

PROJECT: 0696 Multi Modal Transfer Station (CETRAM) Martín Carrera

SECTOR:
Transport

SUBSECTOR:
Urban Mobility

STAGE ANALYZED:
Execution

YEAR OF UPDATE:
2021

[Guide to read this datasheet](#)



Project's sustainability summary: The project is intended to improve and facilitate the accessibility and intermodal transport connectivity of the CETRAM, in the northeast of Mexico City, ensuring better operation, accessibility, safety and urban image. Considers energy and water saving measures, as well as of gender perspective.



**ECONOMIC AND FINANCIAL
SUSTAINABILITY**

[EXAMPLE OF GOOD PRACTICES](#)


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](#)
The project proposes the recycling of demolition and construction materials.

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 project is part of the Strategic Mobility and Gender Plan of Mexico City, so that women can make trips with accessibility, safety and saving time

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**

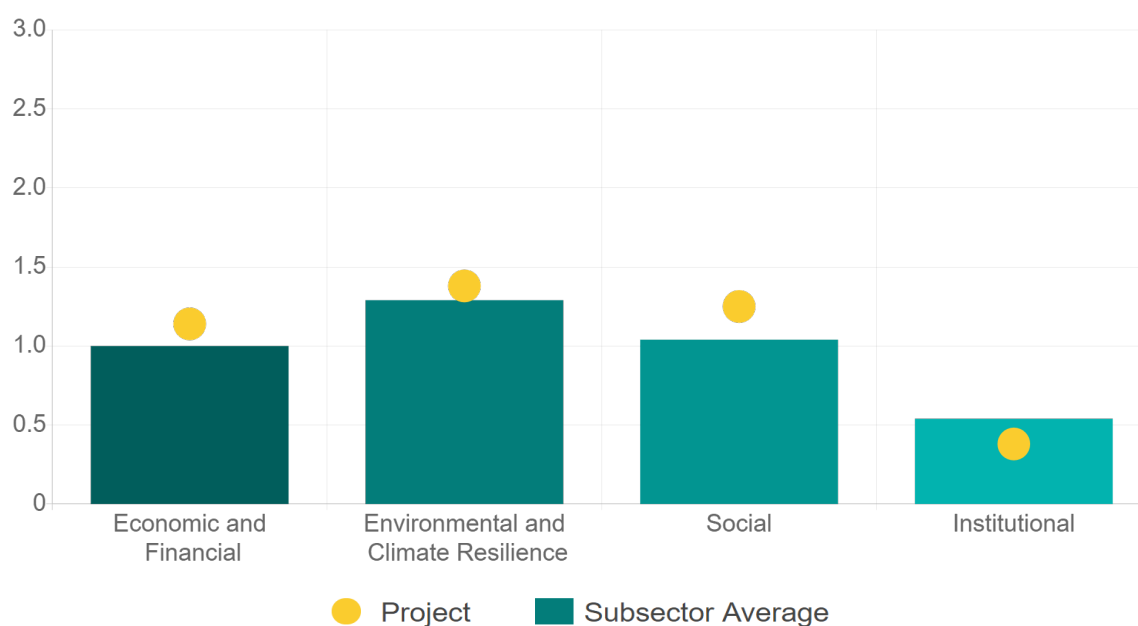
[EXAMPLE OF GOOD PRACTICES](#)

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: Concession Title / Cost-Benefit Analysis / Technical-financial Feasibility / Environmental resolution / Gender Strategy

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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SECTOR: Transport	SUBSECTOR: Urban Mobility	STAGE ANALYZED: Execution	YEAR OF UPDATE: 2021
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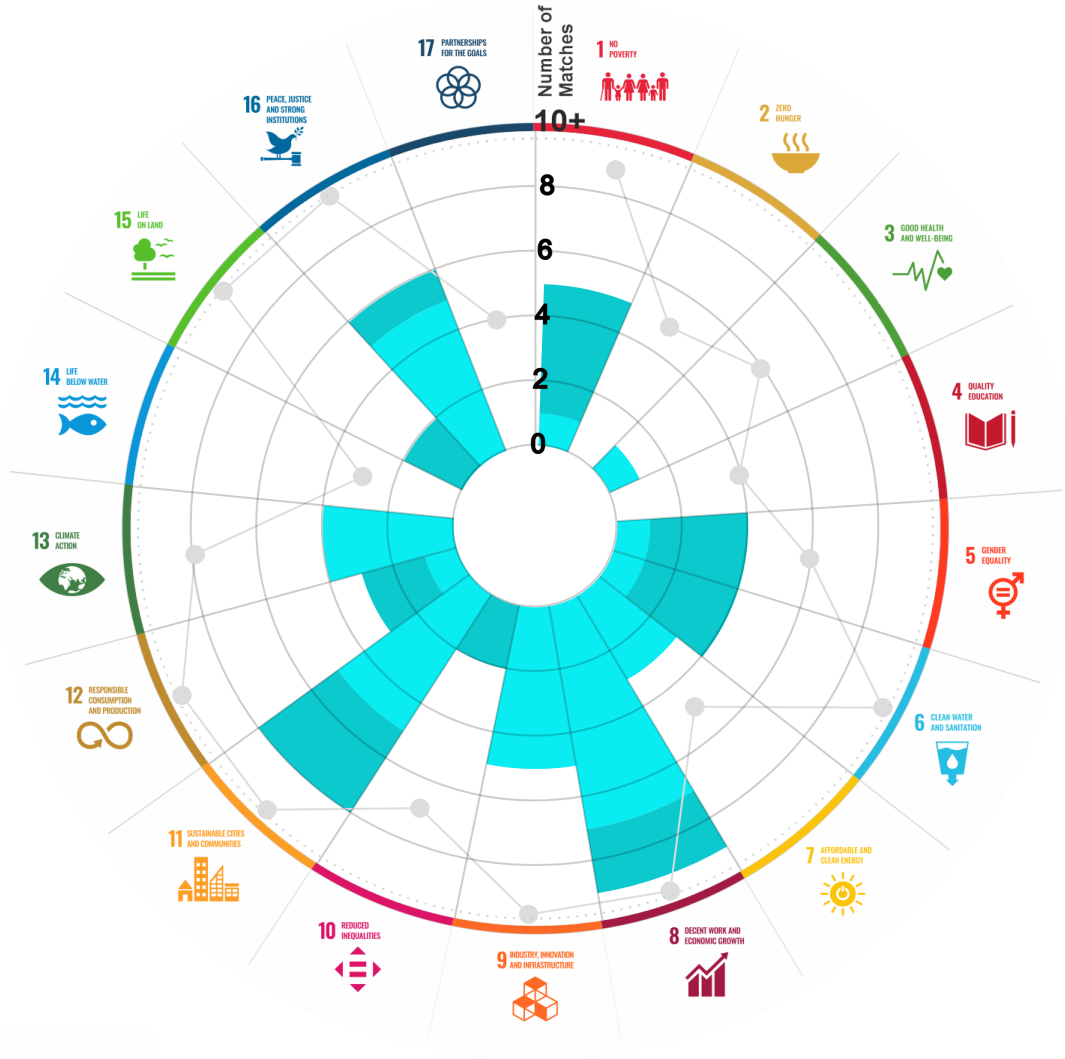
This section aims to present the potential alignment of the infrastructure project with the 17 Sustainable Development Goals (SDGs) of the 2030 Agenda. The relevance of this exercise resides in that it provides information to the actors of the infrastructure ecosystem for decision-making in investment that considers and promotes sustainable development.

Reading guide [View](#)

1. ALIGNMENT BY SUBSECTOR



2. ALIGNMENT BY SDG



3. ALIGNMENT BY CRITERIA AND TARGETS

[View](#)

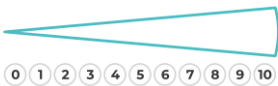


Explanation of the alignment of the sustainability criteria and the SDGs.

[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

CONSTRUCTION, MODERNIZATION, OPERATION AND MAINTENANCE OF THE TRANSPORT AND MODAL INTERCHANGE TERMINAL (CETRAM) MARTIN CARRERA, IN MEXICO CITY.

SECTOR: TRANSPORT
SUBSECTOR: URBAN MOBILITY

Type of Investment: Greenfield

Short Name of the Project: 0696 Multi Modal Transfer Station (CETRAM) Martín Carrera

Contract Currency:
Mexican Pesos MXN

Estimated Investment MXN
\$ 784,557,307

Estimated Investment USD
\$ 38,085,306

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

DESCRIPTION

Construction, improvement, operation and maintenance of the Transport and Modal Interchange Terminal "Martín Carrera".

First Stage: Construction of a Provisional Modal Transfer Area (ATM), as a temporary location for the safe operation of the transport service.

Second Stage: Construction of a permanent Modal Transfer Area that will allow the refurbish of street bus stops. In addition, housing spaces for rent will be built.

Third Stage: Construction of a commercial development, including entertainment and service area.

The Transport and Modal Interchange Terminal "Martín Carrera" is located within Gustavo A. Madero, in between San Juan de Aragon and Ferrocarril de Hidalgo.

Contract Scope: Construction, Modernization, Operation, Maintenance

Type of Project: Public / Private

Selection Process: Concession Project Proposal

Term: 40 years

Type of Contract: Concession

Payment Source: Project revenues

Asset (s): Modal Transference Center (CETRAM) 20,641 m2

GEOLOCATION



SPONSOR



Entity

Gobierno de la Ciudad de México

Department

Secretaría de Movilidad

TIMELINE



Email: proyectosmexico@banobras.gob.mx



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