

From: "Simon Ratcliffe" <S-Ratcliffe@dfid.gov.uk>
To: <Lwilson2@worldbank.org>
Date: 09/29/2009 08:48 AM
Subject: Queries related to the Mexico urban transport project

Dear Lesley,

I am in the process of reviewing the above project and have a few questions that perhaps you are in a position to answer. These are as follows:

- Has consideration been given to whether the private sector model for this project is the most appropriate in the particular context of Mexican cities.
- What provision has been made for independent bus or taxi operators that will be displaced by the BRT apart from the scrapping of their vehicles?
- Are there ownership opportunities for such operators?
- What provision has been made for the possible recycling of scrapped vehicle parts/components?
- Are the bus manufacturers local or will they be imported?
- How are the cost estimate discrepancies in the table on page 32 accounted for. eg. 9.5 km for Tranvia Veracruz-Boca del Rio = Mex\$ 2,732 million vs 18.5 km at a cost of Mex\$ 590 million for Mexicali. I assume this is terrain or urban fabric related but wanted to find out if there were other factors.
- What provision has been made for the growth and expansion of the BRT networks in the chosen cities in their business/financial models? Will their expansion be self funding?

Thanks for your help.

Kind regards

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