

3-16-1994

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## **State-Run Railroad Rejects Bids for Management of Maintenance Sites**

*by LADB Staff*

*Category/Department: Mexico*

*Published: 1994-03-16*

In early March, the state-run railroad Ferrocarriles Nacionales (FERRONALES) rejected all bids from private companies to gain concessions to manage three locomotive and rail car repair and maintenance facilities. This was the third time in the past 12 months that FERRONALES has solicited bids for these facilities and then rejected all offers. FERRONALES officials did not name the bidders nor did they provide a full explanation for the rejections, simply stating that the proposals submitted by the private companies did not fully comply with terms of the Public Works Acquisition Law.

The three facilities located in Jalisco, Yucatan, and Sonora state are the last of the ten repair and maintenance stations which FERRONALES is seeking to turn over to private management. In late February and early March, the railroad formalized contracts with three domestic-foreign consortia to manage seven other repair and maintenance facilities in San Luis Potosi, Guanajuato, Nuevo Leon, Veracruz, Chihuahua, and Coahuila states, and in the Mexico City area. These concessions were first announced in December 1993.

Foreign companies participating in these projects include US-based Morrison Knudsen Corp. and VMV Enterprises, and the Spanish-French company GEC Alstom. Other US companies are also involved in projects related to railroad infrastructure in Mexico. For example, in early March, US automobile manufacturers Ford, General Motors, and Chrysler, reached an agreement with FERRONALES to construct special platforms to handle automobile shipments at rail stations near their Mexican assembly plants. The terminals will benefit the Ford plant in Cuautitlan, Mexico state; the General Motors facility in Ramos Arizpe, Coahuila; and the Chrysler assembly operation in Silao, Guanajuato state.

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