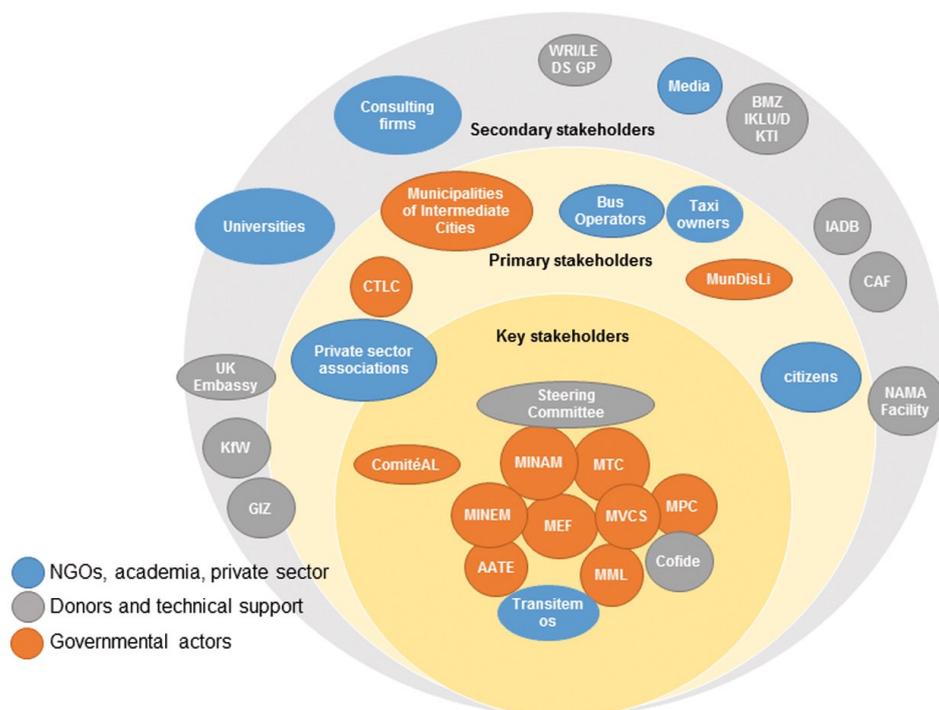


## 2.2 Relevant stakeholders and their roles

Main implementing partners of the NAMA are the Ministry of Transport and Communications (MTC) and the Ministry of Environment (MINAM). While MTC is the responsible ministry for the overall sector policies, including climate policies and projects, MINAM is the national focal point for climate policies in general. MTC, as the relevant sector ministry is the overall coordinator of the NAMA, however, direct implementation responsibility for certain mitigation measures may fall into the responsibility of another institution (e.g. non-motorized transport in Lima / Callao falls into the responsibility of MML and Callao). Further important stakeholders for a successful implementation of TRANSPerú and their respective role within NAMA implementation are described in Table 3. Stakeholders can be roughly divided into four categories:

1. **Key stakeholders:** partner institutions that are essential for the implementation, that are directly involved in decision making, and can directly influence the implementation process.
2. **Primary stakeholder:** actors that will be directly affected by the implementation of the project, and
3. **Secondary stakeholders:** actors that are indirectly affected or are involved in the project only temporarily (incl. as well international development cooperation).

Figure 4: Stakeholder landscape of the NAMA



Source: own illustration.

### Acronyms:

AATE: Autonomous Authority of the Electric Mass Transportation System of Lima and Callao  
 IADB: Interamerican Development Bank  
 CAF: Development Bank of Latin America  
 Cofide: Financial Cooperation of Development S.A.  
 ComitéAL: Management Committee of the Clean Air Initiative Lima - Callao  
 CTC: Transport Council of Lima and Callao  
 GIZ: German Development Agency

MEF: Ministry of Economy and Finance  
 MINAM: Ministry of Environment  
 MINEM: Ministry of Energy and Mines  
 MVCS: Ministry of Housing, Construction and Sanitation  
 MML: Municipality of Lima (including Protransporte, NMT)  
 MPC: Provincial Municipality of Callao  
 MunDisLi: District Municipalities of Lima

Table 3: Stakeholders and their roles and responsibilities in the NAMA process

Key Stakeholders	Roles and responsibilities with regard to the NAMA
Ministry of Transport and Communications (MTC)	MTC is responsible for developing and implementing sector policy and programmes, including sectoral climate actions. Within the NAMA, MTC is the main implementing partner on the national level, and acts as one of the two coordinating entities of the NAMAs Steering Committee. As chair of the committee it takes an active role in the overall coordination of the transformation process. The <b>Autonomous Authority of the Electric Mass Transportation System of Lima and Callao (AATE)</b> , a sub-organization of MTC is in charge of the planning, construction and management of the metro system in Lima and Callao. AATE will play a prominent role in the planning, construction and management of the Metro network and in integrated ticketing.
Ministry of Environment (MINAM)	MINAM is the national focal point for climate policies and coordinates the inter-ministerial activities with regard to climate mitigation and adaptation. Within the NAMA, next to MTC, MINAM supports in the coordination of the Steering Committee and acts as vice-chair. Most likely, MINAM will take over the lead of one of the working groups to be established under the Steering Committee.
Ministry of Economy and Finance (MEF)	Among others, MEF is responsible for the attribution of budgets to the sector ministries. MEF is the recipient of the FC funds of the NAMA Support Project of the NAMA Facility against compliance with the policy matrix.
Ministry of Housing, Construction and Sanitation (MVCS)	MVCS is the governing entity in Urbanism and Urban Development, and has recently been assigned by Law N° 30156 the competence of urban mobility with the objective to treat the issue of urban transport in an integral manner. Within the NAMA, it will therefore play an increasingly important role.  MVCS further chairs the <b>Committee of the Clean Air Initiative</b> , an inter-institutional coordination mechanism to improve air quality in the metropolitan region, e.g. through institutional strengthening, the set-up of an information system and building of public awareness. Other members are MTC, MINEM, MINAM, MML, Municipality of Callao (MPC) and other public institutions. The NSP will coordinate closely with the actors and initiatives implemented under the Committee.
Ministry of Energy and Mines (MINEM)	MINEM is responsible for the development of the national policy on fuel quality. Within the NAMA, it is involved mainly in setting obligatory emission standards for new vehicles and the emission-labelling scheme for light private and duty vehicles.
Metropolitan Municipality of Lima (MML)	MML plays a key role in the NAMA, as the metropolitan area of Lima will be the subject of major public infrastructure interventions and 90% of all trips in Metropolitan Lima fall into its territory. MML will implement the proposed measures within its range of exclusive and shared competence with the responsible entity at the national level (MTC). MML's <b>Division for Urban Transport (GTU)</b> is responsible for planning, regulating, and managing urban passenger transport and is committed to promote non-motorized transport measures, such as the construction of cycling lanes and bicycle parking facilities. The <b>Metropolitan Institute for Transport of Lima - Protransporte</b> is responsible for the BRT System in Lima and for planning, implementation, management and maintenance of improvements on major complementary corridors to the Metro and the BRT and for managing the city's bus scrapping and fleet renewal programs.

<b>Municipality of Callao (MPC)</b>	Next to MML, also the Municipality of Callao forms part of the metropolitan area. Within the NAMA, Callao is responsible for measures on the local level in Callao, such as non-motorized transport, improvement of the bus-network, or taxi-regulation within its range of exclusive and shared competences with the responsible entity at the national level.
<b>Peruvian Development Bank (COFIDE)</b>	The development bank COFIDE has a programme for Compressed Natural Gas (CNG) conversion (Cofigas), which provides loans to vehicle owners for CNG conversion. Within the NAMA, Cofide is involved in the CNG related measures and channels financial resources into the conversion of public transport buses towards the use of CNG. It further acts as the manager of the scrapping fund.
<b>Fundación Transitemos</b>	Fundación Transitemos  The Foundation Transitemos is a foundation, addressing problems resulting from transport activities. Transitemos is actively involved in the preparation and implementation of the NAMA by contributing to technical discussions, providing information, technical studies and financial support e.g. for capacity building measures.

### Primary stakeholders

<b>Transport Council for Lima and Callao (CTLC)</b>	The Transport Council for Lima and Callao (Consejo de Transporte de Lima y Callao – CTLC) is a governmental body that was established in 1997 to coordinate urban transport in the metropolitan region following an inter-institutional approach, however, meetings ceased. For the NAMA, it might be interesting to revitalize the CTLC as an intermediate step towards the establishment of a public transport authority.
<b>Municipalities of intermediate cities</b>	Municipalities in Peru are responsible for planning, regulation and supervision of the urban public transport system, operated with buses and taxis including moto-taxis. They will become an important stakeholder for measure 6 of the NAMA, which focuses on the improvement of urban transport in secondary cities.
<b>Bus and taxi operators</b>	Bus and taxi operators are directly affected by the restructuring of the public transport system. The owners and operators of the approximately 240,000 taxis (2/3 informal) and 35,000 micro- and mini-buses will have to be integrated in the planning and implementation process in order to take their needs into consideration. The NAMA will create job opportunities for these groups but at the same time other jobs will become obsolete with the reform. Flanking measures to absorb and avoid negative social impacts will be designed to absorb negative effects.

<p><b>Private Sector Associations</b> (ARAPER, AAP, etc.)</p>	<p>The private sector closely related to urban transport will participate, and also contribute economically to the implementation of the NAMA. The Unions ARAPER (representing Motor Vehicle Trade Mark Representatives) and AAP (representing the whole industrial-commercial automotive activities, down to bus body builders, workshops, spare parts stores, etc.) as well as their individual members, could provide technical information and studies, and support projects and interventions. ARAPER sponsors Cruzada Vial, a foundation focused on Lima's traffic problems. AAP sponsors Transitemos, a foundation focused on problems resulting from transport activities in transport economy, environmental care, traffic safety and health protection, nationwide. Transitemos supported the development of the NAMA and is willing to contribute to its implementation with technical information and studies and support projects and interventions.</p>
<p><b>Districts of Lima</b></p>	<p>Lima is comprised by 43 districts, each of which has its own legal administration. Especially in the context of non-motorized transport the districts become relevant for comprehensive planning. MML currently receives information on the projects planned in each district. However, in the future, the coordination between MML and the districts will have to be improved.</p>
<p><b>Citizens: Cyclists and pedestrians as well as general public</b></p>	<p>The support of the measures by the general public including all participants in (urban) transport, such as car owners, pedestrians, cyclists and public transport users is crucial for successful implementation. The support of civil society makes the transformation less vulnerable to political change. Support by civil society can be achieved by raising awareness on advantages for different groups and by integrating them into the planning and implementation process.</p>
<p><b>Secondary Stakeholders</b></p>	
<p><b>International development cooperation and development banks</b> (GIZ, CAF, IADB, KfW; WB)</p>	<p>Several Multilateral Development Banks have expressed interest in identifying and materializing investment opportunities related to the implementation of the NAMA. Planned and realized contributions to NAMA implementation are outlined in section Support to local governments to strengthen sustainable urban transport. The NAMA will benefit from technical studies carried out e.g. in the framework of investment projects. GIZ and KfW are further supporting NAMA implementation by two common projects: the NAMA Facility NSP and the DKTI project. Both of which considerably support implementation of the NAMA and contain each a financial and a technical cooperation component.</p>
<p><b>LEDSGP / WRI</b></p>	<p>LEDSGP / WRI is supporting MTC and MINAM in the development of a capacity building programme accompanying the implementation of PlanCC, a project to estimate the potential and feasibility of different mitigation measures, in the transport sector.</p>
<p><b>British Embassy in Lima</b></p>	<p>The UK Embassy is actively participating in the meetings of the Steering Committee and has been supporting the development of the NAMA. The Embassy is further following up on the activities carried out by UCL and is an active member of the Steering Committee.</p>

<b>Consulting firms and research institutions</b>	Local and international consultancies act as contractors for feasibility studies, planning, design and implementation of the measures outlined in the policy matrix and may engage in capacity development measures. Results of other consultancies (e.g. PlanCC and KOTI) may be relevant for the NAMA. The University College London (UCL) has participated with technical inputs derived from a British cooperation project on low carbon transport and capacity building in the period 2011–2013, including the development of the draft NAMA for Transport for Peru in 2012.
<b>Media</b>	The media serve as partner and multipliers in awareness raising and sensibilization of the broader public. In the past, several expert interviews have been carried out.
<b>NGOs related to transportation and environment</b>	TRANSPerú is cooperating with NGOs such as Grupo Limonta, Libelula or Lima Como Vamos, as they can be (and have been) relevant in awareness-raising and knowledge sharing at the local level.

During the preparation phase of the NAMA, a Steering Committee has been established for overall stakeholder coordination. The Committee represents all stakeholders, relevant for the preparation and implementation of the different sections of the policy matrix, including actors from the national and local governments, financing institutions, as well as NGOs and academia:

The Steering Committee functions as the overall coordinating body of the NAMA. It serves as a platform for discussion and decision making on the overall design of the NAMA and coordinates associated activities of the members. The committee functions according to established general operating rules, develops annual work plans and coordinates and monitors their compliance. It holds meetings on a bi-monthly basis and is supported in its operations by a technical secretariat (MTC and GIZ).