



ANNUAL REPORT 2024

 **viaschile**
an Abertis company



03 WHO WE ARE

04 Letter from the Chairman

06 Ownership

12 VíasChile

16 STRATEGY

18 The Abertis Group's Strategic Approach

21 Commitment to Stakeholders

24 CORPORATE GOVERNANCE

26 Organization Chart

27 Corporate Integrity

28 Board of Directors

32 Key Executives

33 Management Committee

34 Sustainability in Corporate Governance

36 Risk Management

39 Main Risks and Internal Control Actions

44 Dividend Policy

45 TEAM

47 Team by Numbers

48 Equity, Diversity, and Inclusion

49 Career Development

53 Subcontract

54 Occupational Health and Safety

55 Operational Excellence

58 COMMUNITY AND ENVIRONMENT

60 Community Relations

64 Environment

66 BUSSINES MODEL

68 Customers

70 Suppliers

74 VíasChile in the Highway Concessions Market

76 Business: Highways and Services Network

82 Properties and Facilities

83 Engineering & Construction

84 Investment Plans

88 Subsidiaries and Related Companies

97 FINANCIAL RESULTS

99 Magnitudes and Results

108 Material or Essential Facts

109 Reasoned Analysis

120 Articles of Incorporation and Amendments

122 Financial Statements

123 Subscription of this Annual Report

124 ANNEX

125 Tables Chapter 4 - Team

140 CMF Index

144 SASB Index



WHO WE ARE

- 04** Letter from the Chairman
- 06** Ownership
- 12** VíasChile



LETTER FROM THE CHAIRMAN

The positive results of 2024, and the trust that the authorities have placed in us to lead the country's next major infrastructure projects, are a reflection of our successful collaborative approach with other players in the system and various stakeholders.

José Aljaro Navarro
Chairman



This 2024 was a year with good results for VíasChile, a period where we recovered the path of growth, and in which we achieved a successful participation in the bidding process for the concession of Route 5, Santiago-Los Vilos. In addition to this highway, which will become part of our operations from April 2025, the long-awaited Túnel Lo Ruiz project in Autopista Central will be added to our portfolio.

Together, these projects constitute a challenging development plan for our Company and represents an investment of 1,600 million euros, demonstrating, once again, the commitment of our shareholders to invest in the consolidated Chilean concessions model.

The local market has shown signs of improvement, which is reflected in the increase in traffic we saw during the second half of 2024, along with the payment behavior of our customers.

In 2024, in conjunction with the Ministry of Public Works, we inaugurated the expansion to Third Runways in the General Velásquez Axis of Autopista Central, allowing the capacity to be increased from 4 to 6 runways. This is complemented by the works underway on the Gran Envigadura bridge that will provide continuity in the vehicular flow of the sector.

In terms of technology, this year we completed the renovation of all the gantries of Autopista Central, contributing to maintaining an updated platform that allows the operational continuity of the systems.

Likewise, the cybersecurity standards of our entire technological platform were raised to safeguard its integrity and comply with the guidelines set forth by Abertis.

In innovation, we concluded the total replacement of more than 5,300 LED luminaires with spotlights with greater light capacity that contribute to the road safety of drivers, generating energy savings. In addition, the removed bulbs were upcycled to recover basic materials and generate a circular economy.

Road safety, the strategic axis of our business, led us to develop training and drills on different highways of the Group. Operationally, the good management of road contingencies was maintained and accidents decreased by 5.2% compared to the previous year, while the number of deaths due to road accidents also had a significant drop of 29% in that period. This leads us to continue working to maintain operational excellence and the road safety standard that allows us to be a benchmark in the country's industry.

At VíasChile we establish strategic alliances with the authorities and communities, to foster road safety education by promoting responsible habits in primary school children. This year, thanks to the support of the Abertis Foundation, we inaugurated the "Parque Vial" project in different districts of the Valparaíso and Metropolitan regions.

Our work with the community materialized with the opening of the second "Despensa Social" project in the commune of Renca that supports 2,500 older adults by delivering food and basic necessities. In addition, we launched a pilot program for homeless people near our routes, promoting their reintegration and thus reducing fatal accidents.

In 2024 we worked to strengthen our compliance systems to provide an effective response to recent regulatory changes such as the new Economic Crimes Law.

As for our employees, we are happy to share that for the third consecutive year we have achieved the Great Place to Work certification. This allows us to evaluate the work environment among our employees and manages to attract and retain talent.

I would like to conclude by highlighting once again the successful participation in the bidding processes and projects that we have been carrying out during the year has meant for VíasChile.

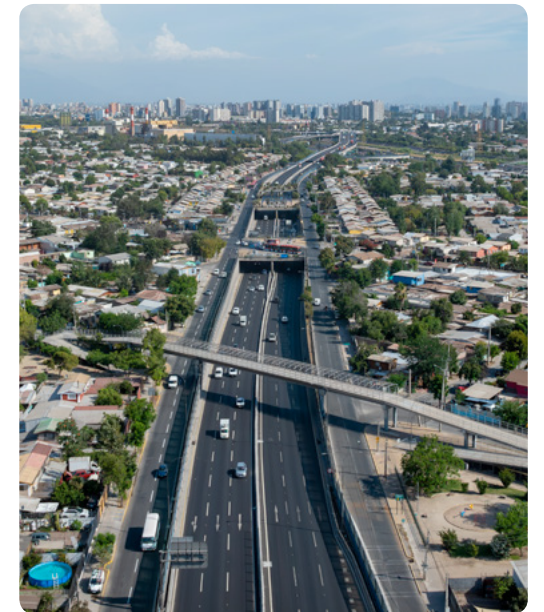
The positive results of 2024, and the trust that the authorities have placed in us to lead the country's next major infrastructure projects, are a reflection of our successful collaborative approach with other players in the system and various stakeholders.

We hope in 2025 to complete a successful operational transfer of the Santiago-Los Vilos concession, and to begin the works on the Túnel Lo Ruiz, as well as to carry out

an adequate handover of Rutas del Pacífico. In addition, we want to continue participating in new tenders in the country and comply with our spending control policies.

On behalf of Abertis, I would like to thank all our collaborators for the work they have done. There is no doubt that today's achievements lay the foundation for a future of greater growth and development.

José Aljaro Navarro
Chairman

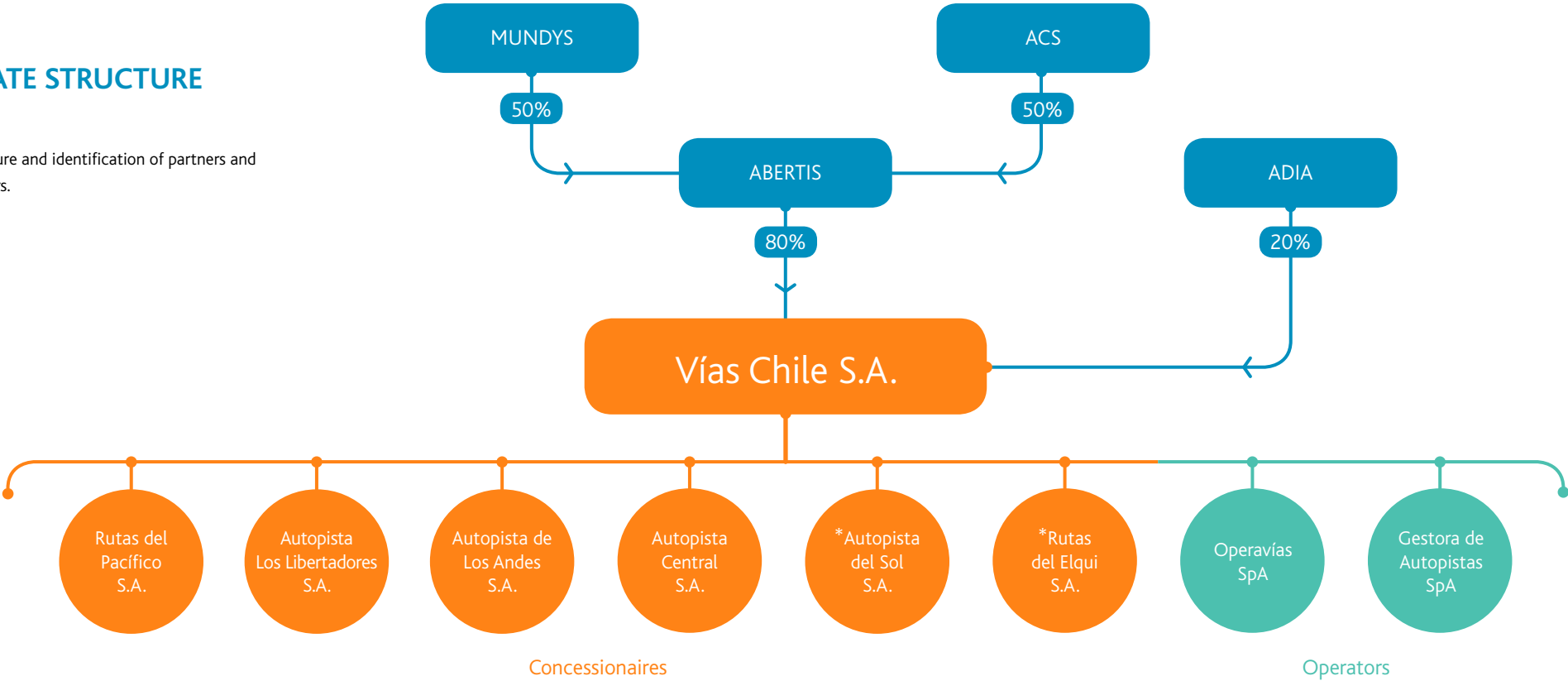




OWNERSHIP

CORPORATE STRUCTURE

Ownership structure and identification of partners and major shareholders.



*As of December 31, 2024, 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 concessions administered by these two companies ceased to operate respectively in March and December 2022.



ACS & MUNDYS

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

Mundys currently has 46 highway concessions in 11 countries, a presence in 24 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.





ABERTIS IN THE WORLD

Abertis is an international benchmark group, with more than 50 years of experience in toll road management. In 2024, 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.



*Presence in the world as of December 31, 2024



Spain

8 concessions

Controlled: Avasa, Aucat, Castellana, Aulesa, Camino, Barcelona and Cadí tunnels, Trados - 45

Participants: Autema

631 kilometers

738 employees

26,275 Tons of CO₂ (scopes 1, 2 and 3)

France

2 concessions

Controlled: Sanef, Sapn

1,769 kilometers

2,197 employees

113,842 tons of CO₂ (scopes 1, 2, and 3)

Italy

1 concession

Controlled: Autostrada

236 kilometers

457 employees

72,373 tons of CO₂ (scopes 1, 2, and 3)

Argentina

2 concessions

Controlled: Ausol, Grupo Concesionario del Oeste

175 kilometers

1,705 employees

36,982 Tons of CO₂ (scopes 1, 2 and 3)

Brazil

7 concessions

Controlled: Intervias, Via Paulista, Fernão Dias, Fluminense, Régis Bittencourt, Litoral Sul, Planalto Sul

3,193 kilometers

4,260 employees

217,398 Tons of CO₂ (scopes 1, 2 and 3)

Chile

4 concessions

Controlled: Autopista Central, Rutas del Pacifico, Autopista Los Libertadores, Autopista Los Andes,

412 kilometers

464 employees

37,744 Tons of CO₂ (scopes 1, 2 and 3)

Mexico

5 concessions

Controlled: Farac, Coviqa, Conipsa, Cotesa, Autovim

1,011 kilometers

1,542 employees

71,322 Tons of CO₂ (scopes 1, 2 and 3)

USA

1 concession

Controlled: Elizabeth River Crossings (ERC)

12 kilometers

178 employees

12,413 Tons of CO₂ (scopes 1, 2 and 3)

Puerto Rico

3 concessions

Control: Metropistas, Autopistas de Puerto Rico, PR Tollroads

281 kilometers

103 employees

42,691 Tons of CO₂ (scopes 1, 2 and 3)

India

2 concessions

Controlled: Isadak, Trichy Tollway Private Limited, Jadcherla Expressways Private Limited

152 Kilometers

47 employees

18,442 Tons of CO₂ (scopes 1, 2 and 3)

Countries where Abertis Mobility Services (AMS) is present

- Spain
- France
- United Kingdom
- Ireland
- Croatia
- USA

Abertis Mobility Services (AMS) has 474 employees. Total emissions of AMS in 2024 were 6,527 tons of CO₂ (scopes 1, 2 and 3).



ABERTIS GROUP IN CHILE

Until 2016, the Abertis Group controlled 100% of its concessions in Chile through its subsidiary Inversora de Infraestructuras, S.L. (INVIN). 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.

By the end of 2024, VíasChile directly manages more than 412 km, including the busiest urban highway in Chile.





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 2024, 2023, and 2022.

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 Nocedal 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.





VÍASCHILE

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



Focus on the Customer



Be Efficient and Work with Excellence



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

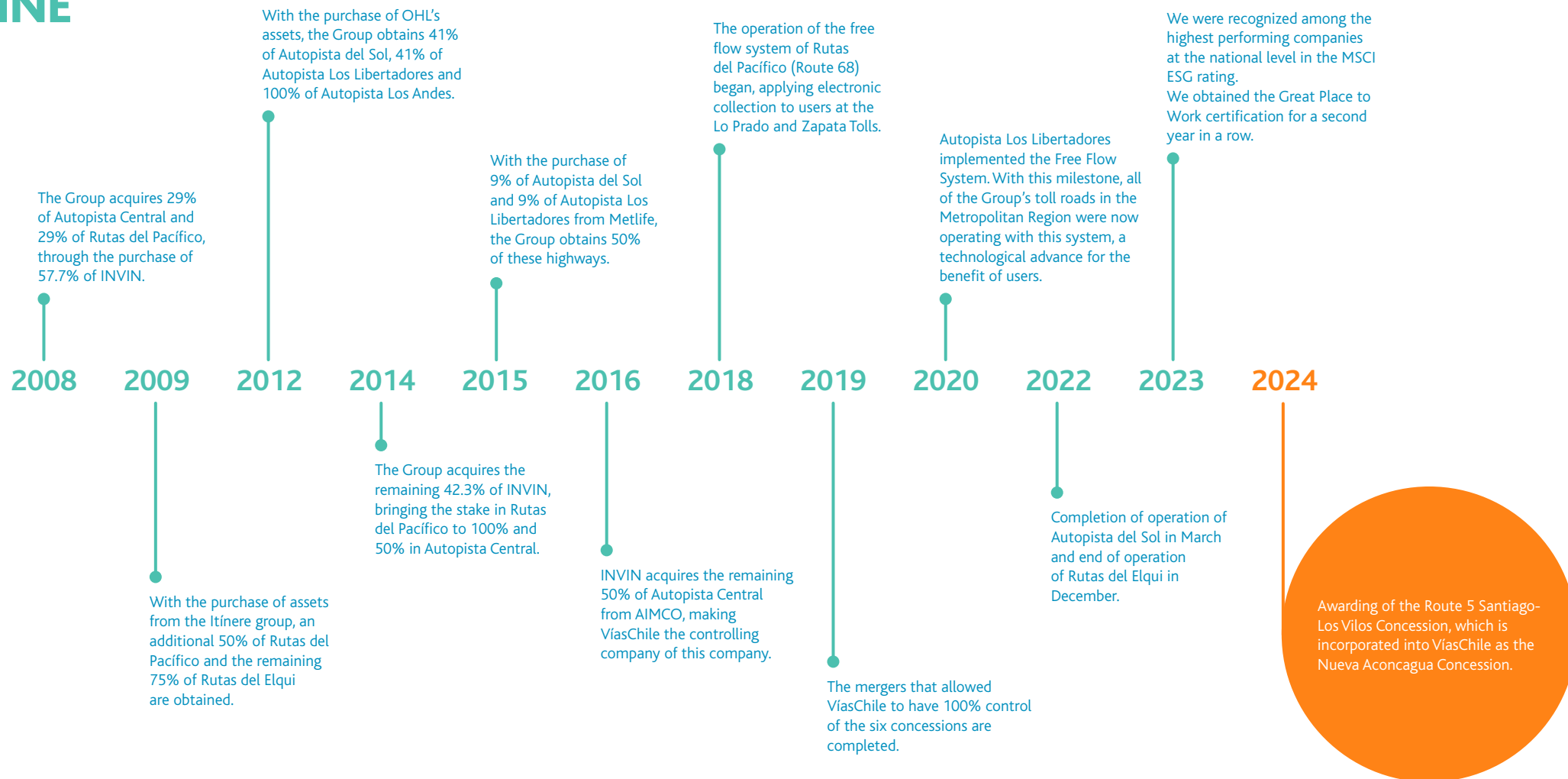
We exercise effective leadership, regardless of the position we hold in the organization, anticipating and adapting to the challenges and changes we face.

VALUES

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



TIMELINE





2024-2025 PROJECTS NUEVA ACONCAGUA AND TÚNEL LO RUIZ

In 2024, VíasChile reached a strategic milestone with two important projects: the award of Nueva Aconcagua concessionaire and the complementary agreement reached between the Ministry of Public Works and Autopista Central for the construction of Túnel Lo Ruiz, a key infrastructure within our current network. These achievements not only consolidate VíasChile's position as a benchmark in highway management, but also represent a renewed commitment to operational excellence, technological innovation, and the strengthening of our human capital.

The Túnel Lo Ruiz project aims to reduce the current traffic flow by up to 25% and overload the Quilicura junction by building two tunnels under Lo Ruiz hill, which will connect the General Velásquez Axis with Américo Vespucio Norte.

VíasChile made the strategic decision to participate in the bidding process for the concession of Route 5 Santiago – Los Vilos, managing to present the best economic offer, as announced by the MOP in August. The work will improve connectivity and service between the Metropolitan,

Valparaíso and Coquimbo regions, benefiting nearly 800,000 people. In addition, the project is expected to generate 7,300 jobs in its construction phase on average monthly.

From an operational point of view, these projects represent a significant challenge and an opportunity to demonstrate the Company's capacity for adaptation and efficiency. The operation of Nueva Aconcagua involves the integration of new routes into our network, which demands a coordinated approach to guarantee the continuity of service, road safety and preventive maintenance. For its part, the development of Túnel Lo Ruiz entails managing construction work on an existing infrastructure, which requires rigorous planning to minimize the impact on traffic and maintain high safety standards for users and workers.

In the technological field, both projects involve the implementation of cutting-edge solutions, highlighting the use of barrier-free toll systems (free flow). This technology not only improves traffic flow and reduces travel times but also optimizes operational efficiency by reducing the need for physical infrastructure for toll collection. The integration of these systems requires a comprehensive approach that covers everything from the design and installation of the technology to data management and cybersecurity, ensuring a reliable and safe operation.

In terms of people management, the expansion of operations brings with it the incorporation of new talent and the strengthening of internal capabilities. This involves recruitment and selection processes aimed at attracting highly qualified technical and management profiles, as well as training programs to ensure that our teams are prepared to face the specific challenges of each project.

The success in the award of Nueva Aconcagua and the development of Túnel Lo Ruiz is a reflection of the solidity of our management model, our experience in the sector and the dedication of our teams. These projects mark the beginning of a new stage for VíasChile, in which we will continue to promote the development of modern and sustainable infrastructures, at the service of millions of users and the progress of the country.

Project	Length	Main connection	Investment (estimated)
Nueva Aconcagua	223 km	Santiago - Los Vilos	UF 28,288,000
Túnel Lo Ruiz	5.8 km	Eje General Velásquez (Autopista Central) - Autopista Vespucio Norte	UF 10 millions



STRATEGY

- 18 The Abertis Group's Strategic Approach
- 21 Commitment to Stakeholders



We are driven by a vision of the future, committed to operational efficiency and exceptional service for our clients. We incorporate sustainability and innovation as strategic pillars, promoting continuous development, adaptation to new challenges and the creation of long-term value.

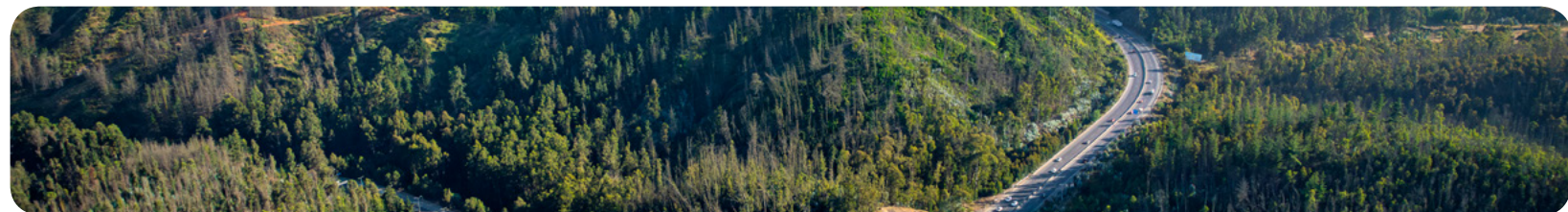




THE ABERTIS GROUP'S STRATEGIC APPROACH

WE HAVE A PLAN

The Abertis 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 objectives and generate appropriate measures, it has been defined that the sustainability strategy will be implemented through three three-year action plans, with evaluations at the end of each period.



THIS STRATEGY HAS 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.



STRATEGY

The Strategy defined by the Abertis Group established the creation of value as its objective 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. The Group strengthens its position in countries with a significant project portfolio, a solid regulatory framework and adequate conditions to meet the Abertis Group's Environmental, Social and Governance (ESG) objectives. At VíasChile, the growth strategy has focused on the incorporation of existing concessioned highways and more recently in the development of new road infrastructure projects.

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.



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 not only establishes goals in line with 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.

› 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 participation in open innovation projects, collaborative initiatives with public and private actors, and research programs.



COMMITMENT TO 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.

The role of this Department and the Company's commitment to stakeholders has been formally established in the Sustainability Policy of VíasChile, which was approved by the board of directors in 2024.

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.

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, 2024, 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 and Telecommunications, Ministry of the Interior, National Commission for Traffic Safety (CONASET) and the State Cybersecurity Agency (CSIRT), among others.

MEDIA OUTLETS

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.

POLICE & FIRE BRIGADES

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.





MEANS OF ENGAGEMENT WITH STAKEHOLDERS

STAKEHOLDER	MEANS OF ENGAGEMENT							
	Formal Meetings & Attention Offices	Formal Written Communications (targeted or personalized communication)	Web Communications	Corporate Publications (available for the general public)	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	•		•	•	•	•	•	



CORPORATE GOVERNANCE

- 26 Organization Chart
- 27 Corporate Integrity
- 28 Board of Directors
- 32 Key Executives
- 33 Management Committee
- 34 Sustainability in Corporate Governance
- 36 Risk Management
- 39 Main Risks and Internal Control Actions
- 44 Dividend Policy

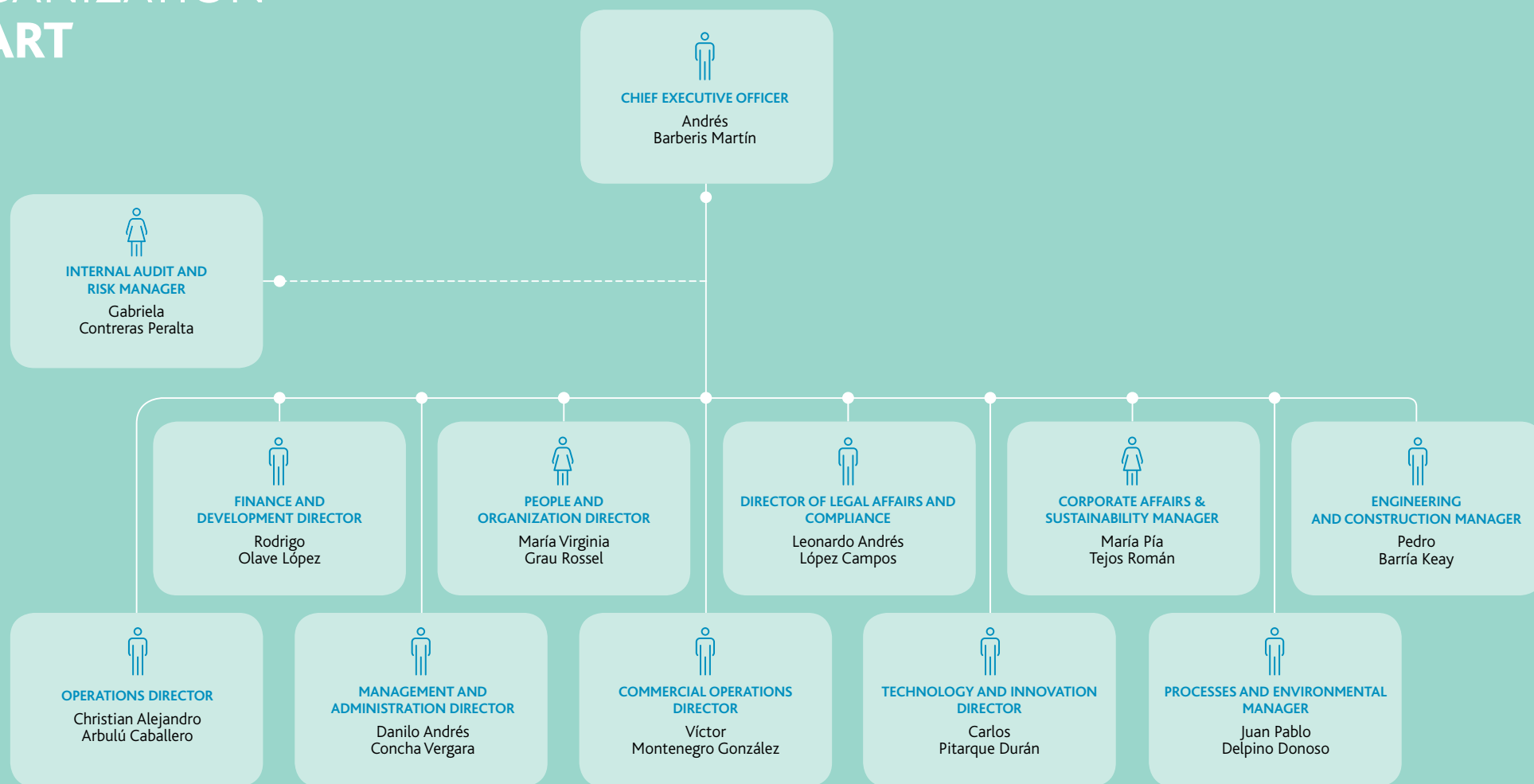


Our corporate governance has a robust structure and processes that allow us to lead the company with a strategic vision, managing the ethical risks inherent to the business and addressing new opportunities with a focus on sustainability and long-term value creation.





ORGANIZATION CHART





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 a Code of Ethics and an Integrity and Compliance Management System that allow us to prevent and manage potential ethical breaches or potential crimes that could affect the company's reputation and its relationship with stakeholders.

This system is composed of various controls and protocols that respond to both corporate guidelines and the legal frameworks and policies defined by VíasChile.

Our Code of Ethics is a guide of behavior and ordinance for those who represent and interact with VíasChile, 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).

During 2024, we have continued to develop our compliance culture, adapting it to the requirements of the new economic crimes law in Chile, identifying the crimes

potentially applicable to our business and incorporating them into the risk matrix.

Also in 2024, an adaptation of Abertis' policies at the Chile level was carried out to effectively comply with the guidelines of our parent company and local regulations. These policies were approved by the VíasChile Board of Directors in November 2024. Today, we have the following policies to prevent and manage ethical risks that may affect the business:

- › Code of Ethics
- › Regulations of the Ethics and Criminal Prevention Committee
- › Compliance Policy
- › Antitrust Policy
- › Corruption Prevention Policy
- › Conflict of Interest Policy
- › Gifts and Representation Expenses Policy

Finally, 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.





BOARD OF DIRECTORS

COMPOSITION OF THE BOARD OF DIRECTORS

On April 30, 2024, the Extraordinary Shareholders' Meeting agreed to renew the entire Board of Directors, whose composition is as follows:



CHAIRMAN
(FIRST APPOINTMENT 2015)
FRANCISCO JOSÉ ALJARO NAVARRO
PAQ612610
Chief Executive Officer
Abertis Infraestructuras, S.A.



REGULAR DIRECTOR
(FIRST APPOINTMENT 2016)
JOSÉ LUIS VIEJO BELÓN
PAH898330
Finance Director
Abertis Infraestructuras, S.A.



REGULAR DIRECTOR
(FIRST APPOINTMENT 2024)
ALBERT DEULOFEU LÓPEZ
PAT061893
M&A Manager
Abertis Infraestructuras, S.A.



REGULAR DIRECTOR
(FIRST APPOINTMENT 2022)
MARÍA ISIDORA LANDA MONTALVA
F25304386
Lawyer
Abertis Infraestructuras, S.A.



REGULAR DIRECTOR
(FIRST APPOINTMENT 2018)
KARIM MOURAD
518482484
Global Head of Infraestructuras - ADIA



ALTERNATE DIRECTOR
(FIRST APPOINTMENT 2022)
MARTÍN D'UVA SALGUEIRO
XDC671294
Chief Financial Director (CFO)
Abertis Infraestructuras, S.A.



ALTERNATE DIRECTOR
(FIRST APPOINTMENT 2016)
MARTÍ CARBONELL MASCARÓ
PAK34305
Planning and Control Director
Abertis Infraestructuras, S.A.



ALTERNATE DIRECTOR
(FIRST APPOINTMENT 2020)
ANTONI ENRICH GRAU
46588564V
HR Director
Abertis Infraestructuras, S.A.



ALTERNATE DIRECTOR
(FIRST APPOINTMENT 2021)
JORDI FERNÁNDEZ MONTOLI
PAM229518
Chief Technical Officer (CTO)
Abertis Infraestructuras, S.A.



ALTERNATE DIRECTOR
(FIRST APPOINTMENT 2018)
LAURENT FORTINO
15FV16304
Portfolio Manager - ADIA

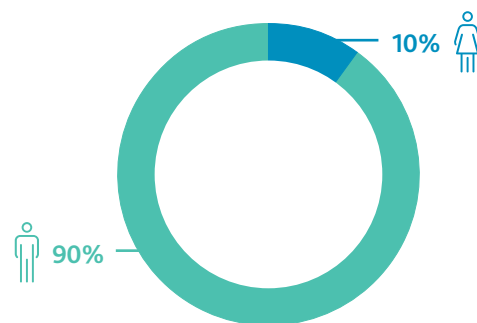
The members of the Board of Directors remain in office for a renewable period of 2 years.



DIVERSITY OF THE BOARD



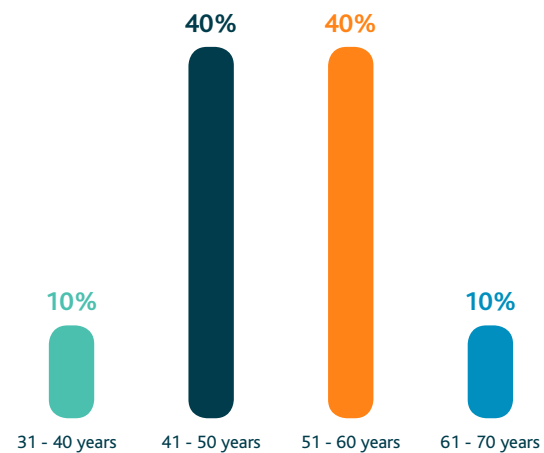
GENDER



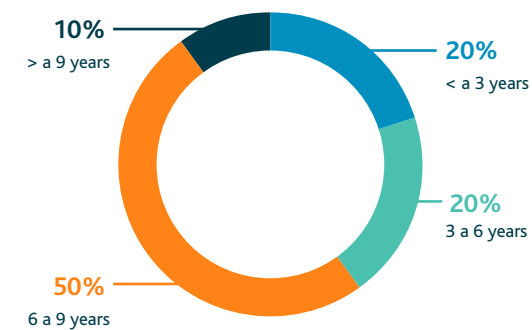
NATIONALITY



AGE



TENURE

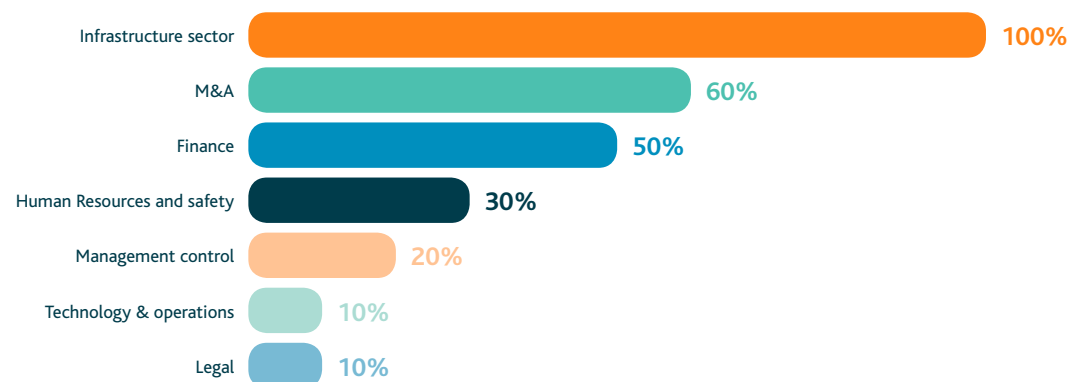




BOARD EXPERIENCE

The VíasChile Board of Directors is composed of individuals with diverse knowledge and skills, summarized in the following chart.

EXPERIENCE AND SKILLS OF THE DIRECTORS



At the Abertis level, there is a Nominations and Remunerations Committee whose main function is to propose candidates to the Abertis Board of Directors for the composition of the boards and key executives of the various companies belonging to the Group, including VíasChile. The Legal and Compliance Department of VíasChile is responsible for identifying candidates, who are then reviewed by this Committee and submitted to the vote of Abertis shareholders.





HOW THE BOARD WORKS

Board meetings are held bimonthly and conducted in a hybrid format, primarily from Madrid, as most of the Directors are located in different countries. Prior to each session, all relevant information to be discussed in the meeting is sent to the Board members about five days in advance.

In Board meetings, a general follow-up on the Company's status is conducted, considering macroeconomic indicators, industry outlook, financial issues with a focus on collections, relevant events, as well as potential business opportunities and possible risks arising from regulatory changes or other factors. Key operational indicators such as road safety indicators, project progress, and environmental goals, among others, are also monitored.

Regarding risk management and internal audit issues, the Management in charge of these processes annually presents to the VíasChile Board of Directors the updated risk matrix and the follow-up of the various controls and action plans that have been implemented to manage the identified risks.

Upon joining the Board, each director undergoes an induction and internal training process on VíasChile's policies and procedures, in accordance with the definitions of the parent company, Abertis Infraestructuras, S.A.

Regarding the evaluation of the Directors, the Company is currently developing a formal process for this purpose, which is expected to be validated by the Abertis Group and implemented starting in 2025.

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.

As a closed stock company, VíasChile does not have a Directors' Committee as stipulated in Law 18,046.





KEY EXECUTIVES



ANDRÉS BARBERIS MARTÍN

Chief Executive Officer
RUT: 12.722.815-9
Profession: Lawyer
MBA IE Business School /
Master's Degree in Business Law,
Universidad de Los Andes
Date since holding the position:
September 1, 2019



VÍCTOR MONTENEGRO GONZÁLEZ

Director of Business Operations
RUT: 9.761.533-0
Profession: Industrial Civil Engineer
Pontificia Universidad Católica
Date since holding the position: April 1, 2006



CHRISTIAN ARBULÚ CABALLERO

Chief Operating Officer
RUT: 11.689.323-1
Profession: Industrial Civil Engineer
Master's Degree in Business Administration
(MBA) with a mention in Quality, Universidad
Diego Portales
Date since holding the position: November 17, 2008



CARLOS PITARQUE DURÁN

Director of Technology and Innovation
Passport: AAD767087
Profession: Telecommunications Engineer
PDD Executive Development Program, IESE
Business School
Date since holding the position: March 1, 2020
Date of termination of the position:
December 31, 2024



MARÍA VIRGINIA GRAU ROSSEL

Director of People and Organization
RUT: 12.640.426-3
Profession: Psychologist
Universidad Diego Portales
Date since holding the position:
September 1, 2018



PEDRO BARRÍA KEAY

Engineering & Construction Manager
RUT: 11.647.629-0
Profession: Civil Engineer
Master's Degree in Business
Administration, Universidad Mayor
Date since holding the position:
November 5, 2019



LEONARDO ANDRÉS LÓPEZ CAMPOS

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



MARÍA PÍA TEJOS ROMÁN

Manager of Institutional Relations
and Sustainability
RUT: 8.966.389-K
Profession: Journalist
Universidad Gabriela Mistral
Date since holding the position: January 6, 2020



DANILO CONCHA VERGARA

Director of Management Control
and Administration
RUT: 14.383.607-K
Profession: Industrial Civil Engineer
Master's Degree in Business
Administration, Universidad Adolfo Ibáñez
Date since holding the position: May 1, 2013



RODRIGO NICOLÁS OLAVE LÓPEZ

Chief Financial Officer and M&A
RUT: 17.537.554-6
Profession: Bachelor in Business
Administration (B.B.A) / Master in
Finance, Universidad Adolfo Ibáñez
Date since holding the position:
November 1, 2021



JUAN PABLO DELPINO DONOSO

Process & Environmental Manager
RUT: 16.371.128-1
Profession: Industrial Civil Engineer
MBA, Pontificia Universidad Católica de Chile
Date since holding the position: June 1, 2021



MANAGEMENT COMMITTEE

At VíasChile, we have a Management Committee that monitors the main activities and relevant events that affect the business. This Committee, composed of the Company's various Managers and Directors, meets weekly, and presents to the various areas of the Company as required by the Committee.

Additionally, other follow-up instances have been formalized, such as the Sustainability Committee, Collections and Losses Committee, People Committee, Asset Risk Committee, Operations Committee, Clients Committee, IT and Cybersecurity Committee, and Works Committee, where all respective Managements and Departments, as well as the General Management, participate. These committees meet periodically and aim to specifically analyze and follow up on specific matters.





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. As mentioned, we have a Sustainability Committee, which is composed of various Managements offices and Departments that ensure the implementation of the policies and processes that are part of the sustainability strategy.

The specific role of each of these units and their function as part of the sustainability governance framework within the company is detailed below:

- › Institutional Relations and Sustainability Management 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.
- › Process and Environmental Management is in charge of managing emergency situations, planning and innovation projects and reducing environmental impact.

- › Internal Audit and Risk Management is responsible for identifying and managing the various risks affecting the company, based on the assessments carried out with the different áreas of the organization. As part of the Sustainability Committee, this department is responsible for the Climate Change model applied by the company, specifically monitoring relevant climate risk.
- › People and Organization Management 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. It is also responsible for implementing the Human Rights Policy and the Diversity, Equity, and Inclusion Policy, along with their associated processes.





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:

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



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 to at the local level, following the guidelines of the Abertis Group, which establish a common methodology for identifying and assessing risks, so that appropriate measures can be taken to achieve the Group's objectives, both globally and local. This framework is defined by the Abertis Board of Directors, through the Audit, Control, and Sustainability Commission, responsible for monitoring the effectiveness of the risk management model.

At the local level, in 2024, the VíasChile Board of Directors approved the Risk Control and Management Policy, which establishes the guidelines and directives for identifying, evaluating, and managing risks. This policy is developed and complemented by the Risk Control and Management Standard and the Risk Categorization and Evaluation Procedure, which define the roles and responsibilities of the various bodies within the company involved in the risk management process and establish formal procedures for identifying and evaluating risks at VíasChile.

The commitment is to ensure that any relevant risk to the Group is identified, evaluated, prioritized, and controlled in an acceptable manner, allowing for a level of risk that promotes sustainable growth and the provision of high-quality service in all infrastructures operated by the Group.

The risk management model is periodically reviewed to ensure and incorporate best practices and risk control. The model is based on the COSO ERM framework (Committee of Sponsoring Organizations of the Treadway Commission), highlighting compliance with the 5 pillars defined in this framework.

As part of the model, VíasChile develops and maintains a risk map, which includes the identification and assessment of inherent and residual risks, the control initiatives and activities implemented, the responsible parties, and the action plans defined for the coverage of residual risks. The risk level is determined through a combination of probability and impact, which allows for the creation of heat maps that graphically represent the priority of risks at both inherent and residual levels.

Regarding the types of impact, these include the assessment of: economic and financial losses, damage to image, regulatory compliance, occupational health and safety, the environment, and operational management.

Then, the probability of the risk in question materializing is considered, and the priority assigned to each risk is ultimately based on the combination of these two parameters (impact x probability).

For VíasChile, the risk management process must consider a cost-benefit analysis that involves reducing the risk and the cost of managing it. The result of this analysis allows for defining the appropriate response, within the following options:

- › Prevention: limit certain operations that may give rise to risks.
- › Transfer: share the effects of a possible loss with third parties.
- › Acceptance: accept the occurrence of an event and monitor the main indicators.

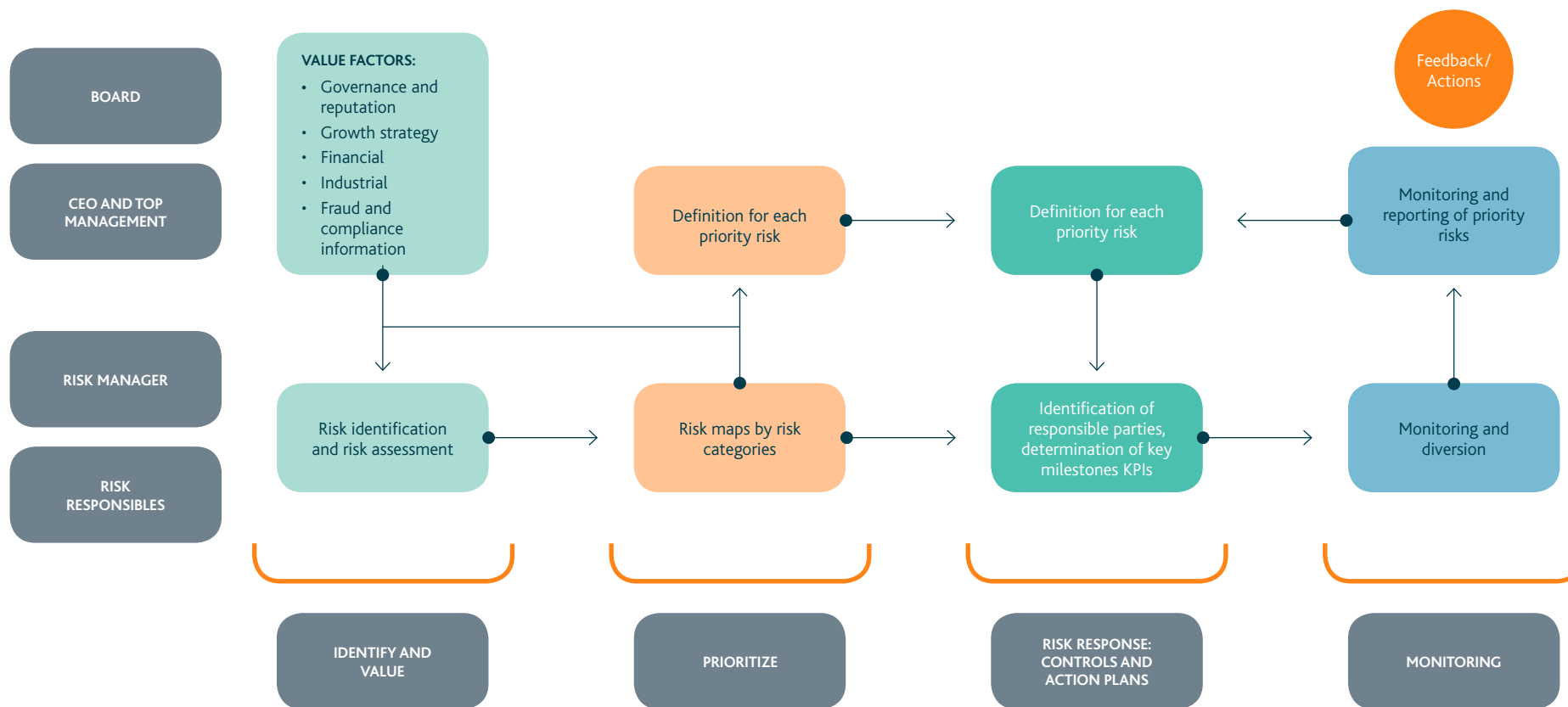
- › Reduction: mitigate the probability or impact of an event, or both.

The risk map is updated annually; however, mid-year monitoring is carried out for those risks identified as higher or priority, as well as any significant variation of the other identified risks.

The risk map is contrasted and approved by the General Management and the Management of the corresponding areas, and it is also subject to the annual review of the VíasChile Board of Directors and the Abertis Audit, Control, and Sustainability Commission.



The following chart summarizes the risk management and control process applied at VíasChile:

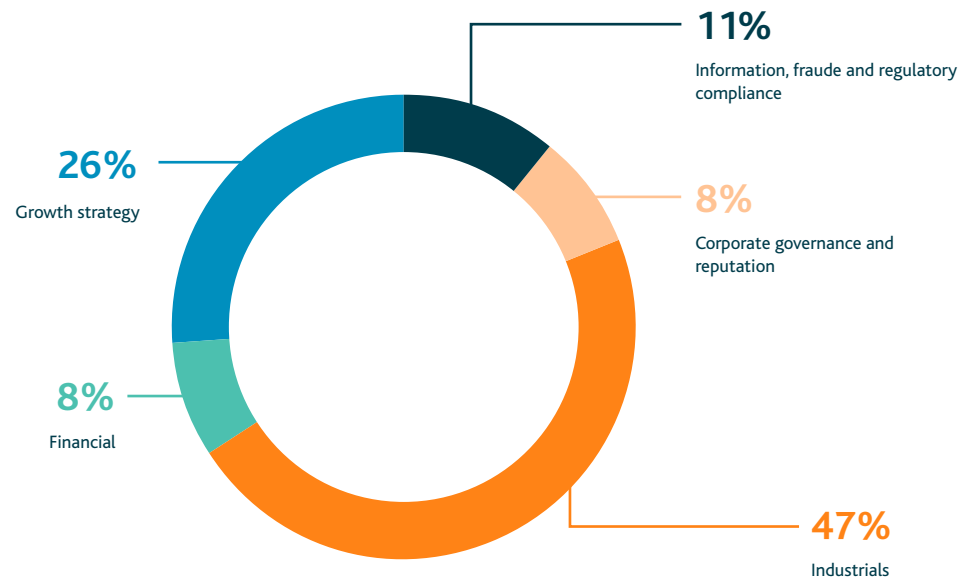


Source: Risk Control and Management Standard VíasChile 2024



MAIN RISKS AND INTERNAL CONTROL ACTIONS

Based on the aforementioned model and methodology, the risks that may affect the achievement of the Group's objectives are classified into 5 categories, where the risks identified and managed during 2024 are distributed as follows:



The percentages presented in the chart represent the number of risks identified for each category relative to the total identified risks.

Of the identified risks, the most relevant by category are related to:

- › Governance and Reputation risks: With numerous emerging requirements, as well as new trends and expectations from stakeholders (mainly related to sustainability issues), these are also a focus in the Group's risk analysis. In this regard, VíasChile continuously identifies and monitors emerging regulations to anticipate compliance and align its strategy and activities with them.
- › Environmental, Strategy, and Growth risks: Risks related to the implementation of the business strategy, arising from regulatory changes and/or rebalancing of concession conditions, as well as risks related to economic slowdown and its impact on demand (traffic). One of the most significant risks in this category is the reduction in the average life of highway concessions, mitigated by the fulfillment of the growth and cash flow replacement strategy. This strategy was achieved in 2024 with the growth of the asset portfolio due to the takeover of the Route 5 Santiago-Los Vilos concession in Chile, with a variable term, up to a maximum of 30 years.
- › Financial risks: arising from global macroeconomic impacts such as fluctuations in macroeconomic conditions, inflation, exchange rate volatility, impacts on financing costs (mitigated by existing hedges).
- › Information and Compliance risks: risks arising from compliance with current legislation and regulations, adherence to the Code of Ethics, and protection of sensitive information, among others. To mitigate these, VíasChile has an organizational and supervisory model, as well as a Crime Prevention Model.
- › Industrial risks: risks arising from various matters such as safety and health (employees and users), responsibility for environmental damage, infrastructure deterioration, non-compliance with service quality in operations, including supplier management. As control measures, various policies, procedures, plans, and specific control systems are available for each area.



OTHER ESG RISKS

Our risk management model has also allowed the identification of social risks and human rights to which we are exposed, also considering the health and safety of people, both our employees and contractors and our users. To manage them, at VíasChile we have a series of policies and procedures that help mitigate the impact. The Human Rights Policy approved in 2024 establishes the basic principles for carrying out due diligence processes at the local level allowing for the identification and management of human rights risks.

Regarding cybersecurity risks and information risks, VíasChile has an Information Security Policy, for which the associated risks have been identified and are monitored under the CIS (Center for Internet Security) control standard directly by the Technology and Innovation Director, as well as in the Company's risk map.

Regarding the protection of users' personal data, this is part of the company's confidential information, and we ensure that no user data is improperly transferred to external parties through the use of data management platforms, user profiling on the platform, contractual obligations of suppliers, among other mechanisms. Additionally, the Data Protection area, in collaboration with the Technology and Innovation Management, is developing a governance model for the treatment and classification of information aligned with Abertis' guidelines and the requirements of the new personal data protection law in Chile, which will come into effect in December 2026.





CLIMATE CHANGE RISKS

VíasChile, like the rest of the companies and highways of the Abertis Group, generates Greenhouse Gas (GHG) emissions from the energy consumption (fuels and electricity) of its activities, and from the indirect emissions of users. This has a negative impact on the natural environment and local communities. Therefore, with the aim of making our management more sustainable in the short, medium, and long term, we have integrated climate change-related risks into our risk map.

The Abertis Sustainability Strategy considers conducting a Climate Change Risk Assessment (CCRA) based on the recommendations of the Task Force on Climate-Related Financial Disclosures (TCFD).

For this process, climate hazards and the assessment of the exposure and sensitivity of the Abertis Group's assets

and activities have been determined considering different emission scenarios:

- › SP1-2.6 aggressive mitigation: in which total greenhouse gas emissions are reduced to NetZero by 2050,
- › SSP2-4.5 medium climate change scenario: scenario aligned with a global temperature increase of 2 degrees,
- › SSP5-8.5 high climate change scenario: high emissions climate scenario.

Additionally, three time horizons have been considered for physical risks:

- › Short term (0 to 3 years): a 3-year period consistent with Abertis' triennial plans, including the Business Plan and the ESG Plan.
- › Medium term (3 to 10 years): this period is framed within Abertis' sustainability strategy.
- › Long term (more than 10 years): this period mainly corresponds to the average lifespan of highways in the Abertis Group.

Under the CCRA model, Abertis has identified the following physical risks associated with climate change at the group level: droughts, water shortages; extreme temperatures; cyclones, hurricanes, or storms; landslides; flooding; and forest fires.

For the evaluation of physical risks, an analysis of climate trends is carried out under the different emission scenarios considered. This analysis is conducted for specific geographic points associated with the various concessions of the Abertis Group, selected based on defined criteria such as the coverage of all concessions and the type of assets. This analysis determines the level of exposure for each location, in each time horizon, and according to each scenario.

This methodology allows the quantification of physical risks through a two-stage process:

- › The most relevant physical risks are projected, analyzing the level of risk of each of these, according to different climate change scenarios and time frames.
- › The financial impact of each risk is quantified according to the specific framing of the scenario.



To apply this methodology at the local level, VíasChile selected two measurement points along the highway, and based on the exposure level of each point, the type and magnitude of risk are evaluated. According to the most recent analysis, the most relevant risks in Chile are:

- › Extreme cold (high risk)
- › Drought / Water stress (extreme risk)

In the case of transition risks associated with climate change, the same short, medium, and long-term timeframes used for the evaluation of physical risks have been considered, and two scenarios have been evaluated:

- › IEA SDS: a sustainable scenario, consistent with limiting global warming to 1.5°C, and aligned with the Paris Agreement.
- › IEA STEPS: based on current policies and commitments of governments and other stakeholders.

The following table presents a summary of both transition risks and opportunities, in line with the TCFD recommendations and applicable to the business of VíasChile:

DIMENSION	TRANSITION RISK	TRANSITION OPPORTUNITY
Market	Change in mobility patterns towards more sustainable solutions in the automotive sector	Electrification of the automotive sector (electric vehicles) and the need for electric vehicle charging stations, as well as the introduction of new sustainable materials for road maintenance and construction, and the reuse of waste
Technology	Replacement of the vehicle fleet with more sustainable ones, with the associated cost	Use of low-emission energy sources and renewable energies, and digital services (electronic payment and Free Flow) that favor the reduction of scope 3 emissions
Reputation	Damage to reputation due to the company's performance on climate change	New regulatory incentives and the use of low-emission technologies that favor the efficiency and sustainability of operations
Policy and regulation	Carbon taxes and environmental and climate policies and regulations. In the case of Chile, the potential impact of the Framework Law on Climate Change and the green tax system associated with this regulatory framework is being evaluated	

This risk and opportunity analysis process allowed Abertis to develop a catalog of adaptation measures for each of the identified physical climate risks and for each type of asset the Group has (structural and non-structural measures), which can reduce the identified physical climate risk and even present a positive cost-benefit that could turn into an opportunity.

The catalog includes measures already incorporated into the Group's usual operations, and the proposed measures to reduce the identified climate risks. Based on this catalog, a Climate Change Adaptation Solutions Plan will be built, a medium-term action plan prioritizing these measures to seek climate resilience for Abertis' assets. In the case of VíasChile, it is planned to start evaluating this plan during 2025.



CONTINUITY PLAN

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

In addition, during 2024 we are working to back up our Central Systems in the cloud with providers with the highest level of certification on their premises, enabling the activation of the required data backups, which are tested every six months through the Disaster Recovery Plan. These changes allow us to reduce and mitigate potential risks, increasing the Company's operational security.

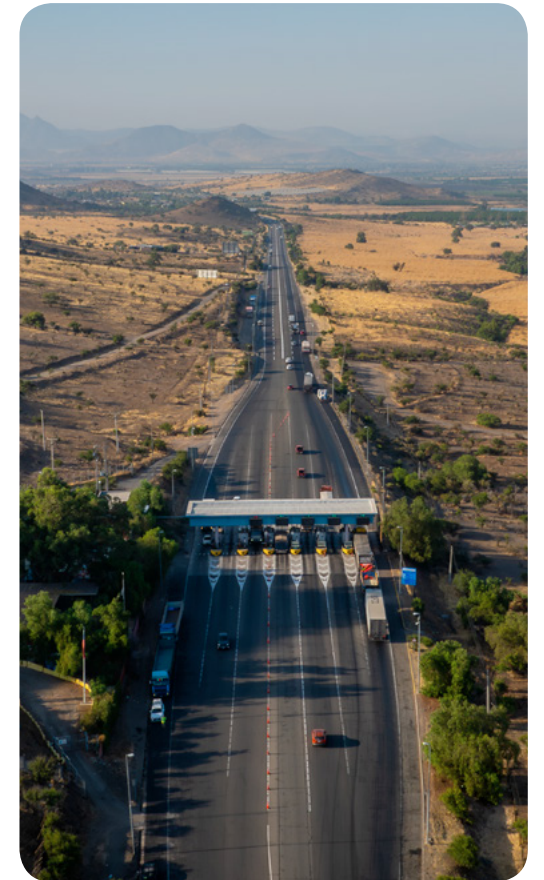
As VíasChile, our plan for the coming years is to maintain and continue improving operational continuity processes, updating the technological platforms and solutions used by the Company, reducing obsolescence, modernizing internal

management, and increasing the level of information security and cybersecurity risk management.

To this end, our commitment extends across the Company, and we are working to establish a culture of information strengthening and stewardship through training and awareness-raising processes.

SUCCESSION PLAN

We also have a formalized Succession Plan that aims to organize the succession of the General Manager, the main executives of the company and the positions qualified as critics. 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.





DIVIDEND POLICY

For the next two years, the dividend distribution policy contemplates the distribution of dividends based on what is indicated in the balance sheet of the operations of the holding company as of December 31 of each year:

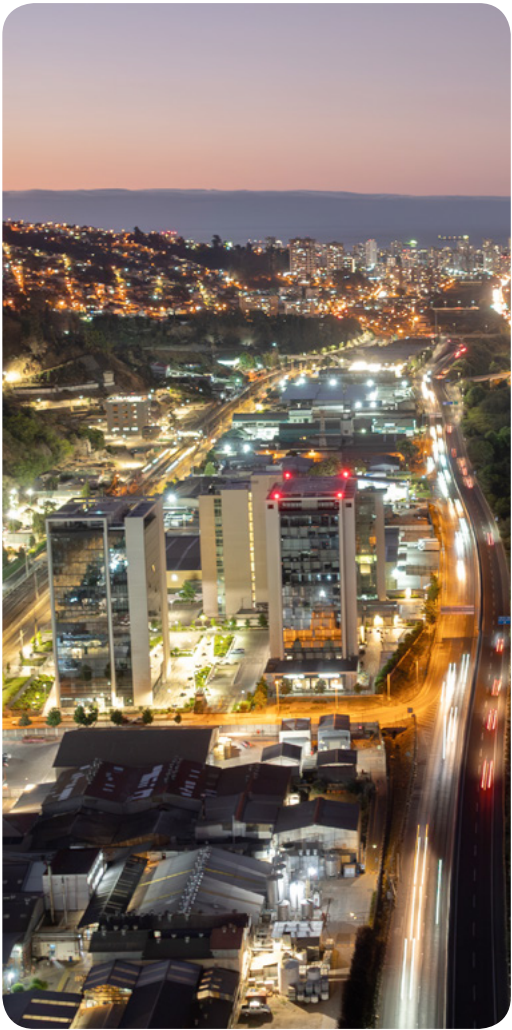
- › If the company has accumulated losses, the profits for the year will be used first to absorb them.
- › If there are losses in the year, they will be absorbed with the retained earnings of previous years, after which, at least 30% of the net profits shown in the balance sheet must be distributed among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

NHowever, by resolution adopted by the respective meeting by the unanimity of the shares issued, a lower percentage may be distributed, or it may be agreed not to distribute dividends. The meeting may, by resolution adopted by the absolute majority of the shares present or represented, provide that the part of the profits that is not allocated to dividends payable during the year, whether as minimum or additional dividends, shall be applied to enter capital increases already agreed or that may be agreed in the future, or to the payment of dividends in future years of the company.

The following table shows the distribution of final dividends for the last 4 years:

DATE (DD-MM-YY)	CLP AMOUNT	DIVIDEND PER CLP SHARE
17-12-2024*	156,000,000,000	976.03
19-12-2023	153,500,000,000	960.39
27-12-2022	165,000,000,000	1.032.34

*Dividends were distributed in two payments, one of CLP 625.66 per share, paid on december 17, 2024, and another of CLP 350.37 per share, paid on february 25, 2025. The total amount paid is as indicated in the table for 2024.





TEAM

- 47** Team by Numbers
- 48** Equity, Diversity, and Inclusion
- 49** Career Development
- 53** Subcontract
- 54** Occupational Health and Safety
- 55** Operational Excellence



Our goal is to foster a work culture based on collaboration, where trust among teams is the cornerstone. We seek to attract and retain talent, fostering an environment that celebrates diversity and recognizes the exceptional performance of each employee.





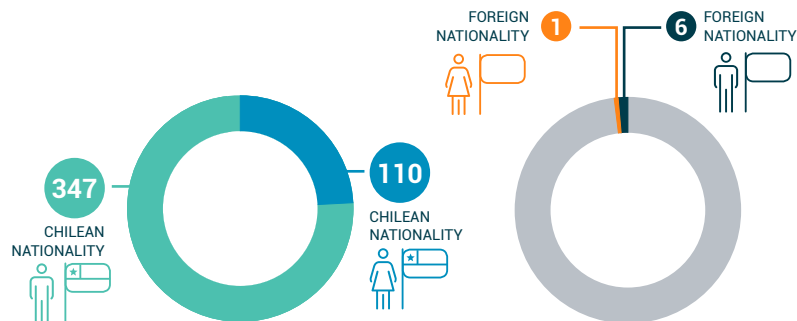
TEAM BY NUMBERS

NUMBER OF PEOPLE BY GROUP COMPANY



*includes people hired within the Group 31/12/2024

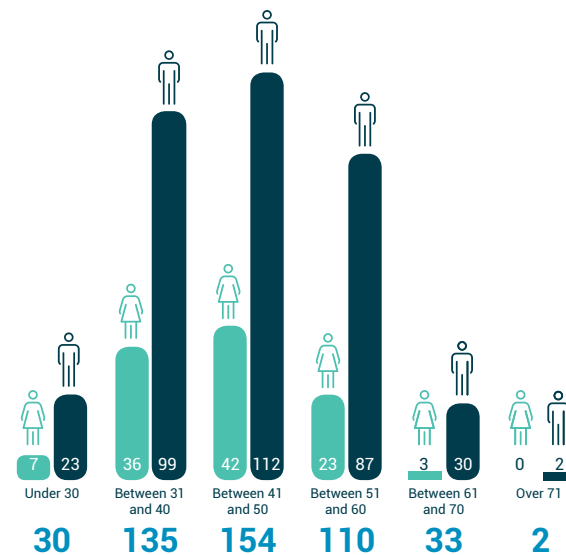
NATIONALITY CHILEAN/FOREIGN



NUMBER OF PEOPLE BY GENDER



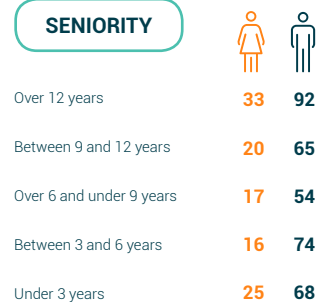
NUMBER OF PEOPLE BY AGE



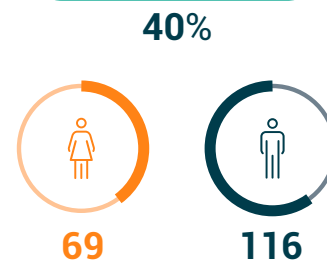
TYPE OF CONTRACT



SENIORITY



REMOTE-WORKING



FOR MORE DETAILS ON THESE INDICATORS, PLEASE REVIEW THE ANNEX.



EQUITY, DIVERSITY AND INCLUSION

VíasChile is committed to gender equality and equal opportunities, which is why we are constantly working on managing our policies and measures to ensure an equal work environment.

Therefore, in 2024, we approved the VíasChile Human Rights Policy and Equity, Diversity, and Inclusion Policy, formalizing our commitment to Human Rights and creating an environment that facilitates and enhances equal opportunities, non-discrimination, diversity, and inclusion for every member of our organization.

Hiring processes are guided by a Talent Attraction and Selection Policy, which, in addition to promoting diversity and gender equity, also seeks to ensure that positions are aligned with market responsibilities and salary ranges.

WORKPLACE HARASSMENT, SEXUAL HARASSMENT, AND VIOLENCE AT WORK

VíasChile is committed to dignified, equal, inclusive, and non-discriminatory treatment in the workplace, respecting the physical and moral integrity of all Company employees. Aware that improving working conditions impacts both productivity and the work environment and considering that conduct constituting harassment is harmful to the employees directly affected, as well as to their immediate surroundings and the entire organization, VíasChile is

committed to preventing conduct constituting harassment and addressing any incidents that may arise.

Therefore, VíasChile is extending the VíasChile Policy for the Prevention and Treatment of Abuse, Workplace Harassment, and Sexual Harassment, which is part of the organizational culture and is implemented through a Protocol for Action and Prevention of Abuse, Sexual Harassment, and Workplace Harassment. The main objective of this Protocol is to inform employees about the procedure for reporting, investigating, and punishing the aforementioned workplace offenses.

A Sexual and Workplace Harassment Observatory is also being incorporated to analyze cases of harassment that have been submitted to VíasChile's reporting channels, as well as to systematize and disseminate practices that contribute to the strategy aimed at promoting good workplace treatment.

During 2024, we received a total of two reports of workplace harassment. In both cases investigated, the necessary safeguards were taken, and an investigation was conducted, respecting the guarantee of indemnity of those

involved, the right to be heard, the possibility of presenting evidence, and safeguarding the confidentiality of the content of the process.

GENDER PAY GAP

For VíasChile, people are its most important asset, which is why equal opportunities are one of the Group's fundamental and strategic values.

We remain committed to creating an environment that facilitates and enhances equal opportunities for professionals in the companies belonging to the VíasChile Group.

The Annex to this report contains specific indicators related to training, reports of harassments and gender pay gap.





CAREER DEVELOPMENT

TRAINING

Our Human Resources Policy establishes a formal commitment to the professional and personal development of our employees, with the goal of identifying, fostering, and retaining internal talent and providing a well-trained, professional, and committed workforce. Therefore, we have talent development and growth plans, which include various programs and initiatives aimed at strengthening and leveraging the capabilities of the VíasChile team.

We have a Training Plan aligned with the business's strategic objectives and the pillars of our culture for all areas of the company. This plan develops skills and knowledge so that employees can add value to their work. This plan is based on two pillars: "Alignment" and "Effectiveness."

Alignment refers to the training provided to employees in accordance with the Strategic Objectives and the Company's Culture & Values.

Effectiveness consists of measuring experience and learning transfer.

This training plan consists of 7 modules, designed to comprehensively address the following areas:

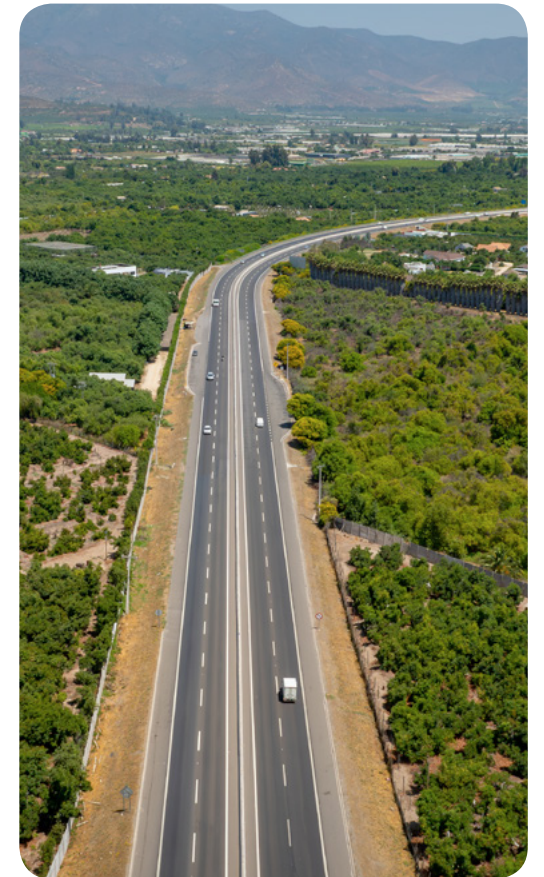
1. **People Development:** Development of functional skills necessary for current performance in the position and future development.
2. **Change Management:** Strengthening personal skills aligned with the desired culture for all employees.
3. **Operations:** Developing knowledge and skills necessary for the maintenance and upkeep of concessioned roads. Activities aimed at the areas of Operation, Upkeep, and Maintenance.
4. **Road Safety:** Developing transversal knowledge and skills to maintain safe and reliable road operations.
5. **Occupational Health and Safety:** Maintain a safe work environment, preventing the risk of accidents and occupational diseases.
6. **Customer Experience:** Change our relationship with our customers and fully define ourselves as a service-based company, redesigning the relationship in

specific areas of interaction (MundoTAG, highway use, and collection management).

7. **Labor Relations/Legal:** Inform and educate employees on Fundamental Rights, Corporate Compliance, and legal regulations.

Cross-Cutting and Specific Plan: Provides training courses based on employee requests, in addition to mandatory courses determined by the training department.

- › Cross-curricular courses are those that enhance the technical and adaptive skills of all GrupoVíasChile employees.
- › Specific courses are those that seek to develop specific competencies and skills, in accordance with the position and/or functional area in which the employee works.





Scholarship Plan: Provides scholarships to VíasChile employees seeking undergraduate studies (including technical and university programs) and postgraduate studies (diplomas and master's degrees). Employees are nominated as candidates by their Area Directors or Operations Managers. Applications are reviewed by the Scholarship Committee, which selects the candidates. This program covers between 50% and 80% of the annual tuition cost.

In 2024, 34 employees were awarded scholarships: 16 undergraduate programs, 12 diploma programs, 3 master's programs, 1 MBA, and 2 English Immersion programs.

English Plan: Provides English courses at different levels. In 2024, a total of 29 employees, including Directors, Managers, and staff, who, due to the nature of their duties, need to develop their language skills, will be admitted to this program.

For more details on budgets, training hours, and the number of people trained, please review the annex to this report.

BENEFITS

As part of our efforts to improve the employee experience and journey, at VíasChile we offer the "Route of Your Well-being", a benefits program with three pillars: Culture, Development, and Quality of Life. Its various stations seek to promote workplace well-being and improve employees' quality of life.

The "Route of Your Well-being" offers various benefits to all employees with permanent contracts.

Among the main benefits, we highlight:

- › Education Bonus
- › Christmas Bonus
- › National Holiday Bonus

In addition to a marriage, bereavement, and birth bonus, there are also some days of teleworking for all employees who, due to the nature of their duties, can do so, as well as additional annual vacation days.

List of benefits by contract type:

2024				
Type of benefit	Permanent contract	Fixed-term contract	Specific-project contract	Freelance
Life insurance	YES	-	-	-
Complementary insurance	YES	-	-	-
Catastrophic insurance	YES	-	-	-
Accident insurance	-	YES	-	-
Influenza vaccination	YES	YES	-	-



HIGHLIGHTS 2024

GREAT PLACE TO WORK CERTIFICATION

One of the 2024 milestones in terms of people and promoting a good work environment was that we achieved certification as a Great Place to Work (GPTW) company for the third consecutive year, achieving a 77% positive perception, which represents a 5-percentage point increase compared to 2023. This initiative evaluates and recognizes best practices in the work environment and corporate culture.

Certification is achieved when an outstanding score is obtained on GPTW's Trust Index Survey, a questionnaire completed by company employees that measures criteria such as:

- › Culture and values
- › Work environment
- › Professional development
- › Compensation and benefits
- › Working relationships and trust

- › Company leadership
- › Communication

Once the evaluation results were obtained, meetings were held at the various work centers to communicate these achievements and also to define action plans to address areas where there is still room for improvement.





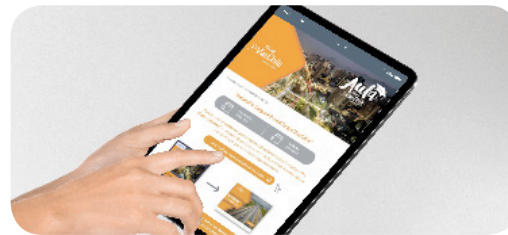
2024 Recognition Ceremony

For GrupoVíasChile, people are key to our management. That's why, in 2024, all employees with more than one year's experience at Grupo VíasChile participated in the voting to recognize the employees who best represent our culture and values through the "Cultural Axes" award, with nearly 80% participation.



New BUK People Management Portal

In the constant search for solutions that allow us to strengthen our leadership, agility, and customer focus, while always keeping people at the center of our work, VíasChile migrated to the new Buk People Management Portal, which improves the experience in all processes related to People and Organization.



Leadership Training Program

We implemented the Connections on the Road Program, a series of three workshops to train GrupoVíasChile leaders, providing them with useful and practical tools on the three areas of communication, recognition, and feedback.



Transfer of Rutas del Pacífico and support for employees

Since the transfer of the Rutas del Pacífico (Route 68) concession will take place in April 2025, VíasChile started this initiative in 2024 to participate in and provide support to all employees who were part of this concession, through support in the orientation and preparation process during the transition to new opportunities.





SUBCONTRACT

At VíasChile, we take care of the management of our subcontracting, which is why we have a Special Regulation for Contractor and Subcontractor Companies (REC). This defines the roles and responsibilities of the various contract administrators with the contractor and subcontractor companies, the health and safety standards required of them, and compliance with other current labor regulations.

The REC establishes the criteria for categorizing the various contractor and subcontractor companies. It is the responsibility of the Company's Labor Relations Coordinator to ensure that this classification complies with the requirements of Subcontracting Law 20.213. The Regulations establish three categories for external companies: A, B, and C.

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

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

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

All contracted companies are required to provide a certificate of membership in an employer's mutual insurance company and a certificate of validity and payment of contributions, as well as a copy of the registration record with the Labor Directorate.

We also have special health and safety regulations. In addition to our on-site risk prevention specialist, we have a dedicated contractor who works with us daily on the road.





OCCUPATIONAL HEALTH AND SAFETY

Among the pillars and commitments that guide business management, the health and safety of our employees, contractors, and everyone involved in VíasChile’s operations is one of the foundations of our strong performance.

We have an Occupational Health and Safety Policy, which contains a formal commitment to the health, safety, and well-being of our employees, promoting a work environment that includes measures to protect them.

The company is committed to reducing workplace accidents, and one of our goals is to achieve zero fatalities. To this end, we:

- › Develop programs and procedures to ensure compliance with all applicable laws and regulations.
- › We ensure that all employees receive the necessary training on the use of safety and emergency equipment appropriate to their positions.
- › We take appropriate measures to mitigate risks or conditions that endanger the health and safety of our team.

- › We promote a culture of prevention, encouraging self-care in daily work.



Due to the quality of our activities, a significant risk affecting the safety of our employees and contractors is related to road safety. Our preventive actions in this area are described below in the Operational Excellence chapter.

2024				
Safety indicators	Direct workforce	Variation with previous year (direct workforce)	Subcontracted workers	Variation (subcontracted)
Total hours worked	938,959	-1%	3,354,686	2%
Accident frequency rate	1	0%	3	-31%
Fatality rate	-	0%	-	0%
Rate of occupational diseases	-	0%	-	0%
Average number of days lost due to accidents	105	-34%	717	-9%



OPERATIONAL EXCELLENCE

ROAD SAFETY

Road safety is one of VíasChile's priorities, as we understand that this is part of our responsibilities as a highway concession manager. We are committed to reducing the number of traffic fatalities, in line with the objectives of the United Nations Second Decade of Action for Road Safety.

Furthermore, the "We Are Responsible and Conscious" pillar of Abertis' 2022-2030 Sustainability Strategy expresses the Company's commitment to its employees and society as a whole, ensuring road and workplace safety and generating positive synergies with local communities.

To fulfill these commitments, we carry out various activities throughout the year, such as training and accident drills, which allow us to work on continuous process improvement and strengthen our response capacity to potential accidents.

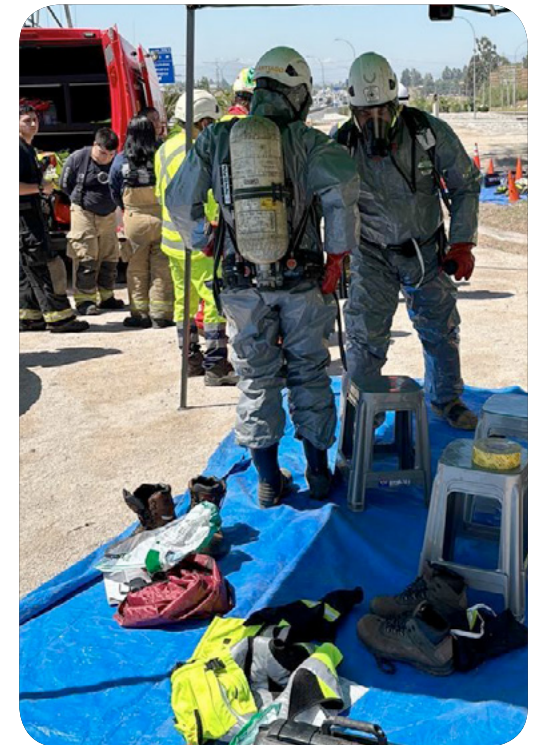
TRAINING

- › **Electromobility Training:** Training was provided on how to handle incidents involving electric vehicles on the road, establishing safety perimeters and assistance techniques. The activity was carried out in coordination with Mutual de Seguridad and COPSA, and all operations personnel from the four highways participated.
- › **Road Inspection Workshop:** A closed course was held by the AIEP Institute, where operations personnel were provided with tools for periodic highway inspections, in order to identify elements and characteristics that require preventive or corrective maintenance to improve traffic safety, taking into account current regulations and good practices related to road safety.

ACCIDENT DRILLS

- › A major drill focused on emergency management in the event of a potential spill of unknown and hazardous substances was conducted on the Central Highway. This exercise differed from regular drills because it involved more complex logistics, requiring coordination between various institutions: Firefighters, Carabineros, the municipality, and AMBIPAR, a company specializing in environmental management and a key partner in the management of this type of waste, from control to final disposal.
- › On the Los Andes Highway, a head-on collision drill was conducted between two smaller vehicles and a heavy vehicle. Firefighters and Carabineros participated, as well as highway emergency personnel.
- › On the Libertadores Highway, a drill was conducted in which a pickup truck crashed into the road barrier, resulting in one injury. Firefighters and police officers participated, as well as highway emergency personnel.

Thanks to these initiatives and the ongoing work of our teams, we can say that we have been improving in various road safety indicators.





The tables below show the main results for 2024, compared to the previous year, for some key road safety indicators on VíasChile and for Autopista Central (ACSA).

VíasChile	Accidents with injuries	Variation with previous year	Deaths from fatal accidents	Variation with previous year
2023	1.413	-5%	63	-
2024	1.382	-2%	45	-29%

Autopista Central	Deaths from fatal accidents	Percentage of deaths who were homeless people	Number of deaths who were homeless people
2023	20	50%	10
2024	12	42%	5

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 -5.2% compared to 2023. During the same period, the time to clear runways after accidents was reduced by -3.5%.







COMMUNITY AND ENVIRONMENT

60 Community Relations

64 Environment



Growing sustainably is a strategic objective of VíasChile, which is why we work with concrete and measurable actions, always connected to the nature of the industry, because we know that our business can significantly influence progress on the path to development of our country.





COMMUNITY RELATIONS

ENGAGEMENT WITH COMMUNITIES, AUTHORITIES AND ORGANIZATIONS

At VíasChile, we understand the importance of maintaining ongoing engagement with communities, authorities, and organizations within the area of influence of our operations, with the aim of ensuring the sustainable mobility. Therefore, we are constantly promoting initiatives that allow us to advance our Sustainability Strategy and contribute to the development of the territories near our operations. These actions are part of a permanent commitment to communication, active listening, and collaboration, where we consider communities as strategic partners in creating shared value. Below are some of the most notable initiatives of the year in terms of territorial management and community action:

PARQUE VIAL ESCOLAR (SDG 3)

Through the BuenVecino program of VíasChile, the Parque Vial Escolar is an initiative designed to promote road safety and education, fostering responsible habits from an early age. In total, the Company has implemented the program in 6 schools, benefiting more than 1,200 students, who participate in a cycle of playful activities divided into five thematic stations, teaching children how to be good pedestrians and passengers, traffic signals, the use of seat belts, and the importance of being cautious around non-motorized vehicles (scooters and bicycles).

All of this is carried out through an alliance with the National Traffic Safety Commission (Conaset), Police, Firefighters, municipalities, among others. Additionally, the support of the Abertis Foundation in promoting road safety and education in Chile has been key to the development of the initiative.





SCHOOL ENVIRONMENTAL EDUCATION PROGRAM (SDG 11 AND SDG 13)

For the second consecutive year, VíasChile has promoted an environmental education program in partnership with the company Kyklos, with the aim of raising awareness about the importance of caring for the environment and positioning environmental education as a pillar in the formation of new generations. Through this initiative, VíasChile strengthens its bond with its surroundings, promoting the role of school communities as agents of social change.

The program, developed in the communes of Casablanca, Quillota, and San Felipe, is aimed at preschool and elementary school students. Its objective is to consolidate an environmental culture in educational establishments, promoting sustainable practices that go beyond the school environment.



DESPENSA SOCIAL (SGS 2)

Despensa Social ("Social Pantry") is a program dating back to 2021 and was created by the Red de Alimentos Corporation in the municipality of San Bernardo, in partnership with Autopista Central of the VíasChile group. The objective is to reduce the food and social vulnerability of beneficiaries by providing weekly access to food and essential products to improve their nutrition and quality of life. Today, Red de Alimentos has two social pantries associated with VíasChile, each directly supporting around 2,500 elderly people living near the locations. This impactful project is made possible thanks to the support of Red's partner companies that provide the products and the contributions from private entities that enable its operation.

SUPPORTING DOWN UP FOUNDATION

For the third consecutive year, Grupo VíasChile, through the Down Up Foundation, supported 60 families with speech therapy for their children with Down syndrome, an essential treatment for their development and integration into society.

The foundation conducts workshops for families, training for institutions and health centers, and professional support programs (speech therapy and psychological). Therefore, VíasChile has become part of the Speech Therapy Support Program, which consists of accompaniment and counseling focused on the Biopsychosocial Model, aimed at families with children with Down syndrome from 5 months to 3 years old.

Down Up brings together more than 900 families throughout Chile, so thanks to the contribution provided by the concessionaire, the organization has been able to significantly increase the number of families participating and benefiting from this workshop.





ANIMAL BRIGADE PROGRAM

One of the initiatives promoted by Grupo VíasChile in terms of road safety is Animal Brigade, a project that seeks to rescue abandoned dogs on the highways and provide them with shelter until they can find a permanent family and be adopted. This initiative has been developed for eight years in collaboration with the Mirada Animal corporation, a non-profit organization founded in 2014, which aims to rescue, rehabilitate, and find homes for street and abandoned dogs. In 2024 alone, 16 abandoned dogs were taken in from our highways, of which 10 were adopted by new families.



CASABLANCA BIKE RIDE

VíasChile has actively collaborated in various family bike rides in the commune of Casablanca, promoting sports and healthy living in the community. These activities have been carried out in conjunction with the Municipality of Casablanca and other local organizations.





ABERTIS CHAIR AWARD CHILE

In 2024, Chile shone at the International Abertis Chair. In a ceremony at the Ibero-American Library "Octavio Paz" in Guadalajara, Mexico, Nibaldo Avilés-Rojas, a former student of the Department of Engineering and Construction Management at the Pontifical Catholic University of Chile, was awarded third place in the International Abertis Chair. This milestone not only highlights Chilean talent but also the country's commitment to innovation in infrastructure and sustainability.

The Abertis Chair, established in Chile since 2013, is part of an international network that promotes research and development in infrastructure, transportation, and sustainability. In our country, it is driven by VíasChile and the Pontifical Catholic University of Chile, creating spaces for students and academics to develop projects that contribute to facing future challenges.

SUPPORT FOR EDUCATIONAL ESTABLISHMENTS AFFECTED BY FIRES

One of the milestones we experienced in 2024, reflecting VíasChile's commitment to the safety and well-being of communities, especially in times of crisis, was the significant support in the Valparaíso Region during the fires that affected the area. The company, concessionaire of Route 68 and the South Trunk of Route 60, committed help to two municipal establishments in Viña del Mar, benefiting more than 200 children affected by the fires. The donation included the installation of synthetic grass and outdoor furniture for the central courtyard; the setup of a library with games, books, shelves; sports equipment to support basketball and soccer workshops, and equipment for classrooms, among other items aimed at school well-being.

Additionally, VíasChile collaborated in the immediate response to the emergency, coordinating efforts with the Municipality of Viña del Mar to support affected communities. It also urged the community to report signs of fire on its highways through its emergency numbers, emphasizing the importance of citizen collaboration to prevent and control these events.





ENVIRONMENT

DECARBONIZATION

One of the main objectives of this pillar of the Sustainability Strategy is the decarbonization of the Group's operations. Therefore, at VíasChile, we continue working to achieve the goals of our parent company Abertis to reduce greenhouse gas emissions.

At the group level, CO₂ emission reduction targets have been set at 30% by 2030 for scope 1 and 2 emissions, and a 10% reduction for scope 3 emissions also by 2030, both targets with a base year of 2019. These targets have been validated by the Science Based Targets initiative (SBTi), demonstrating the company's commitment to an ambitious yet responsible transition process.

To achieve these targets, we have been working on measuring our carbon footprint, considering our entire value chain, and implementing measures to reduce our emissions.

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)	Total emissions (TCO ₂ e)	Emissions (TCO ₂ e/km)
2022	1,809.14	25.94	39,021	57.9
2023	2,107.42	41.57	38,396	93.19
2024	2,568.26	11.16	37,744	9,161

* For the year 2022, a total of kilometers managed proportional to the operation time of Autopista del Sol is considered.

In addition to the use of fuels, 100% of the electricity consumption of VíasChile highways comes from renewable sources, which is verified through I-REC certificates. This, along with other measures such as the renewal of highway lighting, contributes to greater energy efficiency and lower

emissions in our operations. In 2024, more than 5,300 light fixtures were renewed, switching to state-of-the-art LED lights on Autopista Central, which also allowed for the recycling of approximately 50 tons of metal.





WATER MANAGEMENT AND SUSTAINABLE LANDSCAPING

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

At the end of 2023, it was possible to cover 100% of the surface of grass on Autopista Central with hydrogel. In 2024, the total water consumption on Autopista Central was reduced by approximately 20% compared to the previous year.

	2023	2024
Total water consumption ACSA (m³)	743,940	620,133
Water consumption hydrogel area (m³)	456,370	363,063

Another noteworthy initiative is the Sustainable Landscaping project of Autopista Los Andes, which seeks to replace the existing vegetation in the concessioned areas with native species, with a forest-like 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. Thanks to this project, 2,517,879 liters of water were saved in 2023 and 2,750,783 liters in 2024.

In 2024, an average savings of 71% was achieved in the intervened areas.

SUSTAINABLE ASPHALT PROJECTS

Another initiative to reduce our impact on the environment is the use of sustainable asphalt. Since 2015, we have applied asphalt mixtures made from the reuse of tires, plastics, and old pavement residues (RAP) in different areas of our highways.





BUSINESS MODEL

- 68 Customers
- 70 Suppliers
- 73 VíasChile in the Highway Concessions Market
- 76 Business: Highways and Services Network
- 82 Properties and Facilities
- 83 Engineering & Construction
- 84 Investment Plans
- 88 Subsidiaries and Related Companies



Our focus is on maintaining the highest standards of safety and efficiency, safeguarding the operational excellence that characterizes us. We incorporate cutting-edge technology and constantly innovate to become a leading company in the industry.





CUSTOMERS

CUSTOMER SERVICES

As VíasChile, we work every day to deliver the best customer service and service experience. We constantly monitor customer service indicators, including the use of the different contact channels.

Through the Autopase website we provide customers with all the relevant information about the available services, rates, obtaining and using the TAG system. In the same way, Autopase's private site allows customers to request their TAG device, see the details of their transits, their payment documents, and also allows them to pay and renegotiate their debts. In 2024, 32.7% of TAG contracts will be activated through the web.

	2023	2024
Activation of TAG contracts via the web	32.6%	32.7%

On average in 2024 we received 394,981 monthly visits to the website, which meant a decrease of -6% compared to 2023.

	2023	2024
Monthly website visits	419,804	394,981
Difference from the previous year	28%	-6%

In 2024, the total number of claims was 69,938, compared to 56,547 claims received the previous year. For its part, the response time to claims was reduced by 14%, from 2.9 days to 2.5 days.

Claims management	2023	2024
Variation with respect to the number of complaints compared to the previous year	+20%	+23.7%
Variation in response time to claims	-21%	-14%
Variation in days with respect to the response time to claims	From 3.7 to 2.9	From 2.9 to 2.5

Regarding the experience we deliver to our customers, waiting times in our commercial offices to be attended by an executive increased from 8.2 to 9.4 minutes, remaining within the defined standard.

	2023	2024
Waiting times for a customer to be served by an executive (minutes)	8,2	9,4

The good results obtained are thanks to the digitalization strategy, with which we have migrated around 20% of TAG registrations to the TAG to Home channel. We have also enhanced the service model in our offices with the Role of the Host, which facilitates the flow of customers and ensures timely and adequate attention, and the Self-Service Modules that have allowed greater operational efficiency of the commercial office by providing personalized guidance from the first moment a customer accesses the office.



Commercial Office	Average Wait Time [min]	
	2023	2024
San Diego	16.6	11.8
North Square	8.5	9.0
Saint Bernard	4.5	9.7
Viña del Mar	3	7.3
Average	8.2	9.4

Since mid-2023 we have had the measurement of the Net Promoter Score (NPS), an indicator widely recognized in the market to measure the level of customer satisfaction and that in the case of VíasChile includes key aspects such as the use of highways, obtaining TAG, customer service, among others. We collected this from the “Voice of the Customer” survey that we send annually to customers via email.

ELECTRONIC COLLECTION MANAGEMENT

Since 2022, we have had the electronic toll collection service in all dealerships. In 2024, the average penetration level of this means of payment was 96.2%. The following table shows the percentage of payments via electronic toll per motorway.

	2023	2024
Proportion of payments via electronic toll	96%	96.2%
Central Highway	100%	100%
Los Libertadores Highway	82%	83.2%
Pacific Routes	80%	81.8%

During 2024, more than 553 million electronic toll transactions were invoiced through the single collection document under the “Autopase” brand. This includes all the concessionaires assigned to this service, both those controlled by VíasChile and those external, such as SABA and Túnel El Melón (TEM) parking lots.

MMS	2023	2024
Electronic Toll Transactions	564	553

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





SUPPLIERS

Supplier relations are key to the efficient management of our highways. Therefore, we have a plan to manage contract, purchasing, and supplier payment processes and systems, with a comprehensive approach that allows us to efficiently and accurately address each stage of the procurement process, establishing quality relationships with all suppliers, and empowering and guiding them to be socially responsible, ethical, and sustainable.

Our invoice management system, Ariba Network Supplier, provides transparent and up-to-date information on dates, methods, payment methods, and purchase order tracking.

SUPPLIER CATEGORIZATION

VíasChile classifies its suppliers on the GoSupply corporate platform according to the following categories:

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

By 2024, of the 167 suppliers with service contracts, 65 were evaluated on GoSupply. Additionally, Vías Chile uses the Santiago Chamber of Commerce's REDNEGOCIOS platform for these suppliers' financial and forecast reports.

MAIN SUPPLIERS

By the end of 2024, VíasChile's 10 most significant suppliers in terms of purchase volume are:

- › Chubb Seguros de Chile S.A.
- › Constructora de Pavimentos Asfálticos Bitumix S.A.
- › Freyssinet Chile SpA
- › Construcciones Pino Limitada
- › Sociedad de Servicios Generales Limitada
- › Globe Facility Services SPA
- › Wagner Seguridad Custodia y Transporte de Valores SPA
- › Constructora Asfalcura SPA
- › Idom Consulting, Engineering, Architecture S.A. Agency in Chile
- › Viewnext S.A.

As of December 31 of 2024, no single supplier of VíasChile represents more than 10% of the company's purchases.



Our Supplier Payment Policy allows us to regulate the supplier payment process, ensuring transparency, timeliness, and compliance with all company standards and processes, in order to maintain a mutually beneficial relationship with our strategic partners.

The payment process for supplier invoices is carried out within 30 days of receipt of the document, as indicated in the purchase order. Payment processes are grouped according to payment dates, which correspond to the 10th, 20th, and 30th of each month (if these dates fall on a Saturday, Sunday, or holiday, payment is made on the following business day).

		Less than 30 days	Less than 30 days	Between 31 and 60 days	More than 60 days**	Total
Number of suppliers*	2023	Total	1,554	72	42	1,668
	2024	National	904	141	37	1,082
		Foreign	21	2	3	26
Number of paid invoices*	2023	Total	12,092	103	84	12,279
	2024	National	12,936	3,756	208	16,900
		Foreign	154	47	-	201
Total amount (M\$)*	2023	Total	116,999,720	1,622,554	361,760	118,984,034
	2024	National	121,640,106	6,765,243	890,735	129,296,084
		Foreign	7,481,410	1,043,975	-	8,525,385

*Paid invoices do not include invoices between VíasChile Group companies.

**Corresponds to suppliers with with holdings and invoices.





AMOUNTS OF INVOICES PAID BY COMPANY:

	2024 M\$	
	National	Foreign
Autopista Central	65,725,574	1,487,968
Ruta del Pacífico	10,466,764	59,458
Autopista Los Libertadores	1,309,283	8,409
Rutas del Elqui	17,439	616
Autopista Los Andes	7,794,413	16,051
Autopista del Sol	18,327,768	619
Operavías SpA	5,904,605	41,088
Gestora de autopista SpA	3,459,877	205,789
Vías Chile S.A.	16,290,361	6,705,387
Total	129,296,084	8,525,385

SUPPLIER EVALUATION

As a Company, we strive to ensure that our policies and procedures are applied throughout the entire value chain. To this end, we conduct evaluations of different aspects of our suppliers’ operations through the Abertis Group portal, GoSupply, which evaluates them in the following areas:

- › ESG
- › Compliance
- › Financial
- › Health and Safety
- › Management Systems
- › Cybersecurity
- › Contractual/Legal Compliance

This evaluation is conducted based on Supplier Segmentation (prioritizing evaluations of A-critical and B-strategic suppliers).

If a high risk is detected, a supplier due diligence is conducted to assess mitigation measures, or, if warranted, a decision is made to discontinue working with the supplier.

LEVEL H (HIGH)
LEVEL M (MEDIUM)
LEVEL L (LOW)



Likewise, the Compliance area is responsible for controlling the legal risks associated with these suppliers and periodically monitors them in accordance with Supplier Due Diligence regulations.

The Purchasing area is responsible for obtaining an annual Evaluation Note for each supplier, which allows for maintaining or updating their risk classification.

The suppliers evaluated in 2024, corresponding to the critical and strategic categories, are detailed below, both in terms of number and amount of associated purchases, both nationally and internationally.

	National	International	Total
Total numbr of suppliers	1,077	26	1,103
Number of evaluated suppliers (critical and stragetic)	60	5	65
Percentage of evaluated suppliers	6%	19%	6%



	National	International	Total
Total amount purchase (M\$CLP)	105,681,549	4,786,584	110,468,133
Amount purchased to evaluated suppliers (M\$CLP)	46,095,944	2,282,676	48,978,620
Percentage of purchases to evaluated suppliers	44%	60%	44%



VÍASCHILE IN THE HIGHWAY CONCESSIONS MARKET

VÍASCHILE PARTICIPATION BY INCOME



VÍASCHILE PARTICIPATION BY KILOMETERS





LEGAL AND REGULATORY FRAMEWORK

Our legal and regulatory framework complies with the Concessions Law and the Corporations Law, and is monitored by the Financial Market Commission, the Ministry of Public Works, and the municipalities where we operate. Internationally, we are affected by US 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 AND SERVICES NETWORK



AUTOPISTA CENTRAL

NORTH-SOUTH SYSTEM

2 -

AXIS HIGHWAYS

NORTH-SOUTH 41.3 KM LENGTH (WITH THE INCORPORATION OF THE MAIPO BRIDGE), FROM THE AMÉRICO VESPUCIO RING ROAD 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) TO THE SOUTH.



First urban highway concession in the Metropolitan Region. With this, Chile became a leader in Latin America by beginning to operate the unprecedented free-flow electronic toll system, later becoming a pioneer worldwide by implementing this system in an interoperable manner.

CONNECTS 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



It facilitates passenger travel and freight transportation along its two axes.



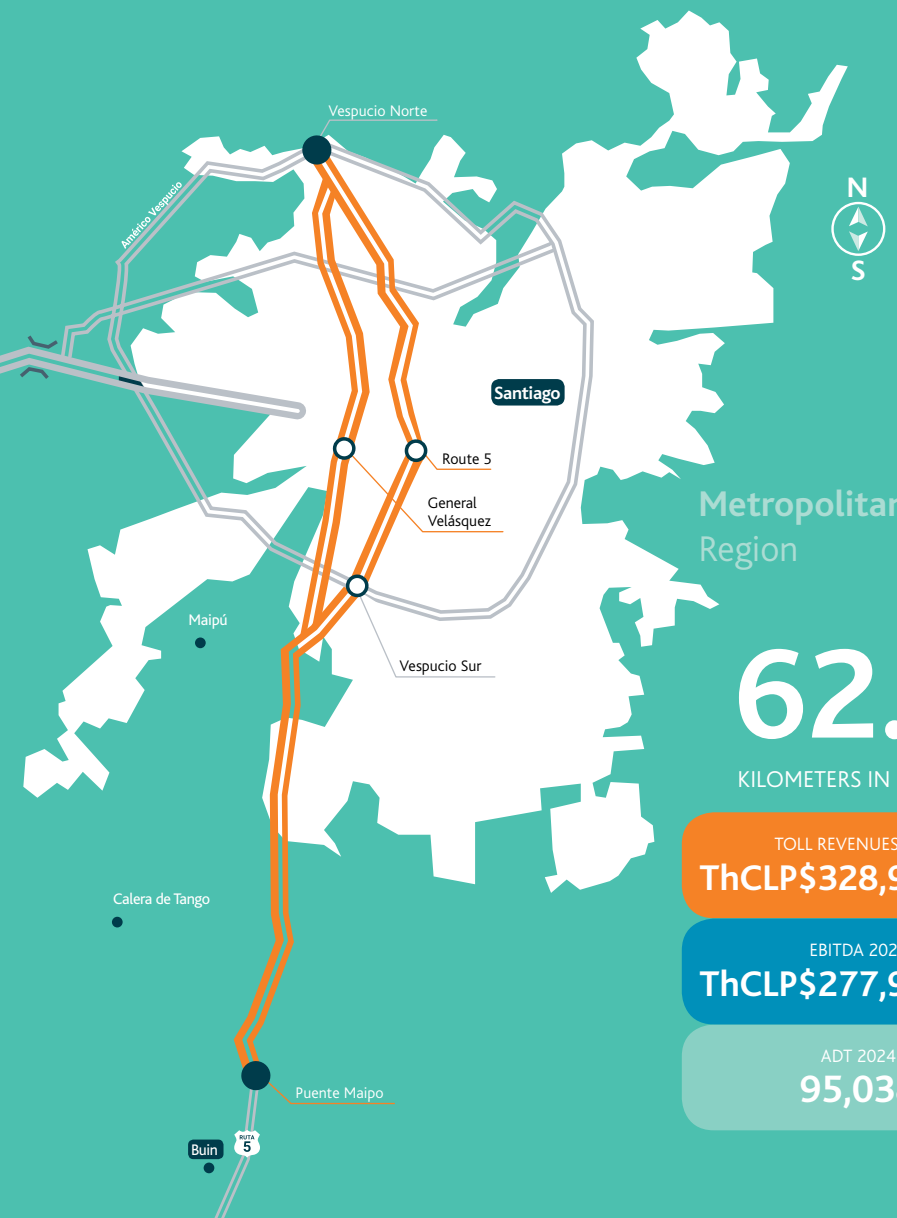
It has a modern Traffic Operations Center, fully equipped for roadside assistance, and 158 SOS posts.



TAG electronic payment



It crosses the Metropolitan Region from north to south.



Metropolitan Region

62.3

KILOMETERS IN LENGTH

TOLL REVENUES 2024

ThCLP\$328,900,304

EBITDA 2024

ThCLP\$277,996,511

ADT 2024

95,038

AUTOPISTA RUTAS DEL PACÍFICO

SANTIAGO - VALPARAÍSO - VIÑA DEL MAR ROAD INTERCONNECTION

3 —
AXIS HIGHWAYS

SANTIAGO - VIÑA DEL MAR
AND VALPARAÍSO

SOUTHERN TRUNK TO
QUILPUÉ AND VILLA
ALEMANA

ROUTE 60
SOUTH TRUNK AND ROUTE 68



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

CONNECTS THE
COMMUNES

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



It facilitates the transportation of cargo and passengers to other inland cities in the area, via the Southern Trunk Road and Via Las Palmas.



It has a modern Traffic Operations Center, fully equipped for roadside assistance, and 175 SOS posts.



It connects sectors with significant tourism, fruit, wine, and industrial activity. Additionally, various economic centers, both urban and real estate, have developed around the highway.



COMMUNITY / WORK / TOURISM / PROXIMITY / EXPORT / PRODUCTION



141.4

KILOMETERS IN LENGTH

TOLL REVENUES 2024

ThCLP\$137,427,869

EBITDA 2024

ThCLP\$98,978,148

ADT 2024

39,885

Valparaíso

Viña del Mar

Las Palmas

Quilpué

Villa Alemana

Agua Santa

La Pólvora

Rodelillo

South trunk

Valparaíso Region

Casablanca

Algarrobo

Zapata (peaje)

Túnel Zapata

Curacaví (p)

Metropolitan Region

Costanera Norte

Lo Prado

Túnel Lo Prado

Pudahuel

Santiago

AUTOPISTA LOS LIBERTADORES

SANTIAGO-COLINA-LOS ANDES ROUTE

4

AXIS HIGHWAYS

SANTIAGO - COLINA LOS ANDES AXIS

ROUTE G-71 WHICH CONNECTS ROUTE 57 WITH POLPAICO

ROUTE E-89 BETWEEN AUCO AND RINCONADA

ROUTE G-73 SAN JOSÉ - LO PINTO, WHICH CONNECTS ROUTE 57 WITH ROUTE 5



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

CONNECTS THE COMMUNES

Huechuraba
Colina
Los Andes



It facilitates the transportation of export product from Mercosur countries.



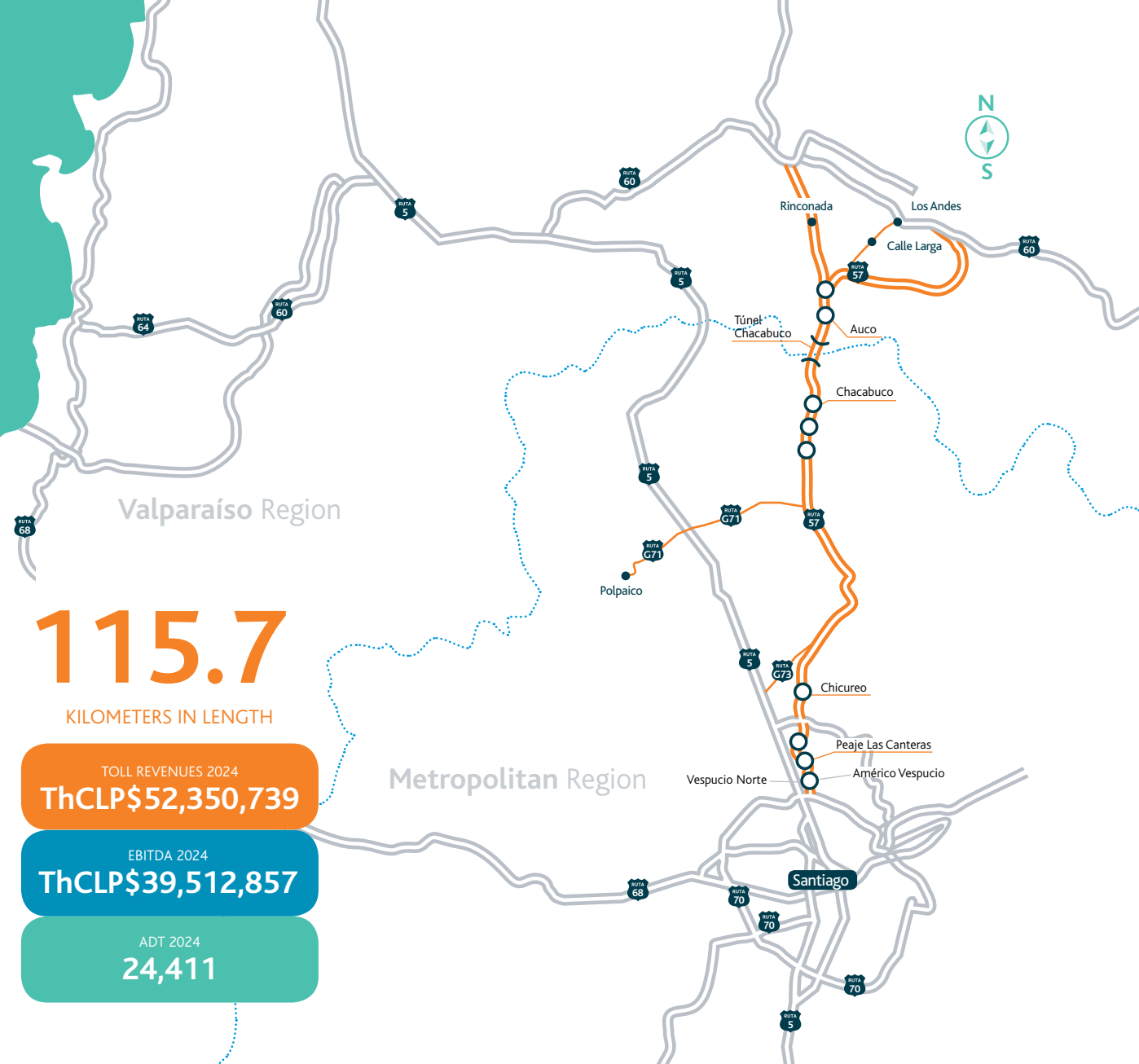
It has a modern control center and fully equipped for roadside assistance.



Electronic Payment System TAG Stop & Go. In 2020, the Los Libertadores Highway began operating its electronic toll payment system through the use of the interoperable urban TAG.



It connects the capital to the Cristo Redentor Bioceanic Corridor, Chile's main connection route with Argentina, linking the Pacific and Atlantic ports.



115.7

KILOMETERS IN LENGTH

TOLL REVENUES 2024

ThCLP\$52,350,739

EBITDA 2024

ThCLP\$39,512,857

ADT 2024

24,411

AUTOPISTA LOS ANDES

INTERNATIONAL ROAD ROUTE 60

2

AXIS HIGHWAYS

BEGGINING OF CIUDAD DE
LOS ANDES TO LLAY LLAY

FROM HIJUELAS COMMUNES TO
VILLA ALEMANA CITY



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

CONNECTS THE
COMMUNES

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



It promotes agricultural
and agroindustrial
activity in the
Aconcagua Valley.



It has a modern Traffic
Operations Center, fully
equipped for roadside
assistance, and 76 SOS posts.



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

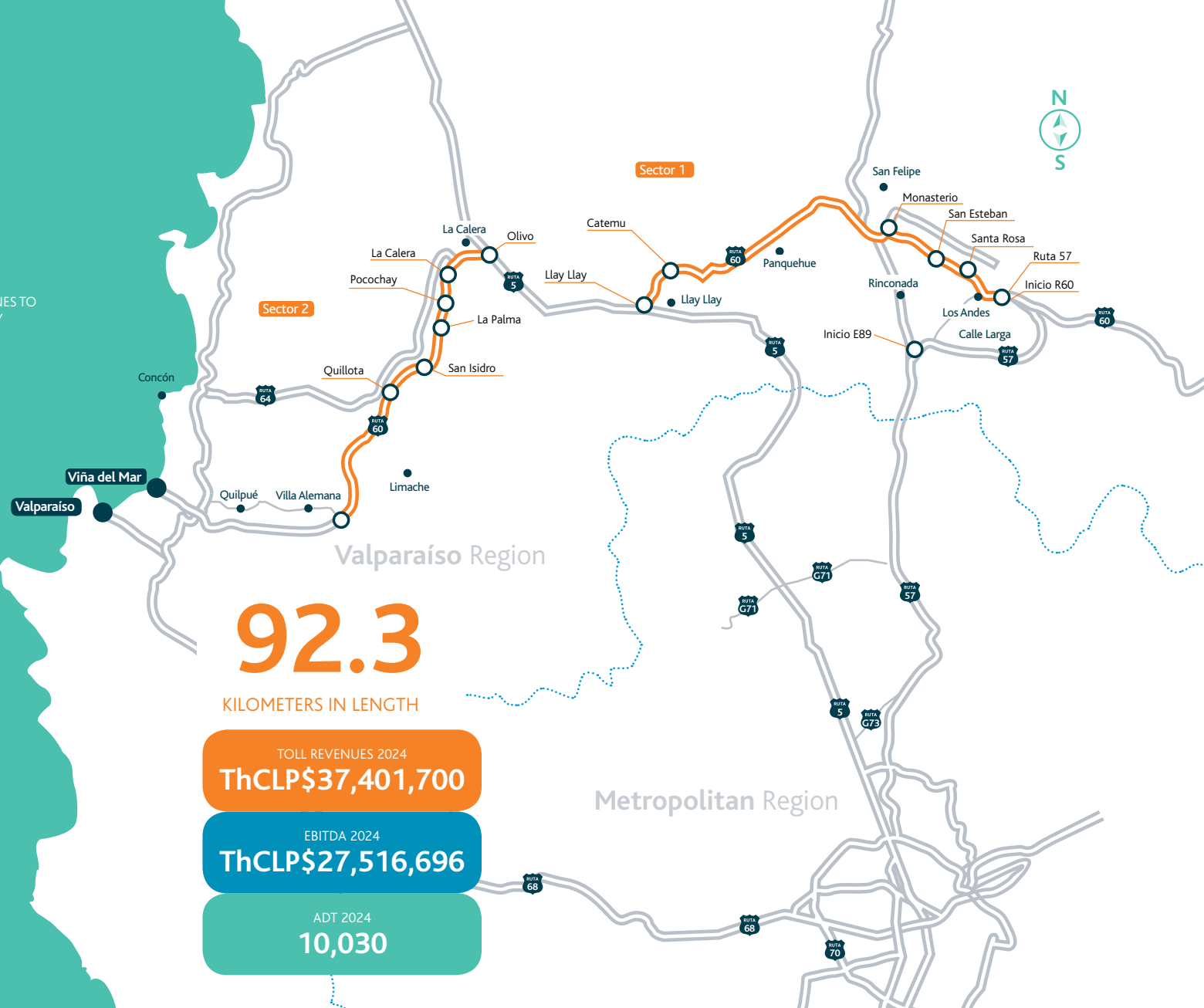
92.3

KILOMETERS IN LENGTH

TOLL REVENUES 2024
ThCLP\$37,401,700

EBITDA 2024
ThCLP\$27,516,696

ADT 2024
10,030





- Autopase is a service that allows access, through the TAG device, to multiple infrastructure uses in an expeditious, secure, modern, and reliable manner, and also incorporates payment in a single billing document.
- Autopase seeks to provide not only access to third-party services, but also detailed information about their use, terms, and rates so that customers have access to it at all times through its multi-channel digital platform.

Services included in Autopase



Electronic toll / TAG

Autopista Central

Rutas del Pacífico (Ruta 68 and Troncal Sur)

Autopista Los Libertadores

Túnel El Melón



SABA Parking

E Santiago Centro

E Providencia

Valparaíso SABA car parks





PROPERTIES AND FACILITIES

	COMMERCIAL OFFICES							
	Los Castaños Office	Mall Plaza Norte	Santiago Centro	San Bernardo	Lo Prado North module	Zapata Office	South Trunk module	Las Canteras module
	Los Castaños 41, Viña del Mar	Américo Vespucio 1737, Floor -1, hall-way Services Boulevard, BL store161. Mall Plaza Norte, Huechuraba	San Diego 634, Santiago Centro	San José 1135, San Bernardo	Route 68 km 17,9 North roadway, Pudahuel, Santiago de Chile, on the side of the toll	Route 68 km 59,3 Calzada Sur, Casablanca, Región de Valparaíso, on the side of the toll	Route 60 km 97 North Side, Trunk Toll, South, Quilpué	Route CH-57 km 6,2 Colina
	Rented	Rented	Rented	Owned	Owned	State property	Owned	Owned
Available services:								
Autopase TAG (obtain, return, exchange)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Subscription of email receipts and automatic payments for Autopase	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Make payments and agreements	Yes	Yes	Yes	Yes	No	No	No	No
	ADMINISTRATIVE OFFICES							
	VíasChile SA Group Headquarters		Company Headquarters Concessionaire Autopista Central SA		Los Libertadores Office		Los Andes Office	
	Rosario Norte N°407 13 floor, Las Condes		San José N°1145, San Bernardo		km 15,5 Autopista Santiago - Colina - Los Andes		km 23 Camino Internacional Route 60 Ch. Quillota	
	Renting contract		Owned		State property		State property	



ENGINEERING & CONSTRUCTION

The Engineering and Construction department works developing projects focused on improving operating conditions, both for the concessionaire and for our users. It is primarily responsible for ensuring the monitoring and compliance of the delivery of new infrastructure works.

One of the main projects that was completed in 2024 was the expansion to Third Runways for Section E on Route 5. The General Velásquez Axis was fully enabled with three lanes in each direction along its entire length, from the junction with Route 5 North to the future junction with the Túnel Lo Ruiz.

The expansion, inaugurated on July 9 by VíasChile and the MOP, covered two kilometers in the commune of Renca, with an investment of close to US\$ 5.3 million. The works, carried out between September 2023 and May 2024, included increasing road capacity, improving access, LED lighting, demarcations and the relocation of acoustic screens, with the aim of decongesting the route and reducing travel times at peak times.





INVESTMENT PLANS

VíasChile has a Works Committee which evaluates the potential projects to be presented to Abertis for approval.

During the year 2024, 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 2025.

GRAN ENVERGADURA BRIDGE

Investment Plan	Gran Envergadura Bridge
Location	Route 5, Metropolitan Region
Highway	Autopista Central
Description	It corresponds to the widening of the Gran Enparcadura bridge to create space for a new 200-meter acceleration track, on the connecting track of Autopista Costanera Norte and Autopista Central on the axis of General Velásquez.
Expected Benefits	<div><div>➤</div>Reduced travel times.</div> <div><div>➤</div>Reduced risk of accidents.</div> <div><div>➤</div>Potential for increased traffic due to increased capacity.</div> <div><div>➤</div>Improved service levels.</div>
Stage	Project approved, and under construction since 17-06-2024
Time horizon to materialize	June 2025
Total amount to invest	UF 134,628
Sources of funding	Own resources
Advance	Construction stage with 36% progress
Amount invested to date (UF)	UF 48,466



AUTOPISTA CENTRAL

Investment Plan Location	<p>Quilicura Ramp - Route 5, RM</p> <p>Rampa Lo Ovalle Norte - Eje General Velásquez, RM</p> <p>Copiapó Ramp - Route 5, RM</p> <p>Autopista Central</p>
Highway	Autopista Central
Description	<ul style="list-style-type: none"> › Quilicura Ramp: It seeks to generate accessibility from the local road to the southbound highway. This will partially decongest the local road at times of high traffic and will provide income to the concessionaire. › Lo Ovalle Norte Ramp: It seeks to generate access from local road that provides continuity to the west of Avenida Lo Ovalle. It includes the adaptation of the 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 income to the concessionaire. › Copiapó Ramp: It 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 this one. Currently, it has an approved engineering project, without technical observations from the Ministry of Public Works.
Expected Benefits	<ul style="list-style-type: none"> › Decongestion › Reduced risk of traffic accidents
Stage	Project presented to the MOP. It is pending approval to start the bidding process.
Time horizon to materialize	Start of works in the 2nd half of 2025, with a construction period of 5 months
Total amount to invest	<ul style="list-style-type: none"> › Quilicura Ramp: UF 17,500 › Lo Ovalle Norte Ramp: UF 33,000 › Copiapó Ramp: UF 28,500 Total to Be Invested: UF 79,000
Expected Benefits	UF 33,000 per year
Sources of funding	Own resources
Advance	In the engineering stage, awaiting authorizations from the MOPP
Amount invested to date (UF) (Estimated values)	<ul style="list-style-type: none"> › Quilicura Ramp: UF 0 › Lo Ovalle North Ramp: UF 770 › Copiapó Ramp: UF 160 Total invested to date: UF 930



TÚNEL LO RUIZ

Investment Plan	Túnel Lo Ruiz
Location	Route 5, Metropolitan Region
Highway	Autopista Central
Description	The project joins the General Velásquez axis with the Vespucio Norte Highway, for which a bitunnel of 3 lanes per side, approximately 1.5 km long, is being built. It includes the construction of several structures and modification of the layout in the sector of the Puerto Montt curve in order to improve the existing road safety conditions.
Expected Benefits	<ul style="list-style-type: none">› Decongestion› Better connectivity› Construction of green areas› Recovery of public spaces for the use of neighbors
Stage	Project in the bidding process (from November 2024), with a construction start date in May 2025
Time horizon to materialize	Start of works in 1st semester 2025 Construction Time: 50 Months
Total amount to invest (approximate)	UF 10,000,000
Sources of funding	Ministry of Public Works
Advance	0%
Amount invested to date (UF)	UF 0



Taking into account the end date of its concessions, the VíasChile group has focused its time horizon on the medium and long term, mainly through the extension of concession terms through complementary agreements that improve the quality of the service provided to users, as well as through the permanent search for new growth opportunities through the integration of new assets.

This is based on a strategy of operational excellence, focused on the delivery of a quality service to the customer and above all sustainability.





SUBSIDIARIES AND RELATED COMPANIES

The Group's companies and subsidiaries operate four highway concessions (three intercity and one urban), in accordance with the concession contracts signed with the Ministry of Public Works (MOP), together with two operators (OperaVías and GESA), in addition to VíasChile, which also provides highway operation services. The Rutas del Elqui and Autopista del Sol concessionaires have ceased operations, but legally remain subsidiaries of the Group until their formal dissolution.





AUTOPISTA CENTRAL



Name

**SOCIEDAD CONCESIONARIA AUTOPISTA
CENTRAL S.A**

Participation VíasChile SA

99.99%

Rut

96.945.440-8

Participation of Gestora de Autopistas SpA

0.01%

Object

Legal Representative & General Manager

Constitution

Board

Invested Capital



RUTAS DEL PACÍFICO

Name

SOCIEDAD CONCESIONARIA RUTAS DEL PACÍFICO S.A.

RUT

96.873.140-8

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).

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 ThCLP51,000,000, 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.

Participation VíasChile SA

99.99%

Participation of Gestora de Autopistas SpA

0.01%

Legal Representative & General Manager

Andrés Barberis Martín

Board

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



AUTOPISTA LOS LIBERTADORES

Name

**SOCIEDAD CONCESIONARIA AUTOPISTA
LOS LIBERTADORES S.A.**

RUT

96.818.910-7

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.

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.

Participation VíasChile SA

99.99%

Participation of Gestora de Autopistas SpA

0.01%

Legal Representative & General Manager

Andrés Barberis Martín

Board

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



AUTOPISTA LOS ANDES

Name

SOCIEDAD CONCESIONARIA AUTOPISTA DE LOS ANDES S.A.

RUT

99.516.880-4

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.

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.

Participation VíasChile SA

99.99%

Participation of Gestora de Autopistas SpA

0.01%

Legal Representative & General Manager

Andrés Barberis Martín

Board

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



GESTORA DE AUTOPISTAS

Nombre

GESTORA DE AUTOPISTAS SPA

RUT

96.889.500-1

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

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.

Participation VíasChile SA

100%

Legal Representative & General Manager

Christian Arbulú Caballero



OPERAVÍAS

Name

OPERAVÍAS SPA

RUT

76.406.157-8

Object

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

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.

Participation VíasChile SA

100%

Legal Representative & General Manager

Christian Arbulú Caballero



AUTOPISTA DEL SOL

Nombre

SOCIEDAD CONCESIONARIA AUTOPISTA DEL SOL S.A.

RUT

96.762.780-1

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.

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 ThCLP\$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.

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, Presidente
- › Víctor Montenegro González
- › Leonardo López Campos
- › Danilo Concha Vergara
- › María Virginia Grau Rossel



RUTAS DEL ELQUI

Name

SOCIEDAD CONCESIONARIA DEL ELQUI S.A.

RUT

96,826,380-3

Object

Constitution

Social capital

Participation VíasChile S.A

99.94%

Management Participation of Autopistas SpA

0.06%

Legal Representative and General Manager

Andrés Barberis Martín

Board



FINANCIAL RESULTS

- 99** Magnitudes and Results
- 108** Material or Essential Facts
- 109** Reasoned Analysis
- 120** Articles of Incorporation and Amendments
- 122** Financial Statements
- 123** Subscription of this Annual Report





MAGNITUDES AND RESULTS

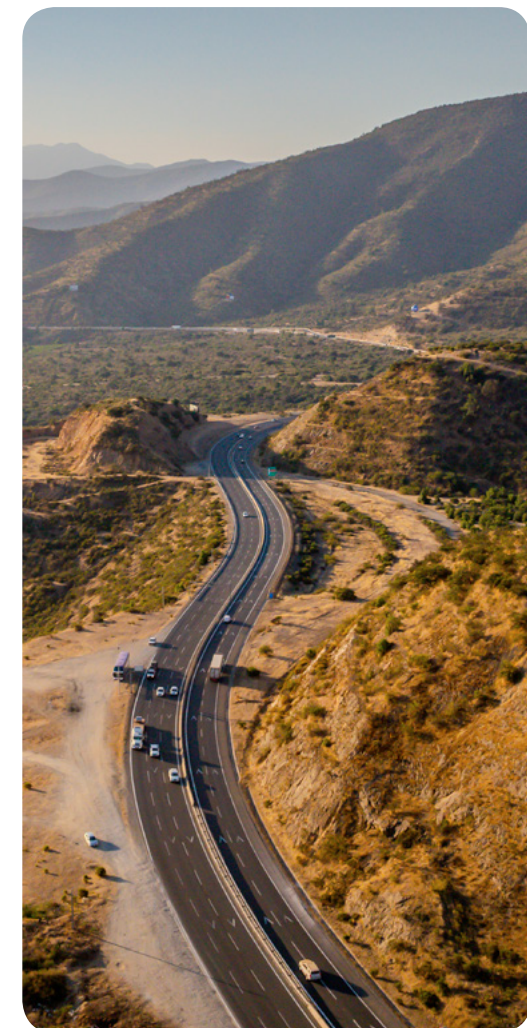
During 2024, traffic recovered towards the end of the year, reaching an annual growth of 0.3%, a percentage below the country's economic performance. This is partly explained by the current economic environment (exchange rate, unemployment and inflation). Additionally, traffic was strongly affected by the fires that occurred in the central area of the country during the summer and the heavy rains recorded during the winter.

The evolution of operating expenses shows a decrease compared to 2023, mainly explained by lower provisions for major maintenance, as well as a lower estimate of future applications and by the fact that in 2023 there were some extraordinary expenses, both effects mitigate the increase associated with the effect of inflation on expenses.

The consolidated net profit shows a positive evolution (+2.6%), mainly explained by an improvement in operating income.

(CLP THOUSAND)	CONSOLIDATED		
	2024	2023	Var.
Toll income	556,080,612	516,694,532	7.6%
Other operating income (*)	(12,195,027)	(12,567,005)	-3.0%
Operating income	543,885,585	504,127,527	7.9%
Operating expenses	(83,696,832)	(85,615,506)	-2.2%
EBITDA	460,188,753	418,512,021	10.0%
Depreciation and amortization	(165,478,925)	(131,565,795)	25.8%
Operating profit (loss) (EBIT)	294,709,828	286,946,226	2.7%
Net financial profit (loss)	(59,203,401)	(56,372,159)	5.0%
Impairment of assets	(9,930,020)	(29,152,480)	-65.9%
Corporate tax	(66,612,906)	(46,429,661)	43.5%
Net profit	158,963,501	154,991,926	2.6%

(*) Includes lower revenues according to IFRIC 12 in 2023 and impairment losses on trade receivables.





TOLL REVENUE

Toll revenues grew by (+7.6%), mainly due to the positive evolution of the tariff (+6.0%) as a result of the variation in the CPI, the positive evolution of the mix mix of heavy/light veahicles (+1.3%) and the traffic (+0.3%).

Regarding the contribution of the Concessionaires, 59% of VíasChile’s toll revenues are contributed by Autopista Central.

Toll income (thousandds CLP)	2024		2023		Var.
Autopista Central	328,900,304	59%	311,134,578	60%	6%
Rutas del Pacífico	137,427,869	25%	122,003,084	24%	13%
Autopista Los Libertadores	52,350,739	9%	47,000,477	9%	11%
Autopista Los Andes	37,401,700	7%	36,556,393	7%	2%
Total	556,080,612	100%	516,694,532	100%	7.6%

Highways	Km	ADT	% vs 2023	VL % vs 2023	VP % vs 2023
Autopista Central	62.3	95,038	-0.3%	-0.5%	0.9%
Rutas del Pacífico	141.4	39,885	-0.3%	-0.9%	4.5%
Autopista Los Libertadores	115.7	24,411	4.2%	4.0%	5.8%
Autopista Los Andes	92.3	10,030	-3.2%	-3.2%	-3.2%
Total	411.7	37,186	0.3%	-0.0%	2.7%

ADT: Average daily traffic.



OTHER OPERATING INCOME

Other operating income shows a slight positive evolution as a result of the waiver of the Guaranteed Minimum Income (GMI) in Libertadores, which had a negative impact on income and compensates for the increase in the deterioration of accounts receivable from commercial debtors.

EBITDA

Operating income (EBITDA) reached M\$460,188,753, representing a growth of (+10.0%) compared to the previous year.

Despite the slow recovery in traffic, the continuous improvement in our activities has allowed us to achieve efficiencies and optimize operating costs, leading to a positive evolution of EBITDA.

EBITDA (thousands CLP)	2024		2023		Var.
Autopista Central	277,996,511	60%	282,875,952	68%	-2%
Rutas del Pacífico	98,978,148	22%	95,325,910	23%	4%
Autopista Los Libertadores	39,512,857	9%	8,002,222	2%	394%
Autopista Los Andes	27,516,696	6%	24,347,596	6%	13%
Resto	16,184,541	4%	7,960,341	2%	103%
Total	460,188,753	100%	418,512,021	100%	10.0%



EBIT

Operating profit (EBIT) for the year shows an increase of (+2.7%) compared to 2023, driven by better EBITDA that offsets the higher amortization of intangibles as a result of the waiver of the GMI in Libertadores, which required reclassifying the financial asset receivable from MOP to an intangible asset to be amortized.

FINANCIAL RESULT

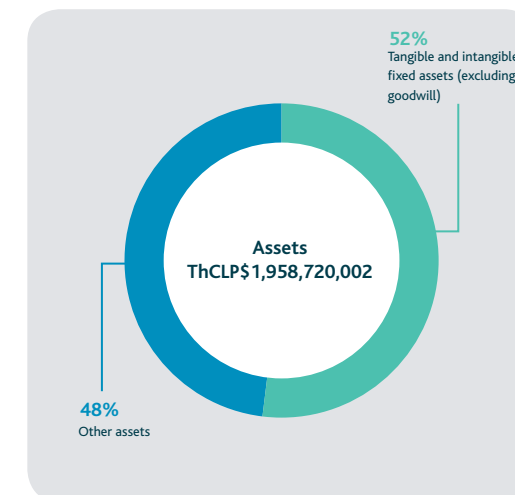
The net financial result showed a negative evolution of (-5.0%), mainly explained by lower financial income from cash performance, offset by lower financial costs associated with debt due to amortizations that have led to a decrease in the outstanding principal.

RESULT

The consolidated result for the 2024 financial year reached M\$158,963,501, which corresponds to an increase of 2.6% compared to 2023, mainly explained by a better EBITDA.

CONSOLIDATED BALANCE SHEET

Total assets as of December 31, 2024, showed a negative variation of (-6.7%) compared to the end of the 2023 fiscal year, mainly due to the amortization of intangibles and the impairment of the goodwill of Rutas del Pacífico, considering that the concession is nearing its end. The consolidated current and non-current liabilities show a decrease of (-10.4%) compared to 2023, mainly explained by the amortizations of financial obligations during the period.

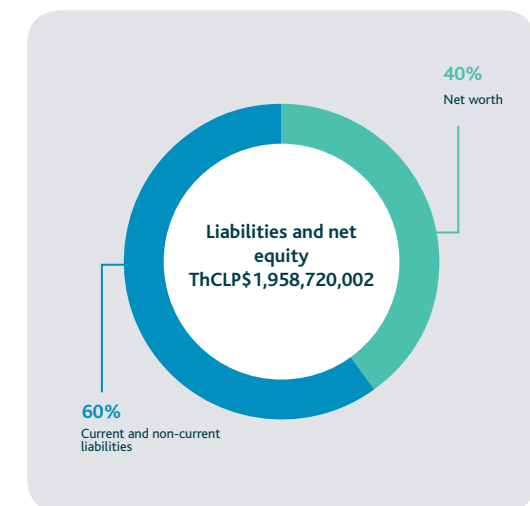




ASSETS	CONSOLIDATED	
(thousands CLP)	2024	2023
Non-current assets	1,532,605,291	1,604,452,401
Property, plant and equipment and intangibles	1,026,128,851	1,110,997,321
Goodwill	408,872,905	418,591,828
Other long-term assets	97,603,535	74,863,252
Current assets	426,114,711	494,006,154
Other short-term assets	267,728,846	316,369,772
Cash and cash equivalents	158,385,865	177,636,382
TOTAL ASSETS	1,958,720,002	2,098,458,555

LIABILITIES	CONSOLIDATED	
(thousands CLP)	2024	2023
Net worth	783,879,453	787,237,465
Capital	93,257,078	93,257,078
Reserves and retained earnings	690,622,375	693,980,387
Non current liabilities	885,340,563	1.003,988,840
Financial debt	576,279,908	683,339,590
Other long-term liabilities	309,060,655	320,649,250
Current liabilities	289,499,986	307,232,250
Financial debt	140,068,731	130,090,620
Other short-term liabilities	149,431,255	177,141,630
TOTAL LIABILITIES AND NET EQUITY	1,958,720,002	2,098,458,555

The consolidated net equity reached M\$783,879,453, slightly lower than in 2023, mainly explained by the result of the fiscal year M\$158,963,501 and the distribution of dividends in 2024 amounting to M\$156,000,000.





INVESTMENTS

The group’s total investment in fiscal year 2024, which includes works for major highway maintenance, amounted to M\$32,115,120 (M\$36,529,942 in 2023). 30% of this has been allocated to expansion, mainly to expand the capacity of the highways.

The most significant operational investments, representing 29% of the total investments, have been mainly associated with the modernization of toll systems and the improvement of highway infrastructure.

On the other hand, major maintenance interventions (pavements, structures and other cyclical interventions) have been carried out in 2024, representing 41% of total investments.

Investments (ThCLP\$)	Operating	%	Expansion	%	Major Maintenance	Total	%
Autopista Central	5,431,872	58%	8,609,512	90%	5,023,074	19,064,457	59%
Rutas del Pacífico	712,549	8%	870,826	9%	3,985,775	5,569,150	17%
Autopista Los Libertadores	555,746	6%	-	0%	2,904,941	3,460,687	11%
Autopista Los Andes	1,035,516	11%	-	0%	1,323,149	2,358,665	7%
Other	1,557,316	17%	104,844	1%	-	1,662,160	5%
Total	9,292,999	100%	9,585,181	100%	13,236,939	32,115,120	100%



CASH FLOW

In 2024, Grupo VíasChile generated a cash flow from operating activities amounting to ThCLP\$321,400,797. Although this is 13% lower than the cash flow in 2023, it is important to consider that in 2023, collections were received from the Ministry of Public Works associated with supplementary agreements. However, an increase in toll collection revenues is observed, and flows for payments to suppliers and employees remain stable.

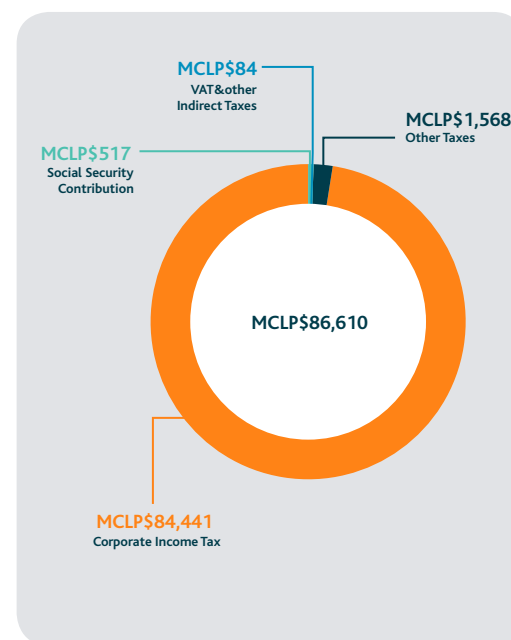
Operating cash flows cover operating costs, major maintenance requirements and financial obligations, thanks to an appropriate financial policy adopted by the Group.

CORPORATE INCOME TAX

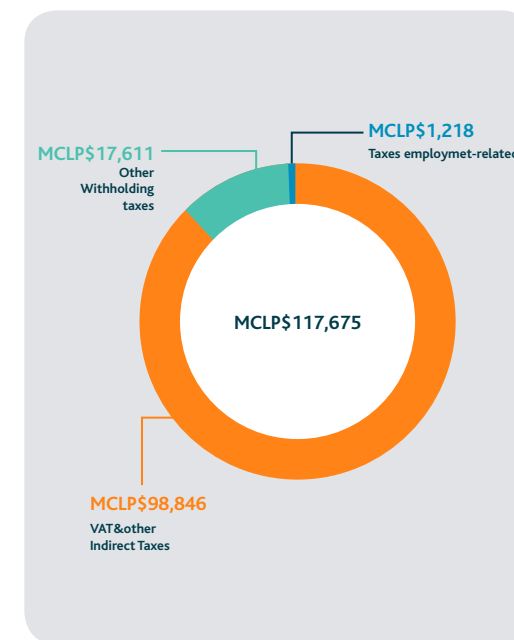
Corporate income tax expense recognized in profit or loss amounts to ThCLP\$66,612,906, with the legal rate in 2024 being 27%.

The total contribution to the payment of taxes that Grupo VíasChile made during 2024 amounted to MM\$204,285,172, of which ThCpl\$86,610,396 correspond to its own taxes and ThCLP\$117,674,775 on account of third parties.

DETAILS OF OWN TAXES



DETAILS OF THIRD-PARTY TAXES



(*) MCLP = Millions CLP



FINANCIAL MANAGEMENT

The main objective of the financial management 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 release of restricted accounts in Autopista Central for 12.5 billion pesos stands out as a main objective, along with the renewal of credit letters in Autopista Central for an amount of 112 billion pesos.

FINANCIAL RISK RATINGS

AUTOPISTA CENTRAL			
Agency	Most recent rating	Rating	Outlook
Standard & Poor’s	May-24	A-	Negative
Moody’s	Jun-24	A3	Stable
Humphreys	Sept-24	AAA	Stable
Feller	Oct-24	AA+	Stable

VÍAS CHILE			
Agency	Most recent rating	Rating	Outlook
Humphreys	Sept-24	AA+	Stable
Feller	Oct-24	AA	Stable



NET DEBT/EBITDA

As of December 31, 2024, the group has a Net Debt/ EBITDA ratio of 1.2x, which reflects the group's financial management with low leverage levels, which allows 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 2024 financial year, long-term obligations stood at 80% and the average maturity of the Group's debt stood at 3.6 years.

To minimize exposure to interest rate risk, VíasChile and its subsidiaries as of December 31, 2024, have all their debt at a fixed rate.

17% < 1 year

26% 1-3 years

28% 3-5 years

29% 5-10 years

Average Maturity: 3.6 years



MATERIAL OR ESSENTIAL FACTS

1. On July 19, 2024, the Company informed by means of an essential fact that, on this date, Ms. Sonia Altimiras Alcaide has communicated her resignation from the Board of Directors, which will take effect immediately.
2. On July 19, 2024, the Company informed by means of an essential fact that, on July 18, 2024, the Company has submitted to the General Directorate of Concessions, a technical and economic offer within the framework of the bidding process for the fiscal public work called "Concession Route 5 Santiago-Los Vilos Section".
3. On August 14, 2024, the Company reported by means of an essential fact that, on this date, the Directorate of Concessions of the Ministry of Public Works has opened the economic bids corresponding to the tender for the fiscal public work called "Concession Route 5 Santiago-Los Vilos Section", resulting in the one presented by the Company being the best offer. In the coming months, the authority must issue the corresponding decree awarding the bill to the Company that constitutes the effect.
4. On October 22, 2024, the Company informed by means of an essential fact that on October 8, 2024, at the Company's Board of Directors' Meeting, it was agreed to appoint Mr. Albert López Delofeu as Titular Director, occupying the vacant position, a position he will hold as of that same date.
5. On December 18, 2024, the Company reported by means of an essential fact that, at the Company's Extraordinary Shareholders' Meeting, held on December 17, 2024, it was agreed:
 - a) To distribute dividends against accumulated earnings, at a rate of approximately \$625.66 per share, payable no later than December 17, 2024;
 - b) To distribute dividends against accumulated earnings, at an approximate rate of \$350.37 per share, payable no later than February 28, 2025.





REASONED ANALYSIS OF VÍAS CHILE S.A. AND SUBSIDIARIES AS OF DECEMBER 31, 2024

This analysis includes the consolidated statements of financial position as of December 31, 2024 and December 31, 2023, the corresponding consolidated statements of income by nature, consolidated statements of comprehensive income, consolidated statements of changes in equity and direct cash flows for the years ended December 31, 2024 and 2023.

EXECUTIVE SUMMARY

The statement of comprehensive income by nature as of December 31, 2024 shows a profit for the period of M\$158,963,501, with an increase of 2.6% compared to the previous period, mainly explained by an improvement in EBITDA.

Return on revenue reached 29.2%, which compared to the return obtained in December 2023 of 30.7% shows a decrease, mainly affected by the impairment of Rutas del Pacífico's goodwill as a result of its upcoming concession termination.

Finally, it should be noted that the debt ratio (understood as the ratio between liabilities and equity) is 1.50 times, which presents a decrease compared to December 31, 2023 mainly explained by a decrease in debt as a result of the total prepayment of the loan associated with the works of Puente Maipo on Autopista Central, in accordance with the prepayment made by the MOP of the clearing account associated with this project.

THE GROUP'S STRENGTHS IN TODAY'S MARKET

During 2024, traffic recovered towards the end of the year, reaching an annual growth of 0.3%, a percentage below the country's economic performance. This is partly explained by the current economic environment (exchange rate, unemployment and inflation). Additionally, traffic was strongly affected by the fires that occurred in the central area of the country during the summer and the heavy rains recorded during the winter.

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 the development of the country.

The appropriate financial policy adopted by the Group allows it 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 toll road sector such as the Abertis Group.



ANALYSIS OF THE STATEMENTS OF FINANCIAL POSITION AS OF DECEMBER 31, 2024 AND DECEMBER 31, 2023

Below is a comparative summary table of the Statement of Financial Position as of December 31, 2024 and December 31, 2023:

(ThCLP\$)	DEC. 2024	DEC. 2023	VARIATION	VAR.
Current assets	426,114,711	494,006,154	-67,891,443	-13.7%
Non-current assets	1,532,605,291	1,604,452,401	-71,847,110	-4.5%
Total assets	1,958,720,002	2,098,458,555	-139,738,553	-6.7%
Current liabilities	289,499,986	307,232,250	-17,732,264	-5.8%
Non-current liabilities	885,340,563	1,003,988,840	-118,648,277	-11.8%
Net worth	783,879,453	787,237,465	-3,358,012	-0.4%
Total liabilities and net equity	1,958,720,002	2,098,458,555	-139,738,553	-6.7%

With respect to the previous table, the most notable variations between December 31, 2024 and December 31, 2023 are as follows:

- › Current Assets show a decrease of ThCpl\$67,891,443, mainly explained by the decrease in other financial assets as a result of the waiver of the IMG (Guaranteed Minimum Income) in Libertadores by ThCpl\$26,971,108 and lower available cash as a result of the payment of unpaid dividends from 2023.
- › Current Liabilities show a decrease of ThCpl\$17,732,264, which corresponds mainly to a decrease in current taxes of ThCpl\$10,834,641 as a result of a lower provisioned income tax net of monthly provisional payments, and a decrease in miscellaneous creditors.
- › Non-current assets show a decrease of ThCpl\$71,847,110, mainly explained by the net between the amortizations of the period and the additions for new investments. On the other hand, the increase in the compensation account for the fare differential on Autopista Central (CAR No. 8) offsets this decrease.
- › Non-current Liabilities show a decrease of ThCpl\$118,648,277, mainly from financial obligations as a net result of the short-term transfer of amortizations to be paid in the next 12 months for ThCpl\$137,715,313 (capital), the increase due to the impact of inflation and the exchange rate on the debt and the variation of deferred tax liabilities for the period.
- › Equity shows a decrease of ThCpl\$3,358,012, explained by the result of the period and the distribution of dividends.

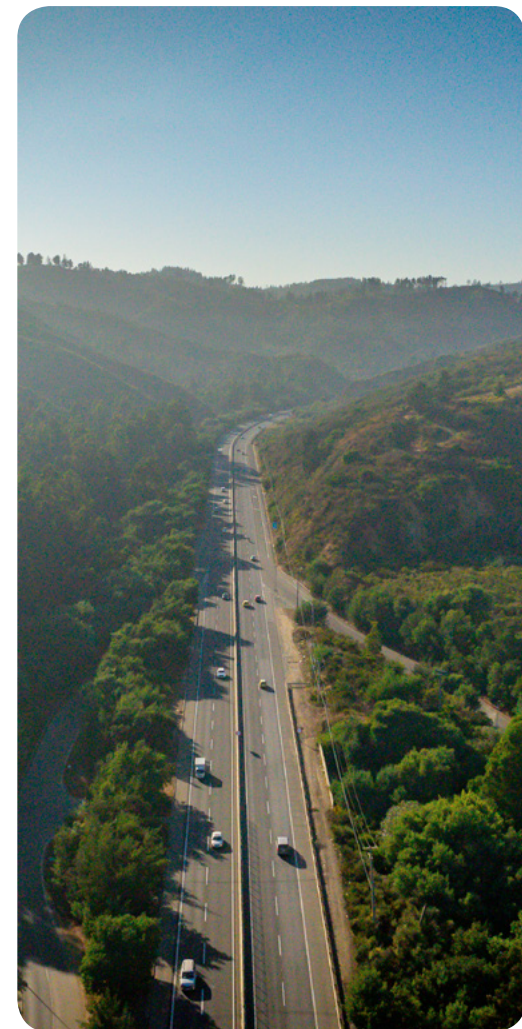


ANALYSIS OF COMPREHENSIVE RESULTS FOR THE PERIOD ENDED DECEMBER 31, 2024 AND 2023

(ThCLP\$)	DEC. 2024	DEC. 2023	VARIATION	VAR.
Traffic (ADT)(*)	37,186	37,070	116	0.3%
Tariffs				6.0%
Mix and others				1.3%
Revenues from hightway tolls	556,080,612	516,694,532	39,386,080	7.6%
Other operating revenues (**)	-12,195,027	-12,567,005	371,978	
Income from operations	543,885,585	504,127,527	39,758,058	7.9%
Personnel expenses	-17,914,888	-17,847,901	-66,987	0.4%
Other operating expenses	-65,781,944	-67,767,605	1,985,661	-2.9%
Operating expenses (excluding depreciation and amortization)	-83,696,832	-85,615,506	1,918,674	-2.2%
Ebitda	460,188,753	418,512,021	41,676,732	10.0%
% Ebitda/Revenues	84.6%	83.0%	1.6%	
Depreciation and amortization	-165,478,925	-131,565,795	-33,913,130	25.8%
Operating income	294,709,828	286,946,226	7,763,602	2.7%
Profit from operations	-76,812,773	-82,842,238	6,029,465	
Financial income	17,609,372	26,470,079	-8,860,707	
Net financial result	-59,203,401	-56,372,159	-2,831,242	5.0%
Impairment	-9,930,020	-29,152,480	19,222,460	
Profit before taxes	225,576,407	201,421,587	24,154,820	12.0%
Corporate income tax	-66,612,906	-46,429,661	-20,183,245	
Profit for the period	158,963,501	154,991,926	3,971,575	2.6%
Other comprehensive income	-6,321,513	3,400,861	-9,722,374	
Total comprehensive income	152,641,988	158,392,787	-5,750,799	-3.6%

(*) The group uses as an indicator to calculate the evolution of traffic on each of its motorways the ADT (Average Daily Intensity), which corresponds to the theoretical calculation of the number of vehicles that travel the motorway completely per day. The consolidated ADT is determined based on the proportion of kilometres on each motorway.

(**) Net of impairment loss on trade receivables and accounting impacts arising from the application of IFRIC 12 in 2023.





- › Toll revenues increased by 7.6%, mainly due to an increase in the rate of 6.0%, largely due to the variation in the CPI and the evolution of the mix, and others by +1.3% (greater offenders) and to a lesser extent the evolution of traffic +0.3%.
- › The evolution of traffic by each concessionaire company is shown below:

TRAFFIC (ADT)	DEC. 2024	DEC. 2023	VARIATION	VAR.
Rutas del Pacífico	39,885	40,007	-122	-0.3%
Los Libertadores	24,411	23,418	993	4.2%
Los Andes	10,030	10,358	-328	-3.2%
Autopista Central	95,038	95,355	-317	-0.3%
TOTAL ADT	37,186	37,070	116	0.3%

In general terms, the concessions industry presented a tepid rebound in traffic during 2024, this low growth is mainly due to the economic situation with high fuel prices, high inflation and the dollar.

With regard to the highways of the VíasChile Group, it can be observed that, except for Libertadores, the entire highway network presented a negative evolution in its traffic, affected by the above, and by the fires that occurred in the summer that strongly affected the traffic of Rutas del Pacífico and Autopista de los Andes. Additionally, there is an impact due to the increase in the use of an alternative toll-free route in Andes, as well as the new metro stations that could be affecting traffic on the Autopista Central.

- › Other operating income, shown net of the negative impacts from the impairment loss on trade receivables and the application in the 2023 period of IFRIC 12 applicable to concession businesses, shows a slight positive evolution compared to the previous year, mainly explained by the waiver of the IMG (IFRIC 12) in Los Libertadores, by the income corresponding to the fare differential on Autopista Central (CAR No. 8), and by the income from the end of the arbitration on Autopista del Sol, all of which offset the fact that in 2023, within other income, significant payments were

recorded by the MOP, including the prepayment of the agreement for the construction of the Maipo Bridge.

- › Personnel expenses practically in line with the previous year +0.4%, although there is an increase as a result of inflation, spending has remained as a result of cost containment plans.
- › Other operating expenses: The evolution of operating expenses shows a decrease with respect to 2023 of -2.9%, mainly explained by lower provisions for major maintenance, as a result of the projected maintenance curve and by the fact that in 2023 there were extraordinary expenses that were not repeated in 2024 and that end up mitigating the increase associated with the effect of inflation on expenses.
- › The evolution of income and expenses generated a positive evolution of EBITDA of 10.0%.
- › Operating income improved by 2.7%, lower than the Ebitda result affected by the higher amortization resulting from the waiver of the IMG, which implies a higher intangible to be amortized and higher amortization in Rutas del Pacífico caused by the improvements in the tunnels and the amortization of the intangible for Free Flow, which began to be amortized in August 2024 until June 2025.



- › The financial result shows a negative evolution of ThCLP\$2,831,242, mainly explained by lower financial income from the return on cash offset by lower financial costs associated with debt as a result of amortizations that have implied a decrease in unpaid capital.
- › Corporate income tax increased mainly due to the result of the period and the evolution of deferred taxes.
- › The 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 existing in Autopista Central and Autopista Los Andes.

A comparative table of the Group’s main financial ratios as of December 31, 2024 and December 31, 2023 is presented below:

Financial Indicators	DEC. 2024	DEC. 2023
	(12 months)	(12 months)
Current liquidity (times)	1.5	1.6
Acid-test ratio (times)(*)	1.5	1.6
Debt ratio (times)	1.50	1.67
Return on income	29.2%	30.7%
Return on equity	20.3%	19.7%
Return on assets	8.1%	7.4%
Earnings per share (000's of pesos) (full year)	0.995	0.970
Working capital (**)	136,614,725	186,773,904
Net debt /Ebitda (**) (full year) (times)	1.2	1.5

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

(**) In 2023, the restricted account for time deposits associated with guarantee slips is excluded.





- › Current Liquidity and Acid Ratio: The Group has a liquidity ratio of 1.5 that shows the financial solvency to meet its short-term obligations, which is explained, among other things, by an adequate financial management policy.
- › Indebtedness ratio: There is a decrease between December 31, 2024 and December 31, 2023, mainly explained by a decrease in financial obligations due to the total prepayment of the loan associated with the Maipo Bridge works on Autopista Central and by the amortizations of the year.
- › Return on revenue: This indicator presents a slightly negative evolution, although EBITDA presents a positive evolution, the amortizations of the period together with the impairment of 50% of the capital gain of Rutas del Pacífico have affected the net profit and therefore this indicator.
- › Return on equity: Slight variation, although there is an increase in income compared to December 2023, equity shows practically no variations due to the fact that in both years dividends have been distributed for amounts close to the result of each year's year.

- › Earnings per share: This indicator shows a slight increase compared to December 2023, mainly explained by the evolution of profit for the period.
- › Working Capital: Its evolution compared to December 2023 is mainly due to lower current assets, which is explained by lower available assets and the decrease in other financial assets resulting from the waiver of the IMG in Libertadores, which involved reclassifying from a financial asset to an intangible asset.
- › Net debt/EBITDA: Slight decrease as a result of debt amortizations during the year.

ANALYSIS OF CASH FLOW AND CASH EQUIVALENTS AND THEIR EVOLUTION AS OF DECEMBER 31, 2024 AND 2023

(ThCLP\$)	DEC. 2024	DEC. 2023	VARIATION	VAR.
Initial balance of cash and cash equivalents	177,636,382	96,557,722	81,078,660	84.0%
Flow from operating activities	321,400,797	367,443,398	-46,042,601	-12.5%
Flow from investing activities	-7,589,323	8,630,887	-16,220,210	-187.9%
Flow from financing activities	-333,061,991	-294,995,625	-38,066,366	12.9%
Final balance of cash and cash equivalents	158,385,865	177,636,382	-19,250,517	-10.8%
Net variation in cash and cash equivalents	-19,250,517	81,078,660	-100,329,177	-123.7%





- › Net cash flows from operating activities: These show a negative trend, mainly due to the fact that significant payments were received from the Ministry of Public Works in 2023, including the prepayment for the Maipo Bridge construction agreement.
- › Net flows originated by investment activities: It presents a higher level of outflows as a result of investments in property, plant and equipment and in expansion projects, in addition to generating a lower flow from financial income.
- › Net flows from financing activities: There was a higher outflow of cash flows, mainly explained by the payment of dividends outstanding as of December 31, 2023, plus dividends distributed in 2024.



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 result of the year.

In order to finance the concession work, Sociedad Concesionaria Autopista Central issued in December 2003 a bond in dollars in the United States for US\$ 250,000,000, which is equivalent to approximately 10% of the group's total financial liabilities. In order to minimize exposure to adverse changes in said currency, the Company has contracted 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 comply with this obligation is indexed to inflation, is that the contracted CCS transforms the flows of the debt into UF.

The Cross Currency Swap contracted is classified as a cash flow hedging instrument, therefore, all exchange rate variations affecting the USD Bond are fully offset by the derivative. That said, the administration does not observe an exchange rate risk associated with the debt in dollars.

INTEREST RATE RISK

This risk refers to the possibility of 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, since as of December 31, 2024, all its financing contracts are at a fixed rate and in UF, in turn the income flows originate indirectly in this currency, thus achieving a fit 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 result.

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) Commercial Debtors

With regard to investments in cash surpluses related to credit risk, which arise 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 with 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 believes that it does not have a relevant exposure to credit risk due to the fact that as of the date of presentation of these consolidated financial statements, the financial instruments have a high credit quality, are not delinquent and therefore have not suffered impairment.

On the other hand, and in relation to Commercial 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 commercial debtors from ACSA's Free-Flow customers, Rutas and Libertadores. The Group applies IFRS 9 to assess the customer's 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 86.34% as of December 31, 2024 (78.61% as of December 31,

2023) of the customer base cancels their account through automatic payment plus electronic payment, while the remaining 13.66% as of December 31, 2024 (21.39% as of December 31, 2023) 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 transit without a TAG device and with a Daily Pass as a means of payment, they do not have a risk of uncollectibility, since this mechanism basically corresponds to a prepaid system.

The Collection and Collections area is in charge of carrying out collection actions on the portfolio of delinquent customers through external suppliers, which are materialized through actions such as sending letters sent to the customer, visits to their home and text messages via mobile phone.

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 concessionaire, which activates the following measures:



- › Change of the toll gantry value rate for offending users.
- › Infringement according to article 114 of the Traffic Law, of a serious nature.
- › Judicial claim once all instances of pre-judicial collection have been exhausted, as established by Article 42 of the Concessions Law.

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

LIQUIDITY RISK

The Group prudently manages the liquidity risk involved in the availability of financing for a sufficient amount through committed credit facilities. The Group does not see liquidity risk.

From this perspective, the Group maintains a low liquidity risk, given that it has prioritized long-term financing to maintain a financial structure that is in line with the liquidity of its assets. That is why financing is shoehorned with the income streams until the end of each concession.

The operational flows generated cover operational costs, major maintenance requirements and financial obligations, this is achieved thanks to the control measures that management has and which are:

- › Cost control: The administration constantly monitors its costs and annually carries out a review in search of new efficiencies that allow costs to be reduced while maintaining the quality of services and the operation of the highways.
- › Collection and collection management: The company has 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 benefit.
- › Review of cash flows: The Administration carries out a constant analysis of cash flows, checking the actual cash with the budget, in order to notice important deviations in order to avoid future payment defaults.

In line with the above, in the Group companies whose financing contracts require it, exclusive accounts are

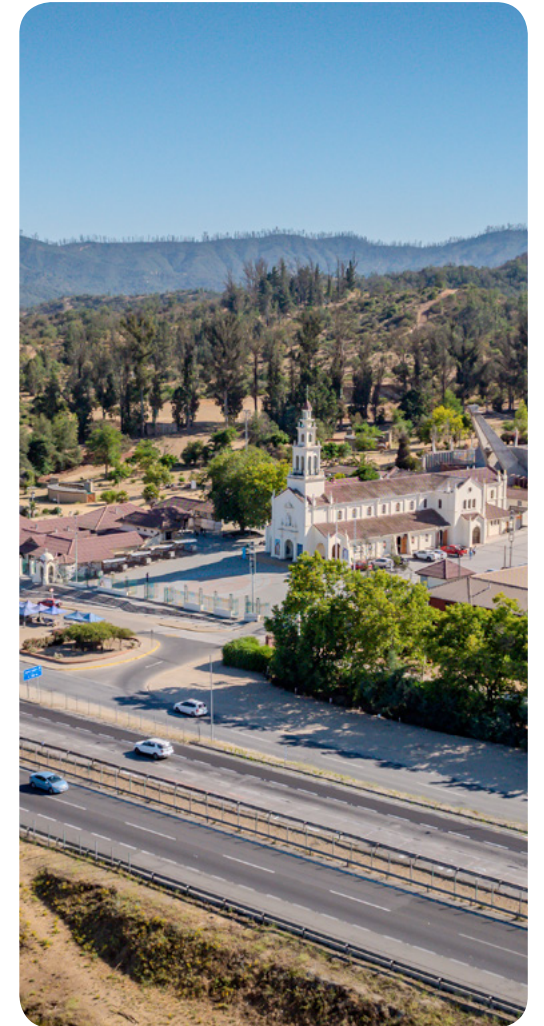
maintained for debt service in which the installments corresponding to the nearest maturities are funded monthly.

In relation to the financial investments of reserve accounts and one-off cash surpluses, the Board of Directors, taking into account the framework defined by the financing agreements, has established a capital market investment policy that optimizes returns 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 is classified as low risk, as determined by top-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 owned by the VíasChile Group generate revenues whose rates vary directly according to inflation. Consequently, a scenario of rising inflation would lead to an increase in the valuation of these projects and in the assets valued in UF.





On the other hand, and with respect to the liabilities denominated in UF and which represent 76.6% of the total consolidated debt, the risk of inflation is reduced in consideration 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 of the fact 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 the obligations decreases while the income increases.

REGULATORY FRAMEWORK RISK

Considering that the Group is a highway 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 be studied beforehand to allow the smooth evolution of the Contract, for the benefit of the general interest. If the Concession Agreement is analyzed, it can be deduced that the Concessionaire performs a specific function that is the responsibility of the State, in order

to obtain a profit for itself, 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 the restoration of the economic and financial balance of the project and, on the other hand, the power to exercise the clauses of imposition of fines, or contractual termination, by the State. The treatment of this point in the Chilean Concessions system was addressed under the central scheme of risk distribution among the different agents participating in the process, that is, 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.





TECHNOLOGICAL RISK

Given that some Group companies currently have an electronic collection system via Free-Flow, toll collection could be affected by the integrity of the system and the efficiency of the transaction recording process for vehicles entering the motorway. For this collection system, the companies of the group have a transponder system 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 for complete control of the design, development of the systems and control of the production of the equipment.

The operational availability for transactions with TAG or transponder is 99.99%, while for the optical registration system it is 99.97%.

To face 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 collection system in December 2004 in the case of Autopista Central, no technological problems have been detected in the collection system, which reduces the risk indicated.

TARIFF RISK

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

RISK OF CLAIMS AND LAWSUITS

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

DISASTER 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.

RISK FROM LAWBREAKERS

The group companies have a modern free-flow toll collection system, through which vehicles are allowed to move without stops caused by 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 such 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 infringements 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, executed at the Notary of Santiago of 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 undergone the following modifications:

1. By resolution adopted at the Extraordinary Shareholders' Meeting 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.
2. By resolution adopted at the Extraordinary Shareholders' Meeting 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 for the year 2003 and published in the Official Gazette on March 29 of the same year.

3. By resolution adopted at the Extraordinary Shareholders' Meeting 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 for the year 2004 and published in the Official Gazette on June 16 of the same year.
4. By resolution adopted at the Extraordinary Shareholders' Meeting 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 corresponding to the year 2014 and published in the Official Gazette on July 12 of the same year.

5. By resolution adopted at the Extraordinary Shareholders' Meeting of the Company held on December 23, 2014, the minutes of which were reduced to a public deed dated 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.
6. By resolution adopted at the Extraordinary Shareholders' Meeting 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 corresponding to the year 2015 and published in the Official Gazette on March 23 of the same year.

7. 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 corresponding to the year 2015 and published in the Official Gazette on April 9 of the same year.
8. By resolution adopted at the Extraordinary Shareholders' Meeting 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.

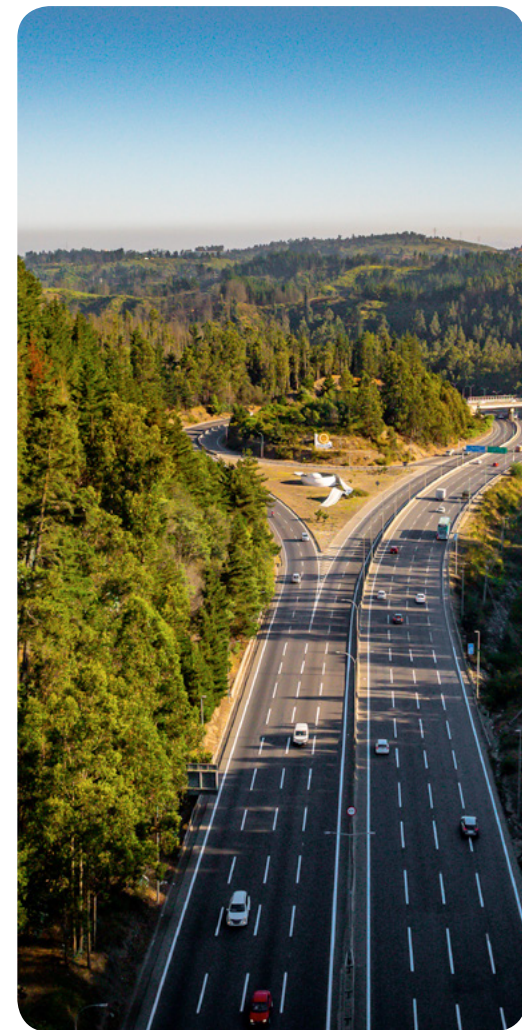
9. By resolution adopted at the Extraordinary Shareholders' Meeting of the Company held on September 21, 2015, the minutes of which were reduced to a public deed on September 28, 2015 at the Notary Public of Santiago of Mr. Eduardo Javier Diez Morello, in which it was agreed to increase the capital of the Company. The respective extract was registered on page 74624 number 43613 of the Commercial Registry of the Conservator of Real Estate of Santiago corresponding to the year 2015 and published in the Official Gazette on October 9 of the same year.
10. 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 corresponding

to the year 2016 and published in the Official Gazette on April 27 of the same year.

11. 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 corresponding to the year 2016 and published in the Official Gazette on November 10 of the same year.
12. By resolution adopted at the Extraordinary Shareholders' Meeting 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.

13. 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.

14. 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 it was agreed to modify the domicile, administration and supervision of the Company. 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.





FINANCIAL STATEMENTS











SUSCRPTION OF THIS ANNUAL REPORT

SUSCRIPCIÓN DE LA MEMORIA

Los suscritos en calidad de Directores de Vías Chile S.A. declaramos bajo juramento que los datos contenidos en la presente Memoria, son la expresión fiel de la verdad, por lo que asumimos la responsabilidad correspondiente por toda la información que se envía, además asumimos la responsabilidad de la confección y presentación del formato en que se presentan, según las instrucciones impartidas por la Comisión para el Mercado Financiero (ex Superintendencia de Valores y Seguros), y en especial por lo indicado en la Norma de Carácter General N° 30.

NOMBRE	CARGO	RUT / PASAPORTE	FIRMA
Francisco José Aljaro Navarro	Presidente	PAQ612610 (España)	
José Luis Viejo Belón	Director Titular	PAH898330 (España)	
Karim Mourad	Director Titular	518482484 (UK)	
María Isidora Landa Montalva	Directora Titular	15.638.434-8 (Chile)	
Albert Deulofeu López	Director Titular	PAV954802 (España)	
Andrés Barberis Martín	Director General	12.722.815-9 (Chile)	



ANNEX

125 Tables Chapter 4 Staff

140 CMF Index





















144 SASB Index



TABLES CHAPTER 4 STAFF





















Below are the staffing tables as of the end of December 2024, with 464 direct employees, 76% of whom are men and 24% women.

A. STAFF BY GENDER

STAFF BY GENDER																			
Senior Management		Management		Junior Management		Operative		Salesforce		Administrative		Auxiliary		Other professionals		Other technicians		Total	
																			
7	1	18	5	28	9	128	13	-	-	11	10	1	9	89	51	71	13	353	111























B. STAFF BY NATIONALITY

STAFF BY NATIONALITY																				
Nationality	Senior Management		Management		Junior Management		Operative		Salesforce		Administrative		Auxiliary		Other professionals		Other technicians		Total	
																				
Chilean	6	1	17	5	27	9	127	12	-	-	11	10	1	9	88	51	70	13	347	110
Ecuadorian	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-
Spanish	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-
Uruguayan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-
Venezuelan	-	-	-	-	-	-	1	1	-	-	-	-	-	-	1	-	-	-	2	1
Total	7	1	18	5	28	9	128	13	-	-	11	10	1	9	89	51	71	13	353	111






















C. STAFF BY AGE RANGE

STAFF BY AGE RANGE																				
Age range	Senior Management		Management		Junior Management		Operative		Salesforce		Administrative		Auxiliary		Other professionals		Other technicians		Total	
																				
30 years or younger	-	-	-	-	-	-	13	1	-	-	-	1	-	-	2	4	8	1	23	7
Between 30 and 40 years	1	-	2	-	3	2	32	7	-	-	3	5	-	2	28	15	30	5	99	36
Between 40 and 50 years	3	-	3	4	13	4	32	2	-	-	4	1	1	3	36	23	20	5	112	42
Between 50 and 60 years	3	1	10	1	9	3	34	2	-	-	4	3	-	3	20	8	7	2	87	23
Between 60 and 70 year	-	-	3	-	3	-	16	1	-	-	-	-	-	1	3	1	5	-	30	3
71 years or older	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	2	-
Total	7	1	18	5	28	9	128	13	-	-	11	10	1	9	89	51	71	13	353	111























D. STAFF BY SENIORITY

STAFF BY SENIORITY																				
Years in the company	Senior Management		Management		Junior Management		Operative		Salesforce		Administrative		Auxiliary		Other professionals		Other technicians		Total	
																				
Less than 3 years	-	-	5	-	3	-	21	5	-	-	3	5	1	1	20	11	15	3	68	25
Between 3 and 6 years	2	-	4	1	5	3	23	2	-	-	2	1	-	1	25	7	13	1	74	16
Between 6 and 9 years	-	1	3	-	6	2	26	2	-	-	1	3	-	-	7	8	11	1	54	17
Between 9 and 12 years	2	-	2	2	5	-	27	2	-	-	2	-	-	1	13	9	14	6	65	20
More than 12 years	3	-	4	2	9	4	31	2	-	-	3	1	-	6	24	16	18	2	92	33
Total	7	1	18	5	28	9	128	13	-	-	11	10	1	9	89	51	71	13	353	111







E. STAFF WITH DISABILITIES





STAFF WITH DISABILITY																				
Disability	Senior Management		Management		Junior Management		Operative		Salesforce		Administrative		Auxiliary		Other professionals		Other technicians		Total	
																				
Disability	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	1	-	3	-



F. STAFF BY TYPE OF WORKDAY





















STAFF BY TYPE OF WORKDAY				
Type of working day	Number		% of workers	
				
Ordinary	237	39	51.1%	8.4%
Partial	-	-	0.0%	0.0%
Full remote working	-	-	0.0%	0.0%
Partial remote working	116	69	25.0%	14.9%
Adaptability agreement for workers with family responsibilities and with time bands for people caring for children up to 12 years old	-	3	0.0%	0.6%
Total	353	111	76.1%	23.9%

G. STAFF BY TYPE OF CONTRACT





















STAFF BY TYPE OF CONTRACT				
Type of working day	Number		% of workers	
				
Open-ended	351	111	75.6%	23.9%
Fixed-term	2	-	0.4%	0.0%
Specific project	-	-	-	-
Fee-based	-	-	-	-
Total	353	111	76.1%	23.9%























H. PARENTAL LEAVE





















PARENTAL LEAVE																				
Type of working day	Senior Management		Management		Junior Management		Operative		Salesforce		Administrative		Auxiliary		Other professionals		Other technicians		Total	
																				
People with the right of parental leave	-	-	-	-	1	1	2	-	-	-	-	-	-	-	1	1	1	-	5	2
People who used the parental leave	-	-	-	-	1	1	2	-	-	-	-	-	-	-	1	1	1	-	5	2
Total	-	-	-	-	14.3%	14.3%	28.6%	-	-	-	-	-	-	-	14.3%	14.3%	14.3%	-	71.4%	28.6%



PARENTAL LEAVE																				
Type of working day	Senior Management		Management		Junior Management		Operative		Salesforce		Administrative		Auxiliary		Other professionals		Other technicians		Total	
																				
People who used the parental leave	-	-	-	-	1	1	2	-	-	-	-	-	-	-	1	1	1	-	5	2
5 days parental leave	-	-	-	-	1	-	2	-	-	-	-	-	-	-	1	-	1	-	5	-
12 weeks parental leave	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	2
12 weeks parental leave for fathers	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	2
6 weeks parental leave for fathers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percentage of people who used the parental leave	0.0%	0.0%	0.0%	0.0%	1.3%	14.3%	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	14.3%	14.3%	0.0%	71.4%	28.6%

PARENTAL LEAVE																				
Type of working day	Senior Management		Management		Junior Management		Operative		Salesforce		Administrative		Auxiliary		Other professionals		Other technicians		Total	
																				
5 days parental leave	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	20.0%	0.0%	100.0%	0.0%
12 weeks parental leave	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	100.0%
12 weeks parental leave for fathers	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	100.0%
6 weeks parental leave for fathers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



PARENTAL LEAVE																				
Type of working day	Senior Management		Management		Junior Management		Operative		Salesforce		Administrative		Auxiliary		Other professionals		Other technicians		Total	
																				
Average days of parental leave used	-	-	-	-	5	84	5	-	-	-	-	-	-	-	5	84	5	-	5	84
5 days parental leave for fathers	-	-	-	-	5	-	5	-	-	-	-	-	-	-	5	-	5	-	5	-
6 weeks parental leave for fathers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Parental leave	-	-	-	-	-	84	-	-	-	-	-	-	-	-	-	84	-	-	-	84







I. GENDER PAY GAP

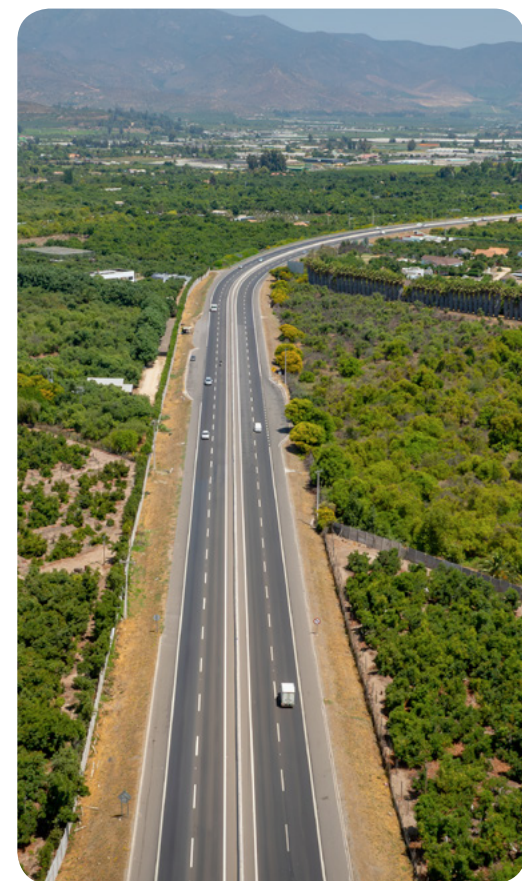
GENDER PAY GAP 2023										
	Senior Management	Management	Junior Management	Operative	Salesforce	Administrative	Auxiliary	Other professionals	Other technicians	Total
Average	67.3%	86.8%	95.1%	110.3%	n/a	115%	159%	86.9%	94.5%	99.5%
Median	77.1%	89.1%	108.8%	110.4%	n/a	109.4%	156.7%	79.8%	98.6%	120.6%

GENDER PAY GAP 2024										
	Senior Management	Management	Junior Management	Operative	Salesforce	Administrative	Auxiliary	Other professionals	Other technicians	Total
Average	69.1%	90.2%	99.3%	109%	n/a	82.7%	149.6%	87.3%	101%	98.8%
Median	77.2%	90.9%	108.8%	78.1%	n/a	80.5%	161.3%	106.6%	97.5%	122.5%



J. WORKPLACE HARASSMENT, SEXUAL HARASSMENT, AND VIOLENCE AT WORK

WORKPLACE HARASSMENT, SEXUAL HARASSMENT, AND VIOLENCE AT WORK INDICATORS						
Indicator	Number			% Over total workforce		
			Total			Total
Staff trained in the sexual harassment prevention protocol	318	98	416	68.5%	2.1%	89.7%
Staff trained in the protocol for preventing workplace harassment	318	98	416	68.5%	21.1%	89.7%
Personnel trained in workplace violence	318	98	416	68.5%	21.1%	89.7%
Personnel trained in the investigation and sanction procedure to which the conduct is subject	318	98	416	68.5%	21.1%	89.7%
Number of sexual harassment complaints	0	0	0	0.0%	0.0%	0.0%
Number of workplace harassment complaints	2	0	2	0.4%	0.0%	0.4%
Number of complaints of violence at work	0	0	0	0.0%	0.0%	0.0%
Number of complaints received by the entity	2	0	2	0.4%	0.0%	0.4%
Number of complaints received at the Labor Directorate (DT)	0	0	0	0.0%	0.0%	0.0%
Number of complaints received by another body equivalent to DT	0	0	0	0.0%	0.0%	0.0%





K. TRAININGS 2024

TRAININGS 2024	
Trainings	2024
Amount allocated to training (CLP)	301,248,402
Total number of employees who received traning	466
% of the total number of trained employees representing the total workforce	100%
Average annual training hours per employee (h/person)	111.15
Average annual training hours per employee (h/person)	51,384
Amount allocated to training per employee (CLP/Person)	646,456



L. 2024 TRAINING BY JOB CATEGORY

2024 TRAINING BY JOB CATEGORY						
Job category	Amount allocated to training (CLP)	Total number of trained employees	% of trained people representing the total workforce	Average annual training hours per employee	Total hours of training (h)	Amount allocated to training per employee
Senior Management	33,637,460	8	1.7%	-119.15	969	6,995,675
Management	24,098,867	24	5.2%	123.23	2,883	2,226,007
Junior Management	42,643,542	37	8.0%	161.2	5,983	2,601,733
Operary	25,647,939	134	28.9%	43.8	6,878	326,675
Salesforce	-	-	0.0%	0	-	-
Administrative	21,235,814	20	4.3%	190.7	3,814	2,123,581
Auxiliary	3,427,184	11	2.4%	66.2	919	493,753
Other professionals	103,757,834	142	30.6%	131.55	19,436	1,377,557
Other technicians	46,799,762	90	19.4%	101.8	10,504	858,145
Total	301,248,402	466	100%	111.15	51,384	646,456



M. 2024 TRAININGS BY GENDER

2024 TRAINING BY GENDER					
Trainings	Amount allocated to training (CLP)	Total number of employees trained	% of trained people representing the total workforce	Total hours of training	Amount allocated to training per employee
Women	73,987,289	115	24%	12,989	643,368
Men	227,261,113	351	76%	38,396	647,468
Total	301,248,402	466	100%	51,384	646,456



CMF INDEX

Index NCG 461 (incorporating modifications of NCG 519).

CMF INDEX				
Section	Indicator or disclosure requirement	Annual Report Chapter	Page	Comments
1. Content index	1. Content Index	Index 9. CMF Index	2 140	
2. Entity profile	2.1 Mission, vision, purpose and values	1. Who we are - Pillars of Culture and Values	13	
2. Entity profile	2.2 Historic Information	1. Who we are - Letter from the Chairman 1. Who we are - Timeline	4 14	
2. Entity profile	2.3 Ownership 2.3.1 Ownership structure	1. Who we are - Corporate Structure	6-10	
2. Entity profile	2.3 Ownership 2.3.2 Changes in ownership structure	1. Who we are - Corporate Structure 7. Financial Results - Material or essential facts	15-16 108	
2. Entity profile	2.3 Ownership 2.3.3 Identification of partners or major shareholders	1. Who we are - Corporate structure	15-16	
2. Entity profile	2.3 Ownership 2.3.4 Shares, characteristics and voting rights	1. Who we are - Corporate structure 3. Corporate Governance - Dividends policy 6. Business Model - Subsidiaries, related companies and investment in other companies	10 44 88-96	
2. Entity profile	2.3 Ownership 2.3.5 Other values	1. Who we are - Corporate structure 3. Corporate Governance - Dividends policy 6. Business Model - Subsidiaries, related companies and investment in other companies	10 44 88-96	
3. Corporate Governance	3.1 Governance framework	3. Corporate Governance	26-34	
3. Corporate Governance	3.2 Board of Directors	3. Corporate Governance - Board of Directors	28-31	

CMF INDEX				
Section	Indicator or disclosure requirement	Annual Report Chapter	Page	Comments
3. Corporate Governance	3.3 Board Committees	3. Corporate Governance - Board of Directors 3. Corporate Governance - Board Committees	41-43 33	Being a closed company, the Company does not have a Board of Directors as established in Law No. 18,046, since it does not apply.
3. Corporate Governance	3.4 Main executives	3. Corporate Governance - Main executives	32	
3. Corporate Governance	3.5 Adherence to national or internacional governance codes	3. Corporate Governance - Corporate integrity	26-34	The Company does not formally adhere to national or international codes of good corporate governance; however, it has a series of internal policies that comprise its corporate integrity system. These policies are based on international standards such as the United Nations Global Compact Principles, the OECD Guidelines for Multinational Enterprises, among others.
3. Corporate Governance	3.6 Risk Management	3. Corporate Governance - Risk Management	36-43	
3. Corporate Governance	3.7 Engagement with stakeholders and the general public	2. Strategy - Commitment to our stakeholders	21	
4. Strategy	4.1 Time horizons	2. Strategy - Abertis Group strategic approach 3. Corporate Governance - Risk Management	19-20 41	In accordance with the strategy defined by its parent company, Abertis, the company considers the following time horizons: Short term - 0 to 3 years Medium term - 3 to 10 years Long term - More than 10 years.
4. Strategy	4.2 Strategic Objectives	1. Who we are - Mission, strategic objectives 2. Strategy - Abertis Group strategic approach	12 18-20	
4. Strategy	4.3 Investment Plans	6. Business Model - Investment Plans	84-86	
5. People	5.1 Workforce	4. Team - Team by numbers 8. Annex - Workforce	47 125-130	

CMF INDEX				
Section	Indicator or disclosure requirement	Annual Report Chapter	Page	Comments
5. People	5.2 Type of contracts	8. Annex - Workforce	130	
5. People	5.3 Working hours	8. Annex - Workforce	130	
5. People	5.4 Pay gender gap	8. Annex - Pay gender gap	135	
5. People	5.5 Workplace harassment, sexual harassment, and violence at work	8. Annex - Workplace harassment, sexual harassment, and violence at work	136	
5. People	5.6 Occupational health & safety	4. Team - Occupational health & safety	54	
5. People	5.7 Parental leave	8. Annex - Parental Leave	131-134	
5. People	5.8 Trainings and benefits	4. Team - Career Development 8. Annex - Trainings 2024	49-50 137-139	
5. People	5.9 Subcontracting Policy	4. Team - Subcontracting	53	
6. Business model	6.1 Industrial Sector	3. Corporate Governance - Guild Membership 6. Business Model - ViasChile in the highway concessions market	35 74-75	
6. Business model	6.2 Business	6. Business Model - Business: Highways and services network 6. Business Model - Main brands	76-82 75	
6. Business model	6.3 Stakeholders	2. Strategy - Commitment to our stakeholders	21	
6. Business model	6.4 Properties and facilities	6. Business Model - Properties and facilities	82	
6. Business model	6.5 Subsidiaries, related companies and investments in other companies 6.5.1 Subsidiaries and related companies	6. Business Model - Subsidiaries, related companies and investment in other companies	88-96	



CMF INDEX				
Section	Indicator or disclosure requirement	Annual Report Chapter	Page	Comments
6. Business model	6.5 Subsidiaries, related companies and investment in other companies	6. Business Model - Subsidiaries, related companies and investment in other companies	88-96	
7. Supply chain	7.1 Payments to suppliers	6. Business Model - Payments to suppliers	71	
7. Supply chain	7.2 Suppliers evaluation	6. Business Model - Evaluation of suppliers	72	
8. Indicators	8.1 Legal and regulatory compliance	3. Corporate Governance - Corporate Integrity	27	The Company has not received any fines or sanctions for non-compliance with current regulations related to consumers, workers, or the environment.
9. Sustainability	9.1 SASB Metrics	10. SASB Index	144-145	
9. Sustainability	9.2 Third party verification	9. CMF Index	140-143	The Company has not conducted independent verification of its sustainability indicators.
10. Material or essential facts	10. Material or essential facts	7. Financial Results - Material or essential facts	108	
11. Comments from shareholders and the board of directors committee	11. Comments from shareholders and the board of directors committee	13. Comments from shareholders and the board of directors committee	N/A	As a closely held company, the Company does not have a Board of Directors' Committee, as established by Law No. 18,046, as it is not applicable. Regarding shareholders, the Company is wholly controlled by its parent company, Abertis.
12. Financial Reporting	12. Financial Reporting	15. Financial statements	122	https://www.viaschile.cl/en/memorias/



ÍNDICE SASB

SASB Index - Engineering & construction services.

CMF INDEX					
Section	Code	Indicator or disclosure requirement	Annual Report Chapter	Page	Comments
Activity Metrics	IF-EN-000.A	Number of active projects	6. Busines Model - Investment Plans	84-86	
	IF-EN-000.B	Number of projects commissioned	6. Busines Model - Investment Plans	177	
	IF-EN-000.C	Total order book	6. Busines Model - Investment Plans	177	
Environmental Impacts of Project Development	IF-EN-160a.1	Number of non-compliance incidents associated with environmental permits, standards, and regulations	SASB Index	144	The Company does not record any non-compliance incidents for the reporting year.
	IF-EN-160a.2	Process analysis to assess and manage environmental risks associated with project design, siting, and construction	SASB Index	144	The Company develops its projects following the bidding guidelines of the Ministry of Public Works, which incorporate requirements related to the environmental impact of projects. The Company has developed its technical capacity through the New Business and Investment Referents Committee and in collaboration with the Operations and Environment Department to respond to these requirements and incorporate these elements into project design proposals.
Structural Integrity & Safety	IF-EN-250a.1	Amount of rework costs related to defects and safety	SASB Index	144	The Company has not incurred any such costs during the reporting year.
	IF-EN-250a.2	Total amount of monetary losses resulting from legal proceedings related to security incidents and defects	SASB Index	144	The Company has not incurred any such costs during the reporting year.
Workforce Health & Safety	IF-EN-320a.1	(1) Total Recordable Incident Rate (TRIR) and (2) Fatality Rate for a) Direct Employees and b) Contract Employees	4. Team - Occupational health & safety	54	



CMF INDEX					
Section	Code	Indicator or disclosure requirement	Annual Report Chapter	Page	Comments
Lifecycle Impacts of Buildings & Infrastructure	IF-EN-410a.1	Number of (1) commissioned projects certified to a third-party multi-attribute sustainability standard and (2) active projects pending certification	SASB Index	144	The Company has not developed any projects of this nature during the reporting year.
	IF-EN-410a.2	Process analysis to incorporate energy and water efficiency considerations from the operational phase into project planning and design	SASB Index	144	
Climate Impacts of Business Mix	IF-EN-410b.1	Number of arrears in (1) hydrocarbon-related projects and (2) renewable energy projects	N/A	N/A	The Company has not developed any projects of this nature during the reporting year.
	IF-EN-410b.2	Amount of backlog cancellations associated with hydrocarbon-related projects	N/A	N/A	The Company has not developed any projects of this nature during the reporting year.
	IF-EN-410b.3	Order book amount for non-energy projects related to climate change mitigation	N/A	N/A	The Company has not developed any projects of this nature during the reporting year.
Business Ethics	IF-EN-510a.1	(1) Number of active projects and (2) backlog in countries that rank in the bottom 20 on Transparency International's Corruption Perceptions Index	N/A	N/A	The Company has no operations in any of the countries that rank in the bottom 20 of Transparency International's Corruption Perceptions Index.
	IF-EN-510a.2	Total amount of monetary losses resulting from court proceedings related to allegations of (1) bribery or corruption and (2) unfair competition practices	N/A	N/A	The Company has not received any fines or sanctions for bribery or corruption cases.
	IF-EN-510a.3	Description of policies and practices for the prevention of (1) bribery and corruption and (2) unfair competition practices in project bidding processes	3. Corporate Governance - Corporate Integrity	27	

