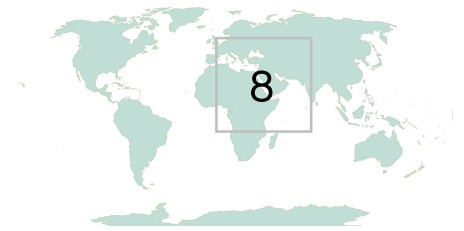


IN-Between Metropolitan Strategies Programme
Interview #8 | Lima, Peru



Within the context of the activities of the Community of Competence on Metropolisation¹, INTA and Deltametropool Association joined forces to design the programme In-between Metropolitan Strategies pursuing earlier discussions and exchanges on metropolitan strategies ongoing in a worldwide spectrum.

During the first phase, a series of interviews have been realised to several metropolitan cases covering various themes: the scale of the metropolitan area, the governance and cooperation, new forms of urbanity and metropolitan environments, the innovative economical sectors within the metropolitan area and how to develop the metropolis sustainably.

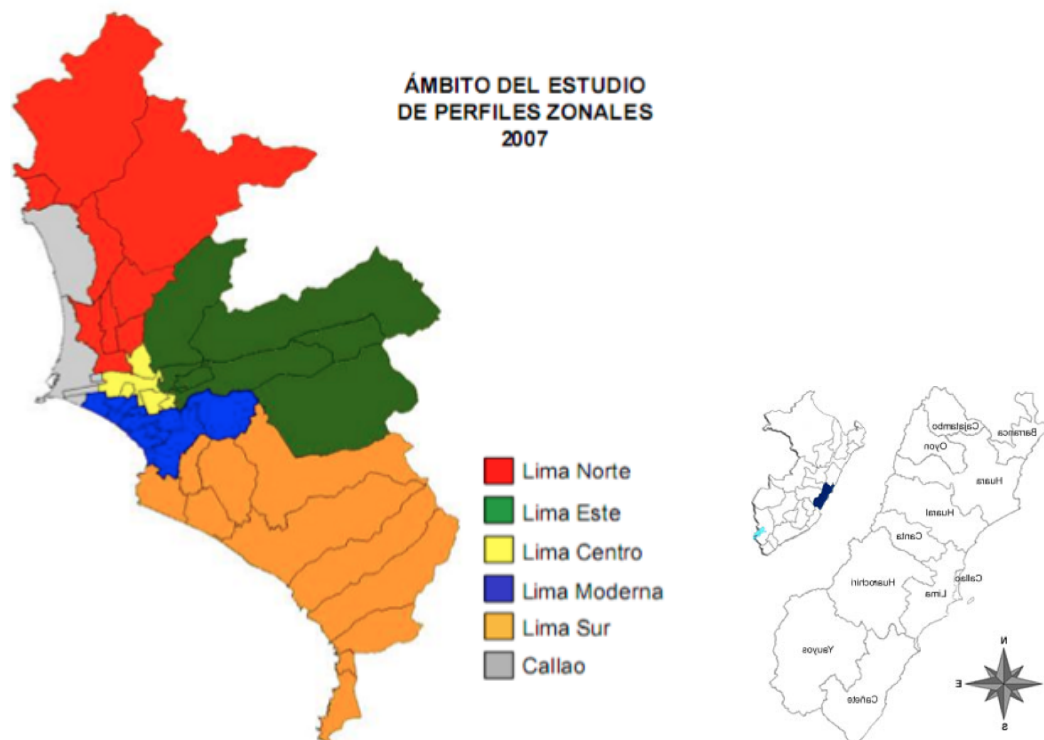
Lima Metropolitana, Peru

Interview with Virgilio Acuña Peralta, Peruvian MP, councillor of Lima Metropolitana government (2003-2006)

2007-2010: member of the board of EMAPE (municipal company of tolls)

1. The metropolitan area

How extensive is the metropolitan area and how are the metropolitan values and identity formed for this the area? What makes your metropolitan area internationally attractive?



¹ <http://www.inta-aiun.org/en/communities-of-competence/metropolisation/metropolisation-home>

Lima Metropolitana counts 9 millions inhabitants (including the Province of Callao) and 42 districts. The administrative region of Lima Metropolitana (excluding Callao) has a total surface of 2800 km².

The metropolitan area has an extension of 150km North-South and 60Km on the West (sea coast) - East (toward the Andes) direction. The development of the city with urban sprawl goes south, towards the seaside resorts, outside of the administrative limits of Lima Metropolitana (Province of Cañete, City of Ica) and to the Northern beach areas.

Although Lima Metropolitana y Callao are totally linked and united because of the geography, history, transport infrastructures and citizens' habits, they are administratively speaking, totally independent.

Callao has the airport and the port and these very strategic infrastructures make the small province of Callao very strong in relation to the metropolitan area called Lima Metropolitana. Both provinces have different rules and laws.

As concerns the Metropolitan Identity, uniformity of the identity within the metropolitan area (because of common uses, transports, trade...)

However, there are several local identities with different level of wealth etc.

International attractiveness: mostly tourism (pre-colombian history and architecture, then Spanish architecture etc.) and gastronomy. Restaurants franchised in several major cities of the world show the potential of this sector.

2. Governance & Cooperation

Is there a form of metropolitan strategy in place and what fields of policy does it entail? Which stakeholders are involved and what is their role and responsibility in this metropolitan strategy? How are the different territorial levels associated to the metropolitan governance? And how is the cooperation of different territorial levels maintained in the planning process that is increasingly subject to a rapid changing economic, social and technological environment?

Callao and Lima Metropolitana are the 2 local authorities that deal with the development of the metropolitan area. They are in a continuous negotiation in order to implement their own strategies or infrastructure projects (for example, the new bus system called *Metropolitano*, implemented by Lima Metropolitana has to get the authorization to get in the Callao territory).

Districts have their own rules as well, and this division prevents an integrated development strategy.

State government is very strong in the country in some cases being partner in other cases leader of the major infrastructural projects. For example, the State is leading the implementation of the electric train when the local authority (Lima Metropolitana) is implementing a new bus system.

The only projects and policies at the metropolitan scales are led by the state and they are only sector-based projects (train, River Rimac, Gaz...)

Lima Metropolitana has his own strategic plan (medium term) and Callao as well, but due to political changes almost related to local elections (4 years mandate), there is no stability with these plans done over and over again mandate after mandate. Usually masterplans are not implemented.

Mr. Acuña has his proposal to run the metropolitan area: 1 mayor for Lima Metropolitana and Callao, with 4 or 5 poles (as it is already existing with intermunicipalities in the North, South, East...) as under-layer for a polycentric metropolis. These poles are already existing and districts are getting organized to offer a real centre and mixed uses functions (shops, jobs, residential areas...)

3. New forms of urbanity and metropolitan environments

What are the key development projects (flagships, major infrastructure, social or cultural equipment, etc.) and programs (information, incentives, investments), of your metropolitan strategy? How is the dialogue carried between the specific ambitions of local key projects and the ambition of the metropolitan territory?

Infrastructure projects:

- Electric train (owned by the State)
- Metropolitano (public transport network going North-south through 16 districts)
- road network with new connections, tunnels, bypasses
- River Rimac for the connections between several districts.

For example, The Via Parque Rimac Project is a comprehensive development project that will modernize traffic management, combining 11 districts of Metropolitan Lima, reducing travel times. It will improve the environmental conditions of 6 km of the river Rimac, thus contributing to improving the quality of life of families.

The project includes the construction of new roads, maintenance of existing roads and traffic management.

The project is developed in partnership between the Metropolitan Municipality of Lima and the company SAC-LAMSAC Yellow Line

It is the first major urban road infrastructure project including Environmental Impact Assessment (EIA), which will allow adequate mitigation of impacts.



These projects are financed mostly by the state and private investments
Lima Metropolitana budget is really small, therefore they need the State support.

Culture and tourism:

- Municipal theatre (in the centre of Lima)
- Big cultural centre around the Museo de la Nación

4. Innovative economical sectors

Is the regional level competitive enough in a globalized economic and innovation-led system clusters and does it remove the obstacle of the vertical organisation of public policy?

Gastronomy has been for the past 10 years the most innovative sector. Restaurants, gastronomy schools...

There is a strong effect on the tourism sector.

Textile is another economic sector (new wholesale textile market for has been opened last month at the East of the metropolitan area – 120ha, to replace the old one localized in the city centre where it was too busy).

A park will replace the old market in the city centre to get a more livable centre.

There are around 50 malls in the territory of the metropolitan area. Foreign investment to create new malls, therefore now Lima has become a market place, but only for “Limeños”

and tourists but not for people from other regions because each region produce its own products. Lima does not produce.

5. Sustainable development

On which central themes and key policies is your metropolitan strategy set upon? How do these themes and policies overcome the short-term instability of any long-term vision and deliver a performing and resilient territorial development?

Sustainability is mostly perceived as environmental approach and is taking into account in State laws, mostly on transportation.

Even the local government is trying to get a “cleaner” transport system (buses and taxis...) but there are not having an integrated approach.