# Trujillo, Peru

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|---|---|---|
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## 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 |
| Baseline motorisation rate | → | 166.7 vehicles / 1000 inhab. |
| **Modal share** | | |
| Public transport | → | 31.2% |
| Walking | → | 18.4% |
| Cycling | → | 1.1% |
| Private cars | → | 15.5% |
| Taxis | → | 25.4% |
| Other: Collective cabs | → | 8.4% |
| Annual transport emissions per capita | → | 12391.41 kg CO2eq |

## Context

Trujillo is the capital of the La Libertad region on Peru's northern coast and forms a metropolitan area of nine districts with strong demographic growth and horizontal urban expansion. It is one of the country's main economic hubs outside Lima, driven by agro-industry (notably export-oriented agriculture), commerce, services, manufacturing, and port-related activities linked to Salaverry. As the political, administrative, educational and logistics centre of northern Peru, Trujillo plays a strategic regional role connecting coastal production areas with national and international markets.

# Mobility planning — Sustainable Urban Mobility Plan (SUMP)

## 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:** Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) through the Sustainable Urban Mobility in Secondary Cities in Peru (DKTI)
**Local counterpart:** Ministry of Transport and Communications (MTC) and the Provincial Municipality of Trujillo
**Consultant(s) involved:** GITEC–Rupprecht–PACT
**Final SUMP report:** Trujillo PMUS I MobiliseYourCity

**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 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

## SUMP Summary

| SUMP Status | Adopted |
|---|---|
| SUMP Development Timeline | Trujillo joined MobiliseYourCity in Q1 2020<br>Project start: 2017<br>Project completion: 2022 Q2<br>Completed outputs:<br>• Coordination between actors at the national and sub-national levels in the planning and implementation of investment measures and projects has improved.<br>• Improved coordination mechanisms within cities and between local governments and ministries.<br>• Increased cities' capacity to implement measures: municipalities apply technical and institutional capacities in the planning and implementation of sustainable urban mobility measures.<br>• Innovative technology, methods, and financial mechanisms: Transport managers and planners are aware of proven innovative technologies, processes, and financing concepts for sustainable mobility. |
| SUMP Vision | "A city with a mobility system at a human scale, in which non-motorised modes and public transit are priority based on safety, equity, accessibility, multimodality and integration criteria. Urban mobility in Trujillo is integrated; environmentally, socially and economically sustainable, fosters the competitive development of the city and favours a better life quality for its inhabitants." |
| Key expected results (GHG, modal share and access) | Compared to 2018, in a SUMP scenario by 2030 Trujillo expects to<br>• Increase 17.4% public transport trips.<br>• Incr ease 11% walking trips.<br>• Increase 3.2% cycling trips.<br>• Increase public transport spatial coverage of public transport to 90% (85% in 2018).<br>• Reduce GHG emissions by 20% compared to a business as usual (no SUMP). |
| Total SUMP Investment Requirement | USD 1.126 billion<br>• 2020 – 2022: USD 101.3 million<br>• 2023 – 2026: USD 450.4 million<br>• 2027 – 2030: USD 574.3 million |

[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.

# SUMP preparation process and stakeholder involvement

Several participatory formats were selected to involve stakeholders.

- A participatory discussion process was conducted to select SUMP measures and ensure consideration of key stakeholders' perspectives.
- The Strategic Framework for Trujillo's SUMP was prepared by taking into consideration the contribution of representatives from the municipality, other district municipalities, civil society, and other private and public institutions in the framework of the 'Comité de Movilidad Urbana Sostenible' (Committee of Sustainable Urban Mobility), a decision-making body created for the SUMP elaboration.

# Diagnosis of urban mobility

## Existing mobility and transport services

Located on the northern coast of Peru, Trujillo is the capital of the La Libertad department. Trujillo is a metropolitan municipality with nine districts and a population of almost a million inhabitants. Its geographic location and connectivity to major cities along the coast and in the highlands of northern Peru make it an important economic centre. Three of the districts, Trujillo, El Porvenir, and La Esperanza, account for more than 70% of the total population. The city has low population density and is expected to remain low under a business-as-usual scenario. Moreover, the urban configuration is characterised by a scattered pattern, and its expansion is predominantly horizontal and informal.

Trujillo can be territorially analysed in three differentiated sectors: Alto Trujillo, characterised by horizontal growth, and Bajo Trujillo and Área Integrada with vertical expansion. This urban sprawl, which overlooks planning requirements, has increased the physical distance between origins and destinations and, therefore, increased the demand for motorised travel within the urban area. Most urban facilities are concentrated in major activity centres, such as Trujillo's historical centre.

The urban mobility system in Trujillo is neither efficient nor sustainable, leading to negative impacts on the city's productivity due to long travel times and costs, increased road-accident fatalities, and harm to public health from air pollution and noise.

The critical factors influencing the aforementioned situation include non-inclusive, low-capacity public transport; limited infrastructure and road facilities; congestion; a lack of local policies and effective mechanisms to foster non-motorised mobility; and the absence of programmes aimed at attracting a cleaner motorised fleet. 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).

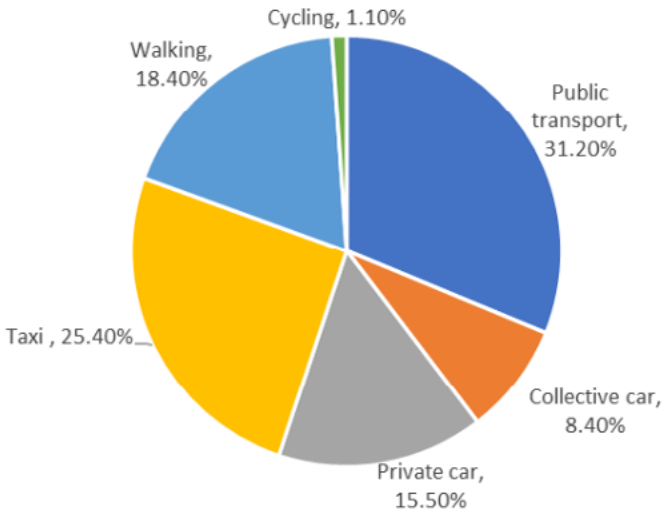


Figure 1 Modal share in Trujillo

There is no mass public transport system in Trujillo. Both informal and formal services are provided. 65 registered companies operate 109 itineraries (73% of total itineraries) comprising 4,695 vehicles (54% of the fleet). The "autos colectivos" (collective cars) serve 27% of itineraries and account for 46% of the total public transport fleet, as they are a low-capacity mode of transport. 40% of the itineraries concentrate on 10 main roads, evidencing overlaps and supply saturation. The dissatisfaction level with public transport in 2020 was 60%, and is expected to reach 90% in 2030, leading to a preference for informal transport alternatives. However, 72% of trips cover distances up to 4 km and could be taken by active modes.

## Social, environmental, and economic aspects.

The low quality of the public transport services and the concentration of activities in the city centre have increased the share of income spent on urban trips in Trujillo. 21% of alltotal income is dedicated to urban travel, and this share is expected to double by 2040 due to increased traffic congestion. The lowest-income segment of the population uses 35% of their income on public transport. Additionally, 25 minutes per person are lost every day due to traffic congestion, representing annual losses of EUR 24 million. Furthermore, there is inadequate infrastructure for people with limited mobility, and public transport is not evenly distributed across all districts.

Regarding taxis, Trujillo is expected to have one of the highest taxi rates per inhabitant in Latin America (currently 18 taxis per person, when international standards recommend fewer than 10). The oversupply of taxis and "autos colectivos" services also affects road safety, accounting for more than 50% of total traffic collisions. Adding to the economic and social challenges of the transport system in Trujillo, 50% of the public transport fleet is older than 15 years, and its renewal is overdue. Regarding GHG emissions, the public transport service emits 376,677 tons of CO2 each year, with microbuses and taxis being the main sources. The latter has doubled GHG emissions since 2012. A policy to encourage the renewal of the public transport fleet is missing, which is also deteriorating the city's air quality and, consequently, public health in Trujillo.

## Institutional and financial situation

The urban transport sector in Trujillo is challenged by limited institutional capacity and resources. Trujillo's Provincial Municipality (MPT for its Spanish acronym) has serious weaknesses regarding urban transport management, including a lack of technical capacities for planning and management, insufficient financial resources for investments in urban mobility, a lack of digital instruments for data gathering and service improvement, low-efficiency operational processes, and low-specialised professional and technical resources.

Challenges related to the integration of planning and coordination among the responsible entities for transport management and operation create obstacles to designing and managing a reform strategy for the public transport system. This miscoordination extends beyond the transport

sector and involves other municipal institutions, including the planning agency, the architectural heritage management, the public space unit, and the environmental authority.

Transport planning and urban planning have not experienced close synergy. While the former aims to provide public transport services along high-demand routes without considering the city's territorial development, the latter focuses on infrastructure provision, takes a narrow view of urban transport services, and prioritises traffic management and private transport.

# SUMP visions and goals

> "A city with a mobility system at a human scale, in which non-motorised modes and public transit are prioritised based on safety, equity, accessibility, multimodality and integration criteria. Urban mobility in Trujillo is integrated, environmentally, socially, and economically sustainable, fostering the city's competitive development and improving the quality of life for its inhabitants."

## SUMP goals and targets

- Promote modes of travel with lower environmental and social impacts, in particular walking and cycling, to invert the preference for motorised mobility.
- Promote an integrated, multimodal, clean and efficient public transport system, considering its efficiency in terms of space use, pollution, social equity, accessibility and affordability. Public transport needs to be managed across infrastructure, management, planning, and enforcement, among other areas.
- Manage demand and the road network in favour of more sustainable modes, in line with urban development, to radically discourage car use through pull and push measures that promote sustainable modes.
- Improve road safety and reduce congestion and pollution by curbing the current increase in the use of private vehicles.
- Efficiently manage urban freight transport (logistics) by including efficiency and management approaches to promote coordination between goods distribution and other economic activities in the city.
- Promote accessibility and social equity through positive designs for people with mobility limitations and the most segregated segments of the population.

# Test scenarios and selected scenario

The chosen 2030 scenario was developed by considering a set of key projects to be implemented, aimed at achieving the goals and outcomes outlined in the vision and strategic objectives. Additionally, other policy documents were considered benchmarks for the Trujillo SUMP scenario (other SUMPs in Peru, Latin America, and Europe; national transport policy documents; the budget programme on urban transport; the law on cycling; the methodological guideline for emergent, sustainable cities; and the BRT feasibility study for Trujillo).

The scenario includes specific transformations across five main modes of transport: integrated public transport, non-motorised transport, taxis, private transport, and urban freight. This scenario considers public transport the predominant mode, with a 45% share of total trips, followed by walking (25%). The scenario also considers a significant increase in cycling, reaching 4% of the modal share. Trips expected to be made by sustainable modes of transport are foreseen to shift away from private cars and taxis.

The 2030 scenario and its main impacts are based on a business-as-usual reference.

# SUMP key measures

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

| Measures | Cost estimate (EUR)[2] | Proposed financing source* | Implementation schedule |
|---|---|---|---|
| **Physical (Infrastructure, rolling stock, etc.)** | | | |
| Construction of 3 BRT corridors | 288,250,000 | MPT, MTC | 2023-2030 (by phases) |
| Expansion of road network | 288,250,000 | MPT, GR, MCVS | 2023-2030 (by phases) |
| Improvement and expansion of sidewalks and cycling infrastructure | 171,050,000 | MD, MPT, GR, MCVS | 2020-2030 |
| Redistribution and improvement of public spaces | 157,490,000 | MD, MPT, GR, MCVS | 2020-2030 |
| Implementation of bus stops for the public transport system | 16,090,000 | MPT, MTC | 2020-2030 |
| Implementation or improvement of traffic lights and signs network | 14,330,000 | MD, MPT, MTC | 2020-2030 |
| Implementation of metropolitan logistic corridors | 13,400,000 | MD, MPT, MTC | 2020-2030 |
| Interventions to improve road safety | 8,780,000 | MD, MPT, MTC | 2020-2030 |
| Conservation and maintenance of the road network | 8,490,000 | MD, MPT, GR, MCVS | 2020-2022 |
| Construction of 2 logistic centres | 77,696,900 | MP | 2023-2030 |
| Implementation of 2 micromobility systems (bike sharing and e-scooters) | 5,810,000 | MP, MPT, MTC | 2027-2030 |
| Intervention on infrastructure to improve universal access | 1,630,000 | MD, MPT, MTC | 2020-2030 |
| Formulating a plan for freight transport and urban logistics in the metropolitan area | 44,680,000 | MPT, MTC | 2020-2026 |
| Formulating and designing of 3 BRT corridors | 20,180,000 | MPT, MTC | 2020-2026 ( by phases) |
| Observatory for sustainable urban mobility | 2,680,000 | MPT, MTC | 2023-2026 |
| Monitoring, control and evaluation of greenhouse gases emissions | 1,340,000 | MD, MPT, MTC; MINAM | 2020-2022 |
| Managing off- and on-road public parking | 630,000 | MD, MPT, MCVS | 2020-2022 |
| Identification of a metropolitan road system | 220,000 | MP, MCVS | 2020-2026 |
| Inventory of traffic control devices | 40,000 | MD, MPT | 2020-2022 |
| Formulating a plan for air quality monitoring and surveillance | 40,000 | MPT, MCVS, MINAM | 2020-2022 |
| Update noise map and source analysis | 40,000 | MP, MINAM | 2020-2022 |
| Georeferenced databased of road accidents | 20,000 | | |
| Implementation and operation of public transport system along with its regulatory plan | 98,250,000 | MPT, MTC | 2027-2030 |
| Controlling and managing traffic | 44,730,000 | MPT, MTC | 2023-2030 |
| Traffic law awareness and enforcement | 12,710,000 | MPT, MTC | 2020-2030 |
| Increasing awareness on road safety | 12,270,000 | MD, MPT, GR | 2020-2030 |
| Policy instruments formulation and adoption for urban transport governance improvement | 8,040,000 | MPT | 2020-2022 |
| Plans and programmes to foster cycling | 2,460,000 | MD, MPT, MTC, MCVS | 2020-2026 |
| Urban planning norms control and verification | 1,510,000 | MD, MPT, MCVS | 2020-2030 |
| Emissions regulation control and enforcement | 1,430,000 | MD, MPT, MCVS | 2020-2030 |
| Capacity building for urban mobility stakeholders | 0. 890,000 | MPT | 2023-2026 |
| **Total Cost** | 1,321,426 | | |

***MTP (Provincial Municipality of Trujillo), MD (District Municipalities), GR (Regional Government), MTC (Ministry of Transport and Communications), MCVS (Ministry of Housing, Constructions and Sanitation), MINAM (Ministry of Environment)**

[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.

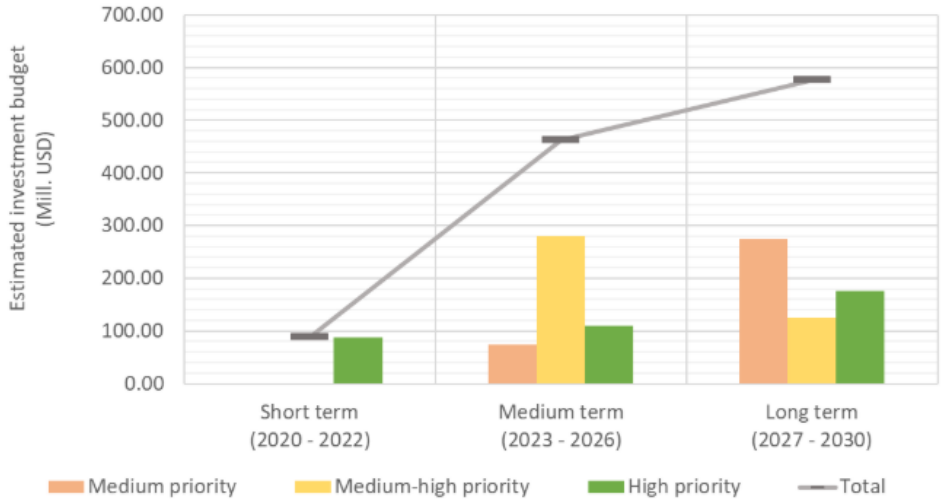


Figure 2 Estimated SUMP Investment Budget by Priority and Time Horizon (EUR million)

# SUMP expected results and impact

| 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 CO2eq | 376,677 t CO2eq | 767, 487 Tn de CO2 t CO2eq | 355,132 t CO2eq |
| **Annual transport-related GHG emissions per capita (kg CO2eq)** | -387 kg CO2eq/capita -54% | 354 kg CO2eq / capita | 721 kg CO2eq / capita | 334 kg CO2eq / 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/m³ of PM10 | 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%<br>Walking: +11 %<br>Cycling: +3.2 %<br>Private cars: -3.7 %<br>Taxis: -14.3%<br>Collective cabs: -9.6%<br>TOTAL: +22% | Public transport: 31.2%<br>Walking: 18.4%<br>Cycling: 1.1%<br>Private cars: 15.5%<br>Taxis: 25.4%<br>Collective cabs: 8.4%<br>TOTAL: 58% | Public transport: 27.6%<br>Walking: 14%<br>Cycling: 0.8 %<br>Private cars: 18.7 %<br>Taxis: 29.3%ther:<br>Collective cabs: 9.6%<br>TOTAL: 52% | Public transport: 45%<br>Walking: 25 %<br>Cycling: 4 %<br>Private cars: 11 %<br>Taxis: 15 %<br>Collective cabs: 00%<br>TOTAL: 74% |
| **Road safety** Decrease in traffic fatalities in the urban area per 100.000 inhabitants Increase of the modal shares of trips by public transport, walking and cycling | -4.4 fatalities/ 100 000 hab | 7.3 fatalities/ 100 000 hab | 9.9 fatalities/ 100 000 hab | 5 fatalities/ 100 000 hab |

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

# Insights from practice: lessons learned from the SUMP development process

## Communication products helped make the SUMP more accessible to citizens and raise awareness of sustainable mobility

Throughout the plan's preparation, Trujillo developed a dedicated communication strategy to inform, sensitise, promote, and empower key stakeholders about the importance of a Sustainable Urban Mobility Plan. This strategy was aligned with the SUMP planning cycle and the participatory mechanisms of the Comité de Movilidad Urbana Sostenible de Trujillo (COMUS). A virtual information and communication platform (the MUS-Trujillo website) was created and linked to a Facebook fan page to share meeting calendars, discussion results, news and other relevant material transparently with the wider public. In addition, communication products were developed to support broad outreach: four short, informative videos and several posters summarising the main results of the PMUS process, including the current mobility situation, the desired future mobility, and the key actions needed for sustainable urban mobility in Trujillo.

## Urban mobility planning with a participatory approach enables ownership and engagement.

The Trujillo SUMP was prepared through a structured participatory process, guided by the SUMP planning cycle and supported by the COMUS as the core platform for stakeholder dialogue and coordination. The process combined different mechanisms: regular meetings with thematic working groups (mesas técnicas), meetings with the COMUS technical management unit, focused meetings with local stakeholder groups and larger workshops with COMUS members and other local actors. These mechanisms enabled sharing and receiving information, identifying and validating critical mobility problems, and complementing technical analysis with local knowledge. They also helped build trust and sustain dialogue among public authorities, civil society, and other key actors, which is essential for later implementation phases. A specific Communication Plan for the Trujillo SUMP ensured that communication tools and participatory activities were coherently aligned with the plan's thematic development.

# SUMP finance leverage

## Leveraged financing (resulting from or enabled by the SUMP preparation process)

| Description | Type | Source of financing | Status | Amount (EUR) |
|---|---|---|---|---|
| Implementation of sustainable non-motorized transport systems (pop-up cycle lanes). | Domestic funding | Ministry of Transport and Communications (MTC) | Secured | 404,532.27 |
| Investment project: BRT construction of north-south corridor and complementary roads[4][5] | Loan | KFW | Secured | 60,000,000 |
| | Loan | CAF | Secured | 30,000,000 |
| | Domestic Funding | Ministry of Transport - | Secured | 20,000,000 |
| Programa de Inversión de Transporte Urbano Resiliente y Sostenible en Ciudades Intermedias del Perú[6] | Loan | World Bank | Secured | 50,000,000 |
| Strengthening urban public transport in Trujillo[7] | Grant | CAF | Secured | 500,000 |

## Associated financing (independently secured financing for measures related to the SUMP)

| Description | Source of financing | Type | Status | Amount (EUR) |
|---|---|---|---|---|
| Pilot project "Promotion of public space recovery and non-motorized transport - Muévete Trujillo, Trujillo, Peru". | BMZ TUMI | Grant | Secured | 73,660.88 |

[4] https://www.gob.pe/institucion/mtc/noticias/1030803-mtc-coordina-avances-de-proyectos-de-inversion-en-transporte-urbano-para-trujillo-y-otras-ciudades
[5] https://www.caf.com/es/quienes-somos/proyectos/cfa012672-proyecto-de-mejoramiento-del-servicio-de-transporte-urbano-de-pasajeros-de-trujillo/
[6] https://itsperu.org/noticias/trujillo-es-seleccionada-para-millonaria-inversion-del-banco-mundial-para-modernizar-la-movilidad-urbana/
[7] https://trujillolimpio.com/2025/04/01/caf-destina-450-mil-dolares-para-fortalecer-el-transporte-urbano-en-trujillo/?utm

# Perspectives for 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 timeframe through 2030 for 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 began by establishing a roadmap, mapping critical actions and measures, and clarifying responsibilities to monitor progress within the technical team, ensuring 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 addressing the challenges on the road to transforming their mobility, such as securing the required funds (from both public and private sources) to achieve the SUMP's goal fully.

# Implementation support — SUMP Implementation

**Project title:** Ciudades en Movimiento (CIMO)[8]
**Funded by:** German Federal Ministry for Economic Cooperation and Development (BMZ), co-financed by the Swiss State Secretariat for Economic Affairs (SECO)
**Funding amount:** EUR 7.7 million (portion allocated across cities, including Trujillo)
**Implemented by:** GIZ Local counterparts and NUMP Implementation agency: National Programme for Sustainable Urban Transport (Promovilidad) from the Ministry of Transport and Communications
**Project implementation period:** 2022-2026
**Consultant(s) involved:** Consortium Logit, Transconsult, Cidatt

## Objectives and supported activities

**Primary objective:**

Strengthen institutional capacities and support the transformation of the urban transport system in Trujillo to ensure the integration of the future BRT within the city's transport system and improve the quality of life for citizens.

**Main components and activities:**

The project provides technical assistance to Transportes Metropolitanos de Trujillo (TMT) and the municipal transport authorities strengthen planning, management, and project implementation capacities. Key activities include:

- The design of segregated lanes for public transport,
- Implementation of pilot bus stops as preparation for the future integrated system,
- Professionalisation and formalisation of transport operators,

[8] https://www.giz.de/sites/default/files/media/pkb-document/2025-12/factsheet-cimo-v2-eng-1.pdf?utm

- Strengthening of transport enforcement,
- Implementation of an anti-harassment protocol;
- Promotion of digital tools for transport planning and management, and
- Capacity building for public officials and operators.

**Completed outputs:**

- Technical assistance to TMT and the municipal transport administration for planning and management of urban mobility projects
- Design of segregated lanes for mass public transport
- Implementation of pilot bus stops on main corridors
- Development and implementation of a protocol against sexual harassment in public transport, including training and municipal ordinances
- Capacity building for transport inspectors and improvement of regulatory frameworks
- Training and professionalisation of nine urban transport companies through the "Rutas de Innovación" course
- Promotion of digital tools for urban mobility planning and management

**Next expected outputs**

- Continued support for Promovilidad to provide technical assistance to Trujillo and other cities
- Deployment of digital mobility tools in partner cities such as Trujillo.
- Continued advisory support for integrated transport actions in Trujillo.
- Continue advising transport operators on how to improve their business model

# Intended impact

Citizens of Trujillo will benefit from safer, more accessible, and more efficient public transport services, with improved travel conditions and better integration of future mass transit infrastructure. Transport operators and public officials will directly benefit from strengthened capacities and professionalisation.

# Main SUMP/NUMP implementation challenges

## Strengthening inter-institutional coordination is critical to translating Trujillo's SUMP into effective and integrated urban transport action.

SUMP implementation in Trujillo is particularly constrained by the need for sustained coordination among multiple institutions operating at municipal and national levels, including transport authorities, urban planning bodies, and national programmes. Rapid horizontal urban growth has intensified mobility demand and informality, making it essential to align short-term operational measures with long-term planning instruments such as the SUMP and the SITT. Without clear leadership, shared technical capacity, and structured coordination mechanisms, integrating

major investments like BRT into the existing transport system risks fragmentation, delayed implementation, and reduced impacts on accessibility, efficiency, and service quality. Although TMT is one of the few specialised urban transport entities in Peru, successful implementation depends on sustained coordination between municipal departments, national authorities, and multiple stakeholders, supported by continuous capacity building and technical assistance.

### Reducing informality and professionalising transport operators are central challenges for improving public transport service quality in Trujillo.

The predominance of informal operating practices and limited professionalisation among urban transport operators continues to constrain efforts to improve service quality and system integration in Trujillo. Advancing toward a formal, integrated public transport system requires not only regulatory and enforcement reforms but also a transformation of business models and management practices, and the adoption of digital tools for operations and planning. Achieving this transition demands sustained technical assistance, capacity building, and structured engagement with operators to ensure that reforms are viable, accepted, and aligned with the objectives of the SUMP and the broader transport system modernisation process.

## Takeaways on SUMP implementation support

### Early and continuous technical assistance embedded within local institutions enables cities like Trujillo to translate long-term mobility plans into coordinated implementation actions.

The CIMO project shows that placing sustained technical assistance directly within local institutions, such as Transportes Metropolitanos de Trujillo and the municipal transport administration, helps bridge the gap between strategic planning and day-to-day implementation. This embedded support strengthens institutional capacities for planning, coordination, and project management, while also facilitating alignment between short-term operational measures and long-term instruments such as the PMUS and the SITT. As a result, the city is better positioned to advance concrete actions that prepare the system for future large-scale investments.

### Combining institutional strengthening with operator professionalisation and incremental operational measures creates practical conditions for integrating future mass transit investments into existing urban transport systems.

The experience in Trujillo highlights the importance of addressing institutional strengthening and operator professionalisation in parallel, rather than as separate processes. By combining capacity building for public authorities with targeted support for transport operators—such as training, formalisation efforts, and the introduction of digital tools—the project creates the enabling conditions for gradual yet durable improvements in service quality. This integrated approach supports the effective integration of future mass transit infrastructure, including the BRT, into the existing transport system and contributes to a more coherent and sustainable implementation of the SUMP.

# The way forward

## Trujillo will require continued technical assistance to consolidate reforms and implement forthcoming transport investments.

Further support is needed to accompany the implementation of integrated transport infrastructure, strengthen digitalisation and monitoring systems, and ensure that institutional and operational reforms translate into long-term, sustainable mobility outcomes.

Continuing to strengthen the technical capabilities of the specialized transport agency, which supports the implementation of the city's integrated transport system, will be an important challenge in ensuring a smooth transition to a more orderly, less polluting, and more efficient public transport service.

Establishing operating models with a more business-oriented approach to public transport encourages the continued promotion of strategies that enable current public transport business organisations to advance toward greater professionalisation of their business structures, allowing them to integrate into the new operating structures.

# Highlights in the past year

## Trujillo kicks off long-awaited BRT Corredor Troncal Norte-Sur, marking a major milestone for urban mobility transformation[9]

Trujillo has formally launched the technical phase of the Corredor Troncal Norte-Sur — a flagship Bus Rapid Transit (BRT) project designed to modernise urban transport and improve mobility for more than half a million residents across five key districts in the metropolitan area. The official signing of the contract for the elaboration of the corridor's technical dossier took place with national and regional authorities, marking a historic step towards delivering a segregated, efficient, safe, and environmentally friendly mass transit system.

## Trujillo strengthens regulatory oversight to improve public transport quality and safety

The process of quality control in the operation of public transport services using minibuses and combis is being strengthened through the approval of a local regulation linked to the national National Transport Administration Regulation (RNAT), which ensures adequate regulation of transport companies' operations in line with national standards, allowing users to access better and safer services.

## The municipality upgrades school surroundings and expands road safety education infrastructure

Safer urban spaces have been designed and implemented, with 24 schools in the city now enjoying improved road safety conditions through the improvement of horizontal and vertical signage, speed reduction elements, and pedestrian safety mechanisms (bollards), as well as two theme parks for road safety awareness and education with a focus on sustainable urban mobility, where children from 4 years old to older adults can be accompanied in learning how to use bicycles and the rules for sharing road space.

[9] https://www.regionlalibertad.gob.pe/noticias/regionales/15585-luego-de-18-anos-corredor-troncal-norte-sur-es-una-realidad-para-mejorar-el-transito-urbano

# Authorities train transport operators and police to prevent sexual harassment in public transport

Progress is being made in helping to make public transport increasingly safe. To this end, more than 500 transport drivers (approximately 25% of the total fleet) have been trained to implement the national protocol for addressing sexual harassment on public transport. Progress is also being made in training police personnel and running public information campaigns.

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