

Trujillo, Peru

Partner city

Status of the project: **Completed technical assistance**



Basic Information

Urban area: 1,769 km²

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

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 with 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 motorised 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 buses is expected to be implemented. This corridor will link the northern and southern parts of the city with a Bus Rapid Transit (BRT) system, for which the tendering process for its technical project is soon to start. This measure represents one of the priorities for the city in its Sustainable Urban Mobility Plan (SUMP), as well as non-motorised transport measures (i.e. implementation of 25km of temporary bicycle lines). This SUMP is key to the effort of the local government to transform its mobility by implementing sustainable and safe transport and mobility solutions. To develop this SUMP, the local government, represented by the Provincial Municipality, received technical assistance from the German Cooperation for Development, implemented by GIZ.

Currently, the Provincial Municipality of Trujillo is advancing in the implementation stage of the SUMP based on the priority of strategic objective 6: promoting accessibility and social equity, with the technical assistance of the GIZ on issues such as solutions for pedestrian spaces and conditions for greater road safety in school areas.

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. To be precise, TMT, as part of its role with the technical support of GIZ, has been promoting the Programme for the Integral Care of Trujillo's Pedestrians and Cyclists (PROCIPECT) through the promotion of the Dialogue Table for Sustainable Urban Mobility in Trujillo.

Due to its administrative competencies, the MPT manages the implementation of investment projects and all measures that contribute to improving 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. For example, the signing of the CFF Memorandum of Understanding for the project "Cycle-Infrastructure on Avenida America North, South, and West Pablo Casals and Tupac Amaru" has contributed to the implementation of bicycle lanes in the city. In addition, the MPT authorises and supervises the current transport service with its 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. Recently, KfW has managed and completed the study on conditions for the implementation of cycleway projects.

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-motorised modes, while improving the quality of life of its 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, accessibility, social equity, and an integrated, multimodal, low-carbon, and efficient public transportation system. 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 installation of new institutional capacities, 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

Supported activities:

- Establishment and strengthening of the National Program for Sustainable Urban Mobility (locally known as Promovilidad) through support for the MTC
- Establishment of coordination mechanisms at the 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

Project completion: 2022 Q2

Completed outputs:

- Coordination between actors at the national and sub-national levels in the planning and implementation of investment measures and projects has improved
- Improved coordination mechanisms within cities as well as between local governments and ministries
- Increased capacity of cities for the 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

Lessons learned

- From project management, be flexible and adapt to changes and different contexts, and prioritise communication for joint work to contribute to effectiveness and efficiency.
- From the strengthening of the PNTU, have quick responses to the identification of priorities in public institutions to take advantage of windows of opportunity, involvement of actors, and commitments of authorities.
- From the creation of PROMOVILIDAD, finding the favourable context to act, the importance of knowledge management and transmission, capacity building according to institutional needs and context, risk management, and organisational development first.

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.

- From Organisational development in cities, consider adult learning needs, the importance of generating information for decision-making, determine the scope of agreements, identify key people and/or actors, promote a systemic vision in institutions, and take into account the particularities of cities.
- From sustainable urban mobility planning, recognise the importance of stakeholder management within municipalities and the commitment of decision-makers, leadership of local governments, a participatory approach, and strategic communication.

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

Finance leverage

Financing resulting from the SUMP	Source	Amount
Implementation of sustainable non-motorised transport systems (pop-up cycle lanes)	Ministry of Transport and Communications (MTC)	EUR 404,532.27
Investment project: construction of the north-south corridor and complementary roads	KFW	EUR 60,000,000

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

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.

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)³	-387 kg CO ₂ eq / capita -54%	354 kg CO ₂ eq / capita	721 kg CO ₂ eq / capita	334 kg CO ₂ eq / capita
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, in SUMP scenario compared to BAU scenario	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: 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 begun through interinstitutional coordination bodies

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.

Transportes Metropolitanos de Trujillo (TMT) is currently responsible for the COMUS' Technical Management Unit, in which three other municipality areas participate. This Unit is responsible for organising and overseeing the progressive implementation of the SUMP. Therefore, it oversees 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 the 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 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 facing the challenges to come in the journey 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.

³ Calculation made by MobiliseYourCity Secretariat based on SUMP deliverables

Communication products helped to make the SUMP more approachable for citizens and raise awareness of 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 for the city with a focus on sustainable mobility and urban transport, the need for this type of planning instrument and its benefits for the creation of a city with 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 several 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 for ownership and engagement

Given that 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 citizen participation during the design and implementation of SUMP 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 development is related to citizens' demands and perspectives.