

MEXICAN TOLL ROAD CONCESSIONS, 1990-1994

Project	Kilometres	Leading firm(s)
Estación don Magdalena	469	various
Ciudad Juárez-Chihuahua	374	various
Maravatio-Toluca bypass	340	ICA/Tribasa/GMD
Mazatlán-Culiacán	292	ICA/Tribasa
Cuernavaca-Acapulco	262	GMD/ICA/Tribasa
Mérida-Cancún	250	various
Torreón-Saltillo	245	ICA/Tribasa
Arriaga-Huixtla	209	various
Guadalajara-Tepic	194	ICA
La Tinaja-Acayucan	188	GMD/Pyrsa
Cadereyta-Reynosa	175	various
Monterrey-Nuevo Laredo	171	Protexa
Zapotlanejo-Lagos	152	Alfa-Omega
Guadalajara-Colima	148	ICA
Others	1,776	various
Total	5,245	
Under construction mid '94	1,231	

Source: Roberto Carrillo. "Construction: The Fastest Growing Sector in Mexico". *Institutional Investor*, June 1994.

ELECTRICAL POWER

The build-operate-transfer (BOT) model has been applied gradually to electrical power projects. The delay in moving to private-public partnerships reflects the continuing monopoly of the *Comisión Federal de Electricidad (CFE)*, Federal Electricity Commission, and also the dominant role played by *Petróleos Mexicanos (PEMEX)*, the state-owned oil company. This is beginning to change.

Although the *CFE* maintains its monopoly over power sold to the public, new regulations were introduced in 1993 to expand the opportunities for small-scale private power generation. Private companies are now permitted to generate electricity for their own industrial use, as long as any surplus power is sold to the *CFE*.