Public Disclosure Authorized

Abidjan Urban Mobility Project (P167401)

WESTERN AND CENTRAL AFRICA | Cote d'Ivoire | IBRD/IDA | Investment Project Financing (IPF) | FY 2019 | Seq No: 15 | Archived on 26-Apr-2026 | ISR07449

Implementing Agencies: Greater Abidjan Urban Mobility Authority (AMUGA), Ministry of Transport

1. OBJECTIVE

1.1 Development Objective

Original Development Objective (Approved as part of Approval package on 27-Jun-2019)

The Project Development Objective is to improve accessibility to economic and social opportunities and to increase efficiency of the public transport system along the Yopougon-Bingerville corridor and its feeder lines in Abidjan.

Has the Development Objective been changed since Board Approval of the Project Objective?

No

2. COMPONENTS

Name
Implementation of the East-West Bus Rapid Transit (BRT) corridor between Yopougon and Bingerville:(Cost 380,000,000.00)
Strengthening of SOTRA and the restructuring of the feeder system to mass transit lines:(Cost 75,000,000.00)
Organizing the artisanal transport sector and last-mile accessibility:(Cost 50,000,000.00)
Human Capital Development and Operational Support:(Cost 25,000,000.00)

3. OVERALL RATINGS

Name	Previous	Current
Progress towards achievement of PDO	Satisfactory	Satisfactory
Overall Implementation Progress (IP)	Moderately Satisfactory	Moderately Satisfactory
Overall Risk Rating	Substantial	Substantial

4. KEY ISSUES & STATUS

4.1 Implementation Status and Key Decisions

Since last implementation support and monitoring mission in June 2025, tangible progress has been observed across several key activities, including BRT infrastructure works, the recruitment of the BRT operator, designing of the fleet renewal program, and the professionalization of informal transport operators. However, some implementation challenges remain, such as delays in the civil works under Component A, as well as coordination among key implementation stakeholders. The project team is actively addressing these challenges through regular engagement with the client.

5. SYSTEMATIC OPERATIONS RISK-RATING TOOL

Risk Category	Rating at Approval Approval Package - 27 Jun 2019	Last Approved Rating ISR Seq. 014 - 28 Aug 2025	Proposed Rating
Political and Governance	Substantial	Substantial	Substantial
Macroeconomic	Substantial	Substantial	Substantial
Sector Strategies and Policies	Moderate	Substantial	Substantial
Technical Design of Project or Program	Substantial	Substantial	Substantial
Institutional Capacity for Implementation and Sustainability	High	Substantial	Substantial
Fiduciary	Substantial	Substantial	Substantial
Environment and Social	High	High	High
Stakeholders	High	Substantial	Substantial
Overall	High	Substantial	Substantial

6. RESULTS

6.1 PDO Indicators by PDO Outcomes

Improve accessibility to opportunities								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Percentage of the population of GAA able to access the Plateau within 60 minutes during rush hour by public transport (Percentage)	26.00	Apr/2019	26.00	27-Jun-2025	26.00	16-Feb-2026	64.00	Oct/2028
	Comments on achieving targets		A GIS-based spatial analysis will be conducted to assess the results on this indicator. Accessibility to the Plateau, defined specifically as the Place de la Republique, (coordinates WGS84 Longitude: 5.3167, Latitude: -4.0195), using public transport services and travel time by poor and nonpoor individual, will be measured using travel and household survey data.					
Percentage of the poor residents of Greater Abidjan with access to the city center (Place de la Republique) within 60 minutes commuting period using public transport (Percentage)	27.00		27.00		27.00		52.00	
Percentage of the population of GAA able to access at least one additional hospital within 30 minutes during rush hour by public transport compared to baseline (Percentage)	0.00	Apr/2019	0.00	27-Jun-2025	0.00	16-Feb-2026	25.00	Oct/2028
	Comments on achieving targets		A GIS-based spatial analysis will be conducted to assess the results on this indicator. Accessibility to hospitals and secondary schools using public transport services and travel time by poor and nonpoor individual will be measured using travel and household survey data. Walking speeds will be assumed at 3.5 km/h (same as at baseline). Accessibility improvements will be measured only considering the hospitals identified and geo-located at						

			the time of baseline estimation, not including any new ones built during the course of project implementation.					
Percentage of the poor population of GAA able to access at least one additional hospital within 30 minutes during rush hour by public transport compared to baseline (Percentage)	0.00		0.00		0.00		19.00	
Percentage of population of GAA able to access at least one additional secondary school within 30 minutes during rush hour by public transport compared to baseline (Percentage)	0.00	Apr/2019	0.00	27-Jun-2025	0.00	16-Feb-2026	44.00	Oct/2028
	Comments on achieving targets		A GIS-based spatial analysis will be conducted to assess the results on this indicator. Accessibility to hospitals and secondary schools using public transport services and travel time by poor and nonpoor individual will be measured using travel and household survey data. Walking speeds will be assumed at 3.5 km/h (same as at baseline). Accessibility improvements will be measured only considering the schools identified and geo-located at the time of baseline estimation, not including any new ones built during the course of project implementation						
Percentage of the poor population of GAA able to access at least one additional secondary school within 30 minutes during rush hour by public transport compared to baseline (Percentage)	0.00		0.00		0.00		33.00	
Increase efficiency of the public transport system along the corridor and its feeders line								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	

	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Satisfaction rating by public transport users of the BRT and its feeder lines (Percentage)	0.00	Apr/2019	0.00	27-Jun-2025	0.00	16-Feb-2026	75.00	Oct/2028
Satisfaction rating among women who use the BRT and its feeder lines (Percentage)	0.00		0.00		0.00		75.00	
Satisfaction rating by poor public transport users of the BRT and its feeder lines (Percentage)	0.00		0.00		0.00		75.00	
Average passenger ridership in the BRT buses per weekday (Number (Thousand))	0.00	Apr/2019	0.00	27-Jun-2025	0.00	16-Feb-2026	330.00	Oct/2028
Average ridership by female passengers in the BRT buses per weekday (Number (Thousand))	0.00		0.00		0.00		165.00	
Number of transport service providers trained through formal training programs (Number)	0.00	Apr/2019	3,642	27-Jun-2025	4,594	16-Feb-2026	6,000.00	Oct/2028
Number of formal transport sector workers trained	0.00		0.00		0		500.00	

through the training programs financed by the project (Number)								
Number of female formal transport sector workers trained through the training programs financed by the project (Number)	0.00		0.00		0		150.00	
Number of informal transport service providers trained through the training programs financed by the project (Number)	0.00		3,642		4,457		5,500.00	
Number of female informal transport service providers trained through the training programs financed by the project (Number)	0.00		93		137		1,000.00	

6.2 Intermediate Results Indicators by Components

Implementation of the East-West Bus Rapid Transit (BRT) corridor between Yopougon and Bingerville								
Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year

People benefiting from improved access to sustainable transport infrastructure and services (Number of people) CRI			0	27-Jun-2025	0	16-Feb-2026	1,200,000	Oct/2028
People benefiting from improved access to sustainable transport infrastructure and services – Youth (Number of people) CRI			0	27-Jun-2025	0	16-Feb-2026	237,000	Oct/2028
People benefiting from improved access to sustainable transport infrastructure and services – Female (Number of people) CRI			0	27-Jun-2025	0	16-Feb-2026	600,000	Oct/2028
A contract agreement with a private company to invest and operate in the BRT operations is signed (Yes/No)	No	Apr/2019	No	21-Mar-2025	No	21-Mar-2025	Yes	Oct/2028
	Comments on achieving targets		The YES value will be reached when the concession agreement between the private operator and the GoCI is signed meaning that the deal is closed.					
Percentage of the BRT infrastructure constructed (Percentage)	0.00	Apr/2019	8.00	21-Mar-2025	8.00	21-Mar-2025	100.00	Oct/2028
	Comments on achieving targets		It will be the aggregation of the physical progress of each works contract (roads, stations, terminals, depots, and so on). MoT will collect the information from the supervision firms.					
Number of operational BRT buses (Number)	0.00	Apr/2019	0.00	21-Mar-2025	0.00	21-Mar-2025	157.00	Oct/2028
	Comments on achieving targets		MoT will collect the information from the BRT operator which has the number of operational buses every day. The number will be an average of these daily numbers					

Percentage of female staff in the BRT operator (Percentage)	0.00	Apr/2019	0.00	21-Mar-2025	0.00	21-Mar-2025	30.00	Oct/2028
Annual disclosure by MoT of the audited annual financial statements and the operational results of the BRT (Yes/No)	No	Apr/2019	No	21-Mar-2025	No	21-Mar-2025	Yes	Oct/2028
	Comments on achieving targets		The audited annual financial statements as well as the operational results will come from the BRT operator under the supervision of MoT and will be published on MoT's website for transparency purposes					
A mirror system to monitor the fare collection system is in use at MoT (Yes/No)	No	Apr/2019	No	21-Mar-2025	No	21-Mar-2025	Yes	Oct/2028
	Comments on achieving targets		The baseline is NO because the mirror system is not yet in place. The value will be YES when a reliable mirror system is fully in use at MoT. It will allow MoT to monitor in real time the flow of revenues from fares in the BRT system.					
Number of serious injuries and deaths involving a BRT bus (Number)	0.00	Apr/2019	0.00	21-Mar-2025	0.00	21-Mar-2025	0.00	Oct/2028
Road safety assessment carried out on the BRT corridor with focus on pedestrians (Yes/No)	No	Apr/2019	No	21-Mar-2025	No	21-Mar-2025	Yes	Oct/2028
	Comments on achieving targets		Before the implementation of the project, most of the pedestrian crossings are unsafe, and therefore the baseline is NO. After completion of implementation of the BRT trunk corridor works, an independent road safety audit/inspection will be conducted for all pedestrian crossings and the corridors will be considered to be safe and rating upgraded to YES if it can attain a road safety rating equivalent to 3-star i-RAP (International Road Assessment Program) rating (or equivalent assessment).						
A road safety management plan is in place within the BRT operator (Yes/No)	No	Apr/2019	No	21-Mar-2025	No	21-Mar-2025	Yes	Oct/2028
	Comments on achieving targets		MoT will monitor that the BRT operator obtains and maintains a road safety certification. The YES value of this indicator will be reached when the BRT operator is certified ISO39001 (or equivalent certification).					

Strengthening of SOTRA and the restructuring of the feeder system to mass transit lines

Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year

Restructuring Plan of the bus network is implemented (Yes/No)	No	Apr/2019	No	27-Jun-2025	No	16-Feb-2026	Yes	Oct/2028
Number of SOTRA facilities rehabilitated (Number)	0.00	Apr/2019	0.00	27-Jun-2025	0.00	16-Feb-2026	4.00	Oct/2028
ITS and fare collection system is in use for SOTRA (Yes/No)	No	Apr/2019	No	27-Jun-2025	No	16-Feb-2026	Yes	Oct/2028
Roads rehabilitated non-rural (Kilometers)	0.00	Apr/2019	0.00	27-Jun-2025	0.00	16-Feb-2026	30.00	Oct/2028
	Comments on achieving targets		This core indicator will measure the number of km of road works financed under components B. This indicator will monitor the progress of the road works outside of the BRT infrastructure, which are key physical outputs of component B.					

Organizing the artisanal transport sector and last-mile accessibility

Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Number of facilities rehabilitated for the informal sector (stations, stops etc..) (Number)	0.00	Apr/2019	0.00	27-Jun-2025	0.00	16-Feb-2026	10.00	Oct/2028
Pedestrian and cycle paths rehabilitated (Kilometers)	0.00	Apr/2019	0.00	27-Jun-2025	0.00	16-Feb-2026	15.00	Oct/2028
Number of urban transport vehicles renewed (Number)	0.00	Apr/2019	0.00	27-Jun-2025	0.00	16-Feb-2026	3,000.00	Oct/2028

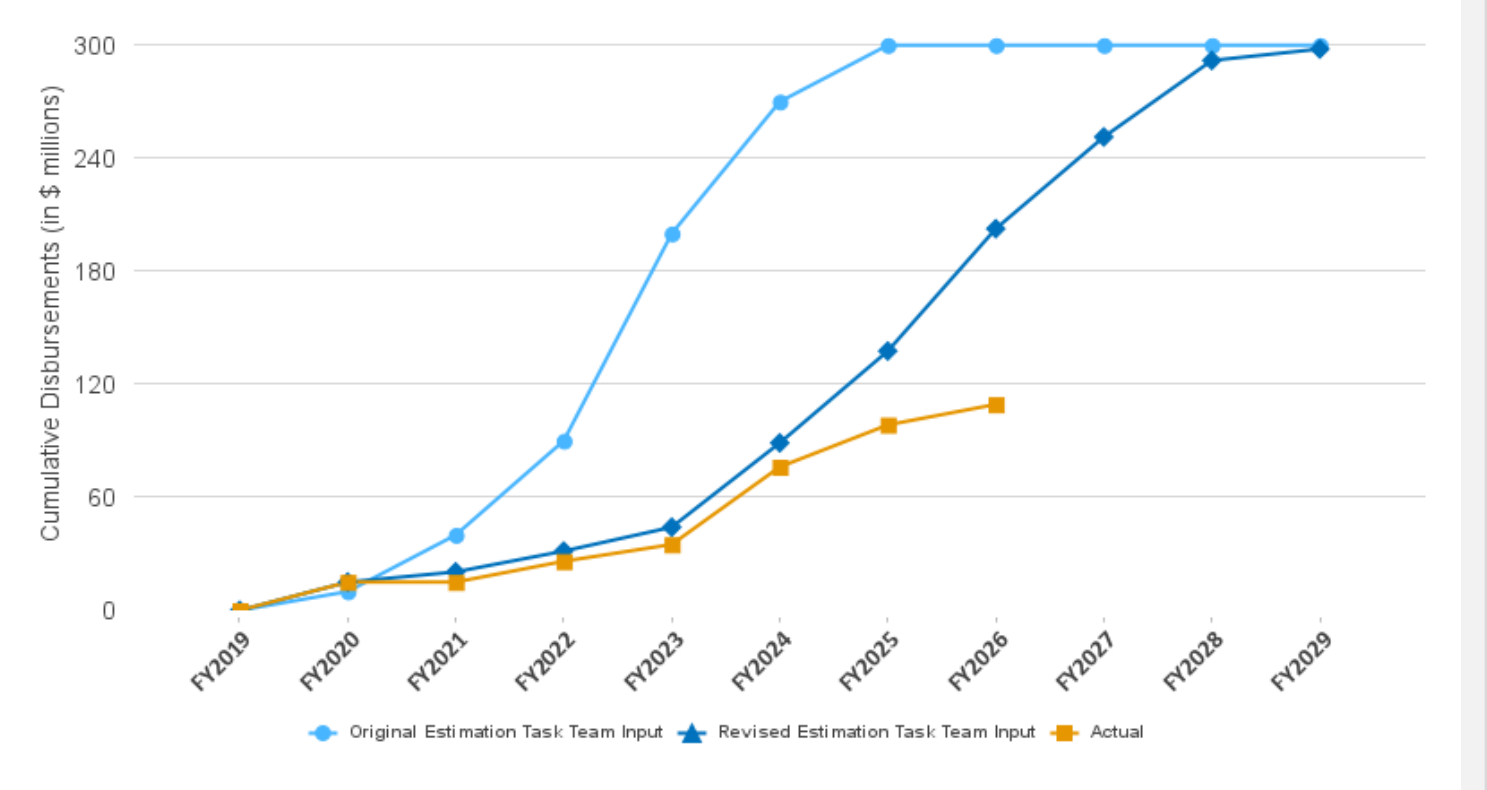
Human Capital Development and Operational Support

Indicator Name	Baseline		Actual (Previous)		Actual (Current)		Closing Period	
	Value	Month/Year	Value	Date	Value	Date	Value	Month/Year
Number of student graduated from the ENPC/INPHB Master (Number)	0.00	Apr/2019	20	27-Jun-2025	20	16-Feb-2026	30.00	Oct/2028

Number of informal operators benefitting from the social security coverage (Number)	0.00	Apr/2019	2,280	21-Mar-2025	2,720	16-Feb-2026	5,000.00	Oct/2028
A GRM (Grievance Redress Mechanism) is in use during construction (Yes/No)	No	Apr/2019	Yes	27-Jun-2025	Yes	16-Feb-2026	Yes	Oct/2028
	Comments on achieving targets		MoT with the support of the World Bank will ensure that a GRM is permanently operational					
A GRM (Grievance Redress Mechanism) for the BRT operation is in use (Yes/No)	No	Apr/2019	No	21-Mar-2025	No	16-Feb-2026	Yes	Oct/2028
	Comments on achieving targets		MoT with the support of the World Bank will ensure that a GRM is permanently operational					

7. DATA ON FINANCIAL PERFORMANCE

7.1 Cumulative Disbursements



7.2 Disbursements (by loan)

Loan/Credit/TF	Status	Original	Revised	Cancelled	Disbursed	Undisbursed	Historical Disbursed	% Disbursed
COFN-C1720	Effective	100.90	105.34	0.00	47.52	57.82	0.00	45.11%
IDA-64500	Effective	300.00	313.20	0.00	116.97	196.23	0.00	37.35%

7.3 Key Dates (by loan)

Loan/Credit/TF	Status	Approval	Signing	Effectiveness	Orig. Closing	Rev. Closing
COFN-C1720	Effective	27-Jun-2019	25-Jun-2020	25-Jun-2020	15-Oct-2028	15-Oct-2028

IDA-64500	Effective	27-Jun-2019	16-Sep-2019	13-Feb-2020	14-Oct-2025	15-Oct-2028

8. KEY DATES

Key Events	Planned	Actual
Approval	27-Jun-2019	27-Jun-2019
Effectiveness	13-Feb-2020	13-Feb-2020
Operation Closing/Cancellation	15-Oct-2028	

9. RESTRUCTURING HISTORY

Restructuring Level 2 Approved on 30-Oct-2024
Restructuring Level 2 Approved on 18-Mar-2020

10. ASSOCIATED OPERATION(S)

There are no associated operations