Heilongjiang Cold Weather Smart Public Transportation System (P133114)

Key Dates

Key Project Dates

- Bank Approval Date: 28-Mar-2014
- Effectiveness Date: 18-Aug-2014
- Planned Mid Term Review Date: 31-Mar-2017
- Actual Mid-Term Review Date: --
- Original Closing Date: 30-Jun-2020
- Revised Closing Date: 30-Jun-2020

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective (PDO) is to upgrade the quality and efficiency of public transport services in selected public transport corridors of the project cities.

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

No

Components

- Component 1. Public Transport Corridor Improvement: (Cost $165.16 M)
- Component 2. Public Transport Infrastructure Improvement: (Cost $178.79 M)
- Component 3. Traffic Management and Safety Improvement: (Cost $54.53 M)
- Component 4. Road Maintenance and Emergency Response Equipment: (Cost $11.92 M)
- Component 5. Capacity Building: (Cost $8.42 M)

Overall Ratings

<table>
<thead>
<tr>
<th>Name</th>
<th>Previous Rating</th>
<th>Current Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Progress towards achievement of PDO</td>
<td>Satisfactory</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>Overall Implementation Progress (IP)</td>
<td>Moderately Satisfactory</td>
<td>Moderately Satisfactory</td>
</tr>
</tbody>
</table>
Overall Risk Rating

IMPLEMENTATION STATUS AND KEY DECISIONS

The PDO is on track to be achieved. Implementation of Harbin and Mudanjiang are moving satisfactorily. The two bus corridors for Harbin are likely to be changed in part due to the construction of the new metro line 3, which overlaps with the project bus corridors. The Bank team will visit Harbin in early December to assess the new proposed bus corridors.
## Risks

### Systematic Operations Risk-rating Tool

<table>
<thead>
<tr>
<th>Risk Category</th>
<th>Rating at Approval</th>
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<th>Current Rating</th>
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</thead>
<tbody>
<tr>
<td>Political and Governance</td>
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<td>⬤ Low</td>
</tr>
<tr>
<td>Macroeconomic</td>
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<td>⬤ Low</td>
<td>⬤ Moderate</td>
</tr>
<tr>
<td>Sector Strategies and Policies</td>
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<td>⬤ Moderate</td>
<td>⬤ Moderate</td>
</tr>
<tr>
<td>Technical Design of Project or Program</td>
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<td>⬤ Substantial</td>
<td>⬤ Substantial</td>
</tr>
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<td>Institutional Capacity for Implementation and Sustainability</td>
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<td>⬤ Substantial</td>
<td>⬤ Substantial</td>
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<tr>
<td>Fiduciary</td>
<td>--</td>
<td>⬤ Moderate</td>
<td>⬤ Moderate</td>
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<td>Stakeholders</td>
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<td>⬤ Moderate</td>
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<td>Other</td>
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<tr>
<td>Overall</td>
<td>--</td>
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## Results

### Project Development Objective Indicators
### Increase in public transport service satisfaction along the targeted corridors (Harbin City) (Percentage, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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</table>

### Increase in public transport service satisfaction along the targeted corridors (Mudanjiang) (Percentage, Custom)

<table>
<thead>
<tr>
<th></th>
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<td>75.00</td>
<td>85.00</td>
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<td>31-May-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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</table>

### Increased share of buses arriving on schedule. (Harbin) (Percentage, Custom)

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<td>56.00</td>
<td>56.00</td>
<td>75.00</td>
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<td>31-Dec-2019</td>
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### Increased share of buses arriving on schedule (Mudanjiang). (Percentage, Custom)

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<td>87.00</td>
<td>92.00</td>
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<td>31-May-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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### Increase in bus speed (Harbin) Km/h (Kilometers, Custom)

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<tr>
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<td>29.00</td>
<td>33.00</td>
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</table>
### Increase in bus speed (Mudanjiang) Km/h (Kilometers, Custom)

<table>
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<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<td>31-May-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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</table>

### Reduced fatalities and major injuries along the targeted corridors (Harbin) (Number, Custom)

<table>
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<th>Actual (Previous)</th>
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<th>End Target</th>
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<td>31-Dec-2019</td>
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</table>

### Reduced fatalities and major injuries along the targeted corridors (Mudanjiang) (Number, Custom)

<table>
<thead>
<tr>
<th>Date</th>
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<th>End Target</th>
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<td>32.00</td>
<td>32.00</td>
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</tr>
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<td>30-Nov-2013</td>
<td>31-May-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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### Reduced energy consumption by buses along the targeted corridors (Harbin) (Text, Custom)

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<th>Actual (Current)</th>
<th>End Target</th>
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<td>0.3</td>
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### Reduced energy consumption by buses along the targeted corridors (Mudanjiang) (Text, Custom)

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<th>Actual (Current)</th>
<th>End Target</th>
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<tbody>
<tr>
<td>Value</td>
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<td>0</td>
<td>0.2</td>
</tr>
<tr>
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<td>30-Nov-2013</td>
<td>31-May-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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</tbody>
</table>

**Overall Comments**

### Intermediate Results Indicators

#### Total length of public transport corridors developed. (Harbin) (Kilometers, Custom)

<table>
<thead>
<tr>
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<th>Baseline</th>
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<th>Actual (Current)</th>
<th>End Target</th>
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<td>Value</td>
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<td>0.00</td>
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<tr>
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<td>31-May-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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</table>

#### Total length of public transport corridors developed. (Mudanjiang) (Kilometers, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<td>Value</td>
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<td>0.00</td>
<td>0.00</td>
<td>25.30</td>
</tr>
<tr>
<td>Date</td>
<td>30-Nov-2013</td>
<td>31-May-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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</tbody>
</table>

#### Increased annual bus ridership volume along the targeted corridors. (Harbin) (Text, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<tbody>
<tr>
<td>Value</td>
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<td>0</td>
<td>0</td>
<td>34.4</td>
</tr>
<tr>
<td>Date</td>
<td>30-Nov-2013</td>
<td>01-Jun-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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</tbody>
</table>
### Increased annual bus ridership volume along the targeted corridors. (Mudanjiang) (Text, Custom)

<table>
<thead>
<tr>
<th></th>
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<th>Actual (Current)</th>
<th>End Target</th>
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<td>01-Jun-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
</tr>
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</table>

### Number of passenger hubs and depots constructed. (Harbin) (Number, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
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<tbody>
<tr>
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<td>0.00</td>
<td>0.00</td>
<td>5.00</td>
</tr>
<tr>
<td>Date</td>
<td>30-Nov-2013</td>
<td>31-May-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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</table>

### Number of passenger hubs and depots constructed. (Mudanjiang) (Number, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
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<td>0.00</td>
<td>0.00</td>
<td>3.00</td>
</tr>
<tr>
<td>Date</td>
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<td>31-May-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
</tr>
</tbody>
</table>

### Number of cleaner-fuel vehicles procured. (Harbin) (Number, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
</tr>
</thead>
<tbody>
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<td>0.00</td>
<td>0.00</td>
<td>200.00</td>
</tr>
<tr>
<td>Date</td>
<td>30-Nov-2013</td>
<td>31-May-2015</td>
<td>30-Nov-2015</td>
<td>31-Dec-2017</td>
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</table>
### Number of cleaner-fuel vehicles procured. (Mudanjiang) (Number, Custom)

<table>
<thead>
<tr>
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<th>Baseline</th>
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<th>Actual (Current)</th>
<th>End Target</th>
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<td>129.00</td>
<td>129.00</td>
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| Date      | 30-Nov-2013 | 31-May-2015 | 30-Nov-2015 | 31-Dec-2017 |

### % completion of the agreed completed measures in the Performance and Lease Agreements (Harbin) (Percentage, Custom)

<table>
<thead>
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<th>Baseline</th>
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<th>Actual (Current)</th>
<th>End Target</th>
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<td>0.00</td>
<td>80.00</td>
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| Date      | 30-Nov-2013 | 31-Dec-2014 | 30-Nov-2015 | 31-Dec-2019 |

### % completion of the agreed completed measures in the Performance and Lease Agreements (Mudanjiang) (Percentage, Custom)

<table>
<thead>
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<th>Value</th>
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<th>Actual (Current)</th>
<th>End Target</th>
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| Date      | 30-Nov-2013 | 01-Jun-2015 | 30-Nov-2015 | 31-Dec-2019 |

### Number of intersections upgraded with traffic signals with bus priority function and pedestrian crossings installed. (Harbin) (Number, Custom)

<table>
<thead>
<tr>
<th>Value</th>
<th>Baseline</th>
<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<td>45.00</td>
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</tbody>
</table>

| Date      | 30-Nov-2013 | 31-May-2015 | 30-Nov-2015 | 31-Dec-2019 |
Number of intersections upgraded with traffic signals with bus priority function and pedestrian crossings installed. (Mudanjiang) (Number, Custom)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
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<th>Actual (Current)</th>
<th>End Target</th>
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<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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</tbody>
</table>

Number of emergency rescue equipment and specialized road maintenance equipment procured. (Harbin) (Number, Custom)

<table>
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<th>Actual (Previous)</th>
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<th>End Target</th>
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<td>30-Nov-2015</td>
<td>31-Dec-2017</td>
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At least one urban transport related policy/plan/strategy issued by each city (Harbin and Mudanjiang) (Text, Custom)

<table>
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<th>Actual (Previous)</th>
<th>Actual (Current)</th>
<th>End Target</th>
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<td>30-Nov-2015</td>
<td>31-Dec-2019</td>
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Overall Comments

Data on Financial Performance

Disbursements (by loan)

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<thead>
<tr>
<th>Project</th>
<th>Loan/Credit/TF</th>
<th>Status</th>
<th>Currency</th>
<th>Original</th>
<th>Revised</th>
<th>Cancelled</th>
<th>Disbursed</th>
<th>Undisbursed</th>
<th>Disbursed</th>
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<tbody>
<tr>
<td>P133114</td>
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Key Dates (by loan)

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<th>Loan/Credit/TF</th>
<th>Status</th>
<th>Approval Date</th>
<th>Signing Date</th>
<th>Effectiveness Date</th>
<th>Orig. Closing Date</th>
<th>Rev. Closing Date</th>
</tr>
</thead>
</table>
Cumulative Disbursements

Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.