

Quarterly Report on GEF China Sustainable Cities Integrated Approach Pilot Project

September, 2018

Project Progress

1 Ministry of Housing and Urban-Rural Development of the People's Republic of China (MOHURD)

MOHURD submitted a technical assistance report, funded by a GEF project preparation grant, for the design of the National TOD Platform on March 22, 2018. The design of the National TOD Platform is currently being further refined through expert review. The work to develop and trial modules of the platform will begin by end of 2018.

1

2 Nanchang

The project launch meeting for Nanchang was held in at Nanchang Municipal Government on May 16, 2018. Barjor E. Mehta (Lead Urban Specialist), Gerald Paul Ollivier (Lead Transport Specialist), Fang Wanli (Urban Economist), Jia Wenyu (Senior Urban Transport Specialist) and Yang Yi (Operations Analyst) from World Bank joined the launch meeting. Zhang Xiaofei, Director of Nanchang Municipal Commission of Development and Reform presented the project progress and future work arrangements on behalf of Nanchang Project Management Office.

2

3 World Bank

The first project implementation support workshop was held in World Bank's Beijing Office on June 13, 2018, and Ms. Joanna Masic and Ms. Fang Wanli (the Project Task Team Leaders), moderated the workshop. Representatives from MOHURD and the seven participating cities (of Beijing, Tianjin, Shijiazhuang, Nanchang, Ningbo, Guiyang and Shenzhen) participated in the meeting. Gerald Ollivier, Lead Transport Specialist and Head of WB's TOD Community of Practice joined the workshop to share the latest TOD resources and tools with the cities. During the workshop, the template for project implementation progress reporting was issued. All representatives actively shared their project implementation experience and World Bank specialists provided technical guidance in terms of technical design, procurement, financial management, environmental and social safeguards. Also, the workshop participants agreed on key actions and next steps to make smooth progress in project implementation.

3

Project Implementation Progress

| | M | BJ | TJ | SJZ | NB | NC | GY | SZ |
|--|-----------|-----------|-----------|--------------|--------------|-----------|-----------|-----------|
| City-level TOD Strategy TOR (Draft) | Submitted | Submitted | Submitted | Not Involved | Not Involved | Submitted | Submitted | Submitted |
| City-level TOD Strategy TOR (WB Revision) | Submitted | Submitted | Submitted | Not Involved | Not Involved | Submitted | Submitted | Submitted |
| City-level TOD Strategy TOR (to be submitted) | Submitted | Submitted | Submitted | Not Involved | Not Involved | Submitted | Submitted | Submitted |
| City-level TOD Strategy TOR (submitted to STEP) | Submitted | Submitted | Submitted | Not Involved | Not Involved | Submitted | Submitted | Submitted |
| Annual Work Plan (2018) | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted |
| Designated Account Set up | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted |
| Project Leading Group Establishment | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted |
| Project Implementation Progress Report (Draft) | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted |
| Project Implementation Progress Report (WB Revision) | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted | Submitted |

Submitted Not Submitted Not Involved

M – MOUHURD
 BJ – Beijing
 TJ – Tianjin
 SJZ – Shijiazhuang
 NB – Ningbo
 NC – Nanchang
 GY – Guiyang
 SZ – Shenzhen

Issue No. 1

By August, 2018

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Latest China TOD Knowledge Events

Rail-Station-City Integrated Development & Innovation Seminar

On May 10, 2018, this academic seminar was held in Hangzhou. It was co-sponsored by Zhejiang Urban Planning Society and Hangzhou Urban Planning Association, organized by Hangzhou City Planning & Design Academy and NIKKEN SEKKEI, and supported by China Urban Planning Youth Working Committee and the Urban Planning Association of Hangzhou Institute of Civil Engineering and Architecture. All experts and scholars specialized in rail transit and urban planning from Mainland China, Hong Kong, and Japan shared experiences on Rail-Station-City Integrated Development and explored rail transit TOD and TOD cases from different countries to provide valuable experience for Hangzhou and Zhejiang Province. ([Linkage to news report](#))

Rail Cities, Rail+Property Economy--China Urban Rail Transit TOD Development Research Report

On May 30, 2018, Southwest Jiaotong University (Shanghai) TOD Research Center and Shanghai E-house China R & D Institute issued the Rail Cities, Rail + Property Economy--China Urban Rail Transit TOD Development Research Report in Shanghai. The report points out that TOD around urban rail transit mainly focuses on land development. First, it may promote land-intensive development, incentivize redevelopment and effective use of urban land, and increase available land resources for first-tier and key second-tier cities facing increasingly scarce land resources; Second, it may generate revenue from real estate development, which can be used to subsidize rail transit construction; Third, it may create synergy between rail transit enterprises and real estate enterprises and promote the formation of mixed-use urban communities, which is a win-win solution for all parties. ([Linkage to news report](#))

Workshop: TOD and Urban Transport Development

On June 1, 2018, the second workshop sponsored by China's Urban Transportation E-Forum and organized by Shenzhen Urban Transport Planning Center, was held in Shenzhen. Under the theme of "TOD and Urban Transport Development", the workshop discussed how TOD moves from concept to reality, and covered TOD development strategies and practices in Beijing, Shanghai, Shenzhen and Guangzhou. Also, it covered how public transportation guides urban redevelopment and shared information on a recently developed TOD development index for Chinese cities. ([Linkage to news report](#)) (conference materials [1](#) [2](#) [3](#) [4](#) [5](#))

Urban Rail TOD and Innovative Financing Forum

On June 14, 2018, the 2018 Beijing International Urban Rail Transit Exhibition (Metro Trans 2018) and Summit Forum was held in Beijing. It was jointly organized by China Association of Metros Media Convention and Exhibition Center, Southwest Jiaotong University (Shanghai) TOD Research Center, and Metro Land Corporation Ltd. During this event, the "Urban Rail TOD and Innovative Financing Forum" discussed three major issues: TOD policies and regulations and rail transit investment and financing reform and innovation, TOD project land acquisition and co-development, and TOD project implementation in practice. World Bank GEF China Sustainable Cities Integrated Approach Pilot Project task team and city representatives attended the forum together. ([Linkage to news report](#)) (conference materials [1](#) [2](#) [3](#) [4](#) [5](#) [6](#) [7](#) [8](#) [9](#))

Photo No.1: Joanna Masic(left) and Gerald Ollivier(right) at Urban Rail TOD and Innovative Financing Forum
Source: China Urban Rail Association ([Link](#))



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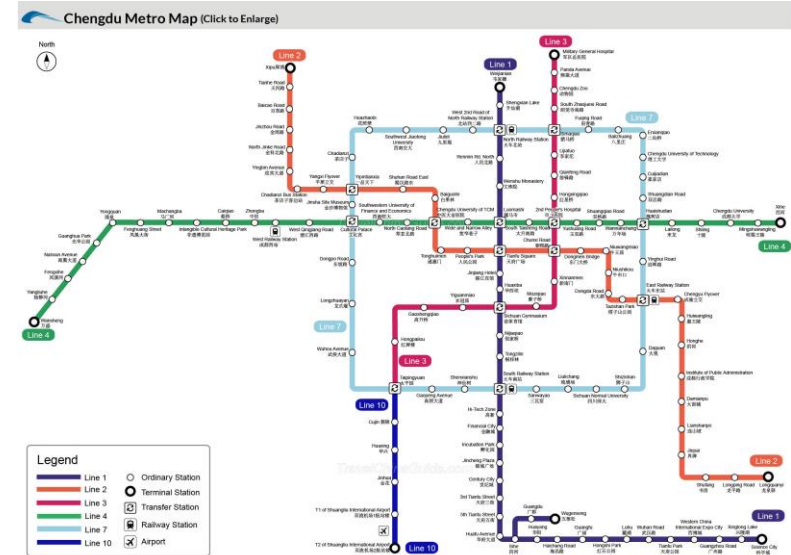
September, 2018

China TOD Industry News

Chengdu Metro + MRT

On May 11, 2018, Chengdu Rail Transit Group Co., Ltd and Hong Kong MTR Co., Ltd signed a “Chengdu Rail Transit TOD Project Cooperation Agreement”. According to the Agreement, Chengdu will learn from Hong Kong’s rail network operation and integrated planning, construction, operation and management of surrounding properties, promoting the cooperation between the two parties to develop properties along rail. MTR Corporation will provide professional advice on the integrated development of Xipu Station, Sanshe Road Station and Luxiao Station on Metro Line No.6 which is under progress in Chengdu, including but not limited to planning and layout, development and positioning, and station integration. ([Linkage to news report](#))

Image No.1: Chengdu Metro Map(operated)
Source: Chengdu Transportation Guide([link](#))



Sunvision + AECOM

On May 25, 2018, AECOM, a world class infrastructure service provider and Sunvision Holdings Inc., a subsidiary of Shanghai-based Fosun, one of China’s largest investment conglomerates, held a strategic partnership meeting around the establishment of a joint venture company focused on developing TOD project opportunities while promoting the sound development of the domestic infrastructure industry. The joint venture signing ceremony was at Shanghai Bund Financial Center. According to the strategic cooperation framework agreement signed by the two parties, the joint venture company will form a special team immediately after establishment to actively integrate the business resources of the two parties in China and start collaboration on several project opportunities in the pipeline.(Linkage to news report [1](#) [2](#))

Photo No.2: Fosun and AECOM sign joint venture to pursue Transit Oriented Development opportunities across the People’s Republic of China
Source: AECOM Press Release([link](#))



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China TOD Policy Update—National Level

Guiding Opinions on Promoting Rational Development and Construction in Surrounding Areas of the High-speed Railway Stations

On May 7, 2018, the National Development and Reform Commission, the Ministry of Natural Resources, MOHURD and China Railway Corporation jointly issued [the Guiding Opinions on Promoting Rational Development and Construction in Surrounding Areas of the High-speed Railway Stations\(HSRs\)](#)” (Fa Gai Ji Chu[2018] No. 514). This document clarifies the following priorities: that the development and construction of HSRs should be implemented using the most stringent arable land protection and land-saving systems; by ensuring the comprehensive use of above-ground and underground space and actively promoting the development and use of underground space; considering the comprehensive development of rail transit property and land-saving technologies and approaches to improve intensive land use; and ensuring integrate development of industries with urban areas and stations with urban areas and avoid homogeneous industrial layout alongside HSR stations or mono real estate developments.

Opinions on Further Strengthening the Management of Urban Rail Transit Planning and Construction

On June 28, 2018, the General Office of the State Council issued the [Opinions on Further Strengthening the Management of Urban Rail Transit Planning and Construction](#) (Guo Ban Fa [2018] No. 52), which improves the relevant economic indicators for the construction of subways and light rail. Among these indicators, is that the general public financial budget revenue of cities that propose to construct a subway system should be more than RMB 30 billion, the regional GDP should be more than RMB 300 billion and the permanent population in downtown areas should be more than RMB 3 million. For light rail, the general public financial budget revenue of a city applying to construct light rail should exceed RMB 15 billion, the regional GDP should be more than RMB 150 billion and the downtown residential population should be over 1.5 million. The initial passenger transport intensity of the proposed subway and light rail lines should not be less than 0.7 million people per kilometer per day for subway and 0.4 million people per kilometer per day for light rail. The long-term passenger flow scale should reach one-way peak hours of more than 30,000 times for subway and more than 10,000 times for light rail. ([Relevant analysis](#))

Notice on Pre-Trial of Land Use for Major Construction Projects Occupying Permanent Basic Farmlands

On July 30, 2018, the Ministry of Natural Resources issued the [Notice on Pre-Trial of Land Use for Major Construction Projects Occupying Permanent Basic Farmlands](#). (Zi Ran Zi Gui [2018] No.3). This notice requires that major construction projects explicitly supported by the Party Central Committee and State Council, military construction and defense, transportation and other major construction projects occupying permanent basic farmland be included in the scope of land pre-trials. Among them are transit projects including airport projects, railway projects and highway projects. Railway projects include nationally-planned railway projects, railway special-line projects set forth in the Advance Transportation Structure Adjustment Action Plan (2018-2020), the inter-city railway projects with a clear construction plan approved by the State Council’s investment authority as well as urban rail transit projects. It is also requiring these projects strictly allocate and have clear justification for the permanent use of basic farmland, and stringently implement the pre-trial and post-trial supervision.

Image No.2: Transit-oriented and mixed-used neighborhood

Image Source: Visually ([link](#))

A walkable mixed-use neighborhood

A walkable neighborhood features a variety of uses and locates jobs, shops, and transit stations within walking distance of housing.



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China TOD Policy Update—City Level

1. Urumqi

Urumqi Municipal People's Congress Standing Committee Meeting decided to carry out the one-week public consultation for the [Urumqi Rail Transit Management Regulations \(Draft\)](#) on March 6, 2018. The Draft stipulates that the if municipal rail transit operating unit implements integrated development, it may obtain land use rights by means of capital contribution or agreement transfer; the municipal rail transit operating unit may conduct integrated development within scope of rail transit land and adjacent areas along the rail transit, after the approval by the municipal government.

2. Nanjing

Nanjing Municipal People's Government approved the [Nanjing Underground Space Development and Utilization Management Measures](#) on April 8, 2018. The Management Measures clarified the key areas for underground space development refer to the key construction centers, integrated transportation hubs and rail transit stations. The detailed underground spatial planning of key areas should be prepared as per planning guidance and requirements.

3. Zhengzhou

Zhengzhou Municipal People's Government released the [Guideline on Land Integrated Development and Construction of Areas Adjacent to Zhengzhou Rail Transit Sections \(Field\) and Stations Alongside \(trial\)](#) on June 5, 2018, which adapted and supplemented the current norms, standards and management regulations for the integrated development of the rail transit sections (field) and the stations alongside.

6. Hangzhou

Following the [Hangzhou Underground Space Development and Utilization Management Measures](#) issued in July 2017, Hangzhou Municipal Government issued the [Implementation Measures for the Integrated Development of Ground and Underground Space for Urban Rail Transit in Hangzhou](#) on July 17, 2018, to implement above-ground and underground integrated development. The Implementation Measures clarified the scope of application of comprehensive land development, differential land supply policy, intensive land-saving approaches and three-dimensional hierarchical allocation of power to optimize land supply, standardization procedures, and clarifies the spatial scale for control, refines the construction period, and provides supporting safeguard measures to promote the comprehensive, composite and efficient use of land, and encourages planning and construction departments to participate in the whole process.

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- City with policy updated
 - GEF-SCIAP participating cities
 - GEF-SCIAP participating cities with policy updated

5. Shenzhen

The Shenzhen Municipal Planning, Land & Resources Commission has started a one-month public consultation on the [Interim Measures for the Development and Utilization of Underground Space in Shenzhen since June 27, 2018](#) (draft for comments). The Interim Measures adjusts the contents of the underground space planning system and land use right, and clarified the underground space is an important supplement to ground space that mainly provides basic services facilities for ground space, and proposes the establishment of the underground space comprehensive information management platform by Shenzhen Municipal Government.

4. Fuzhou

Fuzhou People's Government issued the [Fuzhou Underground Space Development and Utilization Management Measures](#), June 19, 2018, defining underground space and uses, strengthening the planning and management of urban underground resource space and promoting the underground space development and utilization.

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Report Distribution



Upcoming TOD Events in China



[2018 The 5th Rail Transit TOD&PPP Forum](#)
November 7-9th, Shanghai, China



[2018 Annual National Planning Conference](#)
November 24-26th, Hangzhou, China

Urban Cases

Theme of the current Issue: Policy Design and Institutional Arrangement to enable TOD A Case Study: Dongguan, Guangdong Province

November 2013 Dongguan Municipal Government issued the Dongguan Rail Transit TOD Planning and Construction Work Implementation Plan.

January 2018 The Standing Committee of the Dongguan Municipal Committee reviewed and approved “1+N” policy documents for the development of rail transit construction.

Guangzhou Bus Rapid transit (BRT) corridor and connecting bus and metro lines
February 2011



The Opinions on Speeding up the Construction and Development of Rail Transit through Innovating Systems & Mechanisms proposes to further highlight the commuting role of rail transit in the downtown area, and encourage Dongguan to proactively connect the two core cities of Guangzhou and Shenzhen to explore “Rail + Property”, “Rail + Community” and other development modes, change the previous financial direct investment model – i.e. “land value capture”, link the first-phase (i.e., raw land to serviced land) and second-phase (i.e., real estate development) land exploitation around the rail transit sites, develop a reasonable land revenue distribution mechanism to encourage land value appreciation to finance the costs of rail transit construction and operation, and classify TOD sites to apply different coordinating modes to fully mobilize different levels of governments and private sectors to participate in comprehensive TOD development, and materialize the comprehensive effects of rail transit in improving city quality of life.



Theme of the current Issue: Policy Design and Institutional Arrangement to enable TOD A Case Study: Dongguan, Guangdong Province

Ideal travel times from mass transit stations



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[\(Image Source Link\)](#)



- [Dongguan Urban Rail Transit Construction Management Measures](#) clarifies the composition of the TOD development leading group, the corresponding powers and responsibilities, the assessment mechanisms, and sets the specific scope of rail transit control protected area as well as the special protection zone for rail transit.
- [Dongguan Rail Transit Construction Investment and Financing Management Measures](#) clearly stipulates the main urban rail transit investment and financing entities in Dongguan will carry out comprehensive TOD at intercity rail transit stations, which is dominated by land income, assisted by government investment and supplemented by continuous financing; the Municipal Finance Bureau establishes and manages the specific rail capital accounts, sets forth the distribution ratio of first and second development income from the land, and provides safeguards measures.
- [Management Measures of Specific Land Reserves of Land Surrounding the Rail Transit Stations in Dongguan](#) defines the division of responsibilities of all functional departments in the process of land contraction and pre-development, divides land reserves around the site along the rail transit by distance and formulates compensation modes and land revenue sharing rules.
- [Dongguan Rail Transit Station Area Planning and Management Measures](#) clarifies the overall requirements for land development in the station area, the overall requirements for the reasonable connection of rail transit facilities, clarifies overall TOD strategy research, the TOD integrated development plans, and the rail transit station complex (transit integrated development, TID) planning, requirements and approval procedures for conceptual plans.
- [Regulations for the Comprehensive Development of Land Surrounding Rail Transit Stations and Stations Complex Construction in Dongguan](#) clarifies TOD coordination types as well as development and implementation mode, formulates the working procedures for compensation and storage standards, and sets forth the specific contents of TOD integrated development planning and TID conceptual plan. Review the approval process, formulate the pre-development procedures of the reserve land around the TOD integrated development site, clarify the TOD project management model, formulate principles for the development and utilization of underground space in the TOD areas, and clarify specific investment and financing modes. Attached the [Dongguan Rail Transit Construction and TOD Development Flowchart](#) and [Major TOD and TID Project Flowchart](#).