join other villagers to pay more efforts for it. I put much of my hope on it. I always think that it can change my present dissatisfied situation. At least it cannot be worse.

Case two: villager Luo from Shuangloumen village under Zhangwan district in Shiyan city, male:
I am 64 years old now. Before I retired I was a teacher at the primary school in the village. My wife is at the same age with me. She stays at home growing crops as well as doing household chores. I am cultivating lands now too. Fortunately the work is not so heavy. I know about the highway project. It sounds that we get some loans from the World Bank to build the highway. It seems a big project for me. For the village if the traffic becomes more convenient our living conditions and corresponding facilities will be improved too. It will also give impetus to the economic development For myself, when the highway is finished I will open a restaurant. I may have my wife come and help me here. My kids live in the city and have good jobs. Therefore I will not ask them to change jobs.

Case three: villager Wang from Shangxingkou, female, 32 years old, a graduate from primary school:

The highway will occupy 0.4 mu of my land. I don't feel much loss even there is no compensation. Once the highway is finished, it will become more convenient for us to travel out. My three aunts and brother are all in Xi'an. In the past I started at 7 in the morning and arrive in Xi'an after 8 in the evening. When the highway is completed, it will take us less than half a day. I have relatives in Zhaochuan. I used to walk five hours on mountainous paths and cross four mountains to get there. When it is finished, I may take the highway to Manchuan and then to Zhaochuan. I need not take mountainous paths any more.

The completion of the highway will also do good to kids. I have got accustomed to living here and got well along with neighbors. I will not move to other places when the highway is completed. Since its construction bring so much convenience for us to get to big cities. What is the difference between living here and other big cities? But I do not hope my kids stay in rural areas. I even expect him to enter universities. I say to him like this: you should work hard. If you have good performance, I will take you to Xi'an for sightseeing. It used to be troublesome to travel to Xi'an. But if the highway is completed it will take us less than half a day to get there. If my child lives up to my expectation, I will send him to Xi'an to further his studies. And he is willing to go there too. As kids, they have got so much positive information about big cities, how can they not like them? Every day he looks forward to the completion of the highway. Motivated by this, he has made rapid progress and is ranked now top ten in his class. As far as difficulties brought by the construction of the highway such as noise are concerned, these may exert negative influence on students at Shangxiangkou primary school. But we may send him to Xiaxiangkou primary school. At present a
villager sends his child to Xiaxiangou primary school because one of his relatives live there. It is all right for him to ask his relative to take care of the child. But since the mother misses him so much that she sends him to school and fetches him. It only takes less than an hour to do this. She has been doing so for many years. And it does not seem too inconvenient. At that time we can also act like this. Anything can be solved. Furthermore, it is contemporary since the project will be finished in two or three years.

5.10 Perception of impacts on land acquisition and house reconstruction

Analysis from the questionnaire indicates that the majority of the investigated (97.5%) are willing to co-operate with the construction of the highway. And these not only include those who believe the construction of the highway will bring them benefit (98.7%). Even those 11 people who do not think so express their full support on the project. From this we can learn that the project has been fully supported by local people.

5.10.1 Expectations from land expropriation and Compensation

As far as compensation is concerned, 43.7% of the investigated hope they will be compensated with money, 27.5% of them with land while 16% hope that they can get a job from the government. Please see details at Table 5.10-1

| Table 5.10-1 If your land is expropriated, what kind of compensation is your favorite? |
|-----------------------------------------------|-------|-------|----------------|
| Project                                      | Frequency | Percent | Cumulated percent |
| Money                                        | 87     | 43.5   | 43.5            |
| Land                                         | 55     | 27.5   | 71.0            |
| Arranged jobs from governments               | 32     | 16.0   | 87.0            |
| Others                                       | 25     | 12.5   | 99.5            |
| Missing                                      | 1      | 0.5    | 100.0           |
| Total                                        | 200    | 0.5    | 100.0           |

Note: “others” includes arranged jobs from the government, etc.

Analysis of the above statistical result indicates that differences in sex (Lambda=0.000, sig.=1.00), age (Lambda=0.005, sig.=0.866), educational background (Lambda=0.000, sig.=1.00), occupation (Lambda= 0.007, sig.=0.578) and income (Lambda= 0.022, sig.=0.622) does not lead to significant differences in expectations of compensation.
But residents from different villages vary in their expectations of compensation significantly (Lambda=0.130, sig.= .005, which indicates there is significant variance). To be specific, two thirds of the investigated villagers from Shuangloumen and Quyuanhedian villages hope they will be compensated with money. 55.6% of the investigated villagers from Tongshugou village also hope money compensation. Villager Zhou from Quyuanhedian village said:

The project will use about one mu of land from my family and I hope the compensated money will be directly given to us. In May and April cadres from village and town informed us that compensation money will be adjusted within production teams and not be given to individual families. 31 families do not agree with this and we jointly signed our names and expressed out disagreement. Until now we have not got any information from the township government. We are mostly worried about the embezzlement of compensation money at different levels of governments.

While nearly 60% of the investigated from Shangxiangkou and Guandimiao villages hope they will be compensated with land. Grandpa Li from Guandimiao village says:

If my land is expropriated, I certainly expect land redistribution and compensated with some land again. If I am compensated with money, it will someday be used out. In the case of Yunman highway, villagers are also compensated with land. If I have no land any more, how can I make a living? Villagers from Waduangang and Shitizi village prefer a combined method of compensation. Namely, they hope to be compensated with money, land as well as arranged jobs from governments. Villager Wang (female, graduate from junior high school) from Shitizi says: altogether there are three mu of lands in my family. Nearly half mu of hillside fields will be expropriated. I hope to be compensated with some land. If they compensate me with money, what will it happen when my kids grow up? Having some land will make me feel much safer.

Table 5.10-2 shows how villagers' expectations of compensations at different geographical locations.
Table 5.10-2 Villagers’ different expectations of compensations at different geographical locations (unit: %)

<table>
<thead>
<tr>
<th>Project</th>
<th>If your land is expropriated, what kind of compensation do you prefer?</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Money</td>
<td>Land</td>
</tr>
<tr>
<td>Shuangloumen</td>
<td>65.7</td>
<td>17.1</td>
</tr>
<tr>
<td>Waduangang</td>
<td>28.6</td>
<td>17.1</td>
</tr>
<tr>
<td>Quyuanchedian</td>
<td>65.5</td>
<td>10.3</td>
</tr>
<tr>
<td>Tongshugou</td>
<td>55.6</td>
<td>18.5</td>
</tr>
<tr>
<td>Shangxiangkou</td>
<td>23.8</td>
<td>57.1</td>
</tr>
<tr>
<td>Guandimiao</td>
<td>31.8</td>
<td>59.1</td>
</tr>
<tr>
<td>Shitizi</td>
<td>26.7</td>
<td>33.3</td>
</tr>
<tr>
<td>Total</td>
<td>43.7</td>
<td>27.6</td>
</tr>
</tbody>
</table>

Villagers from different POIs have various expectations of compensation because laborers have fewer means of production. In order to make full use of opportunities brought by the construction of the highway, villagers have raised a lot of proposals to reduce the negative effects: first, make full use of local laborers and create employment opportunities for them during the construction of the highway. Some villagers point out: we cannot handle technical issues but it is easy for us to excavate earth and stone. Second, compensate local peasants’ loss by transforming paddy fields into cultivated lands. For example, surplus earth from the project may be rendered to improve flood lands and hillside lands. According to villagers’ estimation, to reclaim one mu of land needs 140-150 laborers one day. If each laborer is paid 25 yuan every day, plus the cost of some stones, it costs nearly 4000 yuan to reclaim one mu of land. If villagers are paid with such a fund, then they are actually be indirectly compensated. Third, develop non-agricultural industries and town and township enterprises. As villager Zhu from Waduangang puts it: we may compensate those affected people by attracting more investments and therefore creating more employment opportunities. On the other hand, governments should take measures to encourage local people to develop services as well as transporting. When the highway is finished, they will have lots of opportunities. Fourth, issue compensation fee of young crops to individual families. Land should be redistributed within production teams according to the “stability and adjustment” policy to ensure that each family has some land to ensure
their basic living conditions. At present there is still some flexible land at each village and production team. For example, if someone died or got married, their land would be left to production team, and can be used to compensate those affected people. Compensation fees for land expropriation will be left in the production or village for developing township enterprises as well as creating new employment opportunities. Cadres from Shuangloumen village and production team voice that land will be distributed again among those affected. Land development plans for land reclamation has already been taken into consideration, and the locations for land reclamation have been decided. They also hope that office of the project may give them a hand in this issue. Cadres as well as ordinary villagers from Tongshugou also hope land redistribution within production team and land reclamation. While at Shitizi village there is no land for reclamation, therefore cadres hope that those greatly affected families will be compensated with the land redistribution within production team. At the same time villagers will be encouraged to grow characteristic plants as well as develop non-agricultural industry. At Shangxiangkou village there are more than 20 mu of land available for redistribution. Besides, some land can be re-reclamated at the common boundary of production team one and two. At Guandimiao there are over 50 mu of flexible land for redistribution. Quyuanbedian village expresses its ambition to reclaim 100 mu of land in three to five years which will cost nearly 300,000 to 400,000 yuan. Waduangang village is no exception as far as land reclamation is concerned, but the secretary of the village estimates that to reclaim one mu of good land will take nearly 10,000 yuan. Fifth, develop courtyard economy and grow characteristic plants so that more output will be produced from a certain land.

5.10.2 Expectation of Compensation for House Reconstruction

Most villagers (82.5%) agree to move from the houses where they now live. If it is needed for them to move, they will provide full support. But still some villagers are not willing do so since they have built their new houses in recent five years. Among those who are willing to move, 35.8% hope to be compensated with money, 41.6% of them hope to be compensated with new houses (which are near the highway and similar to their previous houses), and another 13.7% hope that they may get an arranged job from governments.

As far as compensations are concerned, the investigated in different sexes and ages, with different cultural backgrounds, incomes as well as occupations show no indication of statistic significance. But the investigated in different villages does show such statistic significance (Lambda=0.176, sig=0.000). Over two thirds of the
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into consideration by the village government. And that is we can get a newbase near the 209 national highway, which will bring a lot of convenience to us. These are the two things I concern most. The other problem is about the transition period. Before the new house is set up, will we have to be move out in advance due to the construction of the highway? If so, then we have to rent houses.

Case two: Zhang Duoyong from Tongshugou village, male:

The highway runs through our village and my three mu of fruit garden will not be affected. My cultivated land, 1.5 mu altogether is mainly used for growing vegetables. About 0.2-0.3 mu of it will be taken away, which does not affect it too much. I only concern about my two-story house which was built in 1998 and cost me 60,000 yuan. It covers an area of 214 square meters. What can I do with it now? I spent all the savings and borrowed a lot building the house. Both my kids and I had to work hard to pay them back till early this year. If is will be pulled down? How can the compensation money be less than 60,000 to 70,000 yuan? How hard it is for me to build a new house? And I had to work on it too. If it is well calculated, the compensation money should be more. If it is 10,000 yuan less, I can still accept the deal. But how can I bear it if I am only compensated with less than 50,000 yuan? Were you in my place, what should you do?

Case three: Leader of production team four at Shitizi village, male:

It costs at least 270-300 yuan for a square meter. We have held meetings to discuss the compensation standards. If houses build with woods and clay are compensated with 100 yuan per square meter, then 250 yuan per square meter is acceptable for houses built with bricks and cement. Less than this will be hard to accept. But usually villagers will not focus on very detailed issues. As for the construction, they fully support it. By the way, compared with the Three Gorges Program, it is a very minor project. The essence of construction is to construct major ones as well as to destroy minor ones.

5.11 Conclusion from Individual Interviews and Questionnaire Surveys

Taking the above analyses into consideration, we will find that all the assumptions in the framework still hold. Namely, social structure (including family background, economic development, education, medical care etc.) of affected areas of the projects has influence on local people’s evaluation on the projects. Generally speaking, the majority of people support the projects. And on the other hand, the implementation of the projects will bring lots of social welfare as well as opportunities, especially to
those poverty-stricken people. Surveys indicate that the implementation of the projects will bring equal opportunities to people in different sexes and ages and with different occupations as well as incomes. The current and even future living conditions will probably be changed for those fragile groups.

Major stakeholders express their great concern toward compensation for their land and houses which will be reconstructed. They expect a clear and public compensation. As far as compensation of land is concerned, they hope that some land will be kept to maintain the basic living. On this base, villagers with much land on hand prefer compensation in cash while those villagers with little land hope that compensation fees for crops be paid to families, compensation fees for land be distributed by the village government and land be re-distributed among peasants in the same village. Some villagers propose that extra land can be cultivated out of the projects. As far as compensation fees are concerned, villagers expect the money can be enough for them to build a similar house.
Chapter Six  Discussion

6.1 HSHP and RRIP are Beneficial to the Solving of the Emergent Traffic Problems

From the analysis of the data from questionnaire and materials from individual interviews, we get to know that outgoing laborers, cadres and non-agricultural workers are highly dissatisfied with the current traffic conditions while those stay at home farming express certain satisfaction to the same issues. In addition, among the prioritization of "restricting factors of local economy" in ten villages, all villagers regard "backward traffic, ignorance of information and no market for products" as the primary factor. Villagers believe that the poor traffic condition result in following three consequences: First, local characteristic products are difficult to be pushed to markets; it takes too long time and too much money to transport them out which render very thin margin. Second, it is hard to attract foreign investments. Third, it is costly as well as inconvenient to travel out. Fourth, it has very little attraction for tourists. It is estimated that the projects will greatly advance to solve the emergent backward traffic problems. As far as Shiyan city as well as its attached counties like Yun, Yunxi and Zhushan are concerned, full exploration of various resources are far from enough. The improvement of the communication network has far-reaching impact.

6.2 They Are Beneficial to Strengthen Ties with Markets and Increase Employment Opportunities

Analysis the data and materials from different sources indicates that major destinations for villagers’ short-distance traveling include selling products to local markets, buying daily necessities and visiting friends etc. their long-distance traveling mainly aim at working out. The improvement of traffic conditions will bring further convenience to their traveling, and strengthen ties with markets, give momentum to local economy and provide convenience to better connection with the outside world. At the same time, the reduction of cost in working out will increase employment opportunities. In the long run, it will greatly advance the modernization, industrialization as well as upgrading of local agriculture, animal husbandry and forestry.

6.3 They Are Beneficial to Solving the Poverty Problem

The economic development in affected areas of the projects are on the mid-lower
level in Hubei province. Poverty is a worldwide issue which involves international, domestic, social, economic, natural as well as ecological reasons. Reasons for the poverty in affected areas also differ from one another. Generally speaking it can be categorized as mountainous area poverty. Implementation of the projects will do the following good to affected areas: First, better the transportation structure in the provincial comprehensive transportation, improve investment environment and promote development of regional economy. Second, directly improve traffic conditions of affected areas of the projects, expand markets for characteristic plants and stocks, reduce travel time on the way to affected areas and attract more tourists. Third, bring more real benefits to as many villagers as possible. At the same time, the change of ideas of local people is another important factor for economic development as well as poverty relief. Therefore change of ideas and development of education are crucial to the elimination of poverty. The improvements of traffic conditions will certainly widen local people’s eyeshot as well as help them acquire more knowledge. And finally change ideas of local cadres and peasants, which may lead to the elimination of poverty.

6.4 They Are Widely Beneficial to Villagers and Will not Widen the Gap between the Rich and Poor

The survey indicates that the gap between the rich and poor involves a lot of issues. There exist gap between regions as well as social classes. Even in the same region and social class (for example in the same village and production team, between families) the gap is very large. Reasons for such a gap between families in the same region are various. To solve such a problem, governments need set up a security system to provide help for those handicapped people. And if we take development into consideration, it is rather crucial to develop non-agricultural economy while the improvement of traffic conditions is a pre-condition. As for gap in the same village, the projects will not further widen the gap Petty peasant economy is characterized with vulnerability. Those who have few frustrations and good opportunities are probable to become rich sooner while those who have patients at home and who are handicapped themselves are less probable. Natural disasters and man-made calamities render peasants to believe the arrangement of fate. They are mainly dependent on social assistance. As far as those who have large expenditure on education, few laborers and many kids are concerned, their poverty is temporary. Time combined with efforts of the concerned will change the situation.

6.5 They Are Beneficial to the Promotion of Women’s Status
We find from the survey that status of women in good-traffic-conditioned villages is higher than those in poor-conditioned ones. The promotion of their status is dependent on higher educational and cultural levels as well as their economic dependence. It also depends on the transformation from their traditional ideas to modern ones. Traditional agricultural means of production restricts the full play of their capability. Traditional culture also sets limits to equality between men and women. Women in those good-conditioned villages enjoy more employment opportunities as well as choices. Many women have been freed from the restriction of agriculture. Their economic status has been greatly improved. It is more obvious in those women working outside the hometown. All these will certainly lead to the equality between the two sexes.

6.6 They Are Beneficial to the Cultivation of Children and Development of Secondary Higher Education

The cultivation and healthy development are directly related to the promotion of living conditions and the improvement of living conditions depends on the development of the whole rural society. Therefore, improvement of rural roads will benefit children. The development of rural economy renders children to have convenient accesses to more educational resources and further education. It will also increase the rate of attending higher schools for them. On the one hand, improvement of traffic conditions and economic development will provide more economic support for secondary and higher education. On the other hand, it also brings more convenience for students to pursue their further studies and save more time. Finally, when children's eyeshot are widened, they will have stronger desires for secondary and higher education. Certainly, the improvement of roads will to some extent act as a threat to children's safety. In the plan for improvement of roads, the speed of vehicles will be greatly raised. Therefore, it becomes an important problem to promote the capability of roads and to take corresponding measures to protect children.
Chapter Seven Suggestions

7.1 Suggestions from Villagers

7.1.1 Resettlement and Compensation

1. Compensation in cash will be adopted, together with that of land. 43.5% villagers hope such a method, 27.5% expect land compensation while the other 29% prefer the combination of money, land and arrangement of jobs. Most villagers say that they prefer land if the compensation fee is so meager. Those who prefer land compensation hope that land redistribution within production team will be combined with land reclamation.

2. Villagers hope that compensation for houses will combine money with bases for building new houses. And the money may cover that was used on the old house.

3. Villagers from Shitizi point out: compensation for supplementary houses should be taken into account. Supplementary houses are usually used for raising pigs as well as poultry, which add more income to the whole family.

4. Villagers hope that date and place for resettlement can be set as soon as possible. Compensation can reach villagers’ hands in advance and villagers need not wait for too long a time to move from their original houses to new ones. And the time for house reconstruction had better been set after the lunar spring festival so that villagers may enjoy a happy and peaceful new year.

5. Villagers from Quyuanhedian in Yun county point out: they also hope to be compensated for their destroyed irrigating systems during the construction of the projects.

6. Many villagers express such idea as more local villagers had better been employed as an indirect compensation way, they also hope that the government will permit villagers to organize some working units themselves to provide services and make full use of laborers in the village. On this base they prefer that projects will start during the leisurely season since they have enough time participating construction and implementation of the projects.

7. They hope some minor projects can be transferred to local people so that local resources can be fully utilized.
8. For some peasants, too much land has been taken away. Therefore they hope land will be redistributed in production team. After all, land is the most fundamental element for peasants.

9. As far as compensation means and amount of compensation for land and houses are concerned, governments should negotiate with villagers and should not decide by them alone. They should take different specific situations and different demands into consideration.

10. Peasants do not want to be used as free laborers.

7.1.2 Grant of the compensation fees for the resettlement and land

1. Villagers are generally worried about compensation money for land and resettlement fees will be intercepted and embezzled by different levels of governments. Therefore, they appeal to the direct grant of all the money to villagers. Some of them even suggest that each family should be issued a savings account so that all the money can be directly put into individual account to avoid interception and embezzlement.

2. Villagers demand that all the compensation standards should be publicized so that every one can supervise the grant of all fees and compensation money to protect their own rights.

3. A comparatively tolerant policy should be adopted as far as the measurement and price estimation of houses and land are concerned to maximize the interests of villagers. Statistical results should also be publicized.

7.1.3 Suggestions on Construction of Roads

1. Add more passages beneath the highway. Villagers generally demand that more passages should be built at entrances to villages and where cultivated fields are rather compacted to provide convenience for villagers' farming and traveling.

2. Environmental and noise pollution. Some villagers think that construction of the highway will pollute environment and make noise. In this sense they suggest regulations should be made by some branches of the government. For example, those vehicles with lots of tail gas and noise should be forbidden to run on the highway and there should be no toting at midnight.

3. Some villagers think that houses which are near the highway and far from noise are obstructed and thus should be pulled down too. They hope such villagers' interests
also should be taken into consideration.

4. During the construction of the highway pupils from some villages (Shangxiangkou and Waduangang for example) are to cross it. Their security must be paid special attention. At the same time some villagers are worried that increase of speed will result in insecurity for pupils and they suggest learning from their urban counterparts as far as highway managements is concerned. Sidewalk and fast traffic lane also should be set up for the sake of children's security. Traffic management must be updated to ensure the safety of pupils.

5. Routines of roads should be informed to villagers as soon as possible for the convenience of the examination and approve of their bases for houses.

6. Pay attention to environmental protection and avoid soil erosion.

7.1.4 Safety, Public Security and Other Issues during the Construction of Implementation of the Projects

1. During the construction of the highway, pay attention to influence exerted on local public order. For example, set more strict regulation to the management of immigrant workers and care about villagers' properties.

2. During the construction of the projects, pay attention to safety of man as well as animals along the line.

3. When cannons are needed to bomb hills, villagers should be informed in advance.

4. Entrances and exits should be made more for convenience of villagers' traveling if necessary.

5. Cadres should persuade rather than instruct villagers to cooperate with the construction of the projects. If necessary, legal methods can be used to avoid direct conflict. And administrative ones had better be used as less as possible.

6. Some villagers propose that both time and scope of the project construction should be limited to affect people's daily life.

7.2 Suggestions of Township (Town) Government

7.2.1 Compensation Money Must be Provided in advance to Ensure the Smooth Process of the Construction

Township and village cadres hope that compensation money can be provided in advance for the convenience of their persuasion of villagers to cooperate with the
construction of the projects.

7.2.2 Combination of the Construction of the Highway and Rural Roads Improvement Projects.
Some cadres point out that supplementary roads are very important for peasants' production and life. They hope that such an opportunity (of building the highway) will advance the improvement of supplementary roads in rural areas.

7.2.3 Raise the Compensation Standard for Land to Some Extent

7.2.4 Raise the Compensation Standard for Resettlement to Some Extent so that Villagers Can Build New Houses with enough Money

7.2.5 Opportunity First
The construction of highways will bring about a lot of opportunities. Township and village governments state that local people should have the priority to participate in the construction of the roads so as to give momentum to local economy. Leaders from Qingqu town point out that opportunities brought about by the construction of highway can be made use of developing catering services. Nearly all township and village leaders express such idea as minor construction projects should be transferred to local companies.

7.2.6 Pay Attention to Villagers’ Present Interest as well as Long-run Interest
Some village cadres say that some villagers may make use of the land policies. For example, they first ask compensation money and do not want any land. But once they spend all the money and cannot make a living any more, they may shamelessly ask the governments for land. They would say, we are part of the collective but now we have no land and cannot make a living. How can the village act like this? It is unfair. Therefore village cadres think that villagers’ long-run interests must be taken into account and they suggest that compensation for crops should be issued to individual families while compensation for land should be in the hand of the village from which villagers may get new land.

7.2.7 Improvements of Rural Roads Involve lots of Branches’ Interest which Must be Balanced to Avoid Disputes and Conflicts

7.3 Expert Panel’s Suggestions

7.3.1 Take Peasants’ Interest into Serious Consideration
1. We should listen to voices from different villagers and take their suggestions into comprehensive consideration. Peasants nowadays are no longer that they used to be in the 1980s. They have been differentiated into different social groups. Some focus on agricultural production while some are not at all farming and still some take up non-agricultural work. Some peasants became rich in late 1980s and are leading a well-off life while some can only have adequate food and clothing. Different peasants have their own demands and attentions. Although the highway project cannot benefit everyone specifically, it touches some common interests of the peasants. Generally speaking peasants are much concerned their immediate interests and real life. Even most peasants agree to the construction of the highway, those who have solved their food and clothing issue are more concerned with whether their interests will be reasonably and definitely guaranteed. This is the general background of our understanding about Chinese peasants. Or we may have unpractical expectations and demands from peasants.

2. Even the same question is concerned; we must consider ideas of people with different identities, roles and classes. Those who are better educated and have worked out usually have a comprehensive and long-run view. They generally support the plan to build the highway and are eager to participate. And those who are less educated and seldom travel out may appear some near-sighted. They are more concerned how to maintain current production and life patterns. They are worried current living pace may be interrupted. And they are afraid to make any change.

3. Pay attention to peasants’ immediate as well as long-run interest, especially their sustainable development. Township and village governments should play an active role in leading peasants to grow characteristic plants and stocks develop secondary and tertiary industries to absorb more labor forces. They should also instruct local people to combine the use of compensation money with their future production and life.

4. Promote the propaganda of significance of building the highway. Promote propaganda at those villages where there are no entrances and exits while traffic conditions are rather poor. For villagers there generally think that it is more convenient to build a class A road than an expressway Cadres should do more persuasive work to change their ideas.

7.3.2 Compensation for Land Expropriation and House Reconstruction

1. Standards for compensation should vary according to specific conditions
2. For the elderly who have difficulty in building new houses themselves, village committees should build houses for them with the compensation money.

3. For those extremely poor families who are unable to build houses by themselves, village committees can persuade villagers to give their helping hand.

4. We strongly recommend the publication of compensation policies for land and houses, the resettlement processes as well as the finance. For example, compensation standards, various standards, different classes and specific number should be published to all villagers so that they may participate and supervise the whole process. We should also listen to different voices from peasants and get to know their difficulties to make adjustments if necessary.

5. For those whose land has been expropriated too much, the national land policy should be made small adjustment to meet specific demands. They should be guaranteed some land to make a living. The adjustment of land can be organized at the level of production team to avoid conflicts as well as farming and operation of peasants’ newly-acquired land. At the same time, land development plans for land reclamation should be formulated to sustain peasants’ basic living.

7.3.3 Establish and Encourage the Participation System of Benefactors

1. To form a panel made up of villagers representatives through democratic selection to make compensation standards and issue compensation fees.

2. To establish channels for information request as well as feedback. For example, install exclusive phones and information box.

3. To establish negotiating systems. Seminars should be often held among township governments, village committees as well as ordinary villagers to negotiate questions concerned. For example, when measurable standards or calculating standards vary from each other a lot, seminars are indispensable until a final agreement has been reached.

4. To build unimpeded information channels. When there is any new information, it should be published to villagers to avoid negative effects brought by gossips.

7.3.4 Suggestions on Construction and Development of the Project

During the construction of the highway, priority should be given to local construction companies under the same term.

7.3.4 Suggestions on Construction and Development of the Project
During the construction of the highway, priority should be given to local construction companies under the same term.

7.3.5 Suggestions on Traffic Safety

1. Enhance propaganda as well as education on traffic safety: it is quite necessary to spread knowledge about highways since people in the large rural areas have been ignorant of it for so many years. It can also eliminate the possibility of potential accidents and ensure the safety of villagers and smoothness of the traffic. It is especially necessary to educate pupils.

2. Set up more traffic signs and make more security measures: it is expected to establish traffic signs, overline bridges as well as sidewalks. When the high time for pupils to go to school comes, the speeds for vehicles should be limited.

7.3.6 Protection of Poverty-stricken People and Women's Interests

1. Some important fundamental facilities should be re-built in advance. Those key facilities which are highly related with local people's production and life, different from ordinary fields, forests and fruit gardens, should be put on the top of the list of re-construction. More efforts should be paid to repair or re-build pools and ponds, ditches and other irrigating facilities, damaged rural roads and other traffic facilities to reduce effects to the least. Other facilities should also be identified on the basis of extensive investigation.

2. After the rural roads are finished, those poor and women should be preferred in the maintenance. The poorer families, the more fragile groups in this competitive society, the higher expectations they will have when opportunities come before them to improve their lives. More attentions should be paid to those poor people who may hold too high expectations and may act irrationally. If Governments should make use of those commercial opportunities and at the same time provide vocational training to increase employment opportunities for those poor people and women, which may reduce some villagers' irrational acts.

7.3.7 Build under Passages According to Specific Conditions

Create more under passages at those places where fields are compacted for the
convenience of local people's daily life as well as their farming.

7.3.8 Pay Attention to and Promote Propaganda of the Projects

Propagate extensively the significance of the highway and make it known to everyone in affected areas. From the survey we find that in some affected areas villagers know little about the forthcoming projects. Some villagers get the information from non-governmental sources like relatives and neighbors, which indicate that governments have their own limitations. We suggest making use of broadcast, television, newspaper, bulletin and regular meeting to spread relative information about the projects and make villagers get to know it. At the same time, keep a close eye to the spread channels of informal information and guide villagers with formal and official one to reduce negative effects brought by gossips and misleading information.

7.3.9 Pay Attention to Effects on the Implementation of Projects by the Past Cadre-ordinary Villagers' Relationship in Rural Community and Some Historical Issues
Appendix One  Social Appraisal Team

1. Member of Social Appraisal Team of SSRC, Peking University

<table>
<thead>
<tr>
<th>Name</th>
<th>Institution</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liu Aiyu</td>
<td>Social Survey Research Center of Peking</td>
<td>Associate Professor, PhD.</td>
</tr>
<tr>
<td></td>
<td>University Sociology Department, Peking</td>
<td></td>
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<tr>
<td></td>
<td>University</td>
<td></td>
</tr>
<tr>
<td>Wang Hansheng</td>
<td>Social Survey Research Center of Peking</td>
<td>Professor, PhD.</td>
</tr>
<tr>
<td></td>
<td>University Sociology Department, Peking</td>
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<tr>
<td>Wang Ren</td>
<td>Social Survey Research Center of Peking</td>
<td>Staff member, Master</td>
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<td></td>
<td>University</td>
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<tr>
<td>Ying Yi</td>
<td>Social Survey Research Center of Peking</td>
<td>Staff member, Master</td>
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<td></td>
<td>University</td>
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<tr>
<td>Zhang Lin</td>
<td>Social Survey Research Center of Peking</td>
<td>Staff member, Master</td>
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<td></td>
<td>University</td>
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</table>

2. Organizer and Participants of Hubei Province/city

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<thead>
<tr>
<th>Name</th>
<th>Institution</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wang Yanghong</td>
<td>The World Bank Financed Project Office,</td>
<td>Director</td>
</tr>
<tr>
<td></td>
<td>Hubei Provincial</td>
<td></td>
</tr>
<tr>
<td>Yu Wei</td>
<td>The World Bank Financed Project Office,</td>
<td>Vice director of the resettlement</td>
</tr>
<tr>
<td></td>
<td>Hubei Provincial</td>
<td>department</td>
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<tr>
<td>Guo Chenglin</td>
<td>The World Bank Financed Project Office,</td>
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<tr>
<td></td>
<td>Hubei Provincial</td>
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</tr>
<tr>
<td>Cao Yuna</td>
<td>Xiangshi Expressway Headquarters, Hubei</td>
<td>Director</td>
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<tr>
<td></td>
<td>Provincial</td>
<td></td>
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<tr>
<td>Jian Yonggang</td>
<td>Shiyan Communication Bureau</td>
<td>Deputy director</td>
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<td>Zhang Limin</td>
<td>Shiyan Government administrative Office</td>
<td>Director</td>
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Appendix Two: Guidelines for the Social Appraisal Work on HSHP and RRIP

Objects of Appraisal:

1. The primary objective of the Social Assessment (SA) is to ensure, through an extensive and structured effort, that social issues are adequately understood and addressed, particularly those related to resettlement, cultural property and heritage, low income groups, women and elderly people, and ethnic minority groups.

2. The SA should assess the likely social impacts of the project and propose measures to address these impacts in line with Bank policies (OP 4.12 on Involuntary Resettlement, OP 4.20 on Indigenous People, OP. 4.11 on Culture Property). The SA should also propose a monitoring and evaluation system which will provide up to date information concerning social development outcomes, including the effectiveness of mitigation plans.

Scope of Work:

3. Main tasks of this social appraisal include:
   - Possible influences brought by the projects and affected people's attitudes and reactions which may serve as evidence for our plan for the long-run social investment as well as community development.
   - Identify the social and economic context within the project impact area, with special attention to key social development issues;
   - Identify primary and secondary stakeholders and propose a participation plan for their involvement in the project preparation and implementation;
   - Develop social profiles of the communities which will be impacted, including the production teams to be affected through land acquisition, and communities that will benefit;
   - Propose necessary measures to address identified social impacts;
   - Facilitate the screening of impacts on women, consultation with women on their concerns and perceptions of the project, consultation with women on measures to address adverse impacts, particularly in the resettlement process, formulation of measures for further consultation with and participation of women in project implementation; and
   - Analyze information collected and prepare the SA Report.

Specified Activities and Procedures:
4. The SA will be conducted on a sample of farming teams and other communities, by using rapid participatory appraisal methodologies. Given the wide geographical extent of the project, it is neither practical nor necessary to cover every impacted production teams and all the communities. However, the production teams selected for the SA must be representative of all major categories of communities with different socioeconomic settings. Major factors to be considered in the selection include: resources structure and regional characteristics, income levels (poor vs. prosperous), occupation (agriculture vs. non-agriculture), means of production, livelihood patterns (cultivation vs. fishing, transport), land ownership (state vs. private), ethnicity and impacts (direct and indirect). The focus will be laid on directly affected production teams. Some sample teams will also be selected outside the direct impact areas for their feedback on the project. Stakeholders include the following four groups: village/township cadres (government), private owners and entrepreneurs, peasants, special groups (women, children, the elderly, ethnic minorities, handicapped people, etc.). We should get to know their interests and their attitudes towards the projects.

5. The social appraisal process mainly includes the following four phases: preparation, field interview and survey, arrangements of materials and analyses of data, writing of the report.

**Step 1: Preparation activities**

6. Preparation activities will include the following:

- Categorization of the targeted areas based on social, ethnic and economic characteristics. Collect and analyze the secondary socioeconomic data in the targeted areas. HPCD and other Hubei Provincial Government Departments and Agencies, local governments and transport departments, office of minority nationalities, leading group for poverty alleviation, and statistics bureaus are the main sources of the data.

- Standards for the choice of regions of investigation mainly include locality, social, ethnic and economic characteristics, out of which some representative samples will be picked out;

- Prepare guidelines for fieldwork which include objects, scopes, methods, organizations as well as time of the appraisal.

- Preparation of a framework for focus discussions and interviews with stakeholders, and design household questionnaire.

**Step 2: Field work in the selected production teams/communities**
7. Field investigation will be carried out in the form of questionnaire survey, focus-group meetings, individual interviews and participant observation. Individual in-depth interviews will be the main source of data used in the analysis. The interviews will mainly consist of open-ended questions and include a standard set of questions to develop a socio-economic and demographic profile on each informant. In each selected production team, separate focus groups will be formed for women, the elderly and for different ethnic groups in mixed communities.

8. For production teams, villages and towns which are likely to be impacted, information to be collected will cover:

- Village and production team profile, including demographics, ethnicity distribution, resource base;
- Land tenure (household contract system, land leasing and collective reserved resources, possibility of land redistribution etc.);
- Means of production, especially the structure of output, employment patterns (farm and non-farm activities, animal husbandry, forestry, fishing and other activities); development of township enterprises, general situation of the mobility of labor force, average income per capita, working force which may be possibly affected by the implementation of the projects, possible settlement method of residents in affected areas.
- Formal and informal institutions within the village and production team, their role in decision-making and the nature of relationships among them;
- Village infrastructure (schools, hospitals, water supply and sanitation, roads etc.);

9. For families which are likely to be affected, information to be collected will cover:

- Information about family members, land, watery areas and forestry of peasants, agricultural incomes and expenditures, non-agricultural income, domestic finance and debts, heads of families' attitudes towards land, employment situation, agricultural income and technology.
- Residents' (head of family of family member) perception of project impacts, such as land acquisition, restriction of access to resources, potential employment opportunities, improvement of traffic conditions, improvement of water supply and sanitation and participation;
- Farmers' perception of resettlement strategies (cash compensation, land redistribution, land in kind);

10. If ethnic minority groups are impacted in the project area, the following additional information should be collected on them:
- Brief account of their history;
- Review of the Chinese legal framework for ethnic minority people;
- Distinctive characteristics in their livelihood patterns, resources sharing, customs and traditions;
- Interactions with other ethnic groups;
- Possible community impacts on ethnic minority groups;
- Need for special measures for the livelihood rehabilitation of the affected ethnic minority groups, their participation in the project and their sharing of the project benefits;

**Step 3: Information Analysis and Documentation**

11. After the field interviews, staff members should collect and select relevant materials, design forms and analyze them. Computerize materials from the questionnaire and individual interviews and build a database.

**Step 4 Writing of the Report**

12. On the base of controlling and understanding all these materials and according to the requirements of the World Bank, we will start to write the appraisal report and make necessary amendment and supplementation if necessary. The final Chinese version of the report will be submitted to the World Bank on August 31st.
Appendix  Three Guidelines for the Interviews of Cadres on HSHP and RRIP

One General Situation of Affected Villages

1. How many production teams are there in the village?
2. Population (number, sex, nationality, religion, number of agricultural population and non-agricultural one and their ratio);
3. Major crops in villages;
4. Major mineral, land and forestry resources and their exploration;

Two Social and Economic Situations of the Villages

1. What was the GDP of the village last year? (Agricultural as well as non-agricultural one) Developments of major non-agriculture (including the secondary industry), individual economy and private enterprises;
2. Structure of working force (number of laborers and laborers in the agriculture, industry and the tertiary industry);
3. What is the average per capita income of a village? And what is the income of a laborer?
4. Is your village rich or poor compared with other villages in the county?
5. What are the major causes of the poverty of your village?
6. Labor division based on sex.
7. How many women cadres are there in your village?
8. Does there exist any collective economy (township enterprise)? What are the main products? Where are they sold out?
9. How many cars, trucks, motor cars, bicycles and agricultural vehicles are there in your village?
10. How many hospitals are there in your village?
11. How many schools (primary schools as well as junior high schools) are there in your village?
12. Are there any dropouts? What is the reason behind it? Are there more girls or boys among the dropouts?
13. How many outgoing laborers are there in your village? Where do they work? How many women and men among outgoing laborers?
14. How many roads are there in your village? And what is the traffic flow?
15. How far is it from the village government to the township/town government? What are the major traffic tools? How long does it take the major traffic tool
16. Is there any railway through your village? How far it is from your village to the nearest railway station?

17. Is there any road in your village? How many? Are there any buses across your village? What is the pavement of the best roads in your village? (Pitch, stone or mud?)

18. How far is it from the center of the village to the nearest road? Are there any buses across the village? How many vehicles run through your village?

19. Are there any important historical and cultural heritages in your village? Will the construction of the road exert any influence on them?

20. How many ditches are there in your village? Are there any reservoirs or hydroelectric stations?

21. Do villagers drink running water or well water or river water?

22. Have phones been installed in your village? When? And how many phones are in your village?

23. Is there any clan power in your village? What is its function then?

Three Potential influences of the implementation of the projects on villages

1. Types, quantities and attributes of land expropriated? How many people, especially those laborers will be affected?

2. What measures have been taken to resettle those affected people if their lands are expropriated?

3. Are there any buildings on the expropriated land? When were they built? What are their structures? How much did they cost?

4. Will the village government redistribute the land (cultivated land)?

5. Is it possible for land reclamation?

6. If we have a plan for land reclamation (to make use of the extra land from the projects and transform those wasteland), what form should be taken to carry out such an action? Do you prefer that peasants do it by themselves or the constructing unit assign work and the village government supervise the process?

7. What do you require and expect as far as compensation is concerned?

Four Opinions of Building Roads

1. What benefits will villagers enjoy from the construction of the highway in your opinion?
2. How will your village cooperate with the provincial government on the construction of this highway?
3. What difficulties are there in the cooperation?
4. Do you think that the construction of the highway will exert negative effects on the original ecological environment in your village?
5. Who do you think will benefit the most from the construction of the roads?
6. What opportunities will women in your village get from the construction of the roads?
7. Are there any specific policies and measure which may restore livelihood of resettled people at least to their situation before the project?
8. During the lease period of land, will land be re-distributed and adjusted? If it is to be adjusted, then what are the standards? How much land has been lost to the construction? And how much income will peasants lose correspondingly? Will the loss be compensated with other opportunities?
9. What influences will the project exert on the long-run production and life?
10. Do you have any other questions and expectations relevant to the projects?

(Note: This guideline for individual interviews also applies for group and cadre interviews. Specific topics may vary in different cases. It aims at understanding social, economic and cultural backgrounds and cadres’ opinions of the projects.)
Appendix Four: Guidelines for Individual Interviews on HSHP and RRIP

1. Record interviewees’ basic information (sex, age, educational background, Occupation, production team and village)

2. Is your village rich or poor compared with others in your county? If it falls into the category of poor village, then what is the cause behind it? Despite individual efforts, what measures should the government take?

3. How do you think of the public service level (Medical care, Hygiene facilities, shopping, cultural entertainment, employment services) in your village?

4. Where are your products sold out? By what means are they transported?

5. Who do you often visit? By what means? What do you benefit from such a means?

6. Who goes to the towns more often in your family? What do you usually do in the town? And what traffic tools do you take?

7. What do you think of the traffic environment (roads facilities and the operation of vehicles)?

8. Have you ever heard of that Hubei provincial government applies a loan from the World Bank for expressway construction and rural road improvement? What do your families, friends and neighbors think of this?

9. Do you agree or disagree with the construction and improvement of the road? If you disagree with it, please give reasons.

10. What benefits will be brought to the village by the construction of the road? And what influences will it exert on villagers (positive and negative ones, including influence on the environment, traffic security and traveling?)

11. Will the construction of the roads affect your production and life? How will you solve the problem? How will you solve it? What help do you need?

12. How do you cooperate with the government on the construction?

13. When the road is finished, are you going to buy any traffic tools? Will the construction of the roads bring any employment opportunities to you?

14. How much average cultivated land does your family have? If the project is implemented, how much land will be expropriated? Is it cultivated land, non-irrigated farmland or hillside fields?

15. How do you expect to be re-settled? Compensation in cash, provision of new houses, arrangements for employment or the combination of combination in cash with provision of new houses, etc.)

16. Do you know the compensation standards for land expropriation and house reconstruction? What expectations do you hold as far as houses and jobs are
concerned? If you are dissatisfied with the result, what action will you take?

17. How much money do you expect as compensation? How long can you wait before you get the money? How would you spend the compensation money?

18. What measures are comparatively reasonable do you think during the construction of the projects?

19. Who do you think will benefit most from the construct of the roads?

20. Will the construction provide more opportunities for the economic development of your village? Can it improve the financial condition of yourself and your family?

21. Will all the kids be able to go to school during the construction of the roads? If they cannot, do you have any good suggestions?

22. What influences will the construction of the roads exert on the current natural environment? (for example, pollution of tail gas, and noise pollution) how will it affect the cultural and historical heritage and religion and scenery spots?

23. What influences will the construction of the roads have on women's production and life? What are their expectations and suggestions? (Exclusively for women);

24. What influences will the construction of the roads have on ethnic minorities' production and life and customs? What are their expectations and suggestions? (Exclusively for ethnic minorities)
Appendix Five: Guidelines for Seminar Discussions on HSHP and RRIP

One Map Drawing
1. Roads map in the village
2. Distribution map of households in the village

Two Problems in Public Services Facilities and Housing Arrangements (prioritization)
1. Emergent problems
2. Possible solutions
3. Kinds of help needed

Three How Well You Know about the Projects
1. Whether you get to know relevant facts about the projects, how do you know it and how much you know about it (for example, quantity and time of pulling down houses)
2. Whether villagers know the re-settlement plan about the pulling down of the houses, which includes such detailed questions as location, quality and time for re-settlement. And how well they know about it.
3. What are the questions they most concern about? List and prioritize all of them.
   As far as compensation issue is concerned, what are they worried about? Due to administrative factors the compensation standards may be reduced and even some money will be embezzled, then what measures should be taken to avoid this?
4. Will the construction affect children's going to school and villagers' traveling?
5. Are there any cultural spots affected by the construction? What customs should the constructor observe and respect? What the municipal governments have done to solve these problems?
6. How your village will cooperate with the government to carry out the projects?
7. Who do you think will benefit most from the projects?
8. What do you suggest on the construction of the projects (choice of project, time and locality)? If you have any suggestion how will you give them to people concerned? (prioritization of organizations you identify with)
9. The choice about wills of re-settlement—why land should be adjusted in the village? Why should we cultivate more land? Which method will be better to cultivate land? How much will it cost to cultivate one mu of land?
Appendix Six: Guidelines for Surveys at Schools on HSHP and RRIP

One General Situation
1. Locality of school, brief history
2. Students, classes, teachers, classrooms and various equipments at the school
3. Information about dropouts and students who enter higher schools

Two Influences of the projects
1. What influence will the construction of the projects will exert on the school? (both positive and negative ones. Including environment of schools, study environment, traffic securities, convenience of traveling and improvement of hygienic conditions, etc.)
2. Will the constructions of the roads affect pupils’ going to school?
3. Will noise distract students’ attention?
4. Will the completion of the roads bring convenience or inconvenience to pupils?
5. Is there any potential insecurity in neighboring roads? And what is it?
6. How the school will cooperate with governments on the construction of the highway?
7. Who will benefit most from the construction of the projects in your opinion?
8. What do you suggest on the construction of the projects (choice of project, time and locality)? If you have any suggestion how will you give them to people concerned? (prioritization of organizations you identify with)
Appendix Seven

Number—

Questionnaire of Social Appraisal on HSHP and RRIP

Dear residents:

How are you? In order to understand local residents' social and economic conditions, the Social Survey Research Center of Peking University conducts this survey. Your family has been selected as our object. We sincerely hope that you may spend some time finishing the questionnaire. And we will strictly observe relevant laws to keep your personal as well as family information as secret.

Thank you for your support to our work!

The Social Survey Research Center of Peking University

Place: -- County—town—village—production
Name of answerer--
Time: August, 2003

One. Basic Information

1. About Family Members

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<tr>
<th>Code</th>
<th>Relationship with head of the family</th>
<th>Sex</th>
<th>Age</th>
<th>Nation-ality</th>
<th>Religion</th>
<th>Marital status</th>
<th>Education</th>
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<tbody>
<tr>
<td>1</td>
<td>Head or spouse</td>
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<tr>
<td>7</td>
<td>Brother or sister</td>
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<table>
<thead>
<tr>
<th>Code</th>
<th>Relationship with head of the family</th>
<th>Sex</th>
<th>Age</th>
<th>Nation-ality</th>
<th>Religion</th>
<th>Marital status</th>
<th>Education</th>
<th>Occupation</th>
<th>Whether you can speak Mandarin</th>
<th>Communist Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Head or spouse</td>
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<td>2</td>
<td>Son or daughter</td>
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<td>3</td>
<td>Son-in-law or daughter-in-law</td>
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<td>5</td>
<td>Grandson or granddaughter</td>
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<td>6</td>
<td>Grandparent</td>
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<td>7</td>
<td>Brother or sister</td>
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7
Two Living and Traveling

2. When was your house built? ______ Year. How large is it? ______ square meters.
   Size of the yard (if there is) ______ square meters. It cost nearly ______ yuan.

3. Is your house rent to others or used for business?
   (1) Yes   (2) No
   If the answer is "yes", then how many rooms are used for business? ______

4. What do you think about your house?
   (1) Too crowded (2) A little crowded (3) all right (4) spacious (5) very large.

5. Generally speaking, are you satisfied with your housing condition?
   (1) Very satisfied (2) Fairly satisfied (3) I do not care
   (4) Fairly dissatisfied (5) Very dissatisfied

6. What do you drink?
   (1) Running water (2) well water (3) river water (4) others

7. What do you burn when you cook meals?
   (1) Wood (2) coal (3) liquefied petroleum (4) natural gas (5) others
   The top on the list is ______; and the second is ______.

8. What is the distance from your village to the county? ______ Li (half km).
   How many buses run on the way every day? ______.
   A. How many times do you go to the county every month?
      (1) Zero (2) once or twice (3) three to four times (4) over five times
   B. Why do you go the county? (Select two items)
      (1) To sell produce (2) to buy daily necessities (3) to buy durable goods
      (4) to see doctor (5) to work (6) nothing (7) others
   C. How do you go there?
      (1) On foot (2) by bicycle (3) by motorcycle
      (4) by public transportation tools (5) others
      The top on the list is ______; and the second is ______.
   D. How much time does it take you to the county? ______ minutes
   E. How much money do you spend as transportation fees? ______ yuan.

9. How far it is from your village to the nearest town? ______ Li (half km) and how many buses run on the way every day? ______
   A. How many times do you go to the town every month?
      (1) Zero (2) once or twice (3) three to four times (4) over five times
B. Is there any road from your house to the town?  
(1) Yes  (2) No  

C. Why do you go the county? (select two items)  
(1) To sell produce  (2) to buy daily necessities  (3) to see doctor  
(4) to visit relatives and friends  (5) nothing  (6) others  

D. With whom do you go there?  
(1) By myself  (2) with my husband/wife  (3) with my kids  
(4) with relatives and friends  (5) others  

E. How do you go there?  
(1) On foot  (2) by bicycle  (3) by motorbike  
(4) by public transportation tools  (5) others  

F. How much time does it take you to the county? ______ minutes  

G. How much money do you spend as transportation fees? ______ yuan  

10. Is it convenient for your kids to go to school?  
(1) Very convenient  (2) Fairly convenient  (3) average  
(4) Fairly inconvenient  (5) very inconvenient  

11. A. The distance from your house to the nearest township hospital is ______ Li (half km)  
   B. It takes ______ minutes to get to the hospital.  
C. Are there any cases in your village in which patients have not been treated on time?  
   (1) Yes  (2) no  (3) do not know  

12. To be specific, are you satisfied with the following conditions?  

<table>
<thead>
<tr>
<th></th>
<th>Very satisfied</th>
<th>Fairly satisfied</th>
<th>Average</th>
<th>Fairly dissatisfied</th>
<th>Very dissatisfied</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic</td>
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<tr>
<td>Water</td>
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<tr>
<td>School</td>
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<tr>
<td>Shopping</td>
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<tr>
<td>Medical equipment</td>
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<tr>
<td>Relationship with</td>
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<tr>
<td>neighbors</td>
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</tbody>
</table>

13. Have you got to know the plan of HSHP and RRIP?  
   (1) Yes  (2) no  

14. If you have, from whom did you get the news?  
   (1) Broadcast, TV or newspaper  (2) government  (3) relatives and friends  
   (4) neighbors  (5) others
15. In your opinion, will the construction of the highway directly affect your life?
   (1) Yes (2) no

If your answer is “yes”, what are they?
   (1)________ mu land is expropriated (2) We have to move (3) others

16. Will the construction of the highway bring any opportunity to you?
   (1) Yes (2) no (3) not sure (4) do not know

17. How many advantages will the construction of the highway bring to you?
   (1) More convenient to travel (2) more convenient for kids to go to school
   (3) more convenient to do business (4) no long information-blocked
   (5) no advantage at all (6) others

18. Do you think your village will benefit from the construction of the highway?
   (1) Yes (2) No (3) Not sure (4) do not know

19. Will you cooperate with the government on the construction of the highway?
   (1) Yes (2) No (3) Do not know (Do not answer)

20. If your land is expropriated during the construction of the highway, how do you like to be compensated?
   (1) Money (2) land
   (3) employment opportunities provided by the government (4) others

21. In how many years do you want to be compensated after the land expropriation?
   (1) Three months (2) half a year (3) more than one year

22. If you are to be compensated with money, which do you prefer among the following choices?
   (1) Lump compensation (2) compensation by installments (3) others

23. If it is necessary for you to move, are you willing to do so?
   (1) Yes (2) no (3) do not answer

24. If you are willing to move, what compensation do you expect?
   (1) Money (2) new house (3) employment opportunities (4) others

25. If you are to move, where are you going?
   (1) The original place (2) other villages (3) towns and cities (4) others

26. If there is an opportunity for you kids to work, whom do you prefer, son or daughter?
   (1) Son (2) daughter (3) either will be ok
Three Production and Operation

27. Altogether there are -mu of land, among which

<table>
<thead>
<tr>
<th>Contracted land</th>
<th>Land for provisions</th>
<th>Family plots</th>
<th>Reclaimed wasteland</th>
<th>Transferred-in land</th>
<th>Transferred-out land</th>
</tr>
</thead>
<tbody>
<tr>
<td>- mu</td>
<td>- mu</td>
<td>- mu</td>
<td>- mu</td>
<td>- mu</td>
<td>- mu</td>
</tr>
</tbody>
</table>

28. Altogether there are -mu of fruit gardens, among which

<table>
<thead>
<tr>
<th>Contracted fruit garden</th>
<th>Fruit garden for self-use</th>
<th>Cultivated fruit garden</th>
<th>Transferred-in fruit garden</th>
<th>Transferred-out fruit garden</th>
</tr>
</thead>
<tbody>
<tr>
<td>- mu</td>
<td>- mu</td>
<td>- mu</td>
<td>- mu</td>
<td>- mu</td>
</tr>
</tbody>
</table>

29. Altogether there are -mu of watery areas, among which:

<table>
<thead>
<tr>
<th>Contracted watery area</th>
<th>Watery area for self-use</th>
<th>Cultivated watery area</th>
<th>Transferred-in watery area</th>
<th>Transferred-out watery area</th>
</tr>
</thead>
<tbody>
<tr>
<td>- mu</td>
<td>- mu</td>
<td>- mu</td>
<td>- mu</td>
<td>- mu</td>
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</tbody>
</table>

30. What kind of operational method do you adopt?
(1) Family contracted operation (2) individual contracted operation (3) collective contracted operation (4) individual operation (5) cooperative operation (6) employment operation (7) operation with above 8 employees (8) others

31. What are the major products?
(1) Crops (2) other plants (3) forestry (4) husbandry (5) fishery (6) side occupation (7) secondary industry (8) transportation (9) construction (10) business (11) services (12) others

The top on the list is _________; and the second is _________.

32. How do you spend your time in a year?
_______ days on agricultural production;
_______ on non-agricultural production; and on working out ________

33. How does your wife/husband spend her/his time in a year?
_______ days on agricultural production;
_______ on non-agricultural production; and on working out ________

34. Brief information about you and your family members’ working out:
A. Where have you been to work? ________
B. What have you done? ________
C. How long have you worked? ________
D. What is your average salary per month? ________
E. How often do you come back every month? ________
35. As far as you know, what technologies are adopted in rural areas?

   (1) Machines (tractors and harvesters)   (2) planting technologies (fruit trees)
   (3) technologies of stock-raising     (4) folk handicraft (knitting and embroidering)

36. How are the profits brought by the technologies?

   (1) Very good     (2) just so so     (3) very bad     (4) minus profits

37. What role women are playing in the adoption of new technologies?

   A. Machines    (1) dominant     (2) auxiliary     (3) not important
   B. Planting technologies     (1) dominant     (2) auxiliary     (3) not important
   C. Technologies of stock-raising (1) dominant     (2) auxiliary     (3) not important
   D. Folk handicraft (1) dominant     (2) auxiliary     (3) not important

38. Sources of technologies

   (1) Popularized by the government     (2) introduced by relatives and friends
   (3) influenced by the neighborhood     (4) learn from the county or city
   (5) friends' help     (6) self-learning from newspapers and television

**Four Income and Expenditure**

39. Last year the family expenditure on operation was _______ yuan, among which:

   (1) Purchase productive fixed assets _______ yuan (mainly for purchase of production tools)
   (2) Other expenditure on production _______ yuan (mainly for the seeds and fertilizers)
   (3) Taxes _______ yuan
   (4) Submitted money _______ yuan
   (5) Other social burdens _______ yuan

40. Various costs excluded, the annual net income from every mu of cultivated land is about _______ yuan

   Annual net income from every mu of forest is about _______ yuan
   Annual net income from every mu of watery area is about _______ yuan

41. Expenditure on consumption of the whole family last year was about _______ yuan, among which:

   (1) Expenditure on food is about _______ yuan (including rice, flour, meat, fish, eggs, vegetables etc.)
   (2) Expenditure on clothes is about _______ yuan
   (3) Expenditure on education is about _______ yuan (including fees for enrollment and books)
   (4) Expenditure on medical care is about _______ yuan (including fees for seeing doctor, medicine and treatment)
(5) Expenditure on transportation is about ______ yuan (pursue studies, work out and visit friends in counties or cities)

(6) Expenditure on society is about ______ yuan

(7) Expenditure on supporting parents is ______ yuan

(8) Expenditure on entertainments is ______ yuan

(9) Other expenditures

42. Durable goods in your family:

<table>
<thead>
<tr>
<th>Items</th>
<th>Yes</th>
<th>No</th>
<th>Are going to buy this or next year in more than three years</th>
<th>Are not going to buy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Color TV</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Black and white TV</td>
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<tr>
<td>Radio</td>
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<tr>
<td>Recorder</td>
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<tr>
<td>Refrigerator</td>
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<td></td>
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<tr>
<td>Washing machine</td>
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</tbody>
</table>

43. Transportation tools in your family

<table>
<thead>
<tr>
<th>Items</th>
<th>Number</th>
<th>No</th>
<th>When will you buy</th>
<th>Not going to buy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycles</td>
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<tr>
<td>Tricycle</td>
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<tr>
<td>Motorcycle</td>
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<tr>
<td>Agricultural vehicle</td>
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<tr>
<td>Trucks</td>
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<td></td>
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<tr>
<td>Buses</td>
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</tbody>
</table>
44. Sale of major products in your family last year

<table>
<thead>
<tr>
<th>Items</th>
<th>Output</th>
<th>Quantity for self-use</th>
<th>Quantity for sale</th>
<th>Market</th>
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</thead>
<tbody>
<tr>
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</table>

45. Components of general income of the whole family last year:

<table>
<thead>
<tr>
<th>Items</th>
<th>Income (yuan)</th>
<th>Percent in the general income (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planting</td>
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<tr>
<td>Fishery or stock-raising</td>
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<tr>
<td>Secondary industry</td>
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<td>Construction</td>
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<tr>
<td>Business and services</td>
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<tr>
<td>Transportation</td>
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<tr>
<td>Income from working out</td>
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<td>Salary</td>
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<tr>
<td>Other incomes</td>
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<tr>
<td>General income</td>
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<td>100%</td>
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</tbody>
</table>

46. What do you think about your economic condition in your village?
(1) High   (2) middle and high   (3) middle   (4) low and middle   (5) low

47. How important do you consider the following factors for the richness of your family?
(1) Knowledge, sense of business (2) immigrant workers in my family (3) shops
(4) characteristic plants (5) hardworking (6) lots of land and forests
(7) favorable opportunities (8) others

48. Among the following factors, which do you think is the main cause of poverty?
(1) No culture, incapability (2) lack of funds and ignorance of information
(3) unsolid economic foundation (4) few or no laborers (5) few productive resources
(6) few employment opportunities (7) lots of kids (8) laziness (9) illness of members

49. If you may get a large amount of money, how would you spend it?
(1) Savings (2) purchase of household electrical appliances (3) traveling
(4) preparation for kids’ weddings (5) building houses or enlarging them
(6) purchase of household production equipment (7) maintenance of future life (8) others
The top on the list is ___________, and the second is ___________.
### Five. Division of Labor and Decision-making in your Family

50. Among the following matters who has the last say in your family?

<table>
<thead>
<tr>
<th>Mainly husband</th>
<th>Mainly wife</th>
<th>Both by husband and wife</th>
<th>Mother-in-law</th>
<th>Others</th>
<th>No Such things</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic finance (saving, title deeds)</td>
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<tr>
<td>What plants should be grown</td>
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<td>Choice of house (Building of house)</td>
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<tr>
<td>Division of labor</td>
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<tr>
<td>Purchase of expensive goods/large production tools</td>
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<td>Further studies and occupations of kids</td>
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<tr>
<td>Instruction of kids on their studies</td>
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<tr>
<td>Attending committee meetings</td>
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<tr>
<td>Investments and loans</td>
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<tr>
<td>Attending weddings and burial ceremonies</td>
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</table>

51. An ideal pattern of a family is that husband works out and wife stays at home taking care of domestic issues. What do you think of it?

(1) Fully agree (2) agree (3) not sure (4) do not agree (5) strongly disagree

52. If opportunities are not enough, men have prior access to them. What do you think of it?

(1) Fully agree (2) agree (3) not sure (4) do not agree (5) strongly disagree

53. If you cannot afford all the kids' studies due to financial difficulty, son should have the priority. What do you think of it?

(1) Fully agree (2) agree (3) not sure (4) do not agree (5) strongly disagree
54. If a critical decision has to be made, husband had better be the very person. What do you think of it?
(1) Fully agree (2) agree (3) not sure (4) do not agree (5) strongly disagree

55. Household chores (such as taking care of kids, washing clothes and cooking meals) are wife’s responsibilities. Do you agree?
(1) Fully agree (2) agree (3) not sure (4) do not agree (5) strongly disagree

56. As far as you know, the influence of women on local public affairs is
(1) Dominant (2) increasing (3) decreasing (4) no (5) others

Six. Social Ties

57. When you are faced with some difficulties, whom would you resort to at first?
(1) Village committee (2) family members on the husband’s side (3) relatives of the wife
(4) friends (5) others

58. When you have to make an important choice, whose opinions would you listen to at first?
(1) Cadres at the village committee (2) parents-in-law (3) spouse (4) friends (5) others

59. Please write down the very names, occupation of the three persons with whom you have the closest ties in the past and what are your relationships:

<table>
<thead>
<tr>
<th>Names</th>
<th>Relationship with you</th>
<th>Occupations (specific)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(1) relatives on husband’s side (2) relatives on wife’s side (3) family of married son (4) family of married brother (5) village cadres (6) cadres in the town (7) neighbors (8) comrade-in-arms (9) classmate (10) others</td>
<td></td>
</tr>
</tbody>
</table>

60. Generally speaking, are you satisfied with your current life?
(1) Very satisfied (2) Fairly satisfied (3) average
(4) Fairly dissatisfied (5) very dissatisfied

61. What will your life become compared with the current one?
(1) Better (2) almost the same with the present (3) worse (4) do not know