Resettlement of Victims of the Mega Project: Metro de Lima

Submitted By: CIDAP



Organization Profile

Organization Name: Asociación de Vivienda Virgen del Carmen del Quinto Patio

Organization Type: Civil society

Website: https://www.co-habitat.net/es/news/focus-on-asociacion-de-vivienda-virgen-del-carmen-del-quinto-patio

Practice Details

Country(ies): Peru

City(ies): Lima

Start Year: 2014

Ongoing: No

End Year: 2018

Main Adequate Housing Components:



Housing Thematic Areas:

- Housing & Informality
- Housing in Crisis & Displacement Contexts
- Housing, Land & Spatial Planning

Relevant SDGs:



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Problem & Context

42 organized families settled along Line 01 of the Lima Metro route were notified to vacate without any relocation alternative, as there is no public policy for such cases. Due to social pressure, they were offered money to find housing elsewhere through purchase or rent. However, the organized social resistance demanded adequate, permanent housing within their neighborhood and close to where they lived—demands not reflected in liberal public policies that commodify the city, leaving housing access to private real estate companies and a merely regulatory State.

Solution Developed

Organized and self-managed social resistance enabled the 42 families to become beneficiaries of progressively built housing on land just meters from where they previously lived. The project was fully funded by the Government of Peru and developed as a condominium, recognizing the acquired rights of these families as long-time occupants.

The housing practice aimed to address the challenge of the State's subsidiary role in megaprojects that violate the rights of long-established families in informal settlements.

The innovative contribution or lesson learned is that the housing complex and individual homes were designed together with the 42 families, allowing for progressive growth—starting from the ground floor and expanding as families grow (e.g., children), following a planned process to avoid creating a modern slum.

Implementation

Actions implemented included self-management and resistance to secure land for the new settlement, participatory design and planning of the housing complex, construction of all housing units, handover of homes, and issuance of property titles to each family.

Actors involved:

- Organized affected population (beneficiaries)
- Ministry of Transport and Communications
- Autonomous Authority of the Electric Train (AATE)
- Government representatives
- NGO CIDAP (advisors to the population)

Timeline:

- Process began in 2014
- Property titles for fully completed homes were delivered in 2019
- Homes remain in optimal condition to date

Enablers & Obstacles

The Ministry of Transport and Communications and AATE initially resisted the population's proposal and refused to vacate the land until they saw the new site. This forced government officials to formulate legal solutions and mobilize resources, which they successfully did.

Results & Impact

42 families benefited from adequate housing on urbanized land within a previously informal neighborhood. This became a flagship practice demonstrating how neighborhoods can be improved through community participation and dialogue with authorities.

The organized families also have space for a shop that supports their household economy, and their quality of life has improved. They faced the pandemic with minimal infections.

Replication & Scale Up

Dissemination for those affected by all types of megaprojects, showing how to claim and realize rights.

Disseminate to governments.

Policy Uptake

This housing practice has informed or been partially integrated into policy discussions, strategies, or pilot-level policy instruments.

Model disseminated to communities affected by megaprojects as a tool for claiming housing rights, and to governments as a replicable approach.

Not yet integrated into formal policy.

Lessons & Takeaways

The limitation imposed by governments on the organization of people into "housing cooperatives" was a governmental obstacle in this process.

Note

The original submission was received in Spanish. An automated translation was prepared using Copilot to enable broader multilingual access.