

Trujillo, Peru

Partner city

Status of the project: ongoing technical assistance



Basic Information

Urban area: 1,769 km²

Population: 962,369 (Census 2017) | Growth rate: 1.65%

GDP per capita: USD 6,942

Modal Share

Public transport: 31.2%

Walking: 18.4%

Cycling: 1.1%

Private cars: 15.5%

Taxis: 25.4%

Other: Collective cabs: 8.4%

National GHG emissions per capita: 3.05 (tCO₂eq)

Exposure to climate change: HIGH

Region capital city

Context

Trujillo, a coastal city in northern Peru, is the capital of the province of the same name, as well as the department of La Libertad. Its geographic location and connectivity with the major cities on the coast and in the highlands of northern Peru make it an important economic centre. The aforementioned factors and the existence of the CHAVIMOCHIC irrigation project have contributed to the growth of sectors such as export agribusiness, mining, fishing, and commerce. These sectors are the ones that contribute the highest percentage to the regional GDP.

There is no existing mass transit system in Trujillo, but there is an existing transport master plan or similar document.

The metropolitan area of Trujillo generates 2,298,000 trips per day, with an average rate of 2.4 trips per person/day. Of these trips, 80% represent motorized transport, of which urban passenger transport services represent 65% (provided through the services of minibuses, combis, collective taxis, and cabs). Trujillo does not have an integrated transport system, but in the next few years, the first road corridor for busses is expected to be implemented. This corridor will link the northern and southern parts of the city with a Bus Rapid Transit (BRT) system. This measure represents one of the priorities for the city in their Sustainable Urban Mobility Plan (SUMP), as well as non-motorized transport measures (i.e. implementation of 25km of temporary bicycle lines). This plan (SUMP) is key in the efforts of local government to transform their mobility by implementing sustainable and safe transport and mobility solutions. To develop this SUMP, local government represented by the Provincial Municipality received technical assistance from the German cooperation for development, implemented by GIZ.

The Ministry of Transport and Communications (MTC), the national counterpart, has the mandate and responsibility to finance mass public transport infrastructure. It has authority to borrow from international finance sources. Systems and procedures are partially in place to monitor, evaluate and report on urban transport.

Trujillo Provincial Municipality (MPT for its Spanish initials), the local counterpart, possesses entities that are specialised in urban transport and urban mobility within its institutional structure (such as Transportes Metropolitanos de Trujillo (TMT), the planning organism of urban transport in the metropolitan area of the city, and Gerencia de Transporte, Tránsito y Seguridad Vial, the cargo and passenger transport regulatory and supervisory area). In addition, the Municipality created in 2018 the Sustainable Urban Mobility Committee (COMUS for its Spanish acronym), a participatory coordination space chaired by the mayor and formed by representatives of institutions and relevant local stakeholders.

Due to its administrative competencies, the MPT manages the implementation of investment projects and all measures that contribute to improve public transport services, ensuring sustainable urban mobility for the population. Although they do not have significant funding, they are implementing a network of temporary bicycle lanes through an agreement with MTC for 500,000 EUR. In addition the MPT authorises and supervises the current transport service with its own resources. Through cooperation agreements between MTC and international institutions, it has been possible to finance important studies, such as the one carried out for the proposal of the north-south road corridor.

Optimising traffic flow, as well as implementing an integrated and efficient public transportation system, are key elements in mitigating greenhouse gas (GHG) emissions. It also reduces transport costs and improves the quality of life in urban areas. Based on this context, the Peruvian government has developed the NAMA TRANSPeru, which consists of a series of measures to transform the urban transport sector. One of the areas prioritised as part of this matrix highlights the need to support local governments to improve the transport sector.

The goal of Trujillo's SUMP 2020 - 2030 is to improve urban mobility conditions in the city, prioritising the use of public transport and non-motorised modes, while improving the quality of life of their inhabitants. Therefore, Trujillo's SUMP is perfectly aligned with MTC's urban transport sector strategy, represented by the National Urban Transport Policy and the National Program for Sustainable Urban Mobility. Likewise, this local planning instrument promotes modes of travel with less environmental impact, an integrated, multimodal, low-carbon, and efficient public transportation system, accessibility, and social equity. These are the new challenges that the MPT is taking on and has already implemented in the city.

Technical assistance contributes to institutional development by:

- Strengthening the skills of the MPT's technical teams for mobility and urban transport measures management. This has allowed the new institutional capacities installation, which will contribute to improving the management processes of public transport services.
- Redesigning the institutional structure, establishing areas, functions, and responsibilities for promoting and managing the city's urban mobility with a focus on sustainability and gender equality.
- Establishing coordination models between national and local public agencies within the transport sector, and local coordination spaces between relevant stakeholders in the city, such as the aforementioned COMUS.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: German Federal Ministry for Economic Cooperation and Development (BMZ)

Funding amount: EUR 7,300,000

Implemented by: GIZ through the Sustainable Urban Mobility in Secondary Cities in Peru (DKTI)

Local counterpart: Ministry of Transport and Communications (MTC) and selected local governments

Supported activities

- Establishment and strengthening of the National Program for Sustainable Urban Mobility (locally known as Promovilidad) through support for MTC
- Establishment of coordination mechanisms at city level (e.g., stakeholder dialogue) and with local governments and ministries
- Strengthening urban planning and implementation capacity of local governments
- Promotion of exchanges on innovative technologies, methods and financing mechanisms

Status of implementation

Project start: 2017

Expected project completion: 2021

Completed outputs:

- The Management Unit (UGP) of the National Program for Sustainable Urban Mobility (PROMOVILIDAD) is in operation. Coordination between actors at the national and subnational levels in the planning and implementation of investment measures and projects has improved.

Next expected outputs

- Improved coordination mechanisms within cities (among relevant stakeholders) as well as between local governments and ministries.
- Increased capacity of cities for implementation of measures: municipalities apply technical and institutional capacities in the planning and implementation of sustainable urban mobility measures.
- Innovative technology, methods, and financial mechanisms: Transport managers and planners are aware of proven innovative technologies, methods, and financing concepts for sustainable mobility.

Core impact indicators baselines

Indicator	Baseline – 2017
Total annual transport related GHG emissions (Mt CO ₂ eq)	376,677 Mt CO ₂ eq
Annual transport related GHG emissions per capita (kg CO ₂ eq)	391.41 kg CO ₂ eq / capita
Access to public transport Proportion of the population living 500 meters or less of a public transport stop	no data available
Air pollution Mean urban air pollution of particulate matter (in µg PM10) at road-based monitoring stations	59.67 µg/m ³ of PM10

Indicator	Baseline – 2017
Road safety Annual traffic fatalities in the urban area, per 100,000 inhabitants	7 fatalities / 100,000 hab
Affordability of public transport Percentage of disposable household income spent on public transport for the second quintile household income group	no data available

Highlights in the past year

In the midst of a very complex 2020, public officials of Trujillo's local government were able to conclude the process to plan the city's urban mobility. Thanks to their efforts Trujillo now has a Sustainable Urban Mobility Plan (SUMP). This plan is in the implementation phase through the first short-term measure related to infrastructure for non-motorised transport through the bicycle network for the metropolitan area of the city of Trujillo. This planning process has strengthened the capacities of the technical teams by incorporating methodologies for information management, planning, and improving the interrelation with relevant local, regional and national institutions and actors.

During the first months of the pandemic, it was necessary to reduce the level of face-to-face coordination. Therefore, new channels and ways to interact in a virtual context were set up. In addition, short-term priorities were established with local counterparts and MTC. At the same time, the project considered how to incorporate into national policies, regulations, and instruments with local impact, measures, and strategies to address the new context. This affected the previous rhythm of implementation of activities as some lost urgency and others gain great momentum during the pandemic. This was the case of implementing non-motorised transport measures and measures to restrict the use of private vehicles, which had a positive impact on reducing GHG levels.

Finally, among the measures passed by MTC during 2020, a subsidy scheme was approved in order to facilitate the access of public transport carriers to resources for vehicle sanitation. Thus, reducing the likelihood of infection within public transport units. With financial support from the MTC, the MPT distributed safety elements such as face masks and face shields for public transport carriers and promoted the buses' permanent disinfection.