



Hubei Xiangyang Urban Transport (P119071)

EAST ASIA AND PACIFIC | China | Transport & ICT Global Practice |
IBRD/IDA | Investment Project Financing | FY 2012 | Seq No: 11 | ARCHIVED on 25-Dec-2017 | ISR29655 |

Implementing Agencies: The People's Republic of China, Xiangyang Development and Reform Commission

Key Dates

Key Project Dates

Bank Approval Date:26-Apr-2012

Effectiveness Date:27-Nov-2012

Planned Mid Term Review Date:04-May-2015

Actual Mid-Term Review Date:04-May-2015

Original Closing Date:30-Sep-2017

Revised Closing Date:30-Sep-2018

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The proposed Project Development Objective (PDO) is to improve mobility and accessibility within and to the Xiangcheng District of Xiangyang in an integrated, efficient and safe manner. A key focus will be demonstration of the integrated improvements in public transport services, traffic safety conditions (particularly for pedestrians), and traffic management on selected transport corridors in the project area.

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

No

Components

Name

Public Transport:(Cost \$19.64 M)

Urban Roads:(Cost \$172.31 M)

Traffic Management:(Cost \$11.67 M)

Capacity Building:(Cost \$4.67 M)

Overall Ratings

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



Implementation Status and Key Decisions

With a disbursement rate of 62%, overall implementation has progressed slowly. Even if resettlement monitoring has also been significantly improved thanks to the efforts of the Xiangyang Municipal Government, resettlement and land acquisition issues continue to cause delays to project implementation. The implementation of four major civil work contracts (four roads) is still suspended due to outstanding issues with land availability and resettlement. In order to significantly accelerate implementation and ensure a successful completion of the remaining activities before project closure, the following actions are mutually agreed: (i) All pending resettlement issues will need to be resolved by December 31, 2017; (ii) The PMO will monitor and submit a resettlement progress report to the task team on a regular basis until all resettlement issues are resolved, (iii) More focus has to be directed to the implementation of civil works and monitoring of the contractors. A technical support mission also visited Xiangyang on December 12-14, 2017 to provide additional implementation support to the PMO.

Risks

Systematic Operations Risk-rating Tool

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

Results

Project Development Objective Indicators

► Travel times of bus journeys on the Route 13 corridor (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	14.6 km/h	--	18.86 km/h	19 km/h
Date	01-Jun-2013	31-May-2017	30-Sep-2017	30-Sep-2018



► Accessibility of residents living in Panggong Area to the city center by car and by bus (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	42,300.00	42,000.00	42,000.00	52,000.00
Date	31-Dec-2012	31-May-2017	30-Sep-2017	30-Sep-2018

► Feedback of public transport users (including disabled and vulnerable groups) through public transport user satisfaction surveys on the Route 13 corridor (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	75.00	92.90	92.90	90.00
Date	24-Oct-2014	31-May-2017	30-Sep-2017	30-Sep-2018

► Average annual records of fatalities and severely injured associated with traffic accidents (based on continuous three years data) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	37.00	19.00	3.00	25.00
Date	08-Nov-2011	31-May-2017	30-Sep-2017	30-Sep-2018

Overall Comments

Intermediate Results Indicators



► Bus priority intersections constructed (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	14.00	15.00	17.00
Date	08-Nov-2011	31-May-2017	30-Sep-2017	30-Sep-2018

► Existing bus stops upgraded or new bus stops constructed (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	43.00	43.00	100.00
Date	08-Nov-2011	31-May-2017	30-Sep-2017	30-Sep-2018

► New and higher quality buses in operation (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	40.00	40.00	40.00
Date	08-Nov-2011	31-May-2017	30-Sep-2017	30-Sep-2017

► Intersections with traffic signals with non-conflicting pedestrian phase in operation (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	15.00	17.00	42.00
Date	08-Nov-2011	31-May-2017	30-Sep-2017	30-Sep-2018



► Signalized mid-block crossings on PT corridor in operation (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	13.00	15.00	47.00
Date	08-Nov-2011	31-May-2017	30-Sep-2017	30-Sep-2018

► Area Traffic Control (ATC) System for Xiangcheng District in operation (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	95.00	100.00
Date	08-Nov-2011	31-May-2017	30-Sep-2017	30-Sep-2018

► Studies completed (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	9.00	7.00	11.00
Date	08-Nov-2011	31-May-2017	30-Sep-2017	30-Sep-2018

Comments

The number for 2016 was a mistake from translation, and the consultant corrected it. The 2016 data should be "5".

► Technical staff from relevant municipal agencies trained (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	170.00	58.00	150.00
Date	08-Nov-2011	31-May-2017	30-Sep-2017	30-Sep-2018

Comments

The number for 2016 was a mistake from the translation and the consultant corrected it. The 2016 data should be 46.




► Roads constructed, non-rural (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	8.24	8.24	19.92
Date	08-Nov-2011	31-May-2017	30-Sep-2017	30-Sep-2018

Overall Comments

Data on Financial Performance

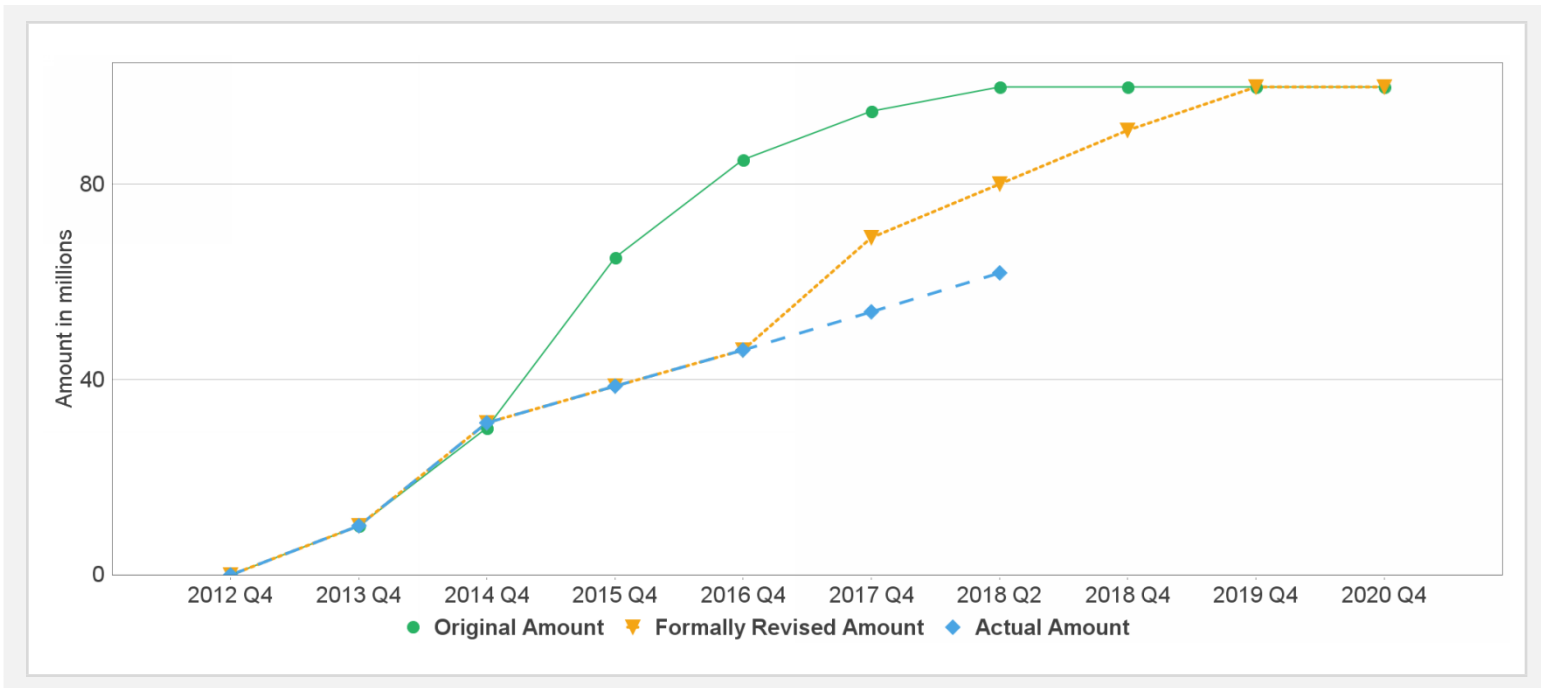
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P119071	IBRD-81520	Effective	USD	100.00	100.00	0.00	62.12	37.88	 62%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P119071	IBRD-81520	Effective	26-Apr-2012	07-Aug-2012	27-Nov-2012	30-Sep-2017	30-Sep-2018

Cumulative Disbursements



Restructuring History

Level 2 Approved on 10-Aug-2016

Related Project(s)

There are no related projects.