



Gobierno de  
**México**

**Comunicaciones**  
Secretaría de Infraestructura, Comunicaciones y Transportes



**ARTF**  
AGENCIA REGULADORA  
DEL TRANSPORTE  
FERROVIARIO

# Mexico's New Passenger Rail Network

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March 2026



**2025**  
Año de  
**La Mujer  
Indígena**

# Passenger Train Network



Estimated investment:  
**46 billion USD**  
(800 billion MXN)

## 1 Under construction (787 km)

- Ciudad de México - Pachuca
- Ciudad de México - Querétaro
- Querétaro - Irapuato
- Saltillo - Nuevo Laredo

## 2 Preliminary technical studies (1,336 km)

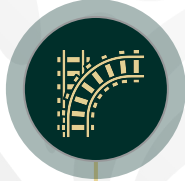
- Irapuato - Guadalajara
- Querétaro - San Luis Potosí
- San Luis Potosí - Saltillo
- Mazatlán - Los Mochis

Next phases



# Passenger Train Network

## Service Features



Dedicated tracks, using existing right-of-way



Maximum speeds of 160-200 km/h



Traction:  
CDMX-Pachuca, electric  
Rest of the network, diesel-electric



Main and secondary stations



Services:  
Regional (e.g. Irapuato - Celaya)  
Intercity (e.g. CDMX - Guadalajara)



# Train Services

Trains are designed for safety and comfort with maximum speeds of 160-200 km/hr, featuring ergonomic seating, universal accessibility, dedicated luggage areas, and real-time passenger information systems.



## Regional

- Focused on frequency and rapid boarding.
- Running times on average less than 1 hour.
- 600 passengers (seated + standing).
- Hybrid seating layout, combining longitudinal bench seating with a 2+0 transverse configuration to optimize passenger flow.



## Intercity

- Specialized in connecting major urban centers and popular tourists hubs. It serves as a high-quality, competitive alternative to cars or luxury coaches.
- Running times exceeding 1.5 hours.
- 300 passengers (seated only).
- On board services: cafeteria + toilets.
- Standard 2+2 transverse arrangement with a mix of airline-style and face-to-face (bay) orientations.

# Target Population

## Regional Commuters

- Daily users seeking a quick, seamless travel experience.
- **Journeys are open-ended;** the system determines the final destination only when the user taps out at the end of their trip.
- **Fare media:**
  - Multi-purpose smart cards with **Electronic Purse** functionality.
  - **Contactless EMV** bank cards.
  - *Card balance can be topped up via **reloading terminals, mobile application, or ticket office.***
- **Means of payment:**
  - EMV bank cards.
  - Cash.



## Occasional Travelers

- Business or infrequent travelers that may use the service once a week/month/year.
- **Journeys are closed-ended;** the exact origin and destination are established when the ticket is bought.
- **Fare media:**
  - **QR codes** available in physical or digital formats via email and mobile app.
  - *Tickets can be purchased at the **ticket office, via the mobile application or online.***
- **Means of payment:**
  - EMV bank cards.
  - Cash



# National Ticketing Central System



- Issuing a single tender for a unified national ticketing central system that integrates national passenger rail services with local public transit networks.
- The Federal Authority will retain full ownership of all system specifications and source code.
- **Key services include:**
  - Centralized management of Physical/Virtual Cards and remote terminals.
  - A ticketing engine powering ticket offices, mobile applications, and web portals.
  - Integrated modules for clearing and settlement, automated invoicing, and a centralized CRM for account management.

## UNIFIED SYSTEM FOR PASSENGER TRAINS AND LOCAL PUBLIC TRANSIT

### Key system components:

- Key/SAM management
- Customer Support & Account Management
- Business Intelligence & Reporting
- Sales & Reservations (mobile, web & ticket office)
- Virtual Card Service (Host Card Emulation)
- Remote Ticketing (Reload/Validation)
- Reconciliation & Clearing
- Automated invoicing.
- Payment Gateway



### Field Terminals (out of tender scope)

**Validators**  
*(accept Smart Cards, Contactless EMV & QR codes)*

**Ticket Vending Machines**

**Handheld Devices**

**Point of Sale Terminals**



### FUTURE PHASE STRATEGY:

Gradually define hardware-agnostic software for field terminals achieving authority control and full open market.

# Project Purpose and Social Impact



## Bridging the Connectivity Gap

- Expanding the rail network to integrate historically isolated and underserved communities into the national economic framework.
- Providing reliable, high-quality transit alternatives to populations outside major urban centers.



## Driving Financial Inclusion

- Leveraging the rail network's payment systems to foster "bancarization" in unbanked regions.



## Designing for Accessibility

- Tailoring the user experience for lower-income families and rural demographics.
- Ensuring that systems support users who may have less exposure to digital technologies compared to big-city residents.

