Early Warning System

WB-P179822

Support to the Bogota Metro Line 2 Project (Series 1)

Quick Facts

Countries	Colombia
Financial Institutions	World Bank (WB)
Status	Canceled
Bank Risk Rating	A
Voting Date	2025-09-25
Borrower	EMPRESA METRO DE BOGOTA
Sectors	Transport
Investment Type(s)	Loan
Investment Amount (USD)	$ 1,875.00 million
Loan Amount (USD)	$ 1,875.00 million
Project Cost (USD)	$ 7,920.00 million

Project Description

According to the WB, the PDO of the proposed SOP 1 is to improve readiness for the implementation of the Bogota Metro Line 2.

The proposed project will support the construction of the first phase of the Bogota Metro Line 2 project, a 15.5 km metro line with 11 stations, 14.5 km underground, and 1 km elevated section. The first phase will encompass the construction of the railyards-workshop area; however, the ESRS comprises the full extent of the Project, which will be financed through a second lending operation. The alignment transcurs along the densely urbanized boroughs of Suba and Engativa, bordering the Juan Amarillo wetlands (humedal) and heading to Calle 72, in Bogota's CBD, connecting directly with the northernmost station of the Bank-financed Metro Line 1 project (under construction). Three of the 11 metro stations will be integrated into the Transmilenio network. As of October 2022, the Bogota Metro Company (EMB, in Spanish), through Colombia's Financiera de Desarrollo Nacional (FDN, a state-owned development bank), has completed the technical, financial, and legal structuring (feasibility) of the metro line, which will be contracted through a design-finance-build-operate-maintain-transfer (DFBOMT) concession, similar to the one awarded for Metro Line 1. EMB has carried out the prequalification stage of the bidding of the DFBOMT concession in between May and September 2023. The structuring carried out by FDN produced basic engineering designs for the technical specifications on the bidding document and includes geotechnical analysis with more than 11,000 meters of soil sampling. The financial and legal structuring have produced recommendations for the financial closure of the project, the transaction model, and the bidding documents. The bidding incorporates rated criteria to minimize risks, attract highly qualified suppliers and maximize value for money. The bidding process is expected to award the DFBOMT concession by April 2024, with early interventions to adapt the terrain of the patio/depot, to transfer public services networks, and advance the land acquisition and resettlement needs over 2024-2025, concurrent with the development of the detailed final engineering designs (issued for construction). Construction is foreseen to take place between 2027 and 2032. When in operation, peak hour ridership is estimated at around 35,000 passengers per hour per direction (pphpd) during the first year of operation, increasing to 45,000 pphpd by 2052. The reduction in CO_2 emissions due to modal shift from private internal combustion vehicles (two and four-wheelers) and diesel public transport buses is estimated at more than 29,892 average tons per year during the 30 years of operation, compared to emissions from mobile sources in a scenario without the project. These environmental benefits resulting from the implementation of L2MB represent a total of US$975 million throughout the 30-year period of the project.

Investment Description

- World Bank (WB)

Contact Information

ACCESS TO INFORMATION

To submit an information request for project information, you will have to create an account to access the Access to Information request form. You can learn more about this process at: https://www.worldbank.org/en/access-to-information/request-submission

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The World Bank Inspection Panel is the independent complaint mechanism and fact-finding body for people who believe they are likely to be, or have been, adversely affected by a World Bank-financed project. If you submit a complaint to the Inspection Panel, they may investigate to assess whether the World Bank is following its own policies and procedures for preventing harm to people or the environment. You can contact the Inspection Panel or submit a complaint by emailing ipanel@worldbank.org. Information on how to file a complaint and a complaint request form are available at: https://www.inspectionpanel.org/how-to-file-complaint

Bank Documents

- Appraisal Environmental and Social Review Summary (ESRS) - Support to the Bogota Metro Line 2 Projec
- Carry out the Integral Structuring of the Line 2 Project of the Bogota Metro, including the Legal, R
- Concept Environmental and Social Review Summary (ESRS) - Support to the Bogota Metro Line 2 Project
- Concept Project Information Document (PID) - Support to the Bogota Metro Line 2 Project (Series 1) -
- Environmental and Social Commitment Plan (ESCP) - Support to the Bogota Metro Line 2 Project (Series
- Realizar la Estructuracion Integral del Proyecto Linea 2 del Metro de Bogota, incluyendo los Compone
- Realizar la Estructuracion Integral del Proyecto Linea 2 del Metro de Bogota, incluyendo los Compone
- Stakeholder Engagement Plan (SEP) - Support to the Bogota Metro Line 2 Project (Series 1) - P179822