



HaJia Railway (P117341)

EAST ASIA AND PACIFIC | China | Transport & Digital Development Global Practice |
IBRD/IDA | Investment Project Financing | FY 2014 | Seq No: 9 | ARCHIVED on 28-Jun-2018 | ISR33245 |

Implementing Agencies: People's Republic of China, China Railway Corporation

Key Dates

Key Project Dates

Bank Approval Date:28-Mar-2014

Effectiveness Date:15-Aug-2014

Planned Mid Term Review Date:07-Sep-2017

Actual Mid-Term Review Date:10-May-2017

Original Closing Date:31-Dec-2020

Revised Closing Date:31-Dec-2020

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The objective of the Project is to improve accessibility and mobility by responding to existing and anticipated transport demand along the Harbin-Jiamusi corridor through the provision of additional railway capacity and reduction of transport time for passengers and freight.

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

No

Components

Name

HaJia Rail Line:(Cost \$4776.00 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

Project implementation is proceeding well and a bit faster than expected. The project became effective in August 2014 and construction commenced in July 2014. All civil work contracts have made satisfactory progress. HRC is carrying out testing and commissioning activities over the entire railway in

June-July 2018. HRC expects to place the rail line in operation by August 30, 2018, four months ahead of schedule and within or below costs at design stage. Based on traffic witnessed on other recently opened lines (Nanguang / GuiGuang), the project is expected to meet its objective. Cities and counties along the alignment have taken steps to prepare for the availability of the new railway and developed plans to make best use of the future connectivity improvement the HaJia line will bring.

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

Results

Project Development Objective Indicators

► Average number of train pairs of express passenger services between Harbin and Jiamusi operated per day. (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2.00	0.00	0.00	12.00
Date	31-Oct-2013	27-Nov-2017	01-Jun-2018	31-Dec-2019

► Average number of passengers travelling per year along the new HaJia line (both directions) (number in million) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	6.00	6.00	6.00	9.00

Date	31-Oct-2013	27-Nov-2017	01-Jun-2018	31-Dec-2019
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► Travel time of fastest direct express passenger trains travelling between Harbin and Jiamusi. (Minutes, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	368.00	331.00	346.00	114.00
Date	31-Oct-2013	27-Nov-2017	01-Jun-2018	31-Dec-2019

► Fastest travel time of freight trains from Harbin to Jiamusi (Minutes, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	600.00	600.00	600.00	390.00
Date	31-Oct-2013	27-Nov-2017	01-Jun-2018	31-Dec-2019

► Annual rail freight volume on the existing and new lines between Harbin and Jiamusi (number in million) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	35.00	32.00	32.00	42.00
Date	31-Oct-2013	27-Nov-2017	01-Jun-2018	31-Dec-2019

Overall Comments

Intermediate Results Indicators

► Completion rate of civil works (in value). (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	100.00	100.00	100.00
Date	31-Oct-2013	27-Nov-2017	01-Jun-2018	31-Dec-2019


► Delivery of Bank financed goods. (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	50.00	98.00	100.00
Date	31-Oct-2013	27-Nov-2017	01-Jun-2018	31-Dec-2020

Overall Comments

Data on Financial Performance

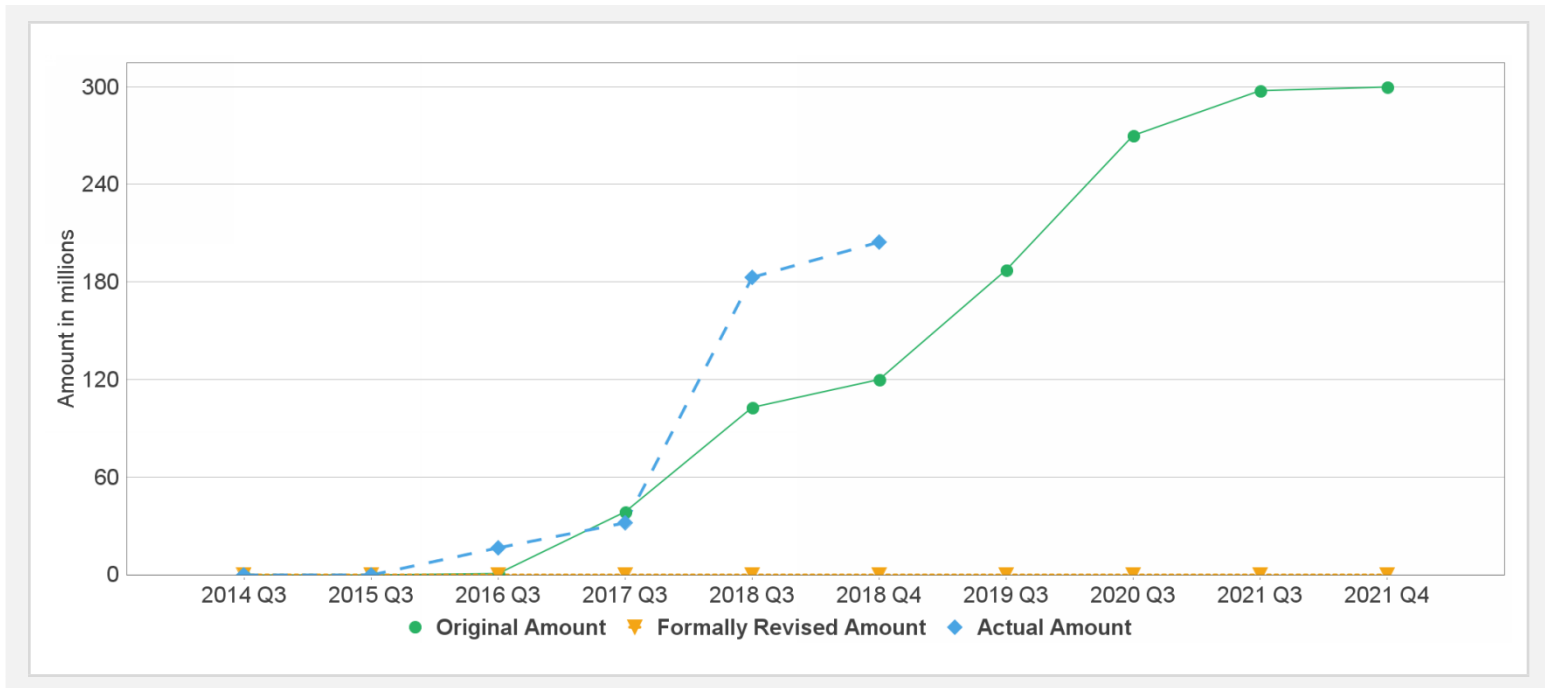
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P117341	IBRD-83470	Effective	USD	300.00	300.00	0.00	205.13	94.87	 68%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P117341	IBRD-83470	Effective	28-Mar-2014	18-May-2014	15-Aug-2014	31-Dec-2020	31-Dec-2020

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.