



ANNUAL REPORT
TÚNEL SAN CRISTÓBAL

2020

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1

LETTER FROM THE CHAIRMAN
OF THE BOARD.

Dear Shareholders.

I am pleased to present to you the Annual Report of Sociedad Concesionaria Túnel San Cristóbal S.A., for year 2020, which contains information referring to the Financial Statements and a synthesis of the most relevant activities and facts that have taken place during the year and which have influenced its performance.

Year 2020 has been an extremely complex one. Since the month of March we have suffered the impact of the restrictions on mobility in the Metropolitan Region imposed by the health authority.

As an organization we responded in due time to the sanitary requirements, relocating all of our workers from the administrative area to their domiciles so that they could work from home, thus starting the telecommuting modality. As for the road operations area workers, the number of crews on the road and at the traffic control centers was reduced to the minimum necessary to maintain safe operations of the company. The training program was redesigned to be delivered mainly under the e-learning modality, adapting the contents to the new reality, having as a main goal the delivery of tools for emotional containment and support on occasion of the stress resulting from confinement and fear of COVID-19 contagion.

As from the month of September, and once the extent of contagion in the Metropolitan Area was somewhat under control, road operations resumed

its provision of services with fully staffed road crews, observing strict protocols for roadside service and in their contact with users. Workers in the administrative area started working on a hybrid modality in mid-November, working one week in their office and two weeks from home.

The COVID -19 pandemic and the sanitary measures to prevent contagion, mainly quarantines and curfew during nighttime, gave rise to a contraction in the economic activity, loss of jobs and a drop in traffic. Our highway was not immune to this drop in the activity; traffic went down 56% in average from March through September.

Nevertheless, the company proceeded with its operation to meet the challenges and thus, in the field of Risk Prevention and Occupational Health, protocols to control and prevent COVID-19 contagion were prepared and implemented, including actions such as a strict control of access to the premises with a temperature check and a required daily health declaration and tracing of contacts, redistribution of physical spaces within the facilities for in-office work, the availability of hand sanitizer dispensers at the offices and high spectrum sanitizer in road assistance vehicles, the distribution and replacement of facemasks, and training provided via streaming, etc. With regard to contractors' work on the road, their activities were restricted to those that are essential to look after and protect the health of workers and maintain the concession's operations, keeping constant communication and control of the measures to

prevent contagion with Coronavirus, jointly with the risk prevention and occupational health managing department.

Additionally, the attention of users through our face-to-face, telephone and digital contact channels (total visits to our website), featured an annual decrease of 27%, affected by the closing of our commercial office for five months as a consequence of the COVID-19 health crisis. To alleviate this situation, we enhanced our website, enabling essential self-service functions (by means of private accesses to the virtual office section). Also, virtual contact by means of our Twitter account grew by 6%, reaching 28,400 followers; meanwhile, users of our Facebook account slightly dropped 1%, with figures in excess of 5,600 fans. Lastly, our Call Center, a platform that migrated to telecommuting, is the assisted channel that has remained with an uptime of 100% providing operating continuity, absorbing requests that used to be made face-to-face, such as termination of TAG contracts and payment agreements. Due to the foregoing, this channel attended to 27% more users than it did in year 2019.

The Road Safety area faced a new challenge in year 2020, namely the possibility to continue to provide a quality service to users in the middle of a pandemic. This meant the modification of our protocols for attending to users on the road and to establish strict hygiene and cleaning procedures for our mobile units and facilities and the daily provision of personal protective equipment such as facemasks and hand sanitizer. Additionally, acrylic divider screens were implemented in all vehicles as a protective measure. All of the foregoing made it possible not to have any contagion cases in our facilities or during road assistance events.

During year 2020, our Environmental Management Plan maintained the monitoring and control of impact on the air, landscape, noise and waste. On the basis of the foregoing, we carried out a follow-up on the emissions of particulate material by the vehicles allocated to our operation, maintenance of

the landscaping in the area of the concession, we promoted that the waste originated by the company and by the users be disposed of at authorized centers for final disposal and we checked that noise protection barriers on the highway were kept in good condition not to exceed the permitted noise limits. Additionally, this year we incorporated the measurement of the carbon footprint which will allow us to assess the greenhouse gas emission mitigation mechanisms.

With regard to Human Resources, in order to address in a better way the challenges posed by telecommuting, we focused on promoting open and fluent communication with our workers, implementing new communication channels via videoconference and Whatsapp, with special emphasis on care and prevention of coronavirus and emotional stability. Along the same path, we conducted surveys to know the emotional state of our workers and from there to implement actions to reinforce organization identity and to strengthen healthcare culture.

In the presence of such a complex year, by the end of 2020, we conducted a series of talks with all of the road safety crews in order to become acquainted with their mood, their main needs and expectations for the new year. From the information compiled in these talks we have implemented weekly meetings of the human resources team with the road safety crews, in order to provide answers to their concerns. Other actions will be incorporated in the training and organizational climate program for year 2021.

In the field of finance, due to the abrupt and surprising drop in revenue as a result of the reduced traffic during quarantines, the timely negotiation of the main contracts allowed to absorb the reduced availability of cash, so as to close year 2020 with a debt service hedge ratio of 1.17x, allowing us to discharge in due time and form with all of the company's financial obligations.

With regard to the development of the infrastructure for which we are responsible, we can mention the project called "Concesión Américo Vespucio Oriente Tramo El Salto – Príncipe de Gales", which is currently under development with a scheduled completion date to occur by the end of 2022. Particularly, the construction of the section from Avda. El Salto to Puente Centenario will have an influence on the normal operation of Concesión de Túnel San Cristóbal. However, once it is complete it will contribute to reduce travel time of users driving to and from the east section of Santiago, improving the service level of a main road, which at present is highly saturated.

The results we share with you in this annual report are the outcome of the effort of all of our company's workers, whom I thank for their ongoing commitment and dedication, because despite the impact of the health crisis, they have fully met their objectives.

Best regards,

Ronald Paz Vargas

Chairman of the Board

Túnel San Cristóbal

2

IDENTIFICATION OF
THE COMPANY.

Corporate Name	Sociedad Concesionaria Túnel San Cristóbal S.A.
Trademark	Túnel San Cristóbal®
Legal Domicile	La Herradura 2750, Providencia
Taxpayer Number	99,588,750-9
Type of Company	Closed Corporation, registered in the Special Register of Reporting Entities of the Commission for the Financial Market.
Telephone Number	(56 2) 2 898 7553
Fax Number	www.tunelsancristobal.cl
Web Site	contacto@tunelsancristobal.cl
E-Mail	Deloitte Auditores Consultores Limitada.

2.1 Corporate Purpose

The Company's sole purpose is the execution, repair, conservation, maintenance, and operation of the State-owned public works called "Concesión Variante Vespucio - El Salto - Kennedy" through the Concessions System, as well as the rendering and operation of the services that are agreed in the concession contract, intended to perform those works and the other activities necessary for the proper execution of the Project.

2.2 Legal Background

The Company was originally organized under the name of "Sociedad Concesionaria San Cristóbal Express S.A.", through a public deed dated March 16, 2005, executed before the Notary Public of Santiago Mr. José Musalem Saffie. An extract of the deed was registered in the Commerce Register kept by the Real Estate Registrar of Santiago, on page 8976, No. 6555 for year 2005, and was published on the Official Gazette issue No. 38,116 on March 21, 2005.

The Company was initially registered in the Securities Register of the Commission for the Financial Market (CMF) on September 22, 2005, under No. 917. Subsequently, and by applying what is set forth in Law No. 20,382 and in the Official Circular Letter No. 600 of the SVS, on May 9, 2010, the Company became lawfully registered in the CMF's Special Register of Reporting Entities, Registration No. 143.

2.3 Modifications

The Company's bylaws were modified through a public deed dated July 26, 2005, executed at the Notary Public's office of Santiago of Mr. José Musalem Saffie, which summarizes the Minutes of the Second Extraordinary Shareholders' Meeting held on that same date. An extract of the deed was recorded on page 29086, No. 20889 of the Commerce Register kept by the Real Estate Registrar of Santiago for year 2005, and was published on the Official Gazette No. 38,235 on August 12, 2005. The main amendment consisted in setting a duration of 35 years for the Company, from the date of its incorporation.

The Company changed its corporate name to "Sociedad Concesionaria Túnel San Cristóbal S.A.," modifying its bylaws through a public deed dated January 6, 2006, executed at the Notary Public's office of Santiago of Mr. José Musalem Saffie, which summarizes the Third Extraordinary

Shareholders' Meeting held on December 22, 2005. An extract of the deed was recorded on page 2845, No. 1913 of the Commerce Register kept by the Real Estate Registrar of Santiago for year 2006 and was published on the Official Gazette No. 38,365 on January 17, 2006.

Lastly, the Company reduced its number of directors from 6 to 5 regular directors and their respective alternate directors, modifying its bylaws by means of a public deed dated September 10, 2015, executed at the Notary Public's Office of Santiago of Mr. Juan Ricardo San Martín Urrejola, which summarized the minutes of the Special Shareholder Meeting of the Company held on September 10, 2015. An extract of the deed was registered on page 68890, No. 40132 of the Commerce Register kept by the Real Estate Registrar of Santiago for year 2015 and was published on the Official Gazette No. 41,261 on September 17, 2015.

2.4 Capital, Ownership and Control

2.4.1 Capital

According to its bylaws, the Corporate Capital is divided into five million seven hundred thousand ordinary and nominative shares, without face value. As of December 31, 2020 the capital is fully subscribed and paid-in by the shareholders and amounts to CLP 6,934,026,554.

2.4.2 Ownership of the Company as of December 31, 2020

Shareholders	No. of Shares	% Interest
Taurus Holdings Chile. S.A	5,699,999	99.99
Brookfield Americas Infrastructure Holdings Inversions Chile I SpA	1	0.01
Total	5,700,000	100.00

During 2020 there were no changes in the ownership of the Company.

2.4.3 Controlling party

Sociedad Concesionaria Túnel San Cristóbal S.A. (TSC) is indirectly controlled by Brookfield Americas Infrastructure Holdings Chile I S.A. (BAIH), a Chilean corporation without a controlling party as per the terms defined by Law No. 18,045 on Securities Market.

As of December 31, 2020, the shareholders in BAIH were: Brookfield Americas Infrastructure Holdings S.L. a Spanish company, with 34% of the subscribed and paid-in shares; Infraestructura Alpha S.A., a Chilean corporation, with 33% of the subscribed and paid-in shares, and Apoquindo SpA, a Chilean joint-stock company, with 33% of the subscribed and paid-in shares of the Company.

2.5 Term

The Company's term is 35 years, computed from its date of incorporation..

3

CORPORATE
STRUCTURE.**3.1 Board of Directors**

The Board of Directors' Mission is to manage the Company with broad powers and carry out the corporate purpose, in accordance with what is set forth in its bylaws and in the Corporations Law.

Pursuant to the Company's bylaws in force as of December 31, 2020, the Board of Directors is comprised of the following five regular directors and their respective alternate directors, appointed by the Shareholders' Meeting, who serve for 3-year terms:

Regular Directors	Alternate Directors
<p>Ronald Paz Vargas Economist National Identification Card for Aliens No. 23,697,864-8</p>	<p>Marcos Pinto Almeida Economist Brazilian Passport No. FG549087</p>
<p>Carlos David Castro Ibáñez Industrial Engineer Colombian Passport No. CC72167679</p>	<p>Tomás Escrich Halabi Business Administrator National Identification Card No. 18,019,313-8</p>
<p>Rodrigo Franco Martínez del Solar Economist Peruvian passport No. 5871851</p>	<p>Salvador Valdés Correa Lawyer National Identification Card No. 9,842,734-1</p>
<p>Juan Angoitía Grijalba Economist Spanish passport No. AAG042997</p>	<p>Alfonso Yañez Fernandez Civil Industrial Engineer National Identification Card No. 13,379,718-1</p>
<p>Sergio Merino Gómez Civil Engineer National Identification Card No. 6,340,437-3</p>	<p>Eduardo Andrés Beffermann Córdova Civil Engineer National Identification Card No. 15, will 337,667-0</p>

(*) On April 30, 2020, the Company's Board of Directors was renewed in an ordinary Shareholders' Meeting. The appointed directors are the individuals shown in the chart above.

3.2 Management

The Company's Management is comprised of two Executive Officers, who are responsible, in the first instance, for designing and updating the global strategy referring to the Corporate Government. The Concession Company's business volume and compliance with the requirements of the Urban Concessions System of Santiago, have rendered advisable to subcontract the services of the commercial management and customer service. To that end, in July 2008, Túnel San Cristóbal (TSC) contracted these services with Sociedad

Concesionaria Vespucio Norte Express S.A. which, in addition to having the required system, is the natural extension of Túnel San Cristóbal, sharing its traffic, users and needs.

Additionally, the Concession Company contracted Sociedad Concesionaria Vespucio Norte Express S.A. for the rendering of certain professional services covering areas such as accounting, financial, technical, legal and human resources, among others.

3.3 Executive Officers

The team of executive officers' mission is to analyze, coordinate and make decisions with respect to the operation of the Company, and review on a periodic basis the compliance with the corporate purposes.



3.4 Personnel

As of December 31, 2020, the Company had total of 30 employees:

Managers	2	■
Professionals	2	■
Administrative	6	■
Technicians	0	
Operators	20	■

4

SOCIAL RESPONSIBILITY AND SUSTAINABLE DEVELOPMENT.

4.1 Diversity in the Board Of Directors.

i) Number of individuals by gender.

As of December 31, 2020, the Company has 10 male directors (five regular directors and five alternate directors).

ii) Number of individuals by nationality.

As of December 31, 2020, the Company has 5 foreign directors (four regular directors and one alternate director) and 5 Chilean directors (one regular director and four alternate directors).

iii) Number of individuals by age group.

As of December 31, 2020, the number of board members whose age is between 21 and 30 years is 1, between 31 and 40 is 2, between 41 and 50 years is 4, and older than 50 is 3.

iv) Number of individuals by seniority.

As of December 31, 2020, the number of board members who have served as a director in the entity for less than 3 years is 4, between 3 and 6 years is 1 and for more than 6 years is 5.

4.2 Diversity in the General Management and the other Managing Departments reporting to this Management or to the Board of Directors.

i) Number of individuals by gender.

As of December 31, 2020, all of the Managers in the company are male.

ii) Number of individuals by nationality.

As of December 31, 2020, all of the managers in the Company are Chilean.

iii) Number of individuals by age group.

As of December 31, 2020, the number of managers in the Company whose age is between 30 and 40 is 1, and between 61 and 70 is 1.

iv) Number of individuals by seniority.

As of December 31, 2020, the number of managers in the Company who have served in the entity from 3 to 6 years is 1 and for more than 6 and less than 9 years is 1.

4.3 Diversity in the Organization.

i) Number of individuals by gender.

As of December 31, 2020, the total number of male workers is 29 and the total number of female workers is 1.

ii) Number of individuals by nationality.

As of December 31, 2020, the total number of Chilean male and female workers is 30.

iii) Number of individuals by age group.

As of December 31, 2020, the total number of male and female workers whose age is less than 30 years is 2; between 30 and 40 years is 11; between 41 and 50 years is 14; between 51 and 60 years is 2 and between 60 and 70 years is 1.

iv) Number of individuals by seniority.

As of December 31, 2020, the total number of male and female workers who has served in the entity for less than 3 years is 7; between 3 and 6 years is 9; for more than 6 and less than 9 years is 3; between 9 and 12 years is 10, and for more than 12 years is 1.

4.4 Wage gap by Gender.

As of December 31, 2020, the proportion represented by the average gross salary in the Company, of female executives and workers to that of male executives and workers is as follows:

It is not possible to make an adequate comparison due to the fact that the only female worker in the company performs an activity that is not comparable to that of male workers.

5

ACTIVITIES AND BUSINESS OF THE COMPANY.

5.1 Description of the Activities and Business of the Sector in which the Company Participates.

The “**Concesión Variante Vespucio - El Salto - Kennedy**” contract forms part of the Chilean Ministry of Public Work’s Urban Concessions System. The project noticeably improves the urban transportation system in the North-east part of the Metropolitan Region creating a fast and safe means of connection between areas that have been historically separated by the San Cristóbal Hill, also resulting in the reduction of the congestion of the area called “La Pirámide”.

Since 1993, the concessions system promoted by the Chilean Government by way of the Ministry of Public Works, has made it possible to renew an important portion of the country's infrastructure, with a total executed investment in the amount of approximately USD 24.06 billion as of December 31, 2020. Additionally, there are currently 73 concession contracts in force.

The system is regulated by Executive Decree No. 900 of the Ministry of Public Works, which set the updated text of Law Force Decree No. 164 of 1991 on the Law of Public Works Concessions (“Concessions Law”) and by Executive Decree No. 956, Regulations of the Law of Public Works Concessions (the “Concessions Regulations”).

The Company’s activity and business is the operation of the Concession through the collection of toll corresponding to the transactions carried out by means of the electronic toll collection device called Tag or Televía. Urban highways built in Santiago have different areas of influence. For this reason, competition per se occurs in only a few areas of the same where users have the possibility to access one same destination using different highways.

5.2 Vendors

During year 2020, TSC's main suppliers and service providers were the following:

Vendors	Amount paid in CLP
Soc. Concesionaria Vespucio Norte Express S.A.	712,827,791
Altrónica Ingeniería y Servicios Ltda.	206,473,666
Enel Distribución Chile S.A.	202,867,921
Taurus Holdings Chile S.A.	158,064,478
Constructora Cogutsa Ltda.	147,859,059
ACE Seguros S.A.	89,209,519
Autorentas del Pacífico S.A.	87,860,748
Seguros Generales Suramericana S.A.	83,718,795
CL Computación Ltda.	77,825,792
Deloitte Auditores y Consultores Ltda.	72,007,048
Banco Itaú Corpbanca	69,801,722
Indra Sistemas Chile S.A.	61,018,743
Q-Free Chile Ltda.	53,509,783
Liberty Compañía de Seguros Generales S.A.	46,853,593
Constructora Be & Asociados Ltda.	42,381,931
G4S Security Services Ltda.	41,113,108
Sociedad M & S Construcciones y Estructuras Ltda.	35,548,409
Sodexo Chile SpA	34,869,929
Integración de Tecnologías ITQ Ltda.	31,223,047
Mobilink S.A.	29,580,021

5.3 Users

Users correspond to individuals who drive a motor vehicle with an enabled TAG along the San Cristóbal Tunnel.

During year 2020 no single user accounted for more than 10% of the Company's revenue

5.4 Trademarks and Patents

Sociedad Concesionaria Túnel San Cristóbal S.A. owns the following trademarks registered with the Industrial Property Department of the Ministry of Economy:

Trademark	Type
Túnel San Cristóbal	Mixed (Logotype 1) Clases 9, 16, 35, 36 y 39. Mixed (Logotype 2) Clases 9, 16, 35 y 39.
San Cristóbal Express	Denomination Clases 9, 35, 36 y 39.

Likewise, the following web page domain names have been registered:

www.tunelsancristobal.cl

www.tsc.cl

6

OPERATION
THE CONCESSION.**6.1 Background of the Project**

Túnel San Cristóbal is located in the city of Santiago, Chile. With a length of approximately 4 km, it is comprised of two parallel tunnels with a length of 1,850 meters and 2 lanes each, passing through the San Cristóbal Hill and connecting the district of Providencia on the South side, with the districts of Recoleta and Huechuraba on the north part of the capital city. The structures are joined by 7 galleries for pedestrians and one for vehicles, which provide appropriate operating safety.

The project under concession, that considerably reduces congestion in the area known as "La Pirámide", also includes the accesses from El Salto Avenue as far as the North portal and from El Cerro Avenue as far as the South portal, as well as connection branches towards the Lo Saldes Bridge and Kennedy Avenue. On February 18, 2017 the so-called Cajón Lo Saldes was placed into service. It connects, without any traffic lights, the South portal with the Kennedy tunnel is

providing a fast and direct alternative to users heading for the boroughs of Vitacura and Las Condes, minimizing the congestion in the tunnel towards Providencia during the morning and evening peak hours.

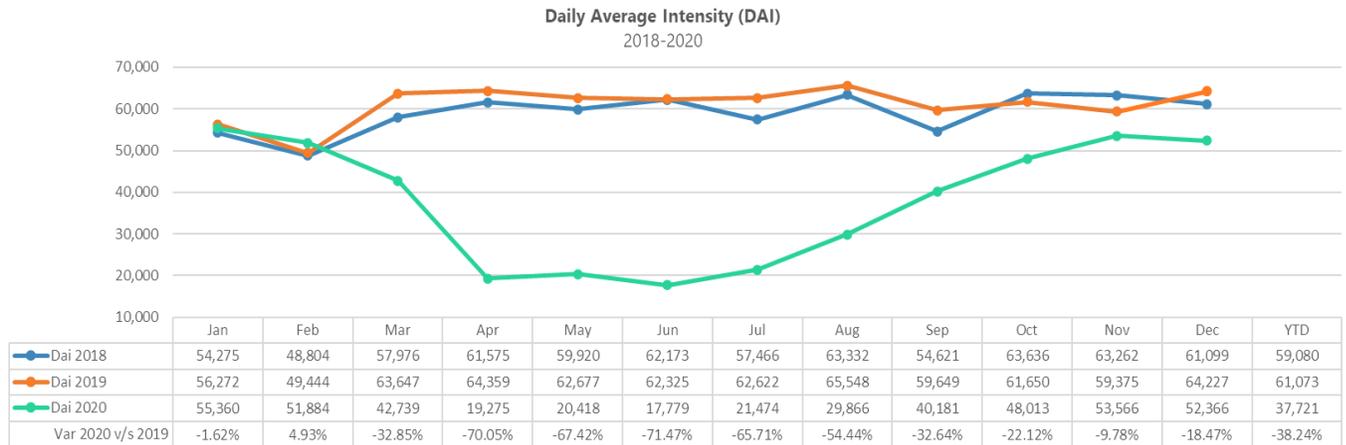
Túnel San Cristóbal has remarkably contributed to the improvement of the urban transportation system in the North-east part of the Metropolitan Region creating a fast and safe means of connection between areas that have been historically separated by the San Cristóbal Hill.

Additionally, the Company has premises in an area of 2,500 square meters, which includes a 650-square-meter building, located on La Herradura 2750, borough of Providencia.

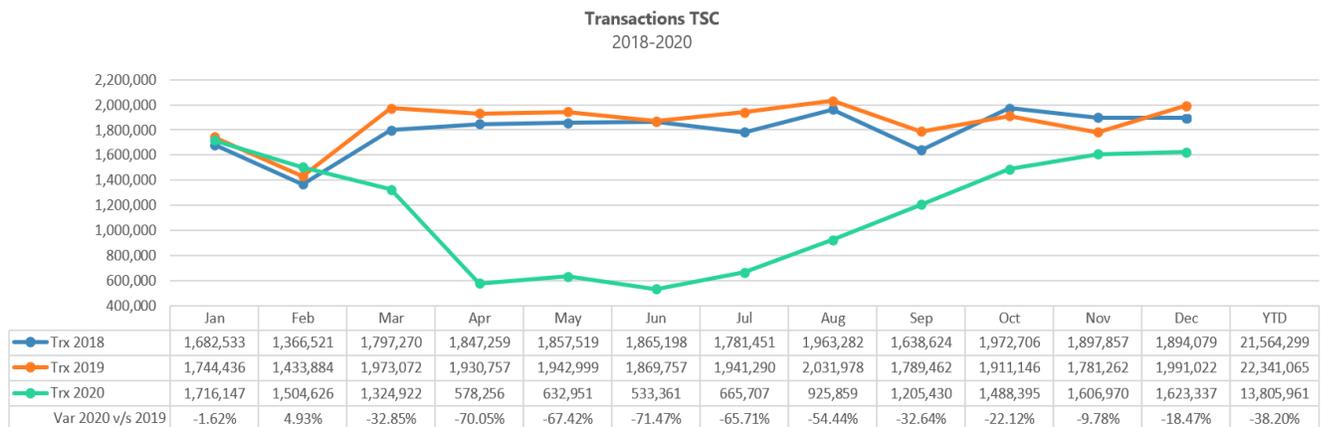
As this enterprise is a concession of the State of Chile, all of the aforementioned facilities must be returned to the State upon termination of the concession.

6.2 Traffic

In 2020, traffic measured as Daily Average Intensity (DAI) dropped 38.24% on a year-to-date basis.



In 2020, 13.8 million transactions were processed in total, 93.4% of which corresponds to motorcycles and cars, 5.7% to simple trucks and buses, and 0.8% corresponds to trailer trucks



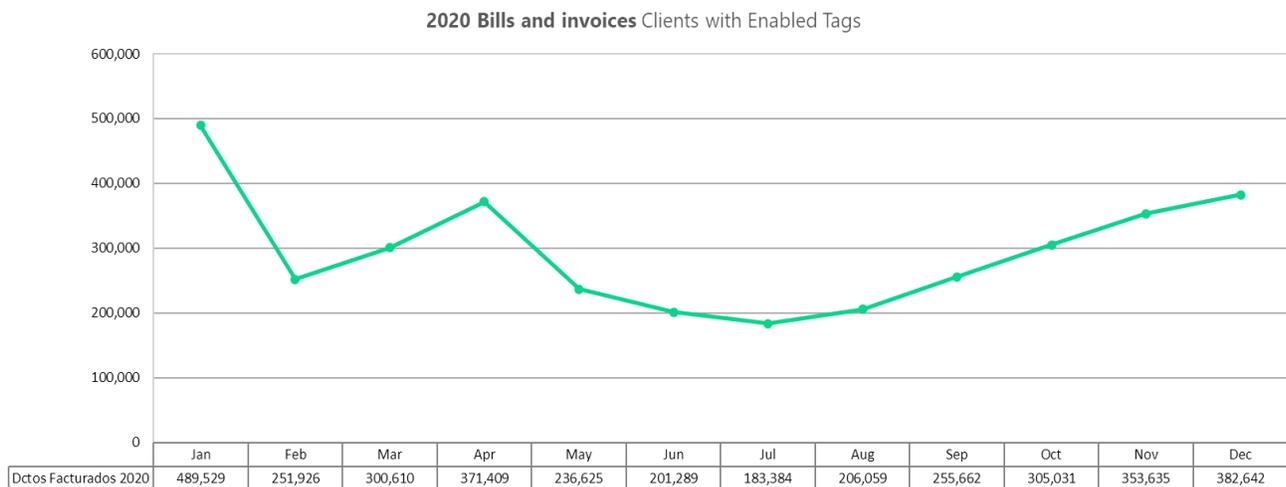
6.3 Revenue from Operation

In year 2020, revenue from operation amounted to CLP 7,995,000,000. In comparison to the revenue for the previous year, the decrease was 31.3%

Ingresos de explotación <i>TSC (en miles de pesos)</i>	2020	2019	Var %
Tolls	7,180,026	11,091,125	-35.3%
Offenders	202,387	207,831	-2.6%
Daily Pass	147,858	147,823	0.0%
Other ordinary revenue	36,220	40,954	-11.6%
Ad Ref. Agreement No. 2	158,385	96,305	64.5%
Ad Ref. Agreement No. 4	197,332	-	-
Revenue received in advance	72,321	58,204	24.3%
Totals	7,994,529	11,642,242	-31.3%

6.4 Billing

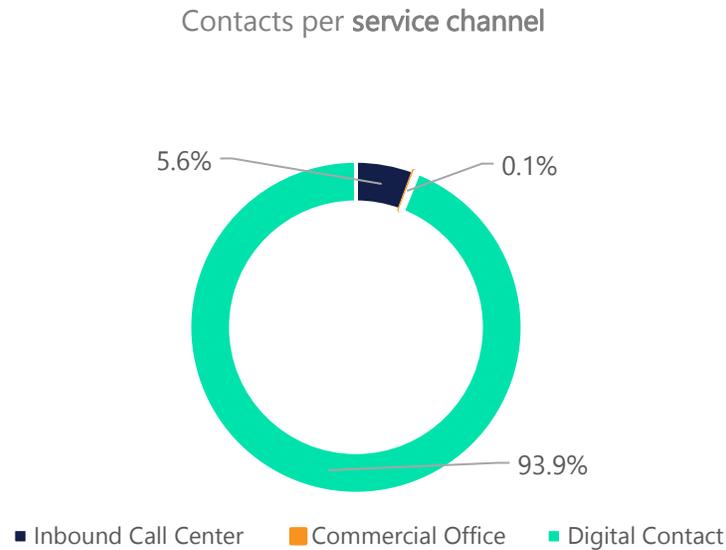
During year 2020, Túnel San Cristóbal processed 3,537,801 collection instruments, including Bills and Invoices corresponding to clients with a contract for the TAG device. This meant a -5.15% decrease rise from year 2019.



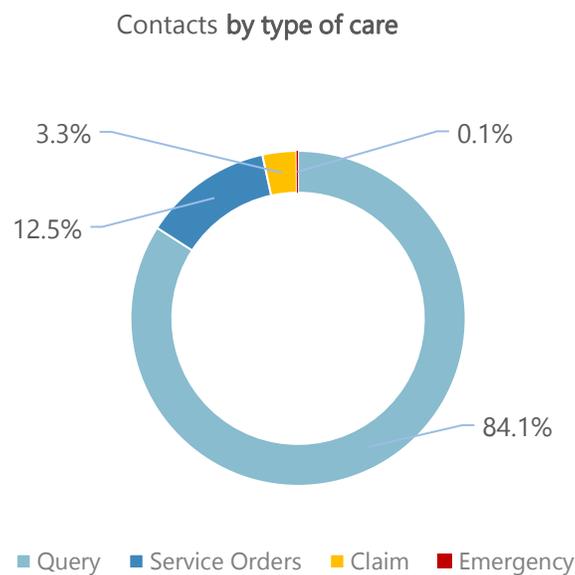
6.5 User Services

During year 2020, Túnel San Cristóbal attended to a total of 33,008 user contacts, which represents a 27% drop from year 2019, mainly explained by the impact caused by the health crisis that has been affecting the country since the beginning of the year, which resulted in a considerable drop in the number of trips along the concession and, therefore, a reduced number of collection documents.

The distribution of the user contacts per channel is as follows:



The main requests made by users are the following:



Contact Channels

Call Center and Commercial Office

In the frame of the joint operation between TSC and AVN in what refers to channels with executives' assistance (in person and on a remote basis), a total of 1,859 calls and 46 visits were attended to at the commercial office during 2020. This represents an 18% increase for this type of contacts, considering both channels, versus the previous year. This increase is explained by the fact that during year 2020 hour Commercial Office located in the Mall Plaza Norte shopping center was closed for almost 6 months, therefore our users contacted us to obtain information in connection with how to receive or return TAG devices, to make payments and request support in

the assistance of payment agreement management.

For the case of the Call Center, 86% of the contacts are queries. For the case of the Commercial Office, queries represent 48% of the visits.

In the Call Center channel, the main queries corresponded to information in connection with the clients' monthly statements (payment, detail of usage, questions about specific charges, etc.) and the returning of TAGs or termination of TAG contracts. For the case of the Commercial Office, most queries referred to the monthly statements.

Web Site

During 2020, there was a total of 30,959 visits to www.tunelsancristobal.cl, representing a 29% decrease from year 2019. Those aggregate visits derived into a total of 143,184 visits to the different sections in the site. We believe that this is due to the fact that fewer collection instruments were issued due to the decrease in traffic in Túnel San Cristóbal during year 2020. The foregoing as a result of the dynamic quarantines imposed on the different boroughs of the Metropolitan Region on occasion of the COVID-19 health crisis.

Social Media

At the closing of year 2020 TSC had 5,660 followers on Facebook, representing a slight decrease (1%) versus 2019.

On the other hand, our twitter account reached approximately 28,400 followers, representing 6% increment from the previous year.

6.6 Road Safety and Traffic Management

The Area of Road Safety and Traffic Management is in charge of dealing with incidents, which include both direct assistance to users and other events rendered as potential generators of accidents, such as: picking up dangerous objects, interventions for maintenance of the infrastructure, picking up dead animals from the lanes, etc. In order to carry out these tasks it is necessary to coordinate the use of multiple resources such as tow vehicles, ambulances, rescue units, road assistance vehicles and cleanup teams, as well as the participation of public entities such as the Police, Ambulances and Fire Trucks.

To operate with maximum safety, Túnel San Cristóbal has a System of Traffic Management and Tunnel Operation integrated by the Traffic Control Center (CCT), from where the operation of the following systems is centralized:

- Traffic Count Stations.
- Vehicle Weighing and Classification Systems.
- Variable Messaging Billboards and Signaling.
- Traffic Lights.
- Emergency Intercom (SOS poles).
- Megaphone System.
- Closed-circuit Television (CCTV) System.
- Automatic Incident Detection (AID) System.
- Meteorology Stations.
- Gauge Control Systems.
- Linear Fire Detection System.
- Ventilation Control System.
- Lighting Control System.
- System for Detection of Environmental Conditions Inside the Tunnels.
- Energy Control System.
- Firefighting System.

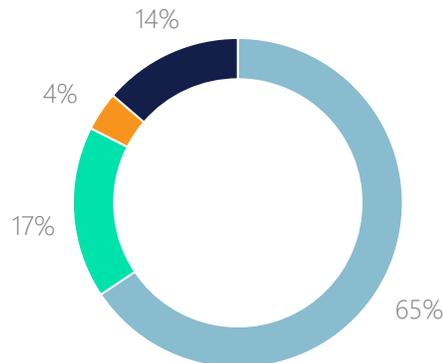
Túnel San Cristóbal has the following fully equipped assistance vehicles:

- 1 Multipurpose Truck (for towing, patrolling, providing assistance, serving as a rescue unit)
- 1 Platform Truck and Tow Vehicle
- 1 Firefighting and Assistance Truck
- 1 Vehicle for Supervision
- 2 Vehicles for Surveillance

During year 2020, TSC's area of Road Safety and Traffic Management attended to 913 incidents. From this total, 65% corresponded to stopped vehicles due to mechanical failures, punctured tires or running out of fuel, 4 % corresponded to accidents, collisions, crashes, overturned vehicles, 14 % to other types of assistance, and 17 % to assistance outside the concession area; mainly assistance support provided to Autopista Vespucio Norte.

During year 2020, the total number of accidents recorded was 35, equivalent to a 56.7 % decrease increase in accidents attended to, in comparison with year 2019.

Type of incidents on the road



- Vehicle stopped by mechanical failures, pannes tire and lack of fuel.
- Care outside the concession area.
- Care for accidents, collisions, crashes, rollovers.
- Others.

6.7 Management and Maintenance of the Infrastructure

Durante 2020, both the preventive maintenance tasks stipulated in the Annual Maintenance Plan and the corrective maintenance tasks required by the operation of the various elements that make up the concession's infrastructure were performed. These tasks were carried out by different companies with a vast experience in the respective lines of business.

However, on occasion of the health emergency that affected the country during the year 2020, the severity of which gave rise to a declaration of state of constitutional exception of catastrophe on March 18, 2020, certain maintenance activities were suspended, reduced or postponed, especially between the months of April and September.

During this period the activities that were considered a priority were those that are essential for the operation of the highway. Regarding this, the Authority imposed measures that restricted mobility of individuals. These measures resulted in a decrease in the vehicle flow and consequently a lower demand of the road infrastructure and the need for maintenance of the same.

Additionally, in order to mitigate possible contagion among the work crew members, the Company implemented a series of measures such as: wearing face masks, social distancing, frequent sanitation of tools, facilities and vehicles, modification of the in, out and lunch hours, among others.

Road Infrastructure

The efforts were essentially focused on assuring that the road infrastructure directly used by the highway's users (pavements, tunnel, signals, road defenses, bollards, glasal panels, acoustic screens, containment elements such as road defenses, impact buffers, and others), remain within the service thresholds stipulated in the Concession Contract. All of the foregoing by means of routine maintenance works performed during daytime and at night, such as cleaning of the aforesaid elements. Other tasks are performed periodically or deferred in time, such as the cleaning of glasal panels on a quarterly basis, and corrective tasks, the purpose of which is to restore any of the aforesaid elements to their regular condition after an accident or incident.

The Road Infrastructure activities also include the maintenance of the project's landscaping, namely spaces that are located at the north and south ends of the San Cristóbal tunnel. During the year, the activities performed included: the control of weeds, cleaning, application of drip irrigation, ornamental pruning, and road safety works.

Additionally, during year 2020, the north part of the concession was affected by the construction of the new project called Viaducto de Autopista Vespucio Oriente (AVO I). That concession company implemented successive detour phases that have altered the road geometry to provide room for the new works. The AVO I works are expected to proceed during year 2021.

Electric and Electronic Maintenance

The purpose of this is to maintain the different electric and electronic systems required for the operation of the tunnel in good operating conditions. These systems include those of power, lighting, communication, messaging, monitoring of traffic inside the tunnel, ventilators, water pumps, linear containment of fire, public address systems, and others; all of which is performed as routine maintenance work performed in daytime and/or nighttime shifts, such as the cleaning of road lights, temperature sensors, as mentioned above. Other periodic tasks such as the maintenance of carbon monoxide (CO) opacity or visibility (OP) sensors are performed on a monthly basis.

During year 2020, the Company carried out the technological renewal of 8 CO and OP meter units, 4 on each axis C1-C2, in addition to equipment to measure the speed of wind (Anemometers), 2 on each axis C1-C2. These pieces of equipment for part of the system that controls ventilation in the tunnels, therefore they are extremely important in the operation of TSC's ventilation algorithms.

During 2020 the equipment operated in accordance with the service levels required by the concession contract

6.8 Management and Maintenance of Technology

During 2020, the Electronic Toll Collection System operated in accordance with the service levels required by the concession contract.

6.9 Projects and Civil Works

6.9.1 Projects

Construction of the Concession called “Concesión Américo Vespucio Oriente. Tramo Avenida El Salto – Príncipe de Gales”

This project, carried out by Concesionaria Vespucio Oriente S.A. (AVO I), contemplates the connection of the Avenida El Salto area, situated in the boroughs of Huechuraba and Recoleta, up to the Príncipe de Gales area in the borough of La Reina. The main purpose of this project is to complete the Américo Vespucio loop improving the urban road infrastructure in the Metropolitan Region. During year 2020, the Vespucio Oriente Concession proceeded with the on-site work, where the following may be highlighted: completion of the infrastructure of the viaduct (foundations and piles); erection of beams and slabs; permanent and momentary detours during the work of construction and installation of beams; scheduled closing of the access from Ciudad Empresarial (CE axis).

6.9.2 Civil works

There are no civil works to report in this period.

7

COMMERCIAL MANAGEMENT

7.1 Túnel San Cristóbal's Tariffs for 2020.

In accordance with the Concession Contract, in year 2020 Túnel San Cristóbal's Base Tariff for vehicle categories 1 and 4 was 322.34 \$/km, as per the following tariff structure:

Tariffs in force from January 1 through January 31, 2020



Pursuant to the Concession Contract called "Concesión Variante Vespucio – El Salto – Kennedy", awarded as per MOP S.D. No. 1129 dated November 26, 2004, published in the Official Gazette on February 21, 2005; the resolution in MOP S.D. No. 141 dated November 6, 2018, published in the Official Gazette on March 02, 2019, and with what has been resolved in MOP S.D. No. 143 dated December 12, 2019, pending, Sociedad Concesionaria Túnel San Cristóbal S.A. ("Túnel San Cristóbal") informs the tariffs to be in effect as from January 1, 2020.

TARIFFS APPLICABLE TO USERS WITH AN ENABLED TOLL DEVICE (TAG)							VIOLATOR TARIFFS / USERS WITHOUT A TAG CONTRACT ⁽¹⁾						
OFF-PEAK HOUR BASE TARIFF (TBFP)				MOTORCYCLES - SCOOTERS - CARS - PICKUP TRUCKS			BUSES - TRUCKS			TRAILER TRUCKS			
DIRECTION	TYPE OF TARIFF												
EL SALTO - KENNEDY	TBFP	\$ 400		\$ 1.209			\$ 2.216			\$ 11.284			
KENNEDY - EL SALTO	TBFP	\$ 322		\$ 967			\$ 1.612			\$ 9.627			

PEAK HOUR BASE TARIFF (TBP)				SATURATION TARIFF (TS) ⁽²⁾			MOTORCYCLES - SCOOTERS - CARS - PICKUP TRUCKS			BUSES - TRUCKS			TRAILER TRUCKS		
DIRECTION	TYPE OF DAY	HOURS	TYPE OF TARIFF												
El Salto - Kennedy	Working	07:30 - 09:30	TBP	\$ 846			\$ 1934			\$ 2.223			\$ 10.930		
El Salto - Kennedy	Working	09:30 - 11:30	TB	\$ 308			\$ 2.413			\$ 4.429			\$ 10.930		
El Salto - Kennedy	Working	11:30 - 11:30	TBP	\$ 846			\$ 1934			\$ 2.223			\$ 10.930		
El Salto - Kennedy	Working	12:30 - 14:30	TBP	\$ 846			\$ 1934			\$ 2.223			\$ 10.930		
El Salto - Kennedy	Working	16:30 - 17:30	TBP	\$ 846			\$ 1934			\$ 2.223			\$ 10.930		
El Salto - Kennedy	Working	17:30 - 20:30	TB	\$ 308			\$ 2.413			\$ 4.429			\$ 10.930		
El Salto - Kennedy	Saturday	10:30 - 14:30	TBP	\$ 846			\$ 1934			\$ 2.223			\$ 10.930		
El Salto - Kennedy	Holiday	10:30 - 14:30	TBP	\$ 846			\$ 1934			\$ 2.223			\$ 10.930		
Kennedy - El Salto	Working	07:30 - 10:30	TBP	\$ 404			\$ 1.461			\$ 2.416			\$ 9.128		
Kennedy - El Salto	Working	17:30 - 20:30	TBP	\$ 404			\$ 1.461			\$ 2.416			\$ 9.128		
Kennedy - El Salto	Saturday	10:30 - 14:30	TBP	\$ 404			\$ 1.461			\$ 2.416			\$ 9.128		
Kennedy - El Salto	Sunday	17:30 - 21:30	TBP	\$ 404			\$ 1.461			\$ 2.416			\$ 9.128		
Kennedy - El Salto	Holiday	10:30 - 14:30	TBP	\$ 404			\$ 1.461			\$ 2.416			\$ 9.128		

OFF-PEAK HOUR BASE TARIFF (TBFP)				MOTORCYCLES - SCOOTERS - CARS - PICKUP TRUCKS			BUSES - TRUCKS			TRAILER TRUCKS		
DIRECTION	TYPE OF TARIFF											
EL SALTO - KENNEDY	TBFP	\$ 327		\$ 981			\$ 1.770			\$ 11.284		
KENNEDY - EL SALTO	TBFP	\$ 193		\$ 579			\$ 1.045			\$ 5.167		

PEAK HOUR BASE TARIFF (TBP)				SATURATION TARIFF (TS) ⁽²⁾			MOTORCYCLES - SCOOTERS - CARS - PICKUP TRUCKS			BUSES - TRUCKS			TRAILER TRUCKS		
DIRECTION	TYPE OF DAY	HOURS	TYPE OF TARIFF												
El Salto - Kennedy	Working	07:30 - 09:30	TBP	\$ 962			\$ 1.933			\$ 2.223			\$ 10.940		
El Salto - Kennedy	Working	09:30 - 11:30	TB	\$ 464			\$ 2.413			\$ 4.429			\$ 10.940		
El Salto - Kennedy	Working	11:30 - 11:30	TBP	\$ 962			\$ 1.933			\$ 2.223			\$ 10.940		
El Salto - Kennedy	Working	12:30 - 14:30	TBP	\$ 962			\$ 1.933			\$ 2.223			\$ 10.940		
El Salto - Kennedy	Working	16:30 - 17:30	TBP	\$ 962			\$ 1.933			\$ 2.223			\$ 10.940		
El Salto - Kennedy	Working	17:30 - 20:30	TB	\$ 464			\$ 2.413			\$ 4.429			\$ 10.940		
El Salto - Kennedy	Saturday	10:30 - 14:30	TBP	\$ 962			\$ 1.933			\$ 2.223			\$ 10.940		
El Salto - Kennedy	Holiday	10:30 - 14:30	TBP	\$ 962			\$ 1.933			\$ 2.223			\$ 10.940		
Kennedy - El Salto	Working	07:30 - 10:30	TBP	\$ 2.710			\$ 1.933			\$ 2.416			\$ 9.128		
Kennedy - El Salto	Working	17:30 - 20:30	TBP	\$ 2.710			\$ 1.933			\$ 2.416			\$ 9.128		
Kennedy - El Salto	Saturday	10:30 - 14:30	TBP	\$ 2.710			\$ 1.933			\$ 2.416			\$ 9.128		
Kennedy - El Salto	Sunday	17:30 - 21:30	TBP	\$ 2.710			\$ 1.933			\$ 2.416			\$ 9.128		
Kennedy - El Salto	Holiday	10:30 - 14:30	TBP	\$ 2.710			\$ 1.933			\$ 2.416			\$ 9.128		

DAILY PASS TARIFFS (for infrequent users)				Unifid Daily Pass (PDU): Prior to circulating until two days after circulating without an enabled Tag.		Postpaid Daily Pass (PDU): From the third day or up to 20 days after circulating without an enabled Tag.	
CARS - PICKUP TRUCKS - MOTORCYCLES	PDU	\$7,000	PDU	\$11,000	PDU's and PDU's allow users without an enabled Tag to circulate for an entire calendar day along the 4 urban highways of Santiago under concession, the San Cristóbal Tunnel and the access to AUSE Airport. Sold at www.paseditario.cl , Services and Promo Codes.		
BUSES - TRUCKS - TRAILER TRUCKS	PDU	\$14,500	PDU	\$21,150	A user may buy a maximum of 15 Daily Passes in a year per license plate number. For more information visit www.paseditario.cl		

SPECIAL TARIFF FOR EMERGENCY VEHICLES	
During 2020, Túnel San Cristóbal (TSC) will allow free of charge traffic along the concession to emergency vehicles from the following institutions: Sistema de Atención Médica de Urgencia (SAMU), Cuerpo de Bomberos de la Región Metropolitana de Santiago, Junta Nacional de Bomberos de Chile and Carabineros de Chile, that use this concession while performing their work, provided that they are duly registered with TSC. The foregoing is notwithstanding what may be provided by the authority for the implementation of Law No. 20,900.	

7.2 Unified Daily Pass (PDU) and Late Payment Unified Daily Pass (PDUT)

The Unified Daily Pass (PDU) or Postpaid Unified Daily Pass (PDUT) is an alternative means to the Tag for collection and allows infrequent users who do not have an enabled TAG, to circulate for an entire calendar day along the four Urban Highways in Santiago under concession, the San Cristóbal Tunnel and the access to the AMB Airport.

A Unified Daily Pass (PDU) may be purchased ahead of the day of intended circulation until two days after circulating without an enabled TAG.

A Postpaid Unified Daily Pass (PDUT) may be purchased from the third day after circulation up to twenty days after circulating without an enabled TAG.

A user may purchase a maximum of 15 Daily Passes each year per national license plate number.

During year 2020, a total of 30,196 transactions with the use of PDU were recorded in the Concession.

The prices in force for year 2020, were the following:



Vehicle Category	PDU	PDUT
Cars and pickup trucks / Cars and pickup trucks with a trailer / Motorcycles and scooters	\$7,000	\$11,050
Trucks and buses / Trucks and buses with a trailer	\$14,900	\$21,150



FINANCIAL DATA.

8.1 Remuneration of the Board and Executive Officers

During 2020, the Directors have not received any remuneration whatsoever for their functions, and no payment has been generated for the concept of Board meeting expenses.

The company does not have an executive officer payroll as there is a Managerial Services contract in place with Sociedad Concesionaria Vespucio Norte Express S.A., whereby executive officers from this last mentioned company perform the managing roles.

8.2 Investment and financing policy

During 2020, Túnel San Cristóbal carried out investments in the amount of CLP 41.9 million. Also, CLP 101.2 million from the major maintenance provision were used for the maintenance of systems and technology.

These investments were financed with resources from the operation and funds available in the Major Maintenance Reserve Account.

With regard to financial investments, the company invests in the type of instruments and with the maturities permitted by the financing contracts.

8.3 Insurance

In order to comply with the Tender's Terms and Conditions, as well as to protect the Company against possible economic consequences derived from the occurrence of accidents, a wide coverage insurance program has been contracted with domestic and international insurance companies.

The insurance program has been contracted with companies Liberty Seguros Generales and SURA/RSA.

The civil liability policies were renewed on July 31, 2020, and the all-risk policies covering physical assets were renewed on December 31, 2020. The insurance program contemplates the following coverage:

- Material damages on the access, road, structure, roadway safety, lighting, utility changes, landscaping, civil works for SIGTTP, engineering, La Pirámide alternative, external roads, reinforced slopes, system of collection and points of collection and control center of Túnel San Cristóbal for an amount of UF 2,777,377 and damages for stopped service in amount of UF 216,394.

- Damages to third parties, in the amounts listed in the table below.

With regard to the Company's fixed assets, the following insurance has been contracted:

- Real estate: Coverage against risk of fire and catastrophic events as may affect the Concession Company's offices.
- Vehicles: The Company's vehicles have "all-risk" coverage, namely, damages, civil liability, larceny and theft.
- Computer equipment: This equipment is covered against possible damage or loss caused by fire, lightning, explosion, sudden voltage changes, theft, effect of water and moisture, et cetera.

In sum, the policies currently in force are the following:

Policy No.	Insurance Company	Matter	Expiration	Currency	Insured Amount or Limit	Gross Premium
23027350	Liberty Seguros	Civil liability	31-07-2021	UF	12,500	1,017.00
23027349	Liberty Seguros	Excess civil liability	31-07-2021	UF	487,500	553.95
6692686	Sura (RSA)	All risk physical assets	31-12-2021	UF	2,777,377	2,084.92
6714188	Sura (RSA)	All risk including loss of proceeds	31-12-2021	UF	2,993,771	4,864.82
514	CHUBB	Political risks	31-12-2021	UF	2,777,377 (50,000)	3,094
581	CHUBB	Political risks	31-12-2021	UF	2,993,771 (150,000)	1,970
195313	HDI	Fire and theft	19-10-2021	UF	8,723.98	20.58
9805	HDI	Electronic equipment	19-20-2021	UF	7,181.15	16.54

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RISK
FACTORS.**Dependency of the project on the economic performance of the country.**

Domestic demand in the services industry, in general, and particularly in the urban highway concessions, is materially contingent upon the levels of GDP growth.

During 2020, the negative impact on growth caused by the pandemic gave rise to a decline in GDP which also reflected on the traffic along our Concession. In accordance with the projections and expectations of the Central Bank, domestic economy will experience a strong growth during 2021 thanks to which the previous year's decline will be partly recovered.

The fact that TSC maintains its dynamic growth in demand will depend on the GDP growth scenario occurring as from 2021.

Contractual risks

The Concession Company conducts its operation by way of a service-rendering contract model with third parties, which allows it to take advantage of the synergies and expertise of companies in this line of business. In this context, it is important to highlight the joint operation contract in place with Autopista Vespucio Norte, relating to the management of TSC's users, invoicing and toll collection.

Catastrophes, force majeure and civil liability.

The company keeps insurance policies that provide the Company and the MOP with the proper coverage upon the occurrence of eventual disasters, such as earthquakes, floods, terrorist acts, strikes, accidents and other occurrences. As from year 2020 and following the social commotion of 2019 in the country, special political risk coverage had to be added to the regular policies. In the past such risk used to be implicitly included as force majeure.

Connectivity

With the opening of the direct connection towards Kennedy Avenue in 2017 and the expansion of the exit to Av. Los Conquistadores in 2018, eastbound traffic became smoother minimizing to a great extent the congestion inside the San Cristóbal Tunnel on peak hours.

With regard to connectivity in the north area, in January 2014 the Ministry of Public Works awarded the so-called "Concesión Américo Vespucio Oriente, Tramo Av. El Salto-Príncipe de Gales (AVO I)". Changes are expected to occur in the operating conditions of La Pirámide and in the connectivity of Vespucio Norte with

the San Cristobal Tunnel. Works started in late 2018, there being no material impact on the operation of Túnel San Cristóbal. Coordinate work is underway with AVO's management to minimize eventual disturbances in this roadway configuration.

Tariff Adjustment

The Tender's Terms and Conditions contemplate an annual mechanism to adjust the tariffs for the different hours, vehicle categories and sections of the highway on the basis of technical and measurement criteria, and until before year 2020, a real annual indexation of 3.5% used to be applied on the tariffs. Subsequent to our negotiation with the MOP, the 3.5% indexation was eliminated and the loss is computed periodically as an account receivable that will allow a compensation at the end of the concession term. With regard to the adjustments in the tariffs due to congestion, during 2020 there was a new interpretation on the part of the MOP of the form to carry out the calculation. This resulted in a drop in the company's revenue, a situation that is currently subject to an arbitral claim.

Payment Behavior

The free-flow tolling system in Chile was conceived as a postpaid modality. This has caused the Concession Company to implement several commercial strategies to contribute to collection management.

During 2020, management indicators show an adverse change in the users' payment behavior. However, it is estimated that this situation is a punctual impact caused by the economic crisis affecting the country and not, necessarily, a structural change in the users' behavior on this matter.

Circulation of vehicles without an enabled means of payment

By the end of 2017, Túnel San Cristóbal, jointly with the rest of the highways that operate with the Daily Pass, implemented the web portal called www.pasediario.cl, in order to make it easier for infrequent users without a Televía contract to purchase a Daily Pass. The fast enrollment of users in the portal in order to receive alerts for the timely purchase of the Daily Pass, confirms that the portal was well received by users who are concerned about not infringing the Traffic Law.

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RELEVANT EVENTS.

RELEVANT EVENTS DURING THE PERIOD

1. On February 04, 2020, an essential event was reported to the CMF, namely that on January 31, 2020 MOP Statutory Decree No. 148 dated December 27, 2019 had been published on the Official Gazette. Through the aforementioned Decree the Ministry of Public Works accepts the revision of the tariff indexation formula for the State-owned Public Works called "Variante Vespucio – El Salto – Kennedy" and approves the Ad Referendum Agreement No. 4 and its addenda, which set forth the terms and conditions for the implementation of the same, including not applying the real annual indexation and the corresponding compensation.

By virtue of the aforementioned Ad Referendum Agreement No. 4, for year 2020, the Company shall not apply the real annual indexation of the tariffs contemplated in article 1.14.7 of the Tender's Terms and Conditions of its Concession Contract.

It was pointed out that the MOP'S Statutory Decree No. 148 replaces the MOP's Statutory Decree No. 143 dated December 10, 2019, reference to which was made in the Essential Event dated December 17, 2019.

2. On February 7, 2020, an essential event was reported to the CMF, namely that on February 6, 2020, company Apoquindo SpA, had acquired from Brookfield Americas Infrastructure Holdings S.L. ("Brookfield"), 3,019,908,843 shares in the Chilean company called Brookfield Americas Infrastructure Holdings Chile I S.A. ("BAIH S.A."), representing 33% of its validly issued, subscribed and paid shares, thus acquiring an indirect stake in the Company, equivalent to 33% of the validly issued, subscribed and paid shares. It was pointed out that this operation was reported to the market by means of an Essential Event on September 5, 2019.

Consequently, as from that date the shareholders in BAIH S.A. (indirect controller of the Company), are Brookfield, with shares representing 34% of the capital stock, Infraestructura Alpha SpA, with shares representing 33% of the capital stock and Apoquindo SpA, with shares representing 33% of the capital stock.

It was left on record that Apoquindo SpA is the vehicle that has been established by Fondo de Inversión CMB – LV Infraestructura III and Infralatina Fondo de Inversión to acquire the shares in BAIH S.A.

By virtue of this change in the ownership of BAIH S.A., the following individuals have resigned to their position as a regular director and alternate director, respectively, of the Company: Messrs. Tomás Escrich Halabi and Fernando Ziziotti, in view of which the Company's Board of Directors unanimously

agreed to appoint Mr. Juan Angoitía as a substitute director until the next shareholder meeting of the Company.

3. On April 03, 2020, it was reported as an essential event of the Company that as a result of the Coronavirus Covid-19 pandemic that is affecting our country and the world, the authority has issued a series of acts, instructions and recommendations restricting freedom of movement of individuals, the right of assembly, the operation of companies and commercial outlets in several boroughs of the Metropolitan Region and the other regions, in order to prevent or minimize COVID-19 contagion.

As a consequence of the foregoing, the flow of vehicles along the roads under concession operated by the Company has been progressively reduced since March 13, 2020, becoming more intense since March 18, date on which the authority ruled the State of Catastrophe for the entire national territory.

Since the onset of this health crisis, the Company has adopted all of the measures within its reach to protect the health and safety of its workers, implementing a massive telecommuting system as from March 17, 2020, which remains in place until present date, without affecting the operating continuity or the quality of the service provided to our clients. Likewise, the Company has digitalized the sending and receipt of all its essential communications, and has reinforced the protocols of hygiene and safety of both its own workers and those of subcontractors who provide response in case of accidents or incidents on the roads under concession.

In view of the existing uncertainty as to the duration and extent of this health crisis and the aforementioned restrictions, as of the date of this communication it is not possible to quantify the economic effects on the Company resulting from the described situation. Nevertheless, the Company's Management has been implementing all of the measures within its reach to minimize the potential effects of the national contingency described above, and thus act in the best interests of the Company and the users of the Concession

4. On April 13, 2020, the aforementioned essential event was complemented in the following sense:
 - a. The percentage of decrease in vehicle traffic for the Company during the period from March 13 through March 31 was 54%, less than the traffic recorded during the same period in 2019. Likewise, the decrease in vehicle traffic during all of March 2020, was 33% i.e. less than the traffic for the same month in the previous year.
 - b. Additionally, during March 2020 there was a negative effect on the Company's revenue, equivalent to -28% as compared to the revenue for March 2019. Given the existing uncertainty as to the duration and extent of this health crisis and the aforementioned restrictions, at this point in time it is not possible to quantify the future economic effects of this situation on the Company.
5. On April 30, the Company's Ordinary Shareholders Meeting was held, in which the Annual Financial Statements as of December 31, 2019 were approved; it was left on record that no proceeds were to be distributed; the firm of Deloitte Auditores y Consultores Limitada was appointed as the Company's external auditors for year 2020, and the Company's Board of Directors was renewed in its entirety, with the following individuals being appointed for the entire term contemplated in the bylaws:

Regular Directors	Alternate Directors
Ronald Paz Vargas ID for Aliens No. 23.697.864-8	Marcos Pinto Almeida Brazilian Passport FG5490
Carlos David Castro Ibáñez Colombian Passport CC72167679	Tomás Escrich Halabi ID No. 18.019.313-8
Rodrigo Franco Martínez del Solar Perucian Passport No. 5871851	Salvador Valdés Correa ID No. 9.842.734-1
Juan Angoitía Grijalba Spanish Passport No. AAG042997	Alfonso Yáñez Fernández ID No. 13.379.718-1
Sergio Merino Gómez ID No. 6.430.437-3	Eduardo Andrés Beffermann Córdova ID No. 15.337.667-0

Likewise, the other matters pertaining to this type of meetings were addressed.

SUBSEQUENT RELEVANT EVENTS

None.

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OTHER INFORMATION.

11.1 Information on Subsidiaries and Associated Entities

As of December 31, 2020 Sociedad Concesionaria Túnel San Cristóbal S.A. has no subsidiaries, associated companies or investments in other companies.

11.2 Dividend Policy

As of December 31, 2020, the Company has not agreed to distribute any dividends.

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SUBSCRIPTION OF THE ANNUAL REPORT
AND STATEMENT OF LIABILITY.**AFFIDAVIT**

In accordance with General Character Norm No. 30 from the Financial Market Commission, this Annual Report for year 2020, is signed by the majority of the members of the Board of Directors and the Chief Executive Officer of Sociedad Concesionaria Túnel San Cristóbal S.A. undersigned, who declare to be responsible for the truthfulness of the information provided in the same

NAME AND IDENTITY DOCUMENT

SIGNATURE

DIRECTORES:

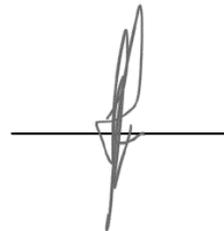
Ronald Paz Vargas
Cédula de Identidad para Extranjeros
N°23.697.864-8



Carlos David Castro Ibáñez
Pasaporte Colombiano CC72167679



Sergio Merino Gómez
Cédula Nacional de Identidad N°6.340.437-3

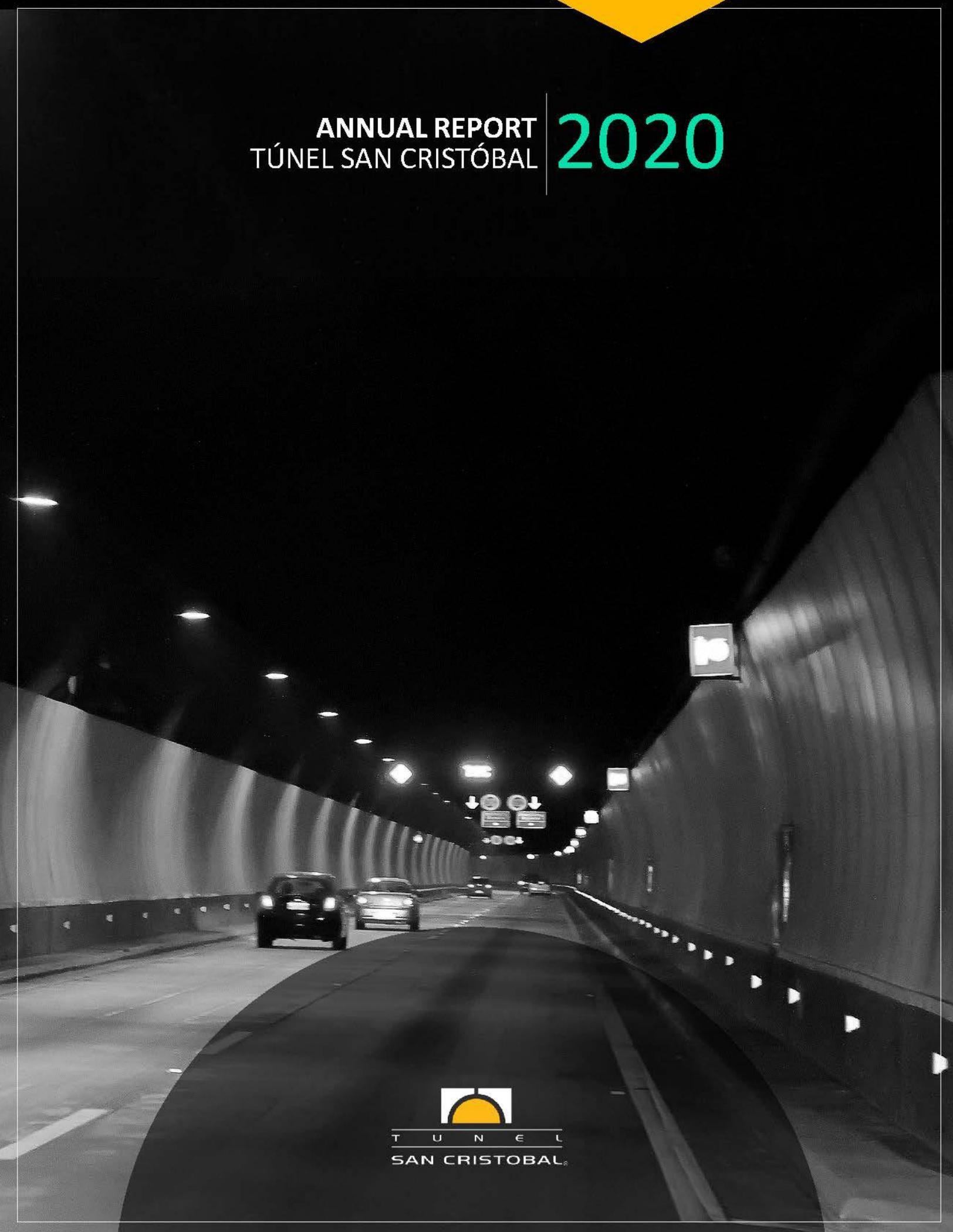

GERENTE GENERAL:

Enrique Méndez Velasco
Cédula Nacional de Identidad N° 6.996.659-4



Santiago de Chile, March 30, 2021.

ANNUAL REPORT | 2020
TÚNEL SAN CRISTÓBAL



T U N E L
SAN CRISTOBAL®