



Urumqi Urban Transport Project II (P148527)

EAST ASIA AND PACIFIC | China | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2016 | Seq No: 10 | ARCHIVED on 13-Jan-2021 | ISR45139 |

Implementing Agencies: Urumqi Urban Comprehensive Transport Project Research Center, People's Republic of China

Key Dates

Key Project Dates

Bank Approval Date: 21-Dec-2015

Effectiveness Date: 26-May-2016

Planned Mid Term Review Date: 22-Oct-2018

Actual Mid-Term Review Date: 22-Oct-2018

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 mobility in selected transport corridors in Urumqi.

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

No

Components Table

Name

Component 1 BRT Corridors:(Cost \$226.95 M)

Component 2 Comprehensive Transport Information Management System:(Cost \$66.30 M)

Component 3 Public Transport Infrastructure:(Cost \$105.20 M)

Component 4 Capacity Building:(Cost \$7.20 M)

Overall Ratings

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

Implementation Status and Key Decisions

The PDO of Urumqi project is to improve mobility in selected corridors in Urumqi.

Urumqi completed the construction of BRT 4 Phase I, BRT 6, BRT 6 Branch, North Square Bus Terminal at the High-Speed Rail (HSR) Station, Beijiao Public Transport Interchange (PTI), Midong Bus Depot and Sangong Bus Depot. Urumqi also completed the upgrading of the intelligent bus operation system. In addition, Urumqi completed the study of Vehicle electronic ID and IoT, public transport routes optimization, bus corridor evaluation study, and the study of parking management along BRT 4, BRT 6 and BRT 6 Branch corridors. The Urumqi municipal government has adopted the recommendations of the study of parking management along BRT 4, 6 and 6 Branch corridors.



The project is on track to achieving PDO. As of August 2020, 516,681 passengers gained direct access to the new BRTs developed under the project, against the original target of 645,000 by the end of 2021.

Risks

Systematic Operations Risk-rating Tool

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

Results

PDO Indicators by Objectives / Outcomes

The PDO is to improve mobility in selected transport corridors in Urumqi.

► Number of People gaining direct access to the targeted BRT corridors in Urumqi (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	516,681.00	516,681.00	645,000.00
Date	30-Jun-2015	29-Jun-2020	31-Aug-2020	31-Dec-2021
Comments:	BRT 6 branch was put into operation in July 2019			

☐ Number of Females gaining direct access to the targeted BRT corridors in Urumqi (Sub-Type: Supplemental) (Number, Custom Supplement)



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	249,093.00	249,093.00	311,100.00
► Bus user satisfaction rate on targeted BRT corridors (Percentage) (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	72.00	81.00	81.00	83.00
Date	30-Jun-2015	29-Jun-2020	31-Aug-2020	31-Dec-2021
Comments:	this data is from recent passenger satisfactory rate survey.			
► Average passenger boardings per bus kilometer during peak hours on targeted BRT corridors (boardings/bus-km) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2.00	9.00	7.79	9.00
Date	30-Jun-2015	29-Jun-2020	31-Aug-2020	31-Dec-2021
► Peak-hour in-vehicle BRT bus speed on BRT 6 corridor (km/h) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	16.80	20.50	20.50	19.00
Date	30-Jun-2015	29-Jun-2020	31-Aug-2020	31-Dec-2021
► Peak-hour in-vehicle BRT bus speed on BRT 6b corridor (km/h) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	14.80	17.10	17.10	17.00
Date	30-Jun-2015	29-Jun-2020	31-Aug-2020	31-Dec-2021
Comments:	no open yet			
► Peak-hour in-vehicle BRT bus speed on BRT 4 corridor (km/h) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	12.50	16.30	16.30	15.50
Date	30-Jun-2015	29-Jun-2020	31-Aug-2020	31-Dec-2021
Comments:	already exceed the target value			
► Daily traffic of data exchange of the Urumqi Comprehensive Transport Information Management System (GB) (Text, Custom)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	5.00	16.00
Date	30-Jun-2015	29-Jun-2020	31-Aug-2020	31-Dec-2021

Overall Comments

The target value for PDO indicator 1 will be adjusted during the restructuring, since the cancellation of BRT 4 Phase 2 will reduce this number. The average passenger boarding per bus kilometer is lower than the previous report due to the impact of Covid-19. Ridership is expected to recover back to normal in the next report (assuming no other major outbreaks and lockdown). UCTIMS started implementation in January 2020 and already started some date exchange.

Intermediate Results Indicators by Components

Component 1 BRT Corridors				
▶ Percentage of intersections with bus priority signals on BRTs 4, 6 and 6b (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	71.00	71.00	66.00
Date	30-Jun-2015	29-Jun-2020	23-Dec-2020	31-Dec-2021
▶ Total length of BRT 4, 6 and 6b in operation (km) (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	46.16	46.16	51.70
Date	30-Jun-2015	29-Jun-2020	23-Dec-2020	31-Dec-2021
Comments:	BRT 6 branch was put in operation in July 2019. Therefore, the operation length is increased from 33.54 km to 46.16 km			

Component 4 Capacity Building				
▶ Number of TAs completed (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	6.00	4.00	7.00
Date	30-Jun-2015	29-Jun-2020	23-Dec-2020	31-Dec-2021

Component 2 Comprehensive Transport Information Management System				
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► Number of citizens involved in the preparation and evaluation of the project during implementation (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2,027.00	3,400.00	3,400.00	3,000.00
Date	30-Jun-2015	29-Jun-2020	23-Dec-2020	31-Dec-2021
Comments:	the public transport passengers survey is completed. therefore the number of citizen involved in evaluation during implementation increases.			
► Number of agencies connected to and sharing information with the Comprehensive Transport Information Management System (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	10.00	9.00
Date	30-Jun-2015	29-Jun-2020	23-Dec-2020	31-Dec-2021
► Percentage of smart card usage on buses in Urumqi City (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	34.00	53.74	73.00	45.00
Date	30-Jun-2015	29-Jun-2020	23-Dec-2020	31-Dec-2021
Comments:	Urumqi is promoting the usage of smart card on public transport system. With the opening of 1st metro line, more passengers are using smart card. The smart card can be used in both metro system and BRTs / regular buses.			

Component 3 Public Transport Infrastructure				
► Number of bus lines utilizing the terminals and hubs constructed (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	13.00	13.00	21.00
Date	30-Jun-2015	29-Jun-2020	23-Dec-2020	31-Dec-2021
Comments:	11 routes at North Square terminal at HSR, and 2 routes at Midong terminal.			
► Number of passengers boarding and alighting BRT and regular buses at Beijiao Hub and HSR South Hub During peak-hours (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	9,300.00
Date	30-Jun-2015	29-Jun-2020	23-Dec-2020	31-Dec-2021
Comments:	Beijiao hasn't been used. South Square interchange at HSR is under construction.			



► Percentage of buses parked over-night in terminals and depots in Urumqi City (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	73.80	100.00	100.00	95.00
Date	30-Jun-2015	29-Jun-2020	23-Dec-2020	31-Dec-2021

Performance-Based Conditions

Data on Financial Performance

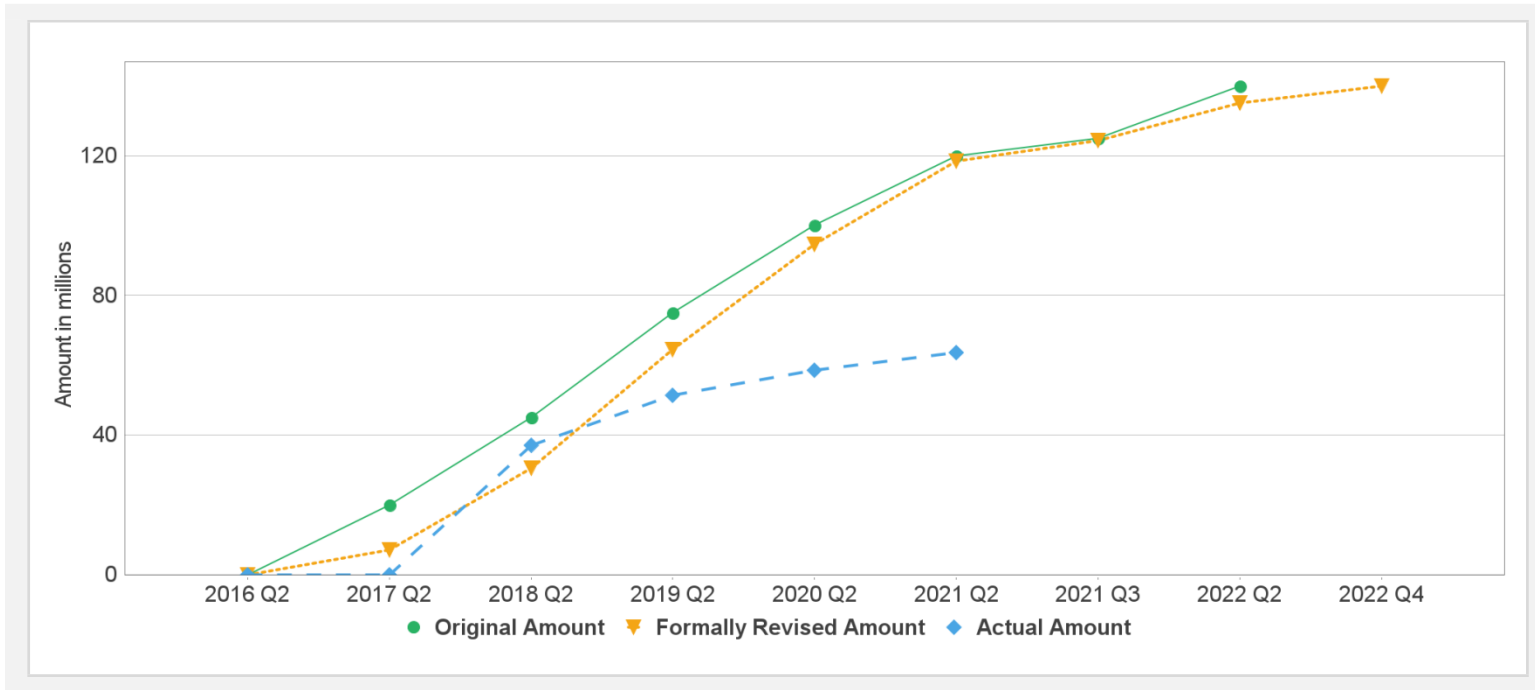
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P148527	IBRD-85680	Effective	USD	140.00	140.00	0.00	64.80	75.20	46%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P148527	IBRD-85680	Effective	21-Dec-2015	26-Feb-2016	26-May-2016	31-Dec-2021	31-Dec-2021

Cumulative Disbursements



PBC Disbursement

PBC ID	PBC Type	Description	Coc	PBC Amount	Achievement Status	Disbursed amount in Coc	Disbursement % for PBC

Restructuring History

Level 2 Approved on 22-Jun-2017

Related Project(s)

There are no related projects.