China, People's Republic of: Beijing Sustainable Urban Transport Project

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<tr>
<th>Project Name</th>
<th>Beijing Sustainable Urban Transport Project</th>
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<td>Project Number</td>
<td>45026-001</td>
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<td>Country</td>
<td>China, People's Republic of</td>
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<td>Project Status</td>
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<td>Project Type / Modality of Assistance</td>
<td>Technical Assistance</td>
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<td>Source of Funding / Amount</td>
<td>TA 7976-PRC: Beijing Sustainable Urban Transport Technical Assistance Special Fund US$ 450,000.00</td>
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Strategic Agendas
- Environmentally sustainable growth
- Inclusive economic growth

Drivers of Change
- Transport - Urban public transport

Gender Equity and Mainstreaming
- No gender elements

Description
The proposed TA is intended to support the BMG in finding suitable and sustainable solutions to its urban transport problems. In so doing, the TA will directly support the emerging urban transport priorities of the PRC's Twelfth Five-Year Plan, 2011-2015 and ADB's country partnership strategy. It is also aligned with the pillars of ADB's Strategy 2020, focusing on inclusive and environmentally sustainable growth. The TA addresses one of the focus areas of ADB's Sustainable Transport Initiative Operational Plan.

Three main types of strategy options will be examined:
1. TDM strategies including (a) past strategies such as restricting vehicle ownership and usage, and parking pricing; and (b) potential new strategies such as charging schemes including congestion pricing, fuel pricing, distance-based pricing, and fee and rebate schemes; (ii) infrastructure improvement strategies, based on a review of Beijing's transport infrastructure development plans and identification of strategy options with potential to contribute to a more sustainable balance between private vehicles, public transport, and nonmotorized transport, including metro development and bus priority lanes; and (iii) traffic operation improvement strategies, based on a study of the relationship between Beijing's road network structure and traffic congestion, and identification of promising improvement options such as on-ramp and off-ramp metering during peak hours.

Project Rationale and Linkage to Country/Regional Strategy
Previous initiatives, studies, and data collection activities to address urban transport and traffic management in Beijing have not been sufficiently coordinated and comprehensive to generate integrated solutions. The potential short- and long-term strategies need to be evaluated on a common basis to determine and compare their likely effectiveness. This evaluation needs to consider a range of sustainability evaluation indicators such as emissions, health costs, and the quality of services in addition to the congestion index (which relies solely on road speeds). The aim is to determine the individual measures and combinations that could provide the basis for an effective integrated urban transport management policy and strategy for Beijing.

Impact
An energy efficient, environment friendly and intelligent urban transport system developed in Beijing

Project Outcome
- Recommendations for sustainable urban transport policy and traffic management strategies for Beijing are submitted to BMG
- Outcome will be realized after Project completion.

Implementation Progress
- 1. Recommendations for sustainable urban transport policy and traffic management strategies for Beijing are produced
- 2. Beijing urban transport policy and strategy evaluation model are established
- 3. Knowledge product on sustainable urban transport strategy for Beijing published

Status of Implementation Progress (Outputs, Activities, and Issues)
- 2 consulting firms have been recruited (1 international, 1 national). Both firms will undertake the model improvement project as partners in a cooperative way.

Geographical Location

Summary of Environmental and Social Aspects

Environmental Aspects

Involuntary Resettlement

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design
- During project design period, several consultations with BASS, BTRC and GIZ have been made through missions and correspondences.

During Project Implementation
- The Beijing Academy of Social Science (BASS) will provide the existing Beijing transport policy data and the BTRC will make the Beijing transport model available. The BTRC has agreed to collaborate with the TA. Its TMD will provide access to the Beijing transport model and traffic data. ADB and GIZ will promote close collaboration and information sharing between the two TA projects to maximize synergies and avoid duplication.
The TA will require 13 person-months of international and 24 person-months of national consulting services to carry out the terms of reference. A combination of international and national firms and individual consultants will be engaged by ADB in accordance with ADB’s Guidelines on the Use of Consultants (2010, as amended from time to time). The need to recruit individuals in addition to firms for this assignment is because the TA is an advanced assignment that requires a high level of specific expertise in TDM, transport pricing policy, NMT, transport emission analysis, transport and traffic analysis model and network analysis. These are new themes even within the developed countries and it is unlikely that the required skill sets would be available within any particular firm. Also the individuals may have to be drawn from academia in order to develop the best practice guide that collates varied experiences in multiple countries.

BASS will provide a suitably furnished office with utilities and telecommunication access, materials, data, and documents required by the TA; and will cover the cost of utilities for the consultants, counterpart professional staff, and support staff. TA equipment will be procured by the consultants in accordance with ADB’s Procurement Guidelines (2010, as amended from time to time) and transferred to BASS upon completion of the TA.

The Beijing Transport Model is suitable for the TA subject to making certain enhancements such as converting peak, non-peak hour modeling to hour-by-hour modeling and attaching emission calculation modules. The emission module for the Beijing Transport Model will be procured by the consultants in accordance with ADB’s Procurement Guidelines (2010, as amended from time to time) and transferred to TMD upon completion of the TA.

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TA 7976-PRC

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