



Urban Transport Transformation Project

Country / Region: **Mexico** | Project Id: **XCTFMX048A** | Fund Name: **CTF** |

MDB : **International Bank for Reconstruction and Development**

Comment Type	Commenter Name	Commenter Profile	Comment	Date
Comment 1	Greg Briffa	United Kingdom	<p>As a follow up to these earlier comments, we would like to suggest the following be taken account of as the project is developed further. These comments are focused on strengthening the transformational dimension of the project. Does the financial modelling confirm that the next level of expansion can be funded through the revenues generated by the various systems? In other words, will the project become self-sustaining as it grows so that it won't require another round of external financing? We suggest that this could be best confirmed through an external audit of the financial model. This would include looking at the breakeven ridership based on the relationship between ticket cost, ridership levels and overall performance including maintenance cycles; and confirmation that the BRT option had been considered in comparison with other possible options (eg. light rail). The project could seek ways of recycling old buses or their components and materials rather than scrapping them, if scrapping is going to be a wasteful process. This could provide income generating opportunities if considered creatively. The project could engage with new bus manufacturers on ways of designing-in ways of recycling these vehicles once they have reached the end of their lives. The project should also seek a range of opportunities to integrate existing bus operators into the new system in order to ensure that their livelihoods can be maintained. In addition to the schemes to include present operators as shareholders, consideration should also be given to other incentives for independent operators such as meeting specified emissions standards. Could feeder routes to the BRT incentivise small operators to use hybrid vehicles or other low emission modes? These sorts of actions support the overall thrust of the project. Attention should be given to both financial and regulatory incentives to induce modal shifts. Real time displays at bus stops and information strategies enabling passengers to anticipate and plan their journeys should be used.</p>	Oct 08, 2009
Comment 2	Kate Robinson	United Kingdom	<p>Thank you for the project team for their detailed responses to our questions and taking the time to talk us through the detail of the project. The UK is now content to approve this project.</p> <p>As discussed with the project team we would like the team to ensure that they take available opportunities to share the lessons learned from this project with wider stakeholders (both domestic and international) as it could be incredibly helpful for other similar projects. We also note the closing date of June 2017 when the project will be re-evaluated and if funds haven't been committed they can be re-allocated. We therefore would not expect to see any further amendments to this project until that time and want to highlight that the review should carefully review the position of the CTF financing and strongly consider the case for releasing any uncommitted funds for reallocation to other CTF pipeline projects.</p> <p>In addition, we would like the project team to consider how they can have a meaningful policy dialogue with the Mexican government on how to incentivise scrapping of old buses. It would also be helpful to better understand whether by no longer funding the scrapping programme there is a potential rebound effect which could reduce the GHG emission calculations. We understand that the GHG models continue to be improved and that this is a complex area. We will be happy to discuss if that's helpful.</p>	May 12, 2016