



Project Summary Information

Date of Document Preparation: May 13, 2021

Project Name	Liaoning Green Smart Public Transport Demonstration Project
Project Number	P000406
AIIB member	People's Republic of China
Sector/Subsector	Transport / urban transport
Status of Financing	Under preparation
Project Description	<p>The proposed Project will, above all, substitute modern battery electric buses (BEBs) for existing diesel-fueled or gas-fueled buses in five small and/or medium cities in Liaoning, including Fuxin City, Hu'ludao City, Jinzhou City, Panjin City, and Yingkou City. Also, public transport management systems in the Project cities will be upgraded using smart digitalized platforms. The proposed Project will demonstrate that: (i) BEBs are viable options to zero-emission public transport systems in Liaoning; and (ii) smart public transport management system can enhance the efficiency of public transport, provide better services, and attract more passengers to use public transport in the Project cities.</p> <p>Key Project activities include:</p> <ul style="list-style-type: none"> (i) procurement of about 1,295 BEBs. (ii) construction of about 318 new bus chargers. (iii) installation of smart public transport management systems and supporting software and equipment in the Project cities, which include automated fare collection terminals, automatic vehicle location system, real-time driving assistance and safety systems, passenger information systems, depot management system, and bus stop management system, etc. (iv) construction of the Liaodong Bay Intercity Bus Service Center in Panjin, (v) and construction of the New Green Bus Maintenance Workshop in Fuxin.
Objective	To improve the quality and efficiency of public transport service by replacing existing fossil-fueled buses with BEBs and applying digital information technology to public transport management systems in selected cities in Liaoning.

<p>Expected Results</p>	<p>Upon completion, the proposed Project is expected to achieve the following results:</p> <ul style="list-style-type: none"> • CO₂ emissions reduced (tons of CO₂ equivalent per year). • CO, NO_x and/or SO₂ reduced (tons per year). • Particulate matter (e.g., PM₁₀, PM_{2.5}) reduced (micrograms per cubic meter per year). • Public transport mode share increased (% of passengers using motorized vehicles). • Passenger satisfaction ratio increased (% of passengers using BEBs). • Bus real-time information sharing ratio (% of the whole bus fleet).
<p>Environmental and Social Category</p>	<p>Category B</p>
<p>Environmental and Social Information</p>	<p>The Bank’s Environmental and Social Policy (ESP), including the Environment and Social Standards (ESSs) and the Environmental and Social Exclusion List will apply to this Project. ESS 1 (Environmental and Social Assessment and Management) is applicable to the environmental and social aspects of the Project. Applicability of ESS 2 (Involuntary Resettlement) and ESS 3 (Indigenous Peoples) will be assessed during Project preparation.</p> <p>The proposed Project has been screened and reviewed in accordance with the ESP and ESSs, and the Project has been preliminarily assigned as Category B on the basis of expectations that (i) the general environmental and social impacts of the construction works are localized, (ii) the impacts are expected to be reversible and temporary in nature, (iii) can be successfully managed using good practice in an operational setting, and (iv) project management office has experience working on projects funded by other MDBs. The draft Environmental and Social Impact Assessment (ESIA) accompanied with Environmental and Social Management Plan (ESMP) has been prepared.</p> <p>The Project will reduce fossil fuel consumption and increase energy efficiency of public transport. Anticipated impacts will be site-specific and mainly limited to the construction stage for the service centres and installation of charging piles, such as dust, noise and construction waste. These impacts can be largely managed and controlled through properly designed site-specific mitigation measures and adequate implementation management during construction. The ESMP will include provisions related to occupational and community health and safety, air, noise and waste water pollution control, construction waste management, and the management of labor. The ESMP will also set out the institutional arrangements, monitoring, and capacity building for project implementation.</p>

	<p>The proposed Project is expected to generate largely positive social benefits to the overall population. The Project area of influence includes the urban areas and some suburbs of Fuxin, Hu'ludao, Jinzhou, Panjin, and Yingkou and covers a wide range of stakeholders including residents at all levels of social status. In terms of the key social risks, the civil works are minimal and the construction period will remain short and, therefore, the impact on the surrounding residents' travel or local traffic is envisaged to be small.</p> <p>The potential impact of project activities – both positive and negative - on women in the community will be assessed. In consultation with relevant stakeholders, including the client and community members, measures will be identified to prevent any potential negative impacts on women, including gender-based violence (GBV), and included in the management plans.</p> <p>Consultations have been conducted during ESIA preparation. This will continue during Project implementation, in accordance with national guidelines on restrictions imposed due to the COVID-19 pandemic. The English versions of ESIA, and English and Chinese versions of the executive summaries of the ESIA will be posted on the websites of Liaoning Urban and Rural Construction and Renewal Project Management Company (LURCC) and AIIB, with hard copies made available in the Project sites.</p> <p>A Grievance Redress Mechanism (GRM) has been designed and will be reviewed in accordance with the requirements of the Bank's ESP. Locally appropriate public consultation and disclosure process will be used to disseminate information about the GRM. Communities and individuals who believe that they are adversely affected by the Project will be able to submit complaints to the Project-level GRM for resolution. In addition to the above GRM for addressing complaints from the local community, commensurate mechanism will be made available at the contractor level for worker's grievance.</p>
Cost and Financing Plan	The Project's cost estimate is about USD214.28 million, of which AIIB will provide a loan of USD150 million and the balance will be financed by local governments and bus companies of the five Project cities.
Borrower	People's Republic of China
Implementing Entity/Sponsor	People's Government of Liaoning Province

Estimated date of loan closing	February 2026		
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Date of Concept Decision	May 2021		
Estimated Date of Appraisal Decision	June 2021		
Estimated Date of Financing Approval	August 2021		

Independent Accountability Mechanism	<p>The Project-affected People's Mechanism (PPM) has been established by the AIIB to provide an opportunity for an independent and impartial review of submissions from Project-affected people who believe they have been or are likely to be adversely affected by AIIB's failure to implement its Environmental and Social Policy in situations when their concerns cannot be addressed satisfactorily through Project-level Grievance Redress Mechanisms or AIIB Management's processes.</p> <p>For information on how to make submissions to the PPM, please visit https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html.</p>
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