

Antofagasta, Chile

Partner city

Status of the project: ongoing technical assistance



Basic Information

Antofagasta urban area: 30,718 km²

Population: 388,545 | Growth rate: 2%

GDP per capita: USD 47,000

Modal Share

Formal public transport: 25.08%

Walking: 28.31%

Cycling: 0.33%

Private cars: 35.13%

Taxis: 9.13%

Freight vehicles: 1.28%

Other: 0.74%

National GHG emissions per capita: 5.92 (tCO₂eq)

Exposure to climate change: MEDIUM

Region capital city

Context

Antofagasta is a city 30 kilometres long and on average 2 km wide, where about 360 thousand citizens live, according to the 2017 census. The city, whose economic development is mainly linked to the copper mining industry, is characterized for being the destination of tens of thousands of migrants seeking job opportunities. The intercensal variation (2002-2017) shows a higher population increase of 22.99%, which is greater than the growth experienced by the country (16.26%). The absolute growth of the population in Antofagasta stands out, with 72,396 new inhabitants in the intercensal period. An important part of them are immigrants who come to the region attracted by the climate and job opportunities.

Around 100,000 vehicles circulate daily in the city, and the average travel distances are between 5.9 and 7.4 km. Geographic restrictions and demographic pressures have pushed the development of the city to the north and the south. More than 60% of the population lives in the northern sector. However, most of the city's services, employment, and economic activities remain concentrated in the centre, creating congestion and putting additional stress on the city's already fatigued and poorly functioning transportation network. The transportation network has, in turn, only exacerbated urban development and land use challenges. The two branches of the private train that transports materials from the mines to the port pass through the heart of the municipal territory, dividing the city in two, interrupting traffic flows and consuming a large part of the urban territory with its right of way.

Faced with this, the Regional Government, in conjunction with the Local Government and other institutions, have promoted a series of mobility initiatives that complement the current public transportation system and the urban transportation master plan. However, these are not necessarily linked to each other and their impact, in terms of emissions, has not been modelled.

The regional government of Antofagasta has the mandate and responsibility to finance mass public transport infrastructure, but not its operation. It has authority to borrow from international finance sources. Systems and procedures are not yet in place to monitor, evaluate and report on urban transport development.

The SUMP process has already achieved important milestones. A Technical Board that institutionally and politically validates the development of the Plan has been established, as well as a Social Board responsible for including demands and perspectives of citizens and other stakeholders into the SUMP. Along with this, a website has been set up (www.movilidadantofagasta.cl) that functions as the main communication tool with citizens, hosting surveys and news, among others.

Phases 1, 2 and 3 of the SUMP development process have now been completed. There is already a consolidated vision, objectives, indicators, and goals for the Plan, being able to start with the planning of measures and the modelling associated with them.

The official launch of the SUMP is estimated to be September 2021.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan

Funded by: European Union

Funding amount: EUR 500,000

Implemented by: GIZ through the EUROCLIMA+ Program

Local counterpart: Regional Government of Antofagasta

Supported Activities:

- Develop an Integrated Sustainable Urban Mobility Plan, which adds environmental goals and MRV mechanisms to existing measures and isolated modal plans.
- Support the integration of various modes of transport and improve existing bike lanes, sidewalks and public transport infrastructure.
- Formalise the Technical Board for Sustainable Mobility in the city.
- Train regional and municipal government officials.
- Promote citizen empowerment and provide them with access to the decision-making arena, with a particular focus on investments.

Status of implementation

Project start: May 2018

Expected project completion: Last quarter 2021

Completed outputs:

- Signature of a MoU between the Intendente of Antofagasta and GIZ.
- Status quo analysis including emissions inventory.
- Strategic development (vision, objectives, indicators, and goals).
- Strategy for communications and participatory proces, including web page and social networks accounts.
- 3/5 online surveys.
- Implementation of the Technical Board.
- Implementation of the Social Board.

Next expected outputs:

- Finalize Measure Development phase (including finance).
- Finalize Implementation and Monitoring phase.
- Finalize MRV plan.
- Implement an Observatory for Sustainable Urban Mobility in the city of Antofagasta.
- Launching of the Plan.

Core impact indicators baselines

Indicator	Baseline - 2018
Total annual transport related GHG emissions (Mt CO ₂ eq)	0.372 Mt CO ₂ eq
Annual transport related GHG emissions per capita (kg CO ₂ eq)	940 kg CO ₂ eq / capita
Access to public transport Proportion of the population living 500 meters or less of a public transport stop	80.4%
Air pollution Mean urban air pollution of particulate matter (in µg PM2.5) at road-based monitoring stations	10.5 µg/m ³ of PM2.5
Road safety Annual traffic fatalities in the urban area, per 100,000 inhabitants	5.56 fatalities / 100,000 hab

Highlights in the past year

The main highlight of the previous year was the definition of a vision, objectives, indicators, and goals for the SUMP. These can still undergo modifications.

Vision

A city whose mobility system is based on the principles of sustainable urban development, which reduces the effects on climate change, which promotes equity and social justice in public space, which improves the habitability and quality of life of its citizens through a city on a human scale, and that collaborates with the economic diversification of the region.

Strategic objectives

1. Promote and consolidate the generation of sub-centres throughout the city, bringing needs closer to people's places of residence, and reducing long-distance and time-consuming trips.
2. Increase the use of sustainable transport modes in the urban context, improving the operating conditions and accessibility of public transport, walking and cycling.
3. Reduce and rationalize the use of cars, creating the conditions for less dependence on them.
4. Manage logistics and the integration of its associated activities in the urban fabric, including both large-scale logistics (mainly focused on port activity) and urban logistics of the "last mile".
5. Improve the habitability and quality of public spaces, setting conditions and standards of urban design on a human scale.
6. Promote the use of low-emission technologies across the entire urban mobility system.
7. Promote economic diversification in the region through the mobility system, which goes beyond the predominant paradigm of the mining sector in favour of other sectors, such as the technological and scientific sector (with an emphasis on astronomy) and tourism.

Impact of COVID-19 on project preparation

COVID-19, added to the social and political crisis in Chile and has had a strong impact on the development of the Plan, mainly due to the decrease in the workforce of the institutions involved in the development of the SUMP. Along with this, it is worth mentioning the strong impact that COVID-19 has had on public transport, where the operating companies threaten to go bankrupt due to the decrease in income from passenger levels. In relation to measures to facilitate mobility, Antofagasta has widened sidewalks, which allow the movement of pedestrians with greater social distancing.

How will the SUMP transition to approval and implementation?

The Regional Governor, who will be democratically elected for the first time since the return to democracy in Chile in April 2021, is the main authority in charge of approving the SUMP. In any case, with the intention of carrying out a validated approval by different actors, it has been established that the Governor will consult the Regional Council, Local Government, Regional Ministerial Secretary of Transportation, among other organizations, all of which are already part of the Technical Board.

The SUMP process contributes to institutional strengthening

Institutional strengthening has occurred mainly through the facilitation of multi-level, multi-stakeholder, and multi-sector dialogues through the technical and social boards. In addition to this, a series of capacity development activities with different actors from the technical board have been conducted. These instances include: participation in the Transport and Climate Change Week 2020 (organized by GIZ), ongoing participation of urban leaders (co-organized by Women in Motion), participation in the formulation of bankable climate projects (co-organized by INCAE), and participation in trainings on SUMP development (co-organized by Rupprecht Consult), among others.