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Financial plan for Tren Maya

On February 13, through statement no. 03/2019 (“Statement”), the National Fund for Tourism Development (FONATUR), responsible for the Tren Maya, notified that the project will be financed through a model of mixed investment among public and private sectors.

According to the Statement, around 10% of this investment will be provided by the Mexican Government, and the rest by those private entities awarded with the corresponding mixed investment contracts.

The Statement highlights the following aspects:

1. Contracted companies shall be responsible for detail engineering and railway construction or, as the case may be, the design and manufacture of trains, as well as their operation.
2. Companies will be in charge of the optimal maintenance of the works under their responsibility for a period of 30 years from the beginning of operations.
3. Tenders will be open and public, in order to encourage a greater number of bidders.
4. The Tren Maya will have two guiding principles: respect for the environment and those communities settled within the area of influence of the project.
5. Environmental Impact Assessments will be carried out, and containment and mitigation measures shall be implemented.
6. Consultations with indigenous communities will comply with the Law and the Indigenous and Tribal Peoples Convention (C169) of the International Labor Organization.
7. The project has three main objectives: land-use planning, the creation of new tourist sites and the interconnectivity with the rest of the country through the coordination between the Tren Maya and the Isthmus Corridor.

According to the official website of President Andrés Manuel López Obrador, the Tren Maya will travel through approximately 948 mi (1,525 km), divided into three sections:

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- Jungle section: 265 mi (426 km)
- Caribbean section: 277 mi (446 km)
- Gulf section: 406 mi (653 km)

The route will cover 5 states: Chiapas, Tabasco, Campeche, Quintana Roo and Yucatán, will stop in 14 stations and offer cargo services, as well as local passengers and tourist transportation.

The Tren Maya is an average speed train (maximum speed 105/mph) which will mainly utilize existing rights of way (railway, road and electrical lines).

Estimated investment for track infrastructure will be of 120-150 billion MXN.

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