Session SB64 (2026)

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Facilitative, Multilateral Consideration of Progress

A compilation of questions to – and answers by – **Chile**
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Title: Capacity-building for ETF implementation

Question From Party: Canada

Question raised on: 08.04.2026 CEST

Question Category: Reporting related capacity-building needs

Question: How has transparency capacity-building support, notably from the Initiative for Climate Action Transparency (ICAT), helped your country with ETF implementation? How does your country plan to build on your successes in ETF implementation so far? Are there specific capacity gaps that your country is prioritizing?

Answer:

The country's progress in implementing the Enhanced Transparency Framework (ETF) has been the result of a continuous improvement process through the preparation of 5 BURs and 1 BTR, supported by GEF-funded projects and various multilateral cooperation initiatives.

In this context, the ICAT2 project, implemented between 2024 and 2025, supported the development of the necessary definitions to better integrate adaptation and mitigation, addressing a key gap for climate planning, implementation, and reporting. In addition, it opened a line of work aimed at strengthening the role of transparency as an enabling tool to advance climate action across both the public and private sectors.

Building on this work, a third phase of the project (ICAT3) is currently under planning, focused on strengthening the transparency of private sector climate information and developing improved tracking metrics to assess NDC implementation and private sector contributions toward these goals.

Complementarily, the country is currently implementing the CBIT2 project, which reflects the current national priorities for ETF implementation. The project focuses on strengthening institutional capacities, improving information and tracking platforms, generating information on adaptation and loss and damage, addressing flexibility gaps and improvement opportunities identified during the BTR TER process, and enhancing climate finance information to facilitate NDC implementation.

Title: New technologies in GHG Inventory development

Question From Party: Canada

Question raised on: 08.04.2026 CEST

Question Category: National inventory report

Question: How have you been able to leverage new technologies such as artificial intelligence to improve GHG inventory development?

Answer:

For GHG inventory development we have not considered new technologies yet. However, we acknowledge the advantages of using automatization tools which, in some cases, could be AI implementation. Currently we use Python-based code to improve GHG figures and accelerate the NID building process. Also, we aim to adopt remote sensing into the inventory, by defining EF and/or as verification method. The latter have been proved effective in the allocation and in identifying methane emissions. Further work is needed to take full advantage of this information, at least in Chile. Finally, AI methods are use in Chile (not in the inventory) for define land uses (https://plataforma.mapbiomas.org/coverage). This work has been led by universities and is also information that we can introduce to the inventory in the same way that methane emissions measurements are used in other countries.

Title: Energy policiers and measures

Question From Party: European Union

Question raised on: 09.04.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: In its first BTR in Section 3.4.1 Chile outlines current mitigation measures by responsible authority. Figures 8 and 9 of BTR Section 3.4.1 highlight how Chile's current energy mix remain reliant on fossil liquid fuels across energy, industry, transport and mining sectors. Conversely, coal and its derivatives, shows only a negligible contribution to Chile's energy mix since 2010. Also, the European Union notes that Chile refers the decommissioning of coal-fired plants as both reason for some of its achieved emissions trend reduction historically, and to the accelerated decommissioning of its existing coal plants as a key factor in its decarbonisation plans ? Considering this, could Chile elaborate on plans for additional policies and measures to support further the decarbonising of the energy mix in future years.

Answer:

Figure 8 shows "final consumption," meaning it does not include the coal used for electricity generation; therefore, coal's share is less than 1%. Figure 12 in the same section shows how much of the generation comes from coal, thus demonstrating that coal is indeed a significant source of emissions.

To reduce the consumption of other fossil fuels, mainly petroleum-based fuels, some of the measures we have planned in the sectoral energy and transport plans are the following:

- Promoting the use of fuels with lower emission intensity in air transportation.
- Using renewable diesel in different types of transport, and promoting the use of sustainable fuels such as bioethanol, among others
- Promotion of Green Hydrogen Use
- Boost for Electromobility and Efficient Transport
- Modal shift to trains, metro, and bicycles

- Electrification of end uses
- Boost for Energy Efficiency & Renewable Energies in Consumer Sectors

More details in the Ministry of Energy's sector plan (attached).

Title: Sectorial Policies and measures

Question From Party: European Union

Question raised on: 09.04.2026 CEST

Question Category: Mitigation actions, policies and measures supporting NDC implementation

Question: The European Union notes Chile’s intention to strengthen its Monitoring, Reporting and Verification (MRV) system for mitigation measures through the development and implementation of Sectoral Mitigation Plans led by the responsible sectoral authorities, with Chile’s BTR indicating that these plans are expected to be implemented from 2026. The European Union also notes that Chile’s Ministry of the Environment has consolidated the development of a Guide for the Preparation of Sectoral Mitigation Plans, together with guidelines for the MRV system for mitigation measures within these plans. In this context, the European Union would like to ask whether Chile could share further reflections and information and reflections on progress to date in developing and strengthening the sectoral mitigation plans? Including steps taken towards their implementation and if/how the sectoral mitigation plans are being used to quantify mitigation policies and measures (PaMs)? The EU would also welcome any reflections on challenges or positive experiences encountered in the process so far.

Answer:

To the date, several sectoral plans have been approved and started their implementation. The status of the mitigation (and y some cases adaptation also) sectoral plans is as follows,

- Sectoral Mitigation Plan for Health (Waste) - Published in the Official Gazette: January 9, 2026
- Sectoral Mitigation Plan for Agriculture - Published in the Official Gazette: January 27, 2026
- Sectoral Mitigation and Adaptation Plan for Mining - Published in the Official Gazette: December 19, 2025
- Sectoral Mitigation and Adaptation Plan for Energy - Published in the Official Gazette: December 26, 2025
- Sectoral Mitigation and Adaptation Plan for Infrastructure - Published in the Official Gazette: January 7, 2026
- Sectoral Mitigation and Adaptation Plan for Transportation – Pending to approval
- Sectoral Mitigation and Adaptation Plan for Housing – Pending to approval

The implementation of the plans will formally begin this year (2026), so we will have the first progress reports in 2027. From this process we highlight enhancements of ambition and the introduction of the climate agenda in each ministry (authority). The sectoral mitigation plan’s main objective is to meet the national commitment, through sectoral measures. The measures established in the sectoral mitigation plans will be reported as PAMs to meet the NDC, since their objective is to fulfill the sectoral carbon budgets that, together, conform the national carbon budget commitment (cumulative GHG emissions in the NDC implementation period).

The plans were designed in such a way that the measures correspond to measurable emission reduction results that are to be achieved and have associated actions to ensure

their occurrence. For example: the Modal Shift to Rail measure, which aims to mitigate the emission source associated with transportation (1.A.3. in the NGHGI), through the modal shift of freight and passenger transport from trucks and buses to diesel trains (mainly freight trains) and electric trains (mainly passenger trains), with an expected reduction of 477 ktCO2eq between 2020 and 2030, and has associated actions for its implementation, which are the construction of tracks and acquisition of trains, each with an estimated fiscal expenditure and planned year.

As this process of developing the first sectoral plans has probe useful to align the climate agenda under the Climate Change Framework Law (climate change law in Chile), is not excluded from challenges. Capacity building in authorities that had no climate agenda was and is a challenge to fulfil the MRV requirement. Also, assigning responsibility under activities that are non-regulated is algo a major challenge, since some of the major sources of emissions are related to private activities (e.g., private transportation). Nevertheless, the establishment of commitments through climate change law and his sectoral plans is a success, since his implementation will endure time.