

TCCW 2026 · Shared Data, Shared Action

Data and transport decarbonization

EVs, Charging infrastructure and Supply side regulations



10/08/2026

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Agenda

- 01** **What Latin America can measure in charging infrastructure for EVs**
- 02** **What Chile can do with its charging infrastructure available data**
- 03** **How CMS uses the available data to monitor and support Policy implementation for EVs**



01. What Latin America can measure in charging infrastructure for EVs

What makes the comparison difficult

Different units

Station, charger and connector.

Different scope

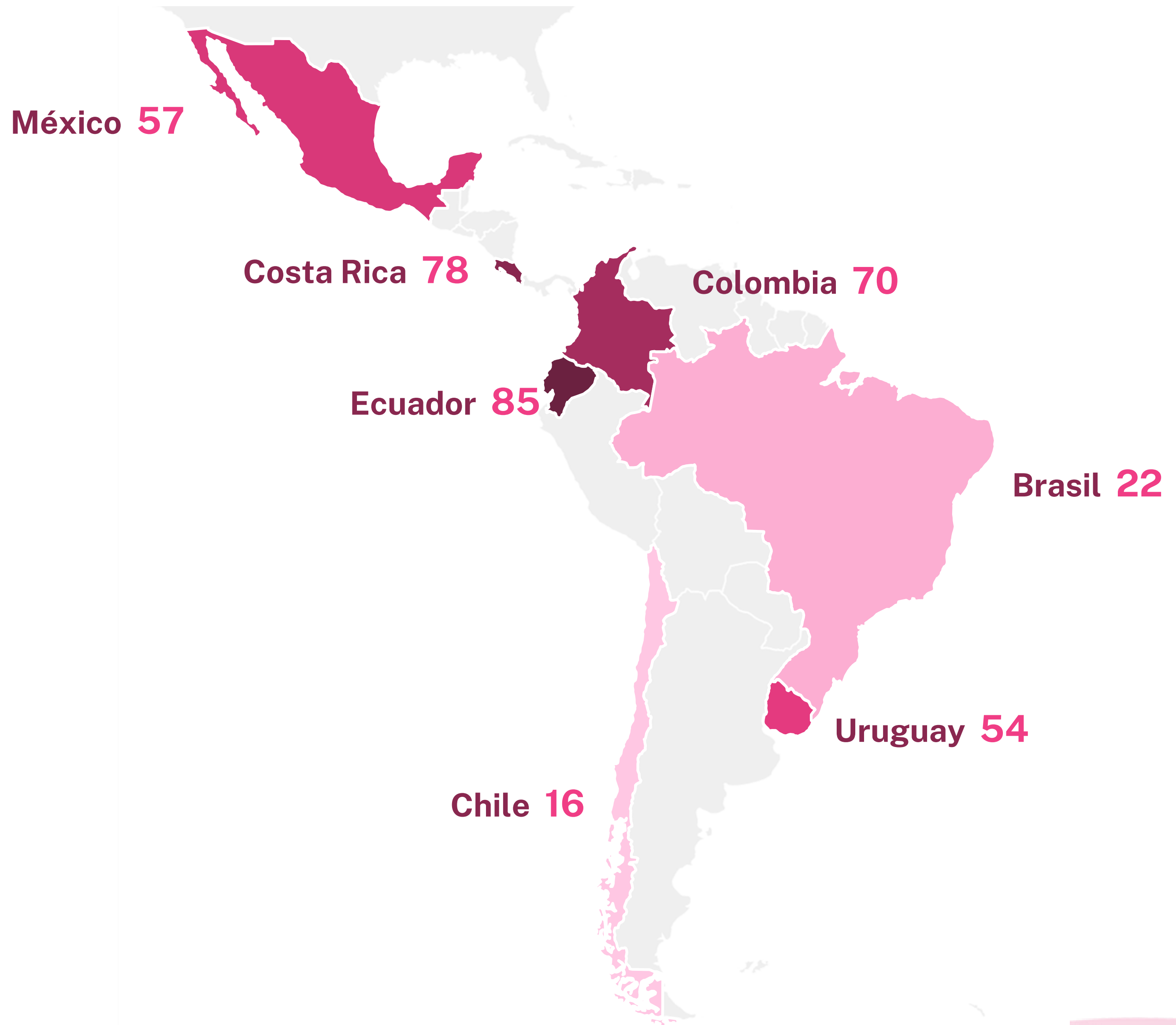
Uruguay reports only the points operated by the state utility. Costa Rica reports only fast charging. Both under-represent their networks.

Different sources

Only Chile and Uruguay publish a state registry. Elsewhere the figures come from associations.

The one indicator we can compare

EV per public charging point



What the ratio does not show

Where

Charging infrastructure
Coverage, not just volume.

Power

Slow, fast or ultra-fast.

Connector compatibility

Type 2, CCS2 or CHAdeMO.
Which fleet can plug in.



02. What Chile can do with its charging infrastructure available data

Chile can go deeper

Better data, better analysis

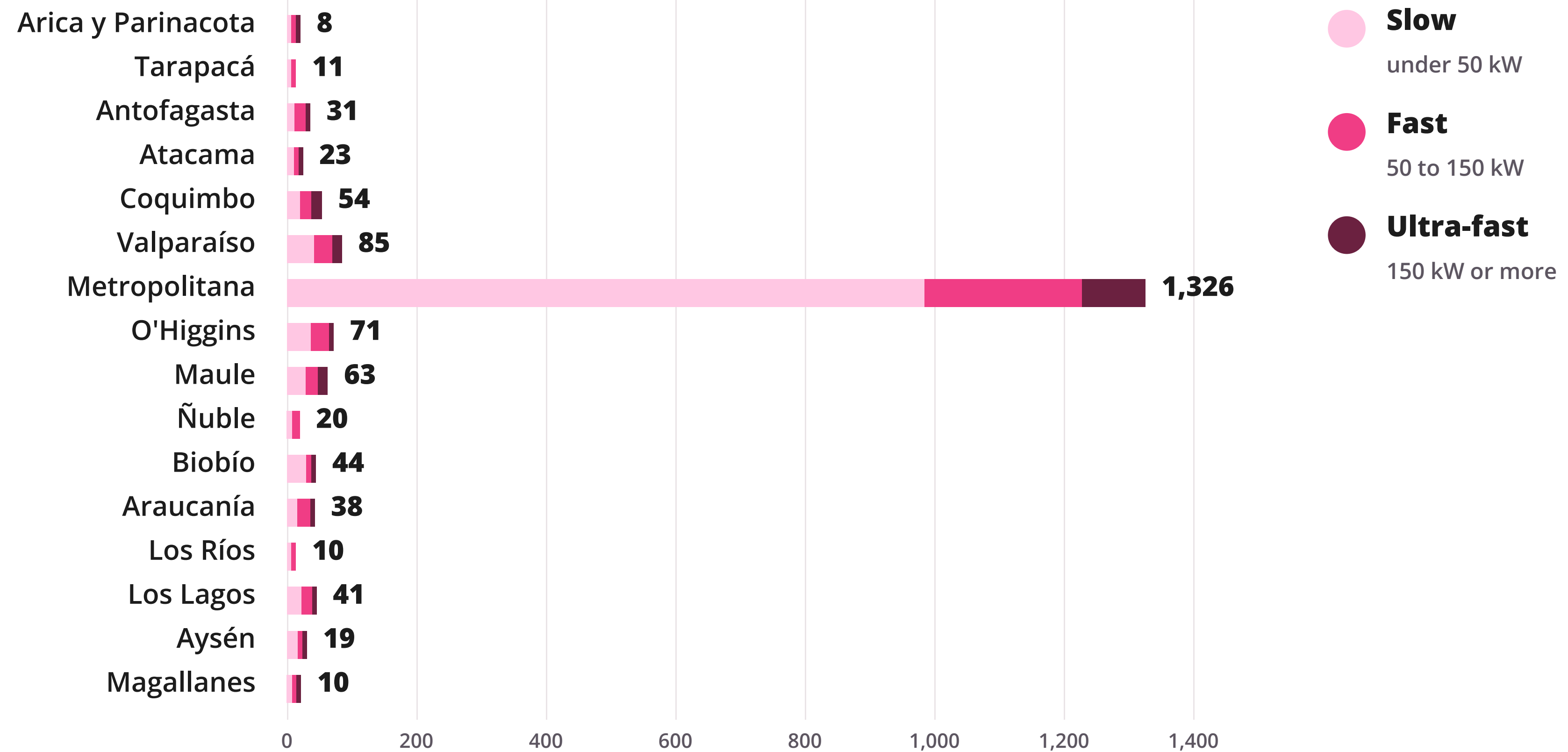
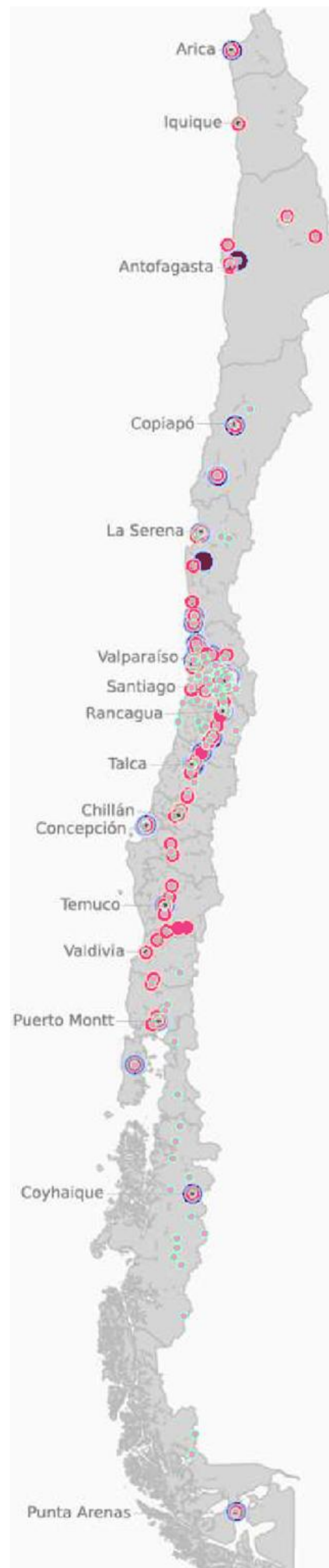
Regulator establish a duty to report

Charge point operators (CPOs) must send their data to the regulator Interoperability Platform.

A public registry

The regulator publishes it, and we turn it into an observatory.

Network coverage



Public charging infrastructure in numbers



517

Installations
with public access



1,854

Connectors
with public access



1,279

Chargers
with public access

AC Alternating current

Type 2



1,184

Type 1



13

DC Direct current

CCS Combo 2



485

CHAdeMO



151

GB/T DC



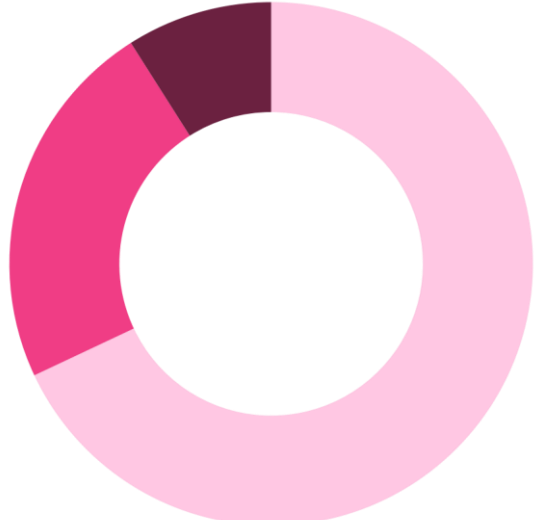
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CCS Combo 1



1

By charging speed

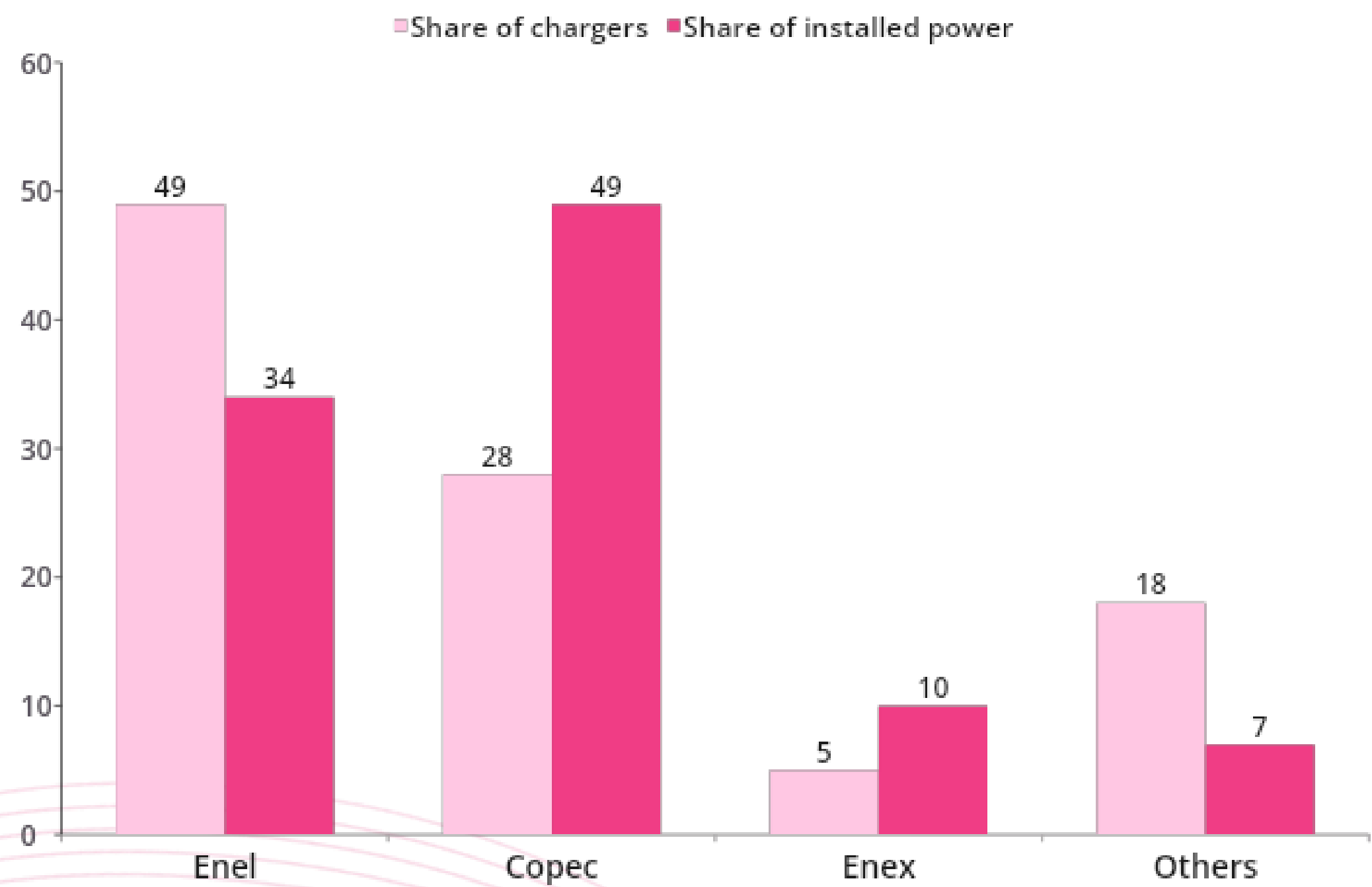


- Slow, 68%**
under 50 kW · 1,253 connectors
- Fast, 23%**
50 to 150 kW · 428 connectors
- Ultra-fast, 9%**
150 kW or more · 173 connectors

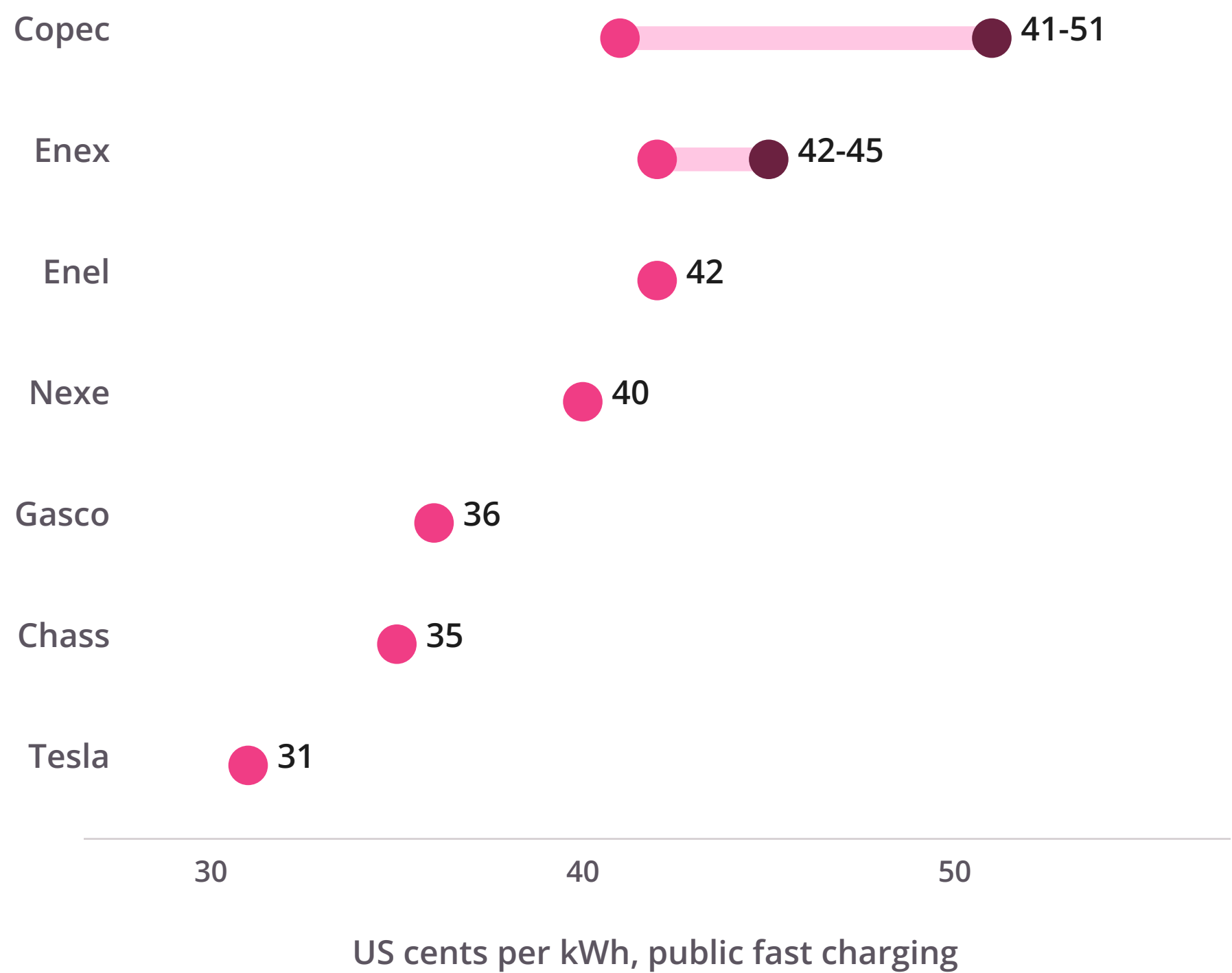


Who operates it, and at what price

Chargers versus installed power



Price of public fast charging



Source: CMS, Public Charging Infrastructure Observatory. Operator shares as of April 2026, tariffs consulted on 1 July 2026, promotions not included.



Better data, better decisions

Track the target

6,500 public charging points by 2030.
Today's 1,842 connectors cover 28% of it.

Target deployment

Coverage gaps, so public support can go where the market is not going.

Monitoring the market

By power, operator and price.

03. How CMS uses the data available to monitor and support Policy implementation for EVs

Energy Efficiency Law

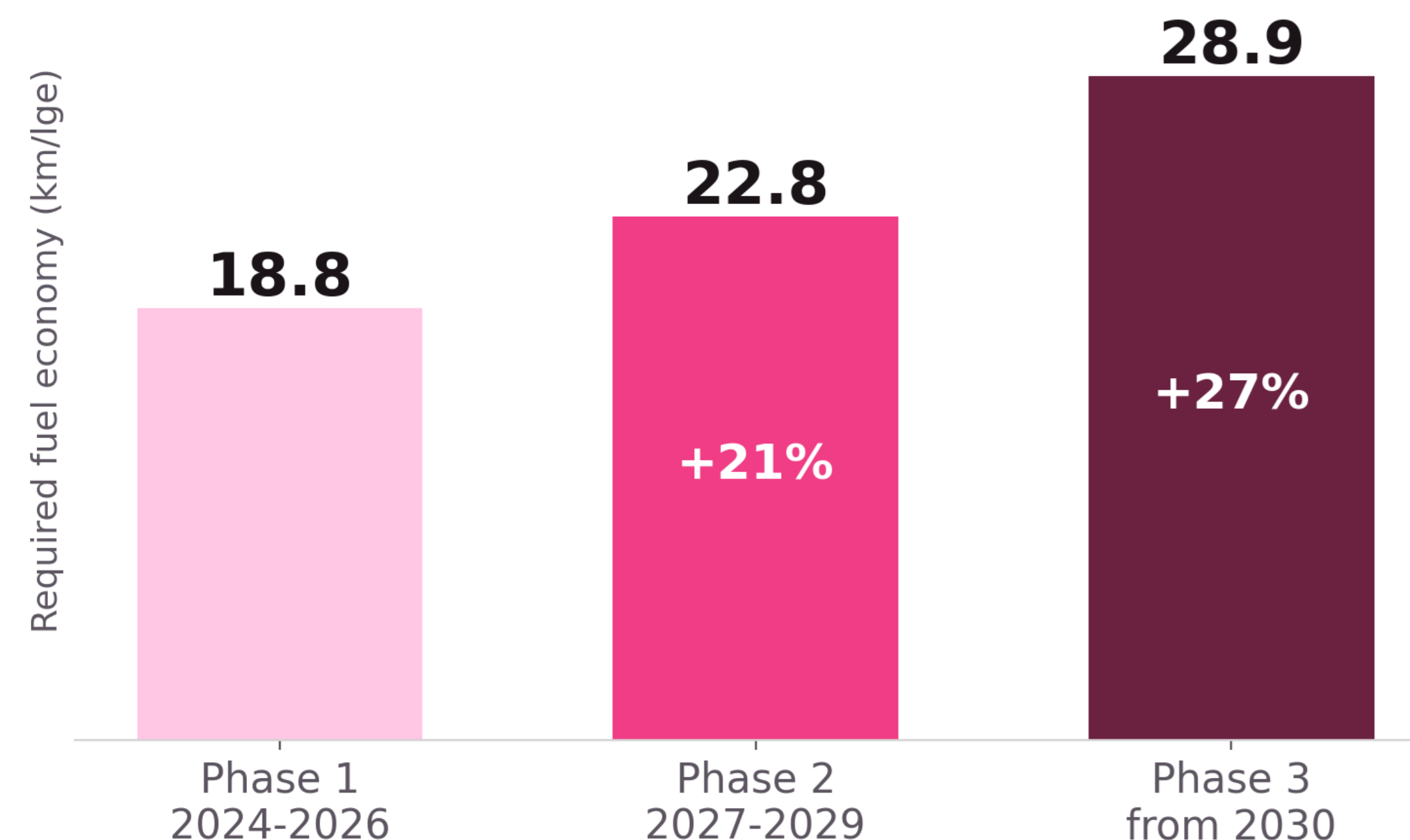
A standard with rising targets

Energy Efficiency Law

Sets a minimum average fuel economy for new light-duty vehicles entering the country, measured in kilometres per litre of gasoline equivalent.

Each importer answers for the average fuel economy of the vehicles it type-approves, and its specific target depends on their average weight.

Partial, preliminary and final compliance reports are published every year.

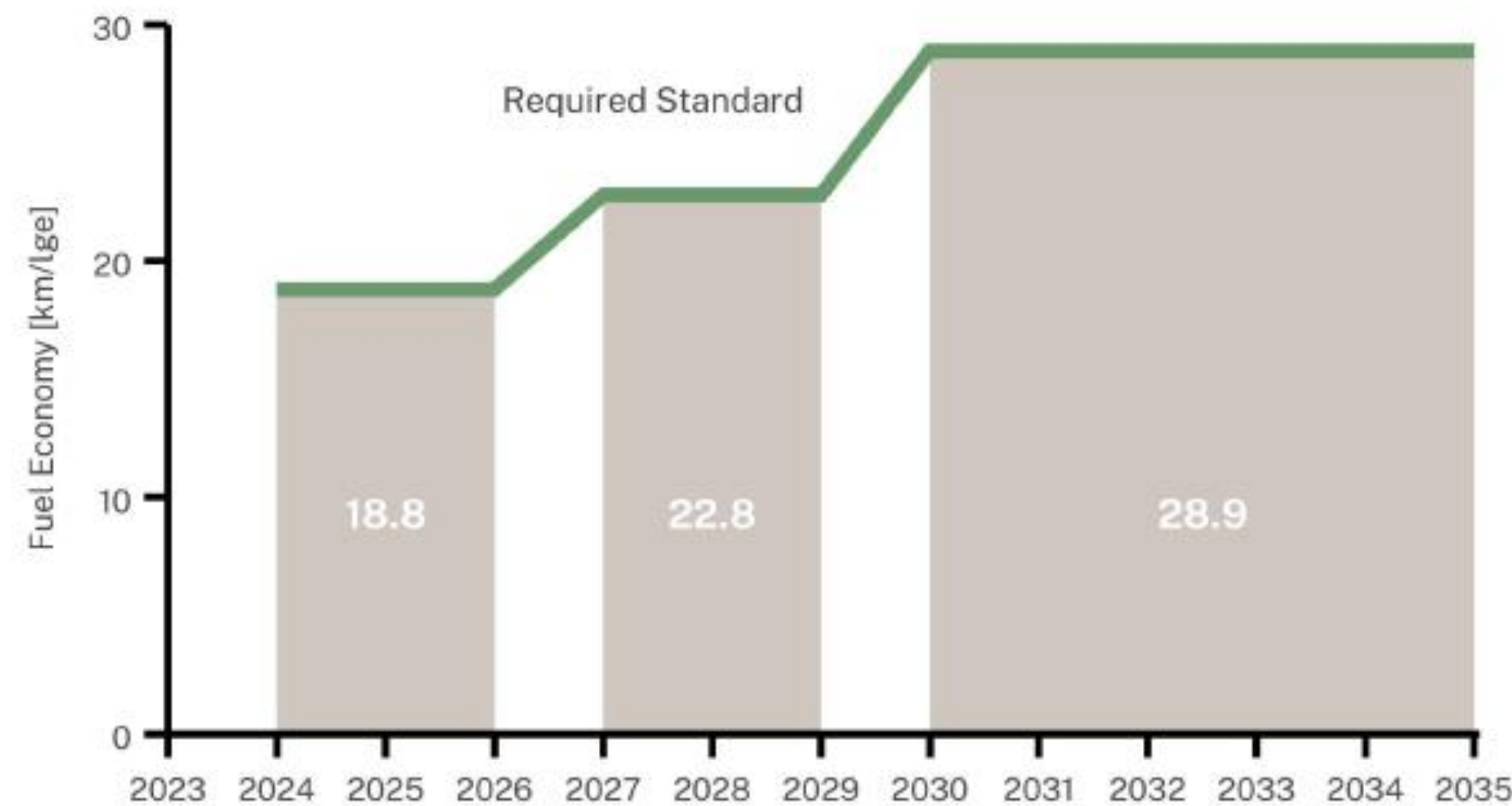


Source: Ministry of Energy, Res. Ex. No. 5/2022. Each importer has a weight-adjusted target.



What the data revealed in first half 2026

Corporate Fleet Fuel Economy Targets for Light-Duty Vehicles.



What is meant by fuel economy?

It is the number of kilometres a vehicle can travel per litre of gasoline (or equivalent unit of energy). The higher the fuel economy, the more energy-efficient and less polluting the vehicle is.

23,8 km/lge

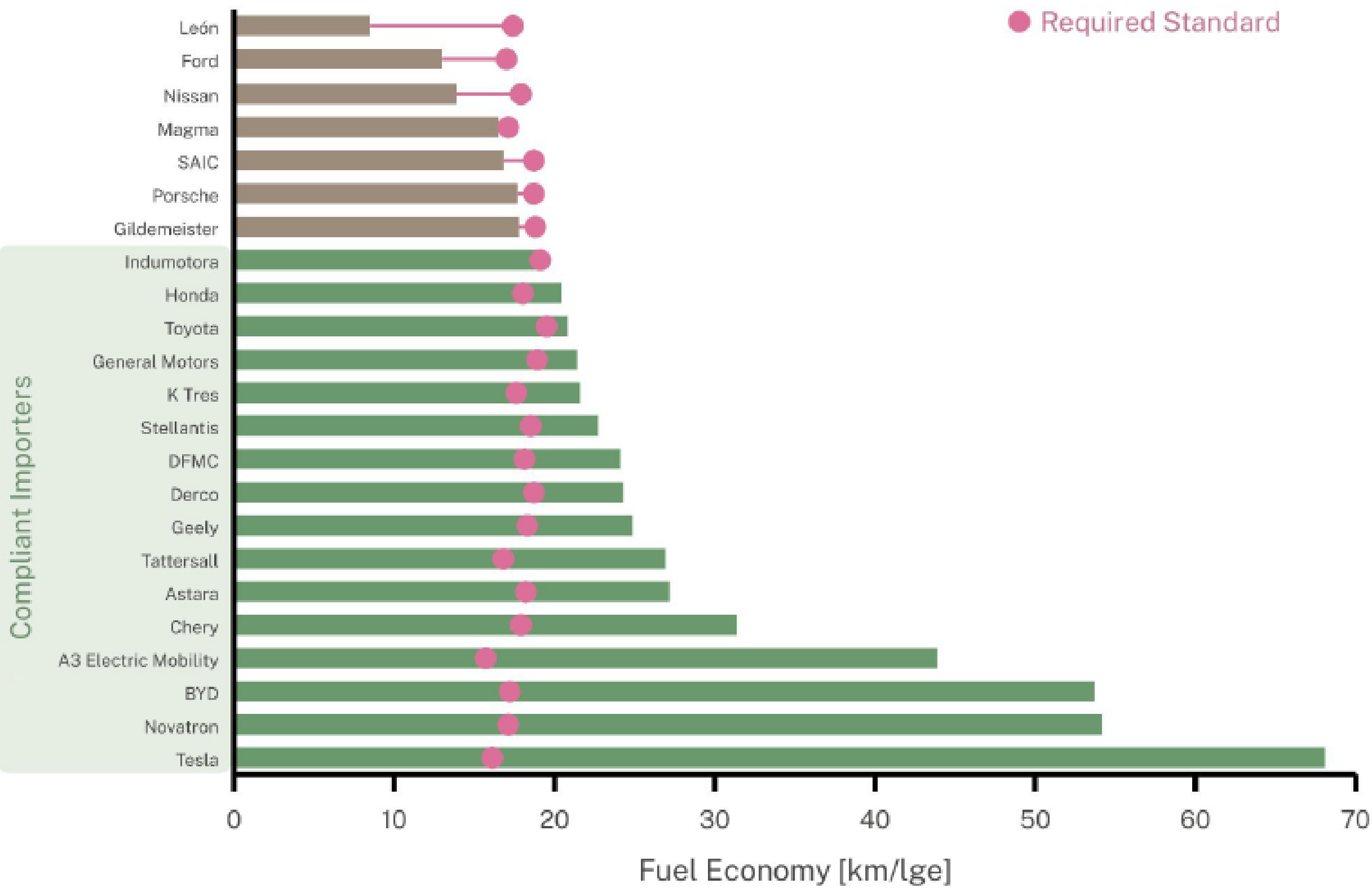
fuel economic achieved by the industry in the first half of 2026.

Source: CMS, Third Monitoring Report on the Energy Efficiency Law, October 2026, based on MTT and Ministry of Energy data.



What the data revealed in first half 2026

Achieved Fuel Economy and Required Standard by Importer, 2026.



70%

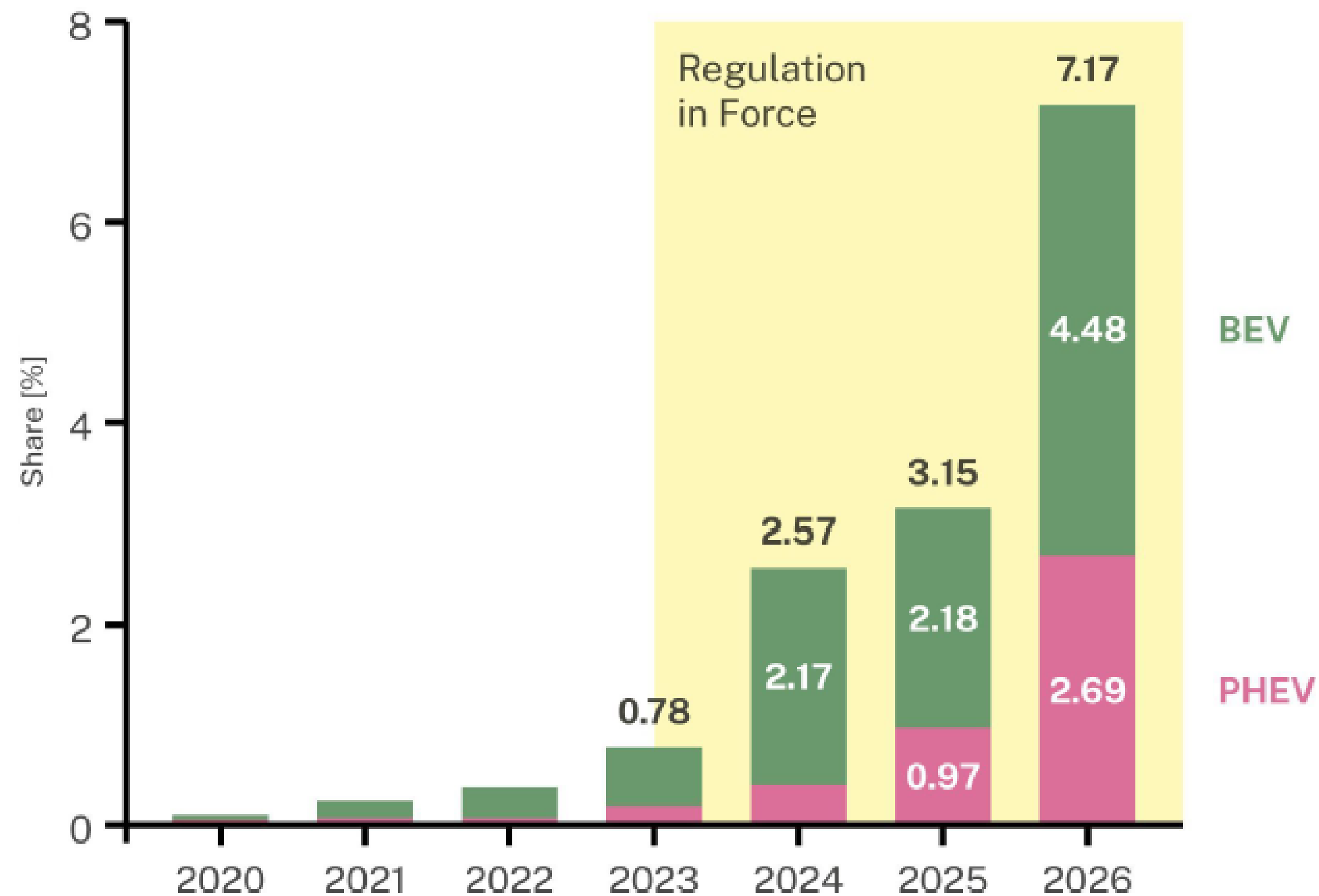
of importers met their requirement, the first time compliance has exceeded 45%

Source: CMS, Third Monitoring Report on the Energy Efficiency Law, October 2026, based on MTT and Ministry of Energy data.



What the data revealed in first half 2026

Annual Share of BEV and PHEV (Plug-in Vehicle) Sales.



106%

Increase in the share of battery electric vehicle sales from 2025 to the first half 2026

Source: CMS, Third Monitoring Report on the Energy Efficiency Law, October 2026, based on MTT and Ministry of Energy data.



How we work the data

From scattered sources to one comparable base

STEP 1

Collect

Every partial, preliminary and final report published.

STEP 2

Extract

Tables inside PDF reports become structured, clean data.

STEP 3

Standardise

One shared dictionary for brands, models, fuels and test cycles.

STEP 4

Integrate

We match sources through an ID, plate or model, into common units.



Chilean entities holding motor vehicle database and records

Institution	Register	Key data
3CV	Homologation	Fuel economy, emissions, safety
Customs	Import declaration	Origin, value, importer
Tax authority	Green tax	Amount taxed, buyer
Civil Registry	Vehicle registry	Owner, year, liens and deregistrations
Municipalities	Circulation permit	Municipality, payment history
Roadworthiness centres	Inspection certificate	Mileage, emissions, rejections
Toll roads and MOP	TAG gantries	Passages by date and gantry



From scattered sources to one comparable base

How we work the data

Solid cloud architecture

Every new dataset updates the master base automatically.

A new dataset arrives



Automatic ingestion



Processing



Master base updated

Cleaning

We detect duplicates, typing errors and impossible values, and extract tables out of PDF reports.

Standardisation

One shared dictionary for brands, models, fuels and measurement cycles, NEDC and WLTP.

Integration

We match sources through an ID, licence plate or model, and convert everything into common units.

The result is a master base of the Chilean light and medium duty fleet, from emissions and fuel economy to sales and the valuation of each model.



Chile's challenges:

A roadmap for the Region

Common keys

Challenge: Every agency uses different IDs (VIN, plate, or model name)

Roadmap: Establish a consistent, unique identifier from day one to track the vehicle's full lifecycle.

Data Sharing Agreements

Challenge: Key information remains siloed in different institutions.

Roadmap: Set up proactive institutional agreements with strict personal data safeguards

Open-Format Data

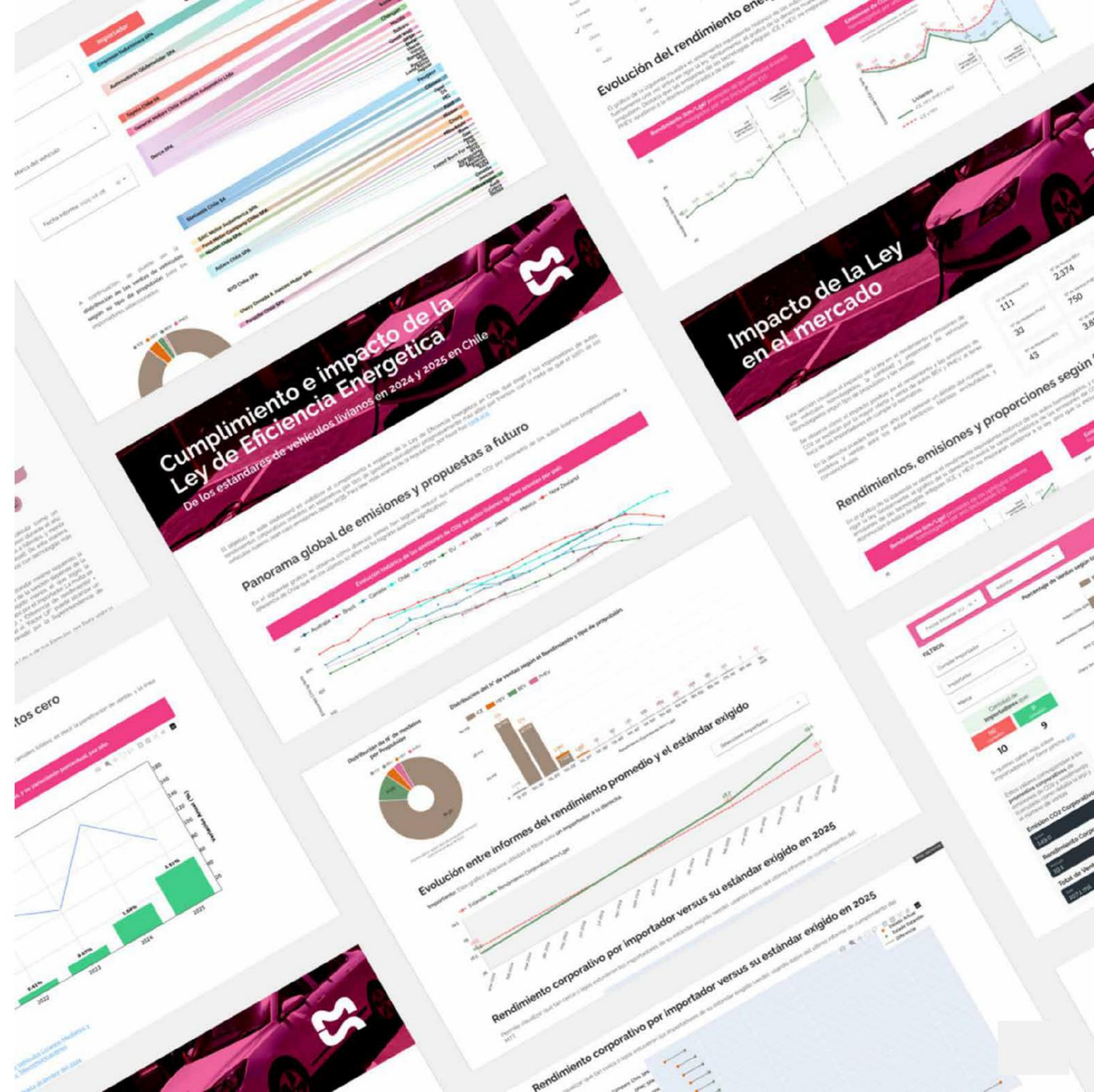
Challenge: Important metrics are published in static, unworkable reports.

Roadmap: Mandate standardized, downloadable open data to facilitate independent monitoring.

Explore our
dashboard on the
Chilean Energy
Efficiency Law



[Or click the following link](#)



Data is essential

to understand the state of transport, to
evaluate public policy and to propose it

Thank you!

Yanina Inostroza - Regional Cooperation Lead

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