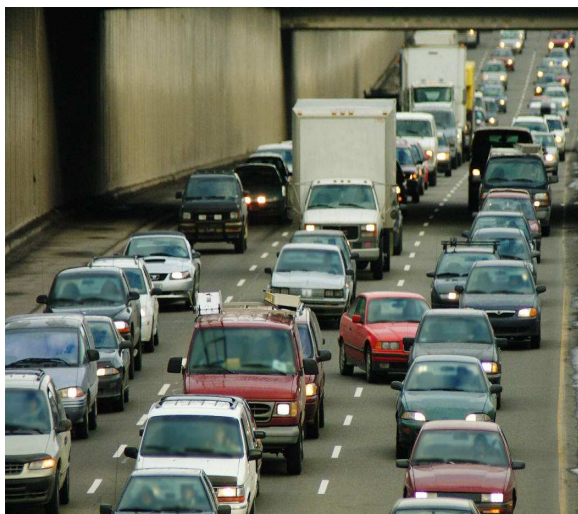


The Auto Market in Puerto Rico

During the first nine months of 2005, in Puerto Rico 101,495 new vehicles were sold, a 7.4% of increase in relation with the same period of 2004. This without comparing the last three months of the year that historically are the ones in which more cars are sold. This increase occurred in spite of the increases suffered by consumers last year; in the electric power, water, gasoline, tolls, among others. The increase in the price of the gasoline is a factor that has increased the sale of more efficient cars and hybrids that run with gasoline as electricity. The market of the hybrids is evolving and growing quickly and the companies are developing new models to satisfy the needs of their clients.



Another change in the automobile industry is that the Law 42 of August 1st, 2005 increased the cost of the vehicle registration of cars with a sales price of \$40,000 and more.

A table with the increases in prices by category is presented in the next page:

If the price of your car is...							
Model Year	... between \$40,000 & \$46,750	...between \$46,751 & \$53,500	...between \$53,501 & \$66,430	... between \$66,431 & \$73,430	... between \$73,431 & \$80,430	... between \$80,431 & \$87,430	...more than \$87,431
...pays \$40 on the vehicle registration label plus...							
2001	\$180	\$300	\$420	\$540	\$660	\$780	\$900
2002	200	320	440	560	680	800	920
2003	220	340	460	580	700	820	940
2004	240	360	480	600	720	840	960
2005	260	380	500	620	740	860	980
2006	280	400	520	640	760	880	1,000

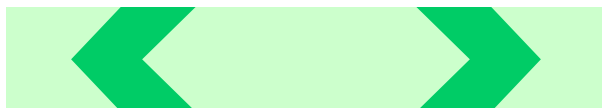


These cars will remain in this system with additional payment of rights on a rotary basis until completing the six years of being in the cycle. For example, a vehicle of model luxury 2001 will be subject to the new system of additional payment only until 2006, date in which concludes its term of six years. Therefore, in the 2007 that model of 2001 passes to pay again the \$40 as stipulated by law.

In terms of brands the five principal ones are Toyota, Mitsubishi, Suzuki, Ford and General Motors and all of them have had an increase from 2004 to 2005. The sales of cars by segment are presented below:

	Japanese	American	Korean	European
Market Share	66.72%	22.94%	7.24%	3.10%
Sales from January to September 2004	\$60,526	\$22,952	\$7,832	\$3,135
Sales from January to September 2005	\$67,712	\$23,287	\$7,351	\$3,145
Sales Increase	11.9%	1.45%	- 6.1%	0.2%

Adapted from "El Nuevo Día" newsletter, October 30, 2005

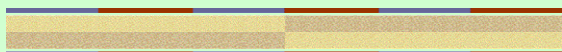


Importance of Translating Transportation Information Generated in Non-English Languages

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Dr. John B. Metcalf conducted a study under the National Cooperative Highways Research Program (NCHRP) to assess, describe, and quantify the need for the U.S. transportation community to improve access to non-English published information. The title of the project 20-48 of the NCHRP is: "Making the Business Case for Translating Non-English Transportation Information". In this project an analysis of various cases studies of imported technology implementation was carried out to evaluate the following:



- Savings in money, time or lives that could have resulted from earlier access to the foreign language documentation.
- Savings possibly resulting from unnecessary duplication of research or investigation of potential innovations.
- Improvements in safety, efficiency, economy, equity, mobility, or the environment that could have resulted more quickly through access to existing material published in other languages.



This study of technologies imported from non-English language sources has yielded evidence that the limited availability of translations of non-English documentation of foreign technologies, policies, practices, and products has delayed their adoption in the United States. One of the reasons is that the language of this technology can be complicated during the translation to English making it difficult and costly. Other problem is the translation itself and what is lost in one language to another due to the linguistic barriers. Some technologies

developed in countries as France, Italy, Denmark, Japan, Germany, among others have been delayed in their application in the United States of a minimum of 5 years to a maximum of 20 years. There are countries in which the transfer of technology requires a greater analysis due to the complexity of the language as for example Japan, where the process be delayed even more. The annual benefit of this transfer of technologies would be of approximately 100 million dollars that would justify the provision of 10 million dollars per year to increase the access to the foreign innovations.

It seems nevertheless that these delays are diminishing due to the following situations:

- Many of the Non-English authors publish in, and attend, the major international conferences related to transportation.
- Many Non-English language journals contents pages and/or abstracts of the principal technical papers therein.
- Many foreign organizations submit publication details, and English abstracts, to the Organization for the Economic Cooperation and Development/International Transport Research Documentation, (OECD/ ITRD).
- Many organizations are producing English language material for publicity, international recognition and for multinational cooperative reasons, for example, an affiliation to international organizations.
- Some international agencies operate in



two or more languages.

- The Internet network strengthens the use of pages in English to attract the attention and from there create more accessible information.

The following three steps would be able to improve substantially the access to foreign transportation technologies considering they are simple and relatively cheap:

- The creation of a library that maintains a complete collection, recent copies of the main newspapers and the most important memoirs of conferences.
- Documentation, translation and more rigorous dissemination of the material published by exploration groups.
- Fast establishment of the OECD/ITRD database.

Adapted from "Making the Business Case for Translating Non-English Transportation Information", Ruta Norte, Year 2, Number 4, 2005.

Automatic People Mover Systems for Local Transport Services

The existing problem of high traffic volumes and growing environmental impacts are common among urban centers worldwide. In Puerto Rico this is a major concern due to high volumes of cars in our limited space as an island. With towns already planned without consideration of public transportation, planners have a difficult task finding solutions which are efficient, environment-friendly and economical, and which also harmonize with the existing urban configuration.



The Automatic People Mover System is a solution for local public transport services meeting the criteria mention above. These system can be designed for short and medium distance operations and could be intended for use as primary means of transport in towns and small cities and as a transit system for park and ride services or links to busy locations like shopping centers, universities, hospitals or interchanges among others.

The system has a minimal environmental impact with low energy consumption powered by electric motors located in the drive station. Also the cars run on steel tracks with rubber tires without making a noise or vibrations. It also offers flexibility for integration within the urban infrastructure. The compact design of the cars means a minimum footprint for the system as a whole and harmony with existing buildings and structures.

The system operates fully automatically with unmanned cars and central monitoring from the control room. Much of the regular maintenance work can be done with the system running. The energy consumption and transport capacity can be adapted to demand by adjusting speed or number of cars on the line; making it more economical.

Some of the technologies developed for this system handle routing requirements, with features of 12% hill climbing capability, and the availability of overhead guideways or underground sections. Thanks to the short carrier intervals on the line, the system can be designed to ensure immediate boarding in the stations without having to queue. An advantage is that the platforms are at level walk-on design and are suitable for use by elderly and handicapped persons. In the stations the cars are automatically decelerated and brought to a halt for boarding.

This kind of technology brings an alternative solution to the existing problem of increasing numbers of cars in our streets on municipalities with a high density of population with economical limitations due to local and state government financial problems.



Latin-American Association of Metro and Subways

ALAMYS

The Integrated Transport Alternative Office (ATI, by its acronym in Spanish) of the Puerto Rico Highway and Transportation Authority was accepted as a main member to the Latin-American Association of Metro and Subways (ALAMYS, by its acronym in Spanish) in the meeting celebrated in Medellín, Colombia on November 28-30, 2005. Engineer Fernando Vargas, Executive Director of the Puerto Rico Highway and Transportation Authority, presented officially the petition of ATI to be incorporated to this prestigious association.



ALAMYS is an international association that groups operators of railway systems of mass transportation which includes travelers, businesses and associations that develop connected activities, in the environment of the metropolitan railroads of the Latin-American countries and Iberian Peninsula. This organization is born in response to the need to put in common questions and experiences of the sector to attend the affinities of its members, as much by its technical specifications as by its geographical origin. Its purpose is to contribute to increase the productivity, optimization of resources, modernization of infrastructures, the methods of management, and mainly to improve the services offered to the citizens by the networks of railway transportation of the large metropolises that maintains the quality of life in the cities.

The Association has three types of members:

Main: Construction and/or operation enterprises of metropolitan railway systems in Latin America and the Iberian Peninsula.

Adherent: Installations, projects and consultancy service business that develop its activity in some of the countries of the main members.

Honorary: People or organizations normally related to the public transportation, that by own merits in the environment of the metropolitan railroads deserve this distinction.

The General Assembly is composed by executives of each one of the main members and is the maximum organism of decision of the Association. Its meetings are celebrated at least once a year and where the main members and the adherent members participate. The next General Assembly will be held in Buenos Aires, Argentina in November 2006.

The Directive Committee is composed by the following Members:

President	Metro of Madrid
First Vice President	Metro of Sao Pablo
Second Vice President	Metro of Santiago of Chile
Third Vice President	Buenos Aires Subways
First Vocal	Metro of Bilbao (Spain)
Second Vocal	S. T. C. – Metro of Mexico D.F.
Third vocal	Metro of Caracas
First Substitute Vocal	ACI (Alternate Concepts Inc.) (Puerto Rico)
Second Substitute Vocal	TRENSURB (Porto Alegre)
Secretary General	Metro of Madrid

Alamys has collaboration agreements that brings mutual knowledge, exchange of experiences and diffusion of information with other international associations and foundations that include;

ALAF	Latin-American Association of Railroads (Argentina)
APTA	American Public Transportation Association (US)
ANTP	National Association of Public Transportation (Brazil)
CEPAL	Economic Commission of the United Nations for Latin America and the Caribbean
CLAPTU	Latin-American Congress for the Public Transportation
FFE	Foundation of the Railroads Spanish
MAPFRE	MAPFRE Foundation
UITP	International Union of the Public Transportation
ATUC	Association of Urban Transportation by Highway
RAIL GROUP	Rail Group

For additional information about Alamys refer to the Internet address www.alamys.org.



Update the Mailing List

Please help us update the Puerto Rico Transportation Technology Transfer Center Mailing List by completing this form and sending it via **FAX at (787) 265-5695**. Thank you!

☐

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CITY _____ STATE _____ ZIP CODE _____

TELEPHONE _____ FAX _____

E-MAIL _____



Comments/Suggestions: _____



FUTURE EVENTS



***2006 Second International Symposium
Of Transportation Technology Transfer Center***

July 3- - August 3, 2006
St. Petersburg, Florida
[Www.t2symposioium.org](http://www.t2symposioium.org)

***2006 APWA Congress
The Best Show in Public Works***

Sep 10 - 13, 2006
Kansas City Convention Center
Kansas City, MO
Contact: Dana Priddy
816-595-5241 (phone)
816-472-1610 (fax)
dpriddy@apwa.net

2006 ATSSA Annual Meeting

October 11 - 12, 2006
Orlando, Fla.
540-368-1701 (phone)
540- 368-1717 (fax)

The 4th International Rail Forum 2006

November 14 - 16, 2006
Palacio Municipal de Congresos de Madrid
34-91-351-9500 (phone)
34-91-351-7501 (fax)
irf@montane.eu.com

XX ALAMYS General Assembly

November 26 - 30, 2006
Buenos Aires, Argentina
www.alamys.org

The Center's staff welcomes your questions and suggestions. To contact the Center, please send all correspondence to the following address:

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El Puente is published by the Transportation Technology Transfer Center, College of Engineering, University of Puerto Rico. The opinions, findings, or recommendations expressed in this newsletter are those of the Center staff and do not necessarily reflect the views of the Federal Highway Administration, Puerto Rico Department of Transportation and Public Works, or the Virgin Island Department of Public Works.

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Departamento de
Transportación y Obras
Públicas



US Department of
Transportation
Federal Highway
Administration



*Autoridad de Carreteras
Y Transportación*