

ADB GEF PROJECT IMPLEMENTATION REPORT (PIR)

(This report covers implementation period from July 1, 2021 to June 30, 2022 including recently closed projects covering the reporting period)

ADB Official Project Title: Loan 3216/Grant 0420-PRC: Jiangxi Ji'an Sustainable Urban Transport Project
ADB Project Number: 45022-002

I. GEF PROJECT SUMMARY**Project Ratings:**

Development Objective Rating (DO): Satisfactory (S)

Implementation Progress Rating (IP): Satisfactory (S)

Risk Rating: Low Risk (L):

Information on Progress, Challenges, and Outcomes on Project Implementation Activities

Output 1 - Public transport improvement. The loan and GEF grant were delayed as the executing agency (EA) proposed a change in the BRT alignment and other changes in the project scope due to a new master plan for city development and proposed curbside bus improvement instead of central lane BRT. The civil works contract was signed in December 2019, and construction was completed by December 2021. A total of 59 electric buses have been procured, for which \$1,933,500 from GEF grant resources have been disbursed.

Output 2 - Yudai River and greenway rehabilitation. Works started in April 2019 and the overall project has been completed.

Output 3 - Traffic management and urban roads development. The traffic management system was completed with domestic financing. All civil works for roads have been completed, except for the pending demolition of one property affecting an intersection of Zhongshan Road.

Output 4 - Institutional capacity development. Capacity development activities have been conducted under the loan. Consultants for evaluation and monitoring of bus performance recruited under the GEF grant have submitted the final report, and consultants for the study of *Improved Land-Use, Transport and Environmental Function Integration under a Transit-Oriented Development Orientation in Ji'an* have submitted the final report and delivered a presentation to the project team.

Information on Progress, Challenges, and Outcomes on Environment and Social Safeguards

The project has been implemented following ADB's SPS requirements. The preparation of the project completion report is not yet due.

Information on Progress, Challenges, and Outcomes on Stakeholder Engagement

The EA and ADB project team discussed through July 2018 and April 2019 missions and other occasions and agreed to change the scope to curbside BRT and other NMT improvements. A demonstration bus improvement named "Ji'an Reliable Transit (JRT)" has been implemented.

Information on Progress on Gender-Responsive Measures

Extensive training on gender equality and gender mainstreaming has been provided. About 40% of jobs provided by the project were taken by women, exceeding the 20% target of the gender action plan.

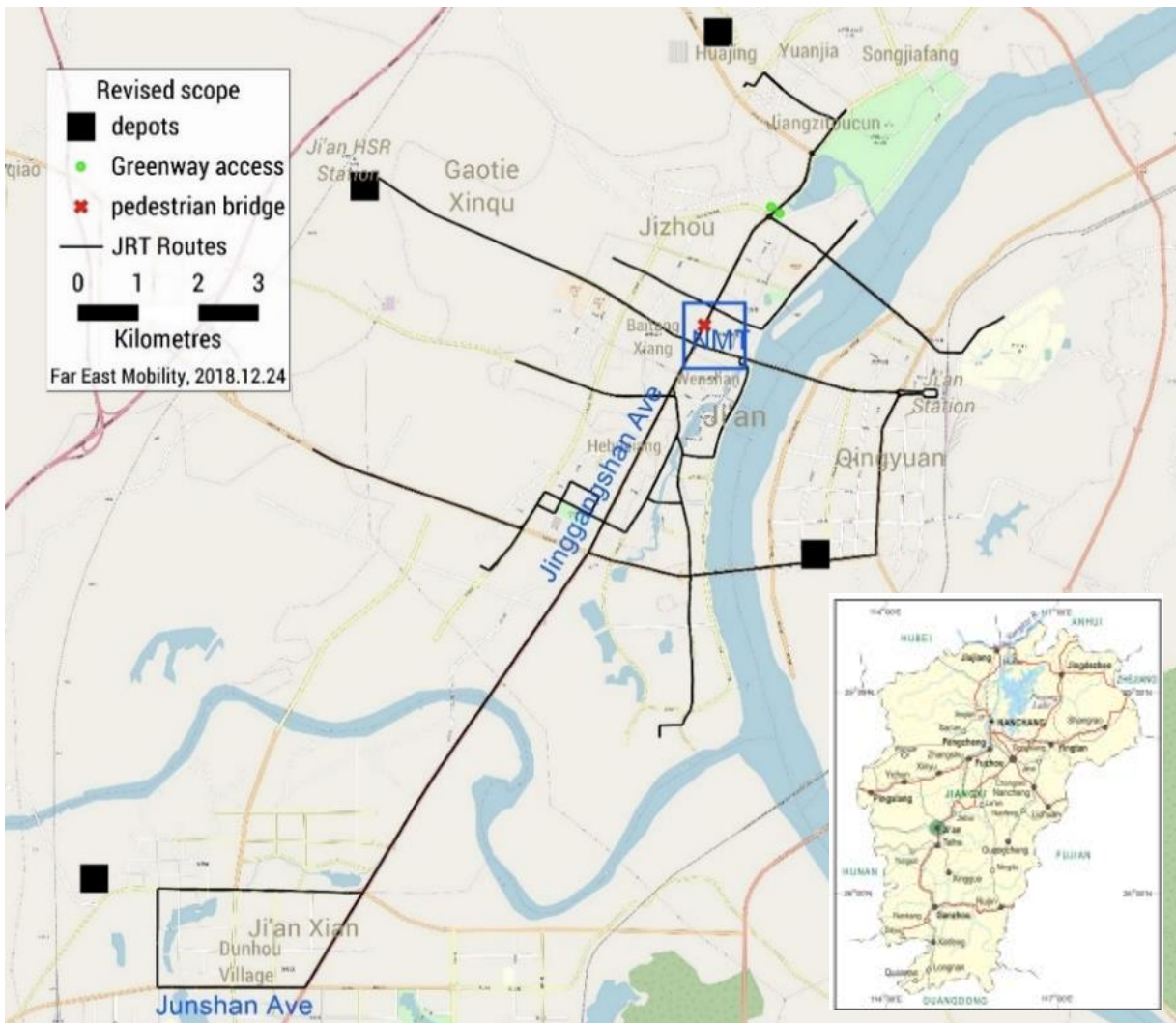
Knowledge Activities/ Products

- Evaluation and Monitoring of Electric Bus Performance

- Improved Land-Use, Transport and Environmental Function Integration under a Transit-Oriented Development Orientation in Ji'an

GEO LOCATION INFORMATION

Location Name	Latitude (WGS84 Format)	Longitude (WGS84 Format)	GEO Name ID	Location Description	Activity Description
Jiangxi Ji'an	27° 7'21.16"N	114°59'3.50"E	5582	BRT	Public transport



Project Profile

1. General Information	1	GEF ID	5582
	2	Focal Area(s)	Climate Change (mitigation) 3
	3	Region	East Asia
	4	Country	People's Republic of China
	5	GEF Project Title	ASTUD: Jiangxi Ji'an Sustainable Urban Transport
	6	Project Size (FSP; MSP)	FSP
	7	Trust Fund (GEFTF; SCCF; LDCF)	GEF TF
2. Milestone Dates	8	GEF CEO Endorsement Date (mm/dd/yy)	10/14/14
	9	ADB Approval Date if the GEF Fund (mm/dd/yy)	12/09/14
	10	GEF Grant Signing of the GEF Fund (mm/dd/yy)	02/22/15
	11	Implementation Start Date of the Project and of the GEF Component (mm/dd/yy)	09/08/15
	12	Date of 1st GEF Grant Disbursement (mm/dd/yy)	13/12/19
	13	Final date of GEF Grant Disbursement (mm/dd/yy)	N/A
	14	Proposed/Revised Implementation End (mm/dd/yy)	N/A
3. Funding	15	Actual Implementation End (mm/dd/yy)	N/A
	16	Expected Financial Closure Date (mm/dd/yy)	N/A
	17	Actual Financial Closure Date (mm/dd/yy)	06/30/22
	18	PPG/PDF Funding (USD)	N/A
	19	GEF Grant (USD)	\$2,546,300
	20	Total GEF Fund Disbursement as of 30 June 2022(USD)	\$2,417,248
4. Evaluations	21	Confirmed Co-Finance at CEO Endorsement (USD)	\$2,546,300
	21	Materialized Co-Finance at project mid-term (USD)	N/A
	22	Materialized Co-Finance at project completion (USD)	N/A
	23	Proposed Mid-term date (mm/dd/yy)	N/A
	24	Actual Mid-Term date - if applicable (mm/dd/yy)	04/26/19
	25	Proposed Terminal Evaluation date (mm/dd/yy)	N/A
	26	Actual Terminal Evaluation Date (mm/dd/yy)	N/A
	27	Tracking Tools Required (Yes/No/ Focal Area TT)	CCM
28	Tracking Tools Date - if applicable (mm/dd/yy) Midterm Tracking Tool Terminal Evaluation Tracking Tool	N/A	

II. Project Implementation

A. Project Description:

Ji'an is in central Jiangxi Province, along the Ganjiang River, 210 km from Nanchang (the provincial capital) to the north and 600 km from Guangzhou (the provincial capital of Guangdong Province) to the south. The city is a prefecture-level municipality of 4.95 million people of which 52.52% are urban residents. The existing Jing–Jiu Railway (Beijing–Kowloon) and G45 Expressway (Daqing–Guangzhou) provide the foundation for the regional transport network in Ji'an. The Chang–Ji–Gan (Nanchang–Ji'an–Ganzhou) high-speed passenger railway line was opened on 26 December 2019 with a Ji'an West Station constructed about 4 km west of the currently developed urban district in Ji'an, better integrating the region into the dynamic economy of the southern PRC.

The development of the new high-speed rail line, which is also a section of the Beijing-Hong Kong High-speed Railway, serves as the focal point for a major new development area on the west side of Ji'an. The railway started operation in December 2019, and there is a need for new urban roads and public transport systems to serve the new area and provide an efficient and low-cost means for residents to access the new railway station and the employment opportunities expected to be developed nearby.

Given current limitations of the city's transport system, public and non-motorized transport (NMT) must be improved and given priority to ensure sustainable transport modes provide convenient and cost-effective service and prevent excessive motorization, congestion, and pollution. The impact of the project will be an efficient, inclusive, and sustainable urban transport system in Ji'an. The outcome will be efficient multimodal access to major activity centers in Ji'an. The proposed project includes four main outputs: (i) public transport improvement; (ii) Yudai River and greenway rehabilitation; (iii) traffic management and urban roads development; and (iv) institutional capacity development.

Environmental improvement. Additional funding through a grant from the Global Environmental Facility (GEF) will support measures to maximize the energy efficiency of bus operations. GEF-financed activities will reduce the carbon intensity of the transport system in Ji'an and provide a low-carbon blueprint for future urban development. The GEF-financed activities include: (i) fuel-efficient bus operations using 59 electric buses, (ii) evaluation and monitoring of bus performance, and (iii) development of an integrated transport and land use plan.

GEF Grant Investment Plan

Item	Amount (\$)
1 Goods (procurement of buses)	1,946,300
2 Institutional Capacity Development (evaluation and monitoring of bus performance, and integrated transport and land use plan)	600,000
Total	2,546,300

A. Implementation Progress (IP) Rating: Satisfactory

Output 1 - Public transport improvement. The loan and GEF grant were delayed as the executing agency proposed a change in the BRT alignment and other changes in the project scope due to a new master plan for city development and proposed curbside bus improvement instead of central lane BRT. The proposed curbside bus and NMT improvement comprising: (i) curbside bus improvement including dedicated bus lanes at curbside along Jingganshan Avenue (formerly proposed 6.9 km BRT corridor) for 19.5 km; (ii) high-quality bus service improvement along selected routes with branding tentatively called, “Ji’an Reliable Transit (JRT)” for 70 km network comprising Routes 1, 9, 12, 13, 61, and 62; and a new service connecting the highspeed rail station; (iii) demonstration e-bike parking facility at the city center (Renmin Square along Jingganshan Avenue); (iv) covered e-bike lanes at intersections; (v) street safety improvements along the JRT routes; (vi) NMT network improvement; and (vii) Junshan Avenue safety improvement. The civil works contract for the JRT was signed in December 2019, and construction was completed by December 2021.

The revised scope still required the procurement of buses to enhance the frequency of buses along the JRT routes. At appraisal, diesel electric hybrid buses were envisaged, but electric buses were proposed instead given the current market situation and environmental benefits such as local air quality, noise, and greenhouse gas emission. A total of 59 electric buses have been procured, for which \$1,933,500 from GEF grant resources have been disbursed.

Output 2 - Yudai River and greenway rehabilitation. Works started in April 2019 and have been almost completed.

Output 3 - Traffic management and urban roads development. The traffic management system was completed with domestic financing. All civil works for roads have been completed, except for the pending demolition of one property affecting an intersection of Zhongshan Road.

Output 4 - Institutional capacity development. Capacity development activities have been conducted under the loan. Consultants for evaluation and monitoring of bus performance recruited under the GEF grant have submitted the final report. Consultants for the study of *Improved Land-Use, Transport and Environmental Function Integration under a Transit-Oriented Development (TOD) Orientation in Ji’an* have submitted the final report and delivered a presentation to the project team.

a. GEF Grant Disbursement

The GEF grant was effective on 8 September 2015. Due to the delay of Ji’an BRT project, which has been changed to be JRT. The first disbursement of GEF grant was in December 2019 for the payment of JRT electric buses. Further disbursements were made for evaluation and monitoring of bus performance and for the TOD study. GEF grant disbursements to date amount to \$2,417,248.

b. Stakeholders Engagement

The EA/IA and ADB project team continuously discussed through July 2018 and April 2019 missions and other occasions and agreed to change the scope to curbside BRT and other NMT improvements. In addition to curbside BRT (bus-only lanes), a demonstration bus improvement named “Ji’an Reliable Transit (JRT)” has been implemented.

c. Gender Action Plan Implementation Status

The gender action plan (GAP) focuses on ensuring women's equitable participation in the project-related public consultation, incorporating gender-responsive physical design features in the design of urban transport infrastructure, promoting employment opportunities for women, and building institutional capacity for gender mainstreaming.

The contractors' gender focal points have received training on gender equality, gender mainstreaming, ADB policies on promoting gender equality and gender mainstreaming, requirements of implementation of the GAP, and effective measures to facilitate the contractors to effectively implement the GAP. Between July and December 2020, the project provided 884 jobs including 14 long-term jobs and 870 short-term jobs for the local people. About 40% of the jobs were taken by women, which is higher than the target of "20%" stated in the GAP.

d. Social and Environmental Safeguard Plan Implementation Status

The project's EIA has been updated considering the COVID-19 pandemic impacts:

[Asian Development Bank. 2022. Jiangxi Ji'an Sustainable Urban Transport Project: Updated Environmental Impact Assessment](#)

Grant-financed activities do not have any involuntary resettlement impacts.

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

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

C. Risk Rating: Low risk

Despite previous delays in project implementation, there are no substantial risks.

D. Overall Rating of the Project:

Overall Rating: Satisfactory

E. Additional Comments – Good Practices And Lessons Learned:

None

F. Knowledge activities / products:

[ADB GEF Project Implementation Report \(PIR\)](#)

G. Location Data:

Jiangxi Ji'an 27° 7'21.16"N, 114°59'3.50"E

ANNEX A.**Project Contacts**

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Project Coordinator/Manager
Name and Agency: Oscar Huang, Ji'an Project Management Office
Email: oscarhuang1988@163.com

Signature:

Name of Project: Officer Nicolas Dei Castelli
Senior Transport Specialist
Division and Department: EASI/EARD
Date: 6 September 2022



Endorsed by:
Director: Sujata Gupta
Division and Department: EASI/EARD
Date: 6 September 2022



ANNEX B: 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.