

The *Servicio de Transporte Eléctrico del Distrito Federal*, also operates a light-rail trolley line which runs from *Tasqueña*, on the southern side of the city to *Xochimilco*, a suburban area. This line was begun in 1990. It was shut down for a few years because of technical problems and low ridership, but it has recently been re-started.

SCHOOL AND FLEET BUSES

About 50 companies provide school and fleet bus service in the Mexico City area. The public schools do not use buses, and these companies cater mainly to private school students and industrial personnel. They also offer excursions on weekends and holidays.

There have been a number of attempts to design buses specifically for this application. The operators need cheap seating for many children that can be converted to more comfortable seating for a smaller number of adult tourists. The reason is that revenue from school transport is not sufficient to cover costs, and some secondary use is necessary. Also, the *Departamento del Distrito Federal (DDF)*, Department of the Federal District, imposes a variety of standards on buses.

MONTERREY AND GUADALAJARA

All bus services in Monterrey and Guadalajara are privately operated by concessionaires, with no funding from the public. These systems use mostly low-technology, body-on-chassis, manual transmission, diesel-powered vehicles. They are typically 10.75 metres long, with a capacity of 30 to 40 seated passengers. There is no integration of fares or service between routes or operators. The government plans the routes and administers contracts with the operators.

In Monterrey, minibuses have been replaced by mini-buses by renewing concession contracts on a two-for-one basis. The city is now licensing larger 39- to 41-passenger buses on premium fare routes. This is an attempt to provide incentives for better quality and safer buses and also to introduce "cross-town" routes requiring no transfers.