

Project Summary for Public Disclosure
(after approval of NDB financing)

Project Name	Lanzhou Zhongchuan International Airport Phase III Expansion Project
Country	The People's Republic of China
Type	Sovereign
Area of Operation	Transport Infrastructure
Concept Approval Date	26 August 2021
Financing Approval Date	18 July 2022
Total Project Cost	RMB 33 billion
Initial Limit of NDB Financing	Up to EUR 265 million
Current Limit of NDB Financing	Up to EUR 265 million
Borrower	The People's Republic of China
Project Entities	The People's Government of Gansu Province (GoG) Gansu Civil Aviation Airport Group Co. Ltd. (GCAG)
Project Context	Lanzhou is the capital city of the Gansu province in north-west China. Located on the banks of the Yellow River, Lanzhou is a key regional transportation hub, connecting areas further west to the eastern regions of China. Gansu, with its rich cultural heritage and unique natural landscapes, is a popular destination for tourism. Lanzhou Zhongchuan International Airport (LZIA) serves as the primary gateway airport to the Gansu province and is one of the major air transport hubs in western China. The current design capacity of LZIA is 8 million passengers and 100,000 tons of cargo annually. Since 2016, the passenger throughput of LZIA has been above its design capacity and exceeded almost twice by reaching 15.30 million passengers in 2019. The expansion of LZIA is imperative to meet the increased demand for air traffic and improve the passenger service levels.
Project Description	The Project involves expansion of the airport infrastructure of LZIA comprising of constructing two new runways with associated taxiway system, apron, terminal building, ground transportation center, cargo facilities, supporting infrastructure and auxiliary facilities. After expansion, LZIA will have a design capacity for annual passenger throughput of 38 million, cargo throughput of 300,000 tonnes, and 300,000 flight movements, able to serve projected demand until 2030.
Project Objective	The Project will address the capacity constraints of LZIA by expanding the airport facilities to meet the growing demand for air travel. The Project will also contribute towards developing an efficient and

	<p>comprehensive transport network in the region by integrating LZIA with surface transport and acting as a multimodal connection hub</p> <p>The Project outcomes will be increase in annual passenger throughput by 30% and cargo throughput by 129% in 2026 as compared to 2019 levels due to improved capacity and efficiency of air travel to and from Gansu. The Project will act as a catalyst in promoting economic and social development of the region by enhancing connectivity and access for trade, tourism, business, and other socio-economic activities, and thereby contribute to reducing regional disparities.</p>														
Implementation Arrangements	<p>GoG is the executing agency, responsible for overall planning of the Project, guiding and monitoring its execution, and achieving planned results. GCAG is the implementing agency, responsible for implementing the Project under the guidance of the executing agency. Commercial operations of the Project are targeted to commence in 2025. NDB Loan will finance procurement of equipment and system components for the Project, following the country system procurement laws and regulations and complying with the core principles of NDB Procurement Policy.</p>														
Environmental and Social Information	<p>The Project has been classified as Category A in accordance with the NDB Environment and Social Framework. The main environmental and social impacts include land acquisition and resettlement, diversion of basic farmland, noise and air pollution impacts on neighboring communities during operations. Adherence to country systems and implementation of management plans, including the E&S Impact Management Plan prepared in consultation with NDB, will minimize and mitigate these impacts.</p>														
Financing	<p>The Project will be financed through loan from NDB, funding from domestic banks and counterpart funding from governmental sources and equity.</p> <table border="1" data-bbox="502 1489 1439 1668"> <thead> <tr> <th data-bbox="502 1489 938 1534">Source of Fund</th> <th colspan="2" data-bbox="938 1489 1439 1534">Amount (EUR billion)</th> </tr> </thead> <tbody> <tr> <td data-bbox="502 1534 938 1579">NDB</td> <td data-bbox="938 1534 1252 1579"></td> <td data-bbox="1252 1534 1439 1579">265.00</td> </tr> <tr> <td data-bbox="502 1579 938 1624">Loans from domestic banks</td> <td data-bbox="938 1579 1252 1624"></td> <td data-bbox="1252 1579 1439 1624">14.80</td> </tr> <tr> <td data-bbox="502 1624 938 1668">Counterpart funding</td> <td data-bbox="938 1624 1252 1668"></td> <td data-bbox="1252 1624 1439 1668">16.70</td> </tr> </tbody> </table>			Source of Fund	Amount (EUR billion)		NDB		265.00	Loans from domestic banks		14.80	Counterpart funding		16.70
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