

There are no railway locomotive manufacturers in Mexico, but two companies produce the bulk of Mexico's requirements for urban and intercity rail cars. They are Canadian-owned *Bombardier-Concarril*, and Spanish-owned *Construcciones y Auxiliar de Ferrocarriles (CAF)*.

BOMBARDIER-CONCARRIL

Until 1992, the Constructora Nacional de Carros de Ferrocarril (Concarril), was a paraestatal, a state-owned company. In 1992, it was purchased by Montreal-based Bombardier, one of the largest transportation companies in the world.

Bombardier completely overhauled the antiquated plant, and reportedly has restored production to the levels of five years ago with less than 20 percent of the labour force. The new company lost its first two bids to supply subway cars to Mexico City to Construcciones y Auxiliar de Ferrocarriles (CAF) of Spain. It has subsequently landed contracts to supply 23 light rail transit cars in Monterrey and 32 in Guadalajara, and to refurbish 234 Mexico City subway cars. Bombardier-Concarril is also part of the consortium that will build Mexico City's new elevated train system.

The company also expects to participate in projects to rebuild intercity railway cars by *Ferrocarriles Nacionales de México (FNM)*, the national railway. It currently imports laminated steel, stainless steel, brake systems, wheels and other parts from the United States.

CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES (CAF)

Construcciones y Auxiliar de Ferrocarriles (CAF), is a Spanish-owned firm recently established in Mexico to manufacture metro cars for Mexico City. The parent company won the bids for 135 cars for the Mexico City metro in 1992, and 22 articulated light rail transit (LRT) cars for Monterrey's subway system.

FOREIGN COMPETITORS

BUS SECTOR

The United States dominates the market for bus components such as engines, transmissions and axles. The value of these components can be as much as half of the value of a bus, but they cannot be identified separately in the trade statistics.

