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China: GEF Efficient and Green Freight Transport Project (P159883)

EAST ASIA AND PACIFIC | China | Transport Global Practice |
Global Environment Project | Investment Project Financing | FY 2019 | Seq No: 1 | ARCHIVED on 21-Apr-2019 | ISR36584 |

Implementing Agencies: PEOPLE'S REPUBLIC OF CHINA, Ministry of Transport

Key Dates

Key Project Dates

Bank Approval Date: 18-Dec-2018
Effectiveness Date: --
Planned Mid Term Review Date: 31-Dec-2021
Actual Mid-Term Review Date: --
Original Closing Date: --
Revised Closing Date:

Project Development Objective (PDO)

Project Development Objective (from Project Appraisal Document)

The development objective of the project is to (i) improve the Recipient's institutional capacity to formulate and evaluate policies and strategies to promote green freight transport systems; and (ii) pilot innovative carbon emission reduction measures in the freight transport sector in selected provinces.

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

No

Components

Name
1. National Technical Assistance and Policy Development:(Cost $4.85 M)
2. Subnational Technical Assistance and Pilots:(Cost $3.05 M)
3. Capacity Building, Monitoring and Evaluation, and Project Management:(Cost $5.77 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	--	Satisfactory
Overall Implementation Progress (IP)	--	Satisfactory
Overall Risk Rating	--	Moderate

Implementation Status and Key Decisions

The project was approved by the World Bank Board on December 18, 2018. Since then the National PMO at Ministry of Transport and Steering Committee have been set up. The signed legal certificate from Ministry of Finance for the GEF6 project was received on March 28, 2019. The National PMO has prepared a project implementation plan and is currently coordinating with implementation entities to ensure Project Implementation Agreements are in place as a condition for effectiveness. In parallel, NPMO has started detailed discussions on scope and relevant ToRs with research institutes and pilot agencies.

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

Results

PDO Indicators by Objectives / Outcomes

Improve the GoC's institutional capacity to formulate and evaluate policies and strategies

▸1. Number of analytical tools adopted by MOT for implementation in national planning and policy development (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	2.00
Date	13-Aug-2018	--	08-Apr-2019	31-Dec-2022
Comments:	This indicator will assess whether MOT has formally adopted and applied the analytical tools, namely the marginal abatement cost analytical tool for freight transport emission reduction and the national freight model, to inform freight planning and policy development and evaluation.			

▸2. Number of national plans adopted by MOT for implementation (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	2.00
Date	24-Aug-2018	--	08-Apr-2019	30-Dec-2022
Comments:	This indicator will assess whether MOT has formally adopted the national freight plans developed under this project for implementation. The national plans to be developed include the medium-to-long term multimodal freight transport plan, YREB multimodal freight development plan, action plan for multimodal			

	freight transport connectivity improvement for the BRI freight corridors, and the operation and management plan for the BRI freight corridors.

▸3. Number of guidelines on improving urban freight transport issued by MOT for implementation (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	1.00
Date	13-Aug-2018	--	08-Apr-2019	31-Dec-2022
Comments:	This indicator will assess whether MOT has formally adopted the guidelines for implementation as sector guidelines. The guidelines on improving urban freight transport include guidelines for green and efficient urban freight transport development and guidelines for improving efficiency of urban freight distribution.			

Pilot innovative carbon emission reduction measures in selected provinces

▸4. Total CO2 emission reduction (Tone, cumulative in project life cycle) (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	15,600,000.00
Date	13-Aug-2018	--	08-Apr-2019	31-Dec-2022
Comments:	The carbon emission reduction includes two parts: direct GHG emission from the pilots, and indirect GHG emission from dissemination and replication.			

Overall Comments

Project implementing arrangements are being set up.

Intermediate Results Indicators by Components

Component 1: National Technical Assistance and Policy Development

▸Number of national TAs completed (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	6.00
Date	24-Aug-2018	--	08-Apr-2019	30-Dec-2022
Comments:	This indicator will assess the number of the final deliverables of national TAs that has been completed and accepted by the project review committee.			

◢Number of national TAs informed by citizen engagement (Number, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	5.00

▸MOT adopts the medium-to-long term multimodal freight transport plan (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes

Date	24-Aug-2018	--	08-Apr-2019	30-Dec-2022
Comments:	This indicator will assess whether MOT has formally adopted the medium-to-long term multimodal freight transport plan.			

▸MOT adopts the E-commerce based urban freight distribution solution (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	24-Aug-2018	--	08-Apr-2019	30-Dec-2022
Comments:	This indicator will assess whether MOT has formally adopted the E-commerce based urban freight distribution solution.			

▸National freight flow model completed (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	24-Aug-2018	--	08-Apr-2019	30-Dec-2022
Comments:	This indicator will assess whether the national freight flow modal has been developed by TPRI.			

Component 2: Subnational Technical Assistance and Pilots

▸Percentage of Bohai Gulf ferry traffic that is drop-and-pull (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2.10	--	0.00	10.00
Date	24-Aug-2018	--	08-Apr-2019	30-Dec-2022
Comments:	The truck freight tonnage in drop-and-pull mode carried by ferry divided by total truck freight tonnage carried by ferry from Yantai to Dalian through Bohai Gulf. This indicator measures the freight transport efficiency improvement aspect of the PDO.			

▸Weifang adopts the proposal for improving urban freight transport efficiency (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	09-Jul-2018	--	08-Apr-2019	30-Dec-2022
Comments:	This indicator will assess whether Weifang Transport Bureau has adopted the proposal for improving urban freight transport efficiency.			

▸Xiamen Port adopts the sea-rail intermodal platform with railway information integrated (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	No	--	No	Yes
Date	09-Jul-2018	--	08-Apr-2019	30-Dec-2022
Comments:	This indicator will assess whether the railway information has been integrated into Xiamen Port sea-rail intermodal platform.			

▸Hubei Department of Transport adopts the Han River inland waterway integrated development plan (Yes/No, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target

Value	No	--	No	Yes
Date	09-Jul-2018	--	08-Apr-2019	30-Dec-2022
Comments:	This indicator will assess whether Hubei Department of Transport has adopted the Han River inland waterway integrated development plan.			

►Percentage of empty trucks on the return trip from rural villages to urban centers in Guangdong (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	95.00	--	0.00	80.00
Date	24-Aug-2018	--	08-Apr-2019	30-Dec-2022
Comments:	The number of empty return trips that are from rural villages (Qingyuan) to urban centers (Guangzhou) divided by the total number of return trips are from rural villages (Qingyuan) to urban centers (Guangzhou)			

►Villagers trained under the Guangdong integrated urban-rural distribution system pilot, cumulative (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	200.00
Date	24-Aug-2018	--	08-Apr-2019	31-Dec-2022
Comments:	This indicator will assess the cumulative number of villagers trained under the Guangdong integrated urban-rural distribution system pilot.			

◢Female villagers trained under the Guangdong integrated urban-rural distribution system pilot, cumulative (Number, Custom Breakdown)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	100.00
Date	23-Aug-2018	--	08-Apr-2019	31-Dec-2022

Component 3: Capacity Building, M&E, and Project Management

►Truck drivers trained at national green truck driver trainings, cumulative (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	300.00
Date	09-Jul-2018	--	08-Apr-2019	31-Dec-2022
Comments:	This indicator will monitor the number of truck drivers trained by means of training sessions and events that has been conducted as part of the capacity building in the proposed project. This indicator is calculated as the number of persons attending multiply the number of training days.			

►Persons trained in national-level trainings and workshops, cumulative (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	400.00
Date	31-Dec-2018	--	08-Apr-2019	31-Dec-2022
Comments:	Component 3 will organize technical workshops, trainings and study tours to build the capacity of government officials, researchers, and logistics practitioners. This indicator will assess the cumulative number of persons trained in national-level trainings and workshops.			

►International freight transport conferences held under TransFORM (Number, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	--	0.00	2.00
Date	31-Dec-2018	--	08-Apr-2019	31-Dec-2022
Comments:	International workshops will be held to disseminate the lessons learned and knowledge generated from this project. This indicator will assess the number of international freight transport conferences held under TransFORM.			

Data on Financial Performance

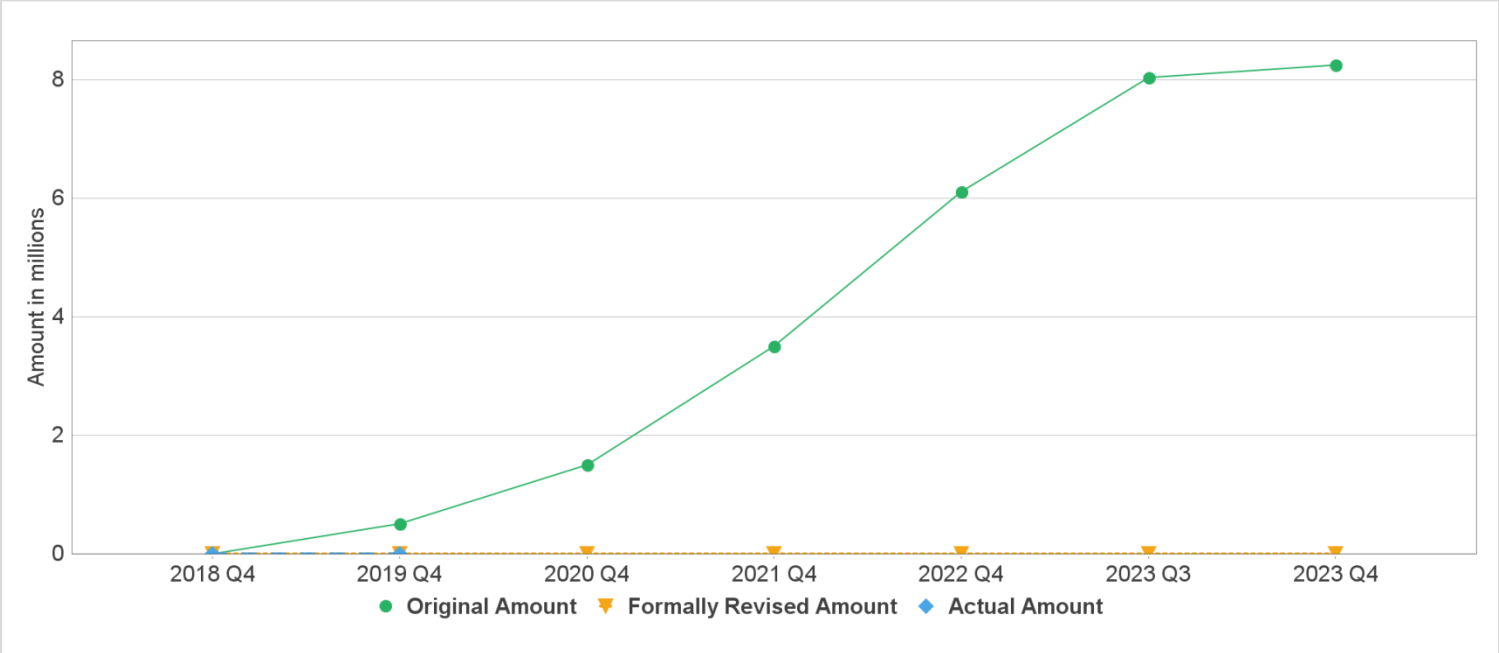
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date

Cumulative Disbursements



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Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.