

Center for Global Sustainability

2035 NDC Assessment: Chile

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This analysis is part of the Center for **Global Sustainability (CGS): Country Climate Ambition Project**, which presents a set of detailed, country-specific analyses in a consistent, robust, and integrated approach with the goal of informing individual country ambition and supporting the Paris Agreement's NDC process. With in-depth assessments of key emitting countries, the Country Climate Ambition project provides the latest summary—with regular updates—of analyses on plausible, High Ambition country pathways that are based on CGS's field-leading modeling, data-driven empirical analyses, deep country knowledge, international research collaboration, and strategic policy engagements. For additional analysis and information, please see our website: https://country-ambition.cgs.umd.edu/.

Summary

This assessment shows that Chile's 2035 Nationally Determined Contribution (NDC) reflects an achievable level of ambition, although the emissions reduction target between 2030 and 2035 is relatively modest. Chile's 2035 NDC commits to peaking greenhouse gas (GHG) emissions, excluding Land Use, Land Use Change and Forestry (LULUCF), by 2025 and limiting emissions to 95 $MtCO_2e$ in 2030 and 90 $MtCO_2e$ in 2035. These targets translate into a 14% and 19% reduction from 2022 levels, respectively. However, emissions are projected to decline by only 5 $MtCO_2e$ between 2030 and 2035, highlighting the limited ambition of the target over that period.

In September 2025, Chile released its 2035 NDC, which commits to peaking GHG emissions (excluding Land Use, Land Use Change, and Forestry (LULUCF)) by 2025, and limiting emissions to no more than 95 $MtCO_2e$ in 2030 and 90 $MtCO_2e$ in 2035.[1] According to the 2035 NDC, these goals correspond to cumulative emission budgets of 1,100 $MtCO_2e$ for 2020-2030 and 480 $MtCO_2e$ for 2031-2035.[1] Additional targets in the NDC include peaking GHG emissions from the transport sector by 2030, reducing the emission intensity of the GDP by 20% from 2019-2035, reducing methane emissions by 10% by 2035 relative to the expected peak in 2025, and achieving net-zero GHG emissions by 2050.[1] Further objectives include achieving at least 80% renewable electricity generation by 2030 and planting 200,000 hectares of forests between 2020 and 2030, of which at least 50% will be permanent and 70% native.[1]

Chile's GHG emissions (excluding LULUCF) have increased over the past decade, rising by 31% between 2010 and 2022, with emissions likely peaking in 2022. According to the national emissions inventory reported to the UNFCCC, emissions were 104 $MtCO_2e$ in 2020 and 111 $MtCO_2e$ in 2022 (excluding LULUCF, using the IPCC AR5 GWP-100), consistent with historical data from PRIMAP-hist.[2,3] In 2022, LULUCF acted as a net sink, while the energy sector accounted for 76% of emissions (excluding LULUCF), followed by agriculture (8%), waste (8%), and Industrial Processes and Product Use (IPPU) (7%).

Power sector emissions are showing a declining trend. Although electricity generation accounted for up to 40 $MtCO_2e$ in 2013 and over 35 $MtCO_2e$ in 2021, emissions fell to less than 25 $MtCO_2e$ in 2024, driven by the rapid growth of solar and wind generation.[4] In 2024, renewables supplied 64% of total electricity generation, with 30% from hydro and 34% from solar and wind. Coal and gas contributed 16% and 12%, respectively, with coal generation decreasing by 46% from 2014 levels.[4]

According to our analysis, **Chile's 2035 NDC target for 2030 appears achievable; however, the emissions reduction goal between 2030 and 2035 remains relatively modest.** Based on the country's national inventory,[3] the 2030 and 2035 targets translate into an 8% and 13% reduction from 2020 levels, respectively, or a **14% and 19% reduction from 2022 levels**. Given that emissions likely peaked in 2022, achieving a 14% reduction over eight years appears feasible and could largely be driven by continued reductions in the power sector, assuming emissions in other sectors remain constant. Faster emissions reduction in the transport sector may also be achievable given the rapid global expansion of electric vehicles, which could enable the sector to contribute more substantially to overall emissions reductions.

However, the planned reduction of only 5 $MtCO_2e$ between 2030 and 2035 reflects a limited ambition. The proposed 2030-2035 targets imply average annual emissions reductions of only 1%, whereas a linear trajectory from the 2030 NDC to net-zero emissions by 2050 would require accelerated reductions of 6% per year. Under this linear pathway, emissions would fall to 71 $MtCO_2e$ in 2035, corresponding to a 36% reduction from 2022 levels. Further efforts in the power and transport sectors could support higher ambition through 2035.

References

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3. Basoa, K. *et al.* Documento del Inventario Nacional de Gases de Efecto Invernadero Serie 1990-2022. (2024).
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