



China: GEF Efficient and Green Freight Transport Project (P159883)

EAST ASIA AND PACIFIC | China | Transport Global Practice |  
Global Environment Project | Investment Project Financing | FY 2019 | Seq No: 5 | ARCHIVED on 04-Mar-2021 | ISR45779 |

Implementing Agencies: PEOPLE'S REPUBLIC OF CHINA, Ministry of Transport

**Key Dates****Key Project Dates**

Bank Approval Date: 18-Dec-2018

Effectiveness Date: 31-May-2019

Planned Mid Term Review Date: 31-Dec-2021

Actual Mid-Term Review Date:

Original Closing Date: 31-Dec-2022

Revised Closing Date: 31-Dec-2022

**Project Development Objective (PDO)**

Project Development Objective (from Project Appraisal Document)

The development objective of the project is to (i) improve the Recipient's institutional capacity to formulate and evaluate policies and strategies to promote green freight transport systems; and (ii) pilot innovative carbon emission reduction measures in the freight transport sector in selected provinces.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

**Components Table**

Name

1. National Technical Assistance and Policy Development:(Cost \$4.85 M)
2. Subnational Technical Assistance and Pilots:(Cost \$3.05 M)
3. Capacity Building, Monitoring and Evaluation, and Project Management:(Cost \$5.77 M)

**Overall Ratings**

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<input type="checkbox"/> Satisfactory	<input type="checkbox"/> Satisfactory
Overall Implementation Progress (IP)	<input type="checkbox"/> Moderately Satisfactory	<input type="checkbox"/> Moderately Satisfactory
Overall Risk Rating	<input type="checkbox"/> Moderate	<input type="checkbox"/> Moderate

**Implementation Status and Key Decisions**

Overall, much progress has been made since the last mission in July 2020. The project management units at central and provincial level are in place, and mechanisms for project management, financial management, and procurement have been established. The research institutes have assigned experts who have started working on the various activities and during the mission made presentations on task outlines, methodology, and in some cases, preliminary research findings. The National PMO has also filled the pool of technical experts who will provide peer review services for the various activities. The pilot PMOs have also been established and are in advanced stages of selecting partners to provide services.



Despite the impact of the COVID-19 epidemic, the PMOs continued to move the project forward. By January 18, 2021, 14 consulting services contracts had been procured and signed (9 firm and 5 individual contract) with the total contract value of USD3.77 million. All remaining contracts at National level and in the pilots at Weifang, Xiamen and Hubei PMOs are under procurement and contracts will be signed in the first half of 2021. In November 2020, redesign of the Transform Platform was completed in cooperation with CTN, and the work plan was approved by the Bank.

## Risks

### Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	□ Low	□ Low	□ Low
Macroeconomic	□ Moderate	□ Moderate	□ Moderate
Sector Strategies and Policies	□ Low	□ Low	□ Low
Technical Design of Project or Program	□ Moderate	□ Moderate	□ Moderate
Institutional Capacity for Implementation and Sustainability	□ Moderate	□ Moderate	□ Moderate
Fiduciary	□ Substantial	□ Substantial	□ Substantial
Environment and Social	□ Moderate	□ Moderate	□ Moderate
Stakeholders	□ Moderate	□ Moderate	□ Moderate
Other	--	--	--
Overall	□ Moderate	□ Moderate	□ Moderate

## Results

### PDO Indicators by Objectives / Outcomes

Improve the GoC's institutional capacity to formulate and evaluate policies and strategies				
▶ 1. Number of analytical tools adopted by MOT for implementation in national planning and policy development (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	2.00
Date	13-Aug-2018	18-Nov-2019	26-Feb-2021	31-Dec-2022
Comments:	This indicator will assess whether MOT has formally adopted and applied the analytical tools, namely the marginal abatement cost analytical tool for freight transport emission reduction and the national freight model, to inform freight planning and policy development and evaluation.			
▶ 2. Number of national plans adopted by MOT for implementation (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	2.00
Date	24-Aug-2018	18-Nov-2019	26-Feb-2021	30-Dec-2022



Comments:	This indicator will assess whether MOT has formally adopted the national freight plans developed under this project for implementation. The national plans to be developed include the medium-to-long term multimodal freight transport plan, YREB multimodal freight development plan, action plan for multimodal freight transport connectivity improvement for the BRI freight corridors, and the operation and management plan for the BRI freight corridors.			
<b>► 3. Number of guidelines on improving urban freight transport issued by MOT for implementation (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	1.00
Date	13-Aug-2018	18-Nov-2019	26-Feb-2021	31-Dec-2022
Comments:	This indicator will assess whether MOT has formally adopted the guidelines for implementation as sector guidelines. The guidelines on improving urban freight transport include guidelines for green and efficient urban freight transport development and guidelines for improving efficiency of urban freight distribution.			
Pilot innovative carbon emission reduction measures in selected provinces				
<b>► 4. Total CO2 emission reduction (Tone, cumulative in project life cycle) (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	15,600,000.00
Date	13-Aug-2018	18-Nov-2019	26-Feb-2021	31-Dec-2022
Comments:	The carbon emission reduction includes two parts: direct GHG emission from the pilots, and indirect GHG emission from dissemination and replication.			

### Intermediate Results Indicators by Components

Component 1: National Technical Assistance and Policy Development				
<b>► Number of national TAs completed (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	6.00
Date	24-Aug-2018	18-Nov-2019	26-Feb-2021	30-Dec-2022
Comments:	This indicator will assess the number of the final deliverables of national TAs that has been completed and accepted by the project review committee.			
<input type="checkbox"/> Number of national TAs informed by citizen engagement (Number, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	5.00
<b>► MOT adopts the medium-to-long term multimodal freight transport plan (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	24-Aug-2018	18-Nov-2019	26-Feb-2021	30-Dec-2022
Comments:	This indicator will assess whether MOT has formally adopted the medium-to-long term multimodal freight transport plan.			



► MOT adopts the E-commerce based urban freight distribution solution (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	24-Aug-2018	18-Nov-2019	26-Feb-2021	30-Dec-2022
Comments:	This indicator will assess whether MOT has formally adopted the E-commerce based urban freight distribution solution.			
► National freight flow model completed (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	24-Aug-2018	18-Nov-2019	26-Feb-2021	30-Dec-2022
Comments:	This indicator will assess whether the national freight flow modal has been developed by TPRI.			
<b>Component 2: Subnational Technical Assistance and Pilots</b>				
► Percentage of Bohai Gulf ferry traffic that is drop-and-pull (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2.10	0.00	2.10	10.00
Date	24-Aug-2018	18-Nov-2019	26-Feb-2021	30-Dec-2022
Comments:	The truck freight tonnage in drop-and-pull mode carried by ferry divided by total truck freight tonnage carried by ferry from Yantai to Dalian through Bohai Gulf. This indicator measures the freight transport efficiency improvement aspect of the PDO.			
► Weifang adopts the proposal for improving urban freight transport efficiency (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	09-Jul-2018	18-Nov-2019	26-Feb-2021	30-Dec-2022
Comments:	This indicator will assess whether Weifang Transport Bureau has adopted the proposal for improving urban freight transport efficiency.			
► Xiamen Port adopts the sea-rail intermodal platform with railway information integrated (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	09-Jul-2018	18-Nov-2019	26-Feb-2021	30-Dec-2022
Comments:	This indicator will assess whether the railway information has been integrated into Xiamen Port sea-rail intermodal platform.			
► Hubei Department of Transport adopts the Han River inland waterway integrated development plan (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	09-Jul-2018	18-Nov-2019	26-Feb-2021	30-Dec-2022
Comments:	This indicator will assess whether Hubei Department of Transport has adopted the Han River inland waterway integrated development plan.			



▶ Percentage of empty trucks on the return trip from rural villages to urban centers in Guangdong (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	95.00	0.00	0.00	80.00
Date	24-Aug-2018	18-Nov-2019	26-Feb-2021	30-Dec-2022
Comments:	The number of empty return trips that are from rural villages (Qingyuan) to urban centers (Guangzhou) divided by the total number of return trips are from rural villages (Qingyuan) to urban centers (Guangzhou)			
▶ Villagers trained under the Guangdong integrated urban-rural distribution system pilot, cumulative (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	200.00
Date	24-Aug-2018	18-Nov-2019	26-Feb-2021	31-Dec-2022
Comments:	This indicator will assess the cumulative number of villagers trained under the Guangdong integrated urban-rural distribution system pilot.			
□ Female villagers trained under the Guangdong integrated urban-rural distribution system pilot, cumulative (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	23-Aug-2018	18-Nov-2019	26-Feb-2021	31-Dec-2022
<b>Component 3: Capacity Building, M&amp;E, and Project Management</b>				
▶ Truck drivers trained at national green truck driver trainings, cumulative (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	300.00
Date	09-Jul-2018	18-Nov-2019	26-Feb-2021	31-Dec-2022
Comments:	This indicator will monitor the number of truck drivers trained by means of training sessions and events that has been conducted as part of the capacity building in the proposed project. This indicator is calculated as the number of persons attending multiply the number of training days.			
▶ Persons trained in national-level trainings and workshops, cumulative (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	400.00
Date	31-Dec-2018	18-Nov-2019	26-Feb-2021	31-Dec-2022
Comments:	Component 3 will organize technical workshops, trainings and study tours to build the capacity of government officials, researchers, and logistics practitioners. This indicator will assess the cumulative number of persons trained in national-level trainings and workshops.			
▶ International freight transport conferences held under TransFORM (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	2.00
Date	31-Dec-2018	18-Nov-2019	26-Feb-2021	31-Dec-2022



Comments: International workshops will be held to disseminate the lessons learned and knowledge generated from this project. This indicator will assess the number of international freight transport conferences held under TransFORM.

**Performance-Based Conditions**

**Data on Financial Performance**

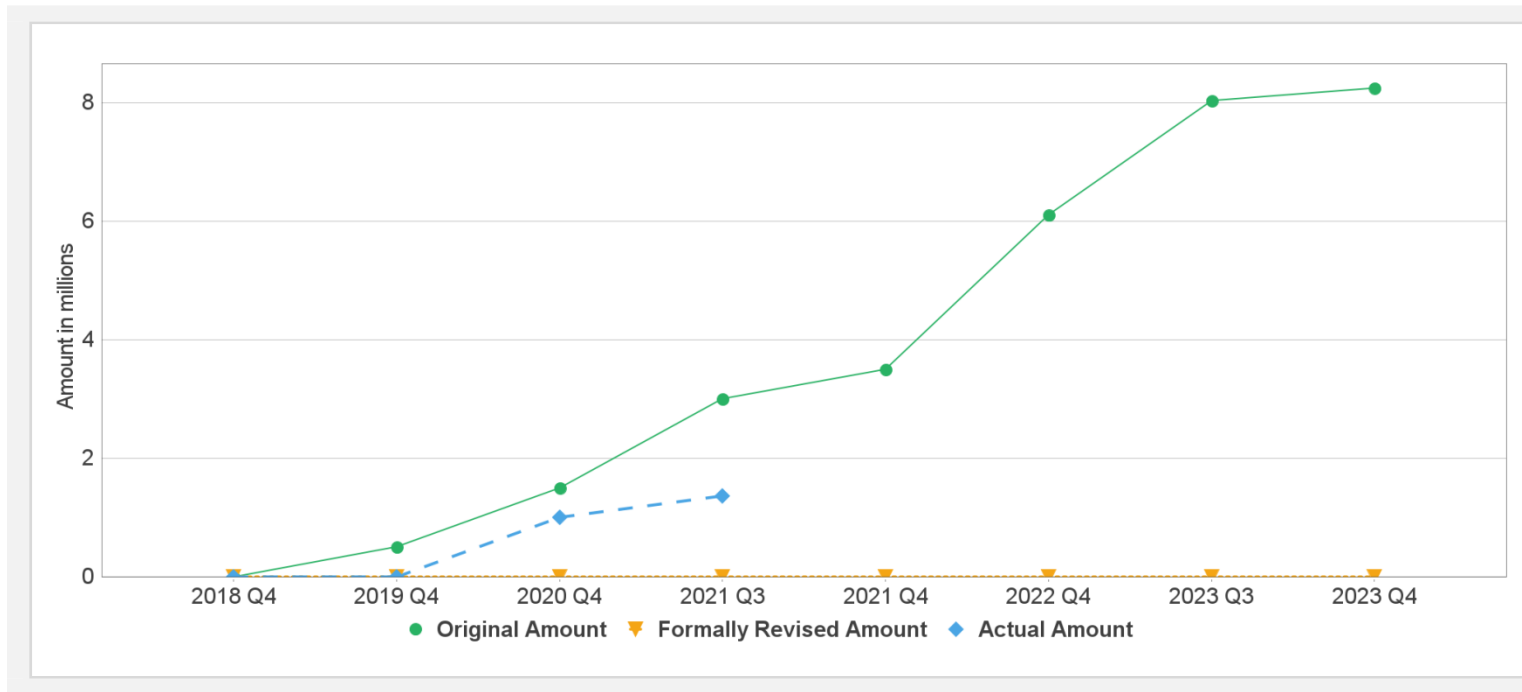
**Disbursements (by loan)**

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P159883	TF-A9121	Effective	USD	8.25	8.25	0.00	1.36	6.89	16%

**Key Dates (by loan)**

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P159883	TF-A9121	Effective	18-Dec-2018	15-Feb-2019	31-May-2019	31-Dec-2022	31-Dec-2022

**Cumulative Disbursements**





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### **Restructuring History**

There has been no restructuring to date.

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### **Related Project(s)**

There are no related projects.

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