

Trujillo, Peru

Partner country

Status of the project: completed technical assistance



Basic Information

Urban area: 1,769 km²

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

Type of city: Region capital city

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

Context

Trujillo, a coastal city in northern Peru, is the capital of the province of the same name. 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, which was started in the 1960s by the National Development Institute (INADE) and extends throughout much of the coast of the La Libertad Region, have contributed to the growth of sectors such as export agribusiness, mining, fishing, and commerce. These sectors contribute the highest percentage to the regional GDP.

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 SUMP is a 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), through the National Program for Sustainable Urban Mobility (Promovilidad) seeks to develop integrated transport systems in cities other than the Peruvian capital. To achieve this, Promovilidad offers technical assistance to local governments. 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 the Transport, Transit and Road Safety General Office (GTTSV for its Spanish initials) 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, financed by funds from the German Cooperation through KfW.

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 TRANSPerú, 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-motorized 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 1,215,000¹

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

Local counterpart: Ministry of Transport and Communications (MTC), through the National Program for Sustainable Urban Mobility (Promovilidad), and selected local governments

¹ The total funding amount of the technical assistance is EUR 7,300,000. However, the DKTI programme supports six cities in Peru. This number assumes an even allocation of funds among Trujillo, Arequipa, Piura, Cusco, Huamanga and Chiclayo.

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:** March 2022

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.
- 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.

SUMP key measures and cost estimates

The following table highlights the most significant measures identified in the SUMP.

Measure	Cost Estimate ²
Sub-programme for universal accessibility and elimination of architectural barriers at intersections in Trujillo's historical city centre	EUR 509,499.14
Programme for the maintenance, improvement and enlargement of the walking surface of Trujillo's metropolitan area	EUR 1,267,787.80
Sub-programme for the implementation of a core network of bicycle paths.	EUR 2,157,703.36
Final phase structuring of the North-South Core Corridor project in the framework of the Integrated Public Transport System	EUR 7,037,296.13
Implementation and operation of the Integrated Public Transport System with a final route regulation plan	EUR 86,178,645.76
Network of Integrated Public Transport System bus stops on feeder corridors	EUR 14,109,206.86
Integral sub-programme for the optimisation and extension of the traffic light network in the metropolitan area	EUR 6,270,758.60

² Trujillo's SUMP was originally budgeted in PEN. For this factsheet the costs were converted into EUR using [InforEuro](#) currency exchange rate. At the time of the conversion, 1 EUR = 4.516 PEN. This applies to all EUR amounts in the document.

Finance leverage

Financing resulting from the SUMP	Source	Amount
Implementation of sustainable non-motorized transport systems (pop-up cycle lanes)	Ministry of Transport and Communications (MTC)	EUR 404,532.27
Investment project: construction of north-south corridor and complementary roads	KFW	EUR 60 million

Associated financing supporting measures in the SUMP	Source	Amount
Pilot project "Promotion of the recovery of public space and the use of non-motorized transport - Muévete Trujillo, Trujillo, Peru"	TUMI	EUR 73,660.88

Projected impacts

Indicator	Impact 2030 (SUMP vs BAU)	Baseline - 2017	Projected 2030 BAU	Projected 2030 SUMP scenario
Total annual transport related GHG emissions (Mt CO₂eq)	-423,36 t CO ₂ eq	376,677 t CO ₂ eq	767, 487 Tn de CO ₂ t CO ₂ eq	355,132 t CO ₂ eq
Annual transport related GHG emissions per capita (kg CO₂eq)	Impact not quantified	391.41 kg CO ₂ eq / capita	Impact not quantified	Impact not quantified
Air pollution				
Decrease in mean urban air pollution of particulate matter (in µg PM10) at road-based monitoring stations	Impact not quantified	59.67 µg/m ³ of PM10	Impact not quantified	Impact not quantified
Modal share				
Increase of the modal shares of trips by public transport, walking and cycling	Public transport: +17.4% Walking: +11% Cycling: +3.2% Private cars: -3.7% Taxis: -14.3% Collective cabs: -9.6% TOTAL: +22%	Public transport: 31.2% Walking: 18.4% Cycling: 1.1% Private cars: 15.5% Taxis: 25.4% Collective cabs: 8.4% TOTAL sustainable transport: 58%	Public transport: 27.6% Walking: 14% Cycling: 0.8% Private cars: 18.7% Taxis: 29.3% Collective cabs: 9.6% TOTAL: 52%	Public transport: 45% Walking: 25% Cycling: 4% Private cars: 11% Taxis: 15% Collective cabs: 00% TOTAL: 74%
Road safety				
Decrease of traffic fatalities in the urban area, per 100.000 inhabitants	-4.4 fatalities/100,000 hab	7.3 fatalities/100,000 hab	9.9 fatalities/100,000 hab	5 fatalities/100,000 hab

Highlights

Implementation of the recently adopted SUMP has started through interinstitutional coordination bodies

To continue with efforts to strengthen the SUMP locally, one of the main tasks for 2021 was to institutionalise the SUMP as a territorial planning instrument. Trujillo's SUMP focuses on the metropolitan area of the city and has a time frame until 2030 for its implementation. After it was approved by the City Council in April 2021, Trujillo became the first Peruvian city to develop and institutionalise a SUMP.

Currently, Transportes Metropolitanos de Trujillo (TMT) is responsible for the coordination of the COMUS' Technical Management Unit, in which 3 other areas of the municipality participate. This Unit is responsible for organising and overseeing the progressive implementation of the SUMP. Therefore, it is in charge of seeking funding through national government entities such as the Ministry of Economy and Finance (MEF), the Ministry of Transport and Communications (MTC), the Ministry of Housing, Construction and Sanitation (MVCS), the Ministry of Environment (MINAM); and at local level through the Regional Government of La Libertad as well as public, private and cooperation organisations. The implementation process started by establishing a roadmap, mapping critical actions and measures, and clarifying responsibilities to monitor progress within the technical team to ensure an orderly and prioritised progress in the SUMP.

There is still a long road ahead in terms of implementation, but both Trujillo's Municipality and TMT are committed to face the challenges to come in the road to transform their mobility, such as those related to raising the required amounts (both from public and private funds) to fully achieve the SUMP's goal.

Communication products helped to make the SUMP more approachable for citizens and raise awareness on sustainable mobility

During the first quarter of the year, communication strategies were implemented to improve the understanding of the plan among the largest number of civil society stakeholders. Given the context of the pandemic, digital media and social networks were used to make the SUMP more understandable; digital documents were produced with key messages and short videos explaining the importance of having a clear vision of the city with a focus on sustainable mobility and urban transport, the need for this type of planning instrument and its benefits on the creation of a city on a human scale and with environmental commitment.

These communication actions were followed by a series of awareness-raising workshops to clear up doubts about the SUMP and clarify its content and proposals. Local representatives and a number of citizens participated in each workshop, held by local authorities. The last workshop of the series gathered representatives from central government institutions, such as the Ministry of Transport and Communications (MTC), the Ministry of Housing, Construction and Sanitation (MVCS), as well as regional and local authorities.

Urban mobility planning with a participatory approach allows ownership and engagement

As the SUMP planning cycle contains different actions and steps to be undertaken during the SUMP formulation, there is a need to conceive a strategy for participation and communication, so the interests of the diverse stakeholders are considered in the early stages of the project. Participation and effective communication enable the adequate convergence of objectives regarding urban mobility when formulating the SUMP. The trust built and the constant dialogue between public authorities and citizens contribute to consolidating further phases, such as implementation.

Specifically, based on Trujillo's experience, a guideline for strategic communication and citizenship participation during the design and implementation of SUMPs in Peru was formulated. This guideline proposes orienting principles to facilitate the SUMP planning and implementation processes beyond mere diffusion and dissemination campaigns or regular one-direction presentations. The viability and success of the SUMP depend on how much its evolution is related to citizenship demands and perspectives.