



# Lima's Transit Reform

Balancing City Health and Informal Livelihoods

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Research Question:

How will Lima's transit reform affect informal workers, specifically vendors and transit workers?



# Methodology

- Literature review
- **Empirical analysis**
  - Current system
  - Proposed reforms
  - Analysis of impacts



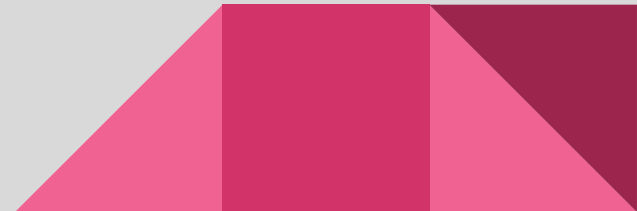
# Findings

- The Integrated Transit System primarily impacts itinerant vendors and certain transit workers.
- Increased transit regulations focus solely on passenger safety and do not fulfill potential to positively affect workers' livelihoods.



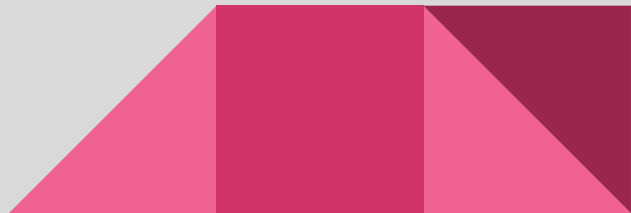
# Argument

The transit reform should include provisions for all the transit dependent workers who will be negatively affected by the Integrated Transit System and increased regulations of the informal transit system should aim to improve the living conditions of informal workers to reduce social marginalization.



# Defining the Informal Sector

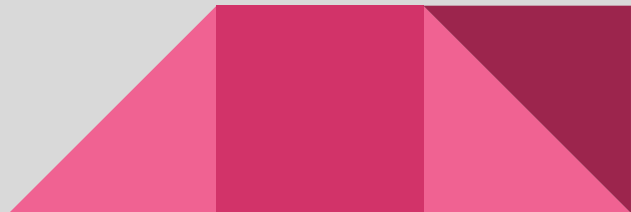
- Definition: Poor employment conditions, increasing poverty, lack of employment protections (International Labor Organization)
- Why it exists:
  - Provide service not offered by government
  - Costs of formality too high
  - Legal system not structured to support large influx of immigrants (Lima)



# Effective Formalization

promotes economic development and improves informal workers' living conditions.

- Increase agency
- Minimum threshold for working conditions
- Social and employment protections



# Informal vendors

itinerant vendors → stationary vendors

**hawkers** → cart → stand → market stall

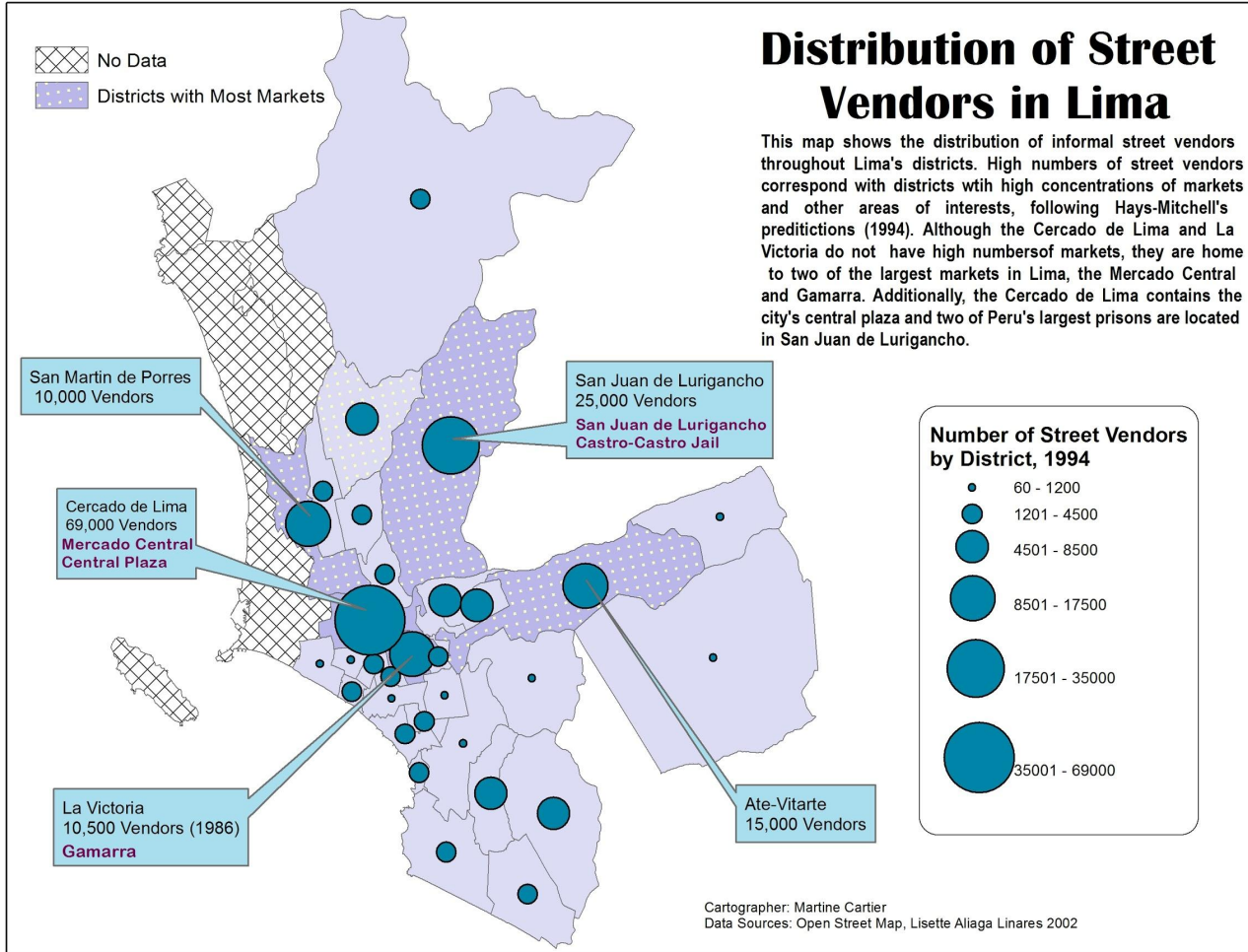


Concentrations: central plazas, tourist attractions, transit hubs, markets



# Distribution of Street Vendors in Lima

This map shows the distribution of informal street vendors throughout Lima's districts. High numbers of street vendors correspond with districts with high concentrations of markets and other areas of interests, following Hays-Mitchell's predictions (1994). Although the Cercado de Lima and La Victoria do not have high numbers of markets, they are home to two of the largest markets in Lima, the Mercado Central and Gamarra. Additionally, the Cercado de Lima contains the city's central plaza and two of Peru's largest prisons are located in San Juan de Lurigancho.



# Current Transit System

~60,000 vehicles, 60% of which are legal

- **Structure:**

- Union
- Transit company
- vehicle operators
  - Owner
  - Driver
  - Cobrador
- flow control
  - Datero
  - tarjetero



# Transportation Issues

- Inaccessible
- Pollution
  - fine particulate matter in air 100% above safe levels
  - Average age for public transit vehicle = 32 years
- Congestion
  - average speed predicted to reach 8 mph
  - ~28 companies servicing any one kilometer stretch
- **Accidents**
  - 54,355 in 2014 (10,000 involving pedestrians)



# Proposed reform - Integrated Transit System (SIT)

- Mass Transit
  - BRT - El Metropolitano (2011)
  - Electric Train - Line 1 (2012), Line 2
- 5 Complementary Corridors
  - High capacity buses
  - Will displace approximately 800 sections of routes
- Increased Regulation
  - Ordinance 1876 (2015)
  - Vehicle inspection, accident insurance
  - Conduct study to evaluate necessity of each route
  - 10 year → 3 year authorization





**Los dos primeros niveles de intervención incluyen 2 Corredores Masivos (Metropolitano y Tren) y 5 Corredores Complementarios**



# Social mitigation

- Drivers
  - Reinsertion program
- Cobradores
  - Labor conversion program
- Business owners
  - Advanced business education
  - Access to microcredit
- Vehicle owners
  - “junk” program
  - Vehicle conversion
- *No social mitigation for: dateros, tarjeteros, hawkers*



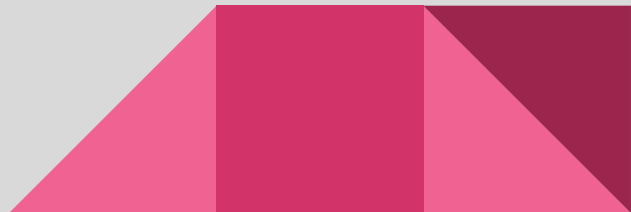
# Impacts on transit workers

- Replaced Routes

- Drivers, Cobradores, Proprietors: maintain similar professional status in different industry
- Dateros and tarjeteros: unemployed with no protections

- Non-replaced Routes

- Increased regulation focused on passengers, not workers
  - No employment protections
- Does not promote development or improvement of business
  - No educational component to inspection
  - No access to credit



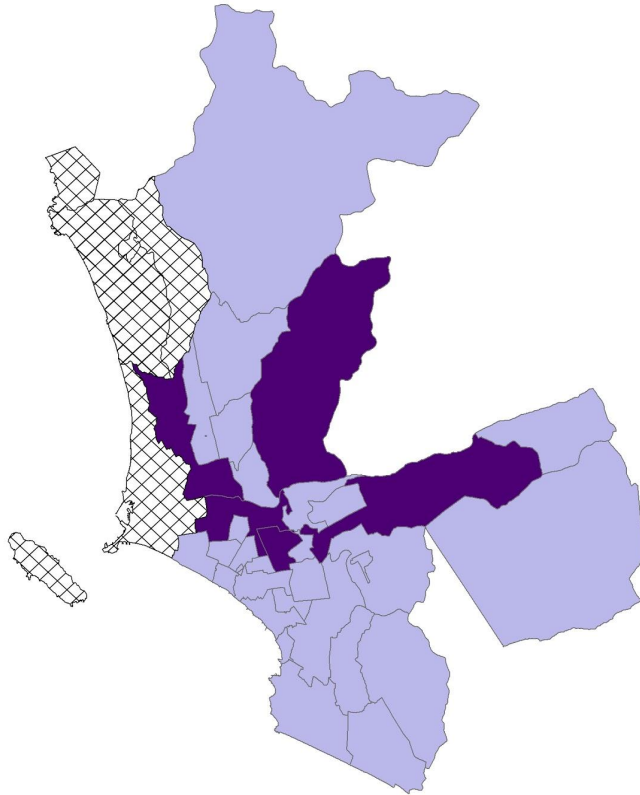
# Impacts on informal vendors

- Stationary vendors: minimal impact
- Itinerant:
  - With carts: hindrance to pedestrian mobility, forced removal
    - Can relocate to streets leading to transit hubs
  - **Hawkers:** unable to board buses (primary customer base)
    - Unable to gain experience, knowledge, capital and reputation  
→ harder to reach stability of stationary stand

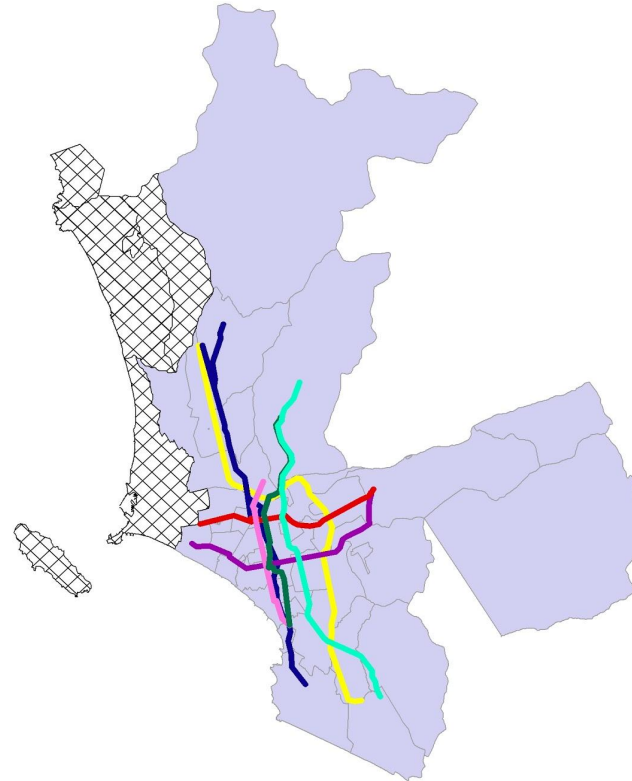




**Districts with Over 10000  
Street Vendors (1994)**



**Integrated Transit System Routes**



# Policy Recommendations

- Extend reconversion program to include dateros and tarjeteros
- Set minimum threshold for working conditions
- Include educational component and access to credit for business development/improvements
- Allow hawkers to board for free



# Conclusion

- SIT impacts
  - 1) dateros and tarjeteros
  - 2) itinerant vendors, primarily hawkers
    - Customer base and professional experience
- Increased regulation should focus on improving workers' livelihoods in addition to passenger safety, environmental concerns, and traffic management.



# Questions?

Thank you!

