

GUADALAJARA URBAN TRANSIT AUTHORITY

The *Sistema de Tren Eléctrico Urbano (SITEUR)*, Guadalajara Urban Transit Authority, is the public utility that operates Guadalajara's subway system. In July 1994, it opened a new east-west line which added 8.5 kilometres to the original 15.5 kilometre north-south light rail transit (LRT) line.

"Line 1", which includes 19 stations, was built by Siemens Transportation Systems on a turnkey basis and opened in 1989. *Concarril* supplied the 16 articulated light rail vehicles which were built under licence from Duewag. The line carries 70,000 passengers daily. Siemens also built the new "Line 2", which is a ten-station subway. The 32 new vehicles were supplied by *Bombardier-Concarril*.

Expansion plans call for a seven-line, city-wide (LRT) metro system of some 128 kilometres early in the next century. The next phase is likely to be "Line 3", a 7.5-kilometre 8-station branch line running north from Avila Camacho station on "Line 1". Another priority is for a two-station westward extension of "Line 2" to Minería. The fourth line will be in the southwest part of the city.

MONTERREY PUBLIC TRANSIT AUTHORITY

The *Sistema de Transporte Colectivo Monterrey*, Monterrey Public Transit Authority, has two subway lines. The original 18-kilometre east-west line was supplemented by the first five kilometres of a new north-south line in 1994. The original cars have been purchased in roughly equal proportions from the *Constructora Nacional de Carros de Ferrocarril (Concarril)*, *Bombardier-Concarril* and most recently, Spain's *Construcciones y Auxiliar de Ferrocarriles (CAF)*. Electrical equipment came primarily from Mitsubishi.

The city has long-term plans for a 77-kilometre system with four main routes. The next priority will be an extension of "Line 2" about 7 kilometres to the north. "Line 3" will extend northward along *Avenida Félix Gómez*.

BUS CUSTOMERS

The only major public bus system in Mexico is the Mexico City *Ruta 100*. The rest of the market, including both urban and intercity services is dominated by private companies or individuals operating under concession. Private bus operators buy directly from domestic manufacturers for reasons of price. Purchases are made on the basis of price quotations based on an agreed upon vehicle specification.