Chile

Partner country

Status of the project: **Completed National Urban Mobility Policy or Programme**

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 line: 10.9%

Annual average infrastructure expenditures as a percentage of GDP: 2.2%

Nationally Determined Contribution (NDC):

> **100% e-taxis by 2050**
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> **100% urban public transport e-buses by 2040**
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> **58% private e-vehicles by 2050**
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> **58% commercial e-vehicles by 2050**

National GHG emissions per capita: 5.1 (tCO$_2$eq)

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

Exposure to climate change: HIGH

Context

The Republic of Chile, a country in South America, 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 and has a population of 18 million as of 2018. The capital and largest city is Santiago.

Chile has an economy characterised 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, industrial machinery, vehicles and natural gas - reached USD 72,200 billion. The public debt was 10.1% of the GDP, of which the external debt amounted to USD 102.1 billion by late 2012.

By 2030, CO$_2$e emissions from the transport sector will likely increase 36% compared to 2007, reaching the value of 46.4 megatons CO$_2$e. This trajectory is currently strongly correlated with GDP growth, and the business-as-usual projections for 2050 go from 44.5 megatons CO$_2$e for low GDP growth projections to 84.4 megatons CO$_2$e for high GDP growth projections.

The Ministry of Transport and Telecommunications (MTT) is responsible for developing transport in Chile. It develops transport plans for the country's main cities every ten years, in addition to managing public transport contracts and subventions, among other responsibilities.

Due to a highly centralised system, Chilean cities have few competencies for planning sustainable urban mobility. However, as of 2021, due to a new decentralisation law, municipalities receive new powers in this area. Since October 2019, Chile has been subject to a profound social and political crisis, which has led to a referendum for a constitution renewal.

Despite Chile's efforts to electrify public transport, such as the ongoing fleet electrification in several regions, the country shows high levels of development inequality between the capital and other cities. Indeed, public transportation is still informal in several towns and does not meet the same qualitative and quantitative standards as in the capital city.

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 (LTS).

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 (discussion 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 Telecommunications

Main purpose of the NUMP:

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

Supported activities:

- Design a National Programme for Sustainable Mobility
- Elaboration of the National Strategy for Sustainable Urban Mobility (writing, revising, and promoting the participation of other institutions in the process)
- Various NUMP Chile roundtable meetings and strategic 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 for Fighting Climate Change (Emissions Inventory, Emissions Projection, Status Quo Analysis, among others)

Status of implementation

Project start date: 2018 Q4

NUMP expected completion date: 2023

Completed outputs:

- NUMP Workshops in Quito, Ecuador and Bogota, Colombia (March 2019 and February 2020)

- Status quo analysis and a series of multisectoral workshops to build a shared understanding of the urban mobility situation, including mobility challenges and current actions implemented by seven sectoral ministries

- Internal round of 3 workshops (Nov-Dec 2020) with the participation of representatives from most departments (regional and national) of 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)

- Study in emissions Inventory from the transport sector (2020)

- Study on emissions projections from the transport sector (2021)

- National Strategy for Sustainable Mobility (2021)

Next expected outputs:

- Investment Programme to support the implementation of sustainable mobility measures by subnational governments (currently in process)

- MRV process at the national level

NUMP key measures and cost estimates

The following table highlights the most significant measures identified in the NUMP.

Measure	Cost Estimate
1. Integrating mobility into the territory • Instruments of urban planning oriented to public transit and active mobility • Urban design and management oriented toward public transit and active mobility • Intersectionality with a territorial approach • Sustainable urban logistics	Not quantified[1]
2. Reducing the negative effects of urban mobility on the environment by strengthening climate mitigation actions addressing and local negative externalities • Climate-oriented social assessment of projects • Disincentives for polluting vehicles usage • Disincentives for polluting vehicles purchase • Polluting vehicle control • Fleet decarbonisation • Promotion of technological shifts for private vehicles	Not quantified

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1 The National Sustainable Mobility Strategy provides a repertoire of 30 types of measures. Regional governments wishing to develop a sustainable urban mobility plan should select from the most suitable measures for their context. Hence, there is not cost estimate for the 30 types of measures. Their costs depend on the specific application that each regional government will do (for example, how many kilometres of bikeways or pedestrian paths).

Measure	Cost Estimate
3. **Promoting more efficient use of urban and road space by enabling better travel demand management and enhancing access through prioritising sustainable modes of transport** • Reduction of the need to travel • Redistribution of road space • Improvement of public transit's levels of service • Incentives for public transit operation and ridership • Promotion and facilitation of intermodality • Disincentives to inefficient car ownership and use	Not quantified
4. **Active and safe mobility** • Walking and cycling infrastructure • Road safety initiatives that prioritise pedestrians and cyclists • Promotion of intermodality between cycling and public transit • Incentives for active mobility	Not quantified
5. **Promoting inclusion, universal accessibility, and gender equality in mobility systems** • Universally accessible infrastructure and public spaces • Universally accessible public transit • Safe public transit	Not quantified
6. **Integrating citizens' vision into decision-making** • Appropriate and transparent participatory processes leading to agreements • Decentralised governance for sustainable mobility • Arrangements allowing citizens to raise their concerns and communication about processes	Not quantified
7. **Progressing towards greater integration and transparency of mobility data, enhancing information access for users, and strengthening the technological bases for planners, operators, and decision-makers** • Improvement of mobility data collection, processing, and analysis arrangements • Digital transformation for an integrated transit management • Strengthening of information services for citizens • Development of integrated transport services	Not quantified

Projected impacts

In its current status, the NUMP Chile includes a catalogue of measures but no action plan or NUMP scenario with quantified impact.

Indicator	Impact 2030 (NUMP vs BAU)	Baseline – 2020	Projected 2030 BAU	Projected 2030 NUMP scenario
Total annual GHG emissions (Mt CO_2eq)	Not possible to quantify	20.01 Mt CO_2eq	22.25 Mt CO_2eq	Not yet quantified
Annual transport related GHG emissions per capita (kg CO_2eq)	Not yet quantified	853 kg CO_2eq / capita	1174 kg CO_2eq / capita	Not yet quantified

Perspectives for implementation

The national government is promoting the NUMP for cities to take action

The most important output of the NUMP Chile project has been the National Sustainable Mobility Strategy. This Strategy presents a repertoire of 30 types of sustainable mobility measures. Thus, this Strategy offers cities and regions a general enabling framework for developing sustainable urban mobility plans. Regional governments wishing to create a sustainable urban mobility plan should select from these 30 measures the ones most suitable for their context.

The transport planning agency (SECTRA) of the Chilean Transport Ministry is currently conducting workshops with professional teams from different regional governments to demonstrate how the National Sustainable Mobility Strategy works and can assist them in developing SUMPs for their cities. Until now, one regional government has prepared a SUMP (Antofagasta) and is tendering a consultancy project to support the development of a SUMP in another city within the region (Calama).

Insights from practice: lessons learned from the NUMP process

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

Regarding multisectoral and multilevel governance, Chile is a highly centralised country with a low public culture of territorial linkage and involvement in decision- and policy-making. This situation 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 challenging to formulate comprehensive measures to reduce emissions.

Moreover, the empowerment of the transport sector around the climate crisis is still challenging. 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 it has on the climate and opportunities for change.

In Chile, integrated urban planning still fails to incorporate both the climate crisis and other development issues, such as gender perspectives and inequality. These areas are not yet fully assumed by the different sectors directly influencing urban spaces and their dynamics.

Local governments possess more profound knowledge of urban mobility needs

Regional governments possess better knowledge and understanding for selecting sustainable mobility measures that are more suitable for their contexts. Hence, the National Sustainable Mobility Strategy offers cities and regions a general enabling framework for developing SUMPs that local governments will complement by adding context-specific insights and adapting the proposed available measures to create effective SUMP road-maps.

Highlights from the past year

A financing programme will complement the National Urban Mobility Strategy

GIZ is currently supporting the development of a public financing programme to fund two national sustainable mobility strategy measures. These measures are "No. 6: Disincentive to the use of pollutant vehicles" and "No. 12: Road space redistribution." The aim of this programme is to create a financing alternative for regional and local governments interested in controlling the adverse effects of transport, acting simultaneously on both demand (such as Measure 6 on discouraging the use of polluting vehicles) and road supply (such as Measure 12 on the redistribution of road space).

This program is being developed throughout 2023 but has encountered several barriers. In Chile, the development of the implementation strategy, began with the formulation of a sustainable mobility program intended to operate as a competitive fund with resources from the central government allocated to regional governments for the design and implementation of such projects. However, the development of this program has faced significant difficulties due to the fact that the attributions and budgets necessary for the implementation of sustainable mobility policy measures are under the purview of different ministries within the national government, and the management of this program would require an alignment of interests that seems difficult to achieve. In addition, the NUMP serves as a normative but not a binding policy.

Nevertheless, the option of embedding this program within a binding legal framework is being considered and developed. Specifically, within the Regional Land Use Plans (PROT) and Regional Action Plans on Climate Change (PARCC). In this way, pressure is exerted on the authorities and decentralization is strengthened.