

NS-223 - TRANSPerú - Sustainable Urban Transport NAMA

Peru

NAMA Seeking Support for Implementation

A Overview

A.1 Party

A.2 Title of Mitigation Action

TRANSPerú - Sustainable Urban Transport NAMA

A.3 Description of mitigation action

The overarching goal of the NAMA is the transformation of the Peruvian urban transport sector towards a sustainable and low-carbon sector, following the Avoid-Shift-Improve (A-S-I) approach. The NAMA focuses on two building blocks: provision of high quality public transport and optimisation of the vehicle fleet. To push the transformation, the NAMA builds on a policy matrix, allowing for a systematic transformation. It comprises six major mitigation areas:

1. Integrated public mass transport system in Lima/Callao
2. Non-motorized transport in Lima
3. Institutional development to improve urban transport management in Lima/ Callao
4. Vehicle homologation and fuel efficiency for light vehicles
5. Modernization of the public transport vehicle fleet
6. Support to local governments to strengthen sustainable urban transport.

A.4 Sector

<input type="checkbox"/> Energy supply	<input checked="" type="checkbox"/> Transport and its Infrastructure
<input type="checkbox"/> Residential and Commercial buildings	<input type="checkbox"/> Industry
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Forestry
<input type="checkbox"/> Waste management	

Other

A.5 Technology

<input type="checkbox"/> Bioenergy	<input type="checkbox"/> Cleaner Fuels
<input checked="" type="checkbox"/> Energy Efficiency	<input type="checkbox"/> Geothermal energy
<input type="checkbox"/> Hydropower	<input type="checkbox"/> Solar energy
<input type="checkbox"/> Wind energy	<input type="checkbox"/> Ocean energy
<input type="checkbox"/> Carbon Capture and Storage	<input type="checkbox"/> Low till / No till
<input type="checkbox"/> Land fill gas collection	

Other

A.6 Type of action

<input checked="" type="checkbox"/> National/ Sectoral goal	<input type="checkbox"/> Project: Investment in machinery
<input type="checkbox"/> Strategy	<input type="checkbox"/> Project: Investment in

A.7 Greenhouse gases covered by the action	<input checked="" type="checkbox"/> National/Sectoral policy or program	<input type="checkbox"/> infrastructure	<input type="checkbox"/> Project: Other
	<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Mix of national / sectoral	
	<input checked="" type="checkbox"/> CO2	<input type="checkbox"/> CH4	<input type="checkbox"/> HFCs
	<input type="checkbox"/> N2O	<input type="checkbox"/> PFCs	<input type="checkbox"/> SF6
	<input type="checkbox"/> Other	<input type="text"/>	

B National Implementing Entity

B.1.0 Name	Ministry of Transport and Communications
B.1.1 Contact Person 1	Henry Zaira
B.1.2 Address	Jirón Zorritos No. 1203, Lima. Lima-Peru
B.1.3 Phone	00 51 1 6157830
B.1.4 Email	hzaira@mtc.gob.pe
B.1.5 Contact Person 2	Telmo De la Cruz
B.1.6 Address	Jirón Zorritos No. 1203, Lima. Lima-Peru
B.1.7 Phone	0051 1 6157963 or 00 51 1 6157800 Ext. 1225/1335
B.1.8 Email	tdelacruz@mtc.gob.pe
B.1.9 Contact Person 3	
B.1.10 Address	
B.1.11 Phone	
B.1.12 Email	
B.1.13 Comments	

C Expected timeframe for the implementation of the mitigation action

C.1	Number of years for completion	3
C.2	Expected start year of implementation	2016

D Currency

D.1	Used Currency	<input type="text" value="AED"/>
		Conversion to USD: 1

E Cost

E.1.1	Estimated full cost of implementation	6200000000
E.1.2	Comments on full cost of implementation	Overall NAMA preparation and implementation is estimated at a cost of approximately USD 6.2 billion. The lion's share of the preparation and implementation costs arises from the metro and BRT lines to be constructed within the Lima Metropolitan Region (approximately USD 5.9 billion).
E.2.1	Estimated incremental cost of implementation	
E.2.2	Comments on estimated incremental cost of implementation	

F Support required for the implementation the mitigation action

F.1.1	Amount of Financial support	95000000
F.1.2	Type of required Financial support	<input checked="" type="checkbox"/> Grant <input type="checkbox"/> Loan (sovereign) <input type="checkbox"/> Loan (Private) <input checked="" type="checkbox"/> Concessional loan <input type="checkbox"/> Other <input type="text"/>
		<input type="checkbox"/> Guarantee <input type="checkbox"/> Equity <input type="checkbox"/> Carbon finance

F.1.3 Comments on Financial support

The Government of Peru has allocated significant amounts to the policy matrix, mainly to the integrated mass transportation system in Lima (roughly USD 4.2 billion). Several development banks (CAF, IADB, KfW) and technical cooperation agencies have committed considerable resources (USD 700 million for Metro Line 2). The NAMA receives additional funds from the NAMA Facility^[1] in the form of a NAMA Support Project (grant of EUR 5 million plus low interest loans of EUR 40 million, including a grant element of EUR 4 million). The German Government financed programme IKLU/DKTI^[2] has further approved financial resources for the Set Up of the National Programme for Sustainable Urban Transport (EUR 60 million).

^[1] British-German Fund to support developing countries and emerging economies that show leadership on tackling climate change and that want to implement ambitious climate protection measures (NAMAs).

^[2] Initiative for Climate and Environmental Protection (IKLU) and German Climate Technology Initiative (DKTI)

F.2.1 Amount of Technological support

11,500,000 EUR

F.2.2 Comments on Technological support

EUR 5 million by NAMA Facility, EUR 6 million by IKLU/DKTI (status earmarked), USD 0.5 by local NGO Transitemos.

F.3.1 Amount of capacity building support

F.3.2 Type of required capacity building support

<input type="checkbox"/> Individual level
<input checked="" type="checkbox"/> Institutional level
<input type="checkbox"/> Systemic level
<input type="checkbox"/> Other <input type="text"/>

F.3.3 Comments on Capacity Building support

Capacity Building Support is included in overall technical support. It will be defined after the elaboration of a capacity development strategy at the beginning of 2016. Further support is provided by WRI LEDS GP.

F.4 Financial support for implementation required

F.5 Technological support for implementation required

F.6 Capacity Building support for implementation required

G Estimated emission reductions

G.1 Amount

5.6 - 9.9 MtCO₂ accumulated over the period 2016 – 2026 (excluding mitigation area 6).

G.2 Unit

MtCO₂e

G.3 Additional information (e.g. if available, information on the methodological approach followed)

For the implementation phase of the matrix (2016 -2019), the mitigation effect accounts for 1.1 - 2.03 MtCO₂, given the fact that most of the measures will contribute to the long-term effect, rather than have an immediate direct emission reduction effect.

It is important to note, that Mitigation Area 6: the *National Programme for Sustainable Urban Transport* is not considered in the estimation, as it was not defined with abundant detail at the time of the estimation. As this measure is meant to transfer funding and capacities to medium-sized cities, it can be expected that this measure will have a significant additional mitigation impact.

According to the Peruvian pledges in the INDCs, the country targets a total reduction of 89 MtCO₂ until 2030. The NAMA will contribute considerably to reach this target.

H Other indicators

H.1 Other indicators of implementation

Next to the mitigation effect, sustainable development benefits, mobilized financial contributions, and the implementation progress will be monitored.

I Other relevant information

I.1 Other relevant information including co-benefits for local sustainable development

Socio-economic

- High decrease in travel times and associated economic benefits by the building of a metro, optimized routes and bus sizes, improved intermodality, urban mobility planning.
- Reduced life-cycle costs of vehicle fleet by increase of vehicle efficiency.
- Reduced societal health costs associated with reduced stress levels from traffic noise/air pollution.
- Reduced casualties and injuries by accidents by reduction in traffic and modernized fleet.
- Increased competitiveness of cities as attractive places for business/families.
- Social inclusion of people of vulnerable groups by provision of affordable public transport, well-designed non-motorized transport, and connection of suburbs and the city center.
- Increased employment and local businesses due to infrastructure investment.

Environmental

- Reduced traffic related air pollution (NO_x, SO_x and particulate matter) by stringent vehicle and fuel standards.
- Rational use of scarce resources, e.g. fossil fuels by stringent vehicle and fuel standards.

J Relevant National Policies strategies, plans and programmes and/or other mitigation action

J.1 Relevant National Policies

The INDC pledges a reduction of GHG of 30% in 2030 compared to a Business-As-Usual scenario (equivalent to accumulated reductions of 89 MtCO₂, until 2030), of which 20% will be reached with own resources and 10% are made conditional to

financial support by the international donor community. The programme to reach this target consists of an overall of 58 measures, of which 50% have already been initiated by the Government and 50% have been proposed and are perceived realistic (MINAM, 2015). The main measures planned in the transport sector are reflected on the measures contained in the NAMA.

J.2 Link to other NAMAs

K Attachments

K Attachments
 K.1 Attachment description
 K.2 File

Title Description

Browse...

L Support received

L.1 Outside the Registry

KfW/GIZ (NAMA Facility*): in the form of a NAMA Support Project (grant of EUR 5 million plus low interest loans of EUR 40 million, including a grant element of EUR 4 million). KfW: supports NAMA preparation and finances several NAMA related activities (promotional loan of USD 250 million for Metro Line 2; envisaged EU-LAIF grant EUR 7 million with AfD for feasibility studies for Metro Lima and investment projects in medium-sized cities; feasibility study for public transport in Trujillo plus a study as part of Metro Lima over EUR 1.5 million grant); Worldbank: USD 300 million to co-finance Lima Metro Line 2. CAF: involved in NAMA preparation and interested to support NAMA implementation linked to several ongoing and new CAF activities: concessional loans of USD 600 million to Metro Lima Line 1; initially USD 150 million for Metro Line 2 with substantial additional funding foreseen; USD 50 million to Trujillo in cooperation with KfW on an integrated urban transit system; offers the NAMA a grant for TC of up to USD 150,000 to support local governments on SUT or the integration of the SIT in Lima; IDB: involved in NAMA preparation and interested to support NAMA implementation linked to several IDB activities: Emerging and Sustainable Cities Initiative (ESCI) with transport as one of several sectors; loan of USD 300 million for Metro Line 2; offers further support in the finalization of NAMA preparation; KfW / GIZ (IKLU / DKTI): is a programme to support the set-up and implementation of the National Programme for SUT in medium-sized cities corresponding to mitigation area 6 (EUR 60 million concessional loan for Financial Component and EUR 6 million for Technical Component). * British-German Fund to support developing countries and emerging economies that show leadership on tackling climate change and that want to implement ambitious climate protection measures (NAMAs).

L.2 Within the Registry

Support provided Support Type Amount Comment Date