



Department for  
Business & Trade

# Opportunities in the Peruvian railway sector

DBT Peru

# Peru has large ambitions in the railway sector

- **Six** railway projects were announced with an estimated total budget of **£25 billion**.
- Peru has proposed to build them through Government-to-Government Agreements (**G2G**) and to operate and maintain them through **PPPs**.
- Peru has the **opportunity of a generation** to boost productivity by reducing transport costs and improving the supply chain.



## MTC impulsa Plan Nacional de Desarrollo Ferroviario

Serán 6 trenes que recorrerán: Lima - Ica, Puerto San Juan de Marcona - Andahuaylas, Lima - Barranca, Lambayeque - Cajamarca, Trujillo - Barranca e Hidroeléctrica - Quillabamba.



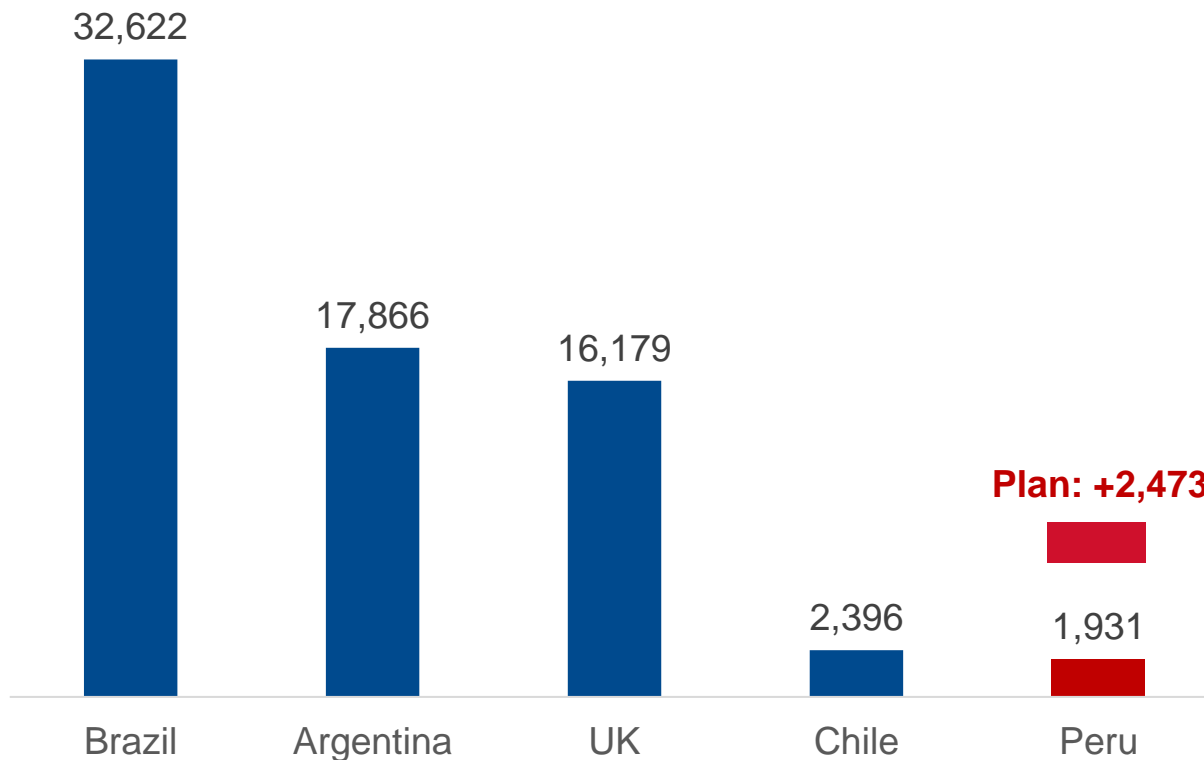
## Government-to-Government Agreements (G2G) in Peru

- Collaborative tool in which the UK, through a **consortium of companies**, provides technical assistance and support for the implementation of **large projects**, as well as promoting **knowledge transfer** and **capacity building**.
- 4 have been signed to date (around £5 billion):
  - Pan American Games 2019 (£0.9 billion)
  - Reconstruction of the north of the country (£1.7 billion)
  - Bicentennial Schools (£1.3 billion)
  - High Complexity Hospitals (£0.5 billion)

# Currently there is limited rail development, so there is a lot of opportunity for UK expertise in the market

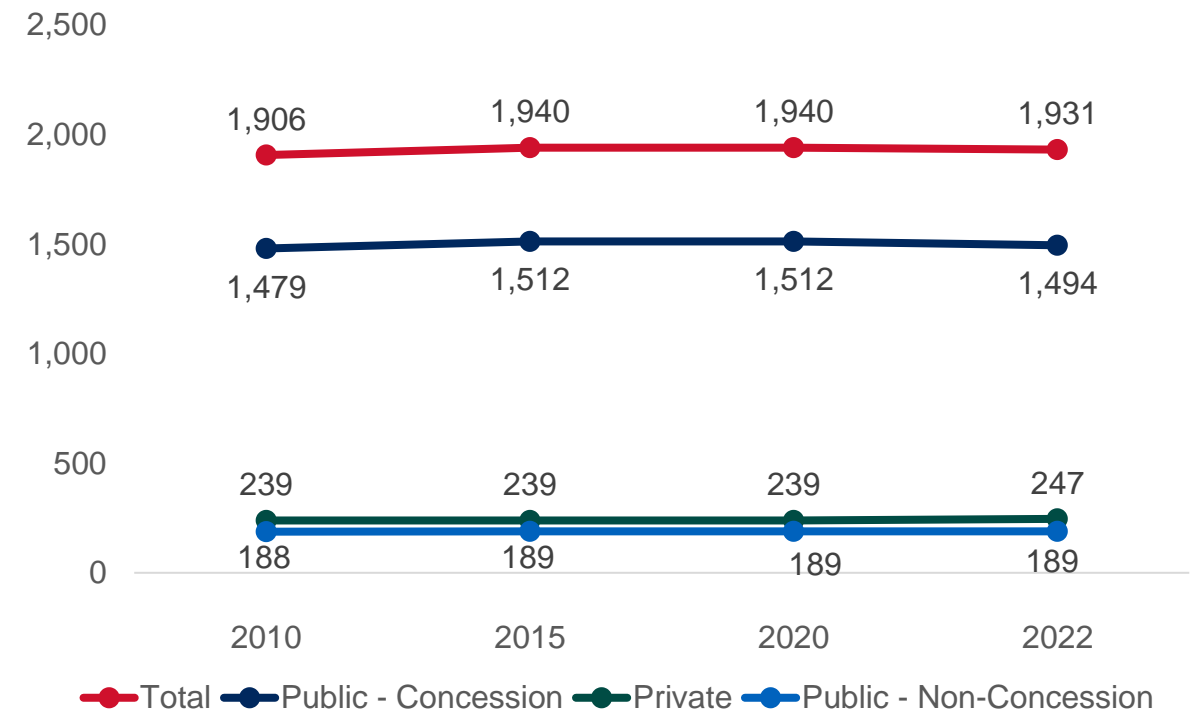
- Peru to **double** the extension of its railway network

Rail lines (total route-km)



Source: Ministry of Transport of Peru, World Bank

Rail lines in Peru by ownership (total route-km)



# The context for the railway ecosystem is dynamic

- The Peruvian Ministry of Transport does not currently hold the technical capacity to manage the projects.
- Through UK's Sustainable Infrastructure Programme, a bid for the development of the National Rail Strategy Peru 2050 is currently being tendered by IADB.
- People's Republic of China is very interested in the railway projects.
- Last week it was awarded the operation of a train through a PPP in Peru (it was already built).



## Details of the announced railways

Route	Distance (km)	Budget (£ billion)	Likelihood	Details
Lima - Ica	280	2.3	High	Passenger and freight transport. Feasibility studies approved. Port of San Martin (Pisco) and Port of Callao
Marcona - Andahuaylas	600	3.7	High	Minerals transport. It could be done without public funding
Lima - Barranca	245	-	Medium	Passenger and freight transport. Port of Callao and Port of Chancay
Trujillo - Barranca	1,200	-	Low	Passenger and freight transport
Lambayaque - Cajamarca	-	7.6	Low	Minerals transport
Hidroeléctrica – Quillabamba	148	7.6	Medium	Passenger and freight transport
<b>Total</b>	<b>2,473</b>	<b>25</b>	-	-

# Lima - Ica

## Details

- Distance: 279.8 km extension between 15 stations.
- Maximum speed of 200 km/h
- Electric trains
- Estimated passenger demand per day (2030): 45,225
- Approximate total investment: £4.9 billion
- Final studies and tendering: between 2025 and 2026
- Expected start of operation: January 2031





# Opportunities in the supply chain

- **Strategic advice**
  - Business case
  - Transport planning
  - Financial strategy
- **Planning, design and project delivery**
  - Studies
  - PMO
  - Design
  - BIM
- **Systems, Rolling Stock, Equipment, Plant & Parts**
- **Construction, Fabrication & Installation**
- **Operations & Asset Management**

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