

As a result of this neglect, railway transportation in Mexico is not competitive with road transportation and FNM's market share has fallen steadily. The proportion of Mexico's freight traffic that was moved by rail fell to 13 percent in 1993, compared with 23 percent in 1970.

### THE SUBWAY SYSTEM IN MEXICO CITY

The *Sistema de Transporte Colectivo Metro (STC)*, Mexico City Public Transit Authority, manages the city's subway system, known as the *metro*. The system handles more than 4.5 million trips per day. The *Comisión de Vialidad y Transporte Urbano (COVITUR)*, Commission for Urban Transportation Works, provides all infrastructure and major repairs.

### 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 selected to build and operate a new Mexico City light rapid transit (LRT) line to be operated separately from the *metro*.

### 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 systems. This organization is also responsible for the *metro's* master plan. *COVITUR* is mainly dependent on French electro-mechanical technology.

### 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.

### GUADALAJARA URBAN TRANSIT AUTHORITY

The *Sistema de Tren Eléctrico Urbano (SITEUR)*, Guadalajara Urban Transit Authority, is the public utility which operates Guadalajara's subway system. In 1994, it opened a new ten-station, 8.5-kilometre east-west extension to its original 15-kilometre north-south light rail transit (LRT) line. The *Constructora Nacional de Carros de Ferrocarril (Concarril)*, supplied the 16 articulated light rail vehicles for "Line 1" and *Bombardier-Concarril* provided another 32 vehicles for "Line 2".

### MONTERREY PUBLIC TRANSIT AUTHORITY

The *Sistema de Transporte Colectivo Metrorrey*, Monterrey Public Transit Authority, has two subway lines. The original 18-kilometre east-west line was supplemented by the first 5 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.

### MEXICO CITY'S URBAN BUS SYSTEM

The *Ruta 100* is the urban bus system owned by the *Departamento del Distrito Federal (DDF)*, Department of the Federal District. It includes 216 routes, 90 percent of which link to the *metro*. *Ruta 100* carries 3 million people daily, servicing low-income areas.

In April 1995, *Ruta 100* was rocked by scandal and was declared officially bankrupt by the government. Under an emergency plan, rides on the system are free and it is being operated by non-union labour at one-third of its former cost. The *Departamento Distrito Federal (DDF)* is now faced with the task of reorganizing this highly inefficient operation. A major move towards privatization is considered highly probable.

### PRIVATE BUS SYSTEMS

Outside of the *Ruta 100* system, the *Departamento del Distrito Federal (DDF)*, Department of the Federal District, issues concessions to companies or individuals to operate private bus routes. These are generally owner-operated vehicles, but some groups own three or four buses.

There are 120 private bus routes in the city, with approximately 15,000 mini-buses with capacity in the 18- to 24-passenger range. The government would like to replace the entire fleet with even larger buses with a capacity of 40 seated passengers or more. This policy has been the subject of some controversy, but a new licensing system to bring it about was due to go into effect in 1995.

### TROLLEY BUSES

Street cars were used in Mexico City from the 1890s to the 1950s. In the 1960s, they were replaced by trolley buses. The trolley buses fell into decline over the next few decades because of competition from the motor operators. There was a resurgence beginning in 1990, when the *Servicios de Transportes Eléctricos del Distrito Federal (STE)*, Electrical Transportation Authority of Mexico City, began to expand the system. Between 1990 and 1994, ridership grew from 3,000 to 40,000 passengers daily.

