

»»» Annual Report 2023



track record

strategy

experience

trust

commitment

eficiency

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> Who We Are

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> Track Record:

As a Company present in the country for more than 15 years, we have grown through the development of new projects and a dealership acquisition strategy led by our parent company, positioning us today as one of the main highway and route operators in Chile.

> Letter from the Chairman

Without a doubt, 2023 was a challenging year for VíasChile. We were able to continue moving forward, always guided by the company's values and strategic objectives as fundamental pillars towards sustainable mobility.

For this reason, in this 2023 Annual Report, we invite you to learn about the measures and results that support VíasChile's commitment to its shareholders, employees, customers and communities, as well as our ambition for the future.

We are convinced that this is based on the collaboration between public and private entities in Chile. We know our role in this regard, which is why we work to implement engagement and investment programmes in projects aligned with the Abertis Group's 2022-2030 Sustainability Strategy and its three-year plans.

Conscious of our role in preserving the environment and supporting innovation, we want to continue to be part of progress through the operation of highways, which provide people with modern, efficient, safe and sustainable road connectivity.

This 2023, as a result of the direct relationship of the business with the national economic cycle, there has been a drop in billed traffic, especially in heavy vehicles, which has been reflected in a 3% decrease in highway activity. Thanks to our policy of maintaining expenses and savings since 2019, at VíasChile we have managed to stay within margins, and thus mitigate the impacts of both inflation and the drop in traffic.

We continue to work collaboratively with the Ministry of Public Works, through projects that allow us to focus on the organic growth of our investments. By 2024 we expect to maintain our relationship with public and private entities, offering new investment opportunities for our shareholders and the development of efficient, innovative, and environmentally conscious connectivity.



› Letter from the Chairman



On the other hand, we continue to work with state authorities, promoting road safety, in order to promote safe road habits, promoting self-care and care for others. For example, this year we have provided training on Road Safety to elementary and middle school students in the commune of Quinta Normal.

Among the findings arising from our study of risks linked to climate change, we recognize that Chile has the challenge of addressing water scarcity in particular, where with measures already implemented, we seek to generate new management tools to be prepared for the effects of climate change, and in turn reduce

the impact of our activities on the environment and communities. The ISO 14001 certification of our environmental management system strengthens our ability to implement continuous improvement systems in this regard.

Our ability to successfully face these challenges is based primarily on the commitment of our workers and contractors, who carry out their activities with the highest levels of dedication, professionalism and adaptability. For this reason, I would like to thank the efforts of all the people and teams that make up VíasChile, sharing the aspiration to be a contribution to

the development of the country and the improvement of the quality of life of its inhabitants.

The best example of this commitment has been demonstrated by the teams in the impressive management of the Mapocho Bridge contingency during the winter. After the storm, some 880 tons of debris collapsed the Mapocho River. Tackling this event, we are characterized by the agility of our actions and the efficiency of our responses. For about 60 hours, a team of 50 people worked around the clock to restore service to the route and ensure proper conditions for the bridge's infrastructure. In addition, consistent with our commitment to sustainability, innovation and collaboration, we managed to give recovered organic material a second life.

We are pleased to have achieved the Great Place to Work certification for the second year in a row, a milestone that reinforces our commitment to our employees. And it urges us to continue working to continuously improve working conditions and strengthen the work environment. We continue with important actions and commitments also to promote gender equality.

We are also proud to have been recognized by the prestigious international rating agency MSCI ESG Ratings, with second place nationally, reaffirming that

our sustainability strategy positions us as a benchmark within the industry, and that we are also managing to adequately transmit it to the capital markets.

For 2024 we will focus on the growth of our business, in collaboration with State representatives, police, collaborators, customers, and communities. As an industry, we plan to launch a unitary page for toll payment, considering the continuous improvement of our customers' experience. We will continue to be present at the road safety roundtables with the various state bodies, contributing to the improvement of the quality of life of Chileans from our experience.

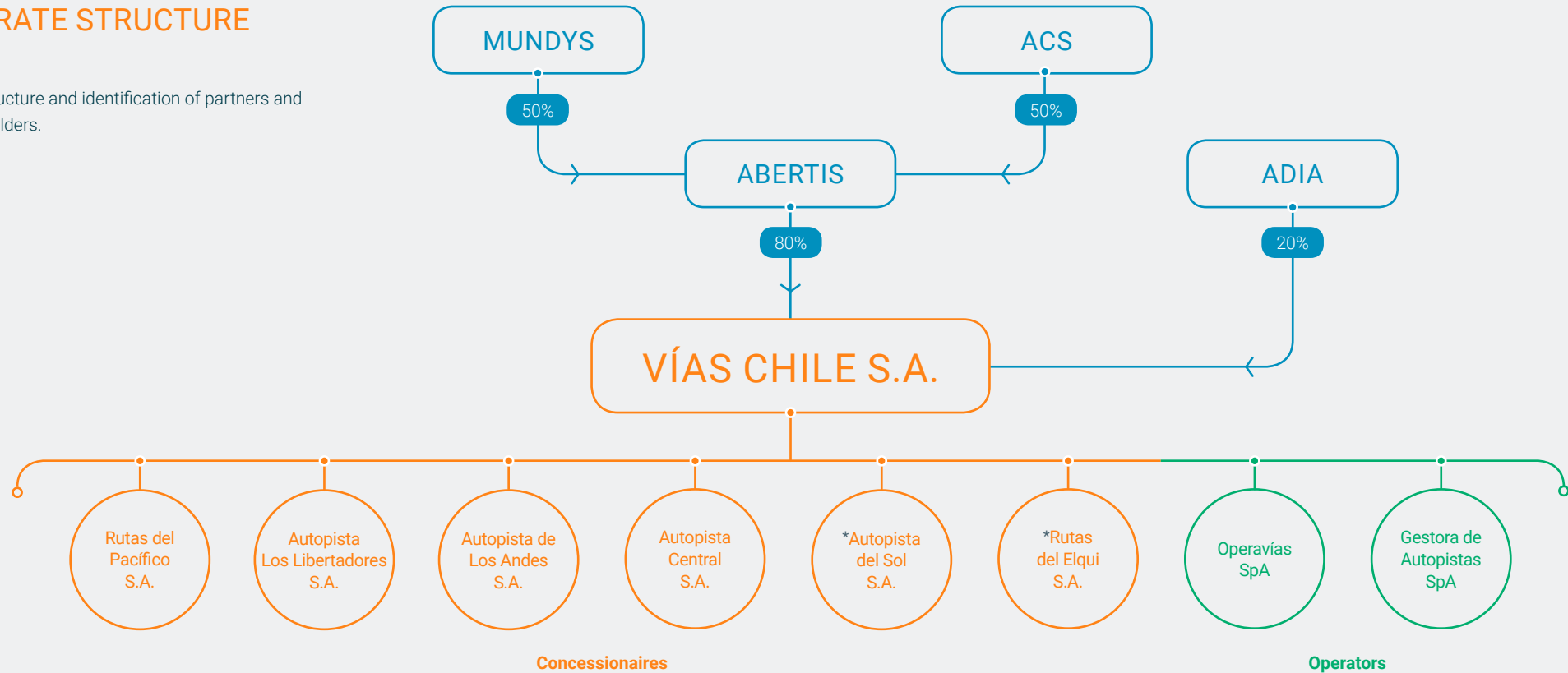
We assume with full responsibility the role of working with the purpose of improving society through the impact of our business. This is our main vocation in all the places where we operate and we have ratified it with our extensive and constructive presence in Chile.

José Aljaro Navarro
Chairman

Ownership

CORPORATE STRUCTURE

Ownership structure and identification of partners and major shareholders.



*As of December 31, 2023, both Autopista del Sol S.A. and Rutas del Elqui S.A. are part of Vías Chile S.A. as legally valid companies. However, the concessionaires controlled by these two Companies stopped operating respectively in March and December 2022.

› Ownership

ACS & MUNDYS

The main shareholders of the Abertis Group are the Spanish group ACS and the Italian group Mundys, both with a 50% stake.

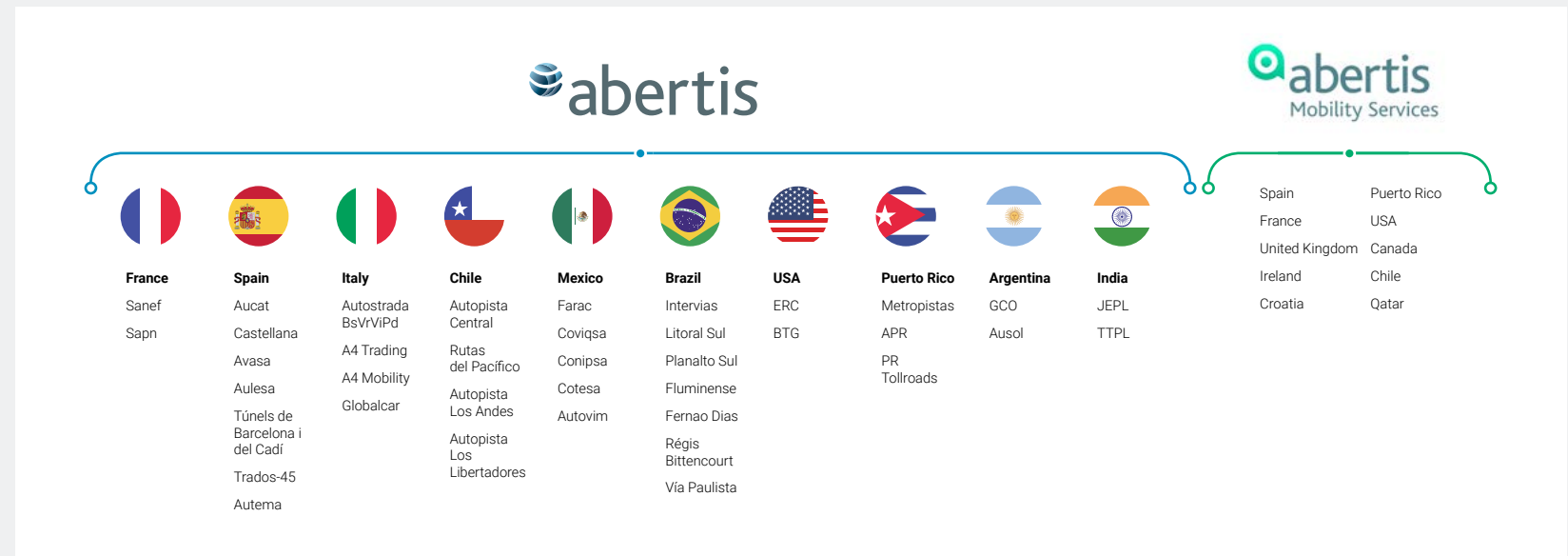
ACS is a world leader in construction, infrastructure and concessions based in Spain, where it operates through other companies in the group such as Dragados, the listed company Hochtief (which controls the Australian listed company CIMIC), the Cobra Iridium group and its stake in Abertis.

Mundys has only one commitment to its customers: to simplify daily life, to meet the basic need for transport, offering the opportunity to do so in an increasingly sustainable, safe and intelligent way.

Mundys currently has 43 highway concessions in 11 countries, a presence in 23 countries through toll services, manages 5 airports and more than 23,000 employees.

Abertis Infraestructuras S.A. is the parent company of a group that maintains the status of sole or majority shareholder of the parent companies of the different

activities and geographical markets in which it operates.

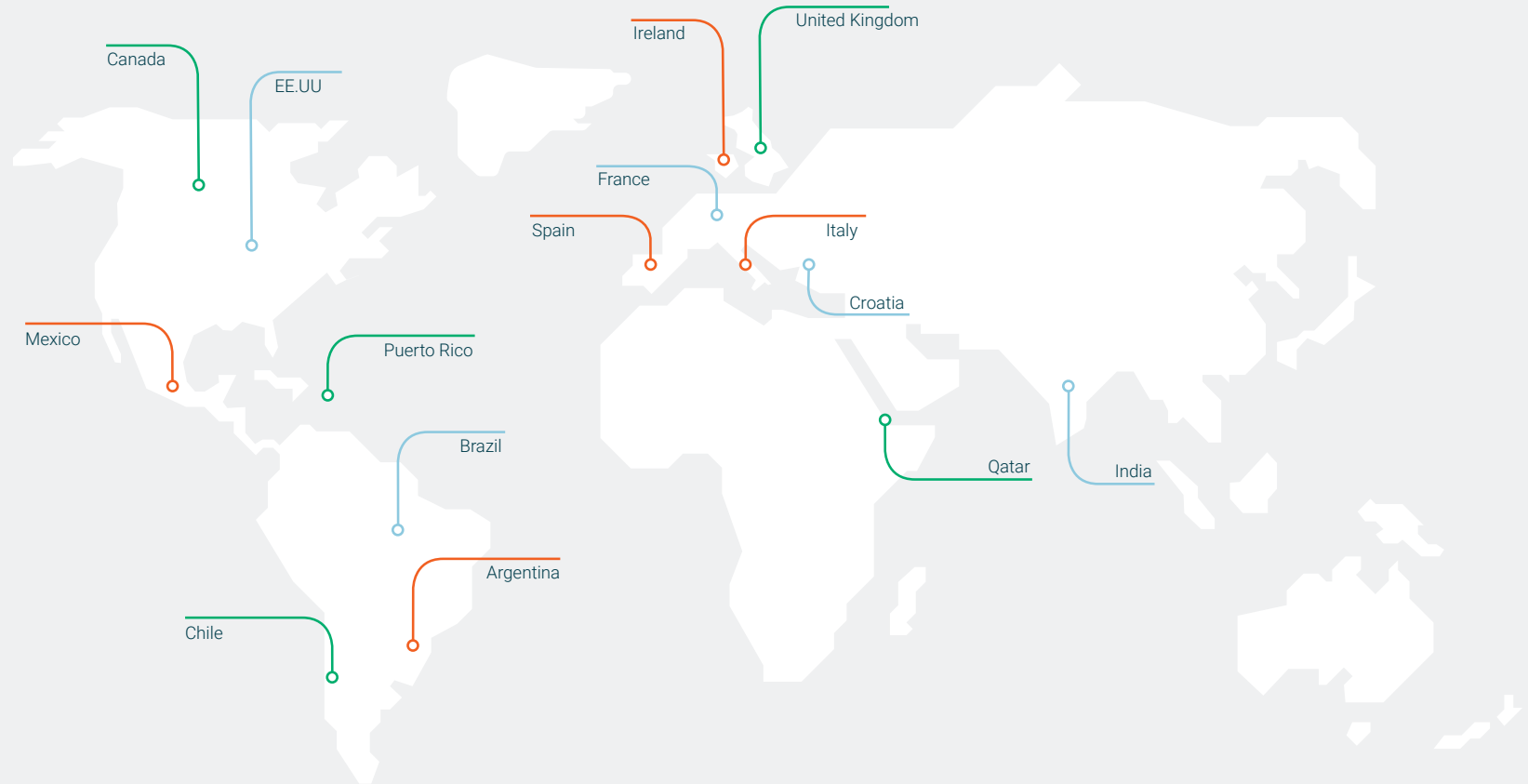


› Ownership

ABERTIS IN THE WORLD

Abertis is an international benchmark group, with more than 50 years of experience in toll road management. In 2023, Abertis managed 7,822 kilometres directly managed, with a presence in 15 countries in Europe, America and Asia.

Thanks to the internationalisation strategy developed by the Group in recent years, 90% of Abertis' revenues come from outside Spain, with special relevance in France, Mexico, Brazil, Chile and Italy. Also understanding the work in different cultural contexts, Abertis considers road safety to be a priority and transversal, so that its customers have a safe, comfortable, fast and easy journey. It is constantly working to innovate with technology and improvements on each of its highways, in order to face the challenges of the mobility of the future calmly and safely.



Presence in the world as of December 31, 2023

+
12.000
employees

+
7.000
km

Abertis has a presence in
15
countries in Europe, America and Asia

Ownership

France

Control: Sanef, Sapn, AMS⁽¹⁾
 Investees: Leónord
 2 concessions
 1.769 kilometres (direct management)
 10 kilometres (indirect management)
 2.269 employees
 9.881 Tons of CO₂ (scopes 1 and 2)

Spain

Control: Aucat, Castellana, Avasa, Túnel, Aulesa, Trados 45, AMS⁽¹⁾
 Investees: Autema
 6 concessions
 561 kilometres (gestión directa)
 48 kilometres (gestión indirecta)
 723 employees
 1.941 Tons of CO₂ (scopes 1 and 2)

Italy

Control: Autostrada
 1 concessions
 236 kilometres
 458 employees
 2.075 Tons of CO₂ (scopes 1 and 2)

Chile

Control: Autopista Central, Rutas del Pacífico, Autopista Los Libertadores, Autopista los Andes, AMS⁽¹⁾
 4 concessions
 412 kilometres
 469 employees
 7.392 Tons of CO₂ (scopes 1 and 2)

Mexico

Control: Farac, Coviqsa, Conipsa, Cotesa, Autovim
 5 concessions
 1.011 kilometres
 1.522 employees
 4.864 Tons of CO₂ (scopes 1 and 2)

Brazil

Control: Intervias, Via Paulista, Fernão Dias, Fluminense, Régis Bittencourt, Litoral Sul, Planalto Sul
 7 concessions
 3.200 kilometres
 4.245 employees
 21.158 Tons of CO₂ (scopes 1 and 2)

USA

Control: ERC (Elizabeth River Crossings), Blueidge Transportation Group (BTG), AMS⁽¹⁾
 3 concessions
 28 kilometres
 213 employees
 629 Tons of CO₂ (scopes 1 and 2)

Puerto Rico

Control: Metropistas, Autopistas de Puerto Rico, PR Tollroads, AMS⁽¹⁾
 3 concessions
 280 kilometres
 76 employees
 3.172 Tons of CO₂ (scopes 1 and 2)

Argentina

Control: Ausol, Grupo Concesionario del Oeste
 2 concessions
 175 kilometres
 1.760 employees
 11.618 Tons of CO₂ (scopes 1 and 2)

India

Control: Isadak, Trichy Tollway Private Limited, Jadcherla Expressways Private Limited
 2 concessions
 152 kilometres
 48 employees
 227 Tons of CO₂ (scopes 1 and 2)

United Kingdom

Control: AMS⁽¹⁾
 (Dartford Crossing, Mersey Gateway – Exploitation of free-flow)

Ireland

Control: AMS⁽¹⁾
 (Operations Office)

Canada

Control: AMS⁽¹⁾
 (Operations Office)

Croatia

Control: AMS⁽¹⁾
 (Research & Development Centre)

Qatar

Control: AMS⁽¹⁾
 (Operations Office)



(1) AMS has 486 employees.
 Abertis Infraestructuras, S.A. has 158 employees, and the Abertis Foundation has 1 employee.

› Ownership

ABERTIS GROUP IN CHILE

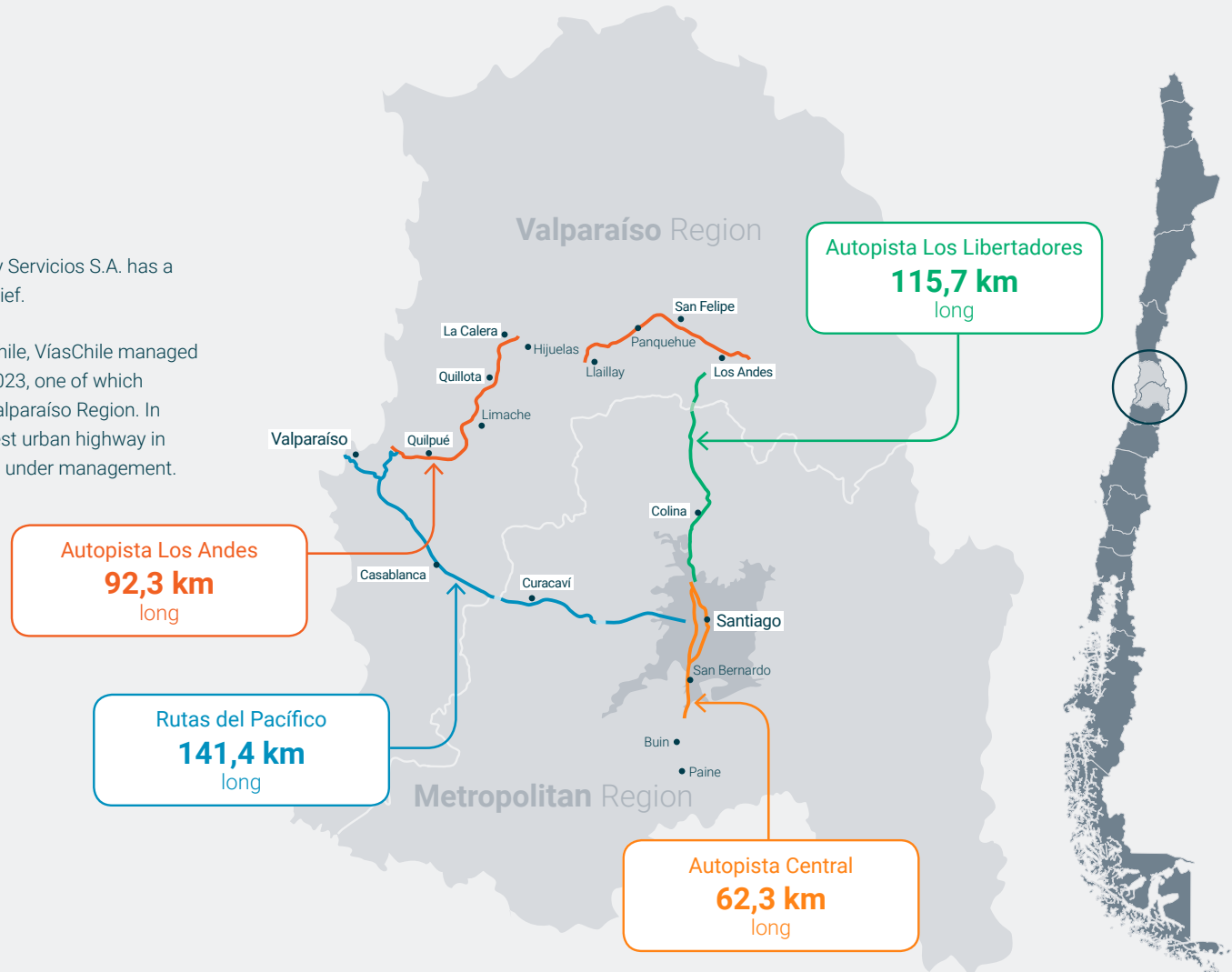
In January 2016, the Abertis Group acquired, through its subsidiary Inversora de Infraestructuras, S.L. (INVIN), the 50% of Autopista Central that it did not yet hold by acquiring 100% of the shares of Central Korbana Luxembourg S.a.r.l. In this way, Abertis now controls 100% of its six concessions in Chile.

In October 2016, SBC (Silver Beagle C), a subsidiary of ADIA that owns 20% of the Chilean assets, became the owner of Abertis' assets in Chile, with 20% of the economic rights, through a capital increase in INVIN, and in April 2019 the corporate reorganization was completed, which allowed VíasChile to become the sole holding company of the six concessionaires.

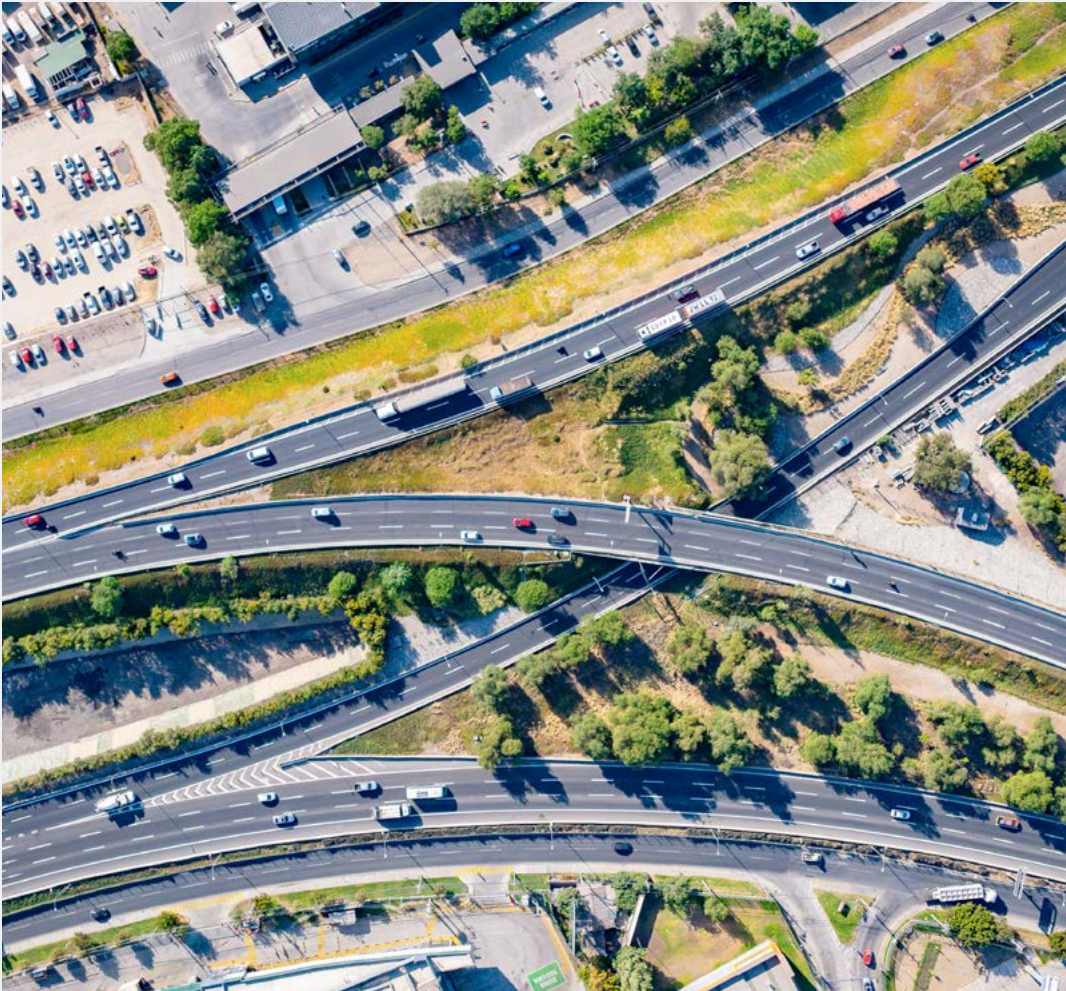
SBC, a subsidiary of ADIA, indirectly holds a 20% stake in VíasChile, while Vías Chile S.A. has a majority stake in all the Concession Companies and Gestora de Autopistas SpA has the residual share.

Actividades de Construcción y Servicios S.A. has a 71.72% shareholding in Hochtief.

With more than a decade in Chile, VíasChile managed four interurban highways in 2023, one of which connects Santiago with the Valparaíso Region. In addition, it manages the busiest urban highway in Chile. In total there are 412km under management.



› Ownership



IDENTIFICATION OF THE COMPANY

Name: Vías Chile S.A.

Rut: 96.814.430-8

Legal Address: Rosario Norte N°407, 13th floor, Las Condes commune, without prejudice to the agencies, offices or branches that the Board of Directors agrees to establish in other parts of the country or abroad.

External Auditors: KPMG Auditores Consultores Limitada. KPMG audited periods 2023, 2022 and 2021.

Commercial Address: Rosario Norte N°407, 13th floor, Las Condes commune, Santiago Chile.

Phone: +56-2-2714 2300

Website: www.viaschile.cl

Legal Incorporation

It was incorporated under the name of Inversiones Necedal S.A. as a public limited company closed by public deed dated November 25, 1996, then on February 23, 2015 its corporate name was changed to Abertis Autopistas Chile S.A. and on January 2, 2018 a new change was made to Vías Chile S.A.

VíasChile

In this annual report, the term "VíasChile" is used to refer to the entity VíasChile SA, including all of its subsidiaries.

MISSION

We manage road concessions in a sustainable and efficient way, providing mobility solutions to connect people and for the sustainable development of the country, creating value for our customers, communities, collaborators and shareholders.

STRATEGIC OBJECTIVES



Growing with Sustainability



Be Efficient and Work with Excellence



Focus on the Customer



Be a Benchmark in the Industry

PILLARS OF CULTURE AND VALUES



WE ARE AGILE

We work with dynamism and commitment, prioritizing our work to find creative and efficient solutions, proactively seeking continuous improvement.

VALUES

- > We've got you covered
- > We work with agility and commitment
- > We are efficient and creative



WE ARE CUSTOMER-ORIENTED

We know the needs of our clients, employees and stakeholders, in order to build relationships of trust based on transparency and credibility.

VALUES

- > We are customer-oriented
- > We are transparent
- > We convey credibility



WE ARE LEADERS

We exercise effective leadership, regardless of the position we hold in the organization, anticipating and adapting to the challenges and changes we face.

VALUES

- > We promote dialogue and collaboration
- > We exercise leadership and empathy
- > Trust in people

TIMELINE

2008

The Group acquires 29% of Autopista Central and 29% of Rutas del Pacífico, through the purchase of 57.7% of INVIN.

2012

With the purchase of OHL's assets, the Group obtains 41% of Autopista del Sol, 41% of Autopista Los Libertadores and 100% of Autopista Los Andes.

2015

With the purchase of 9% of Autopista del Sol and 9% of Autopista Los Libertadores from Metlife, the Group obtains 50% of these highways.

2018

The operation of the free flow system of Rutas del Pacífico (Route 68) began, applying electronic collection to users at the Lo Prado and Zapata Tolls.

2020

Autopista Los Libertadores implemented the Free Flow System. With this milestone, all of the Group's toll roads in the Metropolitan Region were now operating with this system, a technological advance for the benefit of users.

2009

With the purchase of assets from the Itinere group, an additional 50% of Rutas del Pacífico and the remaining 75% of Rutas del Elqui are obtained (having been purchased the initial 25% in 2003).

2014

The Group acquires the remaining 42.3% of INVIN, bringing the stake in Rutas del Pacífico to 100% and 50% in Autopista Central.

2016

INVIN acquires the remaining 50% of Autopista Central from AIMCO, making VíasChile the controlling company of this company.

2019

The mergers that allowed VíasChile to have 100% control of the six concessions are completed.

2022

Completion of operation of Autopista del Sol in March and end of operation of Rutas del Elqui in December.

2023

We were recognized in second place in level national by MSCI for our ESG performance ESG. We got the recertification for Great Place to Work.



> Strategy

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> Strategy:

We seek to manage the business with a long-term view, focusing on operational excellence and quality of service to customers, incorporating sustainability and innovation in all our activities.

› The Abertis Group's Strategic Approach

The 2022-2024 Plan defined by the Abertis Group aims to create value based on the following three pillars:

GROWTH PLATFORM

The growth objective focuses on both the search for new projects and the expansion of existing projects. It is considered to strengthen the position of the Abertis Group in countries with a significant portfolio of existing projects, a solid regulatory framework, and adequate conditions to meet the Group's Environmental, Social and Governance (ESG) objectives. However, Abertis also has the ambition to start activities in projects where it does not currently have projects, particularly in its traditional markets (Europe and America).



OPERATIONAL EXCELLENCE

The Group faces challenges such as adapting infrastructure, implementing barrier-free tolls, optimising motorway management and promoting sustainability. Plans are being put in place to mitigate risks and improve business resilience. A fourth Efficiencies and Performance Plan has been defined to maximize cash flow. Abertis promotes a work culture of respect and safety. People management initiatives focus on identifying and retaining talent, promoting knowledge transfer, and fostering employees' personal and professional growth.

› The Abertis Group's Strategic Approach

SUSTAINABILITY, INNOVATION, CYBERSECURITY AND COMPLIANCE

Sustainability

Aware of the transformation process that the mobility and infrastructure sectors are experiencing today, and taking charge in particular of the risks and opportunities derived from climate change, Abertis' commitment to the development of its business and the creation of new opportunities for its investors, it seeks to address these new challenges with a long-term perspective that continues to provide value to the industry, users and the planet.

For this reason, Abertis has designed and implemented its 2022-2030 Sustainability Strategy, which covers all the activities and countries in which the company has a presence. This strategy not only focuses on setting goals according to its activities and results, but also integrates the 2030 Agenda set by the United Nations, adhering to several Sustainable Development Goals (SDGs), related to infrastructure, economic growth and health.

The implementation of the necessary measures to achieve these objectives are established in three-year plans included in the ESG Plan. To develop this plan, a governance structure has been consolidated that considers all its governing bodies and ensures a global

perspective with the integration of the specificities of the local reality.

Innovation

Abertis develops a comprehensive innovation approach, which revolves around the advancement of smart transport solutions, the improvement of mobility services and the creation of a connected infrastructure for the future, always encompassing technology and sustainability.

In this regard, a key aspect of the strategy is its involvement in collaborative and open innovation initiatives, often in partnership with public and private actors, European frameworks and research programmes.

Cybersecurity

Abertis is firmly committed to preventing and being resilient to security events that may affect its business. It considers cybersecurity as essential at all levels of management, integrating it into the design of the business and supported by international standards. Abertis' ESG Plan 2022-2024 considers among its objectives to optimize threat prevention,

detection, and response capabilities. They focus on strengthening control over Operational Technology Systems and prioritizing the mitigation of attacks such as ransomware. In addition, they invest in the training of professionals and establish strategic alliances to improve the efficiency of security measures.

Compliance

Abertis' three-year Compliance Plan aims to guarantee business ethics and compliance with the national legislation applicable to each business unit of the Group. It focuses on the prevention of corruption and other behaviours that may have legal implications, covering environmental, social, government aspects, among others. Compliance policies and procedures establish Abertis' commitment to compliance with laws, regulations, organizational standards, good practices and expectations of business partners.



› We Have a Plan

Since 2021, Abertis has had a Sustainability Committee and a technical office for the ESG Plan, with the aim of supervising and involving all corporate areas and business units. The Group's 2022-2030 Sustainability Strategy, associated with the slogan "We have a plan", invites all our stakeholders to get involved. In order to set realistic goals and generate appropriate measures, we have generated three plans within the sustainability strategy, each of which consists of a three-year period, with evaluations at the end of the period. We are currently in the first period of the Sustainability Strategy, which ends in December of this year. This strategy has the following three pillars:

- › We are eco-efficient and respectful
 - Reduction of the carbon footprint of the organization and its activities
 - Enhancing and conserving natural capital
 - Innovation based on the circular economy throughout the value chain

› We are responsible and aware:

- Guarantee and promotion of road safety and occupational health
- Generating positive synergies with the local community
- Equal opportunities and enhancement of the quality of employment.

› We are transparent and demanding:

- Rejection of all forms of corruption
- Commitment to excellence in good governance
- Development of a culture in the organization based on ethical and sustainability principles.

In line with the group's strategy, as ViasChile we have defined strategic objectives that guide the daily work in our operations and in the relations with different stakeholders.



› Commitment With our Stakeholders

The Institutional Relations and Sustainability Department oversees relations with our stakeholders and manages the Company's internal and external communications, in order to establish trusting and long-term relationships.

Financial Community

We strive to maintain timely and transparent communication with members of the financial community who seek to stay abreast of the development of our business and accompany us in doing so.

Employees

Constant communication with our employees is a key element for the development of a good work environment and helps us to achieve greater engagement and relatedness with our organizational culture. We want our employees to be kept informed of any relevant event or process within the Company.

Suppliers and subcontractors

To ensure the sustainability of the business throughout our value chain, we seek to maintain amicable and stable relationships with our suppliers and subcontractors who are involved in the provision of services to our customers.

Users & Customers

As a concession operating company, we have a duty to provide an optimal service to the users of the highways and roads under our management.

Communities and local representatives

As of December 31, 2023, our operations spread through 37 communes and throughout 412 kilometres, distributed in our four concessions located in the Metropolitan and Valparaíso regions. As a company we strive for generating positive and long-term impacts on all the places where we operate with the objective of improving the quality of life of communities. Therefore, we maintain open and close communication with social organizations, community leaders, municipalities and regional governments, promoting spaces for permanent and transparent dialogue.

Public Administrations and Regulatory Entities

For the exercise of our business, as we are regulated by the State of Chile, we maintain a close and permanent relationship with different state entities, including Ministry of Public Works, Ministry of Transport, Ministry of the Interior, National Commission for Traffic Safety (CONASET) and the State Cybersecurity Agency (CSIRT).

Media

At VíasChile we are committed to transparency and immediate response to the requests of the press for information and data that they require, within the rule of law. The relationship with the media also allows us to achieve a more far-reaching communication towards clients, communities, and the general public.



› Commitment With our Stakeholders

Police & Fire Brigade

We are in permanent coordination with the country's emergency and security agents, to provide an immediate solution to any contingency and contribute to road safety on the highway network. We support inspections, contingency plans, and traffic management where, through the company's

Road Safety unit, we work for an agile response to any eventuality or unforeseen event that may occur every day and on high traffic dates. We also maintain constant communication with the Police Stations, Highway Stations and Fire Companies of the communes in which we operate.

During 2023, we continue to work closely with our different stakeholders to achieve sustainable business management. The following table shows our different stakeholders and the main communication channels and means of relationship that we maintain with them:



STAKEHOLDER	MEANS OF ENGAGEMENT							
	Formal Meetings & Attention Offices	Formal Written Communications	Web Communications	Corporate Publications	Emails & Phone Calls	Social Media	Ethics Channel	Surveys
Financial Community	•	•	•	•	•		•	
Employees (including workers' representatives)	•	•	•		•		•	•
Suppliers and subcontractors	•	•	•	•	•		•	
Users & Customers	•		•	•	•	•	•	•
Communities and local representatives	•	•	•	•	•	•	•	•
Media			•	•		•		
Public Administrations and Regulatory Entities	•	•	•		•		•	
Police & Fire Brigade	•	•	•		•		•	

> Guild Membership

VíasChile seeks to be a proactive member of the industry, through innovation, safety and caring for people. For this reason, we are active members of various associations, with the aim of sharing experiences, learning, and contributing to improving the sustainable management of roads.

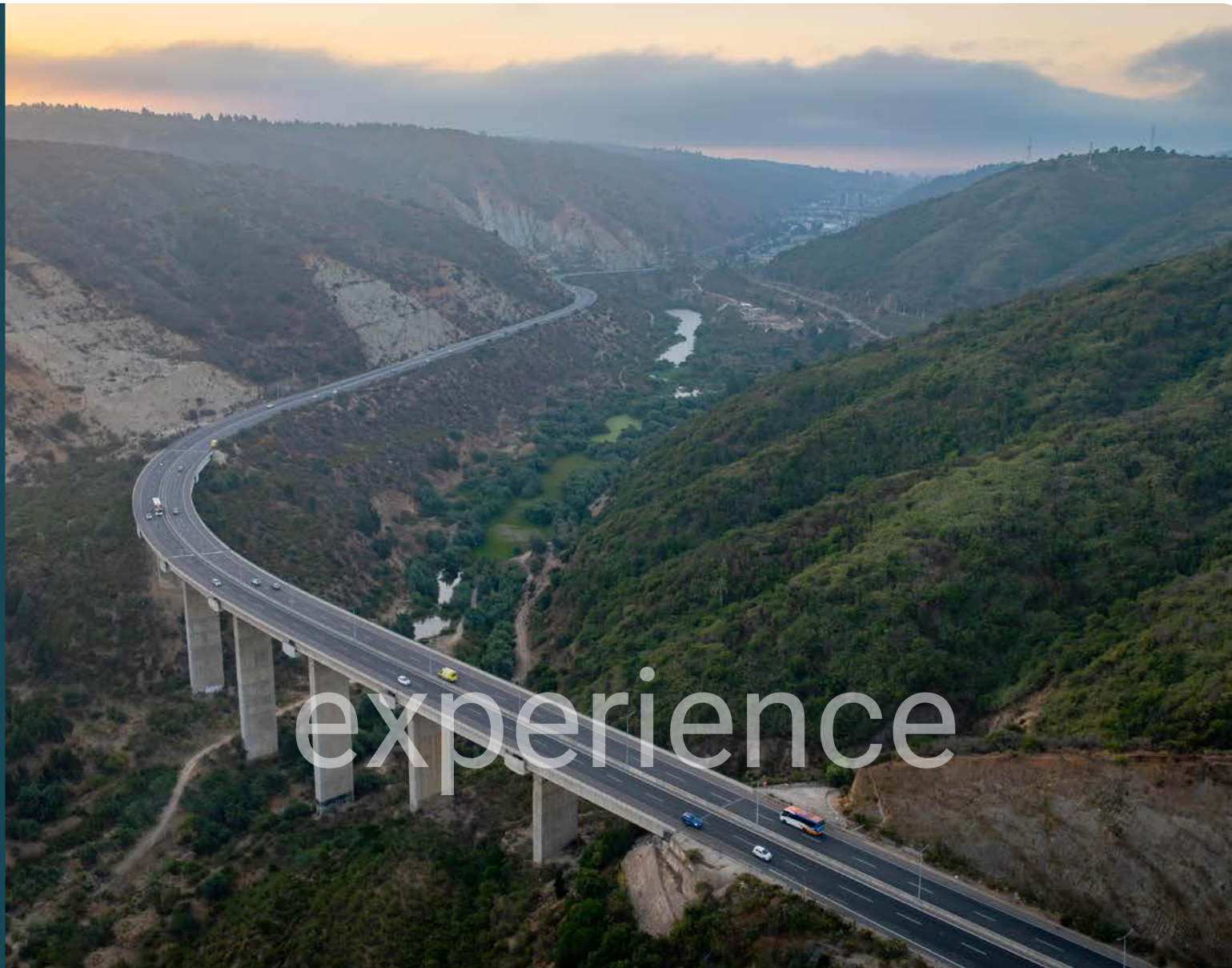
VíasChile is currently a member of:

- > Cámara de Comercio Española (CAMACOES)
- > Cámara Chilena de la Construcción (CChC)
- > Red Activa
- > Asociación Gremial de Concesiones de Obras Públicas (COPSA)
- > Corporación Casablanca
- > United Nations Global Compact



> Corporate Governance

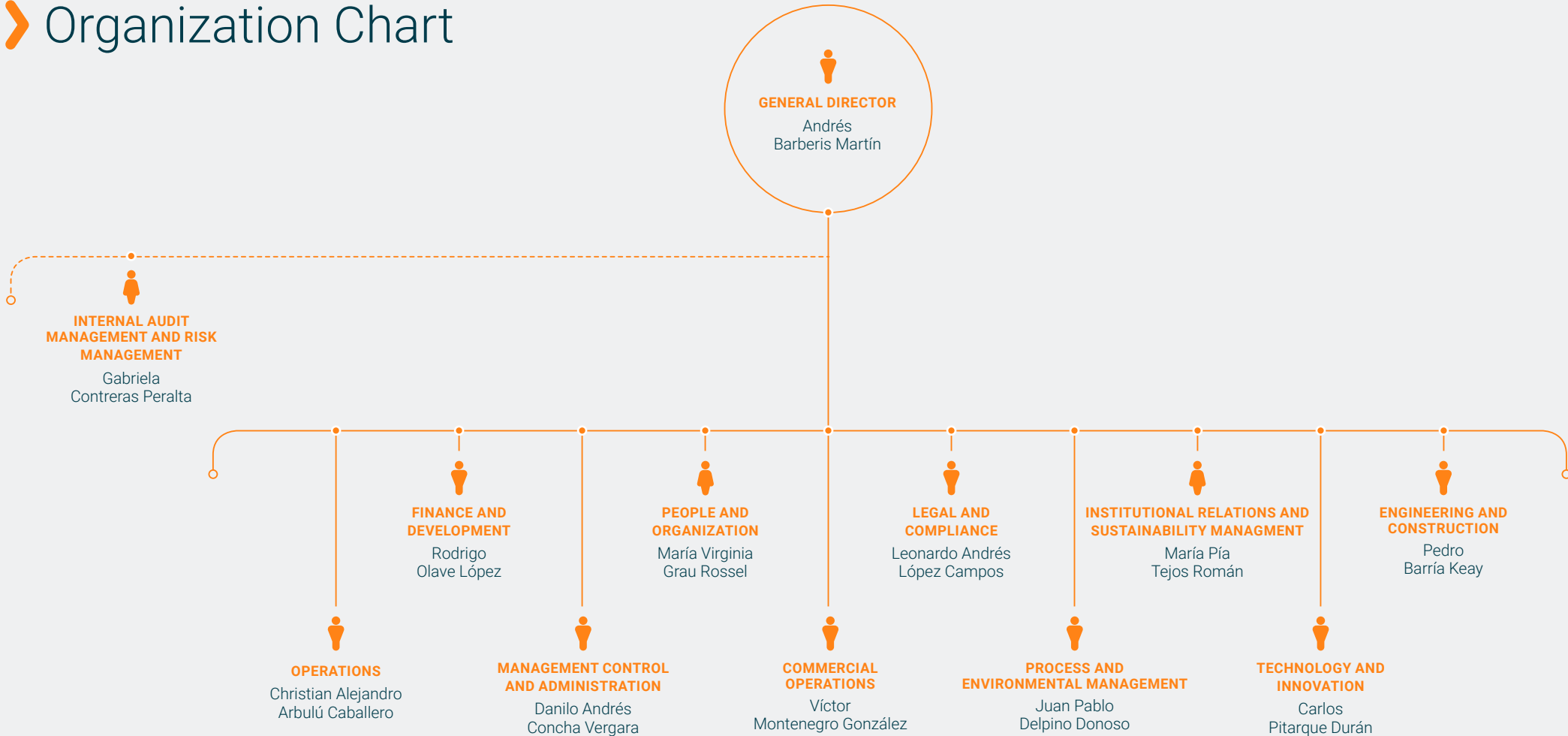
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> Experience:

We have transparent and strong governance, and leadership committed to strategic objectives, which They provide experience in infrastructure concessions, as well as knowledge and skills, contributing to decision-making decisions and sustainable business development.

Organization Chart



----- None of our Directors have disabilities.

› Corporate Integrity

As VíasChile, we seek to develop our business in an integral and sustainable way, applying governance practices that allow us to achieve our strategic objectives.

We have an Ethical Management System with the aim of safeguarding the Company's reputation and preventing situations that may damage its sustainability in the long term. This system covers cases of commission of crimes by the company, with a set of tools, which respond to both corporate guidelines and legal frameworks, with the aim of identifying, preventing and addressing cases that put ethics at risk, which may occur within the organization or during the relationship with its stakeholders.

Our Code of Ethics is a guide of behavior and ordinance for those who represent and interact with the Group, and is therefore applied to our employees and contractors. In addition, we have a Crime Prevention Model in accordance with Law No. 20,393 on criminal liability of legal entities, and it is certified by BH Compliance, an entity authorized by the Financial Market Commission (CMF). Both the Code of Ethics and the Crime Prevention Model also cover risks related to money laundering, terrorist financing, conflicts of interest, among others.

In addition to the above, and because we understand the importance of robust corporate governance, we have an Anti-Bribery Policy and Relations with Public Officials and Organizations, Sponsorship and Donations Policy, in addition to our Gifts Policy.

During the drafting of our 2023 Report, we are in the process of ISO 37001 certification, analysing and improving our management systems to secure and protect our business structures from bribery and corruption risks.

VíasChile also has guidelines from its parent company with behavioral guidelines for public and private tenders to prevent and manage the risks of free competition, designating responsibilities and duties of other levels of the organization, such as the Board of Directors, the Ethics Committee and the Compliance Officer.

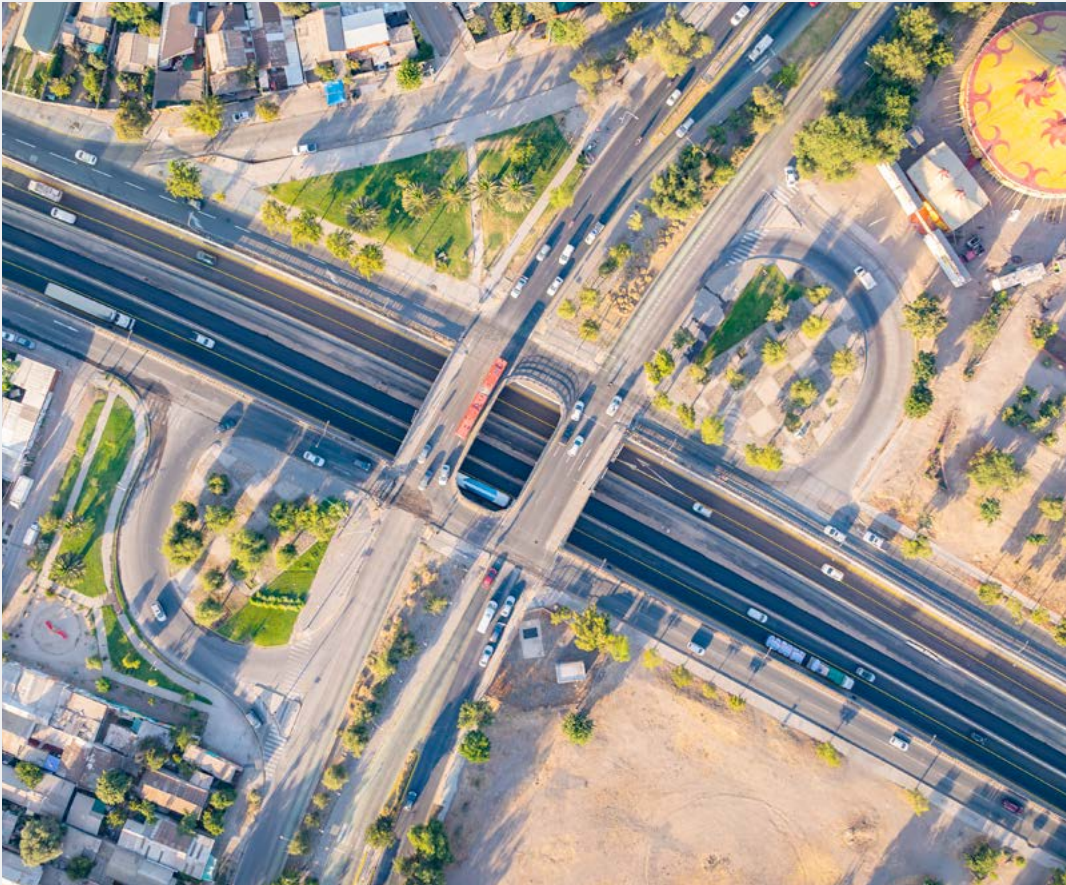
Currently, all of our policies and procedures are being revised in line with the latest legislative changes. In particular, we are analysing the new Economic Crimes Law, in order to carry out a complete process of strengthening all our activities, identifying the impacts and safeguards that we must carry as a Group.

Finally, as we understand that situations can happen despite our efforts to prevent them, we have a Whistleblowing Channel available to our collaborators and third parties, with the aim of obtaining reports of any event that could go against our guidelines or the

Chilean legal framework. This channel is managed by an independent third party and anonymous reporting is permitted.



› Sustainability in Corporate Governance



As VíasChile, we incorporate sustainability in a comprehensive way in the management of the business, considering environmental, social and governance (ESG) issues in the evaluation processes and strategic definitions. In supervising these processes, the following bodies are particularly responsible for environmental, social and human rights matters.

- › The Institutional Relations and Sustainability Department is in charge of mediating relations with different stakeholders, including the press and institutions, reviewing and publishing environmental and social indicators, as well as connecting and creating projects related to the sustainability strategy in conjunction with the different management departments of the group.
- › The Process and Environmental Management is in charge of managing emergency situations, planning and innovation projects and reducing environmental impact.

- › The People and Organization Department is responsible for taking care of the well-being of employees, implementing the Cultural Transformation Plan and developing initiatives that allow progress in equity, diversity and inclusion within the company.

Abertis has a Sustainability Strategy, which establishes the guidelines on ESG issues and which we at VíasChile adapt and implement at the local level. During 2023, a Human Rights Policy and a procedure for conducting Human Rights due diligence processes have been established, which will begin to be implemented during 2024.

Board of Directors

COMPOSITION OF THE BOARD OF DIRECTORS

On May 16, 2022, the Extraordinary Shareholders' Meeting agreed to renew the entire Board of Directors and elect by acclamation the new Board of Directors, whose composition is as follows:



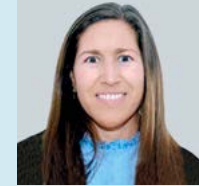
Chairman (2015 - 2024)
FRANCISCO JOSÉ ALJARO NAVARRO
PAQ612610
Chief Executive Officer Abertis Infraestructuras, S.A.



Director (2018 - 2024)
JOSÉ LUIS VIEJO BELÓN
PAH898330
Finance Director Abertis Infraestructuras, S.A.



Director (2022 - 2024)
SONIA ALTIMIRAS ALCAIDE
47850256K
Senior Manager Business Development Abertis Infraestructuras, S.A.



Director (2022 - 2024)
MARÍA ISIDORA LANDA MONTALVA
F25304386
Attorney Abertis Infraestructuras, S.A.



Director (2018 - 2024)
KARIM MOURAD
518482484
Global Head of Infrastructures, ADIA.



Alternate Director (2023 - 2024)
MARTÍN D'UVA SALGUEIRO
XDC671294
Chief Financial Officer Abertis Infraestructuras, S.A.



Alternate Director (2016 - 2024)
MARTÍ CARBONELL MASCARÓ
PAK34305
Chief Planning Officer Abertis Infraestructuras, S.A.



Alternate Director (2020 - 2024)
ANTONI ENRICH GRAU
46588564V
HR Director Abertis Infraestructuras, S.A.



Alternate Director (2021 - 2024)
JORDI FERNÁNDEZ MONTOLÍ
PAM229518
Chief Technical Officer Abertis Infraestructuras, S.A.

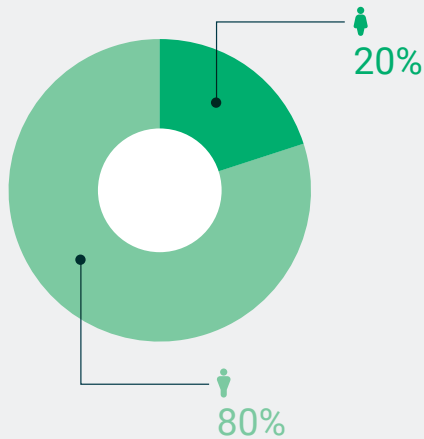


Alternate Director (2019 - 2024)
LAURENT FORTINO
15FV16304
Portfolio Manager, ADIA.

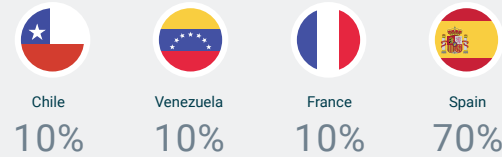
Board of Directors

DIVERSITY OF THE BOARD

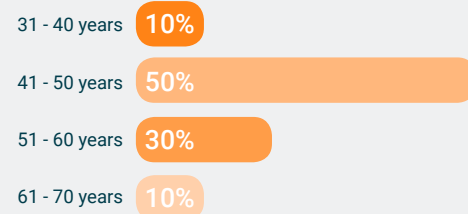
GENDER



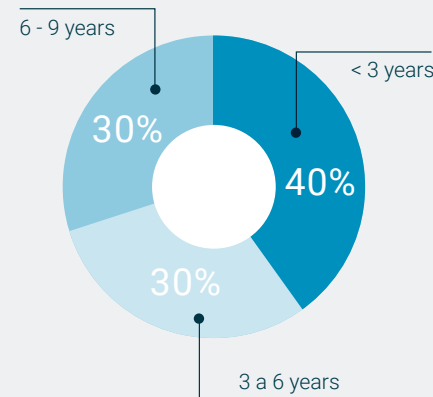
NATIONALITY



AGE



YEARS ON THE BOARD



Directors' Experience

The Directory of VíasChile is made up of people with various knowledge and skills. Our Directors have extensive experience in concession management, investment and financing of infrastructure projects, and corporate finance, both in the Latin American market and in the international market.

Part of the Board also has knowledge of legal and regulatory issues, as well as environmental and human resources issues, which provides a broader and more sustainable view of the Company's governance.

*None of our Directors have disabilities.

› Board of Directors

HOW THE BOARD WORKS

Board meetings are bi-monthly and held remotely. This is because the Directors are located in different countries.

For all Board of Directors meetings, a summons is sent with the information to be addressed within the meeting, mentioning the spaces for each topic and providing the necessary information to resolve doubts, provide feedback or any other comment on the matter.

The topics addressed in Board meetings are related to the current situation in the country, regulatory changes, business opportunities, road safety issues, leaving a space for information on activities with our stakeholders, activities on environmental issues and corporate governance. The meetings are also attended by all Directors (both regular and alternate) and the presence of the senior executives of the Group's departments.

During 2023, a physical Board of Directors was held in Santiago, taking advantage of the opportunity for both the Board of Directors and the senior management staff to visit the facilities of the business unit.

As a result of the structure between VíasChile and its main shareholder, Abertis, the processes of gathering and transferring information by the Risk Management

and Internal Audit units are carried out directly with the parent company, without necessarily going through the Board of Directors.

The members of our Board of Directors do not receive remuneration or allowances for the exercise of their functions, and do not have a stake in the ownership of the companies belonging to VíasChile.



Senior Executives



ANDRÉS BARBERIS MARTÍN
 RUT: 12.722.815-9
 Profession: Lawyer
 MBA IE Business School /
 Master's Degree in Business Law,
 Universidad de Los Andes
Position: Managing Director
 Date of Tenure: September 1, 2019



VÍCTOR MONTENEGRO GONZÁLEZ
 RUT: 9.761.533-0
 Profession: Industrial Civil Engineer
Position: Director of Business Operations
 Date of Term Appointment: 1 April 2006



CHRISTIAN ARBULÚ CABALLERO
 RUT: 11.689.323-1
 Profession: Industrial Civil Engineer
 Master's Degree in Business Administration (MBA) with a mention in Quality from the Universidad Diego Portales
Position: Chief Operating Officer
 Date of Term Position: November 17, 2008



CARLOS PITARQUE DURÁN
 Passport: AD767087
 PDD Executive Development Program, IESE Business School
Position: Director of Technology and Innovation
 Date of Tenure: March 1, 2020



MARÍA VIRGINIA GRAU ROSSEL
 RUT: 12.640.426-3
 Profession: Psychologist
Position: Director of People and Organization
 Date of Tenure: September 1, 2018



PEDRO BARRÍA KEAY
 RUT: 11.647.629-0
 Profession: Civil Engineer
 Master's Degree in Business Administration, Universidad Mayor
Position: Engineering & Construction Manager
 Date of Tenure: November 5, 2019



LEONARDO ANDRÉS LÓPEZ CAMPOS
 RUT: 13.434.270-6
 Profession: LLM Lawyer
 University of Pennsylvania / Business and Law Certificate Wharton / Master's Degree in International and Comparative Contracting Universidad de Chile
Position: Director of Legal Counsel and Secretary of the Board of Directors
 Date of Tenure: January 1, 2018



MARÍA PÍA TEJOS ROMÁN
 RUT: 8.966.389-K
 Profession: Journalist
Position: Manager of Institutional Relations and Sustainability
 Date of Tenure: January 6, 2020



DANILO ANDRÉS CONCHA VERGARA
 RUT: 14.383.607-K
 Profession: Industrial Civil Engineer
 Master's Degree in Business Administration, Universidad Adolfo Ibáñez
Position: Director of Management Control and Administration
 Date of Tenure: May 1, 2013



RODRIGO NICOLÁS OLAVE LÓPEZ
 RUT: 17.537.554-6
 Profesión: Ingeniero Comercial
 Bachelor in Business Administration (B.B.A) / Magister en Finanzas, Universidad Adolfo Ibáñez
Position: Chief Financial Officer and M&A
 Date of Tenure: November 1, 2021



JUAN PABLO DELPINO DONOSO
 RUT: 16.371.128-1
 Profession: Industrial Civil Engineer
 MBA Pontificia Universidad Católica de Chile
Position: Process & Environmental Manager
 Date of Tenure: June 01, 2021



REMUNERATION OF TOP EXECUTIVES

VíasChile grants annual and tri-year compensation plans to its top executives, which are linked to economic growth objectives, personal performance and compliance with the 2022-2024 ESG objectives, which represent 10% of annual variable compensation. These include targets on indicators related to road safety, purchases of I-REC (renewable energy), implementation of the human rights diagnosis, reductions in CO₂ emissions, among others.

Finally, the salaries of our managers and executives are reviewed by the Abertis Group, as the controlling shareholder.

During the year 2023, the managers and main executives of the VíasChile Group received compensation of \$3,969,648 (thousand CLP).

› Dividend Policy

For the next two years, the dividend distribution policy contemplates the distribution of dividends based on the general balance sheet of the holding company's operations as of December 31 of each year:

- › If the company has accumulated losses, the profits for the year will be used first to absorb them.
- › If there are losses in the year, they will be absorbed with the retained earnings of previous years, after that, at least 30% of the net profits shown in the balance sheet must be distributed among shareholders, as a cash dividend, in proportion to their shares.

However, by resolution adopted by the respective shareholders' meeting by the unanimity of the shares issued, a lower percentage may be distributed, or it may be agreed not to distribute dividends. By resolution adopted by the absolute majority of the shares present or represented at the meeting, the meeting may provide that the part of the profits that is not allocated to dividends payable during the year, either as minimum or additional dividends, shall be applied to pay capital increases already agreed or that may be agreed in the future. or the payment of future dividends in the company's financial year.

The distribution of final dividends for the last 4 years (all charged to accumulated earnings) is reported below:

Date	CLP	Dividend (CLP)
19-12-2023	153.500.000.000	960,39
27-12-2022	165.000.000.000	1032,34
21-12-2021	124.000.000.000	775,82
24-12-2020	30.000.000.000	187,70



› Risk Management

RISK MANAGEMENT MODEL

VíasChile has a risk management and internal control model integrated into its activities. As a Company, we have adopted a methodology based on understanding and managing the risks to which our business may be exposed locally, following the guidelines of the Abertis Group. The Risk Control and Management Policy establishes the basic guidelines for the identification of the main risk factors, establishing a common methodology for identifying and assessing risks, so that appropriate measures can be taken to achieve the Group's objectives, both locally and globally. It covers operational, financial, labor and environmental risk issues. This framework is defined by the Board of Directors of Abertis, which has an Audit, Control and Sustainability Committee, responsible for approving and monitoring the Group's risk management model.

Our risk management system is reviewed periodically, with the aim of ensuring and incorporating best practices and risk control. Our model is based on the CoSO (Committee of Sponsoring Organizations of the Tradway Commission) ERM framework, highlighting compliance with the 5 pillars defined in this framework. In addition, the Abertis Group has an

analysis of climate change risks and opportunities in accordance with the recommendations of the Task Force for Climate-Related Disclosures (TCFD).

Within the risk management methodology, we consider:

- › Inherent risk assessment: corresponds to the assessment of risk prior to the activities and control implemented to mitigate such risks.
- › Residual risk assessment: corresponding to the risk assessment after the control activities implemented to mitigate such risks.

The level of risk is determined through a combination of probability and impact, which allows the generation of risk matrices that graphically represent the risks at the inherent and residual levels, identifying the existing control initiatives and activities and those responsible, and the action plans in place to cover the residual risks. The matrix is reviewed twice a year and is updated annually. However, in exceptional cases, such as regulatory or operational changes, etc., that imply an update of this matrix, it is evaluated with the

General Manager and the process owners and the matrix is updated in an extraordinary manner.

The risks identified are rated as follows:

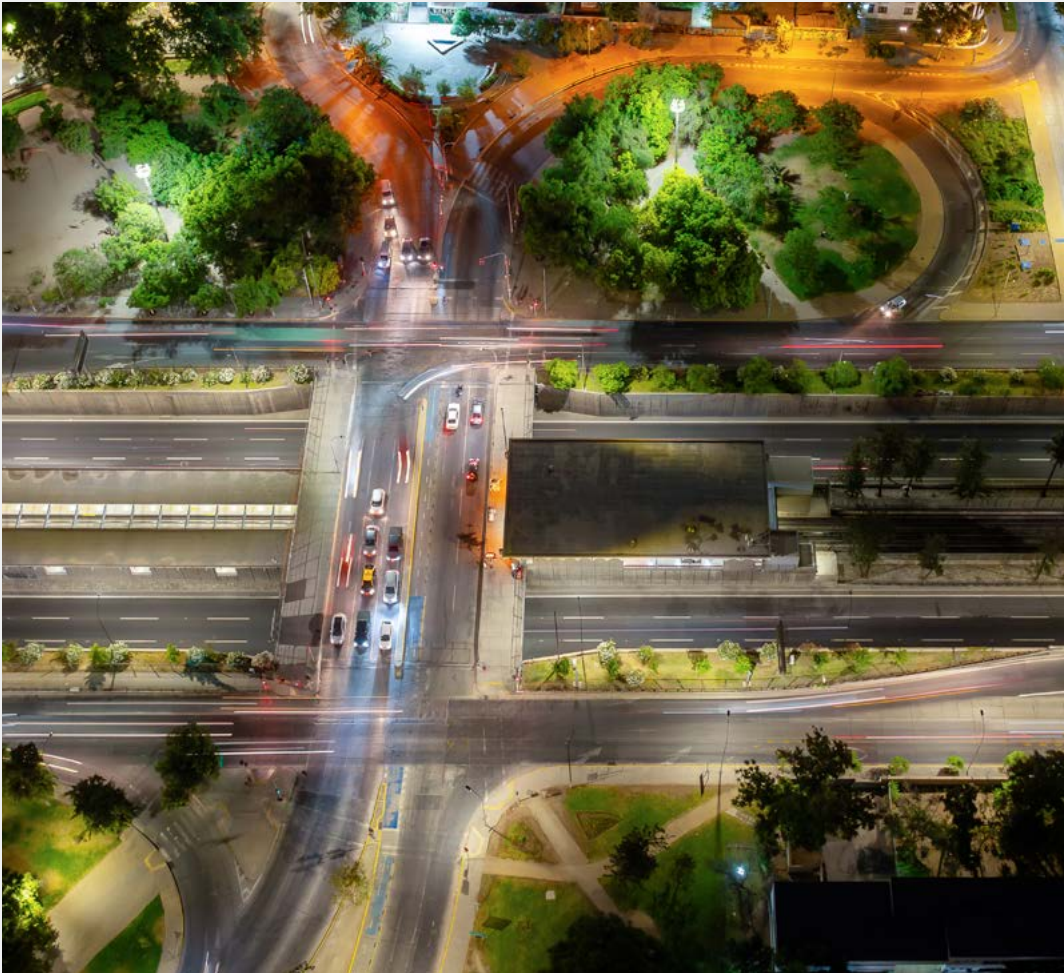
- › Strategic
- › Operational
- › Financial
- › Compliance
- › Business continuity
- › External

The impact on the development of our activities takes into account the potential impact of risk considering financial losses, reputational damage, regulatory non-compliance, health, safety and environment, and operational management. In addition, we consider risks associated with third parties that may affect our business.

VíasChile believes that the risk management design process should consider a cost-benefit analysis that involves the reduction of risk and the cost of risk management. The result of this analysis allows us to define the appropriate response, within the following options:

- › Prevention: limiting certain operations that may give rise to risks.
- › Transfer: sharing the effects of a potential loss with third parties.
- › Acceptance: Accept the occurrence of an event and monitor the leading indicators.
- › Reduction: Mitigating the likelihood or impact of an event, or both.

› Risk Management



RESPONSIBLE BODIES

The bodies responsible for the definition, implementation and supervision of risks are:

- › General Manager: Responsible for defining the Company's risk management framework, including implementing locally and globally agreed risk policies, validating risk maps and associated policies.
- › Risk management manager: in charge of coordinating the implementation and supervising the evolution of the risk management model in the business unit. Responsible for updating the roadmap on an annual basis that includes: risk inventory and prioritization (determination of inherent and residual risk); identification of control activities, action plans and people responsible for their management and supervision. Prepare the information required for the Abertis Audit, Control and Sustainability Committee and assist senior management or the local Board of Directors with any type of request.
- › Area manager or risk owner: is responsible for identifying risks related to their activities and for timely communication to the Risk Management Manager. They are also responsible for evaluating risks and control activities, as well as the implementation of control activities aimed at mitigating them.

› Risk Management

SUSTAINABILITY AND CLIMATE CHANGE RISKS

In order to make our management more sustainable in the short, medium and long term, we have integrated those related to climate change into our risk matrix. Abertis' Sustainability Strategy is accompanied by a model for carrying out Climate Change Risk Assessment (CCRA) based on the recommendations of the Task Force on Climate-Related Financial Disclosures (TCFD), which is already incorporated into the Abertis Group's risk management model.

Under the CCRA model, Abertis has identified the following physical risks associated with climate change at group level:

- › Risk of extreme temperatures
- › Risk of cyclones or storms
- › Risk of landslides due to precipitation
- › Flood risk

This methodology makes it possible to quantify physical risks through a two-stage process:

1. The most relevant physical risks are projected, analysing the level of risk of each of them, according to different climate change scenarios and time frames.
2. The financial impact of each risk is quantified, according to the specific framework of the scenario.

By applying this methodology at the local level, in particular through the application of measurement points in five strategic locations of our national facilities, Abertis considers that the most relevant risks for its facilities in Chile are:

- › Drought
- › Water stress

In addition to the above, during 2022, Abertis carried out an analysis of climate change risks and opportunities in accordance with TCFD's recommendations, considering VíasChile's concessions, identifying short-term (2025), medium-term (2030), and long-term (2040) risks



and opportunities. These timeframes were selected considering the inertia associated with the climate system, and are relevant for the management of the business at the national level and from the Abertis Group.

For this process, the Abertis Group has integrated the SP1-2.6 aggressive mitigation scenario, in which total greenhouse gas emissions are reduced to NetZero by 2050, in addition to the two scenarios already evaluated in previous years: High Climate Change Scenario (SSP5-8.5) and Medium Climate Change Scenario (SSP2-4.5).

The analysis was carried out considering regulatory changes associated with climate change, such as carbon taxes and their impacts on supply chains, or the possibility of establishing incentives associated with new regulations, making operations more efficient and reducing operational costs in the long term.

Regarding the risks and opportunities related to technology and the market, which correspond to those changes associated, for example, with the transition to a low-carbon economy and energy efficiency and the financial impacts of its operating costs, or to the opportunities that the electrification of the automotive sector and the increase in profits will bring.

Those risks and opportunities associated with the perception of the organization in society include, for example, its resistance to the transition to a low-carbon economy and the failure to meet the expectations of our stakeholders. This can create obstacles to the arrival of new investments and contracts.

Acute and chronic physical risks affect the health of the infrastructure we manage. They can be, for example, transport route cuts that reduce profits and increase operating costs.

› Risk Management

OTHER RISKS

In addition, VíasChile's risk management system allows us to identify the social and human rights risks to which we are exposed, also considering the health and safety of people, both our employees and contractors as well as our users.

The Group has an Information Security Policy, the associated risks of which have been identified and are monitored in the Company's risk matrix. In addition, at VíasChile, user data is part of the company's confidential information. The Company ensures that no type of user data is transferred to people outside the company.

It should be noted that within the VíasChile Training Plan described in Chapter 4, several modules address topics directly related to risk prevention (e.g., road safety, labor relations, occupational health and safety).

CONTINUITY PLAN & SUCCESSION PLANNING

VíasChile has an Operational Continuity Plan, which includes a Business Continuity Manual in the event of a crisis, whose methodology is based on ISO 22301 and 22320 standards. It provides methodological guidelines for business continuity, when facing a disruptive event that affects the environment, the company, customers and collaborators, in order to restore the service as quickly as possible, with the minimum loss of information and resources. In the event of facing a disruptive event, the Crisis Committee will follow and apply the guidelines of the Manual, considering the characteristics of the event and its level of seriousness.

We also have a formalized Succession Plan that aims to organize the succession of the General Manager, the company's main executives and the positions classified as critical. This plan is updated in collaboration with Abertis once a year and includes short, medium and long-term scenarios. VíasChile is working on the development of an internal platform in which the relevant transfer information will be available for the potential successors defined in the Succession Plan.



> Team

- 41 Team in Figures
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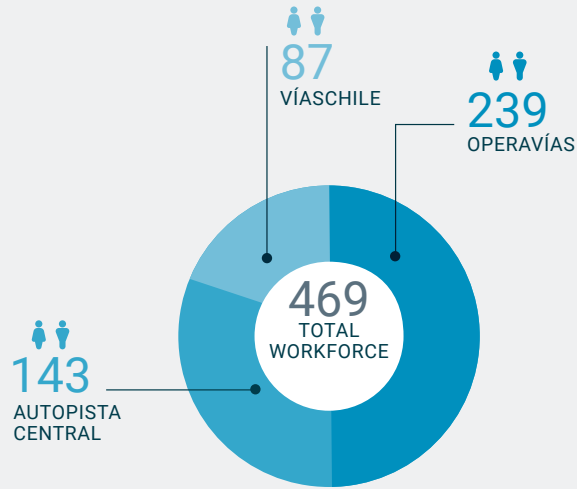


> Trust:

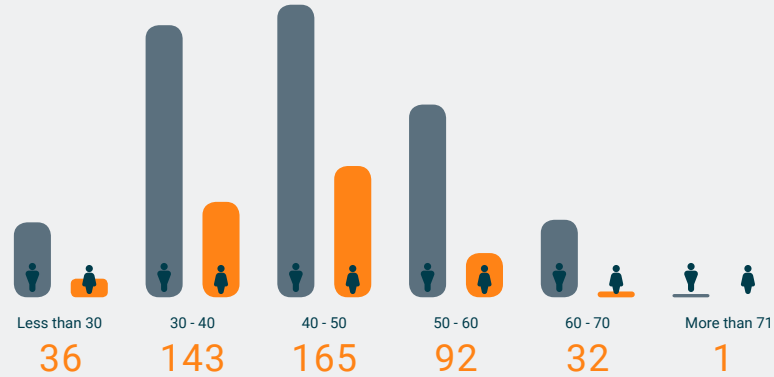
We aim to build a collaborative work culture that generate trust between teams, attract and retain talent, and that values diversity and recognizes excellence in the work of each of the employees.

> Team in Figures

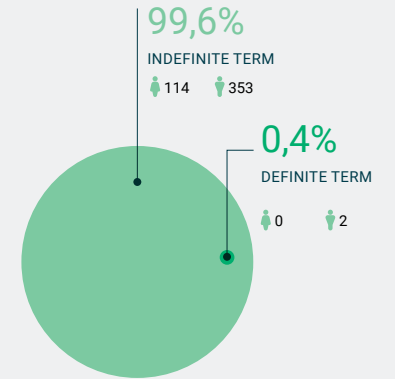
NUMBER OF EMPLOYEES BY WORK CENTER



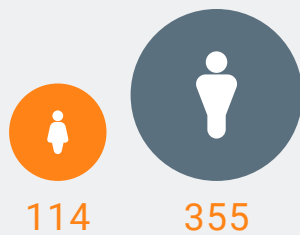
WORKFORCE BY AGE RANGE



WORKFORCE BY TYPE OF CONTRACT



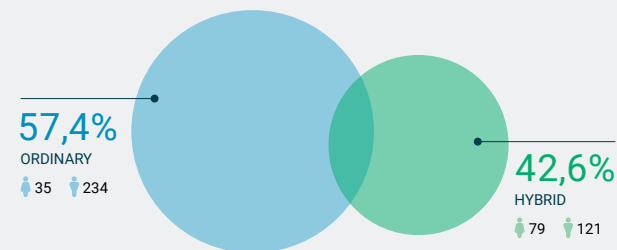
WORKFORCE BY GENDER



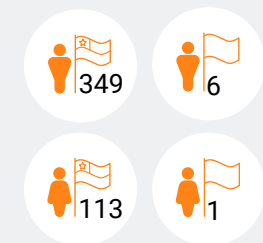
WORKFORCE BY SENIORITY



NUMBER OF WORKERS BY WORKING DAY



WORKFORCE BY NATIONALITY
CHILEAN/ FOREIGN



> Workforce

Below we present the provisioning tables of workforce at the end of December 2023, with 469 direct employees , of which 74% are men and 26% women.

A. WORKFORCE TABLE BY GENDER

ENDOWMENT BY GENDER																			
Senior Management		Management		Junior Management		Operative		Sales Force		Administrative		Auxiliary		Other professionals		Other Technicians		Total	
Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman
7	1	17	6	28	9	130	13	-	-	11	12	1	9	89	51	72	13	355	114

› Workforce

B. WORKFORCE TABLE BY NATIONALITY

NATIONALITY																				
Nationality	Senior Management		Management		Junior Management		Operative		Sales Force		Administrative		Auxiliary		Other professionals		Other Technicians		Total	
	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman
Chilena	6	1	16	6	27	9	129	12	-	-	11	12	1	9	88	51	71	13	349	113
Ecuatoriana	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
Española	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
Uruguayo	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	
Venezolana	-	-	-	-	-	-	1	1	-	-	-	-	-	-	1	-	-	-	2	1
Total	7	1	17	6	28	9	130	13	-	-	11	12	1	9	89	51	72	13	355	114

› Workforce

C. WORKFORCE TABLE BY AGE RANGE

AGE RANGE WORKFORCE																				
Age range	Senior Management		Management		Junior Management		Operative		Sales Force		Administrative		Auxiliary		Other professionals		Other Technicians		Total	
	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman
Under 30	-	-	-	-	-	-	13	-	-	-	1	1	-	-	6	5	9	1	29	7
Between 30 and 40	1	-	2	-	5	2	33	10	-	-	3	4	-	2	29	15	33	4	106	37
Between 40 and 50	3	1	4	5	14	7	35	1	-	-	5	4	1	4	33	22	19	7	114	51
Between 50 and 60	3	-	9	1	7	-	31	1	-	-	2	3	-	3	18	8	5	1	75	17
Between 60 and 70	-	-	2	-	2	-	18	1	-	-	-	-	-	-	3	1	5	-	30	2
Over 71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-
Total	7	1	17	6	28	9	130	13	-	-	11	12	1	9	89	51	72	13	355	114

D. WORKFORCE TABLE BY SENIORITY

ANTIQUITY WORKFORCE																				
Antiquity	Senior Management		Management		Junior Management		Operative		Sales Force		Administrative		Auxiliary		Other professionals		Other Technicians		Total	
	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman
Less than 3 years old	-	-	5	1	6	2	26	2	-	-	4	6	1	1	21	14	20	4	83	30
Between 3 and 6 years	2	-	5	1	6	3	27	3	-	-	-	-	-	1	27	7	14	1	81	16
Between 6 and 9 years old	1	1	1	1	3	-	21	4	-	-	3	4	-	1	4	5	9	3	42	19
Between 9 and 12 years old	1	-	2	1	6	-	24	3	-	-	1	-	-	1	16	9	15	4	65	18
More than 12 years	3	-	4	2	7	4	32	1	-	-	3	2	-	5	21	16	14	1	84	31
Total	7	1	17	6	28	9	130	13	-	-	11	12	1	9	89	51	72	13	355	114

› Workforce

E. DISABILITY WORKFORCE TABLE

DISABILITY WORKFORCE																					
Disability	Senior Management		Management		Junior Management		Operative		Sales Force		Administrative		Auxiliary		Other professionals		Other Technicians		Total		
	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	
Disability	-	-	-	-	-	-	1,00	-	-	-	1,00	-	-	-	-	-	-	1,00	-	3	-

F. WORKFORCE TABLE BY TYPE OF WORKING DAY

TYPE OF WORKING DAY				
Type of working day	Number		% of total workforce	
	Man	Woman	Man	Woman
Ordinary	234	35	49,9%	7,5%
Partial	-	-	-	-
Hybrid	121	79	25,8%	16,8%
Total	355	114	1	0

G. WORKFORCE TABLE BY CONTRACT TYPE

TYPE OF CONTRACT				
Type of contract	Number		% of total workforce	
	Man	Woman	Man	Woman
Indefinite term	353	114	75,3%	24,3%
Definite term	2	0	0,4%	0,0%
Honorarium	0	0	0	0
Total	355	114	-	-

H.MATERNITY LEAVE

MATERNITY AND PATERNITY LEAVE																				
Maternity and Paternity Leave	Senior Management		Management		Junior Management		Operative		Sales Force		Administrative		Auxiliary		Other professionals		Other Technicians		Total	
	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman	Man	Woman
People with postnatal AD	-	-	-	-	-	-	2	-	-	-	-	-	-	-	1	4	3	-	6	4
People who made use of the Postnatal	-	-	-	-	-	-	2	-	-	-	-	-	-	-	1	4	3	-	6	4
Total	-	-	-	-	-	-	2	-	-	-	-	-	-	-	1	4	3	-	6	4

*Only one woman has a date this year 2023, the rest (3 women) were 2022, but they still had their right and used it.

› Equity, Diversity & Inclusion

VíasChile is committed to gender equality and opportunities, which is why we are constantly working on the management of our policies and measures to ensure an equal work environment. The hiring processes are guided by a Talent Attraction and Selection Policy, which, in addition to promoting diversity and gender equity, also seeks to ensure pay equity.

We have set ourselves objectives, such as an increase in women in management and middle management positions, in addition to increasing the levels of hiring for these positions for women, thus promoting the professional development of both the women who are already within our team, and all those who join our business.

With these objectives in mind, we have generated various policies and measures, such as the Talent Attraction and Selection Policy, which aims to differentiate the most appropriate people for each position according to their abilities, without gender bias or other types of discrimination. In line with this policy, in VíasChile, candidates' applications do not include personal information, such as gender, age, university, address, among others, to avoid biased decisions due to these factors, and to base decisions on the experience and capabilities of the candidates.

We believe that it is essential that, in order to ensure the greatest diversity of values and abilities among employees, various measures must be implemented, both educational and structural, with perspectives of co-responsibility and non-discrimination. For this reason, during 2023 we gave workshops on Parenting Strategies for Fathers and Mothers, we promote the taking of parental leave for fathers, we adapt the names of positions according to gender identity, we have flexibility for employees who are caregivers, bonuses for those who have children with disabilities, and to continue improving during the coming years, Our People guide team took a course on Gender Perspectives and Work-Life Balance in Organizations.

PAY GAP

For 2023, we have identified the following explanatory elements for categories with gaps greater than 10 points:

- › The "Senior Management" category has only 1 Woman and 7 Men (including the General Manager).
- › The "Assistant" category has only 1 male and 9 female, and the types of positions included are quite diverse and hardly comparable in terms of responsibilities and remuneration.

- › The category "Other professionals" consists by employees from very diverse areas and different positions, so there are greater discrepancies in the calculation of the gap in this category.

PAY GAP										
	Senior Management	Management	Junior Management	Operative	Sales Force	Administrative	Auxiliary	Other professionals	Other Technicians	Total
Average	72,0	90,4	101,0	108,4	-	108,0	158,9	82,1	91,5	100,7
Median	76,0	100,4	90,3	107,1	-	102,9	172,0	72,4	103,9	149,1

› Equity, Diversity & Inclusion

WORKPLACE AND SEXUAL HARASSMENT

VíasChile is committed to dignified, equal, inclusive and non-discriminatory treatment at work, respecting the physical and moral integrity of all the Company's employees. Aware that the improvement of working conditions has an impact on both productivity and the work environment and considering that the conduct constituting harassment harms the workers directly affected and also in their immediate environment and in the organization as a whole, the company has committed itself to preventing the behaviours that constitute harassment and dealing with the incidents that may occur.

Therefore, in 2023 the Policy for the Prevention and Treatment of Abuse, Workplace Harassment and Sexual Harassment of VíasChile is extended, which is part of the organizational culture and is materialized through a Protocol for Action and Prevention of Abuse, Sexual Harassment and Workplace Harassment, whose main objective is to make employees aware of the complaint procedure, investigation, and punishment of the aforementioned labour offenses.

Likewise, an Observatory of Sexual and Workplace Harassment is incorporated, to analyse the cases of harassment that have entered or to the complaint channels of VíasChile, as well as to systematize

and disseminate the practices that contribute to the strategies aimed at promoting good labour treatment.

We have also implemented the following actions during 2023:

- › Training for employees at all hierarchical levels to prevent and identify mistreatment, sexual and workplace harassment, with a training course on Fundamental Rights and one on Good behaviour in labour relations. In 2023 we added 151 workers, to the 285 trained in 2022, reaching a total of 430 trained employees, which represents 91% of our staff.
- › Reinforcement of the procedures for making complaints, carrying out investigations, defining and implementing possible sanctioning measures.
- › Participation in an equity network made up of workers from different areas, who have been trained in these issues and have participated in family co-responsibility workshops.

During 2023 we received a total of three complaints of workplace harassment and one complaint of sexual harassment. In all cases investigated, the necessary

measures and safeguards were taken, and an investigation was carried out respecting the guarantee of indemnity of the involved, the right to be heard, the possibility of presentation of proof and safeguarding the reservation of the content of the process. In one of the processes of investigation for workplace harassment, the company imposed sanctions according to current labour regulations.

Therefore, we report that in 2023 the companies of VíasChile were not sanctioned for non-compliance in these matters, nor did they incur in related fines. Nor did we have any complaints of labour protection for violation of the rights of internal workers in the same period.



› Career Development

PROGRESS ON THE CULTURAL TRANSFORMATION PLAN

During 2023 we continued the implementation of the Cultural Transformation Plan. We finish the "Culture Route" workshops aimed at addressing everything related to the lowering of the new Objectives Strategic Axes of Culture and Initiatives, so that all employees would feel part of ViasChile and help us consolidate change in the company.

We were also focused on consolidating the initiatives carried out in 2022 that were: "Put to the Customer at the centre of decisions", "Management of Agenda", "Establish Kick-off for the start of projects", "Leadership Day with management", "360° Pilot Performance Evaluation" and "Promotion Plan" promotion of Diversity and Gender Equality". At the same time, we are moving forward with three more initiatives contemplated in the Cultural Transformation Plan, these were:

1. "Recognition Plan 2.0": In 2023 We resumed after 4 years and redesigned the Recognition plan, which consists of recognize the employees who represent in a better way the Axes of Culture and

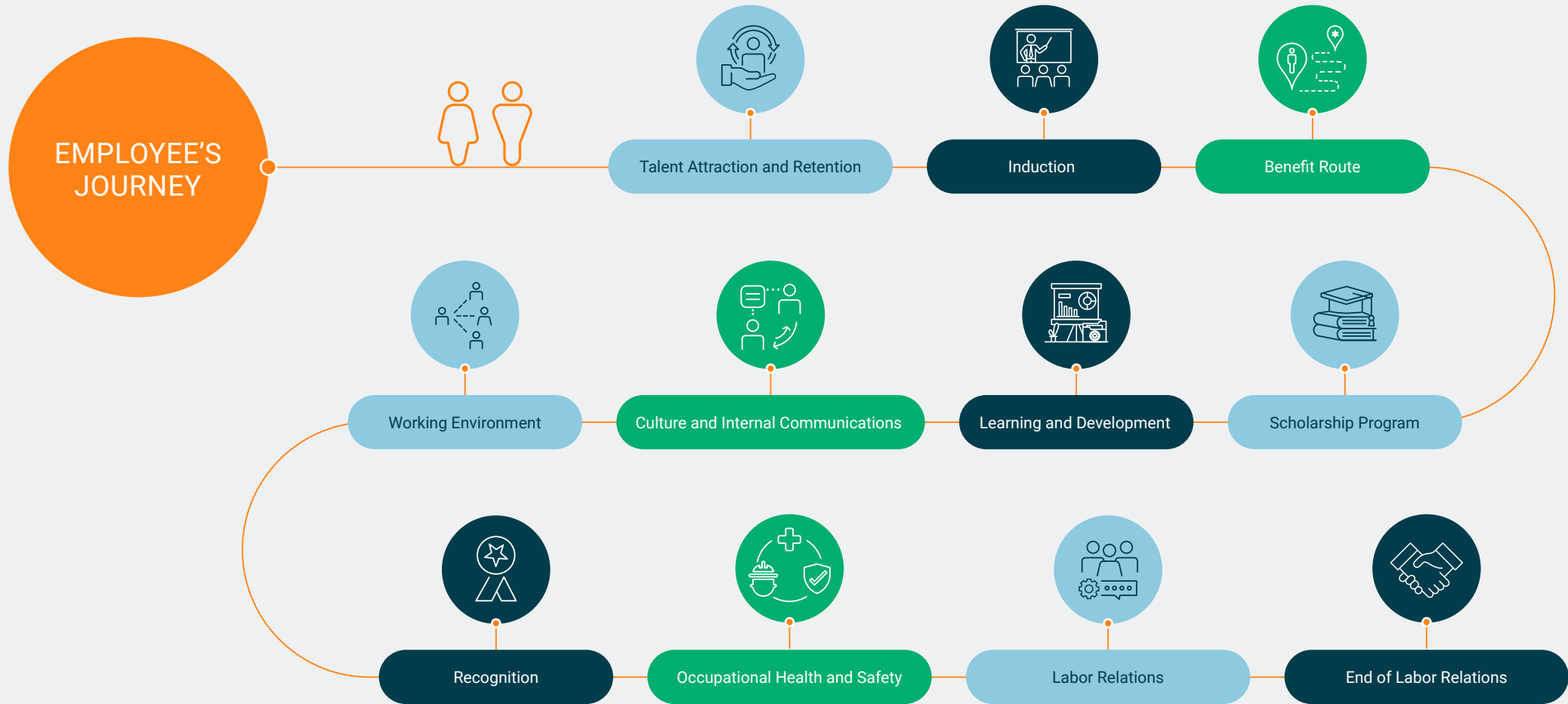
Values of the company. This allowed us to have 33 employees from the different work centres, who were elected by their peers as representatives of the Culture Pillars: We are Agile, We are oriented towards our clients and We are leaders.

2. "Commitment plan and performance management": In 2023 we launched this plan, with the objective of supporting management in the development of their teams' performance through this tool, which allows employees who are having problems in their performance to be supported for 3 months to reverse the situation. This is implemented with support of the Talent and Culture area, but it is carried out and conducted by each management unit.

3. "Managing the Work Climate" During 2023 we focus on communicating and working on results of the climate survey, therefore, in March we started the "Work Climate Route" workshops, in which the results of the GPTW Climate Survey were disclosed to each Management unit and Work Centre. That effort and dedication was valued, and we are proud to having obtained Recertification from Great Place To Work 2023 -2024.



> Career Development



› Career Development

TRAINING

Our Human Resources Policy establishes a formal commitment to the professional and personal development of our employees, with the aim of identifying, fostering and retaining internal talent, in order to have prepared, professional and committed staff. For this reason, we have talent development and growth plans, which include different programs and initiatives aimed at strengthening and capitalizing on the capabilities of the human team that makes up VíasChile, which are developed not only according to the needs of the Company, but also according to the needs of each worker and their 360° Performance Evaluation results. or its Work Plan and Commitments for Performance Management.

We have a Training Plan aligned with the strategic objectives of the business and the Culture Pillars, for all areas of the company, in which skills and knowledge are developed with the aim that employees add value to their management. This Plan is based on 2 pillars, "Alignment" and "Effectiveness".

Alignment refers to the training provided to employees in line with the company's Strategic Objectives and Culture & Values Axes.

Effectiveness consists of the measurement of the Experience and the Transfer of Learning.

This training plan consists of 7 modules:

- 1. People Development:** functional competencies necessary for current performance in the position and future development.
- 2. Change Management:** aligning personal competencies with culture.
- 3. Operations:** knowledge and skills necessary for the maintenance and conservation of concession roads.
- 4. Road Safety:** transversal knowledge and skills to maintain a safe and reliable operation on the road.
- 5. Occupational Health and Safety:** prevention of the risks of accidents and occupational diseases.
- 6. Customer Experience:** relationship with customers, TAG World, use of highways and collection management.
- 7. Labor/Legal Relations:** Fundamental Rights, Corporate Compliance, Legal Regulations.



› Career Development

The Training Plan considers 3 lines of work, for which the equity and diversity of the participants is always taken into account:

Transversal and Specific Plan: Grants training courses based on the training requested by the collaborator, in addition to the mandatory courses that are determined by the training area.

- › Transversal courses are those that enhance technical and adaptive skills for all Grupo VíasChile employees.
- › Specific courses are those that seek to develop their own competencies and skills, according to the position and/or functional area in which the employee develops.

Scholarship Plan: Grants scholarships for VíasChile employees who seek to pursue undergraduate studies (considering technical and university careers), as well as postgraduate studies (diplomas and master's degrees). Employees are presented as candidates by their Area Directors or Operations Managers. Applications are reviewed by the Scholarship Committee, who choose from among the candidates. This program covers between 50% and 80% of the annual cost of the tuition fee.

In 2023, 37 employees were awarded scholarships, 12 undergraduate degrees, 23 diploma courses and 2 master's degrees.

English Plan: Offers English courses at different levels. This program is open to directors, managers and staff who, due to the nature of their functions, need to develop the language.

	2022	2023
Amount allocated to training (CLP)	307.455.433	313.759.272
Total training hours delivered (h)	51.839	44.094
Total number of employees trained	619	472
Amount allocated to training per employee (CLP / Person)	496.696	664.744
Average annual training hours per employee (h/Person)	84	93



BENEFITS

As part of the actions to improve the employee's journey and experience, at VíasChile we have the "Ruta de Tu Bienestar", a benefits program that has three pillars: Culture, Development and Quality of Life. This program has different stations that seek to promote well-being at work and improve the quality of life of our employees.

In the "Ruta de Tu Bienestar" we have different benefits that are delivered to all those employees who have an indefinite contract. Among the main ones we can highlight:

- › Life and Health Insurance
- › Education Bonus
- › Christmas Bonuses
- › National Holidays Bonus
- › All the these in addition to marriage bonus, death of a family member and birth. Also, there are a few days available for teleworking, for all those employees who, due to the nature of their functions, can do so.

› Career Development

2023 MILESTONES

Great Place to Work Certification

One of the milestones of 2023 in terms of people and promotion of a good work environment was that for the second consecutive year we managed to be certified as a "Great Place to Work" (GPTW) company, an initiative that evaluates and recognizes best practices in the work environment and business culture.

The certification is achieved when an outstanding score is obtained in the GPTW Trust Index Survey, a questionnaire answered by all the company's employees and which measures criteria of:

- › Culture & Values
- › Work Environment
- › Professional Development
- › Compensation & Benefits
- › Working Relationships and Trust
- › Company Leadership
- › Communication

Once the results of the evaluation were obtained, we held meetings in the different work centres to communicate these achievements, but also to define action plans aiming to work on those points where there are still areas of improvement.



> Subcontract

At VíasChile we take care of the management of our subcontractors, which is why we have a Special Regulation for Contractors and Subcontractors (REC). It defines the roles and responsibilities of the different contract administrators with contractors and subcontractors, the health and safety standards required of them, as well as compliance with other current labor regulations.

The REC establishes the criteria for categorizing the various contractors and subcontractors. It is the responsibility of the Company's Labor Relations Coordinator to verify that this classification is made in accordance with the requirements of the subcontracting law 20.213. The Regulation establishes 3 categories for subcontractors: A, B and C.

Category A: refers to contractors that provide services for the Company on a regular or permanent basis (more than 30 days), or that perform sporadic work but maintain a permanent contract with VíasChile.

Category B: these are those that provide services on a non-continuous or regular basis (provision of services for less than 30 days).

Category C: these are those that provide services (regardless of the duration of the contract) and that have a commercial contract but whose collaborators do not provide exclusive services to VíasChile.

All contracted companies are required to have a certificate of adhesion to an employers' mutual society and the certificate of validity and payment of contributions, as well as a copy of the registration register with the Chilean Labour Office.

We also have special health and safety regulations. In addition to our risk preventionist in the field, we have one dedicated to the contractor plant who works with us on the roads every day.

In addition, we generate spaces for trainings, capacity building, gatherings and meetings, so that our subcontractors have the best tools for the administration of their employees, legal advice and support in health and safety management. This year 2023 we delivered a gathering instance to provide risk management tools and the first training for contract managers, to support them in complying with the contractual requirements established by VíasChile.



› Occupational Health and Safety

Among the pillars that guide the management of VíasChile's business, the health and safety of our workers and contractors is one of the foundations of our good performance.

We have a Human Resources Policy, which contains a formal commitment to the health, safety and well-being of employees, promoting a work environment that has measures to protect them.

The company is committed to reducing workplace accidents, and one of our goals is to achieve zero fatalities, for this:

- › We develop programs and procedures to ensure compliance with all applicable laws and regulations.
- › We guarantee that all employees receive the necessary training on the use of safety and emergency equipment, corresponding to the positions they occupy.
- › We take appropriate measures to mitigate risks or conditions that endanger the health and safety of our workforce.

Due to the quality of our activities, a major risk that affects the safety of employees and contractors is related to road safety. Our prevention actions in this area are described in the chapter Operational Excellence.



ACCIDENT RATE				
Year	Direct Workers	Annual change (direct workers)	Subcontracted workers	Annual change (subcontract)
2021	1,25	-	2,41	-
2022	1,31	+ 0,06	3,23	+ 0,82
2023	0,85	-0,46	3,68	+ 0,45

AVERAGE DAYS LOST DUE TO ACCIDENTS				
Year	Direct Workers	Annual change (%) (direct employees)	Subcontracted workers	Annual change (%) (subcontract)
2021	265	-	1017	-
2022	357	+35%	1012	-0,5%
2023	69	-81%	660	-35%

During each of the last three years, VíasChile did not register any fatalities or occupational diseases among its collaborators and subcontractors.

› Operational Excellence

ROAD SAFETY

Road Safety in all VíasChile business units is one of the priorities within the action plan promoted by our parent company Abertis.

We are committed to reducing the number of road traffic fatalities, in line with the goals of the United Nations Second Decade of Action on Road Safety.

Similarly, the “Somos Responsables y Conscientes” (we are responsible and conscious) pillar of the 2022-2030 Sustainability Strategy expresses a commitment to workers and society as a whole, guaranteeing road and occupational safety, and generating positive synergies with local communities.

During 2023, VíasChile closed the year with 1,413 accidents with injuries, which represents a reduction of 5% compared to 2022. In terms of fatal accidents, 2023 closed with 63 fatalities, the same figure at the end of 2022.

50% of those killed on the Central Highway (10 of the 20) were homeless people living on the side of the highway that were run over. Despite our reality at the country level and the results obtained on the group's highways, at VíasChile we will continue with our commitment, maintaining the main lines of effort in road safety:

- › Analyse the road safety situation based on the results obtained through our methodology for analysing ACT (Accident Concentration Sections).
- › Promote and propose measures and initiatives to improve road safety and share them with our collaborators.
- › Promote road safety as a fundamental axis in customer communication campaigns.
- › Review procedures and training with an impact on road safety and traffic management.



› Operational Excellence

To meet these commitments and achieve our strategic objectives related to road safety, we continue to develop different initiatives including studies and analysis of driver behaviour, as well as training and execution of drills with our collaborators and emergency management teams. The following is a summary of the main activities carried out during the year.

Campaigns and activities with external entities in which we participate in 2023:

- › Seventh World Road Safety Week.
- › Commemoration of the Day of Remembrance for the Victims of Traffic Accidents, organized by the National Commission for Traffic Safety (CONASET) in collaboration with the Undersecretary of Transport of Chile.
- › National Holidays Campaign "No More Deaths in Traffic", a campaign carried out by the Ministry of Transport and Telecommunications to prevent deaths during the national holiday period in September 2023.

Trainings and drills we conducted in 2023:

- › Road Safety Workshop for VíasChile staff, where Company employees participated, was carried out with the help of a simulator team, to deliver different tools to people who work on the highways.
- › Trainings to elementary and middle school students on road safety, in the commune of Quinta Normal.
- › Conducting Accident Drills:
 - One on the Central Highway, with the participation of firefighters who were able to test the effectiveness of fire blankets in cases of electric vehicle fires.
 - Two accident drills at OperaVías Libertadores and Andes, to test the coordination of our response teams and emergency units.

During this year 2024, it is expected to implement the new School Road Safety Program "Parque Vial", which will be developed in conjunction with schools adjacent to the Central Highway block. More information can be found in our 2023 Road Safety Report.

Technology & Innovation:

At VíasChile we are developing projects with state-of-the-art technology to enhance our accident monitoring and prevention actions:

- › 2 Trafficam 3D cameras: This is a traffic detection and road monitoring system that uses laser scanning technology to create 3D images of the road and the vehicles on it. It is designed to provide accurate traffic detection and improved visibility in low-visibility situations, such as in inclement weather or at night.
- › Tattile Smart Speed System: works with a multi-tracking radar that continuously monitors up to two lanes of traffic with a maximum width of 7.5 meters and identifies the speed and position of objects in the monitored area at a speed of up to 300 km/h.
- › Alert headlamp that alerts the user about maintenance, emergency, or roadside assistance work, by means of an LED light signal alert.
- › LED and alarm system that provides the operator in the field with an audible alarm in the event of an invasion in the segregation, alerting by sound that allows him to react to a potential emergency.



› Operational Excellence

MANAGEMENT SYSTEMS CERTIFICATION

In 2023, we managed to certify the Environmental Management System under the ISO 14001 standard for all our toll roads, in line with the Company's commitment.

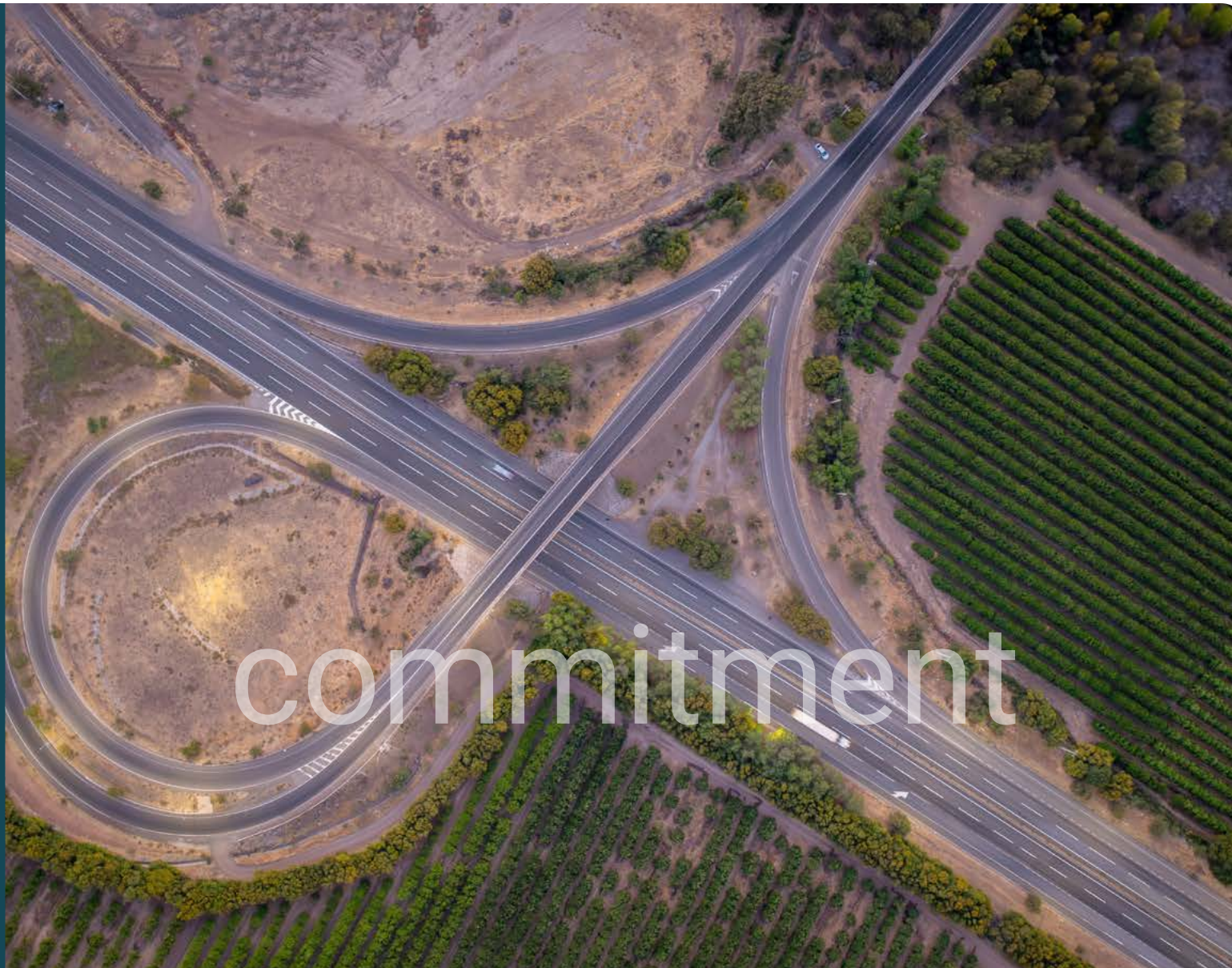
Likewise, during this year we maintain the certifications for our management systems under the ISO 39001 (Road Safety Management System), ISO 22320 (Emergency Management System) and ISO 9001 (Quality Management System) standards.



> Community and Environment

62 Territory Engagement

65 Environment: We are Eco-efficient and Respectful



> Commitment:

The Institutional Relations and Sustainability Management department plays a crucial role in the consolidation of relationships with the various stakeholders and in the effective management of corporate communications. In this context, its focus is on establishing and maintaining relationships based on mutual trust and oriented towards a long-term vision.

› Territory Engagement

RELATIONSHIP WITH THE COMMUNITIES, AUTHORITIES, AND ORGANIZATIONS

At VíasChile we understand the importance of maintaining a permanent relationship with the communities, authorities, and organizations within the area of influence of our operations to guarantee the sustainability of our company. For this reason, we are constantly promoting initiatives that allows us to advance in our Sustainability Strategy and contribute to the sustainable development of the territories near our operations. These actions are part of a permanent commitment to communication and collaboration, where we consider the communities as strategic partners in the creation of shared value. These are some of the most outstanding initiatives of the year in terms of territory engagement and community action:

School Road Safety Mobiles (SDG 3 and SDG 11)

During the year 2023, we had the Training on Road Safety Program in educational institutions located in the commune of Quinta Normal.

The objective is to educate and raise awareness, through playful activities, about traffic signals, ways to travel on the roads and safety elements, to promote road safety habits, encouraging self-care and care for others.



Collaborations with Firefighters (SDG 3)

In VíasChile we have a relationship of collaboration with the Firefighters of Chile, with whom we carry out various prevention and awareness activities in the communities and territories where we operate.

In November 2023, we carried out an activity with the firefighters of the municipalities of San Bernardo and Buin, and the Fiscal Inspection of the Ministry of Public Works, where a fire drill was carried out,

focused, for the first time, on extinguishing a fire simulating an electric vehicle using technology and innovation, such as fire blankets.

In Addition, we donated tents for the training of the brigade members of the South Metropolitan Fire Department, who operate in the following municipalities: La Cisterna, San Miguel, Lo Espejo, El Bosque, San Joaquín and Pedro Aguirre Cerda; sectors surrounding Autopista Central.



› Territory Engagement

Environmental Education Program (SDG 12 and SDG 13)

We have an environmental education program whose objective is to raise awareness among the student community, inviting them to be an agent of change and live in harmony with their environment.

As part of this program, we implemented recycling workshops in schools in the communities of Casablanca and Quillota. The program is aimed at preschool, elementary and middle school students. In each module, students can observe the effects of climate change due to water scarcity, learn about responsible water consumption and understand the impact of liquid and solid waste on ecosystems.



Tree Planting (SDG 13 and 15)

As part of the commitments assumed by Sociedad Concesionaria Autopista Central with the municipality of Independencia and the community, we conducted, in collaboration with the ministry of Public Works and the School environment Brigade, the plantation of 50 Brachichitos trees. These species were planted with a hydrogel compound, which allows them to retain water better and reduce water consumption. The activity had the participation of children from the environmental brigade of the Camilo Mori school, a group of senior citizens of the commune, and neighbors of Villa Ríos.



Social Pantry (SDG 2)

This year we celebrated the second anniversary of our Social Pantry in the San Bernardo commune. This program, developed with the NGO Red de Alimentos, allows the delivery of healthy food for the elderly.

Today, the Pantry directly supports more than 2,500 elderly people living in San Bernardo commune, who receive products equivalent to approximately 8 kilos. This contribution benefits men and women over 60 years of age (71% women and 29% men). In addition, by the end of 2023 we will expand this project to the Renca commune, where we will also reach approximately 2,500 people.

Other activities that we continue to strengthen year after year include:

- › Support DownUP Foundation: support with speech therapy for 60 families with children with Down Syndrome.
- › Animal Brigade Program: a project that seeks to rescue dogs abandoned on the highways and give them shelter until they can find a permanent family.



› Territory Engagement

Mapocho Bridge

One of the milestones that we experienced this year, and that tested the operational and response capacity of our teams was the collapse of the Mapocho Bridge as a result of a bad weather front in June 2023. As a result of the increase in flow, and the accumulation of garbage and debris, there was an overflow of the river that ended up cutting the passage of Route 68, in Rutas del Pácifico Concessionaire.

Once the weather conditions allowed it, our teams began the work of cleaning and removing debris in order to rehabilitate the route. It was a continuous work of more than 60 hours with a team of 50 people and specialists and that finally allowed the re-establishment of the service of the route and the infrastructure conditions of the bridge.

After the emergency, and in line with our commitment with sustainable development, we decided to give a second life to the collected organic waste; which was recycled and converted into compost destined for green areas. In total, 880 tons of waste were recovered.



Environment: We are Eco-efficient and Respectful

DECARBONIZATION

Within this pillar of our Sustainability Strategy, one of the main strategic objectives relates to decarbonization. At VíasChile, we are working to achieve the objectives of our parent company Abertis, to reduce the tons of CO₂ equivalent emitted by 25% by 2024, and by 50% by 2030, compared to 2019.

To achieve these targets, we have been working on measuring our carbon footprint, considering our entire value chain (scopes 1 to 3), and implementing measures to reduce our emissions. Some of these measures include the purchase of electric trucks for highway maintenance work, and the acquisition of renewable energy. Currently, 100% of VíasChile's highway electricity consumption is offset by I-REC certificates, which originate from renewable sources in northern Chile.

The following table shows VíasChile's direct electricity and fuel consumption by total kilometers managed, as well as the corresponding total emissions (scopes 1 to 3).

Year	Fuel consumption (l/km)	Electricity consumption (MWh/km)	Emissions (TCO ₂ e)	Nomalised emissions TCO ₂ e/km
2021	1926,08	31,05	41472	53,65
2022	1809,14	25,94	39021	57,90
2023	2107,42	41,57	38396	93,19

*For the calculation of electricity consumption for the year 2021, only the months from January to October are covered. For the year 2022, a total of managed kilometers is considered proportional to the time of operation of Autopista del Sol.

Two elements that explain the significant increases observed in 2023. On the one hand We have significantly improved the robustness of our monitoring system, and we are now able to obtain more reliable information from our various suppliers. This has allowed us to reduce to the margin of the indicators based on estimates.

On the other hand, Rutas del Elqui was a highway with very low intensity in electricity consumption, compared, for example, with Autopista Central and Rutas del Pacífico. Therefore, the termination of Rutas del Elqui's operations at the end of 2022

has had an upward effect on the average electricity consumption per km and associated emissions.

In addition, as mentioned in the Risk Management section in Chapter 3 of this Report, during 2023 Abertis conducted an analysis of risks derived from climate change for the business, following the recommendations of the TCFD. We are internally processing the main data of this study at Chilean level to incorporate into our management system the appropriate measures to prevent and mitigate the effects of climate change on our activities.



› Environment: We are Eco-efficient and Respectful

WATER MANAGEMENT AND SUSTAINABLE LANDSCAPING

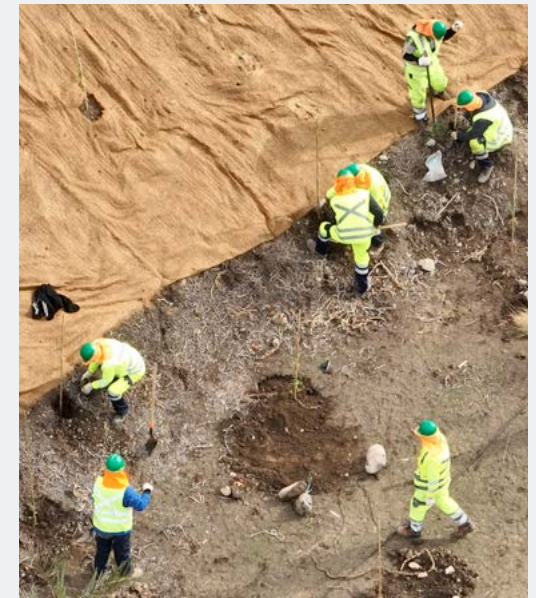
In 2021, VíasChile began a successful project to apply hydrogel in the concessional green areas of Autopista Central, to reduce the consumption of water intended for irrigation. This polymer is a water retainer that is applied to the soil and that, once hydrated, retains liquid for a longer period of time, keeping it available for plants and grass.

To date, the Autopista Central has decreased the irrigation of lawn from six to two times a week. At the end of 2023, it was possible to cover 100% of the grass area on the Central Highway with hydrogel, which achieved a total saving of 73,800 m³ (compared to the base year 2019). The project is expected to achieve a potential annual savings of 136,000 cubic meters of water in the future.

Another initiative to highlight is the Sustainable Landscaping Project of the Los Andes Highway, route that connects the east territories with the Valparaíso region, this project seeks to replace the existing vegetation in the areas concessioned with native species, with a grove-type density, and whose irrigation implies the use of a smaller amount of water.

The first test was implemented between 2022 and 2023, in 15 links of the road concession. To date, the idea has already been twelve months since its launch and considers a projected minimum monthly saving of 2,440,683 liters of water.

This implies a 63% saving to the current consumption of water used in the intervened areas, equivalent to 13.3% of the total monthly consumption of the town of San Pedro, Quillota.



› Environment: We are Eco-efficient and Respectful

SUSTAINABLE ASPHALT PROJECTS

Another initiative to reduce our impact on the environment is the use of sustainable asphalt. In 2015, in collaboration with the National Laboratory of Roads we carried out a study and pilot project to the application of environmentally friendly asphalt mixtures environment, reusing waste materials such as tires, plastics and pavement waste old (RAP) on their roads.

Since then, the Company has explored new formulas such as mixtures of plastics with graphene To extend the useful life of pavements, which have been used for example in Autopista Central. Additionally, in 2023, successful high content pavement testing rubber from old tires on the Los Libertadores highway to improve crack resistance and noise emission.

Another notable practice is the incorporation of recycled asphalt (RAP) in road repair, avoiding the exploitation of new quarries and thus reducing the environmental impact. At the moment, all VíasChile routes have some section where tests are being carried out or have already been implemented these new technologies.



› Environment: We are Eco-efficient and Respectful

ENVIRONMENTAL ASPECTS IN PROJECT DESIGN

As VíasChile we are constantly evaluating and incorporating initiatives such as those described above in order to measure and reduce the environmental impact of our infrastructure projects. At the end of 2022, the Operations and Environment unit completed an initial analysis of the ESG objectives defined by the Abertis Group and an assessment of how the different initiatives developed by VíasChile could contribute to them, in particular with regard to achieving greater efficiency in the use of water and energy, and the consequent reduction of carbon emissions. Today, the unit is developing internal capabilities and analytical tools to incorporate these considerations into decision-making and future project development.

Finally, the company has incorporated ESG aspects into the assessment of its critical and strategic suppliers through the GoSupply tool (described in Chapter 6), which considers, for example, elements related to the ecological impact and carbon footprint of these companies.



> Business Model

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> Efficiency:

We seek to develop efficiently and sustainably in all areas, throughout the value chain, incorporating technology and improving measurement and control systems, to achieve a growing return on investment and continue positioning ourselves as a reliable and resilient company for the market.

> Clients

COMMERCIAL CUSTOMER SERVICE

In line with the strategic objective of being a customer-centric company, we work every day to deliver the best customer service and service experience. We constantly monitor customer service indicators, including the use of the various contact channels, the number of complaints received and average response times.

Our Autopass website contains information about available services, fares, obtaining and using the TAG system for all of our highways and routes. In the same way, the private Autopase site allows customers to: request their TAG device, see the details of their transits, their payment documents, pay and renegotiate their debts. Thanks to an ambitious digitalization strategy, 33% of TAG contracts were activated through the web in 2023.

On average, in 2023 we received 419,804 monthly visits to the website, which meant an increase of 28% compared to 2022. At the same time, with regard to consultations and attention via telephone call, the total volume of calls fell by 4.2% between 2022 and 2023.

In terms of claims management, the year 2023 saw an increase in the number of claims by 20% compared to the previous year. However, the response time to claims was reduced by 21%, from 3.7 to 2.9 days.

In the same line of improving the experience we provide to our clients, our Autopase commercial offices have managed to reduce a client's waiting times to be assisted by an executive by an average of 28%, compared to 2022. Some offices, such as those located in San Bernardo and Mall Plaza Norte, managed to reduce that time by more than 30%.

These results are thanks to the digitalization strategy, with which we have migrated around 20% of TAG registrations to the TAG a Domicilio channel (TAG home delivery). We have also enhanced the service model in our offices with the role of the Host, which facilitates the flow of clients and ensures timely and adequate attention, and the Self-Service Modules that have allowed greater operational efficiency of the commercial office by providing guidance personalized from the first moment a client enters the office.

Commercial Office	Average waiting time 2022	Average waiting time 2023	Var (%)
San Diego	21,3	16,6	-22%
Plaza Norte	14,1	8,5	-39%
San Bernardo	6,7	4,5	-33%
Viña del Mar	3	3	-1%
Average	11,3	8,2	-28%

It should be noted that in June of this year we launched the "Voice of the Customer" survey to measure the Net Promoter Score (NPS), thanks to a survey methodology widely used in the market to evaluate the degree of satisfaction with the service and the level of customer loyalty. In the case of VíasChile, various aspects of the service are measured, such as the use of highways,

obtaining a TAG, customer service, among others. The survey was sent via email to all customers and today we are developing specific strategies to address the needs and preferences that have been raised in this first measurement.



ON-THE-GO CUSTOMER SERVICE

As VíasChile, we are concerned that the user experience on the highways is optimal and that the response of our teams to incidents is fast and effective, in order to achieve continuity of service in the best possible conditions.

In 2023 we had a 30.4% drop in the SOS calls, while in the same period there was a 13.1% drop in the number of on-route assistances. The first is mainly explained by a less frequent use of SOS emergency posts, which has been replaced by a more permanent and direct communication of the company through social networks and call centre services to which users have access through mobile phones. On the other hand, the decrease in roadside assistance is directly related to traffic flows, which suffered a significant drop in 2023.

Regarding response times, we have achieved continuous improvement in all our indicators. In particular, the average response time to accidents and incidents was reduced by almost 40% compared

to 2022. In the same period, the time it takes to open tracks in the event of accidents was reduced by 37%.

This has been achieved in large part thanks to an increase in capacity and improvement in the management of assistance teams, especially in Autopista Central, which is the concessionaire that has historically had the highest level of accidents and incidents¹. In 2023, 2 new patrols were added to this dealership, and 3 new smaller bases of operations were set up, which have been strategically located to be able to cover the areas of greater traffic and respond more quickly to eventual situations that require assistance.

¹ Accident: event that causes some type of material or personal damage to the user / Incident: event that may alter the normal operation of the route but does not cause material or personal damage.

› Clients

ELECTRONIC COLLECTION MANAGEMENT

Since 2022, we have had the electronic toll collection service in all dealerships. In 2023, the average penetration level of this means of payment was 96%, with the following breakdown: 100% for Autopista Central, 82% for Autopista los Libertadores and 80% for Rutas del Pacífico.

During 2023, more than 564 million electronic toll transactions were invoiced through the single collection document under the "Autopass" brand. These transactions correspond to all concessionaires assigned to the commercial Autopase service, considering both those controlled by VíasChile and external, including SABA and El Melón Tunnel (TEM) parking lots.

It should be noted that VíasChile does not have clients that individually represent more than 10% of the company's revenues.



› Suppliers

VíasChile is constantly developing and searching for new technologies, in order to secure and improve the process of payments to suppliers. For this reason, in 2022 we started a plan to improve our processes and systems for contracting, purchasing and payment to suppliers. On that occasion, we integrated a new invoice management system, and then, in 2023, we implemented the Ariba Network Supplier application, a portal that provides transparent and up-to-date information on: dates, modalities, payment methods, purchase order tracking. In addition, suppliers registered in the Ariba Network Supplier complete a questionnaire that not only addresses identification data, but also sustainability issues, allowing us to assess the level of development in these topics of suppliers. In the year under review, we managed a new plan to manage procurement processes, with a comprehensive approach that allows us to address each stage of the procurement process efficiently and accurately. We carried out training for the application of new platforms during the month of November, with the aim of changing the system for receiving purchase orders between December 2023 and January 2024..

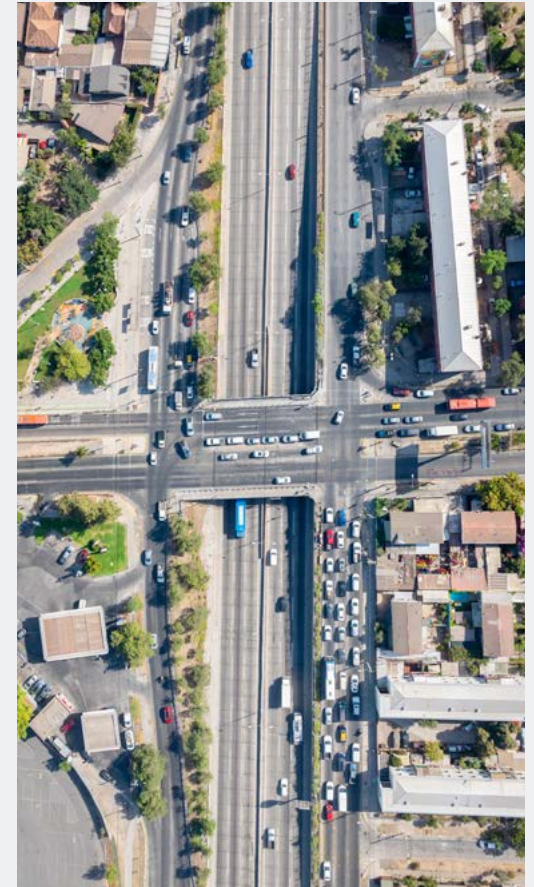
SUPPLIER CATEGORIZATION

Vías Chile has its suppliers classified according to the following categorizations:

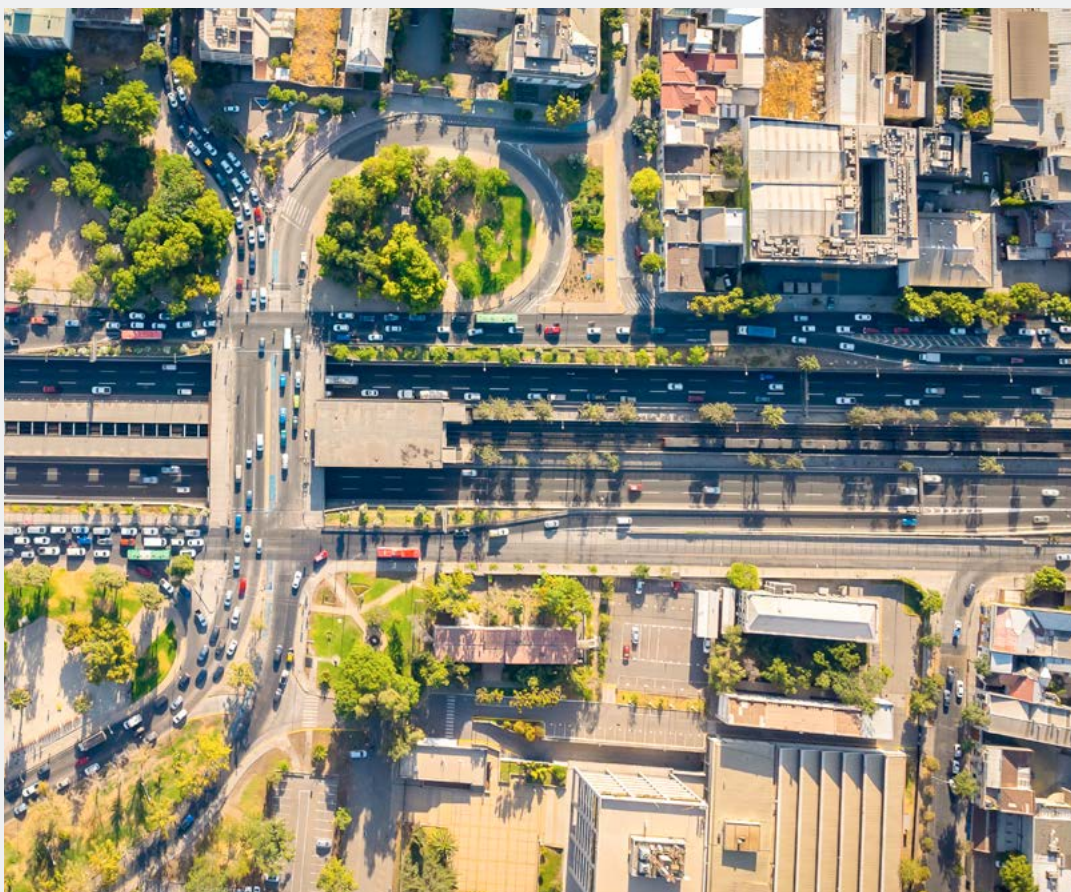
- A. Critical supplier
- B. Strategic supplier
- C. Superior Standard Supplier (Standard)
- D. Basic Standard Supplier (Elementary)

At the end of 2023, the suppliers that represent at least 10% of VíasChile's purchases are:

- › Kapsch Trafficcom Chile S.A.
- › Constructora de Pavimentos
- › Servicio de Ambulancias y Traslado
- › Constructora Asfalcura SpA
- › Sociedad de Servicios Generales
- › Sonda S.A.
- › OD Flotas Ltda.
- › Obrascon Huarte Lain S.A.
- › Integro Corp SpA
- › Construcciones Pino Limitada



› Suppliers



PAYMENT TO SUPPLIERS

We have a Supplier Payment Policy, which seeks to regulate the process of payments to suppliers, ensuring transparency, punctuality and compliance with all company regulations, to maintain a mutually beneficial relationship with our strategic partners.

In general, payments are made within 30 days of receipt of the document, which is indicated on the purchase order. However, these payments are grouped

according to the payment dates, which are the 10th, 20th, and 30th of each month (if these dates are Saturday, Sunday, or holiday, the payment is made on the next business day).

The following table shows the total number of vendors, number of paid invoices, and the total amount of paid invoices:

Number of invoices paid	up to 30 days	31 days to 60 days	more than 60 days*
	12.092	103	84
Total amount (in millions of pesos)	up to 30 days (MCLP)	31 days to 60 days (MCLP)	more than 60 days (MCLP)
	117.000	1.623	362
Number of suppliers	more than 60 days	31 days to 60 days	more than 60 days
	1.554	72	42

*Corresponds to suppliers with withholdings and invoices.

› Suppliers

SUPPLIER EVALUATION

We are concerned with the policies and measures implemented throughout our value chain, carrying out evaluations on different aspects of the operation of our suppliers' activities through the Abertis group's portal, GoSupply, which evaluates them in the following areas:

- › ESG
- › Compliance
- › Financieros
- › Health & Safety
- › Management Systems
- › Cybersecurity
- › Contractual/Legal Compliance

This risk assessment is carried out based on the Supplier Segmentation (prioritizing evaluations of suppliers A - critical and B - strategic) and in case of detecting any high risk, a Due Diligence of the supplier must be carried out to assess whether working with

it should be ruled out, if mitigation measures can be taken, or the risk is finally taken.

To this end, the Supplier Risk will be assessed in 3 scales:

Level H (High), the provider that has the highest level of Risk
Level M (Medium)
Level L (Low)

Likewise, the Compliance area will ensure that the legal risks associated with these suppliers are controlled and will periodically monitor them in accordance with the regulations on Supplier Due Diligence.

Annually, the Purchasing area is responsible for obtaining the Evaluation Note from each supplier, based on the information available from the previous year, and for keeping this grade updated in the Corporate Supplier Management Platform.

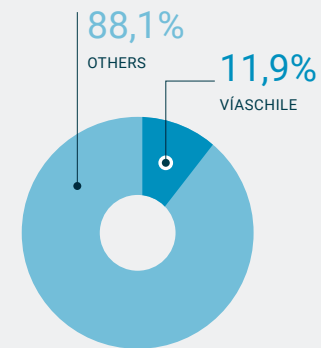
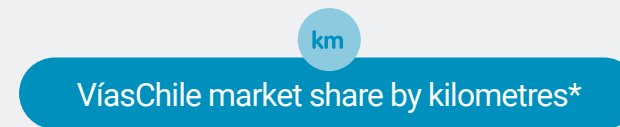
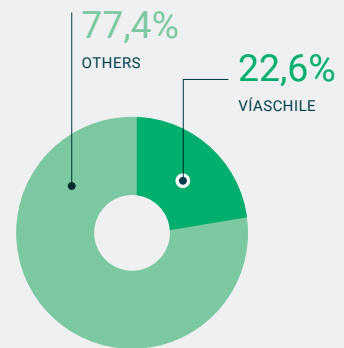
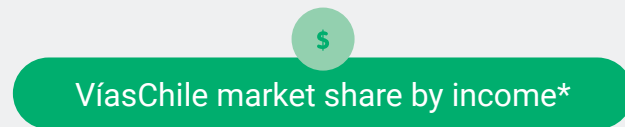
Below are the suppliers evaluated to date (which correspond to critical and strategic suppliers), both in number and amount of associated purchases, at the national and international level.

	Total	National	International
Total number of suppliers	778	753	25
Number of providers evaluated	34	31	3
% of suppliers evaluated	4%	4%	12%

	Total	National	International
Total purchase amount (ThCLP\$)	90.139.434	88.133.315	2.006.119
Amount of purchases from evaluated suppliers (ThCLP\$)	49.450.597	49.110.363	340.234
% of supplier purchases evaluated	55%	56%	17%

> VíasChile in the Concession Market

VÍASCHILE MARKET SHARE IN TOLL-ROAD MARKET



* This information was obtained from the website of the General Department of Concessions.

› VíasChile in the Concession Market



LEGAL AND REGULATORY FRAMEWORK

Our legal and regulatory framework responds to the Concessions Law, the Corporations Law, in addition to being monitored by the Financial Market Commission, the Ministry of Public Works, and the Municipalities

where we carry out our activities. Internationally, we are affected by U.S. laws as a result of a contract with an insurance company located in the United States, which is valid until 2026.

MAIN BRANDS

VíasChile S.A. is the owner of the following registered trademarks:

- › Autopista Central Plan Central Ilimitado
- › Autopista Los Andes
- › RedViva VíasChile
- › Autopista Central
- › Plan Central Ilimitado
- › Elqui
- › Autopista del Sol
- › www.autopase.cl
- › Tag Red
- › Autopase de Autopista Central
- › Autopase
- › RedViva Autopista Central
- › VíasChile an Abertis Company
- › ACSA
- › EspacioVíasChile
- › Artepistas
- › Escuela del Camino
- › OperaVías



› Business: Highways & Service Networks



Autopista Central

North-south system

2
Axes

- › North-South 41.3 km (with the incorporation of the Maipo Bridge), from the Américo Vespucio Beltway in Quilicura to the north bank of the Maipo River.
- › General Velásquez 21 km long, from the junction with Route 5 North to Route 5 South (Las Acacias) in the south.

1st

urban highway concession in the Metropolitan Region. With this, Chile became a leader in Latin America when it began to operate the unprecedented free-flow electronic toll system, later becoming a pioneer worldwide, by applying this system in an interoperable way.

It has a modern control center and complete equipment for roadside assistance.



TAG Electronic Payment

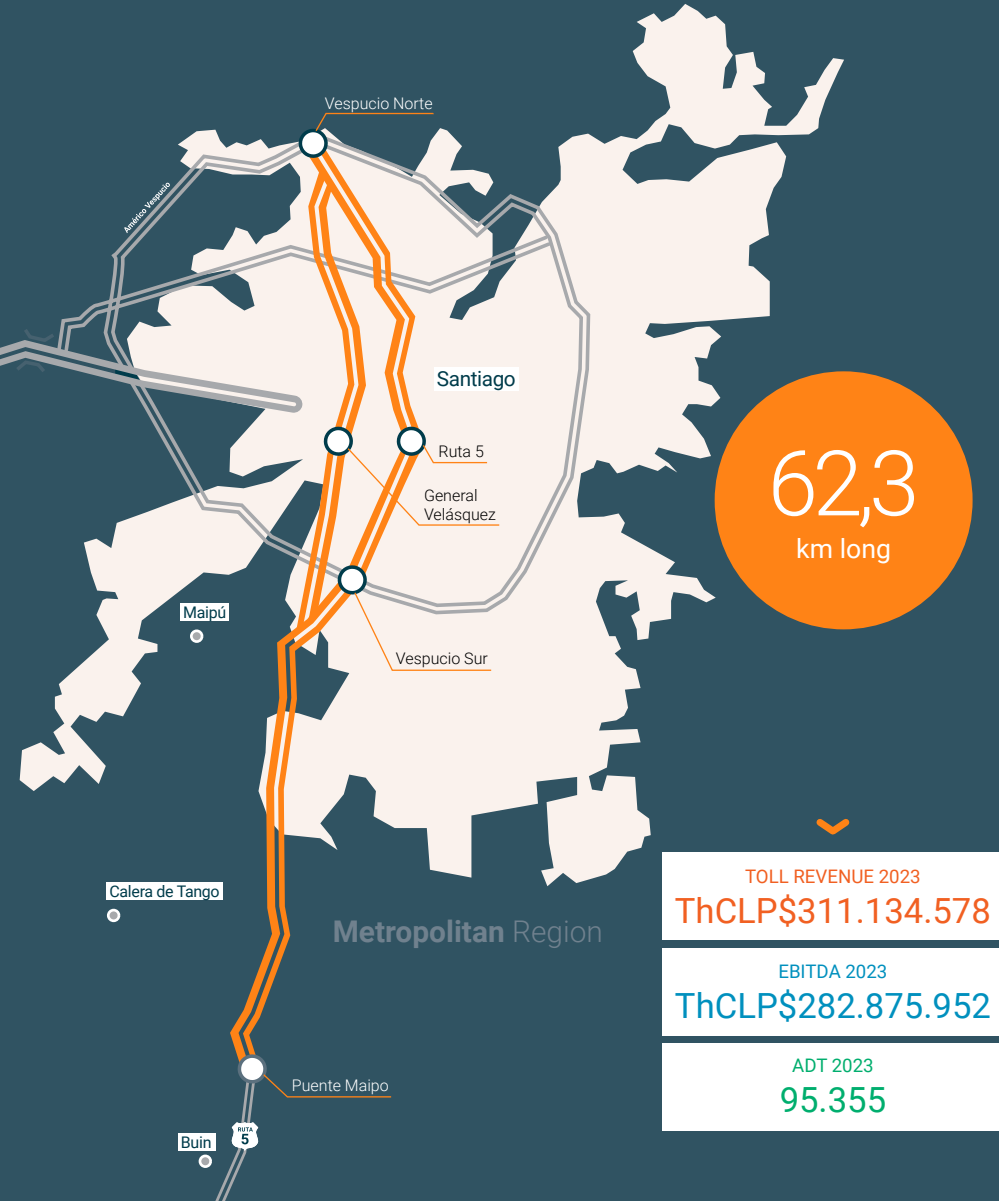


It favours passenger movements and cargo transport through its two axes.



Connect the communes:

- Quilicura
- Conchalí
- Independencia
- Renca
- Santiago
- Estación Central
- Pedro Aguirre Cerda
- Cerrillos
- El Bosque
- La Cisterna
- Lo Espejo
- San Miguel
- Quinta Normal
- San Bernardo
- Buín



62,3
km long

TOLL REVENUE 2023	ThCLP\$311.134.578
EBITDA 2023	ThCLP\$282.875.952
ADT 2023	95.355

Rutas del Pacífico (Route 68)

Santiago - Valparaíso - Viña del Mar Road Interconnection

3

sections

- > Trunk road from Santiago to Valparaíso and Viña del Mar.
- > Troncal Sur, by-pass to the cities of Quilpué and Villa Alemana.
- > Route 60, communication route between Troncal Sur and Route 68.



It connects sectors with great tourism, fruit, wine and industrial activity. In addition, different economic poles have developed around the road, both urban and real estate.

It favors the transport of cargo and passengers to other inland cities in the area, through the Troncal Sur and Vía Las Palmas..

Connect the communes:

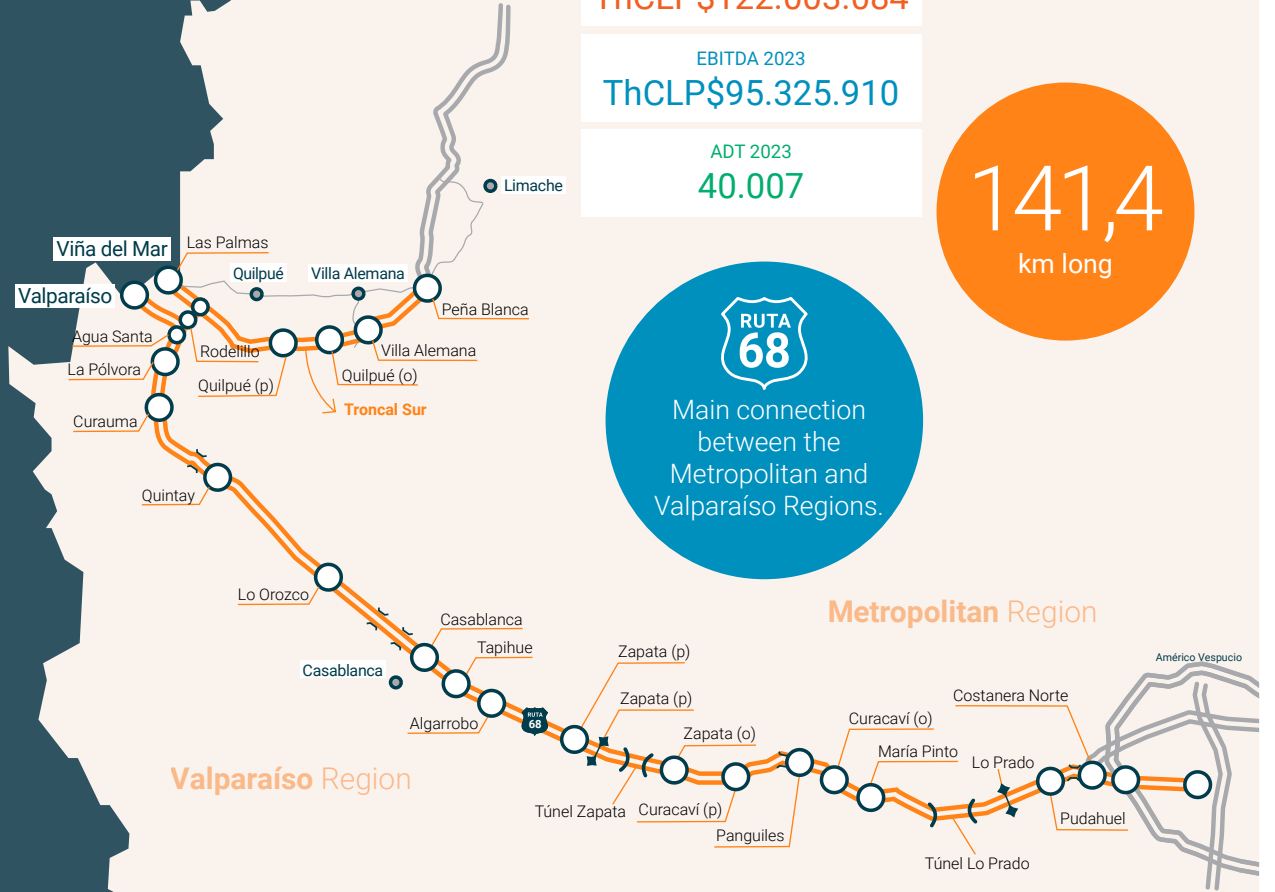
- Pudahuel
- Lo Prado
- Curacaví
- Casablanca
- Valparaíso
- Viña del Mar
- Quilpué
- Villa Alemana



2nd

intercity highway in the country to implement the electronic toll payment system (TAG).

It has a modern control center and complete equipment for roadside assistance.



TOLL REVENUE 2023
ThCLP\$122.003.084

EBITDA 2023
ThCLP\$95.325.910

ADT 2023
40.007

141,4
km long

RUTA 68
Main connection between the Metropolitan and Valparaíso Regions.

Los Libertadores Highway

Santiago - Colina - Los Andes

4

sections

- > Santiago - Colina - Los Andes axis.
- > Route E-89 between Auco and Rinconada.
- > Route G-71 connects Route 57 with Polpaico.
- > Route G-73 San José - Lo Pinto, which connects Route 57 with Route 5.



It connects the capital with the Christ the Redeemer Bioceanic Corridor, the main route connecting Chile with Argentina, linking the ports of the Pacific with the Atlantic.

It favors the transport of export products from Mercosur countries.



It has a modern control center and complete equipment for roadside assistance.



Electronic Payment TAG System Stop & Go

In 2020, Autopista Los Libertadores began the operation of the electronic toll payment system through the use of the interoperable urban TAG.

Connect the communes:

Huechuraba Colina Los Andes

115,7
km long

Valparaíso Region

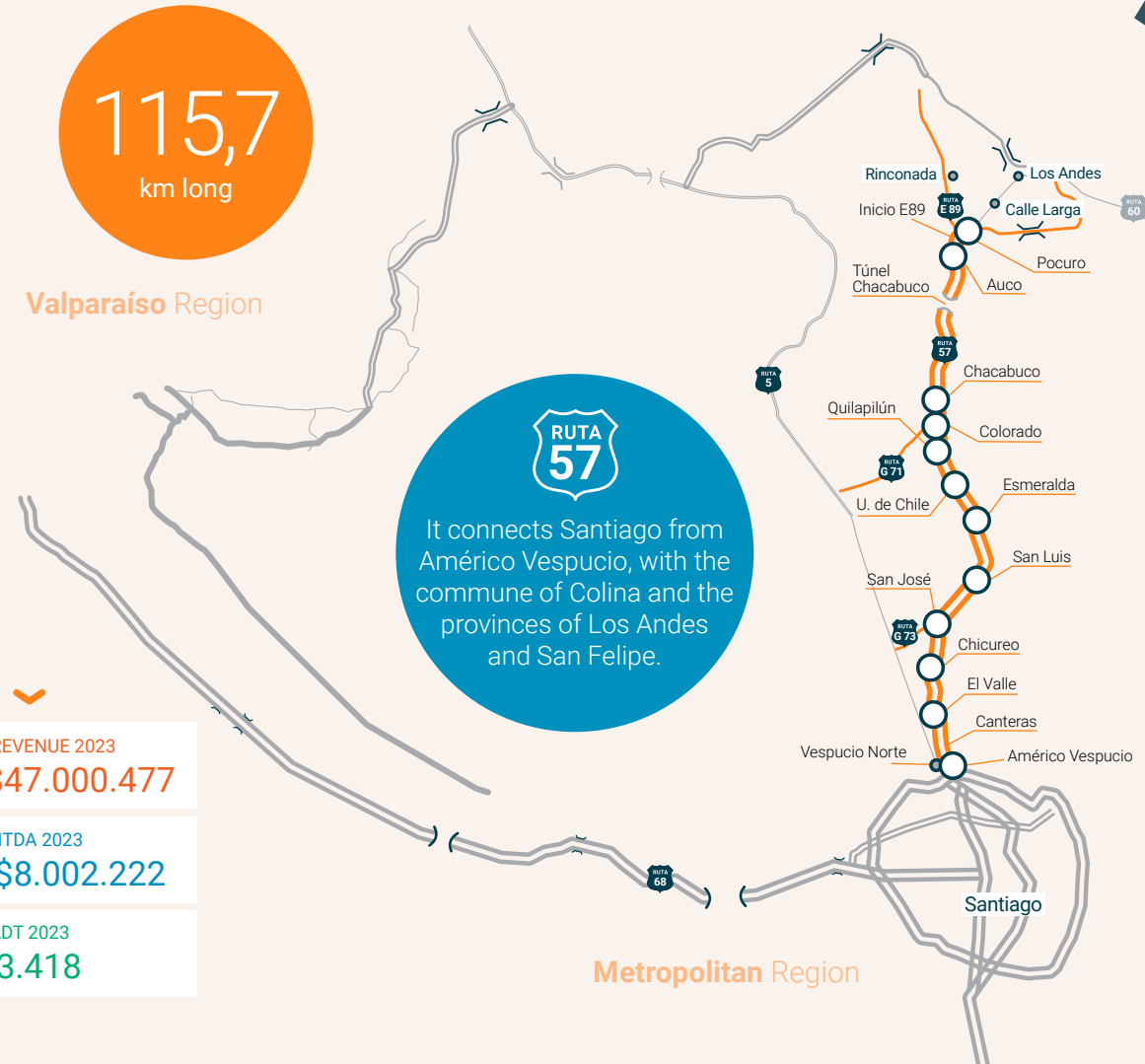
RUTA 57

It connects Santiago from Américo Vespucio, with the commune of Colina and the provinces of Los Andes and San Felipe.

TOLL REVENUE 2023
ThCLP\$47.000.477

EBITDA 2023
ThCLP\$8.002.222

ADT 2023
23.418



Los Andes Highway

International Way Route 60 Ch

2

sections

- > Start in the city of Los Andes until Llay Llay.
- > From the commune of Hijuelas to the city of Villa Alemana.

It has a modern control center and complete equipment for roadside assistance.



It connects the area of Mendoza, Argentina, with the Port of Valparaíso, because it is part of the International Route.

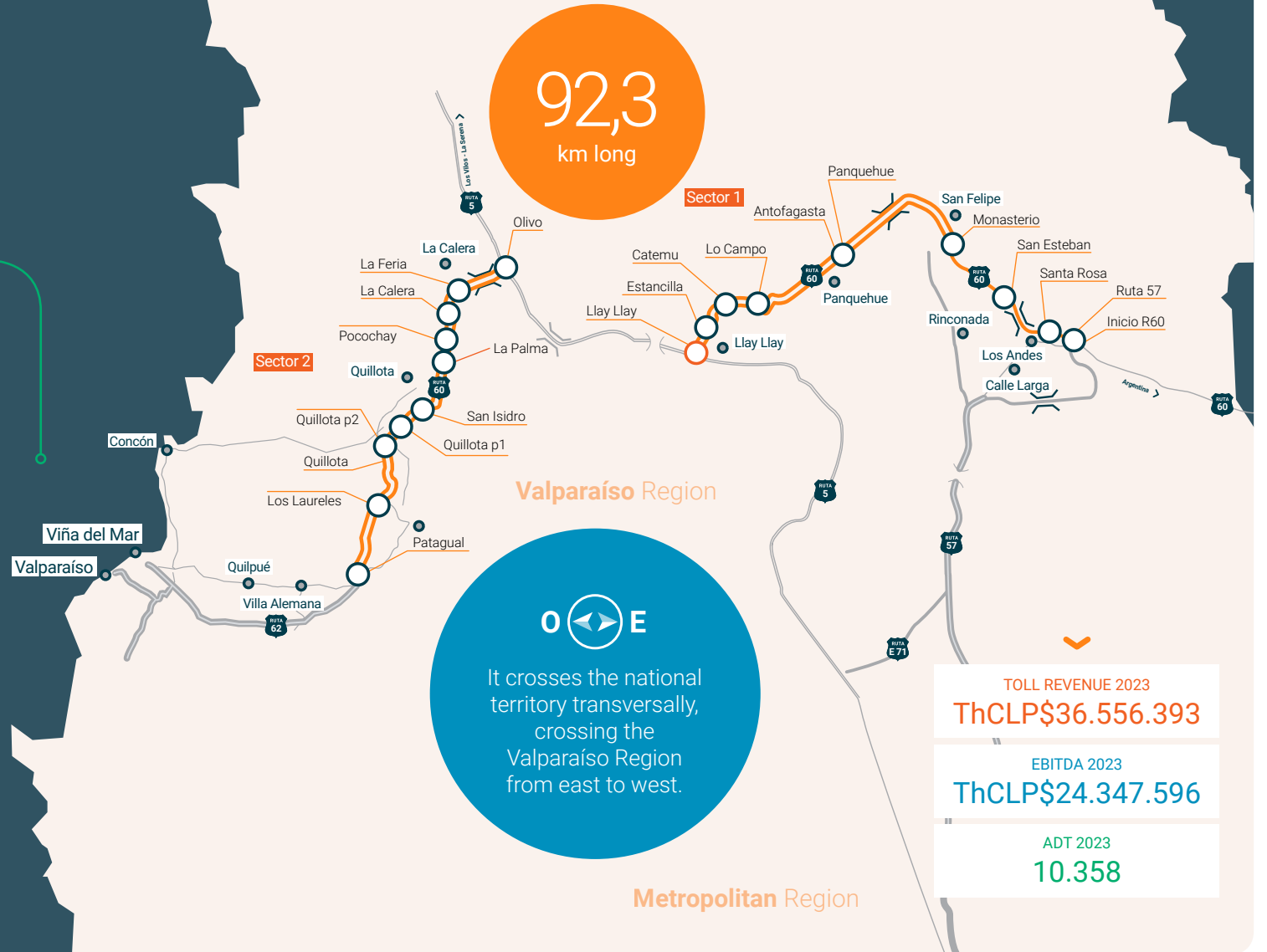
Connect the communes:

- Los Andes
- San Esteban
- San Felipe
- Panquehue
- Catemu
- Llay Llay
- Hijuelas
- La Calera
- La Cruz
- Quillota
- Villa Alemana



It favors the agricultural and agro-industrial activity of the Aconcagua Valley.

92,3
km long

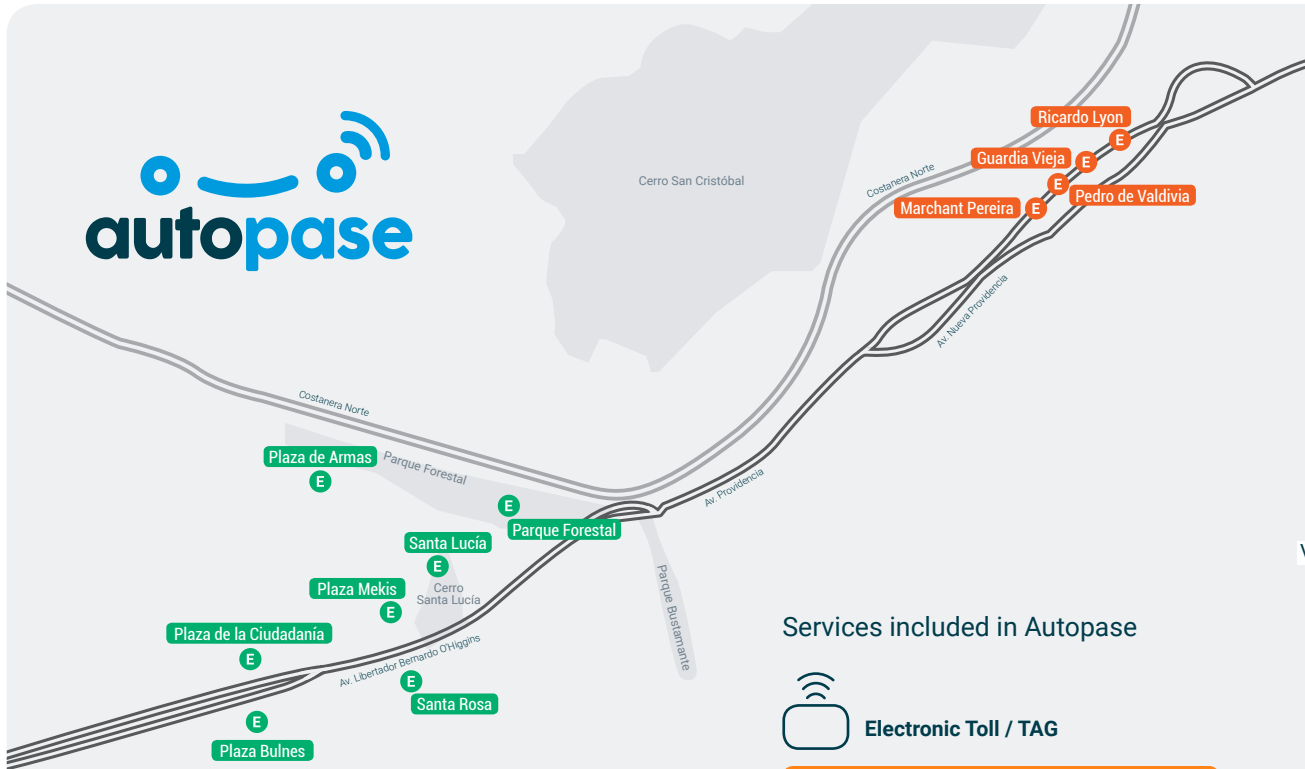


Valparaíso Region





Metropolitan Region

It crosses the national territory transversally, crossing the Valparaíso Region from east to west.



TOLL REVENUE 2023	ThCLP\$36.556.393
EBITDA 2023	ThCLP\$24.347.596
ADT 2023	10.358



Services included in Autopase

-  **Electronic Toll / TAG**
-  Autopista Central
-  Rutas del Pacífico (Ruta 68 y Troncal Sur)
-  Autopista Los Libertadores
-  Túnel El Melón

SABA Parking Lots

-  Santiago Centro
-  Providencia
- Valparaíso SABA car parks

- > Autopase is a service that allows access, through the TAG device, to multiple uses of infrastructure in an expeditious, secure, modern and reliable way and, in addition, incorporates the payment in a single subsequent collection document.
- > Autopase seeks to provide not only access to third-party services, but also access to detailed information on their use, conditions and rates so that the customer can count on it at all times through its multi-channel digital platform.

› Properties & Installations

COMMERCIAL OFFICES							
Los Castaños office	Mall Plaza Norte	Santiago Centro	San Bernardo	Lo Prado Norte Module	Zapata office	Troncal Sur Toll Module	Las Canteras Module
Los Castaños 41, Viña del Mar	Américo Vespucio 1737, piso -1, pasillo Boulevard de Servicios, local BL 161. Mall Plaza Norte, Huechuraba	San Diego 634, Santiago Centro	San José 1135, San Bernardo	Ruta 68 km 17,9 Calzada Norte, Pudahuel, Santiago de Chile, al costado del peaje	Ruta 68 km 59,3 Calzada Sur, Casablanca, Región de Valparaíso, al costado del peaje	Ruta 60 km 97 Costado Norte Peaje Troncal Sur, Quilpué	Ruta CH-57 km 6,2 Colina
rented property	rented property	rented property	owned	owned	state property	owned	owned

Available Services:

Obtain, return and exchange Autopase TAG	•	•	•	•	•	•	•
Subscribe to Autopase services to use the TAG in SABA car parks in central-eastern Santiago	•	•	•	•	•	•	
Subscribe to Autopase bulletins by email	•	•	•	•	•	•	
Payments and AutoPay	•	•	•	•			

MANAGEMENT OFFICES			
Sede Grupo VíasChile SA	Sede Sociedad Concesionaria Autopista Central SA	Oficina Los Libertadores	Oficina Autopista Los Andes
Rosario Norte N°407 piso 13, Las Condes	San José N°1145, San Bernardo	km 15,5 Autopista Santiago - Colina - Los Andes	km 23 Camino Internacional Ruta 60 Ch. Quillota
rented property	owned	state property	state property

› Engineering & Construction

Our Engineering and Construction department actively participates in bidding processes, new business opportunities, and in the creation and management of various projects that seek to improve operational conditions, both for the concessionaire and for our users.

Within these, during the year 2023, the following projects were developed:

Third Lanes for Section E on Route 5

This project involves the construction of a new 3.63-kilometer-long runway to widen the section of the highway on Route 5, section E, as a result of compliance with certain traffic conditions established in Supreme Decree SP N4153. This work would be formally activated by SD N217, corresponding to the Supreme Decree of the Lo Ruiz Tunnel project. Originally, this project was part of the contract for the Quilicura Tunnel project, but as no bids were received, it was necessary to resort to the market for the fulfillment of this part of the contract. This project is part of the works described in the Terms and Conditions of the tender of the concessionaire Autopista Central, which will manage the costs of the project through the regulatory terms described in Supreme Decree N4153.

This project has been under construction since September 2023, and is expected to be completed during the first half of 2024.



PID Handels

This project consists of the construction of an access from Route 68, managed by Rutas del Pacífico. The objective of the project is to “build, maintain and operate the acceleration and deceleration of the runway at point 53,530 km.”, on behalf of the Ministry of Public Works. The works are the result of a court order requiring the MOP to provide access to a particular piece of land. The project is financed by the MOP according to the terms and conditions described in the Supreme Decree.

On December 15, 2023, the concessionaire informed the Ministry of Public Works about the completion of the project, and it was received during January 2024.

PID Enlace Rodelillo

This project consists of the extension of the 790-meter-long connecting branch to the southern trunk, at the Rodelillo Junction on Route 60, through the construction of a second traffic lane that satisfies the current traffic demand in the sector in the southbound direction.

The Ministry of Public Works financed this project according to the Terms and Conditions set forth in the Supreme Decree. The start of the project was in August 2023, to carry out construction during the year 2024.

› Investment Plans

During 2023, new business opportunities have been generated for VíasChile, some of these were initiated and completed within the year, while others will continue their development during the year 2024. We have two projects that involve significant costs for the Group but are offset by the benefits in relation to transit and the charges involved.

Puente Gran Envergadura

The Puente Gran Envergadura project is located on Route 5 and is managed by Autopista Central. This corresponds to the widening of the Gran Envergadura bridge to create space for a new 200-meter acceleration runway, on the connecting track of the Costanera Norte Highway and Autopista Central on the General Velásquez axis. The project has an approved design and is awaiting approval of permits to begin construction.

Project Cost: UF 134.628

Expected Benefits:

1. Financial benefit of postponing the construction of the third runways in Section E*.
2. Maintenance cost savings (OPEX) that would have been incurred if the third runways in Section E had been built.

3. Savings in CAPEX, as a result of the reduced execution of the works associated with the third runway project in Section E.
4. Savings in OPEX, resulting from lower maintenance costs associated with knitting work.

Points 3 and 4 relate to the impact of the Lo Ruiz Tunnel project, which shortens the length of the original Section E third runway project, which connects to the General Velásquez axis before its completion.

Ramps

The second project corresponds to the construction of ramps along the Central Highway at three points of the concession.

- › Quilicura Ramp: seeks to generate accessibility from the local road to the highway heading south. This will partially decongest the local road at times of high traffic and provide revenue to the concessionaire. Currently, this project has been approved, pending approval by the Ministry of Public Works, to subsequently start the bidding process.

Project cost: UF 17.500

- › Rampa Lo Ovalle Norte: seeks to generate access from the new local road that provides continuity to the west of Avenida Lo Ovalle. It includes the adaptation of existing roads to facilitate the connection, from all directions and possible movements to access the highway on the General Velásquez axis heading south. In addition, it will provide revenue to the concessionaire. Currently, this project is pending execution in its engineering phase, the bidding process will be carried out during the month of March 2024.

Project cost: UF 33.000

- › Copiapó Ramp: seeks to solve traffic congestion and operational conditions on the highway, which are affected by the congestion that occurs on the Santa Isabel exit ramp, adding a new exit prior to it. Currently, it has an approved engineering project, with no technical observations from the Ministry of Public Works. However, environmental issues related to noise emissions must be resolved for approval, after which, the bidding process for construction will be carried out.

Project cost: UF 28.500

This set of projects arises from internal initiatives to improve the operating conditions of the highway and its users, generating economic benefits by allowing new traffic on the access ramps. These projects are financed by the profits generated by the Ministry of Public Works.

Total cost of the 3 ramps: UF 79.000

Expected profits: UF 33.000 per year

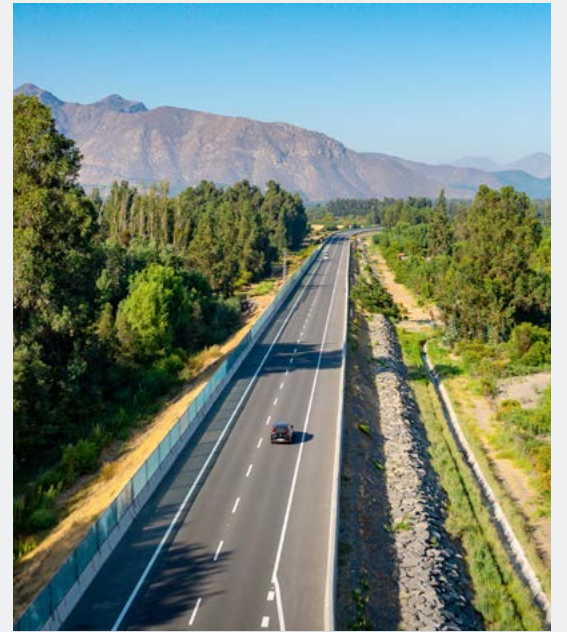
Taking into consideration the end date of its concessions, the VíasChile group has focused its time horizon on the medium and long term, mainly by extending the concession terms or through complementary agreements that improve the quality of service. delivered to users, as well as through the permanent search for new growth opportunities through the integration of new assets. The above based on a strategy of operational excellence, focused on the delivery of quality service to the client and, above all, sustainable.

* Section E refers to the extra connection track between the Lo Ruiz Tunnel and Autopista Central.

› Subsidiaries, Partnerships and Other Investments

INFORMATION ABOUT SUBSIDIARIES

The Group companies and subsidiaries carry out the operation of four road concessions (three interurban and one urban), in accordance with the concession contracts signed with the MOP together with two operators (OperaVías and GESA), in addition to VíasChile, which also provides operating services to highways. There are two concessionaires that ended their operations, but that legally remain subsidiaries.



› Subsidiaries, Partnerships and Other Investments

Sociedad Concesionaria Autopista Central S.A

Object

Execution, repair, conservation, maintenance, exploitation and operation of the fiscal public works called "North South System Concession".

Participation VíasChile SA

99,99%

Participation of Gestora de Autopistas SpA

0,01%

Legal Representative & General Manager

Víctor Montenegro González

Directory

- › Andrés Barberis Martín, General Director
- › María Pía Tejos Román
- › Carlos Pitarque Durán
- › Rodrigo Olave López
- › María Virginia Grau Rossel

Rut

96.945.440-8

Constitution

Initially, it was incorporated under the corporate name of Sociedad Concesionaria Autopista Norte Sur S.A. on February 22, 2001 by means of a public deed executed before the Notary Public of Santiago, Mr. José Musalem Saffie.

Invested Capital

The initial capital of the Company was ThCLP\$58,000,000, divided into a total of 58,000,000 ordinary shares, registered and without par value, which was fully subscribed and paid by the shareholders who attended the execution of the deed of incorporation.



› Subsidiaries, Partnerships and Other Investments

Sociedad Concesionaria Rutas del Pacífico S.A.

Object

Execution, construction and operation of the fiscal work called "Santiago – Valparaíso – Viña del Mar Road Interconnection", as well as the provision of complementary services authorized by the Ministry of Public Works (MOP).

Participation VíasChile SA

99,99%

Participation of Gestora de Autopistas SpA

0,01%

Legal Representative & General Manager

Andrés Barberis Martín

Directory

- › Christian Arbulú Caballero, General Director
- › Danilo Concha Vergara
- › Leonardo López Campos
- › María Virginia Grau Rossel
- › Rodrigo Olave López

Rut

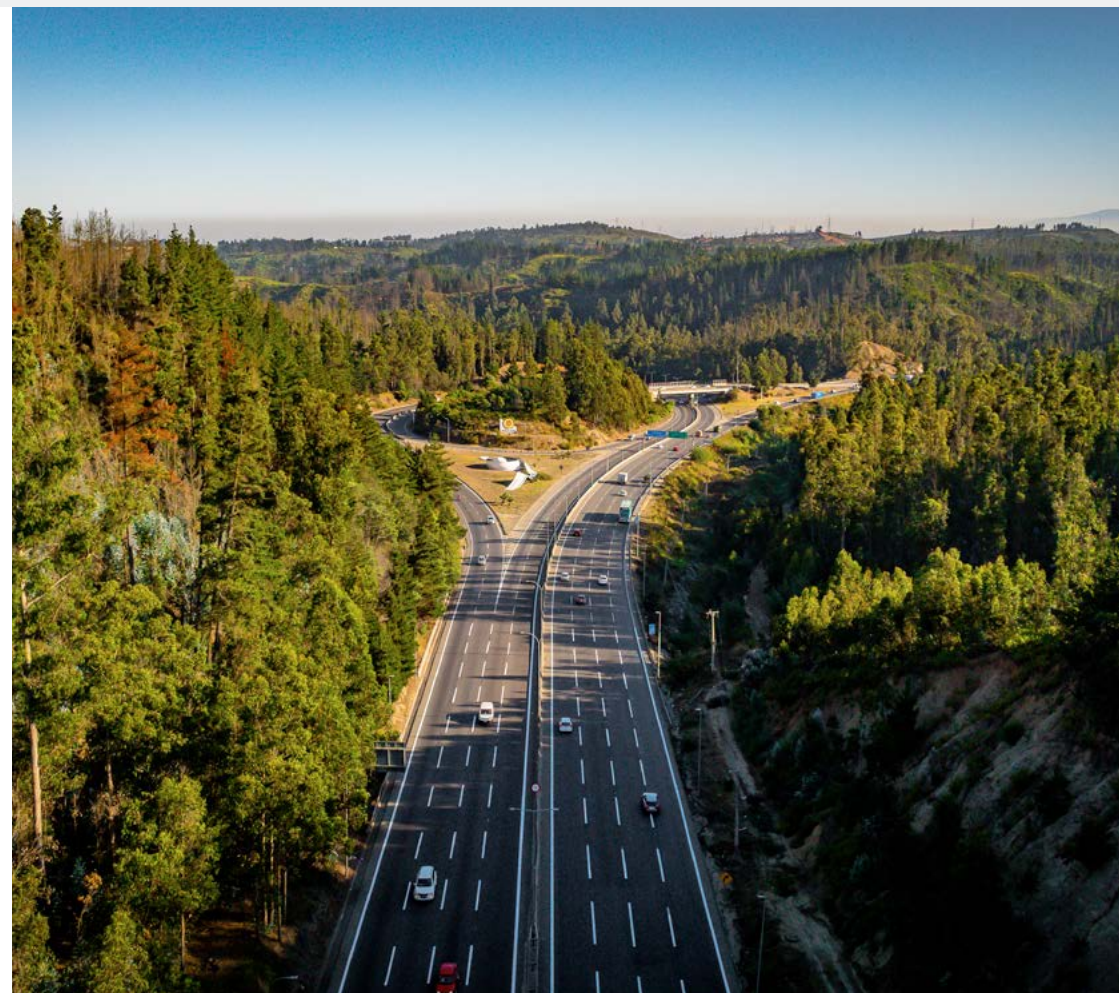
96.873.140-8

Constitution

Incorporation as a public limited company closed by public deed granted on October 26, 1998 in the Notary Office of Santiago de Fernando Opazo Larraín. An excerpt of the deed was entered in the Commercial Registry of the Conservator of Real Estate of Santiago in 1998 on pages 26237, No. 20987 and published in the Official Gazette on October 28, 1998.

Invested Capital

The initial capital of the Company was ThCLP\$51,000,000, divided into a total of 10,000 registered shares of the same series and without par value, fully subscribed and paid in cash by the shareholders who participated in the execution of the deed of incorporation. No further amendments to the articles of association relating to the share capital have been agreed.



› Subsidiaries, Partnerships and Other Investments

Sociedad Concesionaria Autopista Los Libertadores S.A.

Object

Execution, construction and operation of the concession "Camino Santiago - Colina - Los Andes", and the provision of complementary services authorized by the Ministry of Public Works.

Participation VíasChile SA

99,99%

Participation of Gestora de Autopistas SpA

0,01%

Legal Representative & General Manager

Andrés Barberis Martín

Directory

- › Christian Arbulú Caballero, General Director
- › Víctor Montenegro González
- › Leonardo López Campos
- › Danilo Concha Vergara
- › María Virginia Grau Rossel

Rut

96.818.910-7

Constitution

Constitution by public deed granted on March 31, 1997 before the Notary Public Mr. Aliro Veloso Muñoz. An excerpt of the deed was entered in the Commercial Registry of the Conservator of Real Estate of Santiago on March 31, 1997, on pages 7750, No. 6065, and published in the Official Gazette on April 2, 1997.

Invested Capital

The initial capital of the Company was ThCLP\$10,000,000, divided into a total of 10,000,000 registered shares of the same series and without par value, which was fully subscribed and paid in cash by the shareholders who attended the execution of the deed of incorporation.



› Subsidiaries, Partnerships and Other Investments

Sociedad Concesionaria Autopista de Los Andes S.A.

Object

Execution, construction and operation of the concession "Camino Santiago - Colina - Los Andes", and the provision of complementary services authorized by the Ministry of Public Works.

Participation VíasChile SA

99,99%

Participation of Gestora de Autopistas SpA

0,01%

Legal Representative & General Manager

Andrés Barberis Martín

Directory

- › Christian Arbulú Caballero, General Director
- › Víctor Montenegro González
- › Leonardo López Campos
- › Danilo Concha Vergara
- › María Virginia Grau Rossel

Rut

99.516.880-4

Constitution

Incorporation according to a public deed granted on March 18, 2003, before the Notary Public Mr. Humberto Santelices Narducci. Protolization on March 21, 2003. An excerpt of the deed is registered in the Commercial Registry of the Conservator of Real Estate of Santiago on pages 7,244, No. 5,714 of March 18, 2003 and was published in the Official Gazette on March 21, 2003.

Invested Capital

The initial capital of the Company was ThCLP\$28,400,000 divided into a total of 100,000 registered shares with no par value, which was fully subscribed and paid by the shareholders who participated in the granting of the deed of incorporation.



› Subsidiaries, Partnerships and Other Investments

Gestora de Autopistas SpA

Object

- a. The promotion of roads, highways or highways under concession, their ownership and management, in Chile and abroad, in its triple aspect of construction, maintenance and operation of roads, highways or toll roads, in any of its modalities;
- b. The promotion, conservation and operation of the service areas, as well as any means of communication with users;
- c. Study, promotion, projection, technical assistance, execution, maintenance and operation of all types of works, buildings, establishments and infrastructures.

Participation VíasChile SA

100%

Legal Representative & General Manager

Christian Arbulú Caballero

Rut

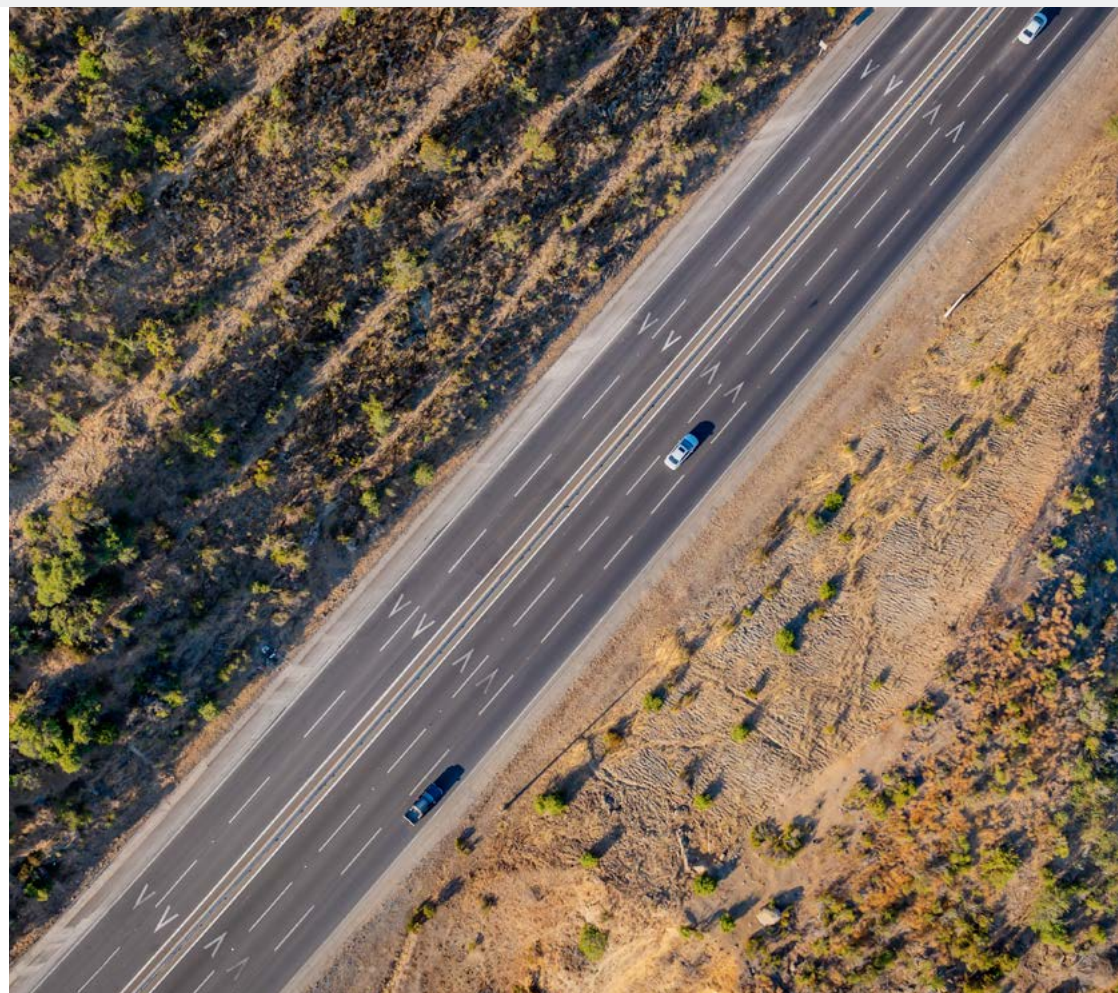
96.889.500-1

Constitution

Initial incorporation as a corporation by public deed granted on December 15, 1998 before the Notary Public Mr. René Benavente Cash. An excerpt of the deed was registered in the Commercial Registry of the Conservator of Real Estate of Santiago on December 23, 1998, on page 31,579, under No. 25,296, and published in the Official Gazette on December 28, 1998.

Invested Capital

The initial capital of the Company was ThCLP\$1,000,000 divided into 1,000 shares, of a series, without par value, which was fully subscribed and paid by the shareholders who concurred in the granting of the deed of incorporation.



› Subsidiaries, Partnerships and Other Investments

OperaVías SpA

Object

The purpose of the Company is the maintenance, conservation and management of transport infrastructures of motorway concessions, both urban and interurban.

Participation VíasChile SA

100%

Legal Representative & General Manager

Christian Arbulú Caballero

Rut

76.406.157-8

Constitution

Incorporated as a Corporation, by means of a public deed dated February 9, 2015, before the Notary of Santiago, Mrs. María Angélica Oyarzún Andrades, Alternate Notary of the Holder of the Eighth Notary of Santiago, Mr. Andrés Rubio Flores. The corresponding extract was registered on pages 14436, No. 8857 of the Commercial Registry of the Conservator of Real Estate of Santiago and was published in the Official Gazette on February 21 of the same year. Its legal address is Route 78, kilometer 66 in Toll Melipilla, Chile.

Invested Capital

The initial capital of the Company was ThCLP\$876,000, divided into a total of 876,000,000 registered shares of the same series and without par value, which was fully subscribed and paid by the shareholders who participated in the execution of the deed of incorporation.



› Subsidiaries, Partnerships and Other Investments

Sociedad Concesionaria Autopista del Sol S.A.

Object

The “Santiago - San Antonio Highway, Route 78” concession is a work tendered by the Ministry of Public Works as part of the Public Works Concession Plan, whose award to Infraestructura Dos Mil S.A. It was published in the Official Gazette on August 24, 1995.

Participation VíasChile S.A

99.99%

Management Participation of Autopistas SpA

0,01%

Legal Representative and General Manager

Andrés Barberis Martín

Board

- › Christian Arbulú Caballero, President
- › Victor Montenegro González
- › Leonardo López Campos
- › Danilo Concha Vergara
- › María Virginia Grau Rossel

Rut

96.762.780-1

Constitution

Established by public deed granted on September 8, 1995 before the Notary Public Mr. Mario Baros González. An extract of the deed was registered in the Commercial Registry of the Real Estate Registrar of Santiago, on September 8, 1995 on page 21417, N°17317 and was published in the Official Gazette on September 12, 1995.

Social capital

The initial capital of the Company was Th\$7,000,000, divided into a total of 1,000,000 registered shares with no par value, which was fully subscribed and paid by the shareholders who attended the granting of the deed of incorporation.



› Subsidiaries, Partnerships and Other Investments

Sociedad Concesionaria del Elqui S.A.

Object

And execution, construction and operation of the fiscal public works called "International Concession Route 5, Los Vilos – La Serena Section", and the provision of complementary services authorized by the Ministry of Public Works.

Participation VíasChile S.A

99,94%

Management Participation of Autopistas SpA

0.06%

Legal Representative and General Manager

Andrés Barberis Martín

Board

- › Christian Arbulú Caballero, Presidente
- › Víctor Montenegro González
- › Rodrigo Olave López
- › Danilo Concha Vergara
- › María Virginia Grau Rossel

Rut

96.826.380-3

Constitution

Established by public deed granted on June 2, 1997 before the Notary Public Mr. Humberto Quezada Moreno. An extract of the deed was registered in the Commercial Registry of the Real Estate Registrar of Santiago on June 4, 1997 on pages 13,183, No. 10,575 and was published in the Official Gazette on June 6, 1997.

Social capital

The initial capital of the Company was Th\$24,000,000 divided into a total of 1,000 nominative shares without par value and of equal value each, which was fully subscribed and paid by the shareholders who attended the granting of the articles of incorporation. .



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> Magnitudes and Results

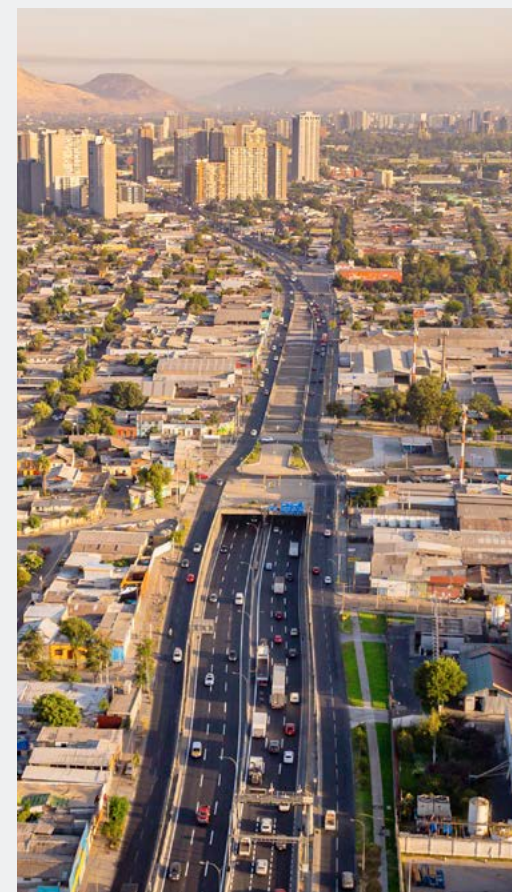
The year 2023 presented traffic below the levels of the year 2022 in the entire highway network (-2.8%), which was affected by the low growth of the country's economy added to the fact that it had a start to the year in 2022 with exceptional growth as a result of the lifting of COVID-19 restrictions at the end of 2021.

The evolution of operating expenses shows a decrease compared to 2022, mainly explained by the termination of the concessions of Autopista del Sol and Rutas del Elqui, which mitigate the increase associated with the effect of inflation on expenses.

Consolidated net profit showed a positive evolution (+47%), mainly explained by an improvement in financial results as a result of a lower financial burden as a result of the amortizations of the period and the prepayment of the obligation associated with the works of Puente Maipo and lower inflation.

	Impairment		
	2023	2022	Var.
Toll income ThCLP\$	516.694.532	503.917.424	2,5%
Other operating income (*)	(12.567.005)	(7.991.407)	57,3%
Operating income	504.127.527	495.926.017	1,7%
Operating expenses	(85.615.506)	(94.530.781)	-9,4%
EBITDA	418.512.021	401.395.236	4,3%
Depreciation and amortization	(131.565.795)	(135.926.299)	-3,2%
Operating profit (loss) (EBIT)	286.946.226	265.468.937	8,1%
Net financial profit	(56.372.159)	(106.895.532)	-47,3%
Impairment	(29.152.480)	(6.924.827)	321,0%
Impairment	(46.429.661)	(46.186.433)	0,5%
Net profit	154.991.926	105.462.145	47,0%

(*) includes lower income according to IFRIC 12 application and impairment loss on trade receivables.



› Magnitudes and Results



TOLL REVENUE

Toll revenues grew by (+2.5%), mainly due to the positive evolution of the tariff (+12.6%) as a result of the variation in the CPI that compensates for the negative evolution of traffic (-2.8%) and the negative evolution of the mix and other vehicles (-7.3%), as a result of the termination of the concession of Rutas del Elqui.

Regarding the contribution of the Concessionaires, 60% of VíasChile's toll revenues are contributed by Autopista Central.

Toll income (thousand CLP\$)	2023		2022		Var.
Autopista Central	311.134.578	60%	283.648.756	56%	10%
Rutas del Pacífico	122.003.084	24%	111.836.275	22%	9%
Autopista Los Libertadores	47.000.477	9%	42.784.230	8%	10%
Rutas del Elqui	-	0%	32.737.303	6%	-100%
Autopista Los Andes	36.556.393	7%	32.910.860	7%	11%
Total	516.694.532	100%	503.917.424	100%	2,5%

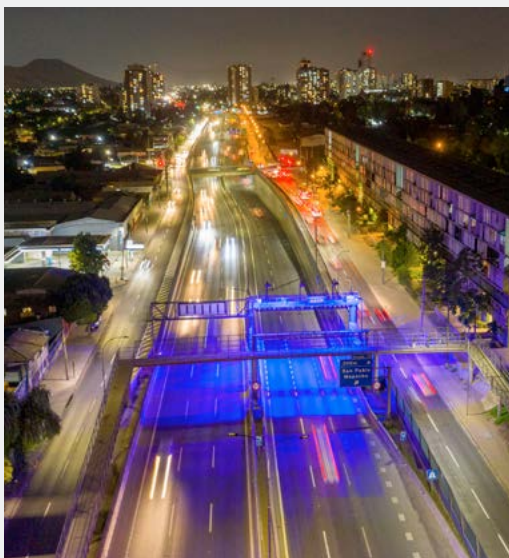
Highways	km	IMD	% vs 2022	VL % vs 2022	VP % vs 2022
Autopista Central	62,3	95.355	-2,4%	-2,4%	-2,0%
Rutas del Pacífico	141,4	40.007	-4,0%	-3,2%	-9,7%
Autopista Los Libertadores	115,7	23.418	-1,0%	0,4%	-10,9%
Autopista Los Andes	92,3	10.358	-3,0%	-2,7%	-4,9%
Total	411,7	37.070	-2,8%	-2,3%	-6,5%

Average daily traffic (ADT): the average number of vehicles per day that enter and exit the premises or travel over a specific section of the road. (to ensure comparability Rutas del Elqui has not been considered for 2022).

› Magnitudes and Results

OTHER OPERATING INCOME

Other operating income showed a negative evolution, mainly due to an increase in the impairment of accounts receivable from trade receivables.



EBITDA

Operating income (EBITDA) reached ThCLP\$418,512,021, representing a growth of (+4.3%) compared to the previous year. Despite low growth in revenues and at the end of Autopista del Sol and Rutas del Elqui, the continuous improvement in our activities has allowed us to obtain efficiencies and optimize operating costs, allowing a positive evolution of EBITDA.

EBITDA (thousand CLP\$)	2023		2022		Var.
Autopista Central	282.875.952	68%	254.551.900	63%	11%
Rutas del Pacífico	95.325.910	23%	92.196.077	23%	3%
Autopista Los Libertadores	8.002.222	2%	10.180.257	3%	-21%
Rutas del Elqui	(216.741)	0%	22.926.552	6%	-101%
Autopista Los Andes	24.347.596	6%	22.072.352	5%	10%
Other	8.177.082	2%	(531.904)	0%	-1637%
Total	418.512.021	100%	401.395.236	100%	4,3%

EBIT

Operating profit (EBIT) for the year shows an increase of (+8.1%) compared to 2022, driven by better EBITDA and lower amortization of intangibles due to the end of the Rutas del Elqui concession.

FINANCIAL RESULT

The net financial result reached ThCLP\$-56,372,159 (-47.3%) compared to 2022, this evolution is mainly explained by lower inflation, taking into account that 76.3% of financing is in UF. The weighted average interest rate on debts with credit institutions was 8.20% nominal per annum for debts in pesos and 3.82% nominal per annum for debts in UF. The weighted average interest rate on bond issues was 3.03% nominal per annum for UF issues and 6.22% for dollar issues.

› Magnitudes and Results

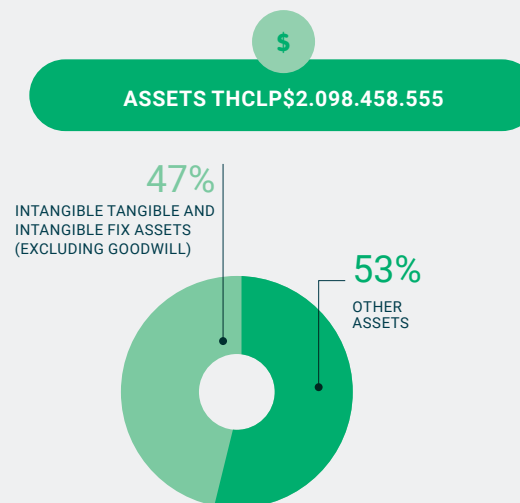
RESULT

The consolidated result for the 2023 financial year reached ThCLP\$154,991,926, which corresponds to an increase of 47.0% compared to 2022, mainly explained by a better evolution of the financial result and EBITDA.



CONSOLIDATED BALANCE SHEET

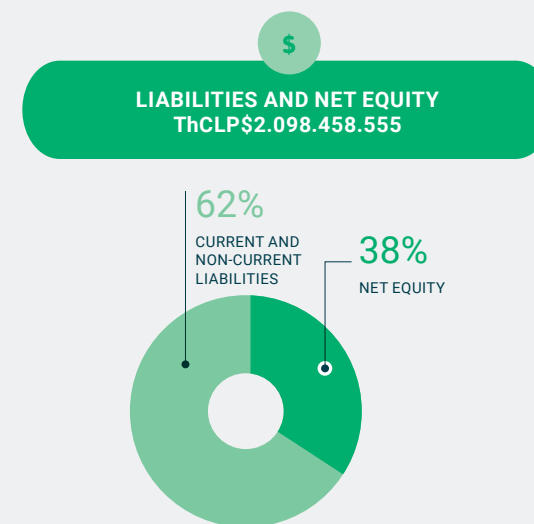
Total assets as of December 31, 2023 amounted to ThCLP\$2,098,458,555, which corresponds to a decrease of (3.3%) compared to the end of 2022, mainly as a result of the amortization of the intangible in 2023 and the derecognition of the intangible associated with the Maipo Bridge works.



› Magnitudes and Results

Assets (thousand CLP\$)	Consolidated		Liabilities (thousand CLP\$)	Consolidated	
	2023	2022		2023	2022
Non current assets	1.604.452.401	1.736.587.700	Liabilities (thousand CLP\$)	787.237.465	782.344.678
Property, plant and equipment, and intangibles	1.110.997.321	1.227.029.428	Capital	93.257.078	93.257.078
Goodwill	418.591.828	418.591.828	Reserves and retained earnings	693.980.387	689.087.600
Other long term assets	74.863.252	90.966.444			
Current assets	494.006.154	433.847.148	Non current liabilities	1.003.988.840	1.180.353.612
Other short term assets	316.369.772	337.289.430	Financial debt	683.339.590	827.582.664
Cash and cash equivalents	177.636.382	96.557.718	Other long term liabilities	320.649.250	352.770.948
			Current liabilities	307.232.250	207.736.558
			Financial debt	130.090.620	105.336.556
			Other short term liabilities	177.141.630	102.400.002
Total assets	2.098.458.555	2.170.434.848	Total assets	2.098.458.555	2.170.434.848

Consolidated current and non-current liabilities amounted to ThCLP\$1,311,221,090, a decrease of (-5.5%) compared to 2022, mainly due to amortizations during the period of financial obligations. Consolidated equity reached ThCLP\$787,237,465, which is (+0.6%) compared to 2022, mainly explained by the result for the year and the distribution of dividends in 2023 of ThCLP\$153,500,000.



› Magnitudes and Results

INVESTMENTS

The group's total investment in fiscal year 2023, which includes works for major highway maintenance, amounted to ThCLP\$36,529,942 (ThCLP\$29,453,848 in 2022). 30% of this has been allocated to expansion, mainly to expand the capacity of the highways and to improve the tunnel infrastructure seeking to increase quality and safety standards, investments that seek to reduce the carbon footprint of the highways are also incorporated in accordance with the ESG Plan to which the VíasChile group has committed.

The most significant operational investments have been mainly associated with the modernisation of toll systems and signalling and safety elements.

On the other hand, major maintenance interventions (pavements, structures and other cyclical interventions) have been carried out in 2023, representing 40% of total investments.

Investments (thousand CLP\$)	Operational	%	Expansion	%	Major maintenance	%	Total	%
Autopista Central	7.562.612	69%	2.119.800	19%	6.192.715	42%	15.875.126	43%
Rutas del Pacífico	459.065	4%	5.493.419	50%	4.348.408	30%	10.300.893	28%
Autopista Los Libertadores	345.761	3%	-	0%	2.915.670	20%	3.261.431	9%
Autopista Los Andes	1.390.687	13%	1.814.561	16%	1.124.270	8%	4.329.518	12%
Resto	1.176.338	11%	1.586.636	14%	-	0%	2.762.974	8%
Total	10.934.464	100%	11.014.415	100%	14.581.063	100%	36.529.942	100%

CASH FLOW

In 2023, Grupo VíasChile generated a cash flow from operating activities of ThCLP\$367,443,398, which is equivalent to (+27.5%) than in 2022, with higher inflows from the collections received from the Ministry of Public Works associated with complementary agreements, including the Ad-Referendum Agreement No. 2 for the Maipo Bridge works, Ad-Referendum Agreement No. 8 for the elimination of the 3.5% fare increase for the year 2023, both on the Central Highway, among the most relevant.

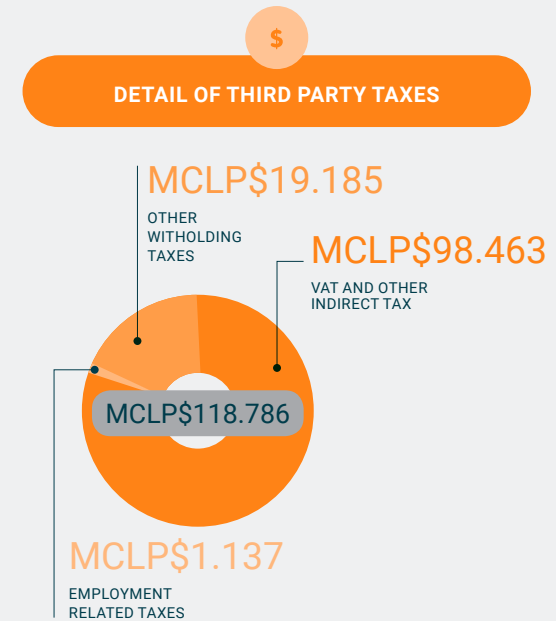
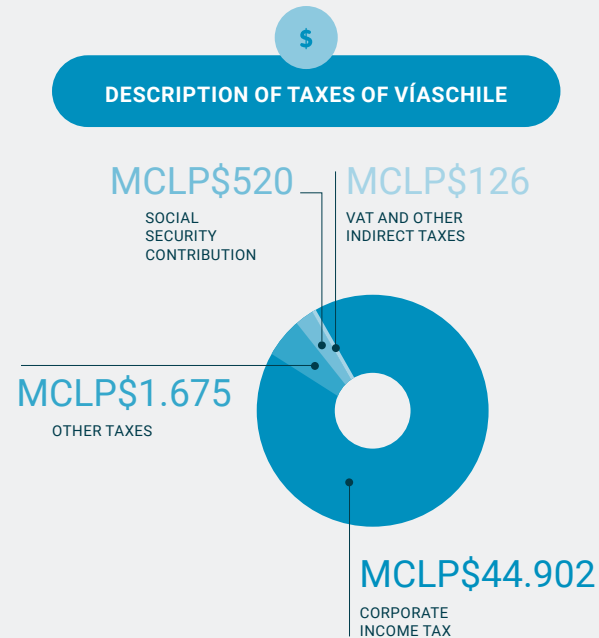
Operating cash flows cover operating costs, major maintenance requirements and financial obligations, thanks to an appropriate financial policy adopted by the Group.

› Magnitudes and Results

CORPORATE INCOME TAX

Corporate income tax expense recognized in profit or loss amounts to ThCLP\$46,429,661, with the legal rate in 2023 being 27%.

The total contribution to the payment of taxes that Grupo VíasChile made during 2023 amounted to ThCLP\$166,008,916, of which ThCLP\$47,222,766 correspond to its own taxes and ThCLP\$118,786,150 on account of third parties.



* MCLP = Million chilean pesos

› Magnitudes and Results

FINANCIAL MANAGEMENT

The main objective of the financial management carried out during the year was to ensure the Group's liquidity, compliance with the financial obligations of the debt contracts and the confirmation of the risk ratings in Vías Chile S.A. and Autopista Central S.A.

Among the financial operations carried out, the completion of the financing of the obligations associated with the works of Puente Maipo in Autopista Central in December 2023 and the renewal of letters of credit in Autopista Central for an amount close to 112 billion pesos.

FINANCIAL RISK RATINGS

Autopista Central S.A.			
Agency	Date of last rating	Rating	Outlook
Standard & Poor's	oct-23	A	Negative
Moody's	jun-23	Baa1	Stable
Humphreys	mar-23	AAA	Stable
Feller	oct-23	AA	Stable

Vías Chile S.A.			
Agency	Date of last rating	Rating	Outlook
Humphreys	mar-23	AA+	Stable
Feller	oct-23	AA-	Stable



› Magnitudes and Results

NET DEBT/EBITDA

As of December 31, 2023, the group has a Net Debt/EBITDA ratio of 1.5x, which reflects the group's financial management with low leverage levels, which allow greater flexibility in decision-making and future investment plans.



FINANCIAL STRUCTURE

In accordance with the policies defined by the Board of Directors, the Group's financial structure seeks to limit the risks to which it is exposed due to the nature of the different financing structures of the projects in which it operates.

Regarding the distribution of financial obligations, at the end of the 2023 financial year, long-term

obligations stood at 86% of the total versus 89% at the end of 2022, the average maturity of the Group's debt stood at 4.0 years.

To minimize exposure to interest rate risk, VíasChile and its subsidiaries as of December 31, 2023 have all their debt at a fixed rate.



› Relevant or Essential Facts



1. On July 4, 2023, Sociedad Vías Chile S.A. reported as an essential fact that: At the Company's Extraordinary Shareholders' Meeting, held on July 3, 2023, it was agreed to distribute dividends charged to accumulated earnings, at an approximate rate of \$765.81 per share.
2. On November 30, 2023, Sociedad Vías Chile S.A. reported as an essential fact that: At the Extraordinary Shareholders' Meeting of the Company, held on November 21, 2023, it was agreed to cancel the distribution of dividends charged to accumulated profits, at an approximate rate of \$765.81 per share, agreed by the shareholders on July 3, 2023.
3. On December 20, 2023, Sociedad Vías Chile S.A. reported as an essential fact that: At the Extraordinary Shareholders' Meeting of the Company, held on December 19, 2023, it was agreed:
 - a) Distribute dividends from retained earnings at an approximate rate of \$625.66 per share, payable no later than December 19, 2023;
 - b) Distribute dividends from retained earnings at an approximate rate of \$334.73 per share, payable no later than February 29, 2024.

Reasoned Analysis

FOR COMPARATIVE PURPOSES, THE ADT OF RUTAS DEL ELQUI IN 2022

This analysis is based on the year ended December 31, 2023 and December 31, 2022.

Executive Summary

The comprehensive income statement as of December 31, 2023 shows a profit for the period of ThCLP\$154,991,926, an increase of 47.0% compared to the previous year, mainly explained by an improvement in EBITDA and financial results that compensate for the termination of the Sol and Elqui Concessions. Return on revenue reached 30.7%, which compared to the return obtained in December 2022 of 21.3% shows a significant increase, as a result of a better result for the year. Finally, it should be noted that the debt ratio (understood as the ratio between liabilities and equity) is 1.67 times, which shows a decrease compared to December 31, 2022, mainly explained by a decrease in debt as a result of the prepayment of the loan associated with the works of Puente Maipo on Autopista Central, in accordance with the prepayment made by the MOP of a part of the clearing account associated with this project.

The Group's Strengths in Today's Market

During 2023 there was a drop in traffic compared to the previous year, partly explained by a first half of 2022 with significant traffic growth and on the other hand by the drop in economic activity that the country presented. The negative evolution in the flow of vehicles has increased the risk of demand, however, it is important to consider that some companies of the Group have clauses in their concession contracts that cover the risk of demand through state guarantee mechanisms called "Guaranteed Minimum Income" (IMG) and the Present Value of Income (VPI) system, which mitigate the risk of vehicular traffic. It should be noted that since the companies that have this IMG mechanism were put into service, they have never been activated.

On the other hand, under the current economic scenario it is of vital importance to strengthen the public-private relationship, taking into account that private investment is the engine that allows countries to grow, and considering that the Road Concessions sector is an important player, Grupo VíasChile will continue to work together with the Ministry of Public.

Works under the conditions that are defined in the different concession contracts. always seeking to contribute to road management in a sustainable and efficient way for the sustainable development of the country. The appropriate financial policy adopted by the Group makes it possible to adequately comply with the services established in the different concession contracts and to meet the financial obligations that the group has, which is further supported by the fact that it belongs to a leading international group in the field of toll roads, such as the Abertis Group.



› Reasoned Analysis

Analysis of the Statements of Financial Position as of December 31, 2023 and December 31, 2022

Below is a comparative summary table of the Statement of Financial Position as of December 31, 2023 and December 31, 2022:

Thousand CLP\$	Dec. 2023	Dec. 2022	Difference	Var.
Current assets	494.006.154	433.847.148	60.159.006	13,9%
Non-current assets	1.604.452.401	1.736.587.700	-132.135.299	-7,6%
Total assets	2.098.458.555	2.170.434.848	-71.976.293	-3,3%

Thousand CLP\$	Dec. 2023	Dec. 2022	Difference	Var.
Current assets	307.232.250	207.736.558	99.495.692	47,9%
Non-current assets	1.003.988.840	1.180.353.612	-176.364.772	-14,9%
Net worth	787.237.465	782.344.678	4.892.787	0,6%
Total net worth and liabilities	2.098.458.555	2.170.434.848	-71.976.293	-3,3%

Compared to the previous table, the most notable variations between December 31, 2023 and December 31, 2022 are as follows:

- › **Current Assets** showed an increase of ThCLP\$60,159,006, mainly explained by the year's collection and by collections made to the MOP related to certain agreements during this period, mainly the payment of the Ad-Referendum Agreement No. 2 associated with the works of the Maipo Bridge on the Central Highway.
- › **Current Liabilities** increased by ThCLP\$99,495,692, mainly corresponding to the dividend payable to shareholders of ThCLP\$53,500,000, the long-term to short-term transfer of financial obligations and the balance of suppliers.
- › **Non-Current Assets** decreased by ThCLP\$132,135,299, mainly explained by the net between amortizations for the period, the decrease in the intangible associated with the Maipo Bridge works as a result of the prepayment by the MOP and the additions for new investments.
- › **Non-Current Liabilities** decreased by ThCLP\$176,364,772, mainly due to financial obligations as a result of the amortizations of the period and their transfer to the short term and the prepayment made of the loan associated with the works of the Maipo Bridge on the Central Highway, which offsets the increase in these works as a result of inflation.
- › **Equity** increased by ThCLP\$4,892,787, explained by the result for the period and the distribution of dividends of ThCLP\$153,500,000.

Reasoned Analysis

Analysis of comprehensive results for the period ended December 31, 2023 and 2022

Thousands CLP\$	Dec. 2023	Dec. 2022	Difference	Var.
Traffic (ADT) (*)	37.070	38.131	-1.060	-2,8%
Tariffs				12,6%
Mix and others				-7,3%
Revenues from highway tolls	516.694.532	503.917.424	12.777.108	2,5%
Other operating revenues (**)	-12.567.005	-7.991.407	-4.575.598	
Income from operations	504.127.527	495.926.017	8.201.510	1,7%
Personnel expenses	-17.847.901	-19.859.008	2.011.107	-10,1%
Other operating expenses	-67.767.605	-74.671.773	6.904.168	-9,2%
Operating expenses (excluding depreciation and amortization)	-85.615.506	-94.530.781	8.915.275	-9,4%
Ebitda	418.512.021	401.395.236	17.116.785	4,3%
% Ebitda/Incomes	83,0%	80,9%	2,1%	
Depreciation and amortization	-131.565.795	-135.926.299	4.360.504	-3,2%
Operating income	286.946.226	265.468.937	21.477.289	8,1%
Profit from operations	-82.842.238	-138.839.771	55.997.533	
Operating income	26.470.079	31.944.239	-5.474.160	
Net financial result	-56.372.159	-106.895.532	50.523.373	-47,3%
Impairment	-29.152.480	-6.924.827	-22.227.653	
Profit before taxes	154.991.926	105.462.145	49.529.781	47,0%
Corporate income tax	-46.429.661	-46.186.433	-243.228	
Profit for the period	154.991.926	105.462.145	49.529.781	47,0%
Other comprehensive income	3.400.861	-27.537.459	30.938.320	
Total comprehensive income	158.392.787	77.924.686	80.468.101	103,3%

(*) The group uses the ADT (Average Daily Traffic) as an indicator to calculate the evolution of traffic on each of its highways, which corresponds to the theoretical calculation of the number of vehicles that travel the entire highway per day. The consolidated ADT is determined based on the proportion of kilometers on each highway.

(**) Net of impairment loss on trade receivables and accounting impacts arising from the application of IFRIC 12.

› Reasoned Analysis

- › Toll revenues showed an increase of 2.5%, mainly due to an increase in the rate by 12.6% as a result of the variation in the CPI that compensates for the negative evolution of traffic -2.8% and the evolution of the mix and others by -7.3%, a fall mainly explained by the term of Elqui in December 2022.
- › Below is a show of the evolution of traffic by each concessionaire company:

Traffic (ADT)	Dec. 2023	Dec. 2022	Difference	Var.
Rutas del Pacifico	40.007	41.664	-1.657	-4,0%
Los Libertadores	23.418	23.665	-247	-1,0%
Los Andes	10.358	10.677	-319	-3,0%
Autopista Central	95.355	97.669	-2.314	-2,4%
Total ADT	37.070	38.131	-1.060	-2,8%

For comparative purposes, Rutas del Elqui's ADT is not included for 2022.

- › As can be seen, the entire motorway network presents a negative evolution in its traffic, which is explained by the fact that in the first months of 2022 there was an explosive growth in traffic as a result of a lifting of Covid-19 restrictions during the last quarter of 2021. On the other hand, during 2023 traffic has been affected by the fires that occurred during the months of January and February that mainly impacted the traffic of Rutas and Libertadores, and by the heavy rains that occurred during the winter. In addition, the country's economic context, with negative growth indicators, has significantly affected the evolution of traffic on all highways.
- › Other income from operations, which is net of the negative impacts of the impairment loss of commercial debtors and the application of IFRIC 12 applicable to concession businesses, showed a negative evolution compared to the previous year, mainly explained by a higher impairment loss of commercial debtors, offset by the revenues corresponding to the rate differential in Autopista Central (CAR No. 8) and the income from the prepayment of Maipo Bridge by the MOP.
- › Personnel expenses decreased by 10.1%, mainly due to the termination of the Sol and Elqui Concession, which mitigated the increase in expenditure due to the effect of inflation.
- › Other operating expenses: The evolution of operating expenses shows a decrease of 9.2% compared to 2022, mainly explained by the term of the Sol and Elqui Concession, which mitigates the increase associated with the inflation effect on this item.
- › The evolution of revenues and expenses generated a positive evolution of EBITDA of 4.3%.
- › Operating income improved by 8.1%, mainly due to higher revenues and the termination of the Sol and Elqui concessions, which resulted in lower operating expenses and lower amortization.
- › The financial result shows a positive evolution of ThCLP\$50,523,373, where financial expenses show a decrease explained by the lower debt levels as a result of the amortizations and prepayment of the obligation associated with Puente Maipo, together with lower inflation recorded as of December 31, 2023 compared to the previous year.

Reasoned Analysis

- › **Corporate income tax** showed a slight increase, mainly explained by the result of the period and the evolution of deferred taxes.
- › **Other comprehensive income** (which corresponds to impacts recorded directly on equity) corresponds to the net tax impact of the hedging reserves associated with the valuation of the derivative financial instruments in Autopista Central and Autopista Los Andes.

Below is a comparative table of the Group's main financial ratios as of December 31, 2023 and December 31, 2022:

Financial ratios, ThCLP\$	Dec. 2023 (12 months)	Dec. 2022 (12 months)
Current ratios (times)	1,6	2,1
Quick ratio (times) (*)	1,6	2,1
Debt ratio (times)	1,67	1,77
Profitability on revenues	30,7%	21,3%
Profitability on equity	19,7%	13,5%
Profitability of assets	7,4%	4,9%
Earnings per share (thousand CLP\$) (full year)	0,970	0,660
Working capital (**)	174.424.805	214.980.552
Net debt/EBITDA (full year) (times)	1,5	2,1

(*) Understood as current liquidity, but subtracting inventories from current assets.

(**) The restricted term deposit account associated with guarantee receipts is excluded.

Current Liquidity and Acid Ratio: The Group has a liquidity ratio of 1.6 that shows the financial solvency to meet its short-term obligations, which is explained, among other things, by an adequate financial management policy.

Debt ratio: There was a decrease between December 31, 2023 and December 31, 2022, mainly explained by a decrease in financial obligations due to the prepayment of the loan associated with the works of the Maipo Bridge on the Central Highway and by the amortizations of the period.

Return on revenue: This indicator shows a positive evolution, which is mainly explained by a better financial result, as well as lower operating expenses due to the termination of the Elqui and Sol concessions.

Return on equity: Like return on income, this indicator shows the positive evolution of profit for the period, mainly associated with a positive evolution of the financial result.

Earnings per share: This indicator shows an increase compared to December 2022, mainly explained by the evolution of profit for the period.

Working Capital: Its evolution compared to December 2022 is mainly explained by higher current liabilities at the end of 2023 (dividends payable and increase in creditors).

Net debt/EBITDA: The decrease in this ratio is explained by a positive evolution of EBITDA, and by the fact that during the previous years some financial obligations were paid and no new refinancing operations have been carried out.

› Reasoned Analysis

Analysis of cash flow and cash equivalents and their evolution as of December 31, 2023 and 2022

Thousand of CLP\$	Dec. 2023	Dec. 2022	Difference	Var.
Initial balance of cash and cash equivalents Rutas del Pacífico	96.557.722	149.089.735	-52.532.013	-35,2%
Flow from operating activities	367.443.398	288.134.199	79.309.199	27,5%
Flow from investing activities	8.630.887	2.814.884	5.816.003	206,6%
Flow from investing activities	-294.995.625	-343.481.100	48.485.475	-14,1%
Final balance of cash and cash equivalents	177.636.382	96.557.718	81.078.664	84,0%
Net variation in cash and cash equivalent	81.078.660	-52.532.017	133.610.677	-254,3%

› Net flows originating from operations activities:

They show a positive evolution largely explained by the collections received from the MOP for complementary agreements, mainly to the payment of the AdReferendum Agreement No. 2 associated with the works of Puente Maipo and CAR No. 8 associated with the differences generated during 2023 by the elimination of the 3.5% increase in the real rate, both on Autopista Central. These collections compensate for the lower levels of collection compared to the previous year as a result of the termination of Sol and Elqui.

› Net flows originating from investment activities:

There is a higher level of inflows resulting from higher income from financial investments that offset the outflows from investments in property, plant and equipment and expansion projects.

› Net flows originating from financing activities:

There has been a lower outflow of flows, mainly explained by a lower payment of dividends that compensate for the higher outflows resulting from the prepayment of the loan associated with the works of the Maipo Bridge on the Central Highway, according to the payment received from the MOP associated with part of the compensation account of said project, as well as for the amortizations of the period in accordance with the payment schedules.



BUSINESS RISKS

The following are the main risk factors present in the business:

Exchange Rate Risk

Transactions that could be affected by exchange rate fluctuations, both with respect to the dollar and other currencies, are fully offset by hedging instruments that eliminate any negative effect on the profit or loss for the year. In order to finance the concession work, in December 2003 Sociedad Concesionaria Autopista Central issued a US\$ 250,000,000 bond in US dollars, which is equivalent to approximately 10% of the group's total financial liabilities. In order to minimise exposure to adverse changes in that currency, the Company has entered into a Cross Currency Swap (CCS) with the Instituto de Crédito Oficial de España, in order to hedge against the fluctuation of that currency and taking into account that the operating income generated by the flows to meet this obligation is indexed to inflation, is that the contracted CCS transforms the debt flows into UFs.

The contracted Cross Currency Swap classifies as a cash flow hedging instrument, therefore, all exchange rate variations that affect the USD Bond are fully offset by the derivative and do not generate an effect on the result of the year. That said, management does not see an exchange rate risk associated with dollar debt.

Interest Rate Risk

This risk refers to the possibility of suffering losses caused by adverse changes in market interest rates that may affect the value of instruments, contracts or other transactions recorded. The Group has a low exposure to interest rate risk, as as of December 31, 2023, all its financing contracts are fixed-rate and in UF, in turn the income flows originate indirectly in this currency, thus achieving a match in the flows in the long term. Therefore, in the event of a change in the interest rate, there will be no impact on the group's results. There are no other financial liabilities and assets that could represent an interest rate risk.

Credit Risk

It is the possibility that companies suffer losses and the value of their assets decreases as a result of their debtors or counterparty failing to comply in a timely manner or imperfectly complying with the agreed terms. In accordance with the above, the Group's financial instruments that are exposed to credit risk are:

- a. Financial Investments
- b. Derivative Instruments
- c. Trade Debtors

With regard to the investments of surplus cash related to credit risk arising mainly from cash and cash equivalents, derivative financial instruments and deposits with banks and financial institutions, the Group has mitigated this risk by formalizing its operations only with financial institutions of proven credit solvency, recognized by international rating agencies. This creditworthiness, expressed by the rating categories of each institution, is reviewed

periodically in order to ensure active management of counterparty risk.

In relation to derivative instruments, the Group has Cross Currency Swap contracts in Andes with Banco Estado associated with the credit with the same institution and in Acsa associated with the financing of bonds in dollars, contracted with the Instituto de Crédito Oficial de España (ICO), a public business entity, attached to the Ministry of Economy and Finance of Spain.

In accordance with the foregoing, the Group does not consider that it has a significant exposure to credit risk due to the fact that, at the date of presentation of these consolidated financial statements, the financial instruments have a high credit quality, do not have non-performing loans and therefore have not suffered impairment. On the other hand, and in relation to Trade Debtors, the Group faces credit risk that is directly related to the individual ability of its customers to meet their contractual commitments, which is reflected in the accounts of trade receivables from the Free-Flow customers of ACSA, Rutas and Libertadores. The Group applies IFRS 9 to assess the customer's

› Reasoned Analysis



ability and intent to pay. According to collections by payment channels, the Group does not have a concentrated exposure to credit risk, since in the case of companies with a Free-Flow and Stop & Go system (ACSA, Libertadores and Rutas) around 78.61% as of December 31, 2023 (80.80% as of December 31, 2022) of the customer base cancels their account through automatic payment plus electronic payment, while the remaining 21.39% as of December 31, 2023 (19.20% as of December 31, 2022) do so through face-to-face payment on all channels (own and external). In any case, the risk of uncollectibility is strongly correlated with the effectiveness of the instruments that the legal framework has provided to guarantee the collection of tolls in the urban highway concession system (Art. 42 of the Concessions Law and Art. 114 of the Traffic Law). As for users who travel without a TAG device and with a Day Pass as a means of payment, they do not have the risk of uncollectibility, since this mechanism basically corresponds to a prepaid system.

The Collections area is responsible for carrying out collection actions on the portfolio of delinquent customers through external providers, which are materialized through actions such as sending letters sent to the customer, home visits and text messages via mobile telephony. These communications inform

the user of their debt, the eventual disabling of the TAG device and the available payment channels. Once the term has expired, the device is disabled and the user becomes an offender of the dealership, which activates the following measures:

Change of toll gantry rate for offending users.

- › Offence under article 114 of the Traffic Act, of a serious nature.
- › Judicial action once all pre-judicial collection instances have been exhausted, as established by Article 42 of the Concessions Law.

Where applicable, once all pre-judicial collection instances established internally by the Group have been exhausted, and depending on the characteristics of the client and their debt, the amount of the debt, judicial collection actions are initiated.

Liquidity risk

The Group prudently manages liquidity risk, which implies the availability of financing for a sufficient amount through committed credit facilities. The Group does not see any liquidity risk.

From this perspective, the Group maintains a low liquidity risk, given that it has favoured long-term financing to maintain a financial structure that is commensurate with the liquidity of its assets. That is why the financing is shoehorned with the income streams until the end of each concession. The operating cash flows generated cover operational costs, major maintenance requirements and financial obligations, which are achieved thanks to the control measures that management has, which are:

Cost control: The administration constantly monitors its costs and annually reviews it in search of new efficiencies that allow reducing costs while maintaining the quality of services and the operation of the highways.

Collection and collection management: As a result of the Social Outbreak and the Covid-19 pandemic, the company significantly promoted the granting of "Discounts" and "Payment Agreements", which aim to discount the debt and normalize the payment of the debt in installments according to the payment capacity of the customers. The Group has decided to maintain the discount plans and agreements as a permanent tool, however, they will vary with respect to the criteria of customers and debts that they benefit.

› Reasoned Analysis

Cash flow review: The Administration carries out a constant analysis of the cash flows, checking the actual cash with what was budgeted, in order to warn of important deviations in order to avoid future payment defaults.

In line with the above, in the Group's companies whose financing contracts require it, exclusive accounts are maintained for debt service in which the installments corresponding to the nearest maturities are funded monthly.

With regard to the financial investments of reserve accounts and one-off cash surpluses, the Board of Directors, considering the framework defined by the financing contracts, has established an investment policy in the capital market that optimizes the return and liquidity subject to a certain level of risk. For these purposes, financial investments are made using only time deposits and agreements with commercial banks, whose credit quality of the instruments issued has a low risk classification, as determined by first-level international risk classifiers. In addition to the above, a policy has been established that limits the concentration of funds invested by financial institution.

According to the maturities of the financial assets held by the Group, there is no liquidity risk.

Inflation Risk

All the highway concessions held by Grupo VíasChile generate revenues, the rates of which vary directly according to inflation. Consequently, a scenario of rising inflation would lead to an increase in the valuation of these projects and in assets valued in UF. On the other hand, and with respect to the liabilities denominated in UF and which represent 76.34% of the total consolidated debt, the risk of inflation is reduced considering that the flows that will cover the payment of these liabilities come from toll revenues which, as indicated in the previous paragraph, they are directly indexed to inflation.

That said, in the long term there is a total elimination of this risk in consideration that the rates are readjusted annually on the value readjusted the previous year, while the obligations are readjusted on the unpaid balance of the debt, that is, this balance of obligations decreases while revenues increase.

Risk of the Regulatory Framework

Considering that the Group is a toll road operator and insofar as its operation is linked to concession contracts with the Ministry of Public Works, it generates risks that must be assumed by each of the parties, and it is mandatory that these risks are previously studied to allow the smooth evolution of the Contract, for the benefit of the general interest. If the Concession Contract is analyzed, it can be seen that the Concessionaire performs a specific function that is the competence of the State, in order to obtain for itself a profit, which it will receive through the collection of fees that it is allowed to charge to the users of the highway, assuming, therefore, the patrimonial and financial risk that the development of the Contract entails. For the financing of this type of infrastructure projects, an exhaustive analysis of business risks is vital, which allows the contracting entities to create viable projects that ensure the fulfillment of social objectives and, in turn, allow the Concessionaire to obtain the expected profitability, taking into account that this implies a number of rights and obligations of each of the parties. such as, for example, the restoration of the economic and financial balance of the project and, on the other hand, the power to exercise the clauses for the imposition of fines, or contractual termination, by the State. The

treatment of this point in Chile's concession system was addressed under the central scheme of risk distribution among the different agents involved in the process, i.e., the State represented by the Ministry of Public Works and the Ministry of Finance and the concessionaire and the different creditors and/or guarantors of the project.

Technology Risk

Given that some of the Group's companies currently have an electronic collection system via FreeFlow, toll collection could be affected by the integrity of the system and the efficiency of the transaction recording process for vehicles entering the highway. For this collection system, the companies of the group have a system of transponders and another based on optical recognition to record transactions at each collection point and for this the detailed specifications of the Central System are established, including the modeling of business rules, implementing the functional baseline and a project management methodology that allows a complete control of the design. development of systems and control of equipment production. The operational readiness for TAG or transponder transactions is 99.99%, while for the optical registration system it is 99.97%.

Reasoned Analysis

To deal with the risks of increased failures due to the aging of the equipment, continuous measurements of the performance of the equipment and automatic detection of errors are carried out on a permanent basis. The above, in addition to the periodic renewal of the same.

Since the beginning of the implementation of this charging system in December 2004 in the case of the Central Highway, no technological drawbacks have been detected in the charging system, which reduces the risk indicated.

Tariff Risk

Tariff risk is controlled by the fact that the system of toll rates and their amounts are established in the concession contracts of the companies with the Ministry of Public Works (MOP). These contracts include a mechanism for updating fares according to the variation experienced by the CPI, plus a readjustability of 3.5% real per year in the case of Autopista de Los Andes.

For the year 2023, in consideration of the high CPI of 2022, the companies Autopista Central, Andes and Libertadores agreed with the MOP on a staggered

system for the readjustment of rates by CPI consisting of not applying the entire readjustment that corresponded, in the month of January or February 2023, according to their concession contracts, but to apply a readjustment to the rates of 6.65%, and that from July 1, 2023 and until the day before the readjustment of the rates corresponding to the year 2024 must be made, the companies will apply the rates that would have been applied in January or February 2023, as appropriate, when considering the totality of the readjustment contemplated in the

respective concession contracts for the year 2023. The differences generated as a result of this deferral in the total application of the tariff readjustment are compensated by the MOP.

On May 22, 2023, the respective Ad-referendum Agreements (CAR No. 10 Central Highway, CAR No. 4 for Libertadores and Andes) were signed with the MOP, by virtue of which the compensation conditions related to the partially deferred tariff readjustment were agreed, as reported in the previous paragraph.

Risk of Claims and Lawsuits

In order to mitigate the risks of claims and lawsuits to the companies of the group as a result of the concession contracts, insurance is taken out to defend, indemnify and keep the company free from claims, lawsuits and actions against it in general.

Catastrophe Risk and Force Majeure

The risk of catastrophes and force majeure is controlled by insurance that protects the infrastructure of the group's companies against destructive events of nature, terrorism, civil commotion, among others.



› Reasoned Analysis

Risk by Infringers

The companies of the group have a modern free-flow toll collection system, through which vehicles are allowed to move without stopping due to barriers. Consequently, there is no physical impediment to the entry to the highway of those vehicles that do not have an enabled TAG device or other complementary toll collection system, or that, having such a device, it is disabled due to late payment in accordance with the contractual conditions. In order to mitigate the risk of vehicles entering under these conditions, the Traffic Law has specifically provided for the infringement of article 114 (ex 118 bis), which allows the Ministry of Public Works to report the corresponding infractions to the respective Local Police Courts for the subsequent imposition of a fine. the value of which is equivalent to that of a serious infringement.



Articles of Incorporation and Amendments

The company Vías Chile S.A. (hereinafter also the "Company", "VíasChile" or the "Company") was incorporated by public deed dated November 25, 1996, granted in the Notary Office of Santiago by Mr. Eduardo Pinto Peralta. The respective extract was registered on page 30627, number 23837 of the Commercial Registry of the Conservator of Real Estate of Santiago for the year 1996 and published in the Official Gazette on December 9 of the same year.

The Company has been subject to the following modifications:

- I. By resolution adopted at the Extraordinary Meeting of Shareholders of the Company held on February 19, 2001, the minutes of which were reduced to a public deed on March 8, 2001 at the Notary Public of Santiago of Mr. Fernando Opazo Larraín, in which it was agreed to increase the capital of the Company. The respective extract was registered on page 7182, number 5837 of the Commercial Registry of the Conservator of Real Estate of Santiago for the year 2001 and published in the Official Gazette on March 26 of the same year.
- II. By resolution adopted at the Extraordinary Meeting of Shareholders of the Company held on December 13, 2002, the minutes of which were reduced to a public deed on March 20, 2003 at the Notary Public of Santiago of Mr. Fernando Opazo Larraín, in which it was agreed to increase the capital of the Company. The respective extract was registered on page 7828, number 6175 of the Commercial Registry of the Conservator of Real Estate of Santiago, corresponding to the year 2003, and published in the Official Gazette on March 29 of the same year.
- III. By resolution adopted at the Extraordinary Meeting of Shareholders of the Company held on April 30, 2004, the minutes of which were reduced to a public deed on May 27, 2004 at the Notary Public of Santiago of Mr. Humberto Quezada Moreno, in which it was agreed to modify the administration of the Company. The respective extract was registered on page 16856, number 12683 of the Commercial Registry of the Conservator of Real Estate of Santiago, corresponding to the year 2004, and published in the Official Gazette on June 16 of the same year.
- IV. By resolution adopted at the Extraordinary Meeting of Shareholders of the Company held on June 10, 2014, the minutes of which were reduced to a public deed on the same date at the Notary Public of Santiago of Mr. Andrés Rubio Flores, in which it was agreed to reduce the capital of the Company. The respective extract was registered on page 48155 number 29853 of the Commercial Registry of the Conservator of Real Estate of Santiago for the year 2014 and published in the Official Gazette on July 12 of the same year.
- V. By resolution adopted at the Extraordinary Meeting of Shareholders of the Company held on December 23, 2014, the minutes of which were reduced to a public deed on January 14, 2015 at the Notary Public of Santiago of Mr. Andrés Rubio Flores, in which it was agreed to reduce the capital of the Company. The respective extract was registered on page 16479 number 10133 of the Commercial Registry of the Conservator of Real Estate of Santiago corresponding to the year 2015 and published in the Official Gazette on March 2 of the same year.
- VI. By resolution adopted at the Extraordinary Meeting of Shareholders of the Company held on February 23, 2015, the minutes of which were reduced to a public deed on February 24, 2015 at the Notary Public of Santiago of Mr. Andrés Rubio Flores, in which it was agreed: /and/ the merger by incorporation of Ladecon S.A. into the Company, and consequent increase in the Company's capital; and /z/ the change of the Company's corporate name. The respective extract was registered on page 22313 number 13329 of the Commercial Registry of the Conservator of Real Estate of Santiago for the year 2015 and published in the Official Gazette on March 23 of the same year.

› Articles of Incorporation and Amendments

- VII.** By resolution adopted at the Extraordinary Shareholders' Meeting of the Company held on February 13, 2015, the minutes of which were reduced to a public deed on the same date at the Notary Public of Santiago of Mr. Andrés Rubio Flores, in which it was agreed to reduce the capital of the Company. The respective extract was registered on page 25620 number 15213 of the Commercial Registry of the Conservator of Real Estate of Santiago for the year 2015 and published in the Official Gazette on April 9 of the same year.
- VIII.** By resolution adopted at the Extraordinary Meeting of Shareholders of the Company held on April 15, 2015, the minutes of which were reduced to a public deed on the same date at the Notary Public of Santiago of Mr. Andrés Rubio Flores, in which it was agreed to increase the capital of the Company. The respective extract was registered on page 38613 number 22804 of the Commercial Registry of the Conservator of Real Estate of Santiago for the year 2015 and published in the Official Gazette on June 3 of the same year.
- IX.** By resolution adopted at the Extraordinary Shareholders' Meeting of the Company held on September 21, 2015, the minutes of which were reduced to a public deed dated September 28, 2015 at the Notary Public of Santiago of Mr. Eduardo Javier Diez Morello, in which it was agreed to increase the capital of the Company. The respective extract was registered on page 74624 number 43613 of the Commercial Registry of the Conservator of Real Estate of Santiago for the year 2015 and published in the Official Gazette on October 9 of the same year.
- X.** By resolution adopted at the Extraordinary Shareholders' Meeting of the Company held on April 7, 2016, the minutes of which were reduced to a public deed on April 8, 2016 at the Notary Public of Santiago of Mr. Andrés Rubio Flores, in which it was agreed to modify the corporate purpose of the Company. The respective extract was registered on page 28331 number 15793 of the Commercial Registry of the Conservator of Real Estate of Santiago for the year 2016 and published in the Official Gazette on April 27 of the same year.
- XI.** By resolution adopted at the Extraordinary Shareholders' Meeting of the Company held on October 26, 2016, the minutes of which were reduced to a public deed on the same date at the Notary Public of Santiago of Mr. Patricio Raby Benavente, in which it was agreed to modify the administration of the Company. The respective extract was registered on page 80759 number 43594 of the Commercial Registry of the Conservator of Real Estate of Santiago for the year 2016 and published in the Official Gazette on November 10 of the same year.
- XII.** By resolution adopted at the Extraordinary Meeting of Shareholders of the Company held on December 27, 2017, the minutes of which were reduced to a public deed on January 2, 2018 at the Notary Public of Santiago of Mr. Jorge Schwenke Zuñiga, in which it was agreed to modify the corporate name of the Company to Vías Chile S.A. The respective extract was registered on page 5858 number 3361 of the Commercial Registry of the Conservator of Real Estate of Santiago corresponding to the year 2018 and published in the Official Gazette on January 26 of the same year.
- XIII.** By resolution adopted at the Extraordinary Shareholders' Meeting of the Company held on August 31, 2018, the minutes of which were reduced to a public deed on the same date at the Notary Public of Santiago of Mr. Patricio Raby Benavente, in which the merger by incorporation of Abertis Autopistas Chile III SpA (hereinafter "Abauchi III") was agreed, in Society. The respective extract was registered on page 73269 number 37652 of the Commercial Registry of the Conservator of Real Estate of Santiago corresponding to the year 2018 and published in the Official Gazette on September 28 of the same year.
- XIV.** By resolution adopted at the Extraordinary Shareholders' Meeting of the Company held on January 11, 2019, the minutes of which were reduced to a public deed on the same date at the Notary Public of Santiago of Mr. Raúl Undurraga Laso, in which the modification of the domicile, administration and supervision of the Company was agreed. The respective extract was registered on page 5841 number 3181 of the Commercial Registry of the Conservator of Real Estate of Santiago corresponding to the year 2019 and published in the Official Gazette on January 24 of the same year.

› Articles of Incorporation and Amendments

XV. By resolution adopted at the Extraordinary Shareholders' Meeting of the Company held on April 15, 2019, the minutes of which were reduced to a public deed on the same date at the Notary Public of Santiago of Mr. Patricio Raby Benavente, in which the merger by absorption with Central Korbana S.a. r.l. was agreed, the latter being absorbed by the former. The respective extract was registered on page 30254 number 15195 of the Commercial Registry of the Conservator of Real Estate of Santiago corresponding to the year 2019 and published in the Official Gazette on April 24 of the same year.

XVI. By resolution adopted at the Extraordinary Shareholders' Meeting of the Company held on April 30, 2019, the minutes of which were reduced to a public deed on the same date at the Notary Public of Santiago of Mr. Luis Ignacio Manquehual Mery, in which the capital increase of the Company was agreed. The extract was registered on page 79147 number 38935 of the Commercial Registry of the Conservator of Real Estate of Santiago for the year 2019 and published in the Official Gazette on October 17 of the same year.

XVII. By resolution adopted at the Extraordinary Meeting of Shareholders of the Company held on October 6, 2021, the minutes of which were reduced to a public deed on February 2, 2022, at the Notary Public of Santiago of Mr. Luis Ignacio Manquehual Mery, it was agreed to include the supervision of the crime prevention model as a duty of the Board of Directors of the Company. The extract was registered on page 23587 number 10865 of the Commercial Registry of the Conservator of Real Estate of Santiago corresponding to the year 2022 and published in the Official Gazette on March 26 of the same year.


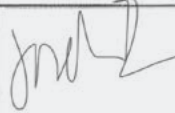

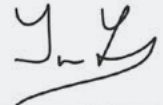




> Financial Statements



> Subscription of the Annual Report

We, the undersigned, as Directors of Vías Chile S.A., declare under oath that the data contained in this Report are the faithful expression of the truth, so we assume the corresponding responsibility for all the information that is sent, we also assume the responsibility for the preparation and presentation of the format in which they are presented in accordance with the instructions issued by the Financial Market Commission (former Superintendence of Securities and Insurance), and in particular by the provisions of General Rule No. 30.

Nombre	Cargo	Rut / Pasaporte	Firma
Francisco José Aljaro Navarro	Presidente	PAQ612610	
José Luis Viejo Belón	Director Titular	PAH898330	
Sonia Altímiras Alcaide	Director Titular	47850256K	
María Isidora Landa Montalva	Director Titular	F25304386	
Karim Mourad	Director Titular	518482484	
Andrés Barberis Martín	Director General	12.722.815-9	



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