凯翼新能源汽车零部件采购子项目

《环境影响评估表》

Project Number:50096-002

People's Republic of China: Air Quality Improvement in the Greater Beijing-Tianjin-Hebei-Region-China National Investment and Guaranty Corporation's Green Financing Platform Project

Project Number:51033-001

People's Republic of China: Air Quality Improvement in the Greater Beijing-Tianjin-Hebei Region-Green Financing Scale Up Project

Subproject Title: Yibin Kaiyi NEV Components Procurement Subproject

Rapid Environmental Assessment (REA) Checklist

Instructions:

(i) The project team completes this checklist to support the environmental classification of a project. It is to be attached to the environmental categorization form and submitted to the Environment and Safeguards Division (SDES), for endorsement by Director, SDES and for approval by the Chief Compliance Officer.

(ii) This checklist focuses on environmental issues and concerns. To ensure that social dimensions are adequately considered, refer also to ADB's (a) checklists on involuntary resettlement and Indigenous Peoples; (b) poverty reduction handbook; (c) staff guide to consultation and participation; and (d) gender checklists.

(iii) Answer the questions assuming the "without mitigation" case. The purpose is to identify potential impacts. Use the "remarks" section to discuss any anticipated mitigation measures.

Screening Questions	Yes	No	Remarks
A. Project Siting Is the Project area adjacent to or within any of the following environmentally sensitive areas?		√	No environmentally sensitive areas will be involved.
▪ Cultural heritage site		√	
▪ Legally protected Area (core zone or buffer zone)		√	
▪ Wetland		√	
▪ Mangrove		√	
▪ Estuarine		√	
▪ Special area for protecting biodiversity		√	
B. Potential Environmental Impacts Will the Project cause…			
▪ impairment of historical/cultural areas; disfiguration of landscape or potential loss/damage to physical cultural resources?		√	The subproject will not cause impairment of historical/cultural areas; disfiguration of landscape or potential loss/damage to physical cultural resources.
▪ disturbance to precious ecology (e.g. sensitive or protected areas)?		√	The subproject will not disturb any sensitive or protected areas.
▪ alteration of surface water hydrology of waterways resulting in increased sediment in streams affected by increased soil erosion at construction site?		√	The subproject will not affect any surface water hydrology of waterways resulting in increased sediment in streams.

Screening Questions	Yes	No	Remarks
▪ deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction?		√	The subproject will not cause deterioration of surface water quality. Worker-based camps will not be involved in the subproject. The subproject will not involve construction activities and chemicals will not be used in construction period.
▪ increased air pollution due to project construction and operation?		√	The subproject will not involve construction activities. The subproject will result in particulate matters reduction compared to gasoline vehicles.
▪ noise and vibration due to project construction or operation?	√		The subproject will not involve construction activities. The subproject will result in noise and vibration reduction compared to gasoline commercial vehicles.
▪ involuntary resettlement of people? (physical displacement and/or economic displacement)		√	The subproject will not involve involuntary resettlement of people.
▪ disproportionate impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?		√	The subproject will not lead to disproportionate impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups.
▪ poor sanitation and solid waste disposal in construction camps and work sites, and possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?	√		The subproject will not involve construction activities. No worker camp is needed during construction. Training on sanitation and solid waste disposal, including health and safety will be provided. Information on avoidance of possible transmission of communicable diseases will be provided to workers.
▪ creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?	√		Strict measures will be implemented to ensure a safe and sanitary workplace to avoid the creation of temporary breeding habitats for diseases. Good housekeeping will be strictly enforced to avoid creation of temporary breeding habitats for diseases.
▪ social conflicts if workers from other regions or countries are hired?		√	Local hiring will be given priority.
▪ large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?		√	The subproject scale is not expected to cause large population influx.
▪ risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological, and radiological hazards during project construction and operation?	√		National occupational health and safety requirements will be followed. Person protective equipment and trainings for occupational health and safety will be provided to the drivers and staff.
▪ risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?		√	Transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals will not be involved during construction and operation.
▪ community safety risks due to both accidental and natural causes, especially where the structural elements or components of the project are accessible to members of the affected community or where their failure could result in injury to the community throughout project construction, operation and decommissioning?	√		Information, education, and trainings for community safety will be provided to the drivers and staff.

Screening Questions	Yes	No	Remarks
▪ generation of solid waste and/or hazardous waste?	√		Solid waste generated during operation period mainly includes domestic waste which will be collected, transported and treated by local sanitary department and waste spare parts which will be recycled as much as possible, hazardous waste will be collected, transported and disposed by 3rd party certificated companies.
▪ use of chemicals?		√	The subproject will not use chemicals during operation.
▪ generation of wastewater during construction or operation?	√		Wastewater generated during operation will be discharged to municipal sewer system.

A Checklist for Preliminary Climate Risk Screening

Screening Questions		Score	Remarks[1]
Location and Design of project	Is siting and/or routing of the project (or its components) likely to be affected by climate conditions including extreme weather related events such as floods, droughts, storms, landslides?	0	
	Would the project design (e.g. the clearance for bridges) need to consider any hydro-meteorological parameters (e.g., sea-level, peak river flow, reliable water level, peak wind speed etc)?	0	
Materials and Maintenance	Would weather, current and likely future climate conditions (e.g. prevailing humidity level, temperature contrast between hot summer days and cold winter days, exposure to wind and humidity hydro-meteorological parameters likely affect the selection of project inputs over the life of project outputs (e.g. construction material)?	0	
	Would weather, current and likely future climate conditions, and related extreme events likely affect the maintenance (scheduling and cost) of project output(s) ?	1	The extreme event such as storms may result in extra maintenance of the electric vehicle.
Performance of project outputs	Would weather/climate conditions, and related extreme events likely affect the performance (e.g. annual power production) of project output(s) (e.g. hydro-power generation facilities) throughout their design lifetime?	0	

Options for answers and corresponding score are provided below:

Response	Score
Not Likely	0
Likely	1
Very Likely	2

Responses when added that provide a score of 0 will be considered low risk project. If adding all responses will result to a score of 1-4 and that no score of 2 was given to any single response, the project will be assigned a medium risk category. A total score of 5 or more (which include providing a score of 1 in all responses) or a 2 in any single response, will be categorized as high risk project.

Result of Initial Screening (Low, Medium, High): medium

[1] If possible, provide details on the sensitivity of project components to climate conditions, such as how climate parameters are considered in design standards for infrastructure components, how changes in key climate parameters and sea level might affect the siting/routing of project, the selection of construction material and/or scheduling, performances and/or the maintenance cost/scheduling of project outputs.

SUBPROJECT DESCRIPTION AND ENVIRONMENTAL CATEGORIZATION

Subproject Title: PRC Air Quality Improvement in the Greater Beijing–Tianjin–Hebei Region — Green Financing Project: Yibin Kaiyi NEV Components Procurement Sub-project

I. Detailed Subproject Description:

1. Yibin Kaiyi Automobile Co., Ltd. adopts a production-to-order model. It formulates NEV production plans based on end-customer orders and pre-sales performance across sales channels, and arranges component procurement and complete NEV production in reverse. This subproject covers the procurement of new energy vehicle components for its automobiles sold in Chinese mainland..

II. Introduction of Bond Issuer

2. Yibin Kaiyi Automobile Co., Ltd. (hereinafter as "Yibin Kaiyi) will be the implementing agency (IA) and responsible for implementing the subproject. Individual purchasers will be responsible for administration and maintenance of the electrical vehicles. A project management office (PMO) will be established in Yibin Kaiyi and responsible for day-to-day management of the subproject.

3. Yibin Kaiyi Automobile Co., Ltd. was incorporated in January 2014 and initially held under the Chery Automobile group system. The company settled in Yibin through special investment promotion in 2017 and officially commenced production in Yibin City in 2019. Its current production capacity filed with the MIIT is 150,000 vehicles per annum. The registered capital of the Company is RMB 6,066,617,700. The shareholding structure is as follows: Yibin Automobile Industry Development Investment Co., Ltd. holds 62.8579%; Tianjin Xinkai Enterprise Management Partnership (Limited Partnership) holds 22.0802%; Chery Automobile Co., Ltd. holds 14.0256%; Sichuan Yibin Push Group Co., Ltd. holds 1.0363%. The actual controller of the Company is the State-owned Assets Supervision and Administration Commission of Yibin Municipal. (Yibin SASAC).

III. Mitigation Measures During Pre-Construction Phase

4. **Siting and Land Acquisition**. The subproject will not entail any permanent or temporary physical displacement or economic displacement.

5. **Grievance Redress Mechanism.** A subproject level GRM has been established based on ESMS.

6. **Capacity building**. Capacity building focuses on ESMS implementation will be provided to the issuer.

IV. Mitigation Measures During Construction Phase

7. The subproject will not involve construction activities.

V. Mitigation Measures During Operation Phase

8. **Air pollution**. The subproject will result in air pollutants reduction compared to gasoline commercial vehicles.

9. **Wastewater.** (i) Domestic wastewater will be produced from staff and drivers. Washing wastewater will be generated from vehicles washing. Domestic wastewater and washing wastewater will be discharged to municipal sewer system for treatment.

10. **Solid waste.** (i) domestic waste bins will be provided and domestic waste will be routinely collected by the local sanitation department for recycling, if possible, or final disposal; (ii) hazardous waste generated during maintenance will be collected, transported and treated by a certified 3rd party hazardous waste treatment company following relevant PRC regulations; (iii) waste spare

parts which will be recycled as much as possible; (iv) when the electrical vehicles reach the criteria for scrapping, the scrap electrical vehicles will be recycled by certificated 3rd party vehicle recycling companies.

11. Hazardous waste. (i) Hazardous waste generated during operation will be oily waste and waste paint will be collected, transported and disposed by a certificated 3rd party company following the PRC regulations. Waste battery will be recycled by certificated 3rd party battery company.

12. Noise. The subproject will result in noise and vibration reduction compared to gasoline vehicles, the electrical vehicles will be well maintained to reduce noise.

VI. Monitoring plan

13. The monitoring plan during operation phase is listed below.

Table 1 Environmental monitoring plan during operation phase

Item	Parameter	Location	Frequency	Implementer	Supervisor
Solid waste	Compliance inspection of operation phase solid waste management measures	Site	Quarterly	Individual purchasers of NEVs	EA, IA and local EEB

VII. Estimated Energy Savings and Emission Mitigation

14. The subproject will deliver significant positive social and environmental impacts to beneficiaries through replacement of gasoline vehicles by electrical vehicles. When compared to gasoline vehicles, once operational the subproject will: (i) result in annual emission reduction of 7,263.67 tons of CO_2; and (ii) improve local air quality through the estimated annual reduction of emissions of NOx by 17.89 tons and PM10 by 0.86 tons.

VIII. Public consultation

15. Information disclosure and public consultation for the Passenger Vehicle Production Construction Project of Yibin Kaiyi Automobile Co., Ltd. were conducted by the domestic EIA institution during the preparation of the domestic EIA report. Multiple consultation methods including online publication, newspaper notice, on-site posting and questionnaire distribution were adopted. The disclosed information included (i) project description covering project location, scope and construction scheme; (ii) name of the EIA institution; (iii) project contents, pollution prevention measures and ecological restoration plan for construction and operation phases. Public survey questionnaires were distributed to stakeholders, and no objection was collected from the public.

16. A questionnaire survey was conducted. The participants completed the questionnaire via WeChat or the online link (https://v.wjx.cn/vm/eWcLbqE.aspx#). The survey was implemented by the subproject executing agency with the assistance of the third-party consultant. A total of 14 valid questionnaires were collected. Public support for the project is high: 12 respondents stated that the subproject will improve local economic development, enhance the quality of life, and they support the proposed project; 100% of respondents indicated they have no further comments regarding this subproject.

IX. GRM

Grievance Redress Mechanism (GRM) has also been set up for this subproject.

X. Conclusion

17. The subproject will provide funding of no more than RMB 500 million to Yibin Kaiyi for the procurement of components for manufacturing new energy vehicles to be sold in Chinese mainland.

18. Once operational, the subproject involving an estimated 70,000 new-energy vehicles (NEVs) will generate substantial positive social and environmental benefits for beneficiaries through the replacement of gasoline-powered vehicles with electric vehicles. Calculated in accordance with GB 18352.6-2016 Limits and measurement methods for emissions from light-duty vehicles (China 6), relative to gasoline-powered vehicles, the operational subproject will: (i) achieve an annual CO_2 emission reduction of 126,000 tons; and (ii) improve local air quality via an estimated annual reduction in NO_x emissions of 2,100 tons and PM_{10} emissions of 210 tons.

Overall conclusion on Environment Category (circle one):

A **Ⓑ** **C**

Reason for conclusion:

The subproject will provide a maximum of 500 million yuan for Yibin Kaiyi to for the procurement of components for manufacturing new energy vehicles to be sold in Chinese mainland.

The subproject will not involve construction activities. During operation phase, environmental impacts are mainly noise, domestic wastewater, and solid waste, which can be mitigated through adherence to relevant national regulations and ADB's Safeguard Policy Statement 2009.

When compared to gasoline vehicles, once operational the subproject will: (i) achieve an annual CO_2 emission reduction of 7,263.67 tons; and (ii) achieve an annual CO_2 emission reduction of 126,000 tons; and (ii) improve local air quality via an estimated annual reduction in NO_x emissions of 2,100 tons and PM_{10} emissions of 210 tons.