National Support for Sustainable Urban Transport in Perú

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GHG EMISSIONS AND LAND TRANSPORT

GHT Emissions (GgCO$_2$e), according to mode of transport

- Transporte Ferroviario: 29 GgCO$_2$e
- Aviación Civil: 731 GgCO$_2$e
- Navegación Maritima y Fluvial: 1,815 GgCO$_2$e
- Transporte Terrestre por Carretera: 15,263 GgCO$_2$e

The highest emissions are from land transport, particularly road transport.

Fuente: Ingei 2012
NDC: FROM INDC TO AN INTERNATIONAL COMMITMENT

1992
- United Nations Framework Convention on Climate Change (UNFCCC)

28.09.2015
- Peru presents INDC to UNFCCC

22.07.2016
- Peru ratified the Paris Agreement

04.11.2016
- Entry into force of the Paris Agreement

Country Target: Reduction from 20% GHG emissions until 2030 with an additional 10% conditioned
NAMA TRANSPPeru POLICY MATRIX

- Integrated Public Mass Transport System
- Non-Motorized Transport
- Institutional development for urban transport management
- Control and Mitigation of GHG emissions and local pollutants
- Modernization of public transport fleet
- Support to Local Governments to strengthen Sustainable Urban Transport
Integrated Public Mass Transport System

- In the past 50 years, the percentage of peruvians living in urban areas has increased by almost 30%, reaching nearly 24 million people.

- **LIMA METRO LINE 1:** it connects two popular districts of the city in 54’ and benefits 107 million of passengers per year.

- **LIMA METRO LINE 2:** it will run 35 km in just 45’. At the beginning of the concession is expected to benefit more than 200 million passengers.
INVESTMENT PORTFOLIO

Líneas de Metro:
- **Línea 1 del Metro de Lima:**
  - En operación. Ampliación de flota de trenes y adecuación de estaciones para aumentar capacidad.
- **Línea 2 del Metro de Lima:**
  - En construcción. En destrabe de inversiones.
- **Línea 3 del Metro de Lima:**
  - En elaboración de estudio de preinversión a nivel de factibilidad.
- **Línea 4 del Metro de Lima:**
  - En elaboración de estudio de preinversión a nivel de perfil
- **Línea 5 y 6 del Metro de Lima:**
  - En agenda

Trenes de Cercanías:
- **Tren de Cercanías Lima – Huacho**
  - Términos de referencia aprobados. En proceso de elaboración de bases para concurso.
- **Tren de Cercanías Lima – Chinchía**
  - Contenidos Mínimos aprobados e inicio de formulación del estudio de preinversión.
- **Tren de Cercanías Lima – Chosica**
  - Términos de referencia aprobados.

Sistemas de transporte de la MML
- Sistema Metropolitano (BRT)
- Corredores Complementarios
Institutional development for urban transport management

Transport Diagnosis in Lima y Callao

- Inefficient transports network schema
  - To manage and administrate the operation.
  - To promote new projects.
  - Multiple administration holders.
  - Uncoordinated planning.

- Low quality and modernization of transport
  - Competence problem in interconnected routes.
  - Overlapping routes, individual concession.
  - Poor quality of service and old fleet.

- Absence of a vision of intermodal planning
  - Execution of competences without an integral vision of the different services.

- Lack of physical, operational, method of payments and tariff integration.
  - Complicated transfers that penalize tariff
  - Increased inequality rate: lower stratum -> longer trips
    -> highest number of transfers -> more expensive mobility
Institutional development for urban transport management

Law Project for the development of an Urban Transport Authority for Lima and Callao

I  General Disposition:
- Creation of ATU as a specialized technical body attached to MTC.
- Objectiv: to implement the integrated transporte system in Lima and Callao

II  Competences and Functions:
- Plan, regulate, manage, monitor, supervise and promote the integrate transport system in Lima and Callao

III  Basic Organizational Structure: High Direction
- The Board conformation: 8 members for periods of 5 years: 2 MTC, 1 MEF, 1 MVCS, 4 Municipalities according to population.

IV  Economic and labor regime: expenditure policy approved by MTC
- Resources: Public Budget, RDR (Compensation for concessions, sanctions and penalties) cooperation. Personel transfer.

V  Final Dispositions, transitional and amendments:
- Complementary competences, regulatory law, transfer process, budget, etc.
Modernization of public transport fleet

- Drafting of the regulation framework for the promotion process of vehicle fleet renewal.
- Long-term policies through programatic incorporation into the public budget (PP 148)
- Encourage migration to abundant energy sources in the country (GNV – low cost electrical production)
- Incorporation and involvement stakeholders.

Organized → Sustainable

Environmental friendly → Participatory
Support to Local Governments to strengthen Sustainable Urban Transport

**Diagnosis: Problematic in the cities**

- **Congestion**
  Annual vehicular congestion cost around US$ 7 000 Million.

- **Growth of emissions and air pollution**
  Land transport is the main polluting factor in cities

- **Motorization rate**
  73% increase in the last 10 years (49 vehicles per thousand inhabitants in 2006 to 85% in 2016).

- **Age of vehicle fleet.**
  14 years average

**Solution: National Program for sustainable urban transport**

- Investment component on urban transport

- National Policy for sustainable urban transport

- National Program for sustainable urban transport

- Urban Transport Public Investment Program
COMPONENTS OF THE PROGRAM FOR URBAN TRANSPORT

• Institutional and technical capacity building at local level, for the development and management of its urban transport.

• Creation of the Public Investment Program to support the development and implementation of public investment projects.
  • Budget Program 148, to support LG.

• Implement institutional structure responsible for preparation, management and monitoring of the program.

• Approval of the National Policy for Sustainable Urban Transport.
• Development and approval of the Law Project of Sustainable Urban Mobility.
• Urban transport planning and financing studies.

• Ordanamiento and Planning

• Management and Articulation of the Program

• Financing

• Institutional Strengthening
### COMPONENTS OF THE FIRST PHASE

**PUBLIC INVESTMENT PROGRAM FOR SUSTAINABLE URBAN TRANSPORT IN CITIES**

<table>
<thead>
<tr>
<th>COMPONENTES</th>
<th>NIVEL</th>
<th>GOAL (Mill. Soles)</th>
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<tbody>
<tr>
<td>COMPONENT 1: PUBLIC INVESTMENTS PROJECTS</td>
<td>1,130</td>
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<td>1.1 OBRAS AND SUPERVISION</td>
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<td>Massiv Transport in the trunk road 1 of the Integrated Transport Sistem of Arequipa &quot;TM 1 SIT AREQUIPA&quot;</td>
<td>Elaboration of profile study</td>
<td>865.3</td>
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<tr>
<td>Construction of the urban transport North-South Corridor and complementary routes in the city of Trujillo</td>
<td>Elaboration of feasibility study (PIP N°266964)</td>
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<td>1.2 Studies</td>
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<td>Massiv rapid transport corridor for Piura</td>
<td>IDEA</td>
<td>21.1</td>
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<td>Massiv rapid transport corridor for Chiclayo</td>
<td>IDEA</td>
<td>22.6</td>
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<td>Massiv rapid transport corridor for Cusco</td>
<td>IDEA</td>
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<td>COMPONENT 2: IMPROVEMENT OF THE URBAN TRANSPORT MANAGEMENT (CURRENT EXPENDITURE)</td>
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<td>Strengthen of the PNTU MTC/ DGTT</td>
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<td>Plans and Studies of Transport and Mobility</td>
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<td>Strengthening of Local Governmets</td>
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<td>COMPONENT 3: PROGRAM MANAGEMENT</td>
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<td>TOTAL S/.</td>
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<td>TOTAL US$</td>
<td>379.5</td>
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**Fuente:** Cooperación Alemana para el Desarrollo. "Programa de Inversión de Transporte Urbano Sostenible en Ciudades". Presentación realizada el 09/08/2017
THANK YOU

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