ANALYSIS OF THE INTERIM CONSOLIDATED FINANCIAL STATEMENTS

INTRODUCTION

The purpose of this document is to present an analysis of the economic-financial position of the Company and subsidiaries as of June 30, 2022, analyzing the financial structure and its main trends, through comparative tables of the accompanying Interim Consolidated Statements of Financial Position as of June 30, 2022 and December 31, 2021, and the Consolidated Statements of Comprehensive Income by function as of June 30, 2022 and 2021, denominated in thousands of pesos.

INTERIM CONSOLIDATED STATEMENTS OF FINANCIAL POSITION

As of June 30, 2022, total Assets and Liabilities-Equity amounted to ThCh$$ 6,365,176,581, reflecting an increase of ThCh$$ 17,899,832, equivalent to 0.3% with respect to December 2021.

In terms of total assets, it is clearly dominated by the fixed portion of its resources. As of June 30, 2022, Properties, plant and equipment and net investment properties represent 83.6% of total assets. On the other hand, current assets and other non-current assets represent 13.1% and 3.3%, respectively, of total assets.

Property, plant and equipment, net, and Investment property (commercial premises and other assets delivered under operating leases) as of June 2022 increased by 1.6% - ThCh$ 82,785,412 - with respect to December 2021, as a result of purchases of assets, ThCh$ 145,482. 950 associated with expansion projects of the Metro network, mainly Line 7 and extensions Lines 2 and 3, which includes works in progress ThCh$ 137,015,162, rolling stock, ThCh$ 6,887,288, civil works, ThCh$ 897,376, electrical equipment and machinery, ThCh$ 675,049 and buildings ThCh$ 8,075. The foregoing is offset by depreciation expenses ThCh$ 61,771,707; to a lesser extent by the transfer of spare parts from other assets ThCh$ 704,021, write-offs ThCh$ 35,114 and transfers to other assets of the Company ThCh$ 21,685. On the other hand, Investment properties decreased by ThCh$ 165,011, due to depreciation in the first half 2022.

Current assets as of June 2022 decreased by 8.1% - ThCh$ 73,810,592 compared to December 2021, and its variation was mainly due to the decrease in the item Other financial assets ThCh$ 192,480,827, as a result of a lower level of investments in time deposits over 90 days ThCh$ 193,071,102, increase in interest receivable from derivative transactions ThCh$ 457,196 and financial lease payments ThCh$ 133,079; to a lesser extent, current tax assets decreased ThCh$ 463,416. This is offset by increases in: Cash and cash equivalents ThCh$ 100,938,364, resulting from a higher level of investments in term deposits of less than 90 days ThCh$ 67,613,614, Investments in repurchase agreements ThCh$ 12,961,015 and cash on hand ThCh$ 20,363,735. To a lesser extent, other non-financial assets increased ThCh$ 1,222,538, mainly due to increases in Advances to Suppliers and personnel ThCh$ 2,083,127, however, there was a decrease in Prepaid expenses ThCh$ 256,175 and Other accounts receivable ThCh$ 604,414. Other increases were reflected in: Trade and other receivables ThCh$ 13,760,959 and Inventories ThCh$ 3,211,790.

Among the components of current assets are the following items: Cash and cash equivalents ThCh$ 720,840,957, Other financial assets ThCh$ 31,387,965, Trade accounts receivable ThCh$ 41,110,845, Inventories ThCh$ 21,717,007, Other non-financial assets ThCh$ 19,623,639 and Tax assets ThCh$ 1,531,188.

Non-current assets (excluding property, plant and equipment and investment property) increased by ThCh$ 8,925,012 (4.5%) mainly due to the increase in the item Other financial assets ThCh$ 7,184,383, due to increases in: derivative transactions ThCh$ 9,167,114, financial leasing ThCh$ 197,498, accounts receivable technological change ThCh$ 136,653 and promissory notes receivable ThCh$ 24,299, notwithstanding a decrease in the advertising debtor contract ThCh$ 2,340,304 (Addendum No. 2 and amendments to the MAG), and other accounts receivable ThCh$ 877. Other non-financial assets increase to a lesser extent ThCh$ 1,771,738, as a result of an increase in the valuation of VAT tax credit ThCh$ 1,398,562, appropriations and expropriation of new lines (land Line 7 and Line 2 - 3 extensions) ThCh$ 257,279, land investment ThCh$ 71,107 and other advances to personnel ThCh$ 44,790. Another increase was reflected in Trade and other receivables ThCh 53,519. This is offset by a decrease in intangible assets other than goodwill of ThCh$ 84,628.

Total Liabilities and Shareholders' Equity increased by ThCh$ 17,899,832 (0.3%). Among the main variations with respect to December 2021, are increases in: Non-current liabilities ThCh$ 336,007,382 (9.8%) and current liabilities ThCh$ 37,440,911 (17.0%). The above is offset by a decrease in Equity of ThCh$ 355,548,461 (-13.2%).

Equity varied as a result of the increase in accumulated losses ThCh$ 318,036,287, as a result of the loss for the period 2022 ThCh$ 318,386,358 and the negative variation in accumulated results ThCh$ 350,071. The above is offset by a decrease in Other reserves ThCh$ 37,512,174, as a result of valuation (loss) of hedging financial instruments ThCh$ 36,432,351 and measurements of defined benefit plans (loss) ThCh$ 1,079,823.

As for current liabilities, these varied due to decreases in the items: Trade and other accounts payable ThCh$ 19,583,591, mainly for goods associated with new lines and/or extensions projects, Other financial liabilities ThCh$ 16,218,548, due to an increase in payments of installments and interest on loans - bonds ThCh$ 16,104,940 and derivative transactions ThCh$ 113,608; Other non-financial liabilities ThCh$ 1,742,344, mainly due to higher advance advertising income ThCh$ 2,014,303, higher guarantees received ThCh$ 509,988, advance income from operating leases ThCh$ 444,806 and advance income from technological change ThCh$ 90,638; notwithstanding a decrease in real estate contributions of ThCh$ 1,317,391. Other increases were reflected in Accounts payable to related entities ThCh$ 795,084 and Other provisions ThCh$136,248. On the other hand, employee benefits decreased by ThCh$ 1,034,904.

Non-current liabilities varied mainly due to increases in the following items: Financial liabilities ThCh$ 267,492,790, due to the increase in Bonds with the public ThCh$ 268,002,881, as a result of USD exchange differences and UF readjustments, which include payment of principal and interest installments during the first half of 2022; notwithstanding a decrease in Interest-bearing loans ThCh$ 507,345 as a result of payments and maturities of principal installments and Others ThCh$ 2,746. Another increase was reflected in Accounts payable to related companies ThCh$ 71,209,799, mainly as a result of contributions received from the Chilean Treasury for expansion, improvement and reconstruction projects of the Metro network. On the other hand, there were decreases in Trade and other accounts payable ThCh$ 235,887, Employee benefits ThCh$ 311,270 and Other non-financial liabilities ThCh$ 2,148,050, mainly due to decreases in Prepaid advertising income and others.

Non-current liabilities - ThCh$ 3,771,054,244 - consist of 68.5% - ThCh$ 2,585,378,069 - in foreign currency obligations, 26.1% - Th$ 983,392,757 - in obligations in indexed local currency and 5.4% - ThCh$ 202,283,418 - in non-indexed local currency. Foreign currency obligations include those with banks and financial institutions (interest-bearing loans) ThCh$ 14,001,888 and obligations with the public ThCh$ 2,571,376,181; while the component in local currency is comprised of obligations with the public - bonds - ThCh$ 944,568,674, employee benefits ThCh$ 11,674,194 and other non-financial liabilities - ThCh$ 27,149,889.

The non-adjustable local currency component is composed of contributions received from the Chilean Treasury for expansion projects - reconstruction of the Metro network ThCh$ 191,821,155 and with Empresa de Ferrocarriles del Estado ThCh$ 5,622,379; another component is in Accounts payable and others ThCh$ 4,839,884.

Regarding liquidity indicators, net working capital is positive ThCh$ 578,321,773, which decreased ThCh$ 111,251,503 compared to December 2021. Current liquidity varied from 4.13 to 3.24 times and the acid ratio varied from 2.81 to 2.80 times. These variations are explained by the decrease in current assets ThCh$ 73,810,592 and the increase in current liabilities ThCh$ 37,440,911.

With respect to debt indicators, the total debt/equity ratio varied from 1.36 to 1.72, the short-term debt ratio from 6.03% to 6.40%, and the long-term debt ratio from 93.97% to 93.60%.

INTERIM CONSOLIDATED STATEMENTS OF COMPREHENSIVE INCOME

As of June 30, 2022, the Company recorded a gross loss (ordinary income less cost of sales) ThCh$ 16,671,139, a loss from results other than gross loss ThCh$ 301,715,219, reaching a loss for the period after taxes ThCh$ 318,386,358. To the above result is added a loss of ThCh$ 37,512,174 corresponding to Other comprehensive income, therefore, the loss for the period total comprehensive income amounts to ThCh$ 355,898,532.

As of June 30, 2022, revenues amounted to ThCh$ 177,100,244 and compared to the same period of the previous year increased ThCh$ 79,120,893, equivalent to 80.8%. Among the main increases, it is worth mentioning Revenues from passenger transportation services, ThCh$ 73,927,599, explained by an increase of 122.8 million trips, a positive variation of 90.8% with respect to the same date in 2021. This is mainly explained by the effect of Covid-19 and the new measures implemented by the government to contain its spread and its relative reduction in recent months, which began in March 2020, and the easing of restrictions as a result of the implementation of the vaccination program and a decrease in the number of infections in recent months, which have allowed an increase in the number of passengers as of June 30, 2022, compared to the previous year. Other increases were reflected in Lease income ThCh$ 2,391,845, Sales channel income ThCh$ 1,477,456 and Other income ThCh$ 1,323,993

Cost of sales ThCh$ 193,771,383 increases 6.5% ThCh$ 11,763,131 compared to June 2021, explained by higher expenses in, Electric power ThCh$ 7,411,900, Operating and maintenance expenses ThCh$ 5,484,162, Depreciation and amortization ThCh$ 1,968,155, and Overhead ThCh$ 309,120, notwithstanding a decrease in Personnel expenses ThCh$ 3,410,206. With respect to depreciation and amortization expenses, the variation is mainly explained by the entry into operation of NS16 trains and reconstruction security project.

Personnel expenses decreased mainly due to the recognition and fulfillment of the Union 2 negotiation termination bonus in 2021.

Energy expenses increased due to higher consumption (car-kilometers traveled) and higher fares compared to the same period of the previous year.

Regarding Operation and maintenance expenses, their variation is explained by higher contractor services for rolling stock, station and track maintenance, and other maintenance and cleaning contracts, mainly associated with a greater operational load and rescheduling of the company's activities as a result of the measures imposed by the government as a result of Covid-19.

The variation in Overhead is mainly explained by lower expenses in contracts associated with the Company's operations.

Other results other than gross profit showed a loss of ThCh$ 301,715,219, explained by the negative effects of: Exchange differences ThCh$ 168,923,969, Income (loss) from indexation units ThCh$ 63,062,600, Financial costs ThCh$ 58,577,719 (Interest on foreign loans and bonds), Administrative expenses (including Depreciation and amortization) ThCh$ 23,401,690, Other expenses by function ThCh$ 1,444,658 and Other losses ThCh$ 3,849,900. The above is offset by the positive effects of Financial income ThCh$ 14,878,702 (income from financial investments) and Other income by function ThCh$ 2,666,615. The loss on exchange differences was due to a 10.4% depreciation of the Chilean peso against the US dollar (844.69 December 2021 to 932.08 June 2022), which generates a greater loss in the 2022 result, mainly as a consequence of liabilities held in US dollars.

Compared to June 2021, the Other results other than gross profit (loss) generated a loss of ThCh$ 178,546,586. This was mainly due to the negative effects of exchange differences, which increased their losses by ThCh$ 149,275,274, results from readjustment units ThCh$ 42,319,195, financial costs ThCh$ 3,009,761, other losses ThCh$ 2,195,717 and administrative expenses -including depreciation and amortization- ThCh$ 710,484. The above is offset by the positive effects of Finance income which increased by ThCh$ 14,130,449, Other income by function which increased by ThCh$ 503,445 and Other expenses by function which decreased by ThCh$ 4,329,951.

VALUATION OF THE MAIN ASSETS

There is no history of differences between book values and economic and/or market values that deserve to be highlighted, except for those that may arise in fixed assets, given the particular characteristics of the Company's assets, such as tunnels, tracks, stations and civil works.

INTERIM CONSOLIDATED STATEMENTS OF CASH FLOWS

Cash flows from operating activities

As of June 30, 2022, the total net cash flow from operating activities was positive ThCh$ 26,389,258, while at the same date of the previous year it was negative ThCh$ 38,443,394. Among the positive cash flows, it is worth mentioning Collections from sales of goods and services rendered ThCh$ 154,076,390, an increase of ThCh$ 56,089,773 with respect to June 2021, an item that represents the Company's main operating revenues, which are passenger transportation, sales channel and non-fare revenues (leases) and to a lesser extent is Other collections from operating activities ThCh$ 20,385,439, showing an increase of ThCh$ 16,724,189, which mainly includes interest on financial investments of less than 90 days and other operating collections.

Negative operating cash flows consist of Payments to suppliers for the supply of goods and services ThCh$ 94,019,735, Payments to and on behalf of employees ThCh$ 49,005,325 and Other payments for operating activities ThCh$ 5,047,511, which include taxes and other payments.

Compared to the same period of the previous year, operating cash flows are of the same nature, reflecting a decrease in negative net cash flows of ThCh$ 64,832,652, as a result of higher positive cash flows of ThCh$ 72,813,962 and higher negative cash flows of ThCh$ 7,981,310.

The increase in positive cash flows compared to the same period of 2021 is explained by the increase in revenues from ordinary activities of the Company, such as passenger transportation revenues, as a result of an increase in passenger flow in comparison to June 2021, both periods still affected by a low level in the operation of the Company due to the measures imposed by the government as a result of Covid-19, and by an increase in non-fare revenues (sales channel and operating leases). Other operating income increased to a lesser extent, mainly due to higher yields on investment in time deposits of less than three months (Cash Equivalents) compared to June 2021. The higher cash outflows were mainly due to higher payments to suppliers for the supply of goods and services, as a result of an increase in the services received and contracted associated with a larger operation activity during the first half of 2022, compensated with, a decrease in payments to employees (payment of union negotiation termination bonus No. 2 in the year 2021) and other operating payments.

Cash flows used in investing activities

As of June 30, 2022, investing activities recorded a positive net cash flow of ThCh$ 53,443,046, while as of the same date of the previous year it was negative and amounted to ThCh$ 87,610,828. Among the positive flows are Other collections from equity or debt instruments of other entities ThCh$ 270,115,143, corresponding to redemptions of investments in term deposits over 90 days, and Collections from repayments of advances granted for expropriations. ThCh$ 1,123,984, while the negative flows include Other payments to acquire debt instruments of other entities ThCh$ 83,864,386, Purchases of property, plant and equipment ThCh$ 116,672,957, mainly assets associated with the Line 7 and Line 2 and 3 extensions projects, Interest paid ThCh$ 15,544,447 (cost of financing external loans and international bonds), Advances granted to third parties ThCh$ 1,235,333 (advance payment for expropriation of new lines) and Purchases of intangible assets ThCh$ 478,958.

Compared to the same period of 2021, negative net cash flows decrease by ThCh$ 141,053,874 as a result of higher cash collections of ThCh$ 109,379,655 and lower cash payments of ThCh$ 31,674,219. Among the largest cash collections are: Other collections from equity or debt instruments corresponding to redemptions of investments in time deposits over 90 days ThCh$ 108,255,671 and collections from the repayment of expropriation advances ThCh$ 1,123,984. Among the lower cash payments are Other payments of equity or debt instruments corresponding to lower purchases of investments in time deposits over 90 days ThCh$ 42,240,287 and lower Advances granted to third parties expropriations ThCh$ 6,034,556, however, there were higher purchases of Property, plant and equipment ThCh$ 7,666,692, higher purchases of intangible assets ThCh$ 424,230 and higher Interest paid ThCh$ 8,509,702.

Cash flows from financing activities

Net cash flow at June 30, 2022 was negative and amounted to ThCh$ 13,554,798, while at the same date of the previous year it was negative and amounted to ThCh$ 43,145,237. As of June 2022, there was income from Loans from related entities ThCh$ 73,000,000, mainly corresponding to contributions received from the Chilean Treasury for expansion projects, improvement of the Metro network and debt service; as for Other cash receipts ThCh$ 13,290,848, its composition is mainly composed of Swap derivative transactions.

On the other hand, cash outflows include: Payment of foreign loans and bonds with the public ThCh$ 27,362,871, Interest paid ThCh$ 67,287,043 on foreign loans, bonds and swap derivative transactions, Other cash outflows ThCh$ 4,200,615 on derivative transactions, payment of commissions and, to a lesser extent, payments (application) of loans to related entities ThCh$ 995,117.

Compared to the same period of 2021, negative net cash flows decrease by ThCh$ 29,590,439, resulting from higher cash inflows of ThCh$ 42,358,523 and higher cash outflows of ThCh$ 12,768,084. Among the higher cash receipts are, Loans from related entities ThCh$ 37,000,000 and Other cash receipts ThCh$ 5,358,523. Major cash outflows include Loan repayments ThCh$ 2,821,427, Interest paid ThCh$ 7,687,993 Other cash outflows ThCh$ 1,707,363 (derivative transactions) and payment to entities related - Others ThCh$ 551,301.

Net variation in cash and cash equivalents

At the beginning of 2022, an initial balance of cash and cash equivalents (financial investments not exceeding 90 days) of ThCh$ 619,902,593 is recorded. The ending balance of cash and cash equivalents as of June 30, 2022 ThCh$ 720,840,957; therefore, its net change for the period was positive ThCh$ 100,938,364. Compared to the same period of 2021, the opening balance of cash and cash equivalents was ThCh$ 405,182,146, while the closing balance of cash and cash equivalents amounted to ThCh$ 242,528,592. Therefore, the net variation for the period was negative ThCh$ 162,653,554.

ANALYSIS OF MARKET RISK

The Company faces various risks inherent to the activities carried out in public passenger transportation, in addition to the risks associated with changes in market conditions of an economic-financial nature, acts of nature or force majeure, among others.

Currently, as a result of the measures implemented by the government to contain the spread of Covid-19, which include restrictions on the free movement of people, Metro has experienced a significant decrease in the number of passengers transported compared to 2019 (ridership period in operational year), which has had an impact on the risk related to demand. The restrictions implemented by the government have decreased in recent months as a result of the implementation of the vaccination program and a decrease in the number of contagions. With this, the Company's transportation revenues as of June 30, 2022 have had an increase compared to the same period of the previous year (+106.2%), although they are still below the levels of 2019. Revenues from the Sales Channel increased (+10.2% compared to the same period of the previous year), leasing of premises, facilities for commercial, advertising and other purposes have shown higher revenues compared to the same period of the preceding year (+26.8% compared to the same period of the previous year).

Since 2020, the Administration has adopted some measures that have partially mitigated the effects of the pandemic, which will be described in the section "Measures adopted for Covid-19".

Fare structure

The Company is part of the Integrated Public Transportation System of Santiago (Metropolitan Mobility Network) and its fare revenues are based on the number of transported passengers effectively validated and the technical fare originally established in Annex No. 1 of the Bidding Terms for the Use of Roads of the city of Santiago.

On December 14, 2012, a Transportation Agreement was signed in replacement of Annex No. 1 mentioned above.

As of February 11, 2019, a new Transportation Agreement is in effect, which establishes a flat fare of Ch$ 480.18 per validated passenger transported, based on November 2018, and which is updated monthly by the indexation polynomial, included in this new agreement, which reflects the fluctuation of the variables that make up the Company's long-term cost structure (CPI, US Dollar, euro, price of power and electric energy). This allows for a partial natural hedge in the face of cost variations resulting from a rise in any of the variables that make up the polynomial.

On February 5, 2020, an amendment to the Transportation Agreement was signed, which became effective as of February 10, 2020. This amendment establishes a 12-month extension to the term of the agreement signed in 2019, thus making it effective until February 11, 2021. Additionally, the income related to the intermodal stations is established through a fixed remuneration, eliminating the associated concept from the base fare and replacing it with fixed income quotas expressed in UF, thus generating a new base fare of $ 478.67 per validated passenger transported, based on November 2018.

On February 3, 2021, an amendment to the Transportation Agreement was signed, which establishes an extension of 12 additional months to the term of the agreement. This extends the term until February 11, 2022. On January 14, 2022, a new amendment to the Transportation Agreement was signed, which establishes an extension to the term of the agreement signed in 2019. This extends the term until February 11, 2023.

Passenger Demand

The Company is part of the Integrated Public Transportation System (Metropolitan Mobility Network). As of June 2022, Metro reached a ridership of 258.0 million passengers, with an average of 1.94 million workday trips.

The demand for passenger transportation is derived from other economic activities. Thus, as of June 2022, there was an increase of 122.8 million trips, a positive variation of 90.8% compared to the same date in 2021. This is explained mainly as an effect of Covid-19, the measures implemented by the government to contain its spread, and their relative reduction in recent months.

Measures adopted for Covid-19

The coronavirus outbreak, the measures implemented in Chile to contain its spread and the economic damage suffered as a result of the pandemic have had and will continue to have an impact on our business, financial position, operating income and liquidity. In particular, the above has contributed to a general slowdown in the Chilean economy and a significant reduction in the number of passengers we carry during 2020 and 2021, compared to 2019. The pandemic and its consequences have required the implementation of measures to reduce costs.

Given the above, Management has adopted operational measures that have partially mitigated the effects of the pandemic, by establishing a reduction in operating schedules, adjusting train supply programs and executing sanitation plans for both Metro facilities and trains, in order to safeguard the sanitary measures of both passengers and Metro personnel.

Some of the operational measures the company has taken to address the pandemic include:

- ✓ Reduction in Metro's hours of operation, in accordance with sanitary measures, consistent with the restriction of free movement of people at established times (curfew).
- ✓ Adjustments to the train supply programs, according to the current level of passenger demand in the network. As of June 2022, the supply reached a total of 74.3 million car-km, which corresponds to 14.7% more than the supply in the same period of the previous year (64.8 million car-km).
- ✓ Incorporation of sanitation measures for facilities and trains.

These measures aim to provide a transportation service with a sanitary standard consistent with the pandemic, seeking to safeguard the health of passengers and workers as much as possible. As of June 30, 2022, the company has incurred in expenses related to sanitary measures for a total of ThCh$ 125,648 (ThCh$ 73,531 as of June 30, 2021), mainly derived from supplies such as masks, gloves, sanitizing elements and sanitization measures both in trains and in Metro's facilities.

Risk of Interest Rate and Exchange Rate

The Company, in accordance with its financial risk management policy, contracts financial derivatives to hedge its exposure to fluctuations in currency (exchange rate) and inflation. Currency derivatives are used to fix the exchange rate of the dollar with respect to the peso (CLP) and Unidad de Fomento (UF), as a result of investments or obligations in currencies other than the Chilean peso. In order to safeguard the effects of exchange rates, during the months of November and December 2020, the Company entered into a total of 10 Cross Currency Swap contracts for a total amount of MUSD 400. As a result of the above, these contracts reach a notional balance of MUSD 560 as of June 30, 2022, the same balance as of December 31, 2021. These instruments comply with the hedge accounting criteria under IFRS 9 as of 2019.

In addition to the above, it should be noted that the indexation polynomial through which Metro S.A.'s technical fare is updated includes the variables dollar and euro, in addition to other variables, which constitutes a partial natural hedge in the long-term cash flow.

Liquidity risk and structure of financial liabilities

Liquidity risk is the uncertainty of not being able to meet the committed and future disbursements that Metro maintains. Metro’s objective is to ensure sufficient funds to continue with the operation and expansion projects. Therefore, as part of the liquidity risk management, constant monitoring of the balance of available funds is incorporated, maintaining a minimum cash balance. In addition, a detailed planning of the next payments is made to avoid shortfalls. In the event of a cash shortfall, Metro has domestic and international financing alternatives and liquidation of investment instruments.

Fare revenues related to Metro's passenger transportation, in accordance with the Transportation Agreement, are deducted daily from the funds collected by the Company's Sales Channel, generating the necessary liquidity to cover the Company's commitments.

The Company's debt structure is mainly composed of bonds and, to a lesser extent, long-term bank loans, and is oriented to ensure financial stability and improve the matching with the maturity terms of the Company's assets.

Credit risk

The credit risk of accounts receivable from the commercial activity (passenger transportation) is limited, since between 70% and 80% of the Company's revenues are received daily in cash, while the remainder corresponds to revenues not related to the main business. However, due to the effects of the pandemic, it is possible that the above distribution may experience changes, which are being monitored on an ongoing basis.

Debtors correspond mainly to leases of commercial premises, advertising and invoices receivable, with a low level of delinquency in normal situations. However, as a result of Covid-19, it is possible to experience changes regarding these levels. The Company constantly monitors the financial impact and evolution of debtors.

The impairment of accounts receivable is determined through the expected credit loss model, which contains information on historical collections for each tranche/stratification of its accounts receivable for the last five years (using a matrix of provisions stratified by Maturity or arrears by days) and additionally incorporates the approach of projected expected losses through the statistical "forward looking" calculation, which considers the most relevant macroeconomic factors that affect its uncollectibility, projecting based on the probability of each scenario.

The credit risk of financial assets (cash and short-term investments) is limited in consideration of the Company's Financial Investment Policy, which aims to reduce risks by diversifying the portfolio, establishing maximum investment limits for each bank and considering minimum risk classifications per issuer.

Power supply risk

One of the risk factors of the Company’s commodities is the supply of electric energy required for its operation and the need for continuity in the service, in the event of supply interruptions. In this regard, the Company has a power supply system that allows it to reduce exposure to supply cuts, as it has direct connection to four points of the National Electric System, which feed Lines 1, 2 and 5, two points that feed Lines 3 and 6, as well as two points for feeding Lines 4 and 4A.

In addition, it should be noted that the power supply systems are duplicated and in the event of failure of one of them there is always a backup that allows maintaining the power supply for the normal operation of the network.

The operational control systems are designed with redundant criteria, i.e., they operate in stand-by mode, so that, in the absence of one of the systems, the other one starts operating immediately, ensuring the normal operation of the network.

For Lines 1, 2 and 5, in the event of a failure in the National Electric System, the distribution company has defined as first priority the restoration of the supply that feeds the civic neighborhood of Santiago, which allows the Metro network to have energy available simultaneously, since Metro is supplied by the same feeders.

Electricity is currently supplied by three companies: San Juan S.A., El Pelicano Solar Company and Enel Generación. The first two correspond to wind and photovoltaic energy generation, respectively, whose contracts were signed on May 19, 2016 for a 15-year term and supply 60% of Metro's energy through Non-Conventional Renewable Energies (NCRE). In addition, the last company (Enel Generación) is a generating company with which we have contracted 40% of the energy with renewable energy certification (IREC). This last contract is valid until December 2032.

On December 29, 2018, the El Pelicano power plant was sold, changing only its controller (Sunpower), without generating operational risks for Metro's electricity supply.

1.- COMPARATIVE TABLE INTERIM CONSOLIDATED STATEMENTS OF FINANCIAL POSITION

ITEMS		June 2022 ThCh$	December 2021 ThCh$	VARIATIONS ThCh$	%
Assets:					
Current assets		836,211,601	910,022,193	(73,810,592)	(8.1)
Property, Plant and Equipment and Investment Properties		5,321,274,842	5,238,489,430	82,785,412	1.6
Non-current assets		207,690,138	198,765,126	8,925,012	4.5
Total assets		6,365,176,581	6,347,276,749	17,899,832	0.3
Liabilities / Total debt:					
Current liabilities		257,889,828	220,448,917	37,440,911	17.0
Non-current liabilities		3,771,054,244	3,435,046,862	336,007,382	9.8
Total liabilities / Total debt		4,028,944,072	3,655,495,779	373,448,293	10.2
Net Equity:					
Issued capital		4,292,369,512	4,292,369,512	0	0.0
Other reserves		59,778,872	97,291,046	(37,512,174)	(38.6)
Accumulated losses		(2,015,905,230)	(1,697,868,943)	(318,036,287)	(18.7)
Non-controlling interests		(10,645)	(10,645)	0	0.0
Total net equity		2,336,232,509	2,691,780,970	(355,548,461)	(13.2)
Net equity and liabilities, total:		6,365,176,581	6,347,276,749	17,899,832	0.3
Liquidity and debt indicators:					
Liquidity ratio:					
Net working capital					
(Current assets (-) Current liabilities)	ThCh$	578,321,773	689,573,276	(111,251,503)	(16.1)
Current liquidity					
(Current assets / Current liabilities)	times	3.24	4.13		(21.5)
Acid ratio					
(Cash and cash equivalents / Current liabilities)	times	2.80	2.81		(0.4)
Debt Indexes:					
Debt Ratio:					
(Total Debt / Equity)	times	1.72	1.36		26.5
	%	172.45	135.80		27.0
Proportion short-term debt:					
(Current liabilities / Total debt)	%	6.40	6.03		6.1
Proportion long-term debt:					
(Non-current liabilities / Total debt)	%	93.60	93.97		(0.4)

2.- COMPARATIVE TABLE INTERIM CONSOLIDATED STATEMENTS OF COMPREHENSIVE INCOME BY FUNCTION

ITEMS		June 2022 ThCh$	June 2021 ThCh$	VARIATIONS ThCh$	%
Total ridership of passengers (thousand of trips)		257,980	135,200	122,780	90.8
Paid ridership of passengers (thousand of trips)		257,959	135,210	122,749	90.8
Revenue					
Revenue from passenger transportation services		143,550,278	69,622,679	73,927,599	106.2
Revenue sales channel		15,986,724	14,509,268	1,477,456	10.2
Rental income		11,735,589	9,343,744	2,391,845	25.6
Other income		5,827,653	4,503,660	1,323,993	29.4
Total revenue		177,100,244	97,979,351	79,120,893	80.8
Cost of sales					
Staff		(36,832,666)	(40,242,872)	3,410,206	8.5
Operation and maintenance expenses		(44,142,877)	(38,658,715)	(5,484,162)	(14.2)
Electricity		(34,685,012)	(27,273,112)	(7,411,900)	(27.2)
General expenses		(16,005,122)	(15,696,002)	(309,120)	(2.0)
Depreciation and amortization		(62,105,706)	(60,137,551)	(1,968,155)	(3.3)
Total cost of sales		(193,771,383)	(182,008,252)	(11,763,131)	(6.5)
Gross Profit (Loss)		(16,671,139)	(84,028,901)	67,357,762	80.2
Other income by function		2,666,615	2,163,170	503,445	23.3
Administrative expenses		(22,970,464)	(22,424,252)	(546,212)	(2.4)
Management depreciation and amortization		(431,226)	(266,954)	(164,272)	(61.5)
Other expenses by function		(1,444,658)	(5,774,609)	4,329,951	75.0
Other losses		(3,849,900)	(1,654,183)	(2,195,717)	(132.7)
Finance income		14,878,702	748,253	14,130,449	1,888.5
Finance costs		(58,577,719)	(55,567,958)	(3,009,761)	(5.4)
Exchange differences		(168,923,969)	(19,648,695)	(149,275,274)	(759.7)
Income from indexation units		(63,062,600)	(20,743,405)	(42,319,195)	(204.0)
Income other than gross profit		(301,715,219)	(123,168,633)	(178,546,586)	(145.0)
Profit (loss) before tax		(318,386,358)	(207,197,534)	(111,188,824)	(53.7)
Income tax expense					
Profit (Loss)		(318,386,358)	(207,197,534)	(111,188,824)	(53.7)
Other comprehensive income					
Actuarial profit (loss) on defined benefit plans		(1,079,823)	383,151	(1,462,974)	(381.8)
Gains (losses) on cash flows hedges, before taxes		(36,432,351)	30,211,400	(66,643,751)	220.6
Gains (losses) Other comprehensive income		(37,512,174)	30,594,551	(68,106,725)	222.6
Total comprehensive income		(355,898,532)	(176,602,983)	(179,295,549)	(101.5)
Debt ratios:					
Hedge financial expenses:					
(Profit (Loss) before interest and taxes/Financial Expenses)	%	(446.47)	(276.16)		(61.7)
Income indicators:					
R.A.I.I.D.A.I.E					
(Income before tax, interests, depreciation, amortization, depreciation and extraordinary items)		(198,992,221)	(93,051,845)	(105,940,376)	(113.9)
Operating income (*)					
(Gross profit less Administrative expenses and Administrative depreciation and amortization)		(40,072,829)	(106,720,107)	66,647,278	62.5
E.B.I.T.D.A. (Operating income plus depreciation and amortization) (*)		22,464,103	(46,315,602)	68,779,705	148.5
Ebitda margin. (Ebitda / Revenue) (*)	%	12.68	(47.27)		126.8
(*) As per signed contracts					
Profitability indicators:					
Operational profitability (operational profitability / property, plant and equipment)	%	(0.75)	(2.09)		64.1
Equity Profitability (Profit (Loss) /Average Equity)	%	(12.66)	(7.48)		(69.3)
Asset Profitability (Profit (Loss) /Average Asset)	%	(5.01)	(3.67)		(36.5)
Performance of Operating Assets (Operating Income/Average Operating Assets) (**)	%	(0.76)	(2.10)		63.8
Earnings per share (Profit (Loss) /N° shares)	Ch$	(2.37)	(1.72)		(37.8)
2022 - 134,212,343,558 shares					
2021 - 120,666,032,338 shares					

(**) Operating assets are Property, Plant and Equipment and Investment Properties