

Chile

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 18 million as of 2018. The capital and largest city is Santiago.

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 dollars. On the other hand, the public debt was estimated at 10.1% of the GDP, of which the external debt amounted to USD 102.1 billion at the end of 2012. The GDP grew by 10.5% in 2021 (after a reduction of approximately 6% by 2020) and is estimated to grow by 2.5% in 2022.

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 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 managing public transport contracts, administering the subsidies to public transport, among other responsibilities.

Due to a highly centralised system, Chilean cities have very few competencies 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 has strengthened 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
- 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

Project completion: Q4 2022

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.
- Internal round of 3 workshops (Nov-Dec 2020) with the participation of representatives of 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)
- National Strategy for Sustainable Mobility (2021)
- Study in emissions Inventory from the transport sector (2020)
- Study on emissions projections from the transport sector (2021)

Next expected outputs

- Investment Programme to support the implementation of sustainable mobility measures from subnational governments (expected Q4 2022)
- MRV process at a national level (expected Q2 2022)

Projected impacts

Indicator	Baseline - 2018
Total annual GHG emissions (Mt CO₂eq)	13.1 Mt CO ₂ eq
Annual transport related GHG emissions per capita (kg CO₂eq)	853 kg CO ₂ eq / capita
Access	75%
Increase of the proportion of the population living 500 meters or less of a public transport stop	
Air pollution	26.25 µg/m ³ of PM2.5
Decrease in mean urban air pollution of particulate matter (in µg PM2.5) at road-based monitoring stations	
Road safety	9.09 fatalities/100,000 hab
Decrease of traffic fatalities in the urban area, per 100.000 inhabitants	

Highlights

Chile's NUMP has not been developed as a single integrated instrument, but rather as a series of components linked to each other

The National Urban Mobility Strategy has already been approved by the current Minister of Transport and is available to be used by subnational governments. On the other hand, the National Sustainable Mobility Program (investment program) will be the main public instrument from the central government to facilitate the financing of the measures contemplated in the Strategy. This instrument is still in the formulation stage and its completion is expected by the end of 2022 when it will be validated through the budget discussion in parliament.

Finally, regarding the studies on emissions from the sector, these do not require validation or approval by specific authorities. However, they are an important input for the preparation of the sectoral climate change plan, which will be mandated once the Climate Change Framework Law, currently under discussion in Congress, is approved.

Integrated multi-sector and multi-level coordination, communication and participation have been critical elements in the preparation of Chile's NUMP

Regarding multisectoral and multilevel governance, Chile is a highly centralized country, where there is a low public culture of territorial linkage and involvement in decision- and policy-making. This has impacted the development of the NUMP due to the difficulties in incorporating the particularities of the different territories into their development plans, as well as in linking transport with other sectors and ministries, making it difficult to formulate comprehensive measures to reduce emissions.

Moreover, the empowerment of the transport sector around the climate crisis is still a challenge. Although the NUMP has facilitated this approach, there is still a significant gap for the transport sector to communicate in a transparent and timely manner the impact that the sector itself has on the climate and opportunities for change.

In Chile, there are still important challenges for an appropriate integrated urban planning that incorporates the climate crisis, but also other relevant development issues, such as the gender perspective and the reduction of inequality, areas that are not yet fully assumed by the different sectors that directly influence the production of the urban space and its dynamics.

The national strategy for Sustainable mobility was adopted as the first climate-aligned policy instrument in the Chilean transport sector

The greatest advance that occurred during 2021 was the validation and publication of the National Strategy for Sustainable Mobility. This strategy is the first official document of the State of Chile that directly establishes political-strategic guidelines that link the transport sector with climate change, through the definition of a vision, objectives, measures, and general criteria so that the subnational governments can speed up the implementation of sustainable mobility measures.

On the other hand, considerable progress was made in the studies on the emissions generated by the sector, especially in terms of future projections, under the business as usual scenario and under climate scenarios, mainly linked to the goals established in the NDC and the Long-Term Climate Strategy.