

PROCUREMENT PROCEDURES FOR THE MEXICO CITY METRO

Beginning in 1995, the Mexico City's *metro* system will implement a new procurement process. In the past, the utility has issued sole-source invitations to tender to joint-venture companies involving a Mexican construction firm and a foreign partner. Gec Alsthom and Bombardier have been among the most favoured foreign suppliers.

In January 1995, about 40 invitations to tender were issued to meet the equipment requirements for a new line being added to the system. This is considered an advantage for American firms, which have not been major participants in this market so far. The *metro* is expected to double in size to about 400 kilometres by the year 2010.

In addition to materials needed for expansion, the system's inventory of more than 2,400 cars will be refurbished at up to 7 percent of the total units per year.

GRUPO MEXICANO DE DESARROLLO-RIOBOO-BOMBARDIER-CONCARRIL

Grupo Mexicano de Desarrollo-Rioboo-Bombardier-Concarril, is a consortium of three Mexican companies associated with Montreal-based Bombardier. In December 1993, the group was awarded the concession to build and operate a new Mexico City light rail transit (LRT) line to be operated separately from the *metro*.

This 21-kilometre combined subway and elevated system will have 27 stations from Bellas Artes north to Santa Monica. The original proposal was to use articulated LRT equipment similar to that supplied by *Bombardier-Concarril* to the City of Monterrey. The final contract, signed in November 1994, accepted the alternative of advanced rapid transit (ART) Mark II technology, similar to the Sky-Train in Vancouver.

COMMISSION FOR URBAN TRANSPORTATION WORKS

The *Comisión de Vialidad y Transporte Urbano (COVITUR)*, Commission for Urban Transportation Works, is the government agency responsible for all construction for the Mexico City *metro* and light rail transit (LRT) systems. This organization is also responsible for the *metro's* master plan.

COVITUR is divided into two major divisions. The first, Civil Engineering Works, uses primarily Mexican suppliers and materials. The other division, Electro-Mechanical Works, is mainly dependent on French technology. The French government provides soft loans with repayment periods of up to 50 years. In addition, the pneumatic system, also used in Montreal, is considered safe and environmentally appropriate.

ELECTRICAL TRANSPORTATION AUTHORITIES OF MEXICO CITY

The *Servicios de Transportes Eléctricos del Distrito Federal (STE)*, Electrical Transportation Authority of Mexico City, is responsible for operating the trolley bus and light rail urban transportation services, except those that have been privatized. The system includes 30.3 kilometres of rail and 17 light rail train sets, covering six routes. The *STE* also operates 350 trolley buses on 13 routes covering 361 kilometres.

The *STE* has its own maintenance facility, and it occasionally puts out international bids for railway maintenance services.