

INVESTMENT AND CAPEX PLANS OF TRANSIT AUTHORITIES/AGENCIES REPORT 2019-2030

Global Mass Transit Research has released the Investment and CAPEX Plans of Transit Authorities/Agencies Report 2019-2030. The report provides detailed profiles of about 150 transit authorities operating in six regions - North America, Latin America, Asia, Europe, the Middle East and Africa.

The report has 2 distinct sections.

Part 1 (PPT converted to PDF) provides an analysis of capex trends and projections for 150 transit authorities. It has 12 chapters.

Chapter one contains the executive summary of the report and highlights the key findings, past trends and expected investments during 2019-2030.

Chapter two presents the recent trends and developments in the mass transit industry that are impacting the CAPEX plans of transit authorities.

Chapter three reviews and analyses the capital expenditure programmes of the transit authorities and highlight trends in capital expenditure (2013-18) and provides case studies.

Chapter four provides an analysis of the expected network expansion, rolling stock procurements (bus and rail), railway system modernisation and investments during 2019-2030. It provides the key growth drivers, planned investments (by 2025, 2030 and beyond 2030), expected rail network growth, expected rolling stock growth (bus and rail), and expected growth in the railway systems market.

Chapter five provides planned investments by mode (metro rail/ rapid transit/ MRT/ light metro, light rail/ tram/ streetcar/ monorail, commuter rail/ suburban rail, and bus transport/ BRT) during 2019-2030.

Chapter six provides profiles of top 100 rail projects in terms of investment and chapter seven provides profiles of top 50 bus system/ BRT projects in terms of investment (during 2019-2030).

Chapter eight provides planned investments by region during 2019-2030.

Chapter nine provides an analysis and profiles of top 40 transit authorities in terms of planned investments.

Chapters 10, 11 and 12 provide details on investments and opportunities in rail construction, rail rolling stock procurement and modernisation, and railway system modernisation during 2019-2030.

Part 2 of the report provides profiles of 150 transit authorities in North America, Latin America, Asia Pacific, Europe, and the Middle and Africa in an MS Excel format

Each profile provides information on:

❖ Current Operations

- Operational modes
- Key operators
- Bus and rail network length
- No. of stations/stops
- Ridership (bus and rail)
- Growth in ridership
- Current rolling stock (bus and rail)
- Fare system

❖ Financials and CAPEX

- Total revenue/income
- Revenue growth
- Total expenditure
- Net profit/loss
- CAPEX (historical)
- Key ratios

❖ Key vendors

- Rolling stock
- Fare media

- Signalling system
- Technology
- Tracks
- Construction

❖ Capital Projects and Planned Investments

- Planned Investment/CAPEX
- Source of funds
- Network expansion (extensions, new lines, new systems)
- Investment in network expansion
- Current status of network expansion (contract awards, completions, etc)
- Rail rolling stock/ bus fleet procurement and overhaul plans (type of fleet, contract awards, etc.)
- Investment in purchase of rail/bus rolling stock
- Plans for deployment of advanced fare media
- Investment in fare system modernisation
- Railway systems upgradation plans
- Investment in railway system modernisation (signalling, technology, etc)
- Recent contracts awarded
- Open tenders

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PART 2: TRANSIT AUTHORITY PROFILES (in MS Excel Database)

This section of the report profiles about 150 transit authorities/ agencies across the globe. For each authority/agency historical data is provided on the network size, operational and financial performance, and capital expenditure. It also captures the expected trends in network expansion, modernisation and planned investments. A list of recent contract awards by transit authorities/agencies is also provided.

- Leading transit authorities/agencies in North America (~ 46 agencies)
- Leading transit authorities/agencies in Latin America (~ 15 agencies)
- Leading transit authorities/agencies in Asia (~ 35 agencies)
- Leading transit authorities/agencies in Europe (~ 40 agencies)
- Leading transit authorities/agencies in the Middle East and Africa (~ 14 agencies)

Each profile will cover:

❖ Current Operations

- Operational modes
- Key operators
- Bus and rail network length
- No. of stations/stops
- Ridership (bus and rail)
- Growth in ridership
- Current rolling stock (bus and rail)
- Fare system

❖ Financials and CAPEX

- Total revenue/income
- Revenue growth
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- CAPEX (historical)
- Key ratios

❖ Key Vendors

- Rolling stock
- Fare media
- Signalling system

- Technology
- Tracks
- Construction

❖ Capital Projects and Planned Investments

- Planned Investments/CAPEX
- Source of funds
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- Recent contracts awarded
- Open tenders

Sources and Methodology

Global Mass Transit Research's industry analysts have utilised primary and secondary research sources in preparing this report. Primary sources include information obtained through telephone interviews and emails from public transport authorities, operators and regulators. Secondary sources include, but are not limited to, project websites and status reports; websites, annual reports, capital programmes and financial reports of transport authorities and operators; documentation provided by relevant financing institutions; investor presentations; analyst reports; government plans and documents; websites of ministries and regulators; websites of industry associations; internal and external proprietary databases; news articles; and press releases. Wherever applicable, research sources are cited within the report.

Our analysts and researchers have combined the information from these primary and secondary sources with their industry expertise to synthesise the qualitative and quantitative analyses presented in this report. In cases where data was not available, we have used the estimates from authentic published reports or press releases.

Great care has been taken to ensure that all analyses are supported by facts. In situations where facts were not available and assumptions were made to conduct analyses, we have explained our assumptions and our methods of estimation.

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