



ADB GEF PROJECT IMPLEMENTATION REPORT (PIR)

I. Project Profile

ADB Official Project Title: Jiangxi Fuzhou Urban Integrated Infrastructure Improvement Project
ADB Project Number: (44007-13) Loan 2915/GEF 0388-PRC

1. General Information	1	GEF ID (PMIS ID)	5411
	2	Focal Area(s)	CCM
	3	Region	East Asia
	4	Country	People's Republic of China
	5	GEF Project Title	ASTUD: Jiangxi Fuzhou Urban Integrated Infrastructure Improvement
	6	Project Size (FSP; MSP)	FSP
	7	Trust Fund (GEFTF; SCCF; LDCF)	GEFTF
2. Milestone Dates	8	GEF CEO Endorsement Date (mm/dd/yy)	09/10/2013
	9	ADB Approval Date (mm/dd/yy)	05/14/2014
	10	GEF Grant Signing (mm/dd/yy)	06/04/2015
	11	Project Implementation Start Date (mm/dd/yy)	07/09/2015
	12	Date of 1st GEF Grant Disbursement (mm/dd/yy)	No disbursement
	13	Proposed/Revised Implementation End (mm/dd/yy)	12/31/2019
	14	Actual Implementation End (mm/dd/yy)	To be determined
	15	Expected Financial Closure Date (mm/dd/yy)	To be determined
3. Funding	16	PPG/PDF Funding (USD)	-
	17	GEF Grant (USD)	2,546,300.00
	18	Total GEF Disbursement as of 30 June 2017 (USD)	-
	19	Confirmed Co-Finance at CEO Endorsement (USD)	226,460,000.00
	20	Materialized Co-Finance at project mid-term (USD)	N/A
	21	Materialized Co-Finance at project completion (USD)	N/A
4. Evaluations	22	Proposed Mid-term date (mm/dd/yy)	N/A
	23	Actual Mid-Term date - if applicable (mm/dd/yy)	24-30 May 2016
	24	Proposed Terminal Evaluation date (mm/dd/yy)	N/A
	25	Actual Terminal Evaluation Date (mm/dd/yy)	N/A
	26	Tracking Tools Required (Yes/No/ Focal Area TT)	CCM
	27	Tracking Tools Date - if applicable (mm/dd/yy) Midterm Tracking Tool Terminal Evaluation Tracking Tool	N/A
5. Ratings	28	Overall Implementation Progress Rating (IP)	Moderately Satisfactory
	29	Overall Development Objectives Rating (DO)	Moderately Satisfactory
	30	Overall Risk Rating	Low Risk
	31	Overall Project Rating	Moderately Satisfactory
6. Status	32	Status (GEF grant for ADB board approval/ GEF	On-going



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		grant on-going)	
	33	Implementation Status (1 st , 2 nd , 3 rd PIR..., Final PIR)	3 rd PIR
7. Files	34	PIR File Name (GEFID#_2018_ADB_Country_ProjectName)	GEFID5411_2018_ADB_PRC_Jiangxi Fuzhou Urban Integrated Infrastructure Improvement

II. Project Contacts

ADB Project Officer	Zhang Wen, Senior Project Officer
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EA Project Officer	Wu Shougang, Deputy Secretary General/ Fuzhou Municipal Government
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Project Coordinator/Manager	Not applicable
Name and Agency	
Email	
UNDP Country Program Officer	
Email	

III. Project Implementation

A. Project Description:

Fuzhou is a prefectural level city in Jiangxi Province. It has a total population of 3.8 million, of which 1.0 million is urban. The Fuzhou urban district where the project is located has a current population of about 500,000 and is expected to grow to 750,000 by 2020. Economically, Fuzhou lags behind nearby provinces and remains relatively poor. In 2010, per capita disposable income was CNY14,445 (\$2,275) in the urban areas and CNY5,848 (\$921) in the rural areas which was less than 50% of the national average.

The new Xiangpu High-Speed Railway, now under construction, will begin at the provincial capital Nanchang and pass through Fuzhou on the way to central Fujian Province. The current railway service consists of one train in each direction per day and takes over 2 hours to travel the 90 km from Fuzhou to Nanchang. The new railway service will initially run about 50 passenger trains each direction daily, offering Fuzhou a major increase in accessibility. With the opening of the high-speed railway, Fuzhou will be about 30 minutes from Nanchang, which will allow the city to transform itself from a small city dependent on agriculture and related processing into a suburb of Nanchang. Fuzhou will become better connected as well to fast growing and relatively prosperous cities in the eastern PRC. The opening of the new railway offers a significant opportunity to improve the economy of this region. To realize the opportunity, however, the new station in Fuzhou must be efficiently linked to existing and planned residential and employment areas in the city.

The new station is 6 km south of the existing city center and 2 km from the currently developed city area. The new station is planned to become Fuzhou's southern gateway and to anchor a new development area that will include a major business center, hotels, logistics facilities, and housing for nearly 100,000 people by 2020. Through the proposed project, the station and surrounding area will be linked to the existing city with well-designed multimodal transport infrastructure and integrated public transport services. This will reduce transport costs, increase the efficiency and attractiveness of the public transport system, expand travel opportunities and regional accessibility to jobs and services, promote sustainable urbanization and poverty reduction, and encourage a shift to modes of travel with lower and even zero emission.

The project aligns with Asian Development Bank (ADB) assistance to the PRC under the country partnership strategy, strengthening (i) inclusive growth and balanced development by promoting sustainable urbanization and (ii) resource efficiency and environmental sustainability by promoting efficient and sustainable urban transport. The focus on public transport and multimodal integration directly supports ADB's sustainable transport initiative. The project aligns with the priorities of the Ministry of Transport, which is promoting the development of multimodal passenger transport hubs under ongoing ADB policy advisory technical assistance. The project was selected to take advantage of the opportunity presented by the impending opening of the new high-speed railway and seizes an early opportunity to establish a model for urban transport and development integration that can be replicated in other cities.

The impact of the project will be an efficient, inclusive, and sustainable urban transport system in Jiangxi Fuzhou. The outcome of the project will be efficient multimodal access to the new main railway station.

The project includes the following five main outputs intended to substantially improve the urban transport system in Fuzhou: (i) Bus rapid transit system; (ii) Urban transport hub; (iii) Fenggang River greenway; (iv) Station access roads; and (v) Institutional strengthening and capacity building.

Environmental Improvement: Additional funding is being sought from the Global Environment Facility (GEF) to support measures to maximize the energy efficiency of bus operations on the BRT and feeder services. This will mitigate climate change by reducing greenhouse gas emissions and provide benefits by improving local air quality and reducing public transport operating costs. In particular, GEF funding will support upgrading BRT buses to advanced compressed natural gas technology; scrapping and replacing old, highly polluting buses on local routes; and training bus drivers in eco-driving and maintenance staff in techniques that reduce fuel consumption.

B. Implementation Progress (IP) Rating: Moderately Satisfactory

The ADB loan and GEF grant closing date were extended by 18 months from 30 June 2018 to 31 December 2019.

Output 1: BRT System

Construction works on roads and river rehabilitation progressing smoothly as of July 2018. BRT route was nearly completed with target completion date of October 2018. BRT electric buses and related facilities and equipment are being procured. It is expected contract awards for these packages will be completed before December 2018.

Output 2: Urban Transport Hub

As of June 2018, the bus terminal building was completed, fitting and decoration completed 95%, maintenance and inspection rooms completed 95%, traffic engineering completed 50%, and retaining wall completed 95%. Ongoing earthworks, pavement, boundary wall, and miscellaneous works are scheduled to be completed by August 2018.

Output 3: Fenggang River greenway

Municipal works and landscaping for 4.8 km Fenggang River (including pavement and surfacing, greening, lighting, and auxiliary facilities) completed 95%, hydraulic works (including earthworks and excavation and embankment surface stabilizing and drainage culvert) completed 98%.

Output 4: Station Access Road

The construction was completed by July 2018.

Output 5: Institutional strengthening and capacity building

In 2018, the EA conducted three trainings on subjects including contract management and procurement, financial management and disbursement, and PPMS with a total of 60 participants.

a. GEF Grant Disbursement

To fully achievement of the envisaged outputs under GEF grant, a proposed grant reallocation is under preparation by the EA. The adjustment involves four subcategories (subcategories 1a, 1b, 1c and 1d) and two categories (categories 2 and 3). The counterpart funding for each component remains unchanged. The proposal reallocation of the loan proceeds will be processed accordingly after MOF's request on this matter.

b. Gender Action Plan Implementation Status

No updates for Gender Action Plan. please see links on GAP and SDAP Monitoring Report for updates: <https://www.adb.org/projects/documents/prc-44007-013-smr>

c. Social and Environmental Safeguard Plan Implementation Status

All due safeguards covenants were being complied with.

On Involuntary Resettlement, please see links on Social Monitoring Report for updates;
<https://www.adb.org/projects/documents/prc-44007-013-smr-0>

On Environmental Safeguards; please see links on Environmental Monitoring Report for updates;
<https://www.adb.org/projects/documents/prc-44007-013-emr-0>

C. Global Environmental Benefits (GEB) Objective/ Development Objective (DO) Rating: Moderately Satisfactory

Expected benefits are achievable along with the loan project implementation schedule.

D. Risk Rating: Low risk

Most physical components of the project are completed or expected to be completed before December 2018. BRT electric buses and related facilities are being procured. Contract awards are expected to be completed before December 2018. BRT operation is expected to be commenced around mid-2019. GEF funded contract packages are expected to be awarded in second half of 2018 and are expected to be fully disbursed before mid-2019. Capacity building and institutional strengthening are being implemented per schedule. The whole project is scheduled to be fully completed by December 2019.

E. Overall Rating of the Project: Moderately Satisfactory

F. Additional Comments – Good Practices and Lessons Learned:

The EA advised that CNG buses are no longer considered in the project city. CNG buses envisaged at project design were changed to electric buses which are prevailing for PRC's urban public transportation in most major cities, particularly for BRT operations. Meanwhile, electric buses are safer than CNG buses which needs a lot of additional safety facilities. The total number of electric buses to be supplied is increased from 51 CNG buses to 91 Electric buses therefore frequency of bus shall be enhanced, and services shall be increased. The total cost of electric buses is increased from original allocation of \$8.51 million to \$11.5 million by utilizing savings of other works categories mainly due to lower price biddings.

G. Knowledge Management:

None.

H. Location Data:

I. Jiangxi Fuzhou

J. Beginning point: 28° 0'20.59"N, 116°22'6.60"E

K. End point (transport hub): 27°55'28.74"N, 116°20'55.12"E



Signature:

Name of Project Officer: Zhang Wen

Position: Sr. Project Officer, PRCM

Date: 2 August 2018

Endorsed by:

Division Director: Benedict B. Bingham, Country Director, PRCM

Annex 1: DEFINITION OF RATINGS

Implementation Progress Ratings

Highly Satisfactory (HS): Implementation of **all** components is in substantial compliance with the original/formally revised implementation plan for the project. The project can be presented as “good practice”.

Satisfactory (S): Implementation of **most** components is in substantial compliance with the original/formally revised plan except for only a few that is subject to remedial action.

Moderately Satisfactory (MS): Implementation of **some** components is in substantial compliance with the original/formally revised plan with **some** components requiring remedial action.

Moderately Unsatisfactory (MU): Implementation of **some** components is not in substantial compliance with the original/formally revised plan with **most** components requiring remedial action..

Unsatisfactory (U): Implementation of **most** components is not in substantial compliance with the original/formally revised plan.

Highly Unsatisfactory (HU): Implementation of **none** of the components is in substantial compliance with the original/formally revised plan.

Global Environment Objective/Development Objective Ratings

Highly Satisfactory (HS): Project is expected to achieve or exceed **all** its major global environmental objectives, and yield substantial global environmental benefits, without major shortcomings. The project can be presented as “good practice”.

Satisfactory (S): Project is expected to achieve **most** of its major global environmental objectives, and yield satisfactory global environmental benefits, with only minor shortcomings.

Moderately Satisfactory (MS): Project is expected to achieve **most** of its major relevant objectives but with either significant shortcomings or modest overall relevance. Project is expected not to achieve **some** of its major global environmental objectives or yield some of the expected global environment benefits.

Moderately Unsatisfactory (MU): Project is expected to achieve of its major global environmental objectives with major shortcomings or is expected to achieve only **some** of its major global environmental objectives.

Unsatisfactory (U): Project is expected **not** to achieve **most** of its major global environment objectives or to yield any satisfactory global environmental benefits.

Highly Unsatisfactory (HU): The project has failed to achieve, and is not expected to achieve, **any** of its major global environment objectives with no worthwhile benefits.

Risk Rating

Risk ratings will assess the overall risk of factors internal or external to the project which may affect implementation or prospects for achieving project objectives. Risks of projects should be rated on the following scale:

High Risk (H): There is a probability of greater than 75% that assumptions may fail to hold or materialize, and/or the project may face high risks.

Substantial Risk (S): There is a probability of between 51% and 75% that assumptions may fail to hold and/or the project may face substantial risks.

Modest Risk (M): There is a probability of between 26% and 50% that assumptions may fail to hold or materialize, and/ or the project may face only modest risks.

Low Risk (L): There is a probability of up to 25% that assumptions may fail to hold or materialize, and/ or the project may face only modest risks.