

Transport and Climate
Change Week

#TransportWeek23

National Road Safety Observatory

As a project that contributes to strengthen institutional
frameworks and design methodologies

MINISTRY OF TRANSPORT AND COMMUNICATIONS - PERÚ



CHANGING
TRANSPORT

giz Deutsche Gesellschaft
für Internationale
Zusammenarbeit (GIZ) GmbH

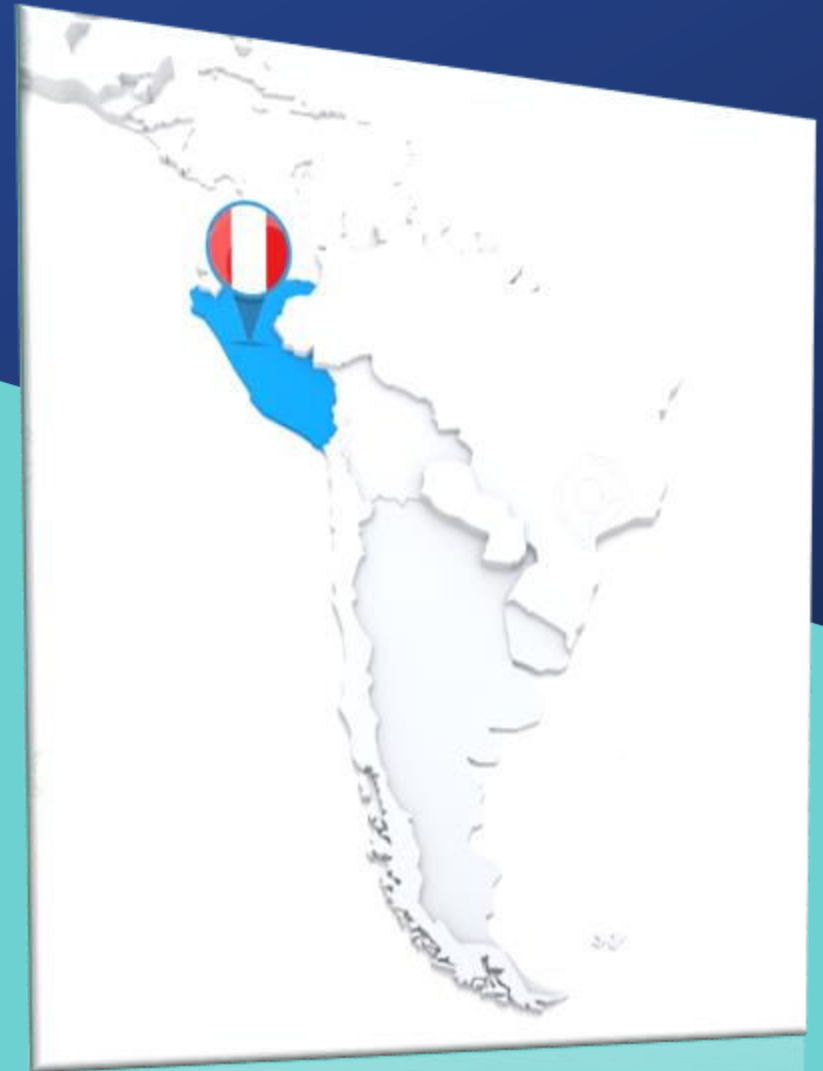
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on the basis of a decision
by the German Bundestag

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1. Context of transportation in Peru

Regular Domestic Passenger Transport Service

51% of the companies have five or fewer vehicles, which comprise only 6.4% of the vehicles authorized for passenger transportation nationwide. On the other hand, only eight (8) companies with more than 200 vehicles account for more than 25% of the authorized fleet.

Number of vehicles	Number of companies	Total vehicles
1	83 (13.2%)	83 (0.6%)
[2-5]	235 (37.4%)	723 (5.6%)
[6-10]	83 (13.2%)	668 (5.2%)
[11-15]	56 (8.9%)	720 (5.6%)
[16-20]	39 (6.2%)	691 (5.4%)
[21-30]	40 (6.4%)	959 (7.5%)
[31-40]	27 (4.3%)	931 (7.3%)
Más de 40	65 (10.4%)	8043 (62.7%)

Source: MTC - Authorization Register (act. as of NOV-2022)

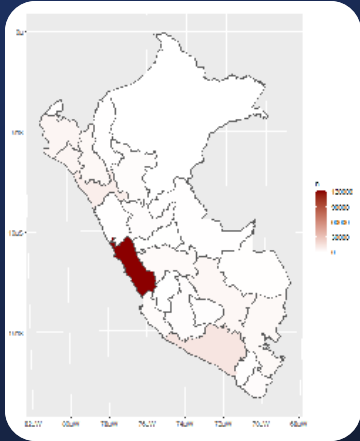
Freight Transportation Service

Number of vehicles	Number of companies	Total vehicles
1	52,648 (65.1%)	52,648 (29.2%)
[2-5]	24,143 (29.9%)	63,600 (35.3%)
[6-10]	2,486 (3.1%)	18,273 (10.1%)
[11-15]	668 (0.8%)	8,398 (4.7%)
[16-20]	328 (0.4%)	5,795 (3.2%)
[21-30]	271 (0.1%)	6,759 (3.8%)
[31-40]	97 (0.1%)	3,354 (1.9%)
Más de 40	202 (0.2%)	21,238 (11.8%)

95% of the companies have up to 5 licensed vehicles, accounting for 65% of the fleet; this includes 65% of the companies that have only one licensed vehicle, which account for 29% of the licensed vehicles.

Note that most of the authorizations have been granted in Lima.

Source: MTC - Authorization Register (act. as of NOV-2022)



2. Status of transportation services in Peru

PROBLEM:

Existence of proliferation and overlapping of transportation routes



Lima



Trujillo



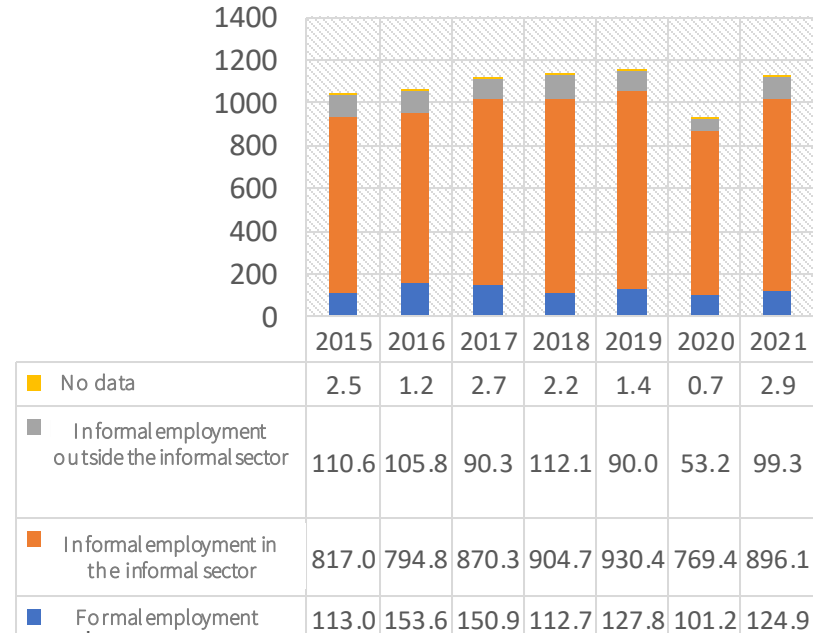
Chiclayo



Piura

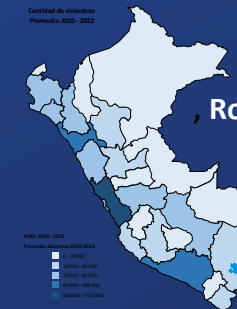
Informality

Employment in Land Transportation (in thousands)



Land transportation is **informal** both in terms of employment and productive units (vehicles)

Road traffic crashes



Road traffic crashes Quantity by region (2010 - 2022)

Region	Quantity (Suma 10-22)
Amazonas	5 495
Ancash	26 883
Apurímac	7 512
Arequipa	66 838
Ayacucho	11 537
Cajamarca	28 534
Cusco	38 965
Huancavelica	2 509
Huánuco	19 961
Ica	19 436
Junín	36 069
La Libertad	59 849
Lambayeque	36 378
Lima	617 907
Callao	40 741
Loreto	5 402
Madre De Dios	5 768
Moquegua	7 908
Pasco	2 703
Piura	41 292
Puno	13 626
San Martín	15 907
Tacna	14 478
Tumbes	5 403
Ucayali	10 597

3. A Solution To The Problem: National Urban Transportation Policy



LIMITED MOVEMENT OF PEOPLE AND GOODS IN THE URBAN TRANSPORT SYSTEM



Excessive travel times

- Considering the same time for the return trip, 50% of Lima residents travel more than 1 hour per day..

Source: Lima como vamos



High transportation costs for users

- On average, in Lima, the weekly expenditure exceeds S/50

Source: Universidad Pacifico



Increase in traffic crashes

- 95.8% of traffic crashes occur on the urban road network. 2,272 deaths due to traffic crashes within the urban road network (70%).

Source: ONSV

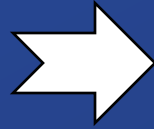


Increased environmental pollution

- The transportation sector is responsible for 10.4% of national GHG emissions.

3. A Solution To The Problem: National Urban Transportation Policy

Priority Objectives



PUBLIC PROBLEM

People and goods are limited in their ability to travel in the urban transport system



GOALS

1

To have efficient urban public transportation systems for the movement of people.



2

Improving the governance of urban passenger and freight transport



3

Develop urban transportation services with adequate infrastructure for users.



4

Satisfy the urban transportation needs of the population. In accordance with urban development



R
E
D
U
C
E



No. of deaths (5 per 100,000 inhabitants)



Time spent daily on transportation by users (30%)



Greenhouse gas emissions (20%)

4. Implementation of the First National Road Safety Policy

Priority Objectives

1

Strengthening the institutional framework for road safety



2

Improving people's behavior on the roads



3

Improve vehicle safety standards



4

Implementation of traffic speed management throughout the country



5

Provide safe road infrastructure for road users



6

Increasing the capacity to respond to traffic crashes



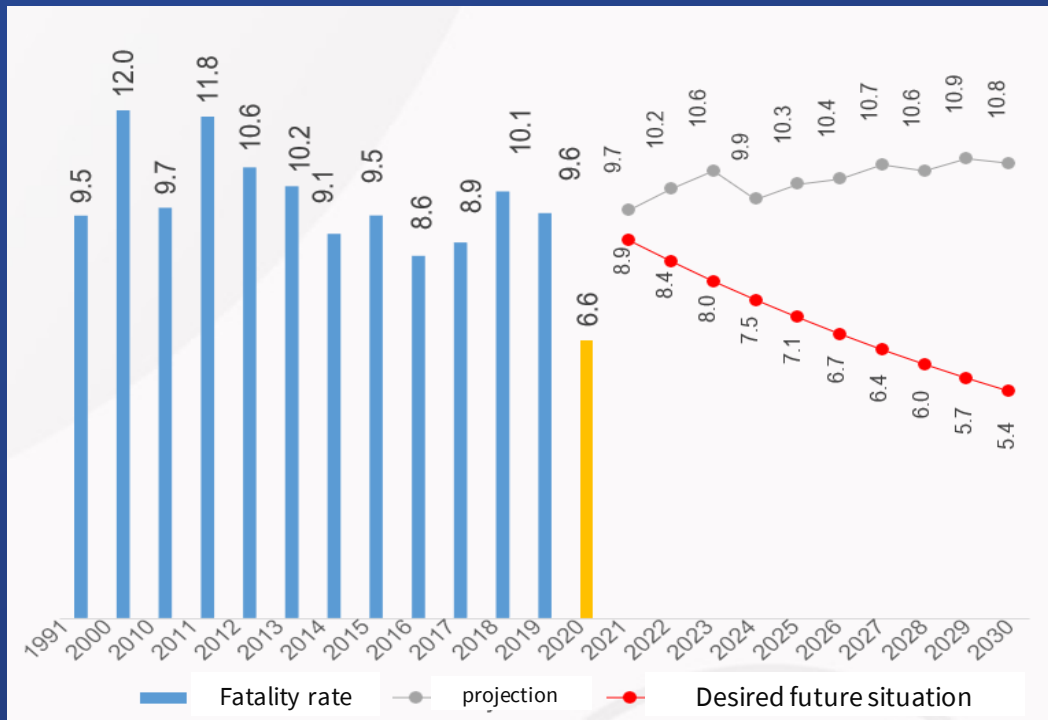
PUBLIC PROBLEM:

Loss of life and human capacity due to road insecurity

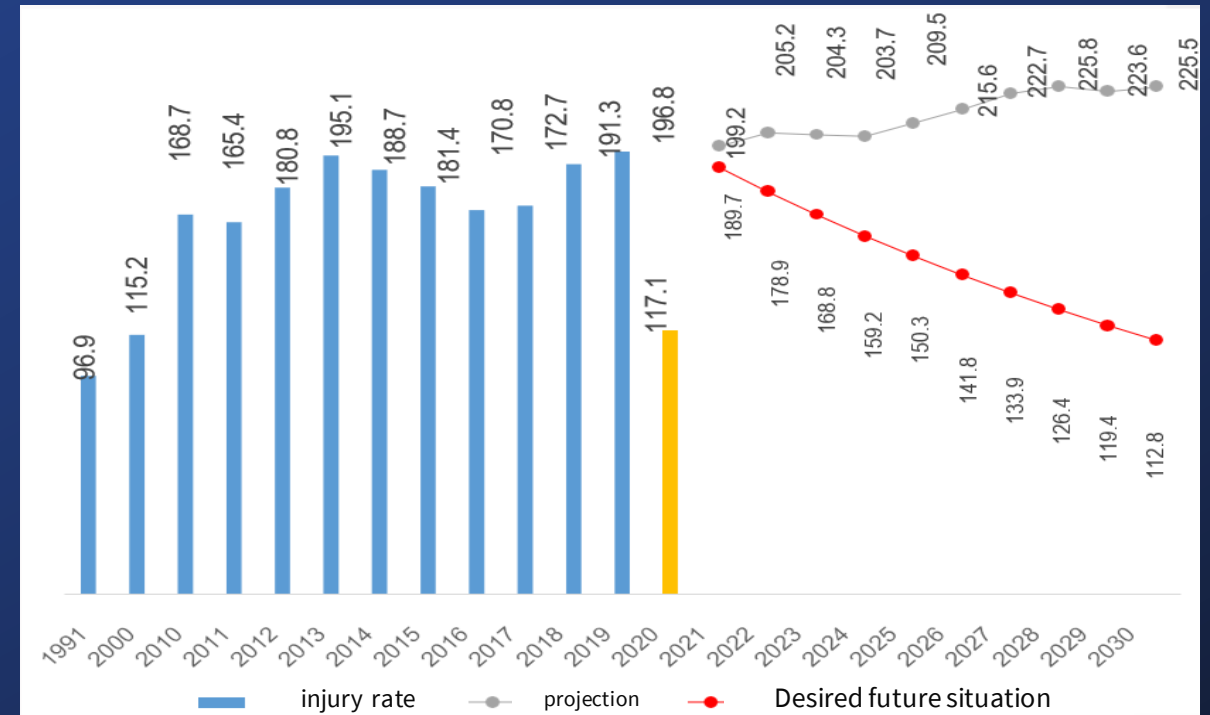
5.Desired Future Road Safety Situation

The number of fatalities and injuries in road accidents is expected to be reduced by 50% by 2030.

National road traffic crashes fatality rate per 100,000 inhabitants, data, projection and desired future situation 1991 - 2030



Injury rate in road accident per 100,000 inhab. at national road network, data, projection and desired future situation 1991 - 2030.



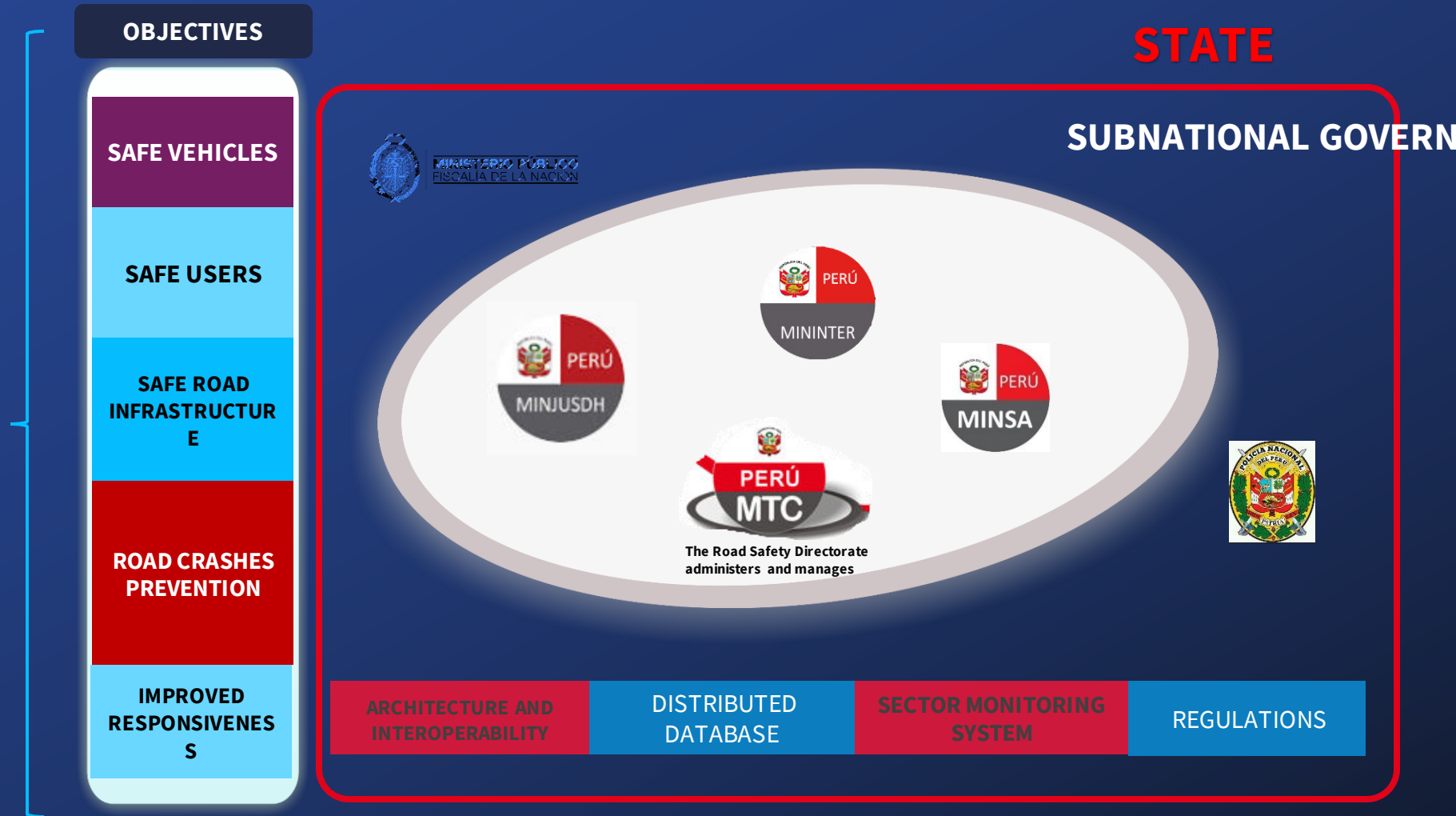
6. National Road Safety Observatory: Multisectoral Information Management Platform

Collection and
systematization of geo-
referenced **data** with
standardized variables on the
number of road accidents



**PUBLIC POLICY FOR
SUSTAINABLE AND
SAFE MOBILITY**

*ONSV for its acronym in Spanish



4 Web portal



TECHNOLOGICAL ARCHITECTURE



7. Summary: Results of ONSV

Systematization of information on road crashes with fatal consequences at the national road network.
7,000 georeferenced road crashes.

Identification of areas with a **high road crashes concentration**.
100 high accident rate points

Publication of bulletins, reports and studies on road safety.
40 publications

Compliance of objectives of the National Urban Transportation Policy

3000 people connect monthly to the ONSV's web portal
(Source: Google Analytics)

Waze Partner Integration

100 trained Pilot data collection:
Police Stations,
Concession companies

Implementation of the First National Road Safety Policy



THANKS

National Road Safety Observatory Network



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