

Sustainable Urban Mobility in Secondary Cities

DKTI

Context

In Peru, ongoing urbanisation has led to the expansion of a number of cities into metropolitan regions. This applies not only to the capital Lima, which now has a population of around 10 million, but to other cities as well, including Trujillo, Piura and Arequipa. However, urban infrastructural development has failed to keep pace with this rapid growth. In particular, local public transport – in which there is competition between numerous private companies – faces a number of challenges, including slow traffic flow, poor safety standards and high emissions.

Improving traffic flow and establishing an efficient local public transport sector are key elements in reducing greenhouse gas (GHG) emissions and costs and improving quality of life in urban areas. In this context, the Peruvian Government has developed the TRANSPERÚ NAMA which consists of a series of measures to transform the urban transport sector. One of the prioritised areas of these efforts highlights the need to support local governments to improve the transport sector.

Objective

Mobility in secondary cities and conditions for the development of a more sustainable, low-carbon urban transport sector have improved.

Title	Sustainable Urban Mobility in Secondary Cities in Peru (DKTI)
Commissioned by	German Federal Ministry for Economic Cooperation and Development (BMZ)
Country	Peru
Lead executing agency	Ministry of Transport and Communications (Ministerio de Transportes y Comunicaciones - MTC)
Overall term	01/2017 to 12/2020

Approach

The Sustainable Urban Mobility in Secondary Cities in Peru (DKTI) project is implemented by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH in partnership with Peru's Ministry of Transport and Communications (MTC), working closely with selected local authorities. As well as comprising various targeted investment schemes (through KfW), the project is facilitating the establishment of a central coordinating unit, which will support cities through technical advice in the following fields: capacity building and co-funding for provisional investment project feasibility studies. Other actions will focus on technological cooperation and communication.

The Ministry of Transport and Communications is also being advised on the development of a national programme to support medium-sized cities (population: 100,000 - 2 million) in building a more sustainable, lower-carbon urban transport sector.



The congestion at rush hour in Arequipa.



Left: Public transport in the city center of Arequipa.

Right: Urban transport in Trujillo.

Results

There is potential to cut Peru's CO₂ emissions by a projected 100,000 tonnes of CO₂ equivalent (CO₂eq) by 2023 by implementing transport and mobility strategies, with scope to achieve reductions of up to 400,000 tonnes CO₂eq by 2030.

The Government of Peru has increased its funding – from 0 to 400 million euros – for the preparation of technical and feasibility

studies on the development of sustainable transport systems for the cities of Trujillo, Arequipa, Piura, Cusco and Chiclayo.

Efficient Bus Rapid Transit (BRT) systems are cutting inner-city journey times while reducing fine particulate emissions along BRT routes by 99 per cent.

Published by Deutsche Gesellschaft für
Internationale Zusammenarbeit (GIZ) GmbH
Registered offices in Bonn and Eschborn, Germany

Sustainable Urban Mobility in Secondary Cities
in Peru (DKTI)
Av. Los Incas 172 - Piso 6
San Isidro, Lima 15073, Peru
T +51 (1) 442 0888/442 0887
transporte.sostenible@giz.de
www.giz.de

Author Klas Heising

As at July 2018

GIZ is responsible for the content of this publication.

On behalf of Federal Ministry for Economic
Cooperation and Development (BMZ)

Addresses of
the BMZ offices

BMZ Bonn
Dahlmannstraße 4
53113 Bonn, Germany
T +49 (0)228 99 535 - 0
F +49 (0)228 99 535 - 3500

BMZ Berlin | Im Europahaus
Stresemannstraße 94
10963 Berlin
T +49 (0)30 18 535 - 0
F +49 (0)30 18 535 - 2501

poststelle@bmz.bund.de
www.bmz.de