



ADB GEF PROJECT IMPLEMENTATION REPORT (PIR)

I. Project Profile

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

ADB Project Number: 45022-002

1. General Information	1	GEF ID (PMIS ID)	5582
	2	Focal Area(s)	Climate Change (Mitigation) 3
	3	Region	East Asia
	4	Country	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 (mm/dd/yy)	12/09/14
	10	GEF Grant Signing (mm/dd/yy)	02/22/15
	11	Project Implementation Start Date (mm/dd/yy)	09/08/15
	12	Date of 1st GEF Grant Disbursement (mm/dd/yy)	No Disbursement Yet
	13	Final date of GEF Grant Disbursement (mm/dd/yy) (For recently closed project) Proposed/Revised Implementation End (mm/dd/yy)	Not Applicable
	14	Actual Implementation End (mm/dd/yy)	Not Applicable
3. Funding	15	Expected Financial Closure Date (mm/dd/yy)	06/30/20
	16	PPG/PDF Funding (USD)	Not Applicable
	17	GEF Grant (USD)	2,546,300
	18	Total GEF Disbursement as of 30 June 2017 (USD)	0
	19	Confirmed Co-Finance at CEO Endorsement (USD)	2,546,300
	20	Materialized Co-Finance at project mid-term (USD)	Not Applicable
4. Evaluations	21	Materialized Co-Finance at project completion (USD)	Not Applicable
	22	Proposed Mid-term date (mm/dd/yy)	Not Applicable
	23	Actual Mid-Term date - if applicable (mm/dd/yy)	Not Applicable
	24	Proposed Terminal Evaluation date (mm/dd/yy)	Not Applicable
	25	Actual Terminal Evaluation Date (mm/dd/yy)	Not Applicable
	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	Not Applicable

Loan 3216/Grant 0420-PRC: Jiangxi Ji'an Sustainable Urban Transport Project

5. Ratings	28	Overall Implementation Progress Rating (IP)	Moderately Unsatisfactory
	29	Overall Development Objectives Rating (DO)	Moderately Unsatisfactory
	30	Overall Risk Rating	Moderate Risk
	31	Overall Project Rating	Moderately Unsatisfactory
6. Status	32	Status (GEF grant for ADB board approval/ GEF grant on-going)	Under Implementation
	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)	GEFID#5582_2018_ADB_China_ASTUD_JiangxiJian

II. Project Contacts

ADB Project Officer	Masahiro Nishimura, Senior Transport Specialist
Division and Department	EATC/EARD
Email	mnishimura@adb.org
EA Project Officer	Yang Dan, Vice Mayor
Name and Agency	Ji'an Municipal Government
Email	yhdk2013@163.com
Co-Implementing Partner	Xiao Xin, Chairman
Name and Agency	Ji'an Urban Investment and Development Company
Email	yhdk2013@163.com
Project Coordinator/Manager	Not Applicable
Name and Agency	
Email	
UNDP Country Program Officer	Not Applicable
Email	

III. Project Implementation

A. Project Description:

Ji'an is located in central Jiangxi Province, along the Ganjiang River. Ji'an is located 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 provincial-level municipality of 4.9 million people of which 41.6% are urban residents. Economically, Ji'an lags behind nearby provinces and remains relatively poor.

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 high-speed passenger railway line is now being planned with a station expected to be constructed about 4 km west of the currently developed urban district in Ji'an. Once operating, Ji'an will become better connected to fast-growing and relatively prosperous cities in Guangdong Province and the provincial capital of Nanchang. The opening of the new railway offers a significant opportunity to improve the Ji'an economy by better integrating the region into the dynamic economy of the southern PRC and by enabling development of tourism.

The city is typical of emerging third-tier cities in the PRC, and offers an opportunity to demonstrate more sustainable urban transport development in line with the PRC's urbanization of the urban district where the project is located was 550,000 in 2013 and is expected to reach 730,000 by 2020 and more than 1 million by 2030. To accommodate planned growth, the city has been rapidly expanding its developed urban area on strategy considered at the Third Plenum of the Chinese Communist Party (November 2013). The planned development of the new high-speed rail line serves as the focal point for a major new development area on the west side of Ji'an. The railway is expected to be operating by 2020, and will require road and related urban infrastructure access for construction and future development in the urban district surrounding the new station. This new development area is expected to have more than 150,000 residents by 2030. To realize the opportunity presented by the new railway, there is a need for new urban roads and public transport systems, and services are required to serve the new area and provide an efficient and low-cost means for local residents to access the new railway station and the employment opportunities expected to be developed nearby.

The existing public transport system in Ji'an is inadequate to serve the needs of a developing third-tier city, and will require substantial investment to improve its efficiency and expand its services to the new development area. The bus system transported about 111,000 passengers per day in 2013 (increasing by about 7% per year since 2009). Buses are not given priority, resulting in relatively slow and unreliable service. Public transport services in the city center are affected by increasing traffic resulting in declining operating speeds and longer travel times. Traffic signals are manually controlled and uncoordinated resulting in added delays on heavily traveled roads. Bus stops and multimodal connections at existing transport facilities are inadequate, poorly designed, and inconvenient for passengers. The multimodal connection to the Ji'an Railway Station is unorganized; provides no service information or weather protection; and requires passengers to navigate a long stairway with luggage, which is particularly difficult for women with children, the elderly, and disabled.

Ji'an needs to change its approach to urban transport to avoid an unsustainable future. Substantial capacity expansion and quality improvements are needed to meet current and future demand.

B. Implementation Progress (IP) Rating: MODERATELY UNSATISFACTORY

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. The July 2018 reached an agreement that the BRT would be revised to a curbside bus improvement and other nonmotorized transport improvements. Conceptual design for the revised scope will be conducted. Due to the proposed changes in the scope and other circumstances, reallocation of some grant proceeds from consulting services to goods will be required. Also, the type of bus fleets will be changed from CNG to electric, which will have higher impact on GHG emission reduction.

a. GEF Grant Disbursement

Implementation delays due to changes in BRT alignment and project scope to align with the new city development master plan.

b. Gender Action Plan Implementation Status

The project has an Effective Gender Mainstreaming.

<https://www.adb.org/sites/default/files/project-document/150653/45022-002-gap.pdf>

Civil works on road construction (ADB loan-funded) started in Q2 2017.

c. Social and Environmental Safeguard Plan Implementation Status

See link for projects EIA.

<https://www.adb.org/sites/default/files/linked-documents/45022-002-eiaab.pdf>

Civil works on road construction (ADB loan-funded) started in Q2 2017.

C. Global Environmental Benefits (GEB) Objective/ Development Objective (DO) Rating: MODERATELY UNSATISFACTORY.

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

D. Risk Rating: MODERATE RISK

Project progress is slow, but there are no substantial risks.

E. Overall Rating of the Project: MODERATELY UNSATISFACTORY**F. Additional Comments – Good Practices And Lessons Learned:**

None.

G. Knowledge Management:

None.

H. Location Data:

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



For Projects that have conducted Midterm Review Mission and Project Completion Mission (from 1 July 2017 to 30 June 2018) NOT APPLICABLE

IV. Materialized Cofinancing

Co-financing Table

(For projects which underwent a mid-term review/evaluation or terminal evaluation in FY)

Materialized Co-financing

[Please refer to the PIF template on the GEF webpage]

Sources of Co-financing ¹	Name of Co-financer	Type of Co-financing ²	Amount Confirmed at CEO endorsement / approval	Actual Amount Materialized at Midterm	Actual Amount Materialized at Closing
		TOTAL			

Explain "Other Sources of Co-financing": _____

Reminder: Kindly include in your submission a copy of the following:

1. For projects that conducted **Midterm Review Mission**: Copy of the MOU Midterm Review Mission; BTOR and Updated Tracking Tools
2. For projects that conducted **Project Completion Mission**: Copy of the PCR, Copy of the MOU Midterm Review Mission; and Updated Tracking Tools

¹ Sources of Co-financing may include: Bilateral Aid Agency(ies), Foundation, GEF Agency, Local Government, National Government, Civil Society Organization, Other Multi-lateral Agency(ies), Private Sector, Other

² Type of Co-financing may include: Grant, Soft Loan, Hard Loan, Guarantee, In-Kind, Other



Signature: 
Name of Project Officer: Masahiro Nishimura
Position: Senior Transport Specialist, EATC
Date: 4 September 2018


Endorsed by: Anders Pettersson
Division Director: Officer-in-Charge, EATC

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.