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On May 28, officials reported that after Spanish rail operator Renfe withdrew, only one serious bidder in the acquisition of the Urquiza rail line remained. The 2,800-km. system links Argentina with Brazil, Paraguay, and Uruguay. The sole bidder is an Argentine-US consortium called Ferrocarril Mesopotamico. US rail operators participating in the consortium are Conrail and Railroad Development Corporation (RDC). Over the first 15 years of a concession to operate the network, Ferrocarril Mesopotamico has offered to invest US$64 million, and pay the government US$2.25 billion for using the system. Conditions would be the same for a second 15 years. Highlights of the government's railway privatization activities are summarized below. * Rosario-Bahia Blanca (grain shipper), transferred in November by Argentine consortium Ferroexpreso Pampeano. * Mitre, to be transferred in October to the Nuevo Central Argentino consortium. * San Martin: Bid deadline is May 29. The Pescarmona consortium has submitted the highest bid thus far. * Roca: The only company interested is the Loma Negra-Grup Fortabat consortium. The bid will be made public June 3. * Buenos Aires-Mar del Plata corridor (passengers and cargo): May 29 deadline for bid submission. Two Argentine consortia are interested. * Belgrano: Opening of bids is scheduled for June 12. (Basic data from Agence France-Presse, 05/28/92)

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