Project: Yulin to Zhanjiang Expressway (Guangxi section)

Country: China  
Sector: Yulin City Transportation Bureau

Dates of the project: 2016-2050  
Stage of the project: Building

Public Organization: Yulin City Transportation Bureau, Guangxi Zhuang Autonomous Region of China

Private Organization: China Communications Construction Company Ltd (CCCC, SPV).

Capital Providers: Agricultural Bank of China

Compliance with UNECE People-first PPP criteria:

- The project fully respects the customs of national minorities settling along the expressway, passes through two impoverished counties, and is expected to remit transport weakness as a major passage extending to a developed city.
- It is a development characterised by the Yu–Zhan Mode, which has been accepted in more than 30 cities and provinces across China.

Case Supplier: Associate Prof. Yanzhen Weng
China Academy of Transportation Sciences
Outcome 1: Increase access to essential services and lessen social inequality and injustice (1/2)

- The project runs through two impoverished counties, Luchuan and Bobai, where are the inhabited regions including multiple national minorities, including Zhuang, Bai, Miao, and Dai. The route location design and rest area architectural style respect local customs.
  - Fully respecting local folk-customs and religious beliefs, the project was designed with a reasonable route plan that avoided demolishing ancestral halls and temples.
  - National customs were embedded in the construction of the rest area buildings, so that the project was in harmony with the natural scenery and cultural landscapes.
Population outflows in two counties are significant and the proportion of out-of-region employment is as high as 20%, due to the shortage of transport infrastructure.

In 2018, Luchuan County attracted 27 flagship industries, such as spinning, skillet production, which has resulted in inward investment of $1.36 billion. And as a result, many migrant workers have returned.

The modern service industry in Bobai County has also developed, by taking advantage of the opportunities afforded it by the project, e.g. Yanshishan Scenic Area has been rated as a National AAA-Class Scenic Site.

Since the project was started in 2017, 70,000 people in Luchuan County have be lifted out of poverty. Luchuan County has eliminated poverty in 2018; Bobai County is expected to reach the goal of moving out of poverty in 2019.
Outcome 2: Enhance resilience and responsibility towards environmental sustainability

- The implementation of the project lays emphasis on a combination of quality, safety, environmental protection, and human resources, and underlines a strong drive towards environmental protection.

- **Saving land resources:** Use of elevated bridges to reduce land-take and optimisation of design, using uncultivated, unimproved land as a priority, to reduce the occupation of farmland.
Outcome 2: Enhance resilience and responsibility towards environmental sustainability (2/2)

- **Timeously restoring the environment:** fast-growing plants were planted immediately after taking and disposing of any topsoil, and grass, shrubs, and trees were planted in appropriate combinations to facilitate recovery of the landscape as soon as possible. No soil was lost during construction and no soil was exposed.

- **Circular use of resources:** setting ponds were built to recycle and reuse water for watering and dust-suppression during construction.

- **Reducing noise pollution:** use of low-noise pavement designs, acoustic barriers, and strengthening investment in forest belts for noise reduction.
Outcome 4: Promote replicability and the development of further projects

- To date, more than 30 groups and 500 members of staff from governments at all levels, research institutions, enterprises, and consultancies have visited the project. Changchun City, Jilin Province has applied this modus operandi to the Jiutai to Shuangyang PPP project.

- To enable the land acquisition to be digitised (and thus better visualised) and achieve zero error in land compensatory transactions (to ensure justice and equity), the SPV, as the agent assisting government, has independently developed a software-based management system for land acquisition for use on construction projects: this has obtained national copyright certification and is free-to-government, and has been applied to more than ten projects.