



China: Tianjin Urban Transport Improvement Project (P148129)

EAST ASIA AND PACIFIC | China | Transport & ICT Global Practice |
IBRD/IDA | Investment Project Financing | FY 2016 | Seq No: 2 | ARCHIVED on 20-Jul-2016 | ISR24653 |

Implementing Agencies: Tianjin PMO

Key Dates

Key Project Dates

Bank Approval Date:21-Dec-2015

Effectiveness Date:26-May-2016

Planned Mid Term Review Date:30-Nov-2018

Actual Mid-Term Review Date:--

Original Closing Date:31-Mar-2021

Revised Closing Date:31-Mar-2021

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The PDO is to leverage the Tianjin metro system and to promote walking and biking in the urban core (in Heping and Nankai) in order to make transport greener and safer in Tianjin and draw lessons for other large cities.

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

No

Components

Name

Green Transport Improvement in Heping and Nankai Districts:(Cost \$89.48 M)

Metro Access Improvement:(Cost \$89.05 M)

Public Bike Sharing System (PBS) Pilot:(Cost \$23.14 M)

Bus Terminal Development:(Cost \$15.99 M)

Technical Assistance:(Cost \$2.90 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Satisfactory
Overall Implementation Progress (IP)	● Satisfactory	● Satisfactory



Overall Risk Rating

● Substantial

● Substantial

Implementation Status and Key Decisions

The Bank loan for the Project became effective on May 26, 2016. Two major consulting services have been contracted, and the consultants have been fully mobilized. The designs of the project components have started. With the initial implementation of the project to date, the project made steady progress towards the achievement of its PDO.

Risks

Systematic Operations Risk-rating Tool

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

Results

Project Development Objective Indicators



► Increase in metro ridership with the project compared to without the project (trips) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	--	0	85,000
Date	01-Sep-2015	--	19-Jul-2016	31-Mar-2021

► Increase in volume of non-motorized trips by project, including Public Bike Sharing trips and increase in walking and biking trips with the project in Heping and Nankai pilot areas (trips). (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	--	0	135000
Date	01-Sep-2015	08-Jan-2016	19-Jul-2016	31-Mar-2021

► GHG emission reduction (tons) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	--	0	6,500
Date	01-Sep-2015	08-Jan-2016	19-Jul-2016	31-Mar-2021

► Reduction in number of accidents in Heping and Nankai pilot area (accidents) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	--	0	100
Date	01-Sep-2015	--	19-Jul-2016	31-Mar-2021

► System of detailed performance evaluation with citizen engagement (men and women) in place (number of sites) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Pilot selected	--	0	20



Date	01-Sep-2015	08-Jan-2016	19-Jul-2016	31-Mar-2021

Overall Comments

The project just started implementation

Intermediate Results Indicators

► Changes to project activities as a result of consultation (Yes/No) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Yes	--	0	Yes
Date	01-Sep-2015	--	19-Jul-2016	31-Mar-2021

► NMT Space Ratio in Nankai and Heping Districts (Percentage) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	25	--	25	46
Date	01-Sep-2015	08-Jan-2016	19-Jul-2016	31-Mar-2021

► Roads rehabilitated, Non-rural (Kilometers, Core)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	50.00
Date	01-Sep-2015	--	19-Jul-2016	31-Mar-2021



► IRAP's road safety assessment scores above 3 for streets in Heping and Nankai that are upgraded under the project (Percentage) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	30	--	30	90
Date	01-Sep-2015	08-Jan-2016	19-Jul-2016	31-Mar-2021

► Metro station areas improved (number) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	--	0	111
Date	01-Sep-2015	08-Jan-2016	19-Jul-2016	31-Mar-2021

► PBS stations in operation (Number) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	--	0	446
Date	01-Sep-2015	08-Jan-2016	19-Jul-2016	31-Mar-2021

► Bus terminals completed (number) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	--	0	5
Date	01-Sep-2015	08-Jan-2016	19-Jul-2016	31-Mar-2021



► Technical Assistance Leading to Changes (number) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0	--	0	4
Date	01-Sep-2015	--	19-Jul-2016	31-Mar-2021

Overall Comments

Data on Financial Performance

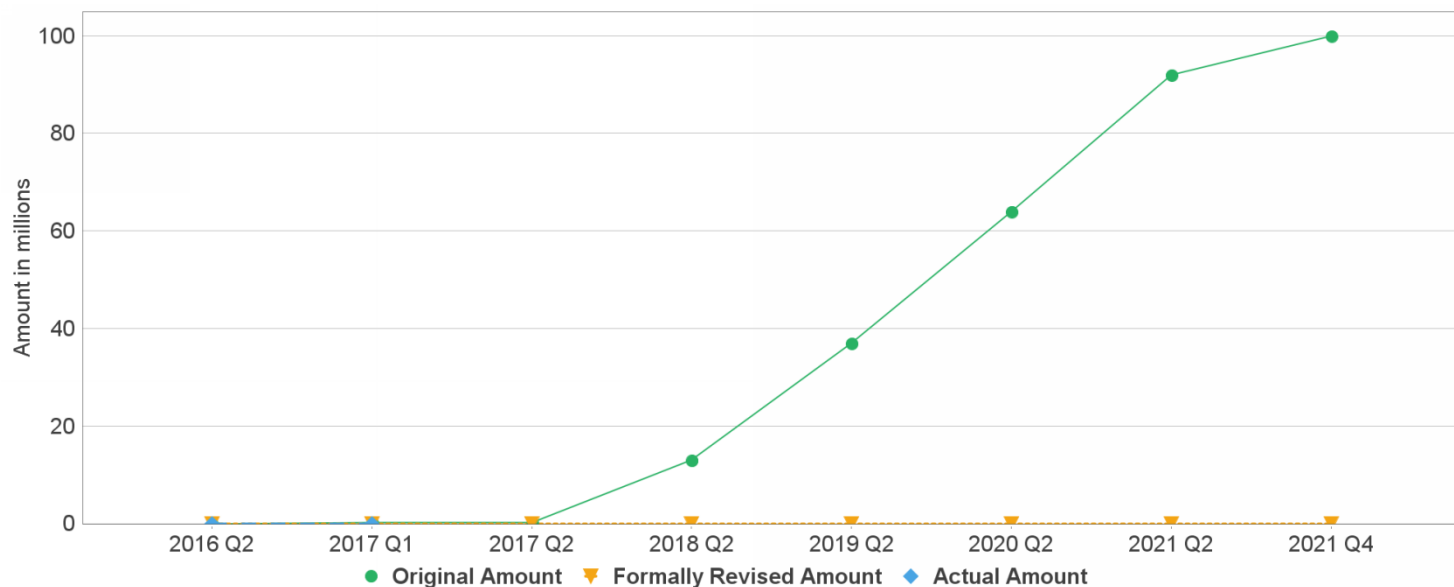
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P148129	IBRD-85650	Effective	USD	100.00	100.00	0.00	0.25	99.75	0%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P148129	IBRD-85650	Effective	21-Dec-2015	26-Feb-2016	26-May-2016	31-Mar-2021	31-Mar-2021

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.