

Project Fact Sheet						
Project Name: Urban Transport Policy to Reduce Vehicle Emissions		Country: MEXICO				
Project Location Within Country: Mexico City		Professional Staff Provided by LEA:				
		# Staff: 4 # Man-months: 4				
Name of Client: Comission Metropolitana de Transporte y Vialidad (COMETRAVI) & World Bank						
Start Date (mo/yr) July 1994	Completion Date (mo/yr): December 1996	Total Contract Value (USD): \$250,000				
Name of Associated Firm(s), if any: Felipe Ochoa y Asociados (OCHOA)		Man-months of Professional Staff Provided by Associated Firm(s): 20				
Senior Staff Involved and Functions Performed:						
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">J. Eastman — Urban Transport Specialist</td> <td style="width: 50%;">J. Wang — Traffic Engineer</td> </tr> <tr> <td>J. John — Transport Economist</td> <td>D. Clutton — Environmental Planner</td> </tr> </table>			J. Eastman — Urban Transport Specialist	J. Wang — Traffic Engineer	J. John — Transport Economist	D. Clutton — Environmental Planner
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Detailed Narrative Description of Project:						
<p>The study was part of a major programme undertaken by the Mexico City Metropolitan Government to reduce vehicle emissions in Mexico City, which regularly reach hazardous levels. The work was funded by the Japanese Government and administered by the World Bank. The study was broken down into a series of analyses of different possible strategies including restrictions on private vehicles, increased use of public transport, improved vehicle technology and use of cleaner fuels, as well as long-term land-use strategies to reduce commuting distances.</p>						
Description of Services Provided by LEA:						
<p>LEA and OCHOA were responsible for the three sub-studies:</p> <ol style="list-style-type: none"> 1. restrictions and disincentives on private vehicle use; 2. increased use of “informal public transport”, i.e. taxis and owner-operator colectivos; and 3. increased use of “formal public transport”, i.e. metro and scheduled bus services. <p>An extensive review of practices and experience in many surrounding cities was made and the results summarised. Various scenarios relating to the effectiveness of other cities’ experiences were overlaid on Mexico City passenger and traffic data. Order-of-magnitude estimates of mode shift and associated costs and benefits were made and a series of short-term and long-term recommendations were made to COMETRAVI.</p>						