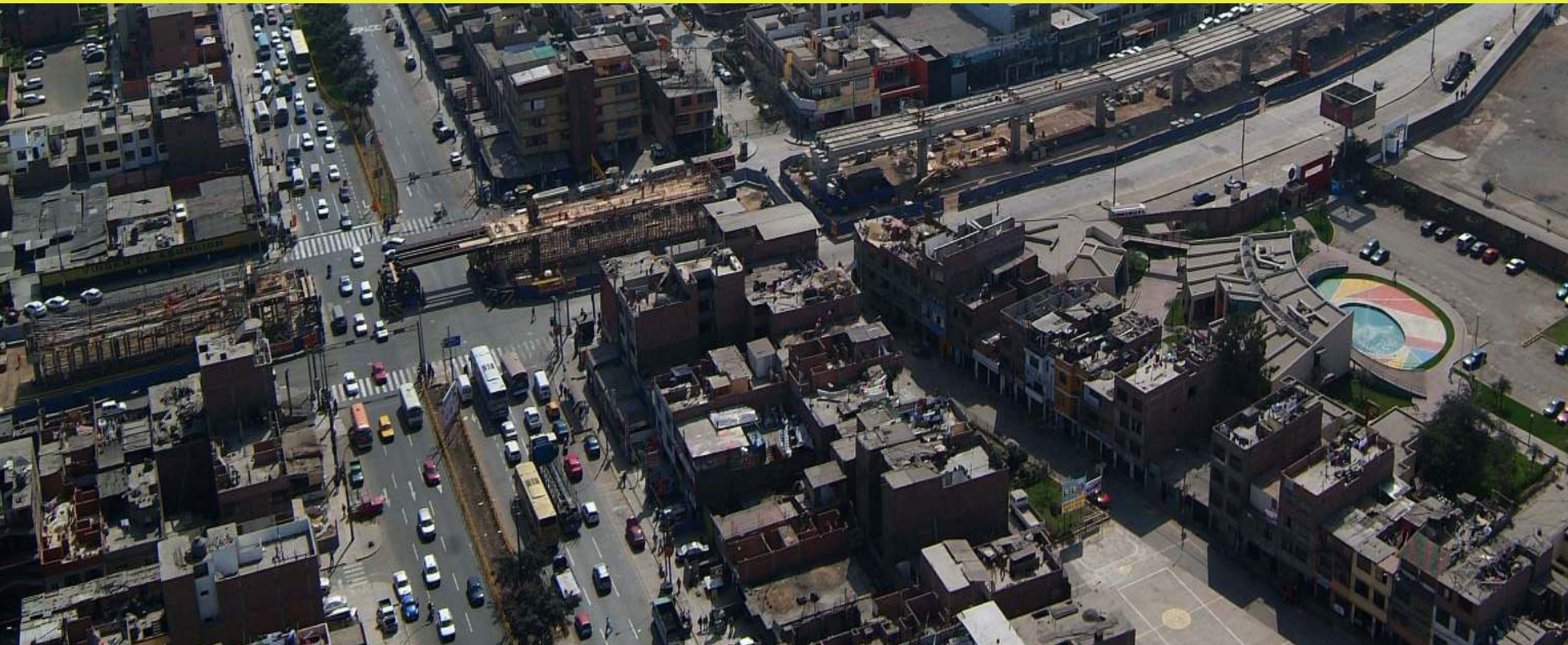
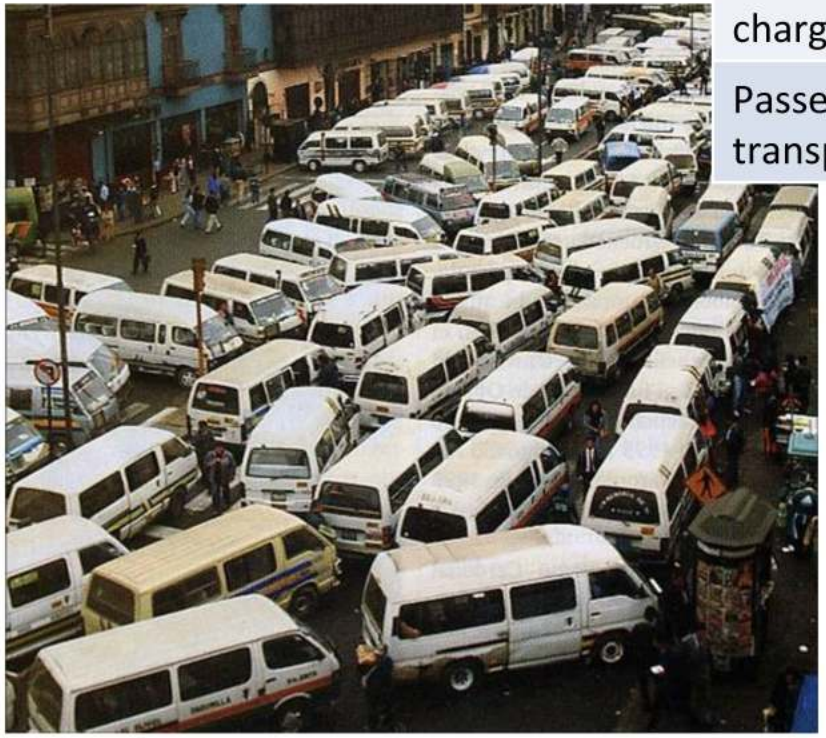
# Incorporating transport into a national climate action plan



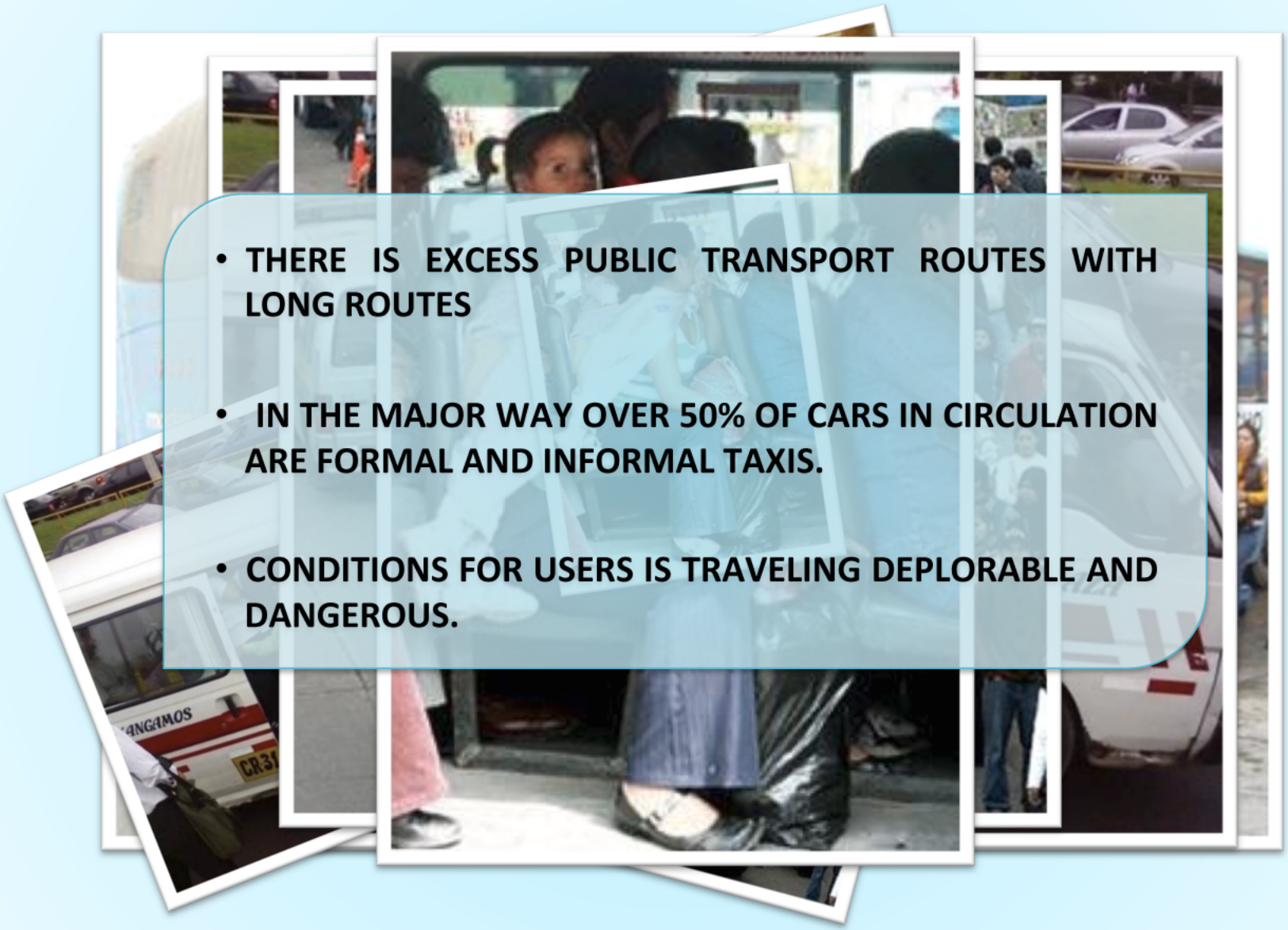
# EL PARQUE AUTOMOTOR

| Vehicles | 2000 | 2010 | % |
|---|---|---|---|
| Parque Automotor | 1,162,859 | 1,849,690 | 58.75 |
| Automobile | 136,221 | 810,066 | 595% |
| Station Wagon | 108,184 | 285,272 | 264% |
| Transport of charge | 129,555 | 213,025 | 64.43 |
| Passengers transport | 4,319 | 7,973 | 84.60 |



| | |
|---|---|
| **Public service** | **22.5 years old** |
| **Private** | **15.5 years old** |

# CONDICIONES DEL SERVICIO



- THERE IS EXCESS PUBLIC TRANSPORT ROUTES WITH LONG ROUTES
- IN THE MAJOR WAY OVER 50% OF CARS IN CIRCULATION ARE FORMAL AND INFORMAL TAXIS.
- CONDITIONS FOR USERS IS TRAVELING DEPLORABLE AND DANGEROUS.

## PLAN ESTRATEGICO SECTORIAL 2012-2016

## MINISTERIO DE TRANSPORTES Y COMUNICACIONES

**Strategic Objectives:**

Have reliable transportation services, efficient and quality, incorporating transport logistics, environmental protection and social inclusion.

- Manage the Integrated Massive Transport System of Lima and Callao through Lima Metro - Buses.
- Create and promote the implementation of the institutional framework for urban transport order in Lima and Callao.
- Sector Reform regulations for the supply of services are delivered to international standards of quality and safety.
- Supporting the 7 major cities of the country in creating Massive Urban Transport Systems

# RED BASICA DEL METRO DE LIMA

## D.S. No. 059 – 2010 - MTC


**Línea 1 (Sur-Norte)**
Villa El Salvador - San Juan de Lurigancho

**Línea 2 (Este-Oeste)**
Ate Vitarte - Callao

**Línea 3 (Sur-Norte)**
Surco - Carabayllo

**Línea 4 (Este-Oeste)**
Ate Vitarte - Callao

**Línea 5 (Sur-Norte)**
Chorrillos - Miraflores

**DURACION RECORRIDO**

- Sin Proyecto : 4.0 hrs
- Con Proyecto : 45 min

**Pob. Beneficiada : > 2 millones**

☑ *25% de la población se beneficia con la Línea 2*

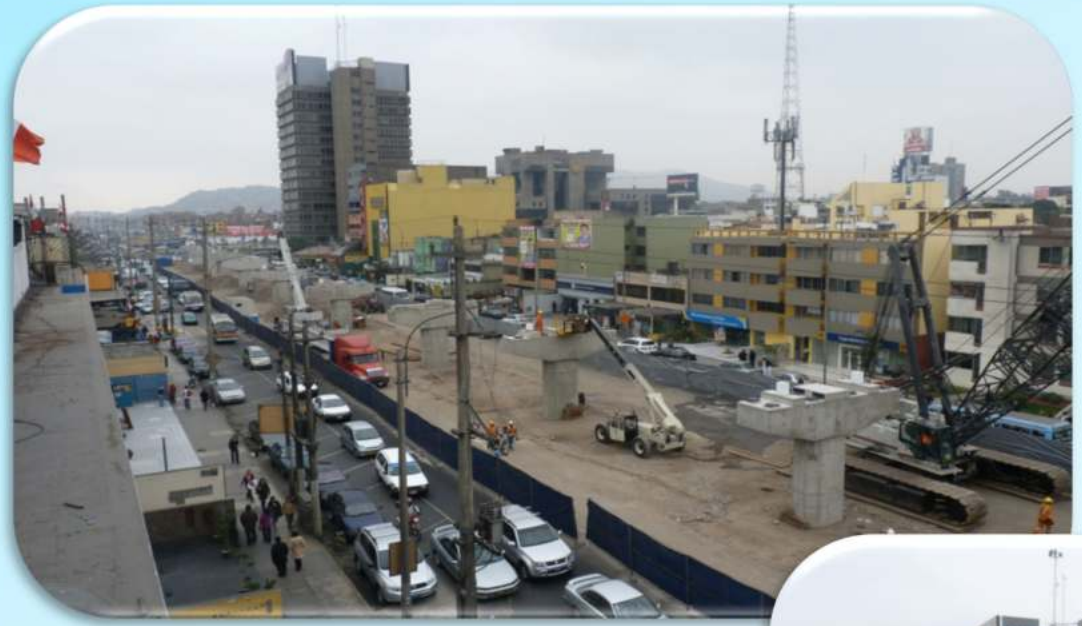
***SISTEMA ELECTRICO DE TRANSPORTE MASIVO DE LIMA Y CALLAO***

# MASSIVE TRANSPORT SYSTEM OF LIMA AND CALLAO

## BENEFITS

- PRIORITY TO PUBLIC TRANSPORT SYSTEM MOBILIZATION AS URBAN.
- REDUCE TIME TRAVEL.
- REORGANIZATION OF URBAN TRANSPORT IN THE AREA OF INFLUENCE
- FOSSIL FUEL SAVINGS.
- TRAFFIC ACCIDENT REDUCTION.
- CO2 EMISSIONS REDUCTION AND THUS OF ENVIRONMENTAL POLLUTION AND CONSEQUENTIAL ILLNESS.
- LIMA CONTRIBUTE TO BECOMING A MORE ECONOMICALLY COMPETITIVE SPACE.

# AV. AVIACION (Javier Prado)



EN PROCESO DE CONSTRUCCIÓN

AL FINALIZAR LA CONSTRUCCIÓN

# Our commitments in the context of climate change…

2. **Modificación de la matriz energética nacional a fin de que las energías renovables no convencionales y la Hidro-energía, representen en conjunto por lo menos el 40% de la energía consumida en el país.**

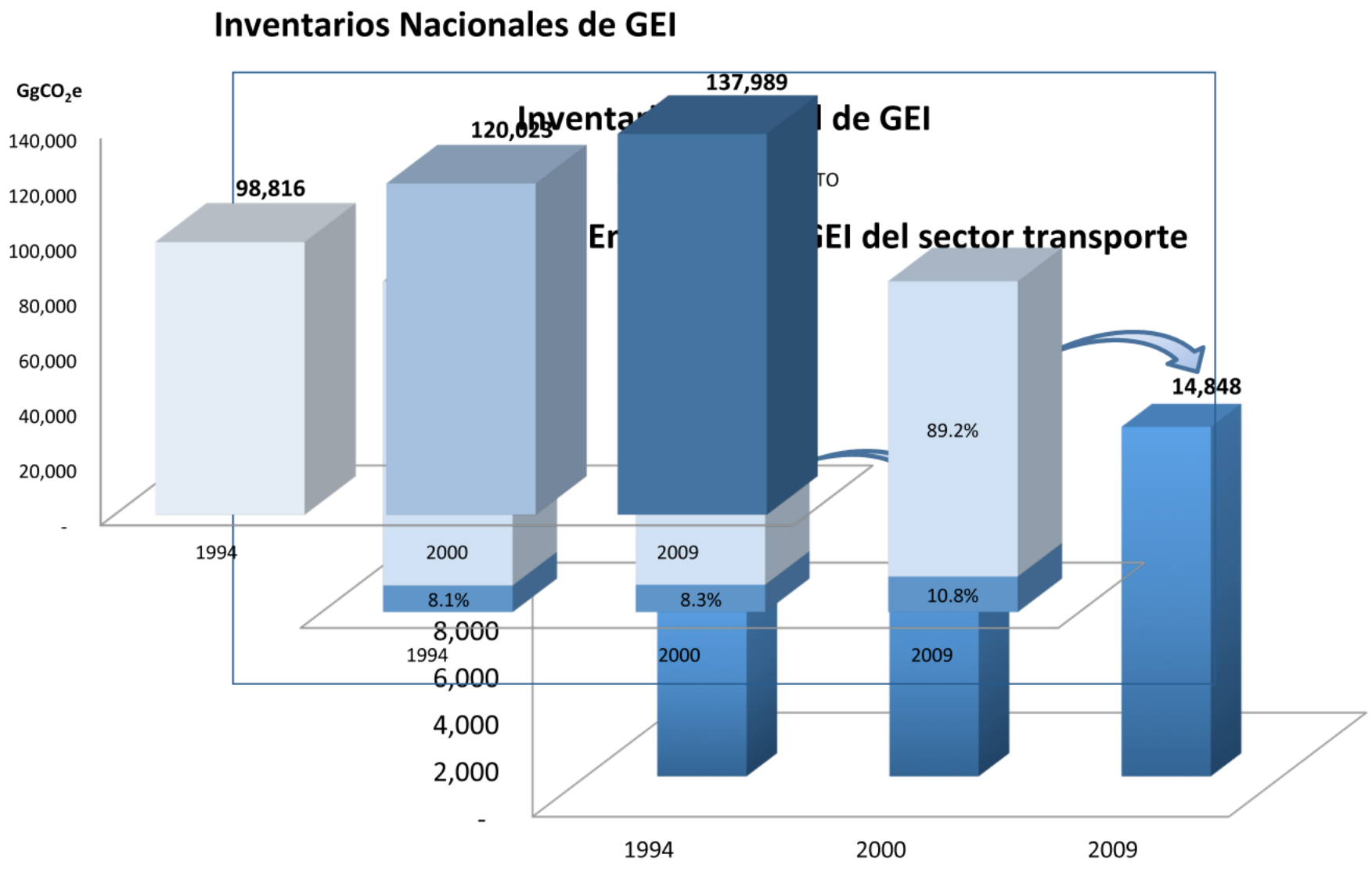
   Esperamos lograr este cambio con la combinación de uso de fuentes renovables (solar, eólica, biomasa, mareomotriz, geotérmica) y el incremento de la eficiencia energética para disminuir el uso de combustibles fósiles, lo que significará en conjunto una reducción aproximada del 28% de emisiones en este sector en relación al año 2000, y un potencial de emisiones evitadas del orden de los 7MT C02eq.

# In that way, we start with...

## PLANCC

This project seeks to lay the bases for national development low carbon emissions, which is building scenarios of GHG emissions under a usual scenario (BAU) without mitigation measures implemented and the identification of mitigation actions for later implementation and reduction of BAU emissions.

# Sector Transporte Emisiones GEI



# Propuesta para aplicar al

# NAMA FACILITY

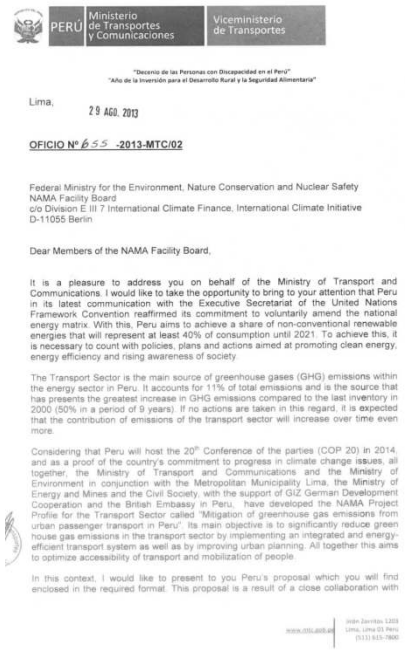
## 'Reducción de gases de efecto invernadero en el transporte urbano de pasajeros de Perú'

✓Prepared by: German Cooperation (GIZ) – British Embasy and other Stakeholders (KFW, BID, MML, MINEM, etc)

✓Leads: Ministry of Transport and Ministry o Environment.

✓ Three intervention areas

1. **Urban Mobility**
2. **Energy Efficiency**
3. **Land use planning**



PERU Ministerio de Transportes y Comunicaciones | Viceministerio de Transportes

"Decenio de las Personas con Discapacidad en el Perú"
"Año de la Inversión para el Desarrollo Rural y la Seguridad Alimentaria"

Lima, 29 AGO. 2013

OFICIO N° 655 -2013-MTC/02

Federal Ministry for the Environment, Nature Conservation and Nuclear Safety
NAMA Facility Board
c/o Division E III 7 International Climate Finance, International Climate Initiative
D-11055 Berlin

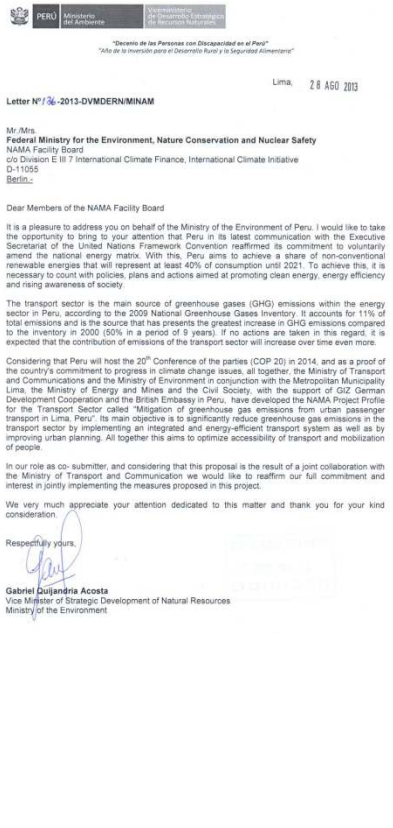
Dear Members of the NAMA Facility Board,

It is a pleasure to address you on behalf of the Ministry of Transport and Communications. I would like to take the opportunity to bring to your attention that Peru in its latest communication with the Executive Secretariat of the United Nations Framework Convention reaffirmed its commitment to voluntarily amend the national energy matrix. With this, Peru aims to achieve a share of non-conventional renewable energies that will represent at least 40% of consumption until 2021. To achieve this, it is necessary to count with policies, plans and actions aimed at promoting clean energy, energy efficiency and rising awareness of society.

The Transport Sector is the main source of greenhouse gases (GHG) emissions within the energy sector in Peru. It accounts for 11% of total emissions and is the source that has presents the greatest increase in GHG emissions compared to the last inventory in 2000 (50% in a period of 9 years). If no actions are taken in this regard, it is expected that the contribution of emissions of the transport sector will increase over time even more.

Considering that Peru will host the 20th Conference of the parties (COP 20) in 2014, and as a proof of the country's commitment to progress in climate change issues, all together, the Ministry of Transport and Communications and the Ministry of Environment in conjunction with the Metropolitan Municipality Lima, the Ministry of Energy and Mines and the Civil Society, with the support of GIZ German Development Cooperation and the British Embassy in Peru, have developed the NAMA Project Profile for the Transport Sector called "Mitigation of greenhouse gas emissions from urban passenger transport in Peru". Its main objective is to significantly reduce green house gas emissions in the transport sector by implementing an integrated and energy-efficient transport system as well as by improving urban planning. All together this aims to optimize accessibility of transport and mobilization of people.

In this context, I would like to present to you Peru's proposal which you will find enclosed in the required format. This proposal is a result of a close collaboration with



PERÚ Ministerio del Ambiente | Viceministerio de Desarrollo Estratégico de Recursos Naturales

"Decenio de las Personas con Discapacidad en el Perú"
"Año de la Inversión para el Desarrollo Rural y la Seguridad Alimentaria"

Lima, 28 AGO 2013

Letter N° 136 -2013-DVMDERN/MINAM

Mr./Mrs.
**Federal Ministry for the Environment, Nature Conservation and Nuclear Safety**
NAMA Facility Board
c/o Division E III 7 International Climate Finance, International Climate Initiative
D-11055
Berlin -

Dear Members of the NAMA Facility Board

It is a pleasure to address you on behalf of the Ministry of the Environment of Peru. I would like to take the opportunity to bring to your attention that Peru in its latest communication with the Executive Secretariat of the United Nations Framework Convention reaffirmed its commitment to voluntarily amend the national energy matrix. With this, Peru aims to achieve a share of non-conventional renewable energies that will represent at least 40% of consumption until 2021. To achieve this, it is necessary to count with policies, plans and actions aimed at promoting clean energy, energy efficiency and rising awareness of society.

The transport sector is the main source of greenhouse gases (GHG) emissions within the energy sector in Peru, according to the 2009 National Greenhouse Gases Inventory. It accounts for 11% of total emissions and is the source that has presents the greatest increase in GHG emissions compared to the inventory in 2000 (50% in a period of 9 years). If no actions are taken in this regard, it is expected that the contribution of emissions of the transport sector will increase over time even more.

Considering that Peru will host the 20th Conference of the parties (COP 20) in 2014, and as a proof of the country's commitment to progress in climate change issues, all together, the Ministry of Transport and Communications and the Ministry of Environment in conjunction with the Metropolitan Municipality Lima, the Ministry of Energy and Mines and the Civil Society, with the support of GIZ German Development Cooperation and the British Embassy in Peru, have developed the NAMA Project Profile for the Transport Sector called "Mitigation of greenhouse gas emissions from urban passenger transport in Peru". Its main objective is to significantly reduce greenhouse gas emissions in the transport sector by implementing an integrated and energy-efficient transport system as well as by improving urban planning. All together this aims to optimize accessibility of transport and mobilization of people.

In our role as co- submitter, and considering that this proposal is the result of a joint collaboration with the Ministry of Transport and Communication we would like to reaffirm our full commitment and interest in jointly implementing the measures proposed in this project.

We very much appreciate your attention dedicated to this matter and thank you for your kind consideration.

Respectfully yours,

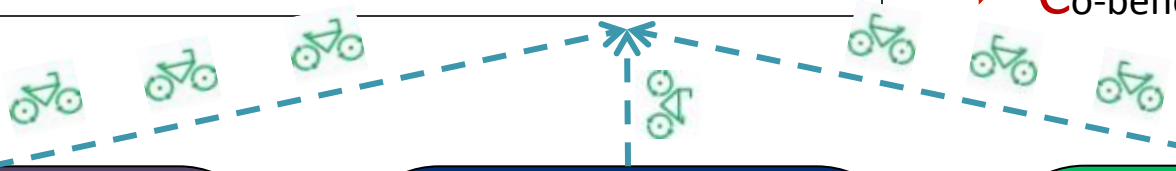
**Gabriel Quijandría Acosta**
Vice Minister of Strategic Development of Natural Resources
Ministry of the Environment

# NAMA FACILITY - Planning proposal

Reduce emissions of greenhouse gases through a set of innovative actions supporting the reform of the transport system towards an integrated and efficient

to improve the competitiveness of the country.

- Reducción de GEI
- Transformación sectorIal
- Co-beneficios



## Component 2:
## Urban Planning

Methodological approach

Reduce/ Avoid

Objective: To reduce the need for motorized travel in the project intervention area through urban spatial planning measures

Lines of action:

Pilot proposal for Metropolitan Lima potentially scalable to other cities.

## Component3: Infrastructure

Methodological approach

Change/ „Shift“

Objective: Reduce the demand for the use of private vehicles by establishing infrastructure conducive to intermodal transport and improving access to public transport.

Lines of action:

a)Implementation of intermodal intersections

b)Improved accessibility to public transport

## Component 4:
## Fleet Modernization vehicular

Enfoque metodológico:

Decarbonice/ „Improve“

Objetcive: Improving the efficiency of the existing fleet of public transport vehicles and private sectors through the implementation of incentives and standards.

Lines of action:

a)Incentive schemes.

b)Technical advice for vehicles scrap yards

c) Financial Instruments

d) Regulatory instruments (Tags, MPLs).

Component 1: Planning and strengthening the institutional management.

Objective: To strengthen the instances of intersectorial and intergovernmental coordination in the context of transport reform towards an integrated approach.

Lines of action: a) Planning and integrated management (convention and committee) b) economic and regulatory instruments (guidelines, policies, incentive schemes) agreed policy matrix.

# MRV Proposal

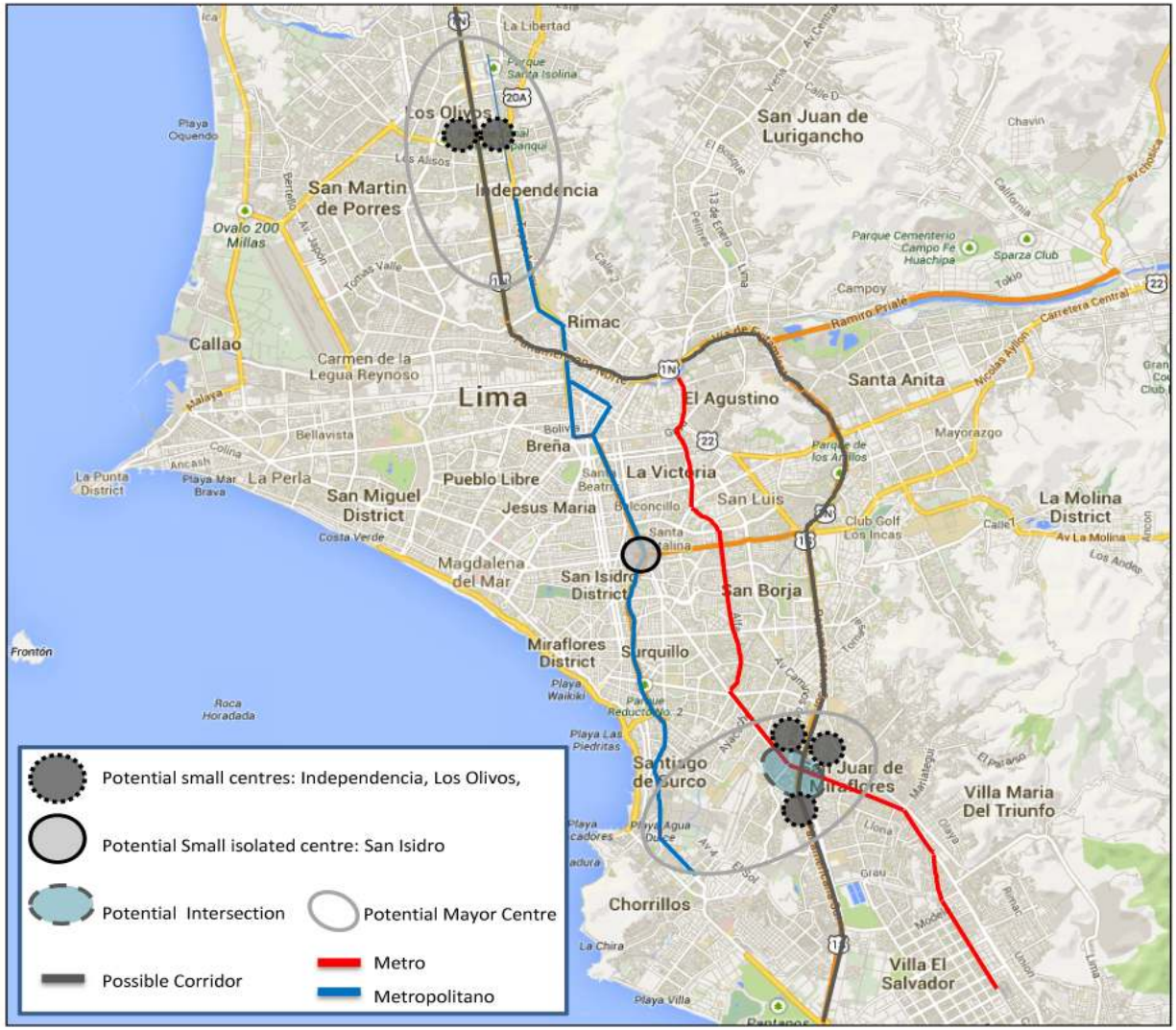
--> Design indicators to measure “outcomes” fully covering the three dimensions:

(1) Generated GHG Reduction

(2) Transformation (see guide to indicators in section 2.2 of the proposal (among other topics: replication potential, leverage for investments ...)

(3) Co-benefits (indicators for improved safety, air quality, etc..)

# Ejemplo de Zona Piloto



# Thanks for your attention!!


sbazan@mtc.gob.pe

**Ministerio de Transportes y Comunicaciones**

**Lima, Peru**