



Chile
en marcha



Public transport in remote and isolated territories of Chile

Nicolás Céspedes
Ministry of Transport and Telecommunications
Chile

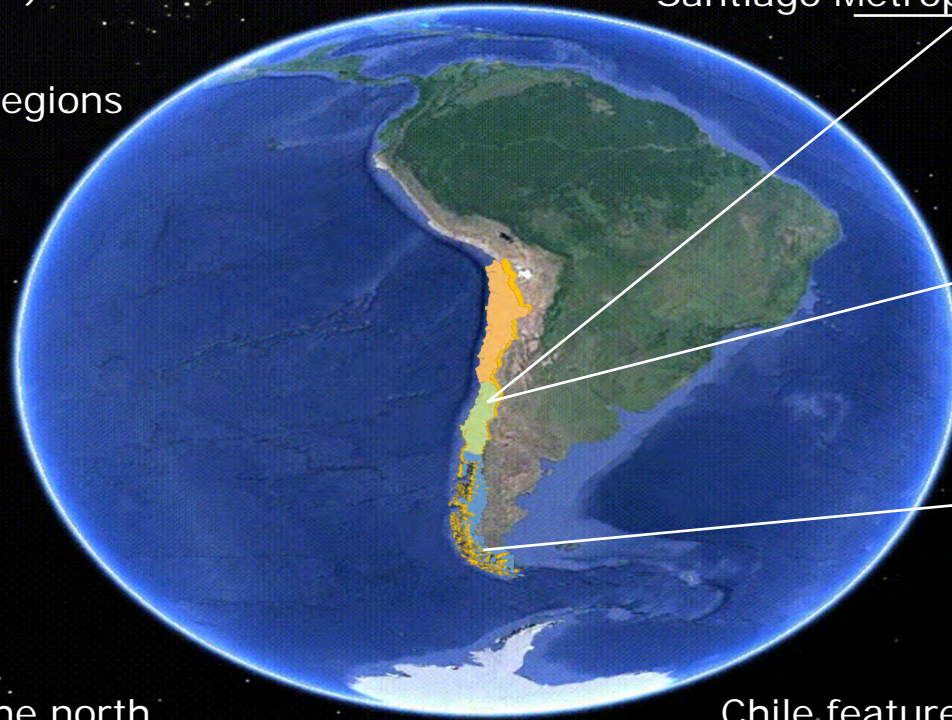




4,270 km long (longest and thinnest country in the world)

16 administrative regions

Population:
17.5 million
12%
rural population



40% of the population lives in Santiago Metropolitan Region

Metropolitan Region:
462 residents/km²

Magallanes Region:
0.12 residents/km²

Desert climate in the north,
Mediterranean climate in the center,
and steppe climate in the south

Chile features every climate
classification and territory spans
three continents

Difficult geographic conditions in Chile, especially in the southern portion of the country, make Transport connectivity difficult.

Private operators are not interested in providing connectivity services in these areas because they provide a negligent (or nonexistent) return on investment.



Puerto Edén, Magallanes Region

Subsidies for connectivity



The Ministry of Transport has provided subsidized public transport for more than four decades to ensure that geographically isolated localities remain connected with their respective regional capital cities.

Puerto Edén, Magallanes Region

Intervention of the State of Chile in the development of remote and isolated territories

EMAZA, 1960-2013

Was in charge of supplying basic consumer goods and products to remote areas

ODEPLAN, 1985

Provided public support to isolated areas of the country, granting customs tax-type franchises and direct bonuses to productive sectors of the economy

SUBDERE, 1994

Committee for the Development of Remote and Special Areas

SUBDERE, 2010

National Policy for the Development of Isolated Locations
Based on "social equity, as it gives all Chilean citizens the same opportunities for access to basic services so that they can develop their potential"

ODEPA, 2014

National Rural Development Policy

2009 Public Transport Subsidy Law

The **Regional Public Transport Division**, within the Sub-Secretary of Transport, was created in response to the growing and non-deferrable need to raise the standard and quality of public Transport in regions outside of Santiago, and to promote public Transport to ensure the integrated development of all people and their communities, especially in hard-to-reach isolated areas.

This law provides the Ministry of Transport and Telecommunications (MTT) with almost **US\$350** million per year to **guarantee territorial**

LOWERED
FARES



CONNECTIVITY
SERVICES



INFRASTRUCTURE



RAILWAY
CONNECTIONS



REGIONAL
ASSISTANCE
FUND



Methodology to target, select, and prioritize Transport services in isolated areas

Methodology to Identify Isolated Areas for Transport Subsidies

This updated methodology allows the MTT to **identify, categorize, characterize, and prioritize isolated populated centers** based on their degree of access to a series of basic services.

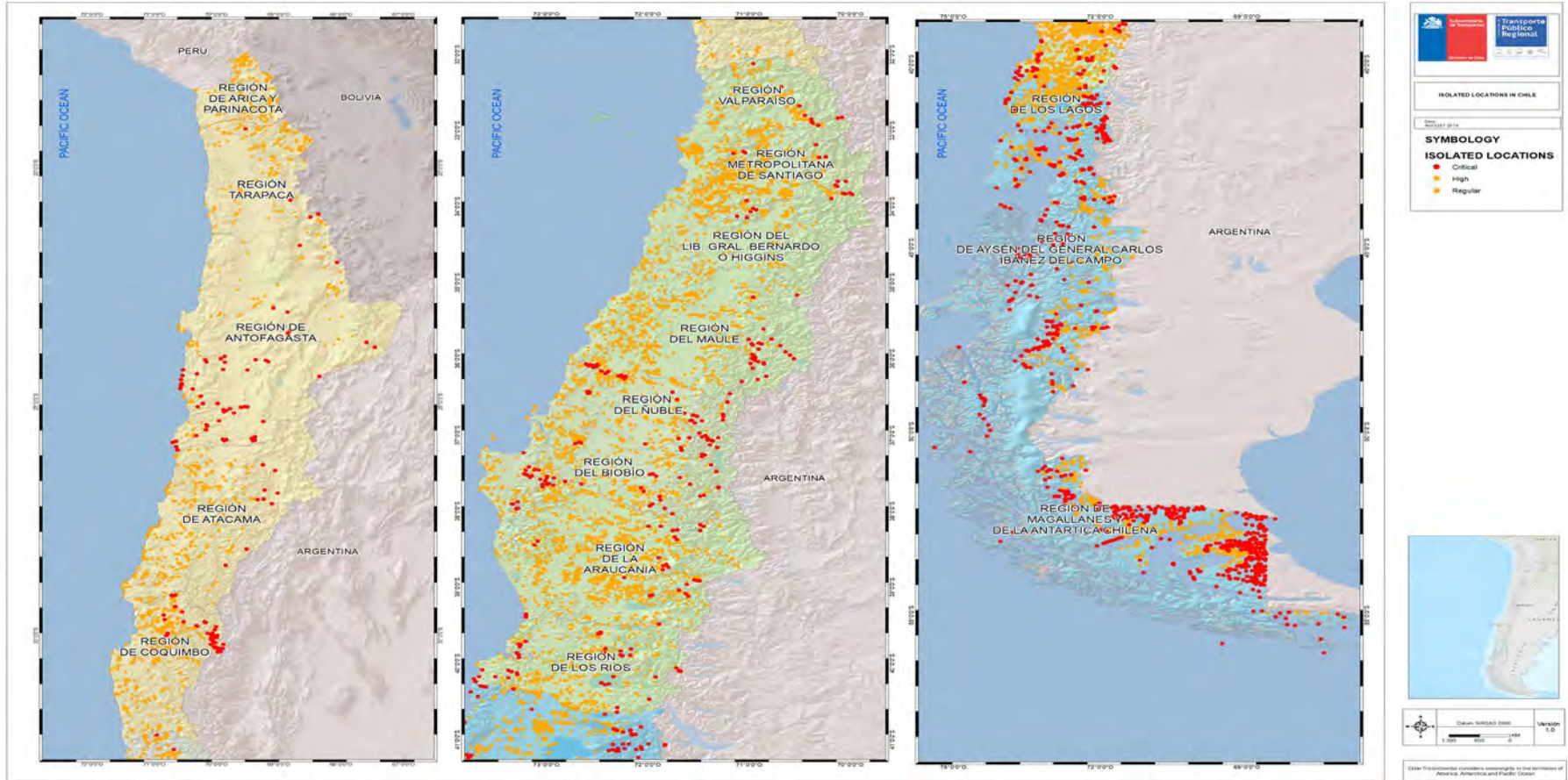
Uses a **geographic information system** to determine which locations are considered isolated with respect to access to basic services
Two main steps:

- 1) Calculate travel times from each location to the destination that offers the basic service(s) under consideration
- 2) Prioritize the degree of isolation based on estimated travel times to different services

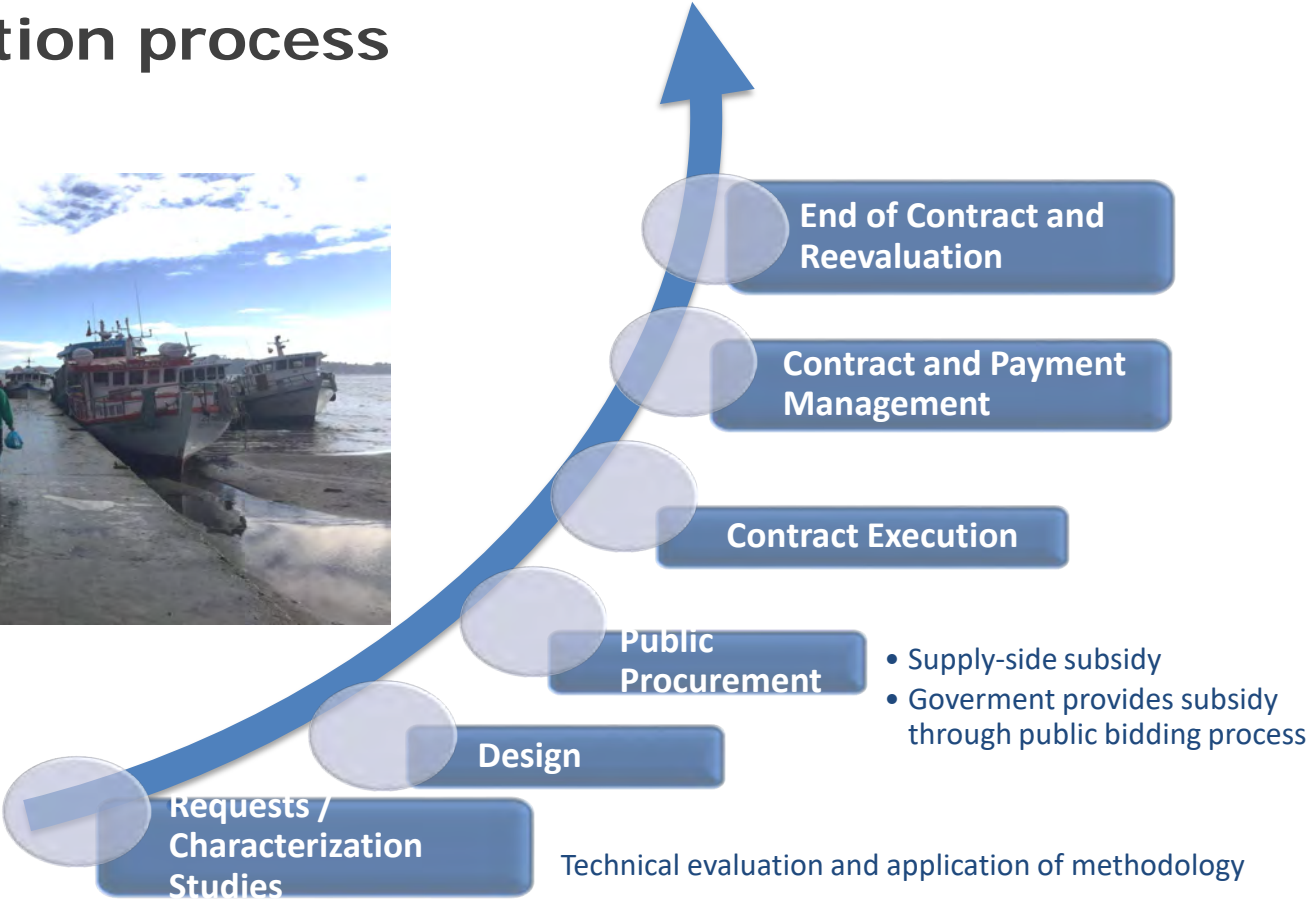
Which services?

- Public transport
- Education
- Health
- Supply and sale of products
- Financial and administrative
- Special population services

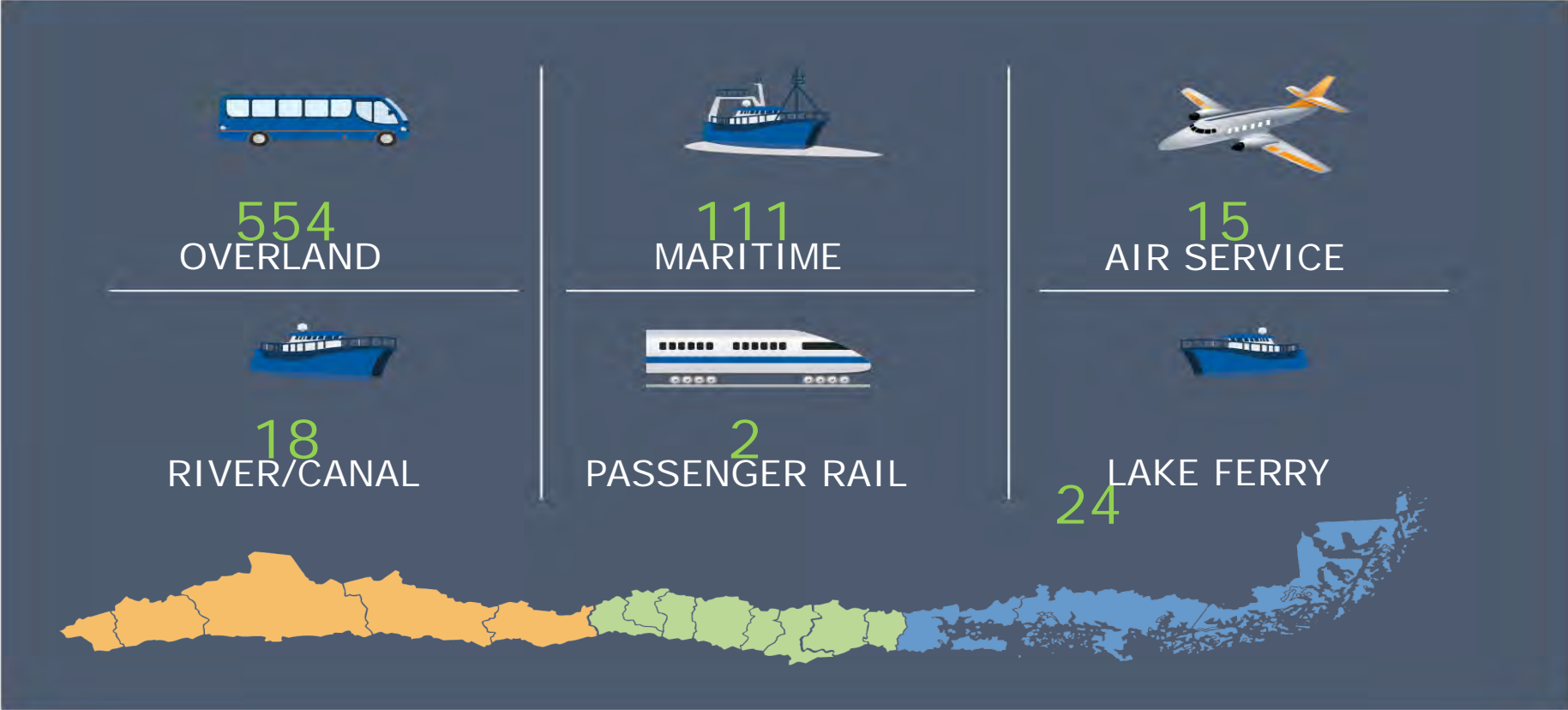
Methodology of targeting, selection and prioritization for transport services in isolated areas



Implementation process



724 connectivity services operating throughout the country:



Vehicle fleet used to service subsidized routes



495
BUSES



5
TRAINS



8
AIRPLANES



24
MARITIME VESSELS



98
LAKE/RIVER VESSELS



Subsidized services viewer (Geo-portal)

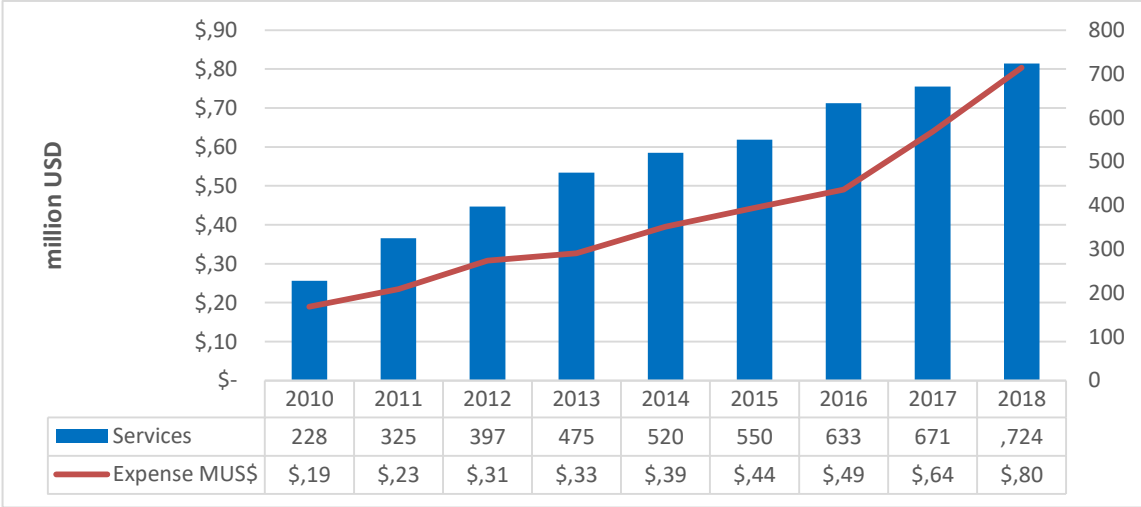


The screenshot shows a web application interface for viewing subsidized transport services. At the top, there is a header with the logo "Transporte Público Regional" and the title "Visor de Servicios Subsidiados de Transporte". To the right of the title is a search bar with the placeholder text "Introduzca ciudad o localidad" and a magnifying glass icon. Below the header is a map of Chile and Argentina, with numerous red and yellow markers indicating service locations along the coast. On the left side of the map, there is a vertical toolbar with icons for zooming in (+), zooming out (-), home, and navigation (left and right arrows). At the bottom left, the coordinates "-94,203 -12,928 Grados" are displayed, along with a 600km scale bar. At the bottom right, there are icons for a menu, layers, search, and information. A URL "https://goo.gl/vz5KD4" is centered at the bottom of the screenshot.

Public investment in connectivity services

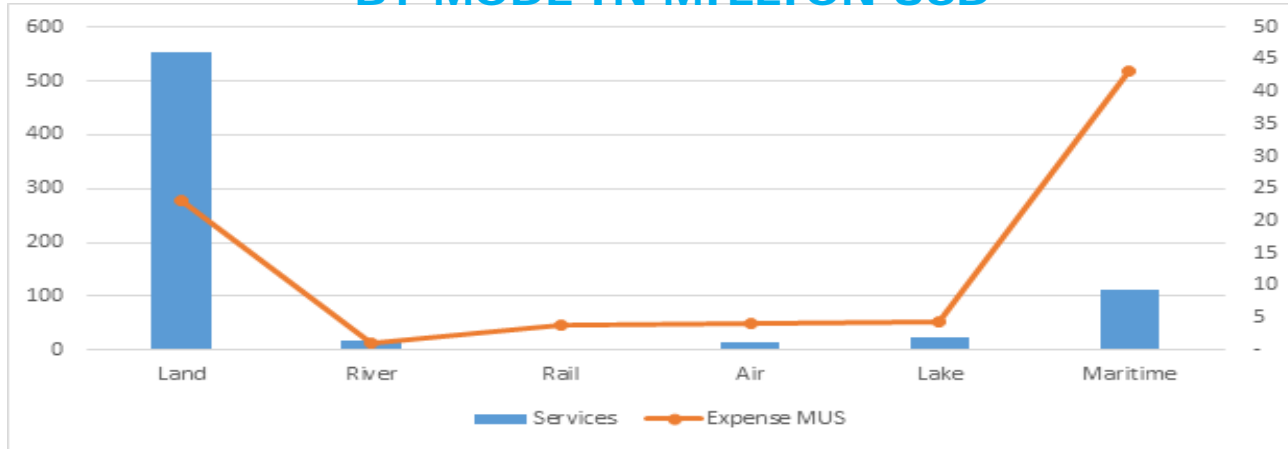
in million USD, 2010-2018

ISOLATED AREAS, RURAL CONNECTIVITY, AND EXTREMELY ISOLATED TERRITORY



Public investment in connectivity services in million USD, 2010-2018

SERVICE DISTRIBUTION AND EXPENSE BY MODE IN MILLION USD



Source: Ministry of Transport and Telecommunications, Chile.

Likewise, 70% of the services are concentrated in the southernmost part of our country, from the Araucanía region to Magallanes and the Chilean Antarctic.

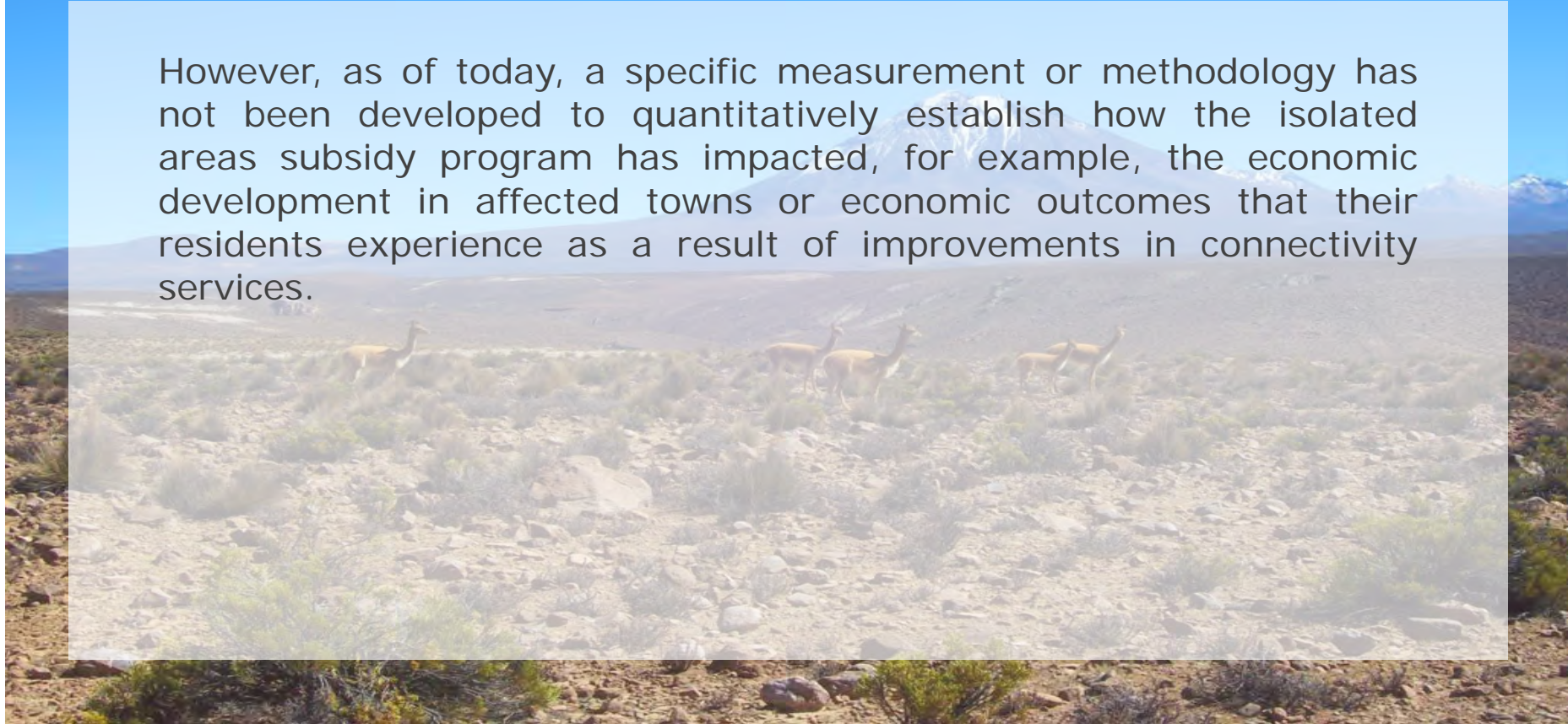


Studies developed

Study	Objective	Conclusions
2009, “Quality Analysis of Services that Receive a Subsidy for Transport in Isolated Areas”	Analyze and diagnose the quality of provision of different types of connectivity services, especially in the southern regions of the country.	Subsidized Transport services generally meet an acceptable level of quality in terms of improving user connectivity; however, quality indicators regarding frequency, capacity, and comfortability of services showed generally unfavorable results.
2010, “Evaluation of Results of Services of the Subsidy Program in Isolated Areas”	Evaluate the results obtained by the implementation of the Subsidy Program in Isolated Areas.	Subsidies indeed facilitate the connectivity of residents of isolated areas, allowing broader and better access to public services, ensuring a better quality of life for the inhabitants; particularly, through access to health-related services and through greater contact with other public services and, consequently, with the state.
2011, “User Satisfaction Perception Study Regarding Subsidized Services of the Subsidized Program in Isolated Areas”	Design, adjust, and apply a satisfaction measurement model for beneficiaries of the Public Transport Subsidy Program in isolated areas.	On a scale of 1 to 7 (a traditional evaluation scale in Chile), the level of satisfaction of the users of these services corresponded to 6.13. The study captured the most- and least-valued aspects by the users of each service, which has made it possible to define targeted improvements for users.

Studies developed

However, as of today, a specific measurement or methodology has not been developed to quantitatively establish how the isolated areas subsidy program has impacted, for example, the economic development in affected towns or economic outcomes that their residents experience as a result of improvements in connectivity services.



Ministry-wide policy strengths

- There is a robust methodology to analyze territorial isolation, which allows the Ministry to precisely identify the degree of isolation in each locality, based on available Transport options
- The National Merchant Marine Law obligates the MTT to intervene and operate those maritime routes that private companies will not operate
- Law 20378 provides a legal framework for subsidizing services in isolated areas. This legal basis ensures program stability over time and provides guarantees of certainty for both private operators and bidders, and for program beneficiaries
- The Ministry focuses not only on expanded service coverage, but also on a progressive improvement in quality standards throughout the country

Needs for future policy improvements

- Competitiveness of bidding processes: RFPs for maritime, lake, river, and air services receive a low number of interested and qualified bidders
- Develop a methodology to establish baseline analysis, which allows comparisons against the original situation of the localities over time
- On-board vehicle technology must be improved in order to clearly distinguish routes, and generate accurate subsidy payment indicators
- Periodically update and improve auxiliary methodological tools to flexibly incorporate new information or new parameters based on available data and best practices

Around 400,000 residents throughout the country benefit from increased access to services and economic opportunities



Subsidized fares for overland Transport services



Tourism promotion, especially in the far south of Chile

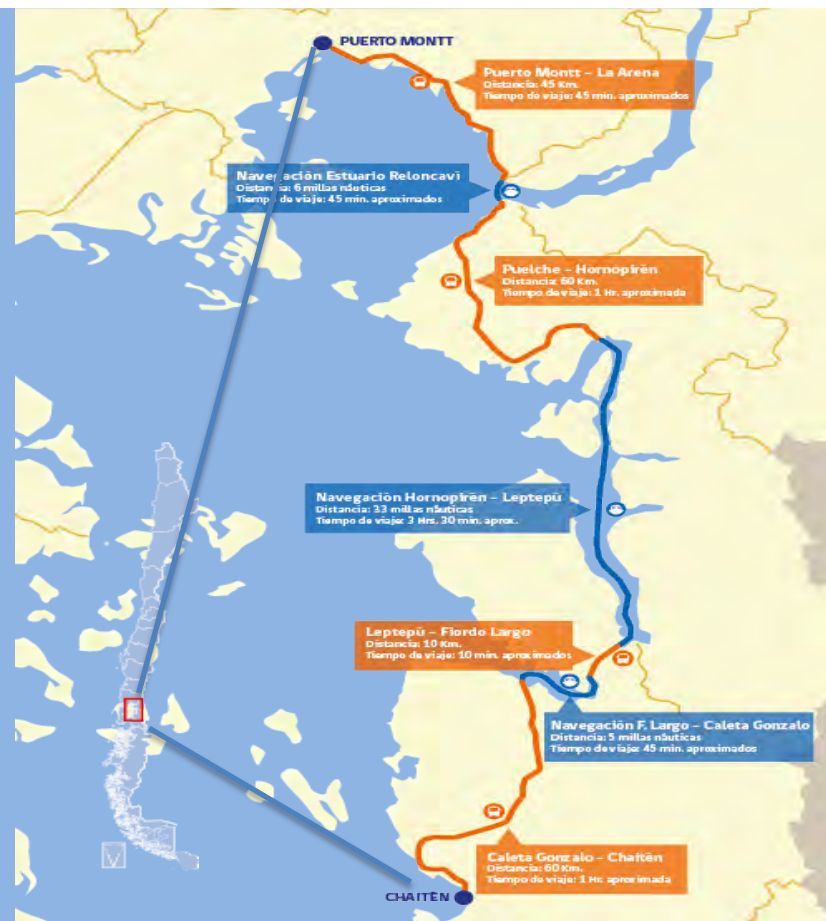


ROUTE CASE STUDIES



Bimodal Route

The Puerto Montt-Chaitén bimodal route offers a combined and integrated overland (bus) & maritime (barge) connection for passengers and cargo between Puerto Montt and the province of Palena, located in the southeastern portion of the Los Lagos Region in the far south of the country.



Bimodal Route



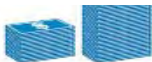
STATUS
IN OPERATION



FREQUENCY
TWO TRIPS
per day



ANNUAL SUBSIDY
20.500.000 US\$



PAX PER YEAR
58,000



Northern Coastal Route

This 28-hour route spans 240 nautical miles and visits 10 ports of call in southern Chile. It connects various localities in the northern coast of Aysén, many of which are only accessible by boat.

In February 2015, the Queulat Barge was inaugurated along this route. Built in 2014, it increased passenger capacity to 285.

Future plans include incorporating a faster vessel to reduce the travel time.



Northern Coastal Route



STATUS
IN OPERATION



FREQUENCY
THREE TRIPS
per week



ANNUAL SUBSIDY
20.000.000 US\$



PAX PER YEAR
11,000



Chile via Chile

Maritime Service Yungay - Caleta Tortel Puerto Edén - Puerto Natales

This service will connect communities in the Aysén and Magallanes Regions, which can only be connected through Chilean maritime territory. An overland connection is only possible via Argentina.

The 145-nautical mile trip requires a navigable travel time of over 40 hours.



Chile via Chile



**STATUS
IN OPERATION**



**FREQUENCY
2,5 TRIPS
per month**



**ANNUAL SUBSIDY
17.000.000 US\$**



**BENEFICIARIES
564**



Promotion of tourism in southern Chile



Torres del Paine, Magallanes

Improved connectivity for the residents
of isolated areas throughout the country



San Pedro de Atacama, Antofagasta Region

Increased opportunities for all residents



Tortel, Aysén Region

Quality of life improvements for rural residents



Valle de Elqui, Coquimbo Region

Visviri-Arica Service

Operating at more than 4,000 meters above sea level, two isolated corridors are served by a bus route that benefits 1,600 residents in the communities of Visviri, Huayancayane, and General Lagos. These communities, located in the extreme northern Chilean plateau, receive a connection with the regional capital of Arica.





Tacora Volcano, located along the subsidized Visviri route.
Arica y Parinacota Region



Cunco, La Araucanía Region



Castro, Chiloé Island

Thank you!



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