CHAPTER VI

CONSULTING AND ENGINEERING FOR INFRASTRUCTURE DEVELOPMENT

I. INTRODUCTION

1. At present, a gap exists between the dynamism reached by the national economy and the availability of physical infrastructure, in particular in the transport sector. The level of development attained by Chile and the expected rates of growth over the next years will generate an increasing demand for infrastructure which will widen that gap.

2. In order to ensure an adequate development of infrastructure, a system of public concessions in public works was established in Chile through DS No. 194 of 1984.

3. The policy of concessions is aimed at:
(i) adding flexibility to the offer of infrastructure, mainly in terms of roads,
(ii) increasing the availability of resources for investment in infrastructure without having to resort to State financing, and
(iii) taking advantage of the efficiency of private management in these activities.

II. GENERAL BACKGROUND INFORMATION ON BASIC INFRASTRUCTURE IN THE COUNTRY

4. The infrastructure of public use in Chile can be divided into three great areas:
(a) public utilities: electricity, gas, communications[1] and sanitary services (comprising the production and distribution of water as well as the collection and disposal of sewage water)
(b) irrigation infrastructure
(c) transport infrastructure: railroad, ports, airports and roads (urban and interurban).

II.1 Public Utilities

5. The coverage of the **electric sector** in the urban areas is of 98%, in the rural areas it is of 62% and for the country as whole it is of 91%.

6. The generation of electricity: thermal and hydroelectric in the country is shown in Table I.

---

[1] The subsector telecommunications is developed in Chapter I of this same work.