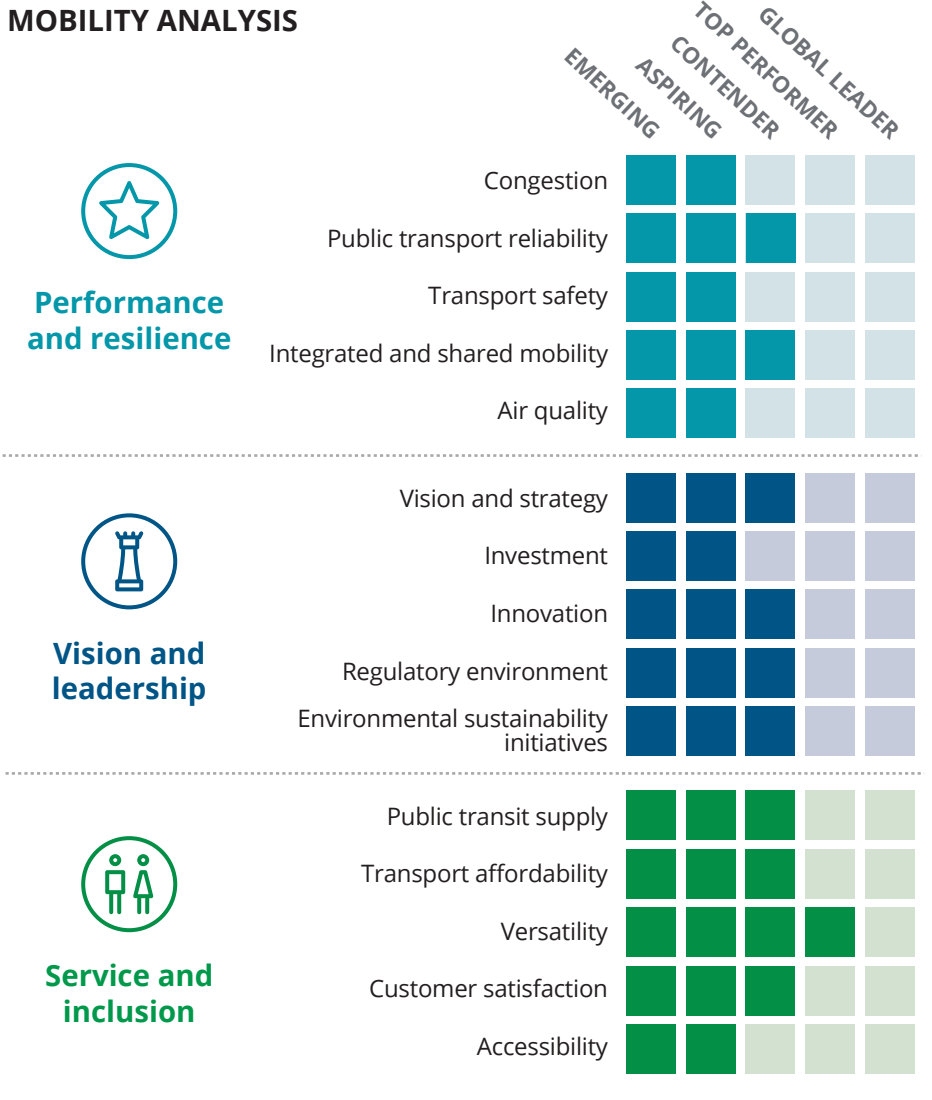


Analysis area

Analysis area: 7,866 km² | Population: 21,493,000 (2017) | Population density: 2,732/km²

Definition of analysis area: The Metropolitan Zone of the Valle de México (Valle de México)

MOBILITY ANALYSIS



KEY MOBILITY STATISTICS

Public transport options*
Metro, bus, light rail, commuter rail

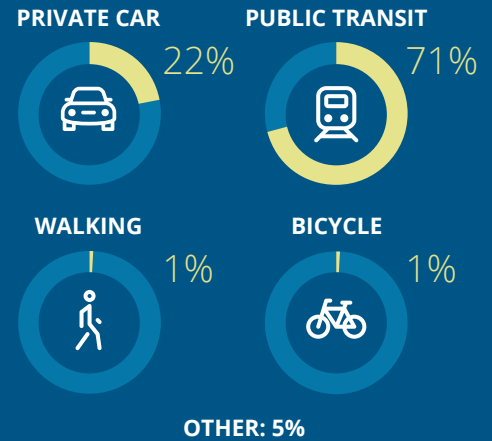
Monthly public transport pass
US\$25

GDP
US\$173 billion (2016)

Principal transport authorities
Secretariat of Transportation and Highways, Servicio de Transportes Eléctricos del Distrito Federal (STE), Ministry of Mobility of Mexico City (SEMOVI), Ministry of Communications and Transport

*Regulated, licensed, and monitored by principal transport authorities.

JOURNEY MODAL SPLIT



FUTURE OF MOBILITY CAPABILITY

Mexico City



STRENGTHS

- Efficient bus rapid transport network delivers time savings of up to 40 percent when compared to similar trips on the road
- "Hoy No Circula" program limits vehicle circulation in Mexico to combat air pollution in the city
- Currently has the second-largest bikesharing system in North America

CHALLENGES

- Limited accessibility of public transport in suburban areas due to fragmented policy-making
- Rising trend toward private car usage, which is contributing to congestion
- Insufficient and deteriorating pedestrian infrastructure

Key focus areas to improve city mobility and realize the Future of Mobility:



Develop a unified transportation authority to regulate, oversee, and fund all public transport activities



Create separate paths for pedestrians, bicycles, and regular traffic to minimize traffic-related fatalities



Develop future-focused transport regulations and work with industry and academia to innovate

MOBILITY ANALYSIS FURTHER DETAILS:

 **Performance and resilience**

Mexico City has increasing congestion and high levels of air pollution despite widespread use of public transport. Lax road safety guidelines and an inefficient monitoring system add to commuters' woes.

- The growing use of private cars, up 4 percent annually, and limited road infrastructure have resulted in worsening traffic. Any disruption to public transport—whether due to power cuts, flooding, road work, or other issues—causes network paralysis.
- The city's terrible congestion has resulted in a growing number of traffic-related fatalities; 80 percent of those injured are pedestrians or cyclists.
- Mexico City has a strong bikesharing scheme, and an increasing number of carsharing companies as well. City government recently enabled contactless payments through bankcards and e-payments.

 **Vision and leadership**

The city's transportation plan addresses current challenges, such as congestion and infrastructure, and promotes the use of active modes of transportation and electric vehicles (EVs) for sustainable mobility.

- Mexico City's Integrated Mobility Program for 2013–18 promoted active modes of transportation, consolidated operations, and improved infrastructure and road safety.
- In 2018, the city government announced its plans to replace the government-licensed fleet of taxis with hybrid EVs. It also plans to invest MXN 25 million (USD 1 million) to increase charging stations in the city on top of the 20 percent discount on road tolls for EVs.
- While the city is not in favor of carsharing models, it is actively promoting cycling. The city has the fifth-largest public bikeshare system in the world, with 6,800 bicycles and 480 stations.

 **Service and inclusion**

The city offers versatile and affordable modes of public transportation. It needs to improve its accessibility across all modes of transportation.

- At MXN 5 (USD 0.25) a ride, the city has one of the world's cheapest subways. The metro spans 225.9 km and provides 5 million rides per day, while the BRT has six lines spanning 125 km. Suburban areas are underserved due to multiple policy-making entities.
- The city has an integrated contactless smart card that can be used across all public modes. It also plans to launch a debit card, in collaboration with a bank, that can be used for both transit and everyday purchases.
- The BRT service is free and accessible for disabled passengers. Bus floors are at the same level as station platforms, and have elevators and tactile paving. Yet disabled-friendly metro facilities are limited, with no elevators or ramps or, in some cases, escalators.

SUMMARY

With a metropolitan population of more than 21 million people, Mexico City faces distinct challenges in delivering sustainable urban mobility. The city has made considerable strides in improving mobility options by expanding metro lines and creating a BRT system and a public bikesharing program. The city should focus on investing in future transportation, developing regulations, and collaborating with academia and industry to promote innovation. The city has an extensive and affordable public transport network, but it needs to address the growing numbers of private cars, which it does in part through initiatives to restrict their use. It also should focus on addressing accessibility gaps across all modes of transport.

CONTACTS

Simon Dixon
Global Transportation leader
Partner
Deloitte MCS Limited
Tel: +44 (0) 207 303 8707
Email: sidixon@deloitte.co.uk

Eduardo R. Pacheco Villagrán
Strategy, Analytics and M&A Portfolio leader
Partner
Deloitte Consulting Group Mexico
Tel: +52 55 5080 6311
Email: edpacheco@deloittemx.com

Monica Guisa
Strategy and Business Design
Sr. Manager
Deloitte Consulting Group Mexico
Tel: +52 55 5080 7537
Email: moguisa@deloittemx.com

About the Deloitte City Mobility Index

The Deloitte City Mobility Index reviews major cities on key aspects of mobility and the resulting relationship to economic performance. Drawing on publicly available data, client conversations, and bespoke Deloitte analyses, we assess each city's ability to transport its citizens both now and in the future and therefore its potential to bring prosperity to the city.

As we receive feedback, we will update and expand the analysis, which may mean the results shown in this document may change.

For the full interactive index, visit the Deloitte City Mobility Index at deloitte.com/insights/mobility-index.

For Deloitte's insights on the Future of Mobility, visit deloitte.com/insights/future-of-mobility.

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