

Peru Road Freight Transport - Market Share Analysis, Industry Trends & Statistics, Growth Forecasts (2026 - 2031)

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Report description:

Peru Road Freight Transport Market Analysis

Peru Road Freight Transport Market size in 2026 is estimated at USD 9.08 billion, growing from 2025 value of USD 8.62 billion with 2031 projections showing USD 11.79 billion, growing at 5.35% CAGR over 2026-2031.

The growth trajectory is underpinned by mining-linked export flows, accelerated infrastructure upgrades, and expanding digital commerce. Intensifying demand from manufacturing and e-commerce is prompting operators to modernize fleets and adopt real-time visibility tools, while the Lima-Chancay mega-port is re-routing Asia-bound cargo and reshaping hinterland connectivity demands. Global and regional players are consolidating positions through facility expansions, technology adoption, and lifecycle financing, yet cost headwinds-diesel price volatility, driver shortages, and rising insurance premiums-are tightening margins. Rising security incidents in the Lima corridor and climate-driven landslide risks elevate operational complexity, nudging carriers toward telematics-enabled risk mitigation and OEM offerings that reduce fuel burn. Policymakers are prioritizing resilience in trunk and rural road investments, widening the addressable base for the Peru road freight transport market.

Peru Road Freight Transport Market Trends and Insights

Surge in Mining-Driven Export Cargo Volumes

Copper output of 2.74 million tons in 2024 cemented Peru as one of the world's largest producers, anchoring long-haul freight

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demand from highland pits to coastal ports. Projects worth USD 10 billion in Southern Copper's pipeline lock in multi-year hauling contracts, spurring fleet upgrades such as Acoinsa's Goldhofer FTV 850 blade lifters for oversized loads. Freight intensity cascades into fuel, lubricants, and consumables, making mining zones reliable, high-margin lanes. Specialized insurance tailored to route altitude and cargo value remains critical, as mountainous terrains elevate accident exposure. Stable offtake agreements insulate carriers from spot-rate swings, but require adherence to stringent safety and ESG protocols.

National Infrastructure Plan 2023-2030 Road Upgrades

The Ministry of Transport and Communications has prioritized the USD 1.6 billion Longitudinal de la Sierra highway and rural feeder roads to bridge productivity bottlenecks. Pavement sections treated with organosilane nanotechnology now post International Roughness Index scores of 2.449 m/km versus 3.7 m/km on legacy stretches, cutting vehicle operating costs and boosting payload utilization. Improved connectivity lowers empty-backhaul ratios for carriers and widens fleet addressability to previously inaccessible produce belts. Design standards now embed climate resilience to curb El Nino disruption, easing long-term maintenance outlays for both public works and private operators.

Rising Diesel Price Volatility and Subsidy Cuts

Fuel makes up 30-40% of line-haul costs; subsidy roll-backs and global price swings tightened carrier margins in 2024-2025. CNG fleet pilots along northern corridors report cost parity after 18 months, yet sparse refueling points restrict scaling. Larger operators deploy hedging and bulk-purchase programs, whereas SME carriers absorb price shocks, eroding competitiveness.

Other drivers and restraints analyzed in the detailed report include:

E-Commerce Boom and Last-Mile Network Densification
Lima-Chancay Mega-Port Hinterland Connectivity Projects
Driver Shortage and Ageing Workforce

For complete list of drivers and restraints, kindly check the Table Of Contents.

Segment Analysis

Wholesale and retail trade retained 33.12% of the Peru road freight transport market in 2025, fortifying Lima's role as a regional consumer-goods hub. Manufacturing, however, posts the fastest 6.28% CAGR to 2031, catalyzing multi-stop distribution flows that reward LTL network density. The Peru road freight transport market size, tied to mining, oil, and quarrying, continues to underpin heavy-haul lanes, whereas agri-exports introduce seasonal peaks that challenge capacity planning. TIBA Group's vertically integrated mining logistics illustrates premium pricing power in complex industrial supply chains.

Growth in manufacturing spurs demand for contract logistics, warehouse automation, and just-in-time inventory feeds, pulling in global 3PLs armed with WMS and TMS suites. SMEs embrace digital load booking, yet capital scarcity delays warehouse mechanization outside Lima. As industrial parks cluster along the Pan-American corridor, competition intensifies for cross-docking infrastructure capable of handling mixed pallet sizes and higher order velocity.

Domestic freight controlled 62.05% of 2025 revenues, yet international lanes are climbing at a 6.25% CAGR (2026-2031) on the back of mining and agri-export surges. The Peru road freight transport market size for cross-border traffic is benefiting from streamlined customs under the Single Window system, trimming average clearance times by 32 hours. Higher margins on export cargo draw investment in reefers and ISO-tanks, though carriers must navigate phytosanitary inspection backlogs during harvest peaks.

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Export-linked growth is prompting SMEs to seek partnerships with forwarders offering end-to-end documentation and visibility. The Chancay port is set to sharpen Peru's competitiveness in Asia trade, repositioning truck capacity toward central coast corridors. Inland return loads remain thin, requiring creative freight-matching or transshipment into domestic distribution to shore up utilization.

Full-truck-load held 78.20% share in 2025, mirroring bulk-commodity dominance, yet LTL demand is rising at 6.05% CAGR (2026-2031), fueled by e-commerce and SME shipping needs. The Peru road freight transport market share for FTL is expected to erode modestly as retailers shift to omnichannel fulfillment, necessitating pallet-level flexibility. LTL operators invest in hub-and-spoke terminals and dynamic routing to maintain service reliability.

Digital marketplaces matter more for LTL consolidation, delivering 12-15% empty-mile reductions and improving on-time performance. Cross-docking automation and dimension-weigh-scan systems are becoming standard, though high upfront costs deter smaller carriers from upgrading. Mining and agri-bulk flows keep FTL volumes resilient, but urban congestion pricing may accelerate a modal shift for lighter loads.

The Peru Road Freight Transport Market Report is Segmented by Destination (Domestic & International), End-User Industry (Manufacturing, and More), Truckload Specification (FTL & LTL), Containerization (Containerised & Non-Containerised), Distance (Long & Short Haul), Goods Configuration (Fluid & Solid Goods), Temperature Control (Non-Temperature & Temperature Controlled). The Market Forecasts are Provided in Terms of Value (USD).

List of Companies Covered in this Report:

DHL DSV CEVA Logistics Peru Logistic SAC SAVAR Corporacion Logistica JAS Worldwide Marvisur Express Transaltisa Huayraz Logistics TIBA Kuehne + Nagel Gastaldi Peru Sac Cargo Transport Geodis Intercargo Logistics South Express Latin American Cargo Transportes Grupo Caliche Noatum Logistics Carter

Additional Benefits:

The market estimate (ME) sheet in Excel format
3 months of analyst support

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