



Wuhan Integrated Transport Development (P148294)

EAST ASIA AND PACIFIC | China | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2016 | Seq No: 7 | ARCHIVED on 17-May-2019 | ISR36931 |

Implementing Agencies: Anlu Project Management Office, People's Republic of China, Wuhan PMO

Key Dates

Key Project Dates

Bank Approval Date: 26-Feb-2016	Effectiveness Date: 22-Jun-2016
Planned Mid Term Review Date: 15-Feb-2019	Actual Mid-Term Review Date: 01-Apr-2019
Original Closing Date: 31-Dec-2021	Revised Closing Date: 31-Dec-2021

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The PDO is to improve transport mobility in Wuhan and Anlu Municipalities.

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

No

Components

Name

Component 1. Integrated Corridor and Road Safety Improvements in Anlu:(Cost \$81.62 M)
Component 2. Public Transport Improvements in Anlu:(Cost \$33.67 M)
Component 3. Intelligent Transport Systems for Wuhan:(Cost \$72.59 M)
Component 4. Technical Assistance and Project Management:(Cost \$3.53 M)

Overall Ratings

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

Implementation Status and Key Decisions

The overall implementation of the project is accelerating after experiencing delays initially. By April 2019, the loan has disbursed USD 26.42 million including advance payment, or 22% of the total loan amount. Wuhan and Anlu has invested CNY 264.6 million (USD 40 million) in the project, which amounts to 20% of the total project cost estimated at project appraisal. For the Anlu components, works on integrated corridors and road safety improvement are progressing. Works on two of the five corridors are completed; one corridor started construction; and the PMO is preparing preliminary designs for the remaining two corridors. The Non-motorized Travel and Public Transport improvement components, however, are delayed due to slow design progress and land availability issues. The Wuhan component is catching up pace, with inter-agency coordination and project management improved thanks to the intervention of Wuhan Municipal Government leadership. The World Bank team has concluded the

MTR and confirmed the relevance of its Project Development Objective and the proposed changes to the project. Anlu and Wuhan PMOs will start updating the Feasibility Study Reports for the project to comply with local regulations.

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	● Substantial	● Substantial	● Substantial
Technical Design of Project or Program	● Substantial	● Substantial	● Substantial
Institutional Capacity for Implementation and Sustainability	● Substantial	● Substantial	● Substantial
Fiduciary	● Substantial	● Moderate	● Moderate
Environment and Social	● Moderate	● Substantial	● High
Stakeholders	● Moderate	● Moderate	● Moderate
Other	--	--	--
Overall	● Substantial	● Substantial	● Substantial

Results

PDO Indicators by Objectives / Outcomes

Improve transport mobility in Wuhan				
▶3. Average vehicle trip speed during peak hours on major arterial roads within the third ring road in Wuhan (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	24.50	24.50	24.50	27.00
Date	13-Aug-2014	12-Dec-2018	04-Apr-2019	31-Dec-2021
▶5. Level of utilization of transport information to improve mobility in Wuhan (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Low	Relatively low	Relatively low	Relatively high
Date	31-Dec-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲5.1 Level of automation in transport information collection (Text, Custom Breakdown)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Low	Relatively low	Relatively low	Relatively high
Date	31-Dec-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲5.2 Level of transport data sharing and data openness (Text, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Low	Relatively low	Relatively low	Relatively high
Date	31-Dec-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲5.3 Level of public utilization of transport information services (Text, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Relatively low	Relatively low	Relatively low	High
Date	31-Dec-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲5.4 Utilization of transport decision support platform in transport policy decision-making (Text, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Average	Average	Average	High
Date	31-Dec-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021

Improve transport mobility in Anlu

►1. Percentage of users satisfied with public transport service at the terminals of targeted corridors in Anlu (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	33.25	33.25	33.25	60.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲1.1 Percentage of female users satisfied with public transport service at the terminals of targeted corridors in Anlu (sub-indicator by gender) (Percentage, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	32.64	32.64	32.64	60.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲1.2 Percentage of low-income users satisfied with public transport service at the terminals of targeted corridors in Anlu (sub-indicator by income) (Percentage, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	32.64	32.64	36.36	63.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021



▶2. Percentage of pedestrians satisfied with the walking environment in the Anlu downtown area (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	9.57	9.57	9.57	60.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲2.1 Percentage of female pedestrians satisfied with walking environment in the Anlu downtown area (sub-indicator by gender) (Percentage, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	31.65	31.65	31.65	63.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲2.2 Percentage of low-income pedestrians satisfied with the walking environment in the Anlu downtown area (sub-indicator by income) (Percentage, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	13.93	13.93	13.93	62.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▶4. Bus ridership in Anlu (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	14,000.00	18,515.00	14,000.00	27,397.00
Date	31-Dec-2014	12-Dec-2018	04-Apr-2019	31-Dec-2021

Intermediate Results Indicators by Components

Component 1. Integrated Corridor and Road Safety Improvements in Anlu				
▶1. Length of road constructed or rehabilitated in Anlu (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	4.46	4.46	22.69
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-May-2021
▶2. Length of roads with NMT facility improvements in Anlu (Kilometers, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	7.80	76.38
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-May-2021



►3. Relative road safety risk, disaggregated by road user types on the targeted corridors in Anlu (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	2.00	0.00	4.00
Date	17-Jun-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021

Component 2. Public Transport Improvements in Anlu

►4. Number of energy-efficient buses purchased in Anlu (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	210.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021

►5. Integrated terminals (bus–bus, bus–rail, urban–rural bus) built or improved in Anlu (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	6.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021

Component 3. Intelligent Transport Systems for Wuhan

►6. Transport Policy Support Center established in Wuhan (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	24-Nov-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021

►7. Percentage of equipment and systems on expressways and arterial roads within the 3rd ring road installed and operational in Wuhan (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	100.00
Date	24-Nov-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021

►8. Number of application management systems established in Wuhan (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1.00	1.00	3.00
Date	24-Nov-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021



Component 4. Technical Assistance and Project Management				
►9. Person-days of staff trained in Anlu and Wuhan (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	301.00	180.00	906.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲9.1 Person-days of staff trained in Anlu (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	227.00	100.00	196.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲9.2 Person-days of staff trained in Wuhan (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	74.00	80.00	710.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
►10. Strategic studies completed in Anlu and Wuhan (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1.00	0.00	7.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲10.1 Strategic studies completed in Anlu (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1.00	0.00	3.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
▲10.2 Strategic studies completed in Wuhan (Number, Custom Breakdown)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	4.00
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021
►11. Grievances registered and addressed related to construction and implementation of the project in Anlu (Yes/No, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	Yes	Yes
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021



► 12. Suggestions by citizens for improving transport services based on data generated by the project in Wuhan (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	No	No	Yes
Date	15-Apr-2015	12-Dec-2018	04-Apr-2019	31-Dec-2021

Data on Financial Performance

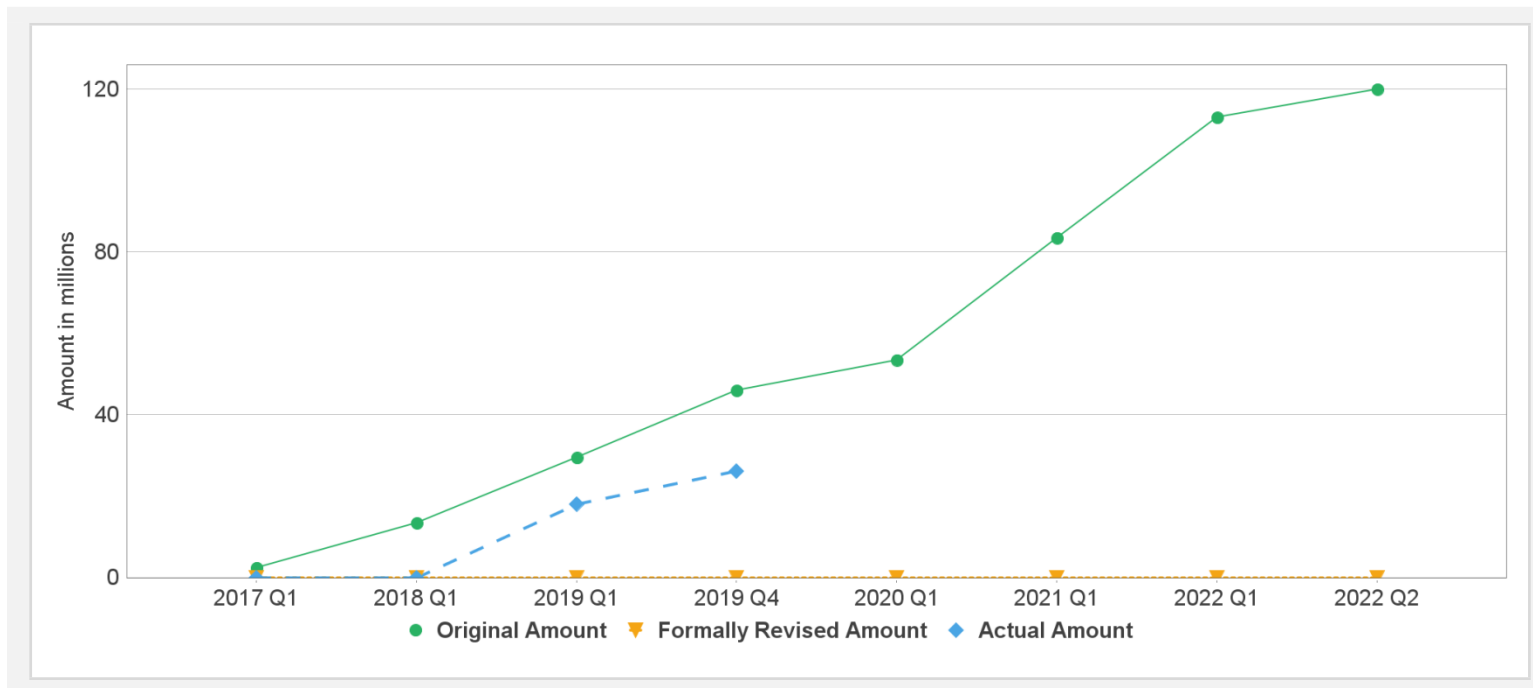
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P148294	IBRD-85890	Effective	USD	120.00	120.00	0.00	26.42	93.58	22%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P148294	IBRD-85890	Effective	26-Feb-2016	24-Mar-2016	22-Jun-2016	31-Dec-2021	31-Dec-2021

Cumulative Disbursements





Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.
