

Over the past three years, as much as one-quarter of intercity bus sales have been vehicles imported by *Mercedes-Benz de México*, *Diesel Nacional (DINA)*, and *Mexicana de Autobuses (MASA)*, as part of technology transfer programs. Brazil has been the most important supplier.

URBAN RAIL

With Bombardier's purchase of *Constructora Nacional de Carros de Ferrocarril (Concarril)*, the opportunity for urban rail car exports to Mexico by other companies has diminished and is limited mainly to specialty products and sub-assemblies.

Most propulsion and control equipment for light rail transit cars (LRT) is imported from the United States, Japan or Germany. These components can account for up to 40 percent of the value of the car.

The technology used in the Mexico City *metro* was originally supplied by France and that country continues to provide about 70 percent of all imported equipment. The United States supplies measurement equipment, electronic spare parts and tools totaling about 25 percent of imports. The other 5 percent consists of pneumatics traction equipment, mostly from Japan, as well as wood parts and electronic equipment from Canada, and various railway components from Germany. Overall, imported components make up about 60 percent of procurements.

INTERCITY RAIL

With the downsizing of the rail freight fleet in recent years, there have been few new freight car purchases. *Bombardier-Concarril* is the market leader, with some competition from American suppliers.

Passenger rail service has also been reduced significantly over the past five years. The most recent purchase of new passenger cars in 1989 was from *Concarril*. A previous rail car order for 200 units in 1978 was filled by the Urban Transportation Development Corporation (UTDC) of Ontario.

Locomotives are imported from the United States and Canada. This situation will continue since there is no domestic manufacturer.