

On behalf of:

Making urban mobility in Lima and Callao climate-friendly

TRANSPerú

Context

Peru's transport sector is responsible for some 40 per cent of its energy-related greenhouse gas emissions. If action is not taken to reduce these emissions, they are likely to increase by 200 per cent by 2050, primarily due to rising traffic volumes and the spread of urbanisation. Driving is becoming increasingly popular in Lima and Callao because of the poorly organised public transport system. These two factors are leading to more cars on the roads, longer traffic jams and a high level of pollution. In addition, vehicles in Peru are old models.

To counteract the trend of rising CO₂ emissions, the Peruvian Government, led by its Ministry of Transport and Communications, developed the TRANSPerú – Nationally Appropriate Mitigation Actions (NAMA): over 50 measures designed to reduce greenhouse gas emissions related to urban transport and mobility. The project, financed by the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU) and the UK Department for Business, Energy & Industrial Strategy (BEIS), is supporting these actions as part of the NAMA facility.

Objective

Pioneering structural changes contribute towards sustainable, efficient and low-emission urban transport in Lima and Callao.

Title	NAMA Support Project (TRANSPerú)
Commissioned by	Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU); UK Department for Business, Energy & Industrial Strategy (BEIS)
Country	Peru
Lead executing agency	Ministry of Transport and Communications (Ministerio de Transportes y Comunicaciones, Perú - MTC)
Overall term	2016 to 2021

Approach

With this project, the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH supports the Peruvian Ministry of Transport and Communications in creating and consolidating structures which enable the implementation of an efficient local public transport system and in providing various implementing partners with technical assistance.

This includes adapting legal and institutional frameworks and improving selected processes, including transport planning and emission monitoring ('measurable, reportable and verifiable' [MRV]).

Five working groups form the core of the newly created implementation structure, the so-called Multisector Working



Passengers waiting on the public bus at rush hour.



Left: Public transport system in Lima.

Right: Traffic in the center of Miraflores, Lima.

Group. They are made up of relevant actors from the Peruvian Government and representatives of the private sector and non-governmental organisations. Their work covers:

1. Institutional development to improve the management of local urban transport and introduce an integrated local public transport system
2. Non-motorised transport
3. Fleet modernisation
4. Improving air quality and emission monitoring (MRV)
5. Implementing a national scheme to help local governments promote sustainable transport.

The project makes use of existing networks and experience, boosts knowledge transfer and collaborates with other schemes and partners in Germany and abroad.

Results

In December 2018, the Ministry of Transport founded a unified transport authority (Autoridad de Transporte Urbano [ATU]). The aim is to establish an integrated and efficient public transport

system in the metropolitan areas of Lima and Callao – both cities house roughly 10 million people – in the medium term, thus reducing the use of individual cars.

The project’s activities contribute to meeting the nationally determined contributions (NDC’s) and are anchored in results-oriented budgets.

For the first time, the Ministry of Transport is pursuing a strategy for urban transport. This was the basis for the establishment of the Lima and Callao transport authority (ATU), the national urban transport policy, the results-oriented budget framework and the national urban transport programme. The strategy introduces the possibility of subsidies for sustainable public transport and also updates existing legislation and transport manuals to improve the planning and operation of urban mobility systems.

For the first time in more than 30 years, Peru has a coherent institutional and legal framework that enables a low-emission transformation of urban transport and mobility.

This is complemented by the implementation of specific measures: The national scrappage scheme for a total of 5,000 estate cars and (mini)buses has reduced emissions in Lima and Callao by 85,000 tonnes of CO₂ per year. The range of local rail and bus services has also been expanded and improved..

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