

RAILWAYS

Ferrocarriles Nacionales de México (FNM), the national railway, is primarily in the freight business. In 1993, it consisted of more than 25,000 kilometres of freight routes. Only about 1,000 of its 40,000 railway cars are for passengers and it has close to 1,500 locomotives. In response to the North American Free Trade Agreement (NAFTA), *FNM* has been concentrating on developing freight transportation capabilities, particularly multimodal systems. Total 1993 freight volume exceeded 30 billion tonne-kilometres

Passenger services have been cut back and are limited mainly to parts of the country with no alternative service. Currently *FNM* accounts for less than one percent of all passenger traffic.

FNM has recently expanded its trans-border connections with three American railroad companies. They include Union Pacific, Santa Fe and Southern Pacific. A fourth, Burlington Northern, serves Mexico by a barge crossing out of Galveston. All of these companies report substantial increases in traffic since the NAFTA implementation.

URBAN TRANSIT SYSTEMS

Urban transit in Mexico is primarily by bus, light rail transit (LRT) and subway. The three largest cities, Mexico City, Guadalajara and Monterrey, all have rapid transit systems and Puebla has one in the planning stages.

The quality and style of public transit service delivery has three distinct levels, broadly reflective of the socio-economic characteristics of the country.

- Mexico City has a large integrated transit system, incorporating subways, LRT, a trolley bus system, a public bus system and a large network of private bus concessionaires. Annual ridership exceeds five billion, which is about 250 rides per capita.
- Guadalajara and Monterrey operate modern LRT systems. Guadalajara's "Line 1" carries 70,000 passengers daily. The new "Line 2", opened in July 1994, is projected to carry 130,000 daily. Puebla is planning a new rapid transit system. These services are supplemented by private bus concessions, but there is little integration.
- Service in the remaining cities and rural areas is provided almost entirely by private bus concessions. Most of them operate out-of-date equipment and do not generally interconnect.