RATIO ANALYSIS OF THE 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 December 31, 2022, analyzing the financial structure and its main trends, through comparative tables of the accompanying Consolidated Statement of Financial Position as of December 31, 2022 and 2021, and the Consolidated Statements of Income and Comprehensive Income as of December 31, 2022 and 2021, denominated in thousands of pesos.

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

As of December 31, 2022, total Assets and Liabilities-Equity amounted to ThCh$ 6,479,622,341, reflecting an increase of ThCh$ 132,345,592, equivalent to 2.1% with respect to December 2021.

Total assets are mainly comprised of the fixed portion of the resources. As of December 31, 2022, Property, plant and equipment and net investment property represent 85.3% of total assets, while current assets represent 12.6% of the total.

Property, plant and equipment, net as of December 2022 increased by 6.0% -ThCh$ 311,377,966 - compared to December 2021, as a result of purchases of goods for ThCh$ 436,588,701 associated with expansion projects of the Metro network, mainly Line 7 and extensions of Lines 2 and 3, which include works in progress ThCh$ 405,784,378, rolling stock ThCh$ 13,554,172, civil works ThCh$ 12,147,614, electrical equipment and machinery ThCh$ 3,121,625, buildings ThCh$ 1,980,912 and transfers to other assets of the Company ThCh$ 3,919,590. The foregoing is offset by depreciation expense ThCh$ 124,293,736 and write-offs or reductions ThCh$ 4,836,589. On the other hand, Investment properties (commercial premises and other assets delivered under operating leases) decreased by ThCh$ 4,169,296, due to transfers to other assets of the Company ThCh$ 3,949,381 and depreciation ThCh$ 327,214, which are offset by new additions ThCh$ 107,299.

Current Assets as of December 2022 decreased by 10.0%, or ThCh$ 90,883,133, with respect to December 2021, and the variation was mainly due to a decrease in Cash and cash equivalents ThCh$ 153,650,463, as a result of a lower level of investments in time deposits of less than 90 days ThCh$ 151,218,221, cash on hand ThCh$ 1,432,142 and Investments in repurchase agreements ThCh$ 1,000,100. To a lesser extent, current tax assets decreased by ThCh$ 475,684. This is offset by increases in: Other financial assets ThCh$ 29,440,622, due to a higher level of investments in time deposits over 90 days ThCh$ 29,201,576, an increase in interest receivable from derivative transactions ThCh$ 58,438 and leasing installments ThCh$ 180,608; Trade and other accounts receivable ThCh$ 25,495,477, mainly due to an increase in sales channel receivables ThCh$ 27,856,696 and Other accounts receivable ThCh$ 311,862, offset by a decrease in Trade receivables ThCh$ 2,673,081; Inventories ThCh$ 6,509,835 and Other non-financial assets ThCh$ 1,797,080, mainly due to increases in Advance payments to Suppliers and personnel ThCh$ 1,951,268 and Other receivables ThCh$ 247,728, notwithstanding a decrease in Prepaid expenses ThCh$ 401,916.

Non-current assets (excluding Property, plant and equipment and Investment property) decreased by 38.4%, or ThCh$ 83,979,945, mainly due to a reduction in Other financial assets ThCh$ 89,867,277, as a result of decreases in: derivative transactions ThCh$ 85,458,778, advertising contract receivables ThCh$ 4,583,204 and other accounts receivable ThCh$ 1,704, notwithstanding an increase in finance lease ThCh$ 25,244, accounts receivable technological change ThCh$ 102,677 and promissory notes receivable ThCh$ 48,488. This decrease in Other financial assets is offset by increases in Other non-financial assets ThCh$ 3,513,337, as a result of an increase in the valuation of VAT credit ThCh$ 3,171,925, Land investment ThCh$ 146,213 and Other advances to personnel ThCh$ 344,372. In addition, there was a decrease in funds allocated to pay for expropriations of new lines (land for Line 7 and Line 2 and 3 extensions) for ThCh$ 149,173. Other increases were reflected in Non-current Inventories ThCh$ 1,080,387, Trade and other receivables, non-current, ThCh$ 760,927 and Intangible assets other than goodwill ThCh$ 532,681.

Total liabilities increased by ThCh$ 132,345,592 (2.1%). Among the main variations with respect to December 2021, are increases in: Current liabilities ThCh$ 52,681,808 (23.9%) and Equity ThCh$ 126,944,450 (4.7%). This is partially offset by a decrease in non-current liabilities of ThCh$ 47,280,666 (-1.4%).

As for the Equity, it varied as a result of an increase in Issued capital of ThCh$ 534,793,545, as a consequence of the capitalization of State Contributions destined to finance the Metro network reconstruction plan, the new Line 7, debt service and other general needs of the company, according to agreements reached at the Extraordinary Shareholders' Meetings of December 29, 2022 and September 29, 2022. The above is offset by an increase in Accumulated losses ThCh$ 321,495,567, as a consequence of the loss of 2022 ThCh$ 321,845,639 and a positive variation of accumulated results from defined benefit plans ThCh$ 350,072 and by a decrease in Other reserves ThCh$ 86,353,528, as a result of valuations (loss) of hedging financial instruments ThCh$ 84,525,143 and actuarial losses of defined benefit plans ThCh$ 1,828,385.

As for current liabilities, these varied due to increases in the items: Other financial liabilities ThCh$ 27,474,547, due to an increase in current portion of loans and bonds ThCh$ 27,251,176, derivative transactions ThCh$ 223,371; Trade and other accounts payable ThCh$ 19,100,620, mainly for goods associated with new lines and/or extensions projects; Employee benefits ThCh$ 3,985,080 and Accounts payable to related entities ThCh$ 2,400,516. The above increases are offset by a decrease in Other provisions ThCh$ 194,679 and Other non-financial liabilities ThCh$ 84,276, due to a re-estimation in the provision for real estate contributions ThCh$ 3,351,181, which are offset by higher Unearned advertising income ThCh$ 2,152,338, Unearned income from operating leases ThCh$ 670,442, Guarantees received ThCh$ 273,170 and Unearned income from technological changes ThCh$ 170,955.

Non-current liabilities varied mainly due to decreases in the following items: Accounts payable to related entities ThCh$ 120,086,330, mainly as a result of capitalization of contributions received from the State of Chile for expansion, improvement and reconstruction projects of the Metro network; and Other non-financial liabilities ThCh$ 4,370,426, mainly as a result of a decrease in unearned revenues from advertising and others. Contrary to the above, the following items increase: Other financial liabilities ThCh$ 74,787,417, due to an increase in Obligations with the public - Bonds ThCh$ 78,281,899, as a result of USD exchange differences and UF readjustments, which include transfers of principal installments to the current portion during the year 2022; however, a decrease in Interest-bearing loans ThCh$ 3,491,736 as a result of payments and maturities of principal installments and Others ThCh$ 2,746. Other increases were reflected in Trade and other accounts payable ThCh$ 879,901 and Employee benefits ThCh$ 1,508,772.

Non-current liabilities - ThCh$ 3,387,766,196 - consist of 70.1%, or ThCh$ 2,373,352,203, of obligations in foreign currency, 29.6%, or ThCh$ 1,002,310,916, of obligations in local currency that can be readjusted and 0.3%, or ThCh$ 12,103,077, of obligations in local currency that cannot be readjusted. Foreign currency obligations include those with banks and financial institutions (interest-bearing loans) ThCh$ 11,017,497 and obligations with the public (bonds) ThCh$ 2,362,334,706, while the component in local currency is comprised of obligations with the public (bonds) ThCh$ 963,889,167, employee benefits ThCh$ 13,494,236 and other non-financial liabilities ThCh$ 24,927,513. The non-adjustable local currency component is composed of contributions received from the State of Chile for expansion and reconstruction projects of the Metro network ThCh$ 3,500,000 and an obligation to Empresa de Ferrocarriles del Estado ThCh$ 2,647,405; another component is in accounts payable and others ThCh$ 5,955,672.

Regarding liquidity indicators, net working capital is positive ThCh$ 546,008,335, which decreased ThCh$ 143,564,941 compared to December 2021. The current liquidity varied from 4.13 to 3.00 times and the acid-test ratio varied from 2.81 to 1.71. These variations are explained by the decrease in current assets ThCh$ 90,883,133 and the increase in current liabilities ThCh$ 52,681,808.

With respect to debt indicators, the total debt/equity ratio varied from 1.36 to 1.30, the short-term debt ratio from 6.03% to 7.46%, and the long-term debt ratio from 93.97% to 92.54%.

CONSOLIDATED STATEMENTS OF COMPREHENSIVE INCOME

As of December 31, 2022, the Company recorded a gross loss (ordinary income less cost of sales) ThCh$ 27,087,999, a loss from results other than gross loss ThCh$ 294,757,640, reaching a loss for the year after taxes ThCh$ 321,845,639. To the above result is added a loss of ThCh$ 86,353,528 corresponding to Other comprehensive income, therefore, the total comprehensive loss for the year amounts to ThCh$ 408,199,167.

As December 31, 2022, revenues amounted to ThCh$ 385,738,087 and compared to the same period of the previous year they increased by ThCh$ 134,883,582, equivalent to 53.8%. Among the main increases, it is worth mentioning Revenues from passenger transportation services, ThCh$ 126,671,119, explained by an increase of 185.0 million trips, a positive variation of 51.5% with respect to the same date in 2021. This is mainly explained by the effect of Covid-19, the measures implemented by the government to contain its spread, which began in March 2020, and the relative reduction of restrictions in the last year as a result of the implementation of the vaccination program and a decrease in the number of infections during the year, which have allowed an increase in the number of passengers as of December 31, 2022 compared to the previous year. Other increases were reflected in non-fare income such as leases ThCh$ 3,704,853, sales channel income ThCh$ 2,360,250 and other income ThCh$ 2,147,360.

Cost of sales ThCh$ 412,826,086 increased by 11.2% (ThCh$ 41,732,123) compared to December 2021, explained by higher expenses in energy ThCh$ 22,600,401, operating and maintenance expenses, ThCh$ 10,391,451, overhead ThCh$ 7,359,582, depreciation and amortization ThCh$ 3,671,585, however, a decrease in personnel expenses ThCh$ 2,290,896. The variation in depreciation and amortization expenses is mainly explained by the entry into operation of NS16 trains and the security project for reconstruction.

Personnel expenses decreased mainly due to the recognition and fulfillment of the bargaining termination bonus in the year 2021.

Energy expenses increased due to higher consumption (car-km 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 expenses is mainly explained by higher expenses in contracts associated with the Company's operations (operational assistants, IT, sales channel, among others).

Results other than the gross showed a loss of ThCh$ 294,757,640, are explained by the negative effects of: Results from indexation units ThCh$ 124,304,391, Financial costs ThCh$ 122,582,816 (Interest on foreign loans and bonds), Administrative expenses (including depreciation and amortization) ThCh$ 54,377,620, Exchange differences ThCh$ 24,862,844, Other expenses by function ThCh$ 7,622,654 and Other losses ThCh$ 7,699,800. The above is offset by the positive effects of Finance income ThCh$ 39,275,577 (income from finance investments) and Other income by function ThCh$ 7,416,908. Regarding the loss in the results from indexation units, it was due to the variation of the Unidad de Fomento in Ch$ 4,119.24 and as for the exchange differences, it was due to a depreciation of 1.32% of the Chilean peso with respect to the US dollar (844.69 December 2021 to 855.86 December 2022). For both items, it generates a greater loss in the 2022 result, mainly because of the liabilities maintained in Unidades de Fomento (inflation - adjusted units) and US dollars.

Compared to December 2021, results other than the gross loss generated a gain of ThCh$ 130,125,460. This was mainly due to the positive effects of Exchange differences decreasing losses by ThCh$ 178,691,689, Finance income increasing ThCh$ 35,921,024, Other income by function increasing ThCh$ 4,662,950 and Other expenses by function decreasing ThCh$ 464,865. The above is offset by the negative effects of Results from indexation units increasing losses by ThCh$ 63,252,058, Finance costs increasing ThCh$ 11,600,152, Other losses ThCh$ 4,391,433 and Administrative expenses ThCh$ 10,371,425.

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.

CONSOLIDATED STATEMENT OF CASH FLOWS

Cash flows from operating activities

At December 31, 2022, the total net cash flow from operating activities was positive ThCh$ 70,202,483, while at the same date of the previous year it was negative ThCh$ 32,900,820. Among the positive flows, the most important are the receipts from sales of goods and services rendered ThCh$ 344,856,353, showing an increase of ThCh$ 107,464,417 compared to December 2021, an item that represents the main operating revenues of the Company, which are passenger transportation, sales channel and non-fare revenues (leases), and to a lesser extent, Other receipts from operating activities ThCh$ 49,986,540, showing an increase of ThCh$ 37,656,708, 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 goods and services ThCh$ 208,124,201, Payments to and on behalf of employees ThCh$ 105,272,993 and Other payments for operating activities ThCh$ 11,243,216, which include taxes and other payments.

Compared to the previous year, operating cash flows are of the same nature, reflecting a decrease of ThCh$ 103,103,303 in net cash outflow, as a result of higher positive cash flows of ThCh$ 145,121,125 and higher negative flows of ThCh$ 42,017,822.

The increase in positive cash flows compared to 2021 is explained by the increase in collections from ordinary activities of the Company, such as passenger transportation revenues, as a result of a growth in passenger flow in comparison to December 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 receipts from operating activites increased to a lesser extent, mainly due to higher yields in the investment portfolio in time deposits of less than three months (cash equivalents) compared to December 2021, and to the collection of an Intermodal El Sol insurance policy in December 2022. The higher cash outflows were mainly due to higher payments to suppliers for goods and services, as a result of an increase in services received and contracted associated with a larger operation in the third quarter of 2022. Payments on behalf of employees increase mainly due to higher severance payments compared to December 2021 and bonuses at the end of the bargaining period.

Cash flows used in investing activities

As of December 31, 2022, investing activities recorded a negative net cash flow of ThCh$ 477,725,452, while as of the same date of the previous year it was also negative and amounted to ThCh$ 409,643,446. Among the positive cash flows are Other cash receipts from sales of equity or debt instruments of other entities ThCh$ 362,566,034, corresponding to redemptions of investments in term deposits over 90 days, and Cash receipts from repayment of advances made to other parties - expropriation, for ThCh$ 3,285,887, while the negative cash flows include Other cash payments to acquire equity or debt instruments of other entities ThCh$ 402,670,699, Purchases of property, plant and equipment ThCh$ 405,051,464, mainly assets associated with the Line 7 and Line 2 and 3 extensions projects, Interest paid ThCh$ 32,874,529 (cost of financing external loans and international bonds), Cash advances made to third parties – expropriation ThCh$ 1,979,902 (advance payment for expropriation of new lines) and Purchases of intangible assets ThCh$ 1,000,779.

Compared to 2021, negative net cash flows increase by ThCh$ 68,082,006 as a result of higher cash payments ThCh$ 123,355,089 and higher cash inflows of ThCh$ 55,273,083. Among the increased cash payments are higher purchases of Property, plant and equipment ThCh$ 131,928,502, higher purchases of intangible assets ThCh$ 172,574 and higher Interest paid ThCh$ 18,637,486; that in spite of a decrease in Other cash payments to acquire equity or debt instruments due to lower investments in time deposits over 90 days ThCh$ 21,642,392 and a reduction in Cash advances made to third parties - expropriation ThCh$ 5,741,081. Among the largest cash collections are, Other cash receipts from sales of equity or debt instruments of other entities corresponding to redemptions of investments in term deposits greater than 90 days ThCh$ 52,354,992 and ThCh$ 2,918,091.

Cash flows from financing activities

Net cash flow at December 31, 2022 was positive and amounted to ThCh$ 242,123,741, while at the same date of the previous year it was also positive and amounted to ThCh$ 625,859,110. As of December 2022, there were collections from share issuance proceeds of ThCh$ 419,472,390, through an increase in subscribed and paid-in capital from State contributions to finance the new Line 7, Metro's network reconstruction plan, debt service and other general needs of the company, according to agreements reached at the Extraordinary Shareholders' Meetings of December 29 and September 29, 2022. Other cash receipts ThCh$ 21,530,285 are mainly composed of Swap derivative transactions.

On the other hand, cash outflows include: Payment of foreign loans and bonds with the public ThCh$ 56,605,968, Interest paid ThCh$ 135,368,165 on foreign loans, bonds and swap derivative transactions, Other cash outflows ThCh$ 4,540,142 on derivative transactions, payment of commissions and, to a lesser extent, payments (application) of loans to related entities ThCh$ 2,364,659.

Compared to 2021, net cash flows decreased by ThCh$ 383,735,369, as a result of lower cash inflows of ThCh$ 362,462,263 and higher cash outflows of ThCh$ 21,273,106. Among the lower cash inflows are proceeds from long-term borrowings of ThCh$ 513,415,828 (placement of bonds in the international market for US$ 650 million on September 13, 2021) and loans to related entities of ThCh$ 123,246,061, compensated with an increase in proceeds from the issuance of shares of ThCh$ 272,331,752 and other cash receipts of ThCh$ 1,867,874. Increased cash outflows include Interest paid ThCh$ 12,708,652, Loan repayments

ThCh$ 6,786,608, Repayments of loans to related entities ThCh$ 1,029,863 and Other cash outflows ThCh$ 747,983 (derivative transactions).

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 December 31, 2022 is ThCh$ 466,252,130. Therefore, its net variation for the period was negative ThCh$ 153,650,463. Compared to 2021, the opening balance of cash and cash equivalents was ThCh$ 405,182,146, while the closing balance of cash and cash equivalents reached ThCh$ 619,902,593; therefore, its net variation for the period was positive ThCh$ 214,720,447.

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.

At present, as a result of the measures implemented by the government to contain the spread of Covid-19, which included restrictions on the free movement of people and changes in demand, Metro has experienced a significant decrease in the number of passengers carried with respect to 2019 (normal operating year). The restrictions implemented by the government have been lifted, as a result of the implementation of vaccination program and a decrease in the number of contagions, with this, the Company's transportation revenues as of December 31, 2022 have had an increase compared to the same period of the previous year (+67.1%), although they are still below the levels of 2019. Revenues from the Sales Channel increased (7.7%) compared to the same period of the previous year. Leases of premises, commercial space, advertising space and others also showed higher income compared to the same period of the previous year (+18.8% 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 a part of the Integrated Public Transportation System of Santiago (Metropolitan Mobility Network) and its fare revenues are based on the number of effectively validated transported passengers and a technical fare originally established in Exhibit 1 of the Tender Documents for the Use of Thoroughfares 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 with an 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 hedge in case of cost variations caused by an increase in certain variables making 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 Ch$ 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, 2024.

Passenger Demand

As of December 2022, Metro reached a ridership of 544.4 million passengers, with an average of 1.84 million workday trips.

The demand for passenger transportation is derived from other economic activities. Thus, as of December 2022, there was an increase of 185.0 million trips, a positive variation of 51.5% 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 last period.

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 transported 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 that the Company took to deal with the pandemic include:

- ✓ Reduction in Metro's operating hours as a result of a lower rideship, mainly due to capacity restrictions and the mandatory mobility pass (until July 2022).
- ✓ Adjustments to train schedules, according to the current level of passenger demand in the network, mainly in the low-frequency schedules. As of December 2022, the supply reached a total of 153.2 million car-km, which corresponds to 9.9% more than the supply in the same period of the previous year (139.5 million car-km).
- ✓ Incorporation of sanitation measures for facilities and trains.

The objective of these measures was to provide a transportation service with a sanitary standard in accordance with the pandemic, trying to protect the health of passengers and workers as much as possible. As of December 31, 2022, the company has incurred in expenses related to sanitary measures a total of ThCh$ 495,667 (ThCh$ 527,974 as of December 31, 2021), mainly derived from supplies such as masks, gloves, sanitizing elements and sanitization measures for both trains and 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 foreign currency (exchange rate). Currency derivatives are used to fix the exchange rate of the dollar with respect to the peso (Ch$) and Unidad de Fomento (UF), as a result of investments or obligations in currencies other than the Chilean peso. In order to hedge the effects of exchange rates, during August 2017 and January 2018, the Company entered into Cross Currency Swap contracts of which to date a total balance of MMUSD 160 remains. In addition, 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 MMUSD 400. As a result of the above, these contracts reach a notional balance of MMUSD 560 as of December 31, 2022, the same balance as of December 31, 2021. These instruments comply with the hedge accounting criteria under IFRS 9 from 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 of dollar and euro, in addition to other variables, which constitutes a partial 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, as a result of the effects of the pandemic, the above percentages may experience changes. Such changes and their impact are being permanently monitored.

Debtors correspond mainly to leases of commercial premises, advertising and other accounts receivable, with a low level of delinquency in normal situations. The Company uses the expected credit loss model, which considers collection information for each tranche/stratification of its accounts receivable for the last five years, mainly from debtors in the real estate sector. As a result of Covid-19, they have undergone significant changes with respect to delinquency. The model uses an allowance matrix stratified by maturity or days past due and incorporates the expected loss approach projected through the statistical calculation of "forward looking", which considers the inflow that would affect its uncollectibility, and projection based on the probability of each of the scenarios.

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. In addition, Enel Generación is a generating company with which we have contracted 40% of the energy. This last contract is valid until December 2032. The three aforementioned companies provide 100% of their electricity supply with renewable energy certification (IREC), starting with consumption in 2022.

1.- COMPARATIVE TABLE CONSOLIDATED STATEMENT OF FINANCIAL POSITION

ITEMS		December 2022 ThCh$	December 2021 ThCh$	VARIATIONS ThCh$	VARIATIONS %
Assets:					
Current assets		819,139,060	910,022,193	(90,883,133)	(10.0)
Property, plant and equipment		5,503,335,620	5,191,957,654	311,377,966	6.0
Investment property		22,310,914	26,480,210	(4,169,296)	(15.7)
Non-current assets		134,836,747	218,816,692	(83,979,945)	(38.4)
Total assets		6,479,622,341	6,347,276,749	132,345,592	2.1
Liabilities / Total debt:					
Current liabilities		273,130,725	220,448,917	52,681,808	23.9
Non-current liabilities		3,387,766,196	3,435,046,862	(47,280,666)	(1.4)
Total liabilities / total debt		3,660,896,921	3,655,495,779	5,401,142	0.1
Net Equity:					
Issued capital		4,827,163,057	4,292,369,512	534,793,545	12.5
Other reserves		10,937,518	97,291,046	(86,353,528)	(88.8)
Accumulated losses		(2,019,364,510)	(1,697,868,943)	(321,495,567)	(18.9)
Non-controlling interests		(10,645)	(10,645)	0	0.0
Total net equity		2,818,725,420	2,691,780,970	126,944,450	4.7
Net equity and liabilities, total:		6,479,622,341	6,347,276,749	132,345,592	2.1
Liquidity and debt indicators:					
Liquidity Ratio:					
Net working capital (Current assets (-) Current liabilities)	ThCh$	546,008,335	689,573,276	(143,564,941)	(20.8)
Current liquidity (Current assets / Current liabilities)	times	3.00	4.13		(27.4)
Acid ratio (Cash and cash equivalents / Current liabilities)	times	1.71	2.81		(39.1)
Debt Indexes:					
Debt Ratio: (Total Debt / Equity)	times	1.30	1.36		4.4
	%	129.88	135.80		4.4
Proportion short-term debt: (Current liabilities / Total debt)	%	7.46	6.03		23.7
Proportion long-term debt: (Non-current liabilities / Total debt)	%	92.54	93.97		(1.5)

2.- COMPARATIVE TABLE OF CONSOLIDATED STATEMENTS OF INCOME AND OF COMPREHENSIVE INCOME

ITEMS		December 2022	December 2021	VARIATIONS	
		ThCh$	ThCh$	ThCh$	%
Total ridership of passengers (thousand of trips)		544,412	359,377	185,035	51.5
Paid ridership of passengers (thousand of trips)		544,456	359,350	185,106	51.5
Revenue					
Revenue from passenger transportation services		315,518,929	188,847,810	126,671,119	67.1
Revenue sales channel		33,203,804	30,843,554	2,360,250	7.7
Rental income		25,083,614	21,378,761	3,704,853	17.3
Other income		11,931,740	9,784,380	2,147,360	21.9
Total revenue		385,738,087	250,854,505	134,883,582	53.8
Cost of sales					
Personnel		(77,067,452)	(79,358,348)	2,290,896	2.9
Operation and maintenance expenses		(90,977,763)	(80,586,312)	(10,391,451)	(12.9)
Energy		(79,304,936)	(56,704,535)	(22,600,401)	(39.9)
General expenses		(40,516,893)	(33,157,311)	(7,359,582)	(22.2)
Depreciation and amortization		(124,959,042)	(121,287,457)	(3,671,585)	(3.0)
Total cost of sales		(412,826,086)	(371,093,963)	(41,732,123)	(11.2)
Gross Profit (Loss)		(27,087,999)	(120,239,458)	93,151,459	77.5
Other income by function:		7,416,908	2,753,958	4,662,950	169.3
Administrative expenses		(53,509,343)	(43,166,184)	(10,343,159)	(24.0)
Management depreciation and amortization		(868,277)	(840,011)	(28,266)	(3.4)
Other expenses by function		(7,622,654)	(8,087,519)	464,865	5.7
Other losses		(7,699,800)	(3,308,367)	(4,391,433)	(132.7)
Finance income		39,275,577	3,354,553	35,921,024	1,070.8
Finance costs		(122,582,816)	(110,982,664)	(11,600,152)	(10.5)
Exchange rate differences		(24,862,844)	(203,554,533)	178,691,689	87.8
Results from indexation units		(124,304,391)	(61,052,333)	(63,252,058)	(103.6)
Income other than gross profit (Loss)		(294,757,640)	(424,883,100)	130,125,460	30.6
Profit (loss) before tax		(321,845,639)	(545,122,558)	223,276,919	41.0
Income tax expense					
Profit (Loss)		(321,845,639)	(545,122,558)	223,276,919	41.0
Other comprehensive income					
Actuarial profit (loss) on defined benefit plans		(1,828,385)	514,254	(2,342,639)	(455.5)
Gains (losses) on cash flows hedges, before taxes		(84,525,143)	75,243,960	(159,769,103)	(212.3)
Gains (losses) Other comprehensive income		(86,353,528)	75,758,214	(162,111,742)	(214.0)
Total comprehensive income (Loss)		(408,199,167)	(469,364,344)	61,165,177	13.0
Debt Indexes:					
Hedge financial expenses:					
(Profit (Loss) before interest and taxes/Financial Expenses)	%	(164.97)	(394.44)		58.2
Income indicators:					
R.A.I.I.D.A.I.E					
(Income before tax, interests, depreciation, amortization, depreciation and extraordinary items)		(76,400,438)	(315,632,513)	239,232,075	75.8
Operating income (*)					
(Gross profit less Administrative expenses and Administrative depreciation and amortization)		(81,465,619)	(164,245,653)	82,780,034	50.4
E.B.I.T.D.A. (Operating income plus depreciation and amortization) (*)		44,361,700	(42,118,185)	86,479,885	205.3
Ebitda margin. (Ebitda / Revenue) (*)	%	11.50	(16.79)		168.5
(*) As per signed contracts					
Profitability indicators:					
Operational profitability (operational profitability / property, plant and equipment)	%	(1.48)	(3.16)		53.2
Equity Profitability (Profit (Loss) /Average Equity)	%	(11.68)	(19.65)		40.6
Asset Profitability (Profit (Loss) /Average Asset)	%	(5.02)	(9.04)		44.5
Performance of Operating Assets (Operating Income/Average Operating Assets) (**)	%	(15.2)	(3.19)		52.4
Earnings per share (Profit (Loss) /N° shares)	Ch$	(1.97)	(4.06)		51.5
2022 - 163,389,273,299 shares					
2021 - 134,212,343,558 shares					

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