

Peru

Peru's transport sector is the largest contributor to national GHG emissions, accounting for 26.04% of economy-wide emissions in 2023. Transport GHG emissions grew by 13.6% from 2015 to 2023. Urban mobility in Lima is dominated by cars (44%) and walking (34%), with limited public transport uptake. Transport energy consumption remains heavily reliant on oil products (88%), with biofuels comprising 4.1% and electricity only 0.1%. Beyond climate impacts, transport accounted for 6.6% of national air pollutant emissions in 2019. Transport-induced air pollution was attributed to 1.68 premature deaths per 100,000 people in Peru in 2019. The

rate of road traffic fatalities was 12.7 deaths per 100,000 people and accounted for 3.60% of the country's GDP in 2021.

While Peru has a national urban mobility framework and sustainable mobility plans for five cities, its NDC lacks explicit transport mitigation targets. Rail expansion plans aim to improve efficiency and environmental sustainability in passenger and freight transport. Peru has a very low share (27%) of urban population with convenient access to public transport as Lima was the only city with a metro system and BRT system in the country.

Income group: Middle-income

Human Development Index (2023): 0.79

Population size (2023): 30.64 million +11.2% (2015 - 2023)

Urban population share (2023): 80.71% +11.9 (2015 - 2023)

GDP per capita (2023): 6 589.40 USD +5.1% (2015 - 2023)

Share of transport and storage jobs in workforce (2023) 8.7%

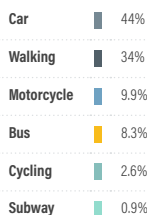
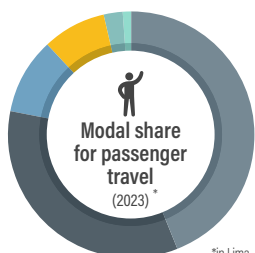
Share of women employed in transport and storage (2023) 9.0%

Transport Demand Trends

Passenger transport activity

127

million passenger-km of rail transport in 1998



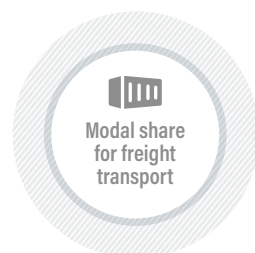
*in Lima

SDG 91

Freight transport activity

599

million ton-km of rail transport in 1998



SDG 91

Transport energy consumption (2022)

397 206

TJ

+27.2%
(2015 to 2023)

Oil products

88.0%

of total transport energy consumption



Per capita fossil fuel subsidies (2022)

265.7

USD per capita

SDG 12

Fuel quality standards (2022)

2000-5000

ppm

Average light duty vehicle fuel consumption (2022)



Lge/km

Road traffic fatalities (2021), WHO estimates

SDG 3.6

12.7

deaths per 100,000 people

14.6 Regional
15.0 Global

Road traffic fatality cost as percentage of GDP (2021)

3.6%

Premature deaths linked to transport air pollution (2019)

SDG 11.6

1.7

deaths per 100,000 people

1.7 Regional
2.3 Global

Contribution of transport to air pollution (2019)

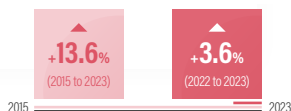
6.6%

Transport Emission Trends

Transport GHG emissions (2023)

24.5

million tonnes of CO₂ equivalent

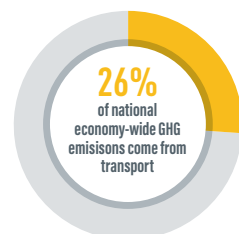
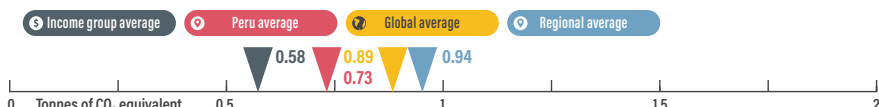


Per capita transport GHG emissions (2023)

0.73

tonnes of CO₂ equivalent per capita

PER CAPITA EMISSION COMPARISON



Transport is the largest GHG-emitting sector in the country in 2023.

Transport Decarbonisation Pathways

Transport strategy identifies climate change



Long-term strategy submitted to UNFCCC



NDC submitted:



1st and Updated NDC

NDC highlights transport for GHG mitigation



Transport mitigation targets in NDC



Other non-emission related transport targets in NDC



VNR highlights transport



2024 VNR with transport linkages to SDG 9 and SDG 11

Transport actions in VNRs

- ▶ Road safety
- ▶ Comprehensive urban transport planning

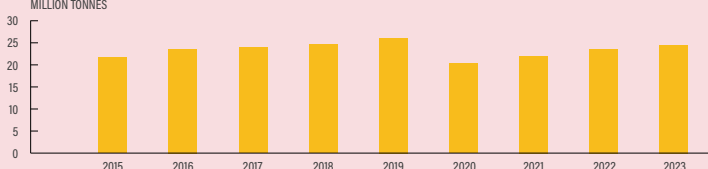
Transport actions in NDC

Mitigation

Adaptation

Transport GHG emissions from 2015 to 2023

HISTORIC EMISSIONS MILLION TONNES



Policy Areas: Indicators and Targets

Integrated Transport Planning

| | |
|---|----------|
| National urban mobility framework (2024) | ✓ |
| Sustainable urban mobility plans (2024) | ✓ |
| Number of sustainable urban mobility plans (2024) | 5 cities |
| Low emission zones (2024) | — |

Adaptation and Resilience

| | |
|---|-------|
| ND-GAIN Index (2022) | 49.11 |
| Vulnerability score for infrastructure (2022) | 0.10 |

Walking

| | |
|------------------------------------|------|
| Walkability Score (2024) | 0.86 |
| National walking strategies (2024) | ✓ |

Cycling

| | |
|--|--------|
| Cycling infrastructure in capital (2022) | 294 km |
| Percent near protected bikeways (2024) | 13% |
| Bike sharing systems (2024) | 1 |
| National cycling strategies (2024) | ✗ |

Public Transport

| | |
|--|---------------------------------|
| Bus rapid transit (2024) | 26 km of total length in 1 city |
| Bus rapid transit daily passenger volume (2024) | 704 803 passengers per day |
| Urban rail (LRT, metro, tram) (2024) | 34 km in 1 city |
| Proportion of population that has convenient access to public transport (2020) | 26.99% SDG 11.2 |

Intercity Rail

| | |
|--|--------------------------|
| Rail network (1998) | 1 639 km |
| Rail travel activity (1998) | 127 million passenger-km |
| Rail freight activity (1998) | 599 million ton-km |
| High-speed rail (2021) | — |
| High-speed rail travel activity (2021) | — |
| National plans for passenger and freight rail expansion (2024) | ✓ |

Target

- To develop an efficient national railway system that has shorter travel times and lower logistics costs for passenger and freight transport, while addressing environmental concerns

Road Transport

| | |
|--|---------------------------------|
| Total road vehicles in use per 1,000 people (2020) | 90.2 |
| Road vehicle fleet growth (from 2015 to 2020) | 20.49% |
| Rural Access Index (2019) | SDG 9.1 47 RAI PST |
| Diesel prices (2022) | 0.90 USD per litre |
| Gasoline prices (2022) | 1.17 USD per litre |

Aviation

| | |
|-----------------------------------|----------------------|
| Air passengers carried (2021) | 9.1 million people |
| Air freight activity (2021) | 258.3 million ton-km |
| Carbon-accredited airports (2023) | 2 airports |
| of which carbon neutral: | none |

Shipping

| | |
|---|-----------------|
| Logistics Performance Index (2023) | 3 |
| Liner shipping connectivity index (Q4 2024) | 40.4 |
| Container port traffic (2020) | 2 601 411.0 TEU |

Transport Energy Sources

| | |
|---|---|
| Biofuel blend overall mandate (2023) | — |
| Biofuel blend biodiesel mandate (2023) | 5.0% |
| Biofuel blend ethanol mandate (2023) | 7.8% |
| Carbon intensity of electricity (2023) | 300.53 gCO ₂ /kWh |
| Renewable energy (biofuels and electricity) share in transport (2022) | 4.2% of total transport energy consumption SDG 7.2.1 |
| Biofuels (2022) | 4.1% of total transport energy consumption |
| Electricity (2022) | 0.1% of total transport energy consumption |
| Targeted renewable power share | 15% |

Vehicle Technologies

| | |
|---|---------------|
| Emission standards for LDVs (2024) | Below Euro 3 |
| CO ₂ emissions performance for passenger cars (2024) | — |
| Targeted CO ₂ emissions performance (2024) | No target set |
| Regulatory environment ranking on used vehicles (2024) | Good |
| Electric vehicles stock for passenger cars (2024) | — |
| Share of electric vehicles in car sales (2024) | — |
| ICE phase-out targets | ✗ |
| Electric vehicles stock for vans (2024) | — |
| Electric vehicles stock for trucks (2024) | — |

This fact sheet is part of the SLOCAT Transport, Climate and Sustainability Global Status Report - 4th Edition. The country fact sheets have been made possible thanks to financial support from the ClimateWorks Foundation. Information presented in this fact sheet is based on desk research and may not be complete or reflect the most recent status. Data has been collected to the best of our knowledge and availability. Where no information could be retrieved, the indicators are shown in grey. The content does not represent the views of the SLOCAT Partnership on Sustainable, Low Carbon Transport or the ClimateWorks Foundation. For more information, please visit gsr4.slocat.net.

Supported by: 

List of acronyms

| | |
|-----|--------------------------------------|
| GDP | Gross-domestic product |
| HDV | Heavy-duty vehicle |
| ICE | Internal combustion engine |
| kWh | Kilowatt-hour |
| LDV | Light-duty vehicle |
| LRT | Light-rail transit |
| NDC | Nationally determined contribution |
| PST | Primary, secondary or tertiary roads |

| | |
|--------|--|
| TEU | Twenty-foot Equivalent Unit |
| UNEP | United Nations Environment Programme |
| UNFCCC | United Nations Framework Convention on Climate Change |
| VNR | Voluntary national review of the Sustainable Development Goals |
| WLTP | Worldwide harmonised light vehicles test procedure |

