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%**

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%**

Nationally Determined Contribution (NDC): **/transport-related NDC**

National GHG emissions per capita: **3.05 (tCO_2eq)**

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 north Peru's highlands 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 the first bus road corridor is expected to be implemented in the next few years. 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 town's priorities in its Sustainable Urban Mobility Plan (SUMP) and non-motorized transport measures (i.e., implementation of 25km of temporary bicycle lines). This SUMP is key in the efforts of local governments to transform their 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 development cooperation, which GIZ implemented.

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 organisation 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 the Sustainable Urban Mobility Committee (COMUS for its Spanish acronym) in 2018, 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 improving public transport services and 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 resources. Through cooperation agreements between MTC and international institutions, it has been possible to finance essential 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 and 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 in improving the transport sector.

Trujillo's SUMP 2020 - 2030 aims to improve urban mobility conditions in the city, prioritising the use of public transport and non-motorized modes while enhancing 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, 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 installation of new institutional capacities, which will improve public transport services' management processes.
- 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 1,215,000[1]

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

[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.

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 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 SUMP development

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 and between local governments and ministries.
- Increased cities' capacity to implement 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, processes, 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
Tbilisi Bus Transit (TBT)	USD 63,365,561
Better Buses and Minibuses	USD 126,487,010
Urban Freight Policy	USD 572,600

[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[3]	KFW	EUR 60,000,000
	CAF	EUR 30,000,000
	Ministry of Transport - Domestic Funding	EUR 20,000,000

Associated financing supporting measures in the SUMP	Source	Amount
Pilot project "Promotion of public space recovery and 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 CO_2eq)	-423,36 t CO_2eq	376,677 t CO_2eq	767, 487 Tn de CO_2 t CO_2eq	355,132 t CO_2eq
Annual transport-related GHG emissions per capita (kg CO_2eq)[4]	-387 kg CO_2eq / capita -54%	354 kg CO_2eq / capita	721 kg CO_2eq / capita	334 kg CO_2eq / capita
Air pollution Decrease in mean urban air pollution of particulate matter (in µg PM_{10}) at road-based monitoring stations	Impact not quantified	59.67 µg/m³ of PM_{10}	Impact not quantified	Impact not quantified
Modal share Increase of the modal shares of trips by public transport, walking and cycling, in the SUMP scenario compared to the 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 in 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

[3] https://www.gob.pe/institucion/mtc/noticias/1030803-mtc-coordina-avances-de-proyectos-de-inversion-en-transporte-urbano-para-trujillo-y-otras-ciudades

[4] Calculation made by MobiliseYourCity Secretariat based on SUMP deliverables.

Insights from practice: lessons learned from the technical assistance

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 most significant 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.

A series of awareness-raising workshops followed these communication actions 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 seminar 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), and 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, Trujillo's experience formulated a guideline for strategic communication and citizenship participation during the design and implementation of SUMPs in Peru. 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.

Perspectives for SUMP Implementation

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

Trujillo's SUMP focuses on the city's metropolitan area and has a time frame until 2030 for its implementation. After the City Council approved it 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 SUMPUMP.

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

Highlights in the past year

Trujillo will be the first city to implement a bus scrapping programme with the support and technical assistance from KfW.[5]

An international tender process was launched in September 2024 for project preparation for the BRT North-South corridor.[6]

Updated in December 2024

[5] https://www.gob.pe/institucion/tmt/noticias/1031090-trujillo-sera-la-primera-ciudad-en-implementar-un-programa-de-chatarreo

[6] https://www.gob.pe/institucion/promovilidad/noticias/1037724-mtc-lanza-convocatoria-internacional-para-elaborar-estudio-de-corredor-norte-sur-en-trujillo