

PRIVATE BUS CONCESSIONS IN MEXICO CITY

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 generally use owner-operated vehicles, but some groups own three or four buses.

There are 120 private bus routes in the city. In the early 1990s, the *DDF* began a policy of replacing minibuses with mini-buses by renewing licences on a two-for-one basis only. By early 1994, the fleet had been restructured and there are now approximately 15,000 mini-buses with capacity in the 18- to 24-passenger range. The government would now like to replace the entire fleet with even larger buses with a capacity of 40 seated passengers or more.

SCHOOL AND FLEET BUSES

About 50 companies provide school and fleet bus service in the Mexico City area. The public schools do not use buses. These companies cater mainly to private-school students and industrial personnel. They also offer excursions on weekends and holidays.

Mexican producers offer tough competition in the bus market, but with the exception of *Bombardier-Concarril*, most rail competitors are international.

COMPETITION

MEXICAN BUS PRODUCERS

Traditionally, the Mexican bus sector has been dominated by two producers, *Mexicana de Autobuses (MASA)* and *Diesel Nacional (DINA)*. *TRAMOSA* has been a marginal producer with an output of about 250 units annually, and it is reportedly phasing out its bus production. In 1992, Mercedes-Benz moved into the Mexican bus market. Vehicles were initially imported, with assembly gradually being transferred to Mexico.