



## GEF China Sustainable Cities Integrated Approach Pilot (P156507)

EAST ASIA AND PACIFIC | China | Urban, Resilience and Land Global Practice |  
Global Environment Project | Investment Project Financing | FY 2018 | Seq No: 10 | ARCHIVED on 26-Jun-2022 | ISR52106 |

Implementing Agencies: Beijing Project Management Office in Beijing Housing and Urban Rural Development Commission, Guiyang Project Management Office in Guiyang Transport Bureau, Ministry of Finance, Ministry of Housing and Urban Rural Development, Nanchang Project Management Office in Nanchang Development and Reform Commission, Ningbo Project Management Office in Ningbo Housing and Urban Rural Development Commission, Shenzhen Project Management Office in Shenzhen Development and Reform Commission, Shijiazhuang Project Management Office in Shijiazhuang Municipal Finance Bureau, World Bank Financed Project Office of Tianjin Urban and Rural Construction Commission

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

Bank Approval Date: 27-Jul-2017

Effectiveness Date: 13-Dec-2017

Planned Mid Term Review Date: 31-Aug-2020

Actual Mid-Term Review Date: 17-Aug-2020

Original Closing Date: 31-Mar-2023

Revised Closing Date: 31-Mar-2023

**Project Development Objectives**

Project Development Objective (from Project Appraisal Document)

Participating cities to incorporate transit-oriented development principles in their policies and into future urban and transit plans.

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

No

**Components** Table

Name

National TOD Platform, Toolkit, and Policy Support:(Cost \$1.93 M)

City TOD Technical Support and TOD Application:(Cost \$30.80 M)

**Overall Ratings**

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

**Implementation Status and Key Decisions**

The project has made good progress towards achieving its development objective of participating cities incorporating transit-oriented development (TOD) principles in their policies and into future urban and transit plans. Two of the three PDO-level Indicators already show results that either meet or exceed their respective end targets. On the PDO-level indicator of the number of cities incorporating TOD strategies in urban and transit plans, the end target is 3 while the actual city number is 7. This means that all seven project cities have achieved the final target of this indicator. Among them, four cities have endorsed city-level TOD strategy or policy (Beijing, Tianjin Shijiazhuang and Guiyang), which is another PDO-level indicator,



meeting the end target of 4 cities. The third PDO-level indicator (Number of cities using the TOD diagnostic tool) is meeting its 2021 target of 2 cities which are Shijiazhuang and Shenzhen.

## Risks

### Systematic Operations Risk-rating Tool

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

## Results

### PDO Indicators by Objectives / Outcomes

participating cities to incorporate TOD principles in their policies+future urban and transit plans				
▶ Number of cities incorporating TOD strategies in urban and transit plans (cumulative) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	4.00	7.00	3.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	End target exceeded. All seven cities incorporated TOD strategies in urban and transit plans. Information source: City PMOs' semi-annual progress report submitted in March 2022.			
▶ Number of cities endorsing city-level TOD strategy or policy (cumulative) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	4.00	4.00	4.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023



Comments:	End target achieved. The cities are Beijing, Tianjin, Shijiazhuang, and Guiyang. Information source: City City PMOs' semi-annual progress report submitted in March 2022.			
<b>► Number of cities using the TOD diagnostic tool (cumulative) (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	2.00	2.00	4.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	2021 target achieved. The cities are Shijiazhuang and Shenzhen. MOHURD will organize training sessions in order to meet the target during the rest of project implementation period. Information source: City City PMOs' semi-annual progress report submitted in March 2022.			

### Intermediate Results Indicators by Components

<b>National TOD Platform, Toolkit, and Policy Support</b>				
<b>► Development of National TOD Platform (including policies, guidelines, strategies, TOD toolkit) (Yes/No, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	2021 target achieved. Development of Version III of the Platform was completed in November 2021 as per the 2021 target. Version III includes modules of diagnosis, planning, monitoring, and impact assessment. Information source: MoHURD semi-annual progress report submitted on March 2022.			
<b>► Number of training modules under the Platform used by participating cities (cumulative) (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	4.00	4.00	6.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	2021 target achieved. By November 2021, four modules had been used by cities like Shijiazhuang and Shenzhen. MOHURD will organize training sessions in order to meet the target during the rest of project implementation period. The modules are: diagnosis, planning, monitoring, and impact assessment. Information source: MOHURD semi-annual progress report submitted on March 2022.			
<b>► Number of person/days spent in training on TOD training modules (Number, Custom)</b>				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1,300.00	925.00	3,000.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	2021 target yet to be achieved. After clarifying with all the PMOs, the team confirmed that this indicator is supposed to measure the number of person/days of training sessions carried out by MOHURD to local government officials, planners and designers, as well as transit operators in project participating cities and, while developing the national TOD platform. It is not the general TOD training conducted by each PMO. Therefore, the indicator value was revisited and shows a reduction from previous reporting. MOHURD will organize training sessions in order to meet the target during the rest of project implementation period. Information Source: Semi-annual progress report submitted by MOHURD on March 2022.			



City TOD Technical Support and TOD Application				
▶ Number of Cities with TOD Strategies and related technical guidelines (cumulative) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	5.00	5.00	6.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	2021 target achieved. The 5 cities are Tianjin, Shijiazhuang, Nanchang, Guiyang, and Shenzhen. Information source: City PMOs' semi-annual progress report submitted in March 2022.			
▶ Number of Cities using TOD specific databases developed under the Project (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	5.00	7.00	5.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	End target exceeded. All 7 project cities have developed or further enhanced their TOD databases. Establishing a TOD database is one of the main tasks of the first contract (city-level TOD strategy) for all city PMOs. The database is then used to generate city, corridor, and station level analysis which inform subsequent policy recommendations, plans, and designs. Information source: City PMOs' semi-annual progress report submitted in March 2022.			
▶ Number of Citizen Engagement sessions conducted in TOD planning (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	36.00	41.00	13.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	End target exceeded. It was further clarified with the PMOs that the citizen engagement sessions mentioned in this indicator refer only to those conducted under work for the city level TOD strategy development. The result reflects the following breakdown: Beijing (3), Tianjin (2), Shijiazhuang (4), Nanchang (3), Ningbo (4), Guiyang (10), Shenzhen (15). Information source: PMOs' semi-annual progress report submitted in March 2022.			
▶ Number of Districts introducing TOD policies and approaches into their plans (Tianjin, Shenzhen and Shijiazhuang) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	6.00	7.00	3.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	End target exceeded. The result reflects the following breakdown: Beijing (1), Tianjin (2), Shijiazhuang (1), Nanchang (1), Guiyang (1), Shenzhen (1). Information source: PMOs' semi-annual progress report submitted in March 2022.			
▶ Number of corridor level policy guidebooks or manuals produced (Beijing, Ningbo, Nanchang, and Guiyang) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	3.00	3.00	3.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	End target achieved. Beijing, Shijiazhuang and Guiyang have had corridor level policy guidebooks or manual produced. Information source: PMOs' semi-annual progress report submitted on March 2022.			



► Number of cities that adopt TOD-friendly station area planning approaches (Beijing, Ningbo, Nanchang, Guiyang and Shenzhen) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	6.00	6.00	4.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	End target exceeded. The 6 cities are Beijing, Tianjin, Shijiazhuang, Nanchang, Guiyang, and Shenzhen. Information source: PMOs' semi-annual progress report submitted on March 2022.			
► Number of Citizen Engagement sessions conducted in the design of station area plans (Beijing, Ningbo, Nanchang, Guiyang and Shenzhen) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	40.00	50.00	10.00
Date	24-Jul-2017	06-Dec-2021	18-Jun-2022	31-Mar-2023
Comments:	End target exceeded. The result reflects the following breakdown: Beijing (4), Tianjin (7), Nanchang (5), Ningbo (1), Guiyang (7), Shenzhen (26). Information source: PMOs' semi-annual progress report submitted on March 2022.			

## Performance-Based Conditions

### Data on Financial Performance

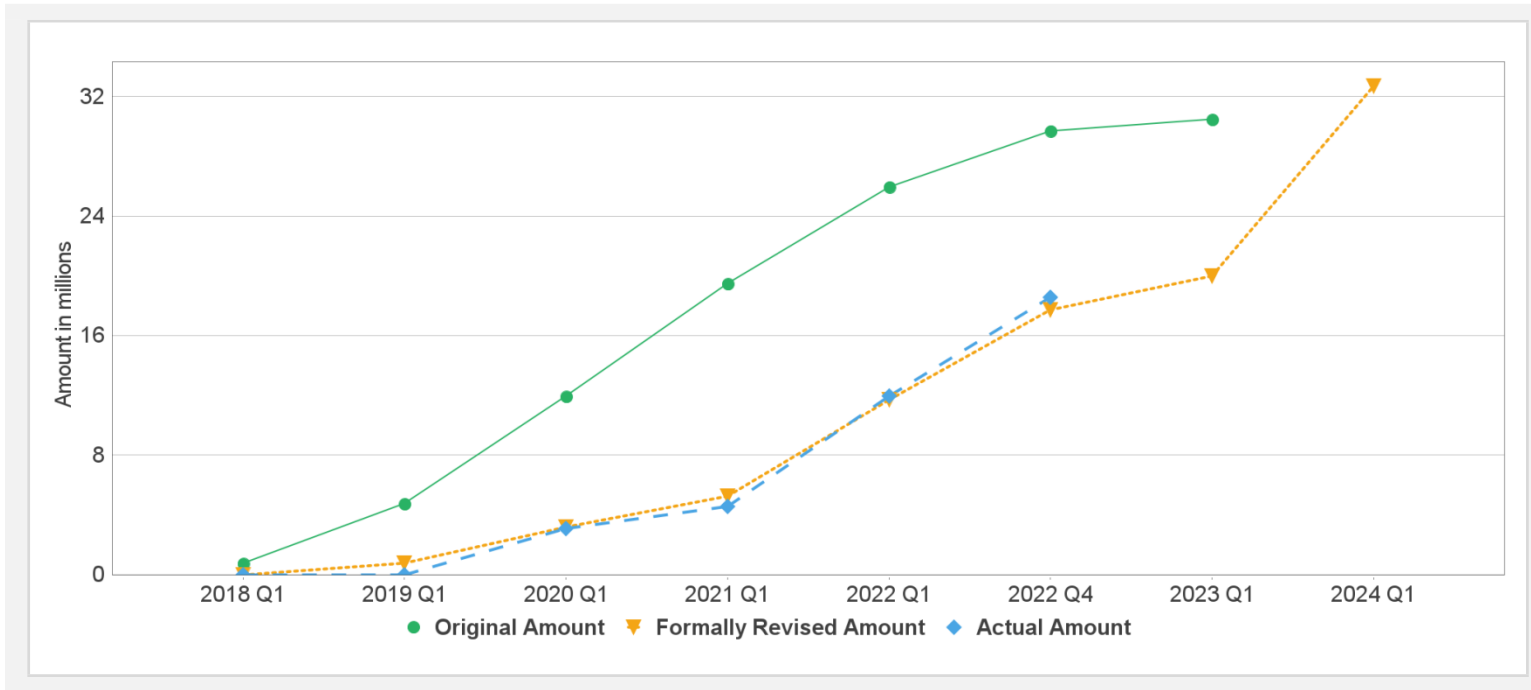
#### Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P156507	TF-A4213	Effective	USD	32.73	32.73	0.00	18.58	14.15	57%

#### Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P156507	TF-A4213	Effective	27-Jul-2017	18-Sep-2017	13-Dec-2017	31-Mar-2023	31-Mar-2023

## Cumulative Disbursements



### Restructuring History

There has been no restructuring to date.

### Related Project(s)

There are no related projects.