

PROJECT: 0891 Integral Modernization of Trains, Control System and Tracks of Line 1 of the Collective Transportation System

SECTOR:
Transport

SUBSECTOR:
Urban Mobility

STAGE ANALYZED:
Execution

YEAR OF UPDATE:
2022

[Guide to read this datasheet](#)



Project's sustainability summary: The purpose of the project is the provision of services for the modernization of the track service, new trains and control systems of Line 1 Pantitlán-Observatory of the Collective Transport System of Mexico City, in order to increase the service capacity of public transport. Considers the introduction of new technologies, including energy efficiency.



ECONOMIC AND FINANCIAL SUSTAINABILITY

EXAMPLE OF GOOD PRACTICES
The project considers the contracting of national goods and services, in 35%.

Sustainability criteria

| | NA | T1 | T2 | T3 |
|---|----|----|----|----|
| Economic and social returns | | | | |
| Creation of employment opportunities and boost local productivity | | | | |
| Financial sustainability of assets | | | | |
| Detailed risk analysis | | | | |
| Cash flow transparency and creditworthiness | | | | |
| Infrastructure asset maintenance and optimal use | | | | |
| Sustainability incentives | | | | |




ENVIRONMENTAL SUSTAINABILITY AND CLIMATE RESILIENCE

EXAMPLE OF GOOD PRACTICES
Promotes energy efficiency for its train control system.

Sustainability criteria

| | NA | T1 | T2 | T3 |
|--|----|----|----|----|
| Greenhouse gas emissions | | | | |
| Climate risks, resilience and disaster risk management | | | | |
| Impacts on biodiversity and native flora and fauna in the region | | | | |
| Environmental impact of the Project | | | | |
| Control and monitoring of pollutants | | | | |
| Efficient use of resources and recycling strategies | | | | |
| Efficient use of energy and renewable sources | | | | |
| Preservation and enhancement of public spaces | | | | |




SOCIAL SUSTAINABILITY

EXAMPLE OF GOOD PRACTICES
The contract includes clauses for compliance with the labor rights of the workers to be hired.

Sustainability criteria

| | NA | T1 | T2 | T3 |
|--|----|----|----|----|
| Reduction of poverty and access to basic services | | | | |
| Integration of communities and other interested parties | | | | |
| Integration of people with disabilities or special needs | | | | |
| Effects of the project in the security of the region and in the health of workers and nearby communities | | | | |
| Compliance with human and labor rights | | | | |
| Cultural heritage and indigenous people | | | | |
| Gender inclusion and women's economic empowerment through the project | | | | |
| Equal distribution of benefits and compensations to communities | | | | |



INSTITUTIONAL SUSTAINABILITY

EXAMPLE OF GOOD PRACTICES
The contract contains an anti-corruption and bribery clause, and the bidding process is being accompanied by the United Nations Office for Project Services (UNOPS) to ensure transparency.

Sustainability criteria

| | NA | T1 | T2 | T3 |
|--|----|----|----|----|
| Alignment with national and international strategies | | | | |
| Sectoral and institutional integration | | | | |
| Corporate sustainability, management and governance | | | | |
| Transparency and anti-corruption protocols | | | | |
| Legal requirements and compliance with social and environmental policies | | | | |
| Development of more sustainable technologies and capacities | | | | |
| Knowledge transfer in matters related to sustainability | | | | |
| Pre-existing conditions and their monitoring | | | | |

Source of this project: Bidding basis / Legal aspects / Contract model / Contract management model / Trust guidelines / Guarantee insurance / Technical annex / Project Webpage / Gender and Mobility Plan / Progress Report 2021

Comparison of this project vs other projects of the same subsector

(Number of projects included: **3**)



Methodological framework defined by the Inter-American Development Bank (IDB)

View



HACIENDA
SECRETARÍA DE HACIENDA Y CRÉDITO PÚBLICO

BANBRAS
BANCO NACIONAL DE OBRAS Y SERVICIOS PÚBLICOS S.N.C.

IDB
Inter-American Development Bank

cooperación alemana
DEUTSCHE ZUSAMMENARBEIT

giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

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| | | | |
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| SECTOR: Transport | SUBSECTOR: Urban Mobility | STAGE ANALYZED: Execution | YEAR OF UPDATE: 2022 |
|-----------------------------|-------------------------------------|-------------------------------------|--------------------------------|

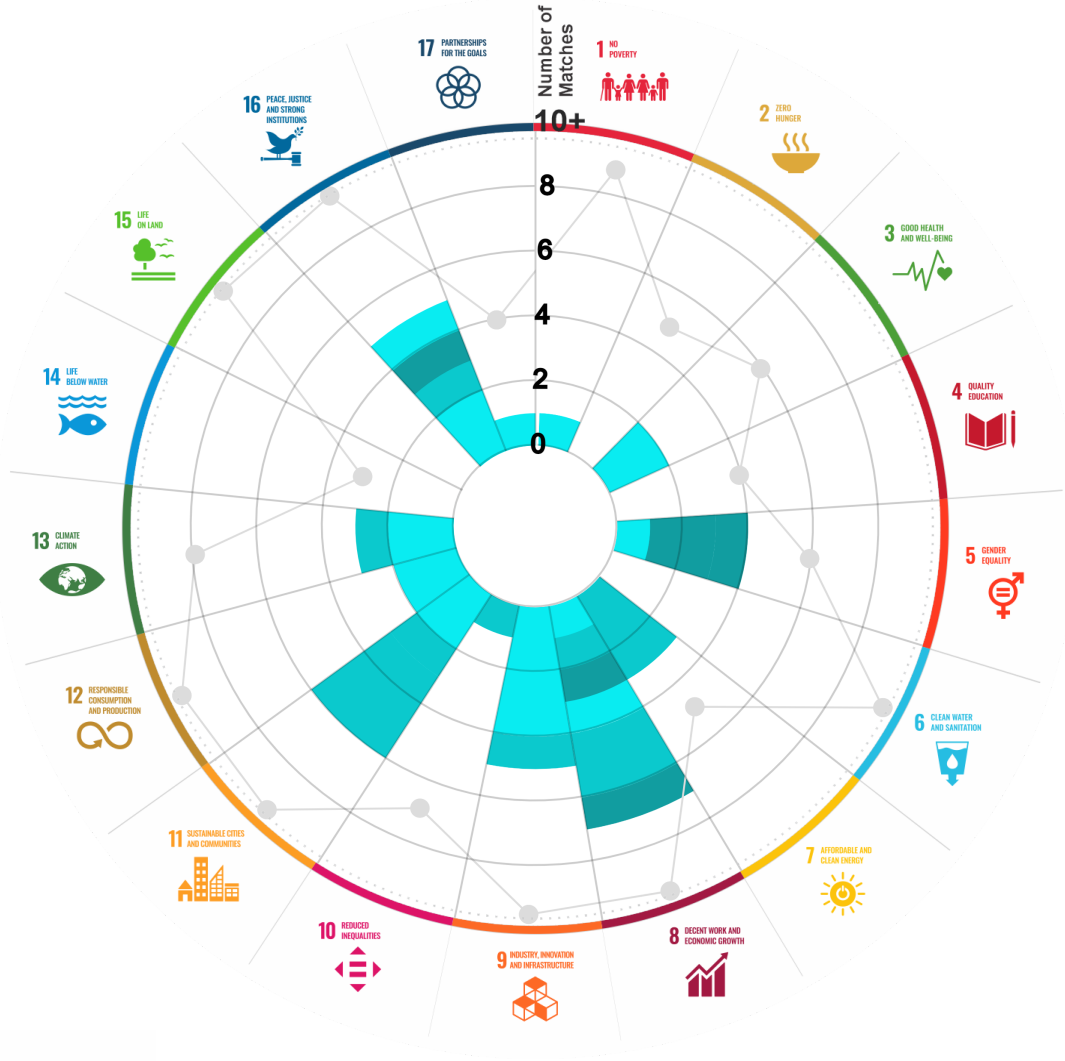
This section aims to present the potential alignment of the infrastructure project with the 17 Sustainable Development Goals (SDGs) of the 2030 Agenda. The relevance of this exercise resides in that it provides information to the actors of the infrastructure ecosystem for decision-making in investment that considers and promotes sustainable development.

Reading guide [View](#)

1. ALIGNMENT BY SUBSECTOR



2. ALIGNMENT BY SDG



3. ALIGNMENT BY CRITERIA AND TARGETS

[View](#)



Explanation of the alignment of the sustainability criteria and the SDGs.

[View](#)



The tonality of the bars represents the level of detail of the information available from the IDB criteria and its potential alignment for each SDG, based on the scale: N.A., TIER 1, TIER 2 or TIER 3.



Number of times the project information coincides with the alignment of the IDB criteria and the SDGs.




Approximate reference to the number of maximum alignments a project can have between the IDB criteria and the targets of the SDGs.

PROJECT

INTEGRAL MODERNIZATION OF THE TRAINS, CONTROL SYSTEM AND TRACKS OF LINE 1 OF THE COLLECTIVE TRANSPORTATION SYSTEM

SECTOR: TRANSPORT
SUBSECTOR: URBAN MOBILITY

Type of Investment: Brownfield

 Banobras/Fonadin involvement

Short Name of the Project: 0891 Integral Modernization of Trains, Control System and Tracks of Line 1 of the Collective Transportation System

Contract Currency:
Mexican Pesos MXN

Estimated Investment MXN
\$ 17,041,548,412

Estimated Investment USD
\$ 827,259,631

Exchange rate (USD/MXN) used by the Ministry of Finance for the economic plan 2023 \$ 20.6

DESCRIPTION

The project consists of the modernization of Line 1 of the Collective Transport System (STC) through 3 components:

1. Trains Services
2. Routes Services
3. Control System Services

The term of the service provision contract (PPS) is as follows: 4 years of implementation that concludes with the start-up of the last of the 29 new trains. Later the validity of services: they are 7 years for the maintenance and maintenance of trains and tracks and 15 years for the maintenance and conservation of the control system.

(*) Project with Banobras and/or National Infrastructure Fund (Fonadin) involvement or support.

Contract Scope: Design, Construction, Modernization, Equipment, Installation, Maintenance

Type of Project: Public / Private

Selection Process: International Open Tender

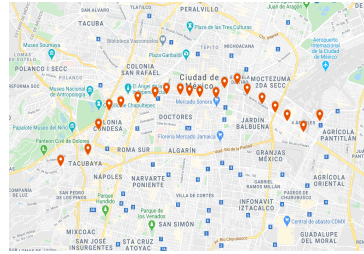
Term: 19 years

Type of Contract: Provision of services

Payment Source: Budgetary

Asset (s): Subway Line 30 Trains, Roads, Electrical and Electronic Systems, Control System (Automatic Piloting)

GEOLOCATION



SPONSOR



Entity

Gobierno de la Ciudad de México

Department

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