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	15 Nov 2006
PDS Updated as of	16 Jan 2008

Project Name	Ganzhou-Longyan Railway
Country	China, People's Republic of
Project/Program Number	33442-013
Status	Approved
Geographical Location	Jiangxi and Fujian provinces

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 and/or Subsector Classification	Transport and ICT / Rail Transport
Thematic Classification	Economic growth
Gender Mainstreaming Categories	–

FINANCING

Type/Modality of Assistance	Approval Number	Source of Funding	Approved Amount (US$ thousand)
Loan	1850	-	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

An Environmental Impact Asseessment (EIA) was prepared for the project in August 2000, and the overall conclusion of the EIA was that the adverse environmental impacts arising from the construction and operation of the Ganzhou Longyan Railway (GLR) can be appropriately mitigated by undertaking suitable measures. The monitoring results have been reported by Ministry of Railway (MOR) to ADB through the quarterly progress reports and the annual external monitoring reports. In July 2006, the State Environment Protection Administration (SEPA), MOR, and Jiangxi and Fujian provincial environmental protection bureaus, Ganzhou and Longyan City environmental protection bureaus jointly conducted the final examination of environmental mitigation measures and monitoring systems of the Project, and concluded that the Project has complied with the requirements of the EIA and domestic regulations. The final acceptance of the Project by SEPA was obtained on 30 November 2006. During the project preparation in 2001, the MOR prepared the draft Resettlement Plan (RP) in accordance with the 1998 Land Administration Law of the People's Republic of China (PRC). The draft RP was refined by the Project Preparatory Technical Assistance (PPTA) consultant to address the concerns of ADB and incorporate the results of a socioeconomic sample survey carried out under the PPTA. Copies of the RP, in Chinese, were provided to the project counties and Railway Construction Support Offices (RCSOs). To ensure that affected people are made aware of their rights regarding compensation and relocation, a resettlement information booklet was prepared by Implementing Agency (IA) and distributed by local government to the affected villages along the railway before commencement of land acquisition and resettlement. MOR has engaged the Research Institute of the Southwest Jiaotong University (RI-SJU) to independently monitor RP implementation, conduct annual survey updates during resettlement implementation, report on completion of the resettlement, and evaluate the resettlement process two years after completion of resettlement. Due resettlement monitoring and evaluation reports have been submitted to ADB. An evaluation report on poverty reduction impact of the Project was submitted by the monitoring agency on 3 December 2007.

Environmental Aspects

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Involuntary Resettlement

–

Indigenous Peoples

–

STAKEHOLDER COMMUNICATION, PARTICIPATION, AND CONSULTATION

During Project Design

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During Project Implementation

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DESCRIPTION

The goal of the Project is to promote sustainable economic growth by providing railway transportation in unserved, less developed and poor areas. Economic railway transportation will create the conditions necessary for developing local resources, generating employment and income-enhancing opportunities that will raise living standards and reduce poverty. The project scope comprises (i) constructing a single-track, standard-gauge railway between Ganzhou and Longyan including subgrades, bridges and culverts, and tunnels; (ii) laying railway track consisting of rails and accessories, concrete sleepers, and stone ballast; (iii) constructing new railway stations complete with facilities; (iv) providing modern technology and equipment for signaling, communications, management information system, freight and container yard operation, and mechanized maintenance of track; (v) providing training on the use and maintenance of modern equipment; (vi) protecting the environment and mitigating adverse environmental effects; (vii) acquiring land and resettling affected people; (viii) providing consulting services for design, construction supervision and quality control,

procurement, environmental monitoring, and monitoring of resettlement and social impact; and (ix) strengthening institutional capabilities.

PROJECT RATIONALE AND LINKAGE TO COUNTRY/REGIONAL STRATEGY

The GLR will form a key link along the east-west corridor through the unserved mountainous and poor areas across eight counties (including six poverty counties) in southern Jiangxi and western Fujian provinces. This region is rich in natural resources and is known for scenic landscape and historical sites. But due to poor accessibility and lack of economic transport these resources could not be developed and the region has remained less developed and poor. The poverty incidence below the international poverty line ($1 per capita per day) is 21 percent. The mountainous terrain has limited the development of natural resources. Transport capability needs to be developed for catalyzing economic activity in the project area and creating employment and income generating activities for the people. The GLR will provide high quality and low cost transportation that will catalyze natural resources and industries development, and, therefore, bring more income to the local community and help reduce poverty in this region. In addition, GLR will provide an important transit link for the unserved poor inland regions in the southwest of the PRC when the proposed railway line west of Ganzhou to Chenzhou and Liuzhou (in Guangxi Province) is constructed. The GLR's strategic positioning between the Port of Xiamen and the Jing-Jiu Railway (a major north-south railway artery), and its connections to the national network will improve traffic maneuverability and reduce constraints that will increase overall efficiency of the national railway network.

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	15 Nov 2006
Consulting Services	Consulting services for construction supervision and quality control, monitoring and evaluation of resettlement, and monitoring of environment management were engaged by MOR following Government procedures. These services are financed by MOR from own resources. International consulting services for institutional strengthening of marketing and business development functions and for reviewing impact on the railway sector of the PRC's commitments for accession to the World Trade Organization were engaged in accordance with ADB's Guidelines on the Use of Consultants.

Procurement	Procurement is ongoing.
Procurement and Consulting Notices	http://www.adb.org/projects/33442-013/business-opportunities

TIMETABLE

Concept Clearance	16 Jul 1999
Fact-finding	27 Feb 2001 to 16 Mar 2001
Management Review Meeting	09 Apr 2001
Approval	30 Oct 2001
Last Review Mission	–

MILESTONES

Approval No.	Approval	Signing	Effectivity	Closing		
				Original	Revised	Actual
Loan 1850	30 Oct 2001	21 Dec 2001	02 Apr 2002	31 Dec 2006	30 Sep 2007	16 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 1850	–	–	–	–	–	–	–

CONTACTS AND UPDATE DETAILS

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Responsible ADB Division	Transport and Communications Division, EARD
Executing Agencies	Ministry of Railways Liu Junfu

LINKS

Project Website	http://www.adb.org/projects/33442-013/main
List of Project Documents	http://www.adb.org/projects/33442-013/documents