

Arequipa, Peru

Partner city

Status of the project: ongoing technical assistance



Basic Information

Urban area: 3,700,00 km²

Population: 910,000 | Growth rate: 1.09%

GDP per capita: USD 10,277

Modal Share

Formal public transport: 47%

Private cars: 30%

Taxis: 23%

National GHG emissions per capita: 2.82 (tCO₂eq)

Exposure to climate change: HIGH

Region capital city

Context

Urban mobility in Arequipa represents an issue highlighted by transport data in 2016, which recorded 52,877 infractions, 5,410 accidents and 128 fatalities and 5,282 non-fatal victims. In 2008, the population clearly preferred to travel by bus, with 63% of all journeys made on an average day, 16.6% of which on foot. By 2017, on the main north-south and south-north axis of the city, which crosses the historic centre, 47% of journeys were made by public transport, 30% by private vehicle and 23% by taxi.

This would indicate a modal choice influenced by:

- The growth of the vehicle fleet without considering the type of service and demand; as of 2016, there are 261,600 vehicles (25% taxis and 46% private cars).
- The low quality of the public transport service, which the user perceives as unsafe conditioned by the 4,000 units of low capacity, poor maintenance, and which are over 20 years old, operating 240 routes.
- The disarticulation of the urban infrastructure with low connectivity between the urban units of the city, road discontinuity and the variation of sections in continuous sectors, aggravated by the superposition of the urban centrality and the historical one.

Arequipa has no mass transit system, but a first light rail system on the main 15 km long NW-SE corridor is planned. There is an existing transport master plan or similar document (Route regulatory plan 2016).

The Municipality of Arequipa, the local counterpart, has the mandate and responsibility to finance mass public transport infrastructure. It does not have the authority to borrow from international finance sources. Systems and procedures are partially in place to monitor, evaluate and report on urban.

The objective of this SUMP project is to develop a city model that promotes more sustainable modes of travel (pedestrian, bicycle and mass public transport). The main expected results are:

- Improve the urban mobility system and incorporate new technologies reducing travel times and needs, accidents and articulating the Integrated Transportation System
- Reduce the effects of climate change and greenhouse gas emissions, as well as the consumption of non-renewable energy
- Improve urban social equity, ensuring universal accessibility while promoting alternative use of the road system and promoting healthier modes of use
- Develop institutional capacities in the different actors involved with urban mobility issues

The technical assistance contributes to institutional strengthening by:

- Regulating the sustainable urban mobility management
- Promoting projects to be executed by the municipality
- Financing mechanisms for infrastructure and equipment and monitoring system

Support from the Partnership

Technical Assistance: EGIS - RUPRECHT

Funded by: European Union

Funding amount: EUR 500,000

Implemented by: AFD through the EUROCLIMA+ Program

Local counterpart: Municipality of Arequipa, Municipal Planning Institute (IMPLA)

Supported activities:

- Development of the integrated public transport network
- Strategic programmes and projects to optimise the operation of freight transport and urban logistics
- Implementation plan
- Monitoring system

Status of implementation

Project start: March 2020 (signature of the EC+ agreement with the Municipality), October 2020 (start of the technical assistance contract)

Expected project completion: February 2022

Completed outputs:

- Forum on challenges and opportunities for Sustainable Urban Mobility
- Participation plan
- Communication plan

Next expected outputs

- Expectations survey
- Diagnostic workshop
- Diagnostic mobility

Highlights in the past year

In December 2020, the mayor of the provincial municipality of Arequipa, Omar Candia, together with the representative of the French cooperation, communicated to the population of Arequipa about the beginning of the formulation of the Sustainable Urban Mobility Plan (SUMP). Also, the Forum “Challenges and opportunities for Sustainable Urban Mobility” was held virtually, with more than 100 participants and with the participation of architect Solangel Fernández, Minister of Housing, Construction and Sanitation.

Impact of the COVID-19 pandemic

The decrease in travel, as a result of the COVID situation, especially that of motorized vehicles, is delaying the collection of data (surveys and transport traffic tickets). A way to identify virtual information for the year 2019 is being analysed.

The active participation of different actors of urban mobility in Arequipa encounters difficulties in adapting to the forms of virtual meetings. Given this, it has been proposed to carry out more participation activities through interest groups.