

Chile

Partner country

Status of the project: ongoing technical assistance



Basic Information

Population: 18,050,000 (2018) | Growth rate: 1.4%

Percentage of urban population: 87.8%

GDP per capita: USD 16,522

Percentage of the population living below the national poverty lines: 10.9%

Annual average infrastructure expenditures as percentage of GDP: 2.2% (source: Consejo de Políticas de Infraestructura)

Nationally Determined Contribution (NDC)¹:

100% e-taxis by 2050.

100% urban public transport e-buses by 2040

58% private e-vehicles by 2050

58% commercial e-vehicles by 2050

National GHG emissions per capita: 5.1 (tCO₂e)

Proportion of transport related GHG emissions: 24.1% (2016)

Exposure to climate change: HIGH

Context

The Republic of Chile is a country in South America. It occupies a long, narrow strip of land between the Andes to the east and the Pacific Ocean to the west. Chile covers an area of 756,096 km² (291,930 sq mi) and has a population of 17.5 million as of 2017. The capital and largest city is Santiago.¹

Chile has an economy characterized by the exploitation and export of raw materials. In 2012, exports - copper, fruit, fishery products, paper and cellulose pulp, chemicals, and wine - reached USD 83.66 billion, while imports - oil and derived products, chemicals, electrical and telecommunications articles, machinery industrial vehicles and natural gas- reached \$ 72,200 million. On the other hand, the public debt was estimated at 10.1% of the GDP and the external debt at USD 102.1 billion at the end of 2012. The GDP contracted 6% in 2020 and is estimated to grow by 4.2% in 2021.

By 2030, CO₂e emissions from the transport sector are expected to increase by 36% compared to 2007, reaching the value of 46.4 megatons CO₂e. This trajectory is currently strongly correlated with GDP growth, and the business-as-usual projections for 2050 go from 44.5 megatons CO₂e for low GDP growth projections to 84.4 megatons CO₂e for high GDP growth projections.

¹ These measures are not explicit in the NDC commitments, but modelled as part of the proposed carbon neutrality scenario.

The Ministry of Transport and Telecommunications (MTT) is politically in charge of the development of transport in Chile. Every 10 years approximately, it develops transport plans for the main cities of the country, in addition to administering public transport contracts, administering the subsidies to public transport, and other powers.

Due to a highly centralised system, Chilean cities have very few attributions for planning sustainable urban mobility. However, as of 2021, due to a new decentralization law, cities will receive new powers in this area. Since October 2019, Chile has been subject to a deep social and political crisis, which has led to a referendum for the replacement of the current constitution. This may generate further changes to the current political structure of the country.

Even though Chile has pushed for the electrification of public transport, the country shows high levels of inequality in terms of development between the capital Santiago and the rest of the cities. Indeed, public transport is still informal in several cities and does not meet the same qualitative and quantitative standards as in the capital.

The implementation of a National Urban Mobility Policy (NUMP) aims to support cities in the development of sustainable urban mobility, either through the establishment of multisectoral political guidelines (strategy) or the facilitation of a financing programme, in addition to supporting commitments of the NDC and the country's Long-Term Strategy.

Technical assistance for the development of the NUMP will strengthen the institutional framework in the country mainly through the facilitation of dialogue and agreements from a multisectoral (dialogue between the transport sector, urban planning, environment, and energy) and multilevel (dialogue between the regional and local levels) perspective.

Support from the Partnership

Technical Assistance: National Urban Mobility Policy or Programme (NUMP)

Type of NUMP: Mixed Programme and Policy NUMP

Funded by: European Commission

Funding amount: EUR 1,000,000

Implemented by: GIZ through the Euroclima+ Programme

Local counterpart: Ministry of Transportation and Communications

Main purpose of the NUMP:

- Offer cities and regions a general enabling framework for SUMPs
- Provide technical guidance on a wide range of technical issues relevant for the transport sector in the context of reducing GHG emissions

Supported activities:

- Design of a National Programme for Sustainable Mobility
- Elaboration of the Strategy for Sustainable Urban Mobility (writing, revising, promoting the participation of other institutions in the process)
- Various NUMP Chile roundtable meetings and strategical planning of the NUMP activities to be realised in 2021
- Virtual peer-to-peer workshops (with Brazil, Ecuador, and Uruguay) and internal workshops with several MTT departments
- Development of technical studies relevant in the context of the Chilean Long-Term Strategy on fighting climate change (Emissions Inventory, Emissions Projection, Status Quo Analysis, among others)

Status of implementation

Project start: Q4 2018

Expected project completion: Q4 2021

Completed outputs:

- NUMP Workshops in Quito, Ecuador and Bogota, Colombia (March 2019 and February 2020)
- Status quo analysis and series of multisectoral workshops for building a common understanding of the urban mobility situation, including mobility challenges and current actions being implemented by 7 sectoral ministries
- Emissions Inventory from the transport sector (bottom-up methodology)
- Internal round of 3 workshops (Nov-Dec 2020) with the participation of representatives most departments (regional and national) from the Ministry of Transport and Telecommunication (MTT) to define the objectives and action lines of the National Strategy on Sustainable Urban Mobility (134 participants in total)

Next expected outputs

- Emissions projections from the transport sector, both for a BAU scenario and alternative scenarios using bottom-up methodologies (including transport modelling)
- National Strategy for Sustainable Mobility (vision, objectives, goals and general measures)
- Program to support the adoption of sustainable measures in the urban mobility sector for cities and regions
- MRV scheme at a national level

Core impact indicators baselines

Indicator	Baseline - 2018
Total annual transport related GHG emissions (Mt CO ₂ eq, national average)	13.1 Mt CO ₂ eq (source: emissions inventory, MTT)
Annual transport related GHG emissions per capita (kg CO ₂ eq, national average)	853 kg CO ₂ eq / capita
Access to public transport in urban areas Proportion of the population living 500 metres or less of a public transport stop (national average)	75% (source: SIEDU)
Indicator	Baseline - 2018
Air pollution Mean urban air pollution of particulate matter (in µg PM2.5) at road-based monitoring stations (national average)	26.25 µg/m ³ of PM2.5 (source: SIEDU)
Road safety Annual traffic fatalities in the urban area, per 100,000 inhabitants (national average)	9.09 fatalities / 100,000 hab (source: SIEDU)
Affordability of public transport Percentage of disposable household income spent on public transport for the second quintile household income group	not available at a national level

Highlights in the past year

During 2020, various studies and processes that will help define the future National Sustainable Mobility Strategy and Programme were developed. Below are some of the main products of that year:

- Development of an Emissions Inventory of the Transportation Sector
- Development of a multisectoral and multilevel dialogue process to define the vision, objectives, and goals of the Strategy
- Start of the MRV scheme

The pandemic and the social and political crisis have delayed the NUMP development. Indeed, the rise in the cost of public transport has played a major role in the beginning of the social crisis and the COVID-19 crisis has led to many changes in priorities.