PROJECT DATA SHEET

Project Data Sheets (PDS) contain summary information on the project or program: Because the PDS is a work in progress, some information may not be included in its initial version but will be added as it becomes available. Information about proposed projects is tentative and indicative.

PDS Creation Date	24 Nov 2006
PDS Updated as of	08 Dec 2010

Project Name	Chongqing-Guizhou Roads Development: Chongqing Component (Leichong Expressway)
Country	China, People's Republic of
Project/Program Number	29070-013
Status	Approved
Geographical Location	Chongqing Municipality

In preparing any country program or strategy, financing any project, or by making any designation of, or reference to, a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

Sector	Transport and ICT
Subsector	Road Transport
Strategic Agendas	–
Drivers of Change	–
Gender Equity and Mainstreaming Categories	–

FINANCING

Type/Modality of Assistance	Approval Number	Source of Funding	Approved Amount (US$ thousand)
Loan	1783	-	0
TOTAL			**US$ 0**

SAFEGUARD CATEGORIES

For more information about the safeguard categories, please see http://www.adb.org/site/safeguards/safeguard-categories

Environment	A
Involuntary Resettlement	–
Indigenous Peoples	–

SUMMARY OF ENVIRONMENTAL AND SOCIAL ISSUES

The EIA report concluded that there would be no major adverse environmental impacts provided the recommended mitigation measures are implemented. To ensure that environmental impacts related to the construction and operation of the Project are minimized, the environmental monitoring program and mitigation measures as specified in the EIAs and the summary EIA will be implemented. The main mitigation measures require that (i) appropriate countermeasures are taken to reduce noise for the residents near the alignment; (ii) preventive measures such as planting of trees and grasses, and construction of side ditches, torrent chutes, slope walls, and retaining walls will be taken to prevent soil erosion; and (iii) adverse impacts at borrow and spoil sites will be mitigated through contracts containing environmental covenants, and by supervising contractors during implementation. Chongqing will enhance its capacity for monitoring vehicle emissions. CECC will monitor vehicle emissions on the expressway in cooperation with the local environmental protection bureaus, traffic police, and other related organizations. Social issues included poverty reduction, resettlement, and minority people. Better access to economic centers will help develop the local economy and improve the distribution system for final goods and inputs. The expressway construction will generate 6,000 jobs, and the feeder road upgrading about 16,000 jobs. The subsequent expressway operation and maintenance will create about 500 jobs, particularly in the toll stations along the expressway. The construction, operation, and maintenance jobs will provide valuable supplementary incomes for many households. Women will be given equal opportunities for such jobs, in accordance with the ADB's Policy on Gender and Development. CECC will maximize employment opportunities in operation and maintenance of the expressway, including the toll stations and service areas, for members of vulnerable households affected by resettlement.

Environmental Aspects

–

Involuntary Resettlement

–

Indigenous Peoples

–

STAKEHOLDER COMMUNICATION, PARTICIPATION, AND CONSULTATION

Direct public involvement has been an ongoing element in the development and design of the Project. Public participation and consultation has occurred (i) as part of the process of investigating routes and sites for project facilities and design alternatives; (ii) for the preparation of the social analysis, EIAs, and the resettlement plan; (iii) to inform the people affected about the project objectives and to understand their priorities, needs, and concerns; and (iv) through dialogue with the county and township representatives in the project area, to ensure that local concerns are adequately addressed in the project design and thereby gain their support and cooperation during implementation. Consultations were also carried out in selected townships served by the feeder roads included in the Project. Between May 1996 and February 2000, over 430 people were consulted to gain insights from beneficiaries on the project formulation and design.

During Project Design

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During Project Implementation

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DESCRIPTION

The Project will enhance incomes and contribute to reducing poverty in the southwestern Chongqing Municipality and northern Guizhou Province by increasing the capacity of the national, provincial, and county road network. The Project will: (i) improve access of industrial and agricultural enterprises to markets; (ii) improve access of the rural population to market opportunities, social services, and employment; (iii) attract investment through providing additional transport capacity in the Project area; and (iv) alleviate congestion and reduce accidents on existing roads. The Project will also support sector reforms relating to nongovernment financing, road safety, and corporatization of expressway operations. The Project scope includes: (i) construction of 50 km of four-lane, access-controlled, toll expressway, including interchanges, bridges and tunnels, and service areas; (ii) upgrading of 122-km feeder roads; (iii) procurement of equipment for toll collection, traffic management and safety, communications, maintenance, and administration; (iv) land acquisition and resettlement; and (v) training and consulting services for construction supervision, traffic safety engineering, and monitoring and evaluation.

PROJECT RATIONALE AND LINKAGE TO COUNTRY/REGIONAL STRATEGY

Major roads in the PRC, including Chongqing Municipality and Guizhou Province, are congested and dangerous. Increases in the supply of consumption goods and in passenger travel have led to a faster increase in demand for road transport and other modes. Most roads contain a mix of fast and slow moving traffic, which reduces average speeds and increases road accidents. The Government's strategy for alleviating road transport bottlenecks is reflected in the development of the National Trunk Highway System (NTHS) to build a 30,000 km network of high quality interprovincial highways. As of the end of 1999, the ADB has made thirteen loans for NTHS sections, including four in the southwestern interior provinces. The Project forms the northern portion of the 1,129 km Chongqing-Zhangjiang Expressway, one of the seven priority routes of the NTHS, and it is also part of the road development program of the Government's Western Region Development Strategy.

DEVELOPMENT IMPACT

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PROJECT OUTCOME

Description of Outcome	Progress Towards Outcome
–	–

OUTPUTS AND IMPLEMENTATION PROGRESS

Description of Project Outputs	Status of Implementation Progress (Outputs, Activities, and Issues)
–	–

BUSINESS OPPORTUNITIES

Date of First Listing	24 Nov 2006
Consulting Services	International and domestic consulting services will be required for construction supervision, monitoring and evaluation, and training. Advance recruitment action was approved by ADB on 31 March 2000. The government's invitation letters were issued on 31 August 2000 for the Chongqing component (Leichong Expressway) and on 26 October 2000 for the Guizhou component (Chongzun Expressway).
Procurement	All procurement to be financed under ADB will be carried out in accordance with the ADB's Guidelines for Procurement and will include civil works for earthworks, bridges, and tunnels under international competitive bidding (ICB) arrangements. Traffic engineering and equipment will also be procured. Advance procurement action was approved by ADB on 31 March 2000. Prequalification documents were issued on 15 May 2000 and its evaluation reports are being prepared by the EAs..
Procurement and Consulting Notices	http://www.adb.org/projects/29070-013/business-opportunities

TIMETABLE

Concept Clearance	31 Jan 1997
Fact-finding	07 Sep 1999 to 23 Sep 1999
Management Review Meeting	31 Mar 2000
Approval	21 Nov 2000
Last Review Mission	–

MILESTONES

Approval No.	Approval	Signing	Effectivity	Closing		
				Original	Revised	Actual
Loan 1783	21 Nov 2000	29 Aug 2001	27 Nov 2001	30 Sep 2005	31 Mar 2007	29 Jan 2008

STATUS OF COVENANTS

Covenants are categorized under the following categories—audited accounts, safeguards, social, sector, financial, economic, and others. Covenant compliance is rated by category by applying the following criteria: (i) Satisfactory—all covenants in the category are being complied with, with a maximum of one exception allowed, (ii) Partly Satisfactory—a maximum of two covenants in the category are not being complied with, (iii) Unsatisfactory—three or more covenants in the category are not being complied with. As per the 2011 Public Communications Policy, covenant compliance ratings for Project Financial Statements apply only to projects whose invitation for negotiation falls after 2 April 2012.

Approval No.	Category						
	Sector	Social	Financial	Economic	Others	Safe	Project Financial Statements
Loan 1783	–	–	–	–	–	–	–

CONTACTS AND UPDATE DETAILS

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Responsible ADB Department	East Asia Department
Responsible ADB Division	Transport and Communications Division, EARD
Executing Agencies	Chongqing Expressway Development Compnay Limited *

LINKS

Project Website	http://www.adb.org/projects/29070-013/main
List of Project Documents	http://www.adb.org/projects/29070-013/documents