



China: Tianjin Urban Transport Improvement Project (P148129)

EAST ASIA AND PACIFIC | China | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2016 | Seq No: 13 | ARCHIVED on 30-Aug-2022 | ISR52739 |

Implementing Agencies: People's Republic of China, 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: 12-Nov-2018

Original Closing Date: 31-Mar-2021

Revised Closing Date: 31-Dec-2022

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?

Yes

Board Approved Revised Project Development Objective (If project is formally restructured)

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

Components Table

Name

Green Transport Improvement in Heping and Nankai Districts:(Cost \$85.37 M)
Metro Access Improvement:(Cost \$60.17 M)
Public Bike Sharing System (PBS) Pilot
Bus Terminal Development:(Cost \$4.48 M)
Technical Assistance:(Cost \$3.15 M)

Overall Ratings

Name

Previous Rating

Current Rating

Progress towards achievement of PDO

 Satisfactory Satisfactory

Overall Implementation Progress (IP)

 Moderately Satisfactory Satisfactory

Overall Risk Rating

 Moderate Moderate**Implementation Status and Key Decisions**



Project implementation is progressing well toward achieving the Project Development Objective (PDO). Almost all indicators have been achieved, except for the indicators related to road safety. The implementation progress has been further accelerated since Jan. 2022. As of the technical visit on July 14-15th, all the construction under Components 1,2, and 3 are completed. Most of them have been gradually open to the public since last year and still fall in the defect liability period with the PMO. Under Component 4- Technical Assistance, all of the six TA have been procured. Three out of six TA are completed. The PMO is focusing on i) handing over the asset to respective districts, including defined operation plans and maintenance budget, ii) strengthening the road safety measures, iii) addressing the illegal parking on newly constructed bike lanes and sidewalks; and iv) delivering the remaining three TAs before the project closing date.

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	Moderate	Moderate
Institutional Capacity for Implementation and Sustainability	Substantial	Moderate	Moderate
Fiduciary	Moderate	Moderate	Moderate
Environment and Social	Moderate	Moderate	Moderate
Stakeholders	Moderate	Moderate	Moderate
Other	--	Moderate	Moderate
Overall	Substantial	Moderate	Moderate

Results

PDO Indicators by Objectives / Outcomes

To leverage the Tianjin metro system				
▶ 1. Metro ridership generated from metro access improvement in the central city area (daily trips) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	156,838.00	156,838.00	95,000.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022

To promote walking and biking in the urban core area in Tianjin				
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▶ 2. Walking and biking trips generated by the project in Heping, Hebei and Nankai pilot areas (daily trips) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	132,109.00	132,109.00	120,000.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022
□ 2.1 Walking and biking trips generated by the project in Heping and Nankai pilot areas (daily trips) (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	84,764.00	84,764.00	75,000.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022
□ 2.2 Walking and biking trips generated by the project in Hebei pilot areas (daily trips) (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	47,345.00	47,345.00	45,000.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022

To make transport greener in Tianjin				
▶ 3. GHG emission reduction due to the project (tCO2e/year) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	8,115.00	8,115.00	7,500.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022

To make transport safer in Tianjin				
▶ 4. Number of reported accidents involving non-motorized vehicles or pedestrians in Heping, Hebei and Nankai pilot areas (accidents/year) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1,201.00	1,257.00	1,257.00	1,144.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	31-Dec-2022
Comments:	This value increases from 1,187 as of June 2020 to 1,285 mainly because of construction impact.			
□ 4.1 Number of reported accidents involving non-motorized vehicles or pedestrians in Heping and Nankai pilot areas (accidents/year) (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	206.00	276.00	276.00	260.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	31-Dec-2022
<input type="checkbox"/> 4.2 Number of reported accidents involving non-motorized vehicles or pedestrians in Hebei pilot areas (accidents/year) (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	995.00	982.00	982.00	884.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	31-Dec-2022

To draw lessons for other large cities				
▶ 5. Number of sites with citizen engagement system established (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	45.00	45.00	26.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022
<input type="checkbox"/> 5.1 Number of gender-informed (female) citizen engagement system established (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	45.00	45.00	23.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022
▶ 6. Number of dissemination events promoting green transport strategies for large cities (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	12.00	12.00	10.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022

Overall Comments

5 out of 6 outcome indicators and 6 out of 7 outcome intermediate indicators have been achieved or exceeded. It is critical to achieve the remaining two road safety related indicators. The Traffic Police, Finance Bureau, and PMO have taken additional actions to achieve the road safety targets

Intermediate Results Indicators by Components

Green Transport Improvement in Heping, Hebei and Nankai Districts



▶ 1. Whether changes have been made to project activities as a result of consultation (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	Yes	Yes	Yes
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022
▶ 2. NMT Space Ratio in Heping, Hebei and Nankai pilot areas (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	25.00	46.00	46.00	46.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022
▶ 3. Kilometers of urban streets rehabilitated and open to traffic in Heping, Hebei and Nankai pilot areas (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	75.28	75.28	75.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022
Comments:	Actual construction to be completed by December 31, 2018.			
▶ 4. Percentage of km with at least 3-star rating for pedestrians for project streets in Heping, Hebei and Nankai pilot areas (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	31.00	100.00	100.00	90.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022

Metro Access Improvement				
▶ 5. Number of metro station with access improved (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	96.00	96.00	96.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022

Bus Terminal Development				
▶ 6. Number of bus terminals completed under the project (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	0.00	0.00	1.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022

Technical Assistance

► 7. Number of TA studies completed and endorsed by Tianjin government (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	3.00	3.00	6.00
Date	01-Sep-2015	15-Dec-2021	15-Dec-2021	30-Jun-2022

Performance-Based Conditions

Data on Financial Performance

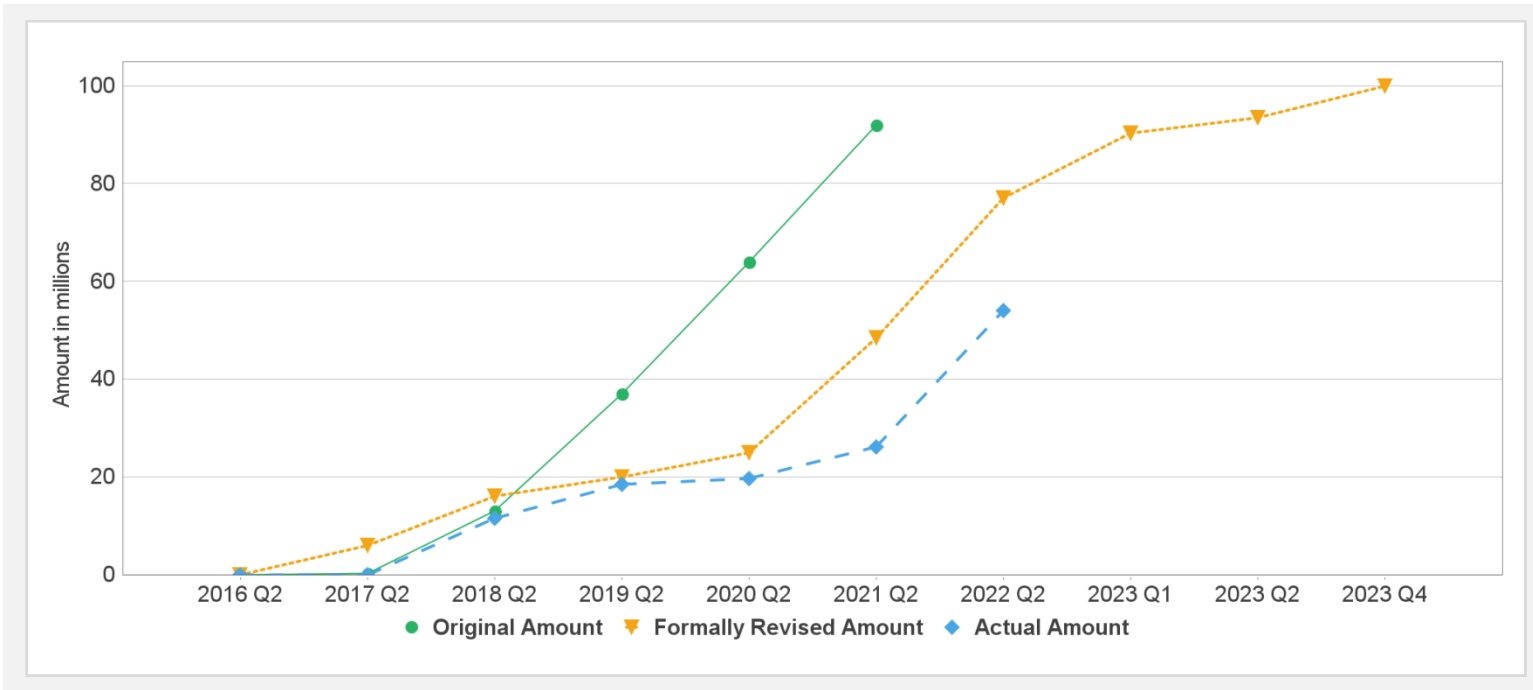
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P148129	IBRD-85650	Effective	USD	100.00	100.00	0.00	72.50	27.50	73%

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-Dec-2022

Cumulative Disbursements



Restructuring History

Level 2 Approved on 29-Aug-2019 ,Level 2 Approved on 25-Jun-2022

Related Project(s)

There are no related projects.