

INTEGRATED REPORT

Terminal Pacífico Sur Valparaíso S.A.

TPS
— VALPARAÍSO —

2025



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NCG 461-1

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GRI 2-3

Through this Integrated Report, we seek to transparently document the economic, social and environmental performance of our company, reflecting the progress, challenges and commitments assumed within the framework of our Sustainability Strategy. It is our objective to provide clear information that allows our Stakeholders to evaluate our management and strengthen the relationship based on reliability and transparency.

This document covers the period between January 1 and December 31, 2025, as well as the Financial Statements, and is prepared in reference to General Rule No. 461 of the Financial Market Commission (CMF) and in reference to the Standards of the Global Reporting Initiative (GRI).

The content developed is the result of the participation and collaboration of a great human team, who are the fundamental pillar of our company.

Point of Contact:

Fernanda Rehbein Paladino
Sustainability and Communications
Deputy Manager
frehbein@tpsv.cl



Letter from the Chairman of the Board

GRI 2-22



Richard von Appen Lahres
Chairman of the Board
Terminal Pacífico Sur Valparaíso

It is my pleasure to present the 2025 Integrated Report of Terminal Pacífico Sur Valparaíso, a document that outlines the main achievements and lessons of the year from an economic, social and environmental perspective, in line with the strategy that guides our work and with the sustainability commitment we have continued to strengthen.

Undoubtedly, 2025 holds special significance for our organisation. We marked 25 years as concessionaire of Terminal N°1 at the Port of Valparaíso, a journey characterised by the continuous evolution of our operational standards, increasingly demanding requirements in safety, efficiency and reliability, and our ongoing relationship with the local community. Reaching this milestone invites us to reflect on the path we have travelled, to express our gratitude, and to recognise the challenges that come with this stage of maturity, which calls for constant efforts in adaptation, innovation and the building of strong partnerships among the different actors in the logistics chain.

During the year, national port activity showed greater dynamism, mainly in key export products, alongside a gradual normalisation of imports. In this context, TPS recorded significant growth in container volumes in a particularly demanding environment—one to which we were able to respond efficiently, in line with the service excellence that defines us and that enables us to be a strategic partner to our customers.

This achievement also reflects the effective coordination of Valparaíso's port system. However, this performance cannot be analysed in isolation, but rather within the context of a global environment that continues to evolve and that requires preparedness, adaptability and a long-term perspective.

Indeed, the figures show that we must prepare for a scenario of greater dynamism and complexity. In Chile, during 2025, foreign trade increased by 8%, driven by a 9.5% rise in imports and export growth of 6.6%. Globally, world seaborne trade increased by 1.8%, exceeding initial projections, while fleet capacity expanded by around 4%. For a country such as Chile, where 86.8% of foreign trade is transported by sea, these data reaffirm the need to anticipate change and adapt with agility.

Throughout its 25-year history, TPS has demonstrated its ability to face profound transformations in the port industry, strengthening its management, modernising its processes and consolidating an organisational culture focused on people and continuous improvement. This experience allows us to approach the challenges of this new stage with confidence, maintaining our focus on safety, efficiency and the competitiveness of the port system.

As we enter the final years of the concession, I am convinced that we will set the course for what lies ahead. In responding to past challenges and

those still to come, we have demonstrated not only the technical capability to address them, but above all an outstanding team of people who have forged a strong culture of respect, effort and passion for this industry. TPS's management is strengthened by the support of the Board and of our shareholders, whose backing has been fundamental to continued investment and to shaping the terminal's future. This joint effort allows us to move forward with a shared vision and a clear objective: to remain a trusted partner.

I would like to conclude by expressing, on behalf of the Board of Directors and the entire organisation, our deepest respect and gratitude to Pablo Ihnen de la Fuente (†). His leadership, vision and conviction regarding the role of the port in improving people's quality of life played a decisive role in the evolution of TPS.

With the same conviction that has guided TPS throughout these 25 years of history, the company will continue working to strengthen its contribution to the development of Chile's foreign trade and to the city of Valparaíso. This commitment is sustained above all by the people who make our port operations possible every day. Therefore, I would like to express special recognition and gratitude to the union leaders and to every worker at the Terminal, whose effort and dedication are fundamental to continuing to create value for Valparaíso and for Chile.

Message from the Managing Director

GRI 2-22



Cristian Rodríguez Samit
Managing Director
Terminal Pacífico Sur Valparaíso

It is an honour to present our 2025 Integrated Report, which sets out our achievements, challenges and goals in operational performance, safety and sustainable development, in a year when we celebrate 25 years of TPS—an important milestone that reminds us of our track record of innovation and contribution to Chilean foreign trade, to Valparaíso and to its people.

It has been a particularly demanding year and, at the same time, one rich in learning. We increased container cargo throughput by 21% compared with 2024, reaching 916,355 TEUs, and we served more than 380 vessel calls. This growth was driven by our customers' confidence in our service and required stronger planning, coordination and continuous adaptation to a dynamic environment.

We also set a historic record for cherry cargo, with 354,355 tonnes handled between late 2024 and early 2025, equivalent to 56.6% of Chile's total cherry exports, thanks to the coordinated work of Valparaíso's entire logistics chain. In addition, the regular WSA service operated by Evergreen—one of the world's leading shipping lines—began calling at our terminal, strengthening our connectivity with Asia and consolidating TPS's competitiveness.

During the year, around ten next-generation container vessels made their first call at our terminal, bringing new operational challenges associated with their size and capacity. To respond to these growing demands, we invested US\$5 million during the year, directed towards renewing yard equipment and cranes and maintaining high standards of cargo care, thereby further strengthening our operations.

Throughout this progress, we have never lost sight of the fact that our first priority is people. Each year we work actively to improve our health and safety

performance, because we are convinced that safe operations are the foundation for delivering excellent service. True to that belief and reaffirming our commitment to those responsible for moving cargo through our port, we continued to strengthen safety as our core value.

For this reason, and recognising leadership as a key part of a safety culture, our on-site safety walks took on a new focus, incorporating a participatory approach that allowed us to organise into groups to identify opportunities for improvement and address them immediately. This approach aims for every TPS team member to take an active role in identifying risks and strengthening our safety culture throughout the terminal. In the same vein, middle management and supervisors—both from TPS and from contractor companies—took part in various initiatives focused on reinforcing preventive measures in operations.

Our ongoing commitment to people's wellbeing, professional development and operational excellence led us to deliver more than 10,600 hours of training for around 420 employees.

Our relationship with the community is also a fundamental pillar of what we do. It is built on the bonds we forge day by day and on the conviction that our operations must help improve people's quality of life. Under this commitment, we opened the terminal to more than 1,400 visitors, promoted cultural and educational activities, supported sporting initiatives such as our sponsorship of Santiago Wanderers, and continued developing the TPS Football Schools programme which, over 17 editions, has fostered holistic development in public educational establishments in the commune. These actions reflect our belief that business activity must go hand in hand with the territory's progress.

Just as safety is essential to our operations, we maintain a constant focus on the environmental management of our activities. In 2025, we continued to strengthen our commitment to the circular economy, biodiversity protection and the efficient use of resources through our "Actúa Verde" programme. This approach reflects our conviction that the terminal's development must advance in balance with environmental stewardship, incorporating practices that promote a more sustainable operation over time.

We also continued to move forward with determination on transparency, integrity and regulatory compliance. We maintain an active commitment to responsible ethical management, strengthening our internal standards, promoting relationships based on trust and consolidating mechanisms that safeguard probity across all our processes. We understand that strong governance is fundamental to our operations.

Looking ahead to current and future challenges, we will continue working to contribute to excellence in the port industry. Our market position, growth and the efficiency we have achieved are the result of the passion of port workers and their commitment. They are also the result of the trust placed in us by our customers, whom we have supported over these 25 years by listening to their requirements and working together to respond promptly and efficiently. I would like to express my sincere thanks to our team, to local residents, to the authorities and especially to our shareholders. Together, we will continue building a more efficient, safe and sustainable port—one that connects Chile with the world and creates value for all.

Keywords included in this integrated report

APL: Clean Production Agreement.

Call: Arrival of a vessel in port or at a point on the coast, as an end to its voyage or to continue navigation.

CCTV: Closed-circuit television.

CMF: Financial Market Commission.

Customs Agent: Professional assistant of the public customs entitled by the National Customs Service of Chile to render services to third parties as manager in the dispatch of goods.

DEI: Diversity, Equity and Inclusion.

Draught: The vertical distance between a point on the waterline and the baseline or keel of a vessel, including the thickness of the hull.

EPV: Empresa Portuaria Valparaíso, entity that is 100% owned by the State of Chile, created under Act No. 19,542, on December 19, 1997.

Export: The legal exit of national or nationalised goods for use or consumption abroad.

Franchisee: Natural or legal person entitled by the franchise law to trade products or services of a certain brand.

Gates: Terminal entrances through which trucks transit for the delivery and dispatch of cargo.

GPTW: Great Place to Work, work environment and internal satisfaction survey.

Import: The legal entry of foreign goods for use or consumption in the country.

IT: Information Technology.

Loading: Movement of cargo from the berth site to the inside of the holds or deck of the vessel.

Maritime Authority: General Directorate of Maritime Territory and Merchant Marine, a high-level organisation of the Chilean Navy.

MPD: Crime Prevention Model.

NAVIS: Highly efficient port terminal operating system used in the most important ports worldwide.

Port Operators: Companies managing berth sites, yards, warehouses and stacking sites.

RCA: Environmental Qualification Resolution.

R.U.N.: Chilean national identity card number.

RTG: Rubber Tyred Gantry, refers to yard gantry cranes.

SDGs: Sustainable Development Goals.

SG-MASS: Integrated Environment, Health and Safety Management System.

Shipping Agency: Shipowner's representative at the port (different types of representation).

Shipping Companies: Owners, maritime carriers or proprietors, and vessel operators.

Spreader: Cargo lifting unit.

STS: Ship-to-Shore quayside gantry cranes.

TEU: Universally used measure to account for cargo transferred in port terminals, as there are containers of various sizes. It is defined as "the equivalent unit of a twenty (20)-foot container".

ThUS: Thousand dollars.

TPV: Valparaíso Port Terminal.

ZEAL: Logistics Support Extension Zone.

01 About TPS

We are an essential player in Chilean foreign trade, promoting the development of the industry with sustainability and operational excellence.

1.1 A world-class Terminal

NCG 461 2.2, 2.3.1, 2.3.3, 6.1.iii, 6.1.iv, 6.4, GRI 2-6, 413-2.i.

Our Terminal is a relevant player in Valparaíso’s logistics chain and the main port for Chile’s fruit exports, contributing to efficient and safe foreign trade that boosts key sectors of the economy.

25 years ago we took on the challenge of becoming the main Terminal of Valparaíso, epicenter of one of the most important ports in the country. We are pioneers of national port modernisation and one of the most efficient terminals in cargo transfer per operating hectare. We have achieved this thanks to the efforts of a highly committed team, together with strategic investments and the incorporation of new technologies that have allowed us to continue growing and strengthening our operation.

We are a private company that, within the framework of the concession contract signed in 2000 and valid until December 31, 2029, manages the Berthing Front No. 1 of the Port of Valparaíso. In this space, of 14 hectares, the core of our business is developed; the transfer and transient storage of cargo.

Since we are a concessioned Terminal and in accordance with current national regulations, we are under the supervision of the Financial Market Commission (CMF), as part of the Registry of Informants, and must report

regularly to the supervisory entity. Likewise, we are governed by the regulation of the Valparaíso Port Company, within the framework of the respective concession contract. The company is not subject to the supervision of foreign regulatory entities.

TPS is part of Ultramar, a group of companies founded in Chile more than 70 years ago, a leader in maritime, port and logistics activity. The controller is Neltume Ports S.A., a company that is controlled by Inversiones Ultramar Limitada, controlled, in turn, by Servicios Marítimos Inversiones Panguipulli S.A. CPA.

The ownership of the company is distributed as of December 31, 2025, as follows: Neltume Ports S.A. with 60.01% of the shares and ConTug Terminals S.A. with 39.99% of the shares.

Undoubtedly, our location on the central coast, at coordinates 33° 01’ 33” south latitude and 71° 38’ 22” west longitude, 110 kilometres northwest of Santiago, the country’s capital, constitutes a fundamental competitive advantage. The Valparaíso region, together with the Metropolitan Region, are the most relevant strategic poles for Chile’s economic growth, and where more than 50% of the national population and economic activity is concentrated.



- 110 km from Santiago
- 33° 01’ 33” latitude south
- 71° 38’ 22” longitude west

Key figures for 2025



7,779,276

tons of moved cargo.

916,355

TEUs moved.

380

vessels handled.

14

cruises ships handled.



1,436

people visited the Terminal.

13,117

people benefited from TPS' community programmes.

74

institutions benefited by our social initiatives.

Supplier Development Programme with

13

participating companies.

55%

SME suppliers, with an average of 9 days of payment.

38%

local suppliers, with an average of 9 days of payment.



423

employees.

90

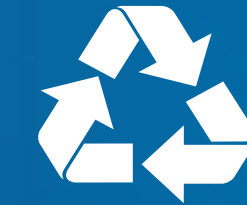
women.

333

men.

4

Self-Care and Mutual Care campaigns.



Off-grid electricity from

100%

renewable sources.



100%

of personnel trained on the Ethics Management System.

100%

compliance with the stakeholder relationship plan.

1.2 Our development in time

2005 – 2009

- We incorporated the first RTG yard gantry cranes and two new STS cranes.
- We reached transfer volumes never seen before in the country with a 63% increase in cargo transfer.
- We had 4 STS cranes, 3 mobile cranes, 19 yard cranes and an OCR system at the entrances.
- We started an alliance with Santiago Wanderers, in force until today, which has allowed a series of social impact initiatives in the city.
- We received 30 passenger ships, moving almost 100,000 people.

2015 – 2019

- We implemented NAVIS, being the first port in Chile to use this leading operating system.
- We completed the largest port expansion in a century in Valparaíso: 120 metres on the Berthing Front, reaching 740 linear metres of dock.
- We achieved one million TEUs in one year and 10 million tons mobilised in the concession.
- We carried out the controlled collapse of the first crane, leaving the Front with 9 STS cranes.
- We acquired 5 STS Liebherr cranes, the largest at the time, strengthening capacity and efficiency.
- Record cherry exports for the Lunar New Year: 120,000 tons (60% of the national total).



2000 – 2004

- We began operations as concessionaires of Terminal 1 of the Port of Valparaíso, within the port concession system.
- We received and operated the first STS gantry cranes in Chile for container transfer.
- We achieved ISO 14001 (Environment) and OHSAS 18001 (now ISO 45001) certifications on Occupational Health and Safety.
- We obtained ISPS certification, an international code for the security of ships and port infrastructure, reinforcing our commitment to safety and the environment.



2010 – 2014

- We invested about US\$ 80 million in equipment, training and process modernisation.
- We carried out dredging at Sites 1, 2 and 3 to receive vessels of greater draft and began carbon footprint measurement with GHG Protocol and WPCI.
- We obtained the ProPyme Seal, guaranteeing payment to suppliers in a maximum of 30 days.
- We mobilise 994,000 tons per year thanks to the commitment of our team.



2020 – 2025

- During the pandemic, we ensured operational continuity, guaranteeing foreign trade.
- We published the first Integrated Reports, providing a unified overview of our economic, social and environmental performance.
- We initiated cultural transformation to promote the development of people and a more efficient and safe operation.
- We implement SAP, the most widely used business management software worldwide.
- By 2025 we have 45 tractor trucks, 11 Reach stacker cranes, 6 Top Lifter cranes, 15 RTG, 8 gantry cranes and 1 Mobile crane.
- We ensured that 100% of the electrical energy came from renewable sources and obtained ISO 50001 certification.
- Historical record in cherry exports: 354,355 tons.
- We obtained the certification of the Clean Production Agreement (APL in spanish) "Transition to the circular economy", consolidating advances in more efficient and sustainable management.
- We received a dozen state-of-the-art container ships, adding new operational challenges.

Milestones that marked TPS in 2025

25 years in Valparaíso

TPS celebrated 25 years since the operation of Terminal 1 of the Port of Valparaíso began, a key milestone that accounts for a history of transformation and innovation in the country's maritime and port activity. Throughout these years, the company has contributed in a sustained way to the development of Chilean foreign trade, with the purpose of generating a positive impact on people's quality of life and always maintaining a strong commitment to the community of Valparaíso.

Record cherry transfer

January saw the most successful cherry export season in its history, with a total of 354,355 tonnes mobilised between the end of 2024 and the beginning of 2025, representing approximately 56.6% of Chile's total cherry exports. This volume represents an increase of 66% compared to the previous season, reflecting the collaborative work of all the actors in the logistics chain and TPS's experience in cargo transfer, consolidating the terminal as one of the main points of departure for Chilean export fruit.

Evergreen Regular Service Arrival

Evergreen Marine Corporation, one of the world's leading shipping companies, joined the TPS operation in early 2025 through the regular WSA service, which connects South America with Asia through weekly calls. This new service reflects the competitiveness of the Terminal and the Port of Valparaíso, as well as TPS's solid logistics performance to meet the requirements of its customers with high standards of excellence and safety.

APL Circular Economy Certification

TPS obtained the certification of the Clean Production Agreement (APL) 'Transition to the circular economy', a programme developed together with Acción Empresas. Initiated in 2021, this agreement included an agenda of projects aimed at promoting the transition of the Terminal towards a circular economy model, through the survey of a circularity baseline, the identification of gaps and opportunities, and the design of a management plan with short, medium and long-term actions.



Evergreen Regular Service Arrival

Supplier Development Programme

A total of 13 contractor companies participated in the 2025 Supplier Development Programme, an initiative aimed at identifying opportunities for improvement and advancing corporate sustainability alongside the TPS value chain. In its third version, the programme focused on ethics management, support in the face of recent regulatory changes and the implementation of Decree No. 44 on preventive management of occupational risks. Likewise, the Supplier Portal and the Supplier Code of Conduct were launched, tools aimed at strengthening a more transparent, orderly and sustainable relationship with our suppliers.

Third version TPS Grant Funds

With about 50 social organisations applying, the third version of the TPS Grant Funds was consolidated this year as a programme that directly contributes to the development of social impact initiatives in the commune. On this occasion, the winners were the Playa Ancha Sports Club, the Captain Aquiles Ramírez Scout Group, the Centre for Parents, Mothers and Guardians of the Bicentennial Maritime High School of Valparaíso; the Neighbourhood Council No. 33 of Cerro Mesilla and the Manuel Montt Neighbourhood Council.

Street cleaning in Barrio Puerto

“Together we clean Barrio Puerto” is the name of a public-private initiative that brings together TPS, the Municipality of Valparaíso, the Valparaíso Port Company and TPV, and which began during the second half of 2025 to thoroughly clean the streets of the city’s emblematic foundational neighbourhood, in order to recover spaces, improve the quality of life of neighbours and promote urban care among neighbours, merchants and visitors. The work was carried out with pressure washers, at night, covering the busiest points, such as Plaza Echaurren and La Matriz.

Crime Prevention Model (MPD) Audit

With more than 50 policies and procedures implemented in the last four years, the first audit of the TPS Crime Prevention Model (MPD in Spanish) was carried out in 2025, along with the execution of a complete training plan on financial, ethical and legal processes. The MPD consolidates the mechanisms to prevent the occurrence of the crimes contemplated in Law 20,393 on Criminal Liability of Legal Entities and Law 21,595 on Economic Crimes, and strengthens the TPS Ethics Management System. In this way, the correct operation of the MPD in TPS was confirmed.

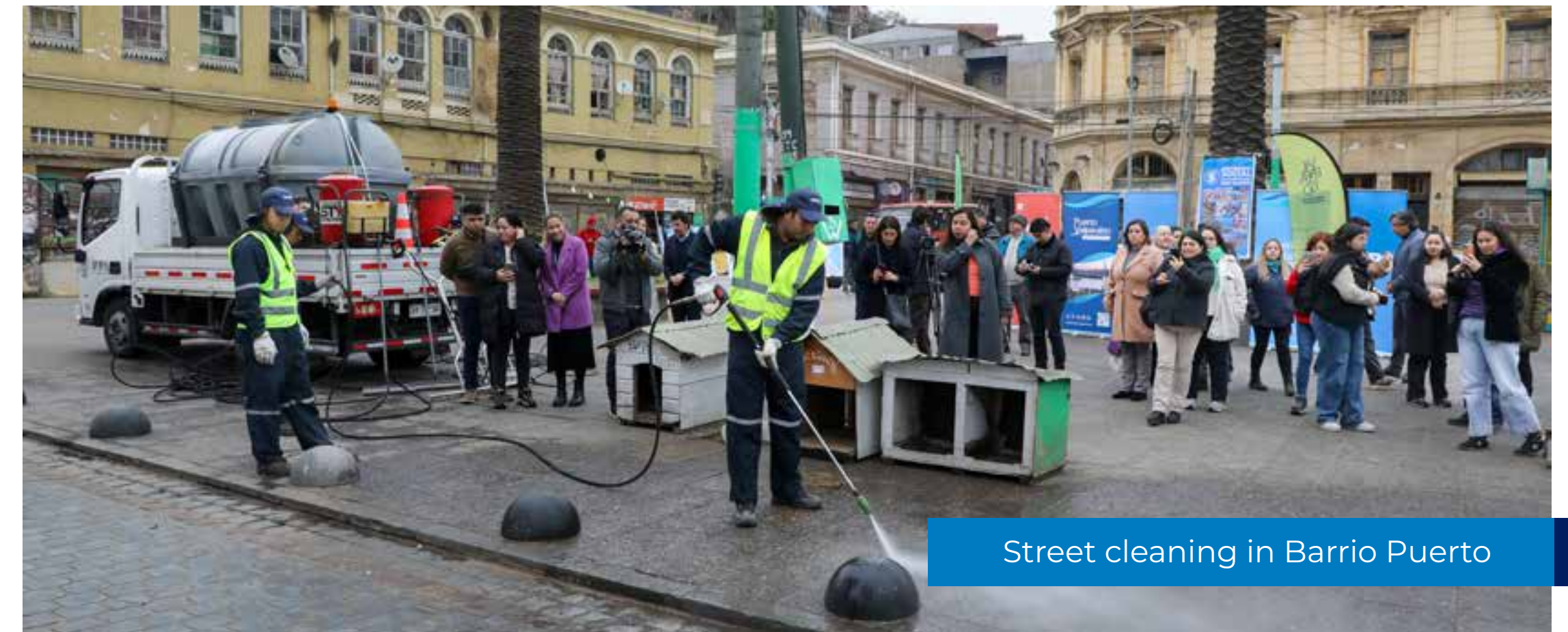
Arrival of state-of-the-art vessels

During the year, a dozen state-of-the-art vessels made their first call at TPS, incorporating new operational challenges associated with its large dimensions. These include the ONE Sphere, ONE Sincerity and ONE Sapphire spacecraft, with capacities of more than 13,000 TEUs.

In the case of MSC, eight vessels with capacities between 7,900 and 11,400 TEUs called at TPS for the first time, with MSC Edna standing out, with 335 metres in length. Likewise, during the last quarter of the year, Evergreen incorporated two Class F aircraft, both with a capacity of more than 12,000 TEUs, reinforcing the operation of large-scale services in the Terminal.

New yard equipment

A total of nine new yard cranes – three Reach stackers and six Top Lifters – manufactured by Kalmar, were incorporated into the TPS operation. These are equipment that are characterised by their energy efficiency, such as low fuel consumption and lower emissions; and for having safety devices such as reversing cameras to prevent accidents. This new equipment represents an investment of 4,7 million dollars.



Street cleaning in Barrio Puerto

1.3 Corporate Governance: Board of Directors

NCG 461 3.2.i, 3.2.viii, 3.2.xiii, GRI 2-11.

Permanent Directors

Richard von Appen Lahres

R.U.N (ID Card No.) 6.998.521-1
Chairman of the Board of Directors
Commercial Engineer

Alejandra Mehech Castellón

R.U.N (ID Card No.) 7.040.513-K
Commercial Engineer

Felipe Vial Claro

R.U.N (ID Card No.) 7.050.840-0
Lawyer

Álvaro Brunet Lachaise

R.U.N (ID Card No.) 7.166.439-2
Mechanical Engineer

Gonzalo Russi García

R.U.N (ID Card No.) 14.167.941-4
Industrial Civil Engineer

Antonio José de Mattos Patricio Junior

Foreign
Captain, Master in Port Management

Alternate Directors

Roberto Barra Constanzo

R.U.N (ID Card No.) 7.413.021-6
Industrial Civil Engineer

Pamela Álvarez Castillo

R.U.N (ID Card No.) 9.532.350-2
Industrial Civil Engineer

Fernando Reveco Santander

R.U.N (ID Card No.) 11.833.941-K
Industrial Civil Engineer

Nicolás Núñez Berríos

R.U.N (ID Card No.) 14.157.087-0
Commercial Engineer

Andrés Repetto Bustamante

R.U.N (ID Card No.) 16.141.807-2
Civil Engineer

Hugues Ronan Favard

Foreign
Captain, Master in Skills Certification



- The last renewal of the Board of Directors was carried out on April 29, 2025 and, on May 15, 2025, Richard von Appen Lahres took over as president of the board, replacing Pablo Ihnen de la Fuente (†). The new chairman does not hold executive positions in the company.

- On October 28, 2025, Gonzalo Russi García takes over as Director, replacing Pier-Paolo Zaccarelli Fasce.

- The members of the Board of Directors visited the Terminal for specific meetings during the year, in addition to the meetings that are held quarterly.

1.3 Corporate Governance: Executives

NCG 461 3.4.i



Cristian Rodríguez Samit
 R.U.N. (ID Card No.) 12.658.852-6
 Managing Director
 Industrial Civil Engineer
 Joined the Ultramar group in 1999
 Took office in 2024

Nelson Ojeda Morales
 R.U.N. (ID Card No.) 15.098.283-9
 Operations Manager
 Civil Mechanical Engineer
 Joined the Ultramar group in 2011
 Took office in 2025

Rodrigo Cabrera Einersen
 R.U.N. (ID Card No.) 8.894.404-6
 People Manager
 Weapons Execution Engineer
 Joined the Ultramar group in 2000
 Took office in 2019

Ivan Ianiszewski Encina
 R.U.N. (ID Card No.) 14.408.217-6
 IT Deputy Manager
 Naval Electrical Engineer
 Joined the Ultramar group in 2013
 Took office in 2021

Fernanda Rehbein Paladino
 R.U.N. (ID Card No.) 15.638.868-8
 Sustainability and Communications
 Deputy Manager
 Journalist
 Joined the Ultramar group in 2018
 Took office in 2024

Alberto Corvalán Basta
 R.U.N. (ID Card No.) 17.864.427-0
 Commercial Deputy Manager
 Industrial Civil Engineer
 Joined the Ultramar group in 2025
 Took office in 2025

Alejandro Estay Cataldo
 R.U.N. (ID Card No.) 15.972.128-0
 Asset Deputy Manager
 Civil Mechanical Engineer
 Joined the Ultramar group in 2025
 Took office in 2025

Carlos Vásquez Inda
 R.U.N. (ID Card No.) 16.231.811-K
 Head of HSE
 Industrial Civil Engineer
 Joined the Ultramar group in 2015
 Took office in 2019

- During 2025, the Administration and Finance Manager assumes new responsibilities. The new Manager begins his duties on January 2, 2026.

Organisational chart



1.5 Infrastructure, equipment and capacity of the Terminal

NCG 461 6.4.i

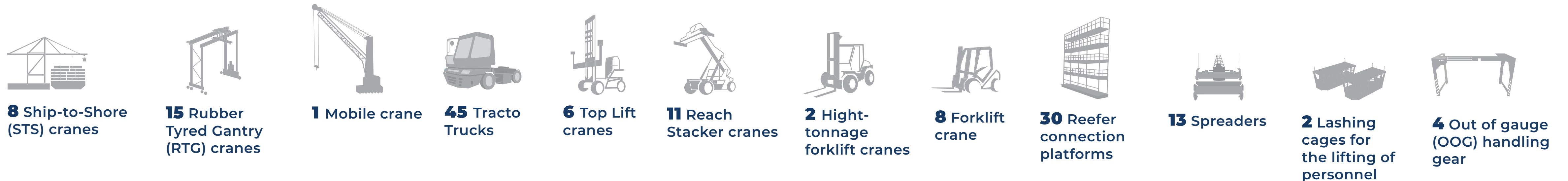
We make permanent investments to maintain a modern and efficient infrastructure, which allows us to offer an excellent service and adapt with agility to the port requirements of foreign trade.

The capacity of our Terminal's aircraft service lies in two Berthing Fronts. The main one, with a length of 740 metres and a maximum authorised draft of 14.1 metres, includes Sites 1, 2 and 3, which allows vessels of 366 metres in length or two ships of the Post-Panamax and Super Post-Panamax type simultaneously. The secondary berthing front is 266 metres long and is home to smaller vessels such as camera ships and passenger ships.

In 2025, we have 3,500 reefer connections that guarantee the continuity of the cold chain, keeping refrigerated containers in optimal conditions during their stay in the Terminal. Each unit is monitored in real time, to ensure the quality and safety of the cargo.

The access doors, or Gates, have a high-efficiency digital system, Optical Character Recognition (OCR), which allows the efficient traceability of the cargo and its means of transport.

To reinforce the yard equipment, this year we have put into service 6 new chassis, 3 Reach stacker cranes, and 6 Top Lifter cranes.



1.6 Risk Management

NCG 461 3.6.i, 3.6.ii.a, 3.6.ii.b, 3.6.ii.c, 3.6.iii, 3.6.iv

By developing a matrix of risks and opportunities, we carry out periodic analyses of the factors that may impact our company in economic, social, environmental, financial, labour, regulatory and information security areas. These risks allow us to define mitigation measures and establish monitoring plans to ensure proactive and effective management.

The process considers current regulations and their updates, and as part of the monitoring, we review these issues in conjunction with the Board of Directors.

RISKS MARKET

SOCIAL AND OCCUPATIONAL RISKS

RISKS HEALTH, SAFETY AND ENVIRONMENT

RISKS FINANCIAL

INFORMATION SECURITY RISKS

ETHICS RISK AND GOVERNANCE

RISKS IN ASSET MANAGEMENT

Risks

Some factors that may affect our operations derive from the evolution of international maritime trade, which includes, for example, the increase in the size of ships, which could generate operational limitations of the Terminal.

Labour relations, regulatory changes and the link with the community and the environment near our operation are fundamental issues that impact the organisation and constitute key areas for the management of the Terminal.

Risks in the port industry include accidents and environmental impacts, as well as conditions arising from climate change, such as strong winds and storm surges that can affect the continuity of operations.

Potential macroeconomic changes are risks that could lead to losses. Among those identified are: access to credit, liquidity, exchange rate and interest rates.

The risks identified in this area include eventual interruptions in the operation, loss of efficiency, increased costs associated with remediation measures in the event of cybersecurity incidents, as well as potential reputational impacts for the organisation.

In accordance with the regulatory changes and their updates, the main risks are those that come from the modifications introduced through Law 20,393 on Criminal Liability of Legal Entities and Law 21,595 on Economic Crimes.

Inadequate management of assets and infrastructure can affect their availability and performance, generate additional costs and cause interruptions in operation.

Opportunities

The operational experience of the Terminal, together with favourable weather conditions, represents an opportunity to strengthen our position as a reliable and safe alternative for the berthing of ships.

The permanent relationship with Stakeholders allows us to anticipate scenarios, identify opportunities for improvement and manage associated risks in a timely manner. In this context, we promote an open and transparent dialogue, based on relationships of trust and instances of collaborative work, which allows us to understand the expectations of each of them regarding the role played by the organisation.

Strengthening the culture in health, safety and the environment reduces risks and contributes to safe operations. The updating of protocols improves the response to eventualities, while adaptation to climate change anticipates impacts and guarantees efficiency.

A timely control of our financial management allows us to know the fluctuations of the market and adopt preventive measures. Among them: hedging of exchange rate exposure and interest rates.

Strengthening information security is an opportunity to increase operational continuity, protect critical information, and ensure business continuity by implementing technology controls, backup and recovery plans, and raising awareness among people.

The current regulatory changes represent an opportunity to strengthen and update our Ethics Management System, through the permanent dissemination of the Complaint Channel, the creation of Ethics and Crime Prevention Committees, the promotion of the Code of Ethics and the reinforcement of the controls associated with the Crime Prevention Model (MDP in spanish), consolidating a culture of integrity and compliance in the organisation.

The implementation of strategies aimed at ensuring reliability and operational continuity, together with the strengthening of asset management processes, represents an opportunity to optimise their performance and generate greater operational efficiency.

02 How we create value

Sustainability is the central pillar guiding our management, integrating environmental, social and governance commitments in the short, medium and long term.

2.1 Sustainability Strategy

NCG 461 3.1.ii, NCG 461 3.2.vii, NCG 461 4.2



We are actors committed to responsible growth, and it is a strategic definition that the company’s decisions are made taking into account the potential impacts they may have on communities, on workers —particularly with regard to respect for human rights— and on the environment, including climate change. Given the context in which TPS operates and the risks associated with its activities, integrating a sustainability approach throughout the entire value chain is key to ensuring service continuity.

In this context, our Sustainability Strategy forms the basis for the incorporation of environmental, social and governance matters in the planning and operation of the business.

The objectives of the strategy are set out in our Roadmap, which defines measurable indicators in the short, medium and long term, which allows the monitoring of the actions and commitments acquired in these areas.

The Sustainability and Communications area, which reports directly to the Managing Director, is responsible for implementing and monitoring actions aimed at generating positive impacts on the different Stakeholders. It also submits a monthly report to the Board of Directors with the main milestones and progress associated with the five pillars of the strategy, allowing the highest corporate governance body to have relevant and timely information for analysis and strategic decision-making.



Pillars of the Sustainability Strategy

Pillars
Commitments
Management Focus Areas

Our People

Our employees are the driving force behind our strategy. We seek to contribute to the growth and development of each individual, positively impacting their quality of life.

Commitments:

- Contribute to the business by promoting talent development, giving value to merit and enhancing value through diversity.
- Ensure a positive work environment where every employee takes pride in belonging to TPS.
- Comply with the highest safety standards for our people.

Progress 2025:

- The company's training plan was strengthened, with the main objective being to provide skills to port workers in different functions. This, which was carried out internally with its own instructors, allows to continue strengthening employability and operational flexibility.
- As part of the permanent search to reduce accidents and incidents that could affect the integrity of people, work was done to consolidate the safety culture. All the trainings developed during the year included a risk prevention module.
- We present an improvement in the general satisfaction of the work environment survey that is carried out annually, by one point compared to 2024, reaching a score of 87.

Reliability and Transparency

By means of transparent and trusting relationships with all our Stakeholders, we seek to ensure integrity as a core value of TPS.

Commitments:

- Engage with all our Stakeholders.
- Promote robust ethical management.
- Safeguard the organisational culture of TPS.
- Ensure the development of the Port of Valparaíso through our actions.

Progress 2025:

- The Crime Prevention Model was refined with the updates of the legislation, and training was carried out for all personnel on ethical and legal issues. The Model was incorporated into the Internal Regulations, employment contracts and corporate policies.
- With more than 50 policies and procedures implemented in the last four years, the first audit of the TPS Crime Prevention Model (MPD) was carried out in 2025.
- For the third consecutive year, the Supplier Development programme carried out with the support of Sercotec, which in 2025 reached 13 companies that received training in ethics management, with the aim of supporting them in the changes of legal regulations in the country.

Customers and Operational Excellence

We strive for the highest standards of quality in our services and processes, ensuring a profitable management of our business, responding to the needs of our customers and the dynamism of the markets in which we participate.

Commitments:

- Provide outstanding services.
- Manage our business efficiently and profitably.
- Constantly seek continuous improvement through innovation and development of technologies and tools that enhance the business.
- Protect the safety of cargo and infrastructure and promote cyber security.

Progress 2025:

- An investment of US\$ 5 million was made in the acquisition of equipment and new technologies, in Reach stacker and Top Lifter, which incorporate energy efficiency elements and safety systems to prevent accidents. This equipment is essential to strengthen the operation and improve the level of service for our customers.
- Processes were standardised through the sTePS programme, which is under development to strengthen planning and ensure quality and operational continuity.
- The Terminal's operational processes were adjusted, reinforcing security as the basis for more productive and efficient management.
- We worked actively with members of the value chain, through FOLOVAP, promoting coordination, dialogue and continuous improvement in matters of safety, productivity and port operation.

Social Development

We seek to enhance social development within the areas in which we operate. We aspire to be good neighbours, provide job opportunities, improve people's quality of life and create spaces to promote entrepreneurship, placing emphasis on local suppliers.

Commitments:

- Contribute to the development and quality of life of the communities in which we operate.
- Support the development of suppliers, especially local ones.

Progress 2025:

- For the third consecutive year, the Grant Funds were held to finance projects with a positive impact led by social organisations. In 2025, five organisations were winners of \$1,500,000 for the execution of their initiatives.
- TPS launched the Supplier Portal, which allows companies to access, in a transparent and orderly manner, information such as the status of their purchase orders and payments. In addition, the Supplier Code of Conduct sets out the minimum standards of ethical and responsible behaviour expected from our suppliers
- In 2025, TPS Soccer Schools benefited 12 educational establishments in Valparaíso and around 280 students.
- TPS participated in the public-private initiative "Together we clean Barrio Puerto", together with the Municipality of Valparaíso, the Valparaíso Port Company and Valparaíso Port Terminal, aimed at the recovery of public spaces and the improvement of the urban environment.

Caring for the Planet

Caring for the planet represents a global challenge. We want to contribute from our experience, reducing our environmental footprint and identifying opportunities for a more efficient use of resources, reducing our greenhouse gas emissions and promoting a cultural change towards more environmentally friendly operations.

Commitments:

- Foster a proactive environmental culture within TPS.
- Reduce our carbon footprint.
- Protect areas of high biodiversity value close to our operations and manage the effects of climate change.

Progress 2025:

- All the trainings carried out in 2025 included a module on environmental care.
- TPS obtained the certification of the Clean Production Agreement (APL) "Transition to the circular economy" promoted by Acción Empresas, in recognition of its commitment and concrete actions towards a more sustainable production model.
- Promotion of the "Actúa Verde" programme, with a focus on biodiversity in 2025, and Huella Chile certification from the Ministry of the Environment in recognition of the reduction of its emissions.
- Incorporation of new playground equipment with technology for lower energy consumption and an "eco" driving system.

Purpose, Mission and Vision

NCG 461 2.1

P

Purpose

Contribute to people's quality of life through the development of foreign trade in a sustainable way and with operational excellence.

M

Mission

Promote foreign trade through a high-quality service, based on a comprehensive and sustainable approach, in which people are at the core of our activity.

V

Vision

Be a world class terminal, providing a high-quality service, adding value in cargo transfer and services, connecting Chile with the world.

Values

NCG 461 2.1



PASSION

It is the energy that encourages us to operate with joy and creativity, undertaking every problem as a challenge and an opportunity; it is nourished by the conviction that what we do is valuable and contributes to our well-being as well as that of others.



INTEGRITY

It consists of acting faithfully to our deepest values and convictions, being consistent with our words and actions.



EXCELLENCE

It is constantly seeking to improve everything we do and aiming to exceed our customers' expectations, and to put our competencies, skills and experience at their service, ensuring quality and dedication.



SAFETY

People give meaning to everything we do. Protecting life and the environment in all our actions must always be a primary concern.

2.2 Sustainable Development Goals

NCG 461 4.2

Within the framework of our Sustainability Strategy, and from a comprehensive and collaborative vision, at TPS we contribute with concrete actions to eight of the 17 Sustainable Development Goals (SDGs) promoted by the UN.

The SDGs seek to guide countries, companies and organisations towards balanced development that combines economic growth, social inclusion and environmental protection, ensuring wellbeing for present and future generations.



SDG 4: Quality Education

Objective: ensure inclusive and equitable quality education and promote lifelong learning opportunities for all.

Our contribution:

- We articulate alliances with universities, professional institutes and technical high schools in the Valparaíso region, promoting training and development opportunities for both students and inhabitants of the commune.
- Professional internships and training initiatives such as the Inacap Channel Programme and the Dual Training Programme with the Maritime Institute of Valparaíso.
- Training courses in trades with a focus on local talent carried out in partnership between TPS, the Municipal Office of Labour Intermediation (OMIL in Spanish) of Valparaíso, INACAP and SOFOFA.
- Internal training for interns and our team, through the TPS Academy platform, plus scholarships for students.
- TPS Soccer Schools Programme in which 282 students from fourth to eighth grade participated, in 2025, in order to promote the full development of minors.
- We present a pedagogical guide in partnership with the Baburizza Museum and the Municipality of Valparaíso aimed at promoting active learning and the link with the city.

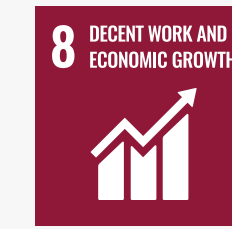


SDG 5: Gender Equality

Objective: achieve gender equality and empower women and girls.

Our contribution:

- Through the application of our Diversity, Equity and Inclusion (DEI) Policy.
- Through the “Women on Board” programme. More information on page 34.
- With the Network of Diversity Agents we promote a cultural change that promotes inclusion, respect and participation of all our employees.
- We integrate this objective into all the projects and processes we promote.
- We participate in WISTA Chile, an organisation that brings together professional women in maritime transport and international trade.
- In order to promote female leadership in the maritime-port industry, Ocean Network Express Latin America (ONE), through its “ONE for WOMAN” programme, led a panel discussion together with WISTA Chile and TPS.



SDG 8: Decent Work and Economic Growth

Objective: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.

Our contribution:

- We promote decent and safe work through high standards of occupational safety and health, supported by our Integrated Policy and the Integrated Management System for the Environment, Health and Safety at work, together with fair working conditions and compliance with current regulations.
- Strengthening capacity building, through continuous training programmes, technical training and development of competencies for employees, students and people in the community.
- We promote and articulate local employability, especially in trades and port operations. 49% of our employees reside in the Valparaíso commune.
- We promote responsible labour relations, based on dialogue, respect and collaboration with workers and trade union organisations.
- We contribute to the economic development of the territory, through an efficient and sustainable operation that boosts production chains and opportunities for local suppliers.



SDG 10: Reduced Inequalities

Objective: reduce inequality within and among countries.

Our contribution:

- Incorporation of Diversity, Equity and Inclusion issues in all our policies in the People area.
- We have a Recruitment Policy and a Remuneration Policy.
- We implemented recruitment processes free from any type of bias through the use of candidate shortlists.
- Periodic review of incomes to ensure salary equity in positions of equal responsibility, according to the HAY methodology of salary scale and bands.



SDG 13: Climate Action

Objective: take urgent action to combat climate change and its impacts.

Our contribution:

- We have an Adaptation Plan on Vulnerabilities to Climate Change, which identifies the company's gaps and manages adaptation and mitigation measures.
- We have been measuring our carbon footprint in the three scopes for more than a decade, strengthening the management and reduction of emissions.
- We are certified in the ISO 50001 standard, strengthening the efficient management of the energy used in our operations.
- We continuously work on environmental education and awareness aimed at our employees and contractors.



SDG 14: Life Below Water

Objective: conserve and sustainably use the oceans, seas and marine resources for sustainable development.

Our contribution:

- We have an Annual Plan of Spill Drills and Exercises, both at sea and on land, which allow us to always be prepared to avoid situations that could affect the marine environment.
- We promote an Environmental Monitoring Plan, which by regulation we must comply with as concessionaires, and which allows us to monitor compliance with the environmental measures that apply to our activity.
- In 2025 we participated as volunteers in beach clean-up organised by the General Directorate of Maritime Territory and Merchant Marine (DIRECTEMAR in Spanish) on Caleta Portales beach in Valparaíso.
- We promote nautical culture among boys and girls, through a joint programme with GANAMAR, which includes the care of the marine environment.



SDG 16: Peace, Justice and Strong Institutions

Objective: promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels.

Our contribution:

- Within the framework of our Ethics Management System, we train 100% of the staff of our Terminal in this area.
- We carry out audits of financial resources.
- We incorporate ethics into our Sustainability Roadmap and Strategy.
- Through the Stakeholder Relations Policy, we generate transparent links with society.
- We launched the Supplier Portal, a new tool that strengthens the relationship of trust and collaboration. In addition, the Code of Conduct for Suppliers.



SDG 17: Partnerships for the Goals

Objective: strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development.

Our contribution:

- We promote the articulation and development of strategic alliances with customers and suppliers.
- We promote collaborative work with trade associations, authorities and public bodies, such as OMIL and Sercotec.
- We maintain and promote alliances with universities and academic institutions in the region, such as INACAP, aimed at strengthening local capacities.
- We promote shared value initiatives that contribute to the sustainable development of the environment in which we operate.

2.3 Stakeholders

NCG 461 3.1.iv, NCG 461 3.7.ii, NCG 461 6.1.v, NCG 461 6.3, GRI 2-29

During 2025 we updated our Stakeholder Relations Policy, a document that defines how we manage our interactions in a strategic and transparent way. This policy establishes the guidelines that allow identifying and classifying each of them, establishing criteria to evaluate the activities carried out and ensuring that each relationship generates instances of shared value. The purpose is to build bonds of trust that encourage collaborative work and contribute to the sustainable development of the region and the industry. The amendment of Law No. 20,393, which establishes the Criminal Liability of Legal Entities and its amendments and its subsequent modifications, was also incorporated, and the shared value approach that promotes initiatives that generate mutual and sustainable benefit over time is integrated.

To this end, each unit of the company is responsible for relating directly with its stakeholders, while the Sustainability and Communications area monitors compliance with the plan on a monthly basis, ensuring its updating and continuous improvement.

The Stakeholder Map is reviewed at least twice a year, which allows us to incorporate new actors and adjust strategies according to the needs detected. This dynamic management ensures that our actions are aligned with the commitments of the Reliability and Transparency pillar of our Sustainability Strategy.

During 2025, surveys were applied in key activities, such as training, Grant Funds, Supplier Development Programme, Heritage Day, Neighbourhood Route and Trucker Day, which allowed us to obtain valuable information to optimise our management.

We have formal channels for the management of complaints and claims, such as the Complaint Channel, which ensures transparency and reliability in our relationships. On a quarterly basis, the Sustainability Committee reviews progress and reports on the actions implemented, reinforcing the commitment to responsible and participatory management.



2.4 Materiality

GRI 3-1, GRI 3-2, GRI 413-2.ii

During 2025, we identified and prioritised the 10 most relevant topics for the sustainable development of the business and for TPS’s strategic decision-making, by carrying out the materiality process based on the approach provided by the Global Reporting Initiative (GRI) to measure impact in the social, environmental and governance spheres.

Methodology

The process included an exhaustive review of the material issues defined in previous years, as well as the business risk matrix. The Sustainable Development Goals (SDGs), the standards applicable to our industry, were reviewed, and an analysis of the practices and material issues used by companies inside and outside the field was carried out.

The prioritisation was carried out through materiality surveys, in which management and the 10 Stakeholders participated, represented by a total of 173 actors distributed in these categories.

Changes

Compared to the process carried out in 2024, the main changes are reflected in the structure and focus of material issues. First, ‘Cybersecurity and Critical Systems’ is incorporated as a separate topic, separating it from ‘Operational Excellence and Customer Service’, given its growing strategic relevance. ‘Continuous improvement through innovation and technological development’ ceases to be an autonomous axis and is now integrated into ‘Operational Excellence and Customer Service’, reinforcing the vision of innovation as a transversal enabler of efficiency and quality of service.

Likewise, ‘Robust Ethics Management’ evolves towards a broader approach, becoming ‘Responsible Corporate Governance’, which allows ethics to be addressed as an integral part of the governance structure.



Stakeholder Perception Survey

At TPS we believe that the opinion of the Stakeholders is essential to align our objectives with the needs of the environment, which increases the relevance and impact of our actions. For this reason, we regularly rely on different mechanisms for gathering information.

During 2025, the perceptions of TPS’s 10 stakeholder groups were gathered to understand their views regarding the Terminal’s image and level of trust. These consultations were conducted through various engagement instances, such as Truck Driver’s Day and Heritage Day,

among other activities. Additionally, feedback was collected through the materiality survey, which is conducted annually and sent to representatives of each of these groups. As a result, 90% considered TPS to be “Very Trustworthy or Trustworthy”; 92% said they had a “Very positive or Positive” image; and 73% indicated that “I know him a lot or a lot”.

Compared to 2024, there was a better positive perception of the Terminal, increasing in the Image variables by 39%; in Knowledge, by 30% and in Trust, by 20%.

Material issues

1) Health and Safety for People: seeks to guarantee safe and healthy working conditions for employees and contractors. It includes the implementation of measures, protocols and programmes that protect the physical and mental integrity of people, promoting a culture of safety and wellbeing in each area of the operation.

2) Operational Excellence and Customer Service: oriented towards efficient and innovative management that drives continuous improvement of processes, covering the quality of service and customer experience, preventive and corrective management of equipment, and cargo security and port infrastructure. Its objective is to ensure reliable, agile and high-standard operations, strengthening the relationship with users and the competitiveness of the Terminal.

3) Labour and Trade Union Relations: refers to the strengthening of dialogue and collaboration with trade unions and workers, ensuring fair and equitable working conditions. It includes the company's ability to adapt to changes in labour regulations, ensuring regulatory compliance and building labour relationships based on respect, transparency, and mutual trust.

4) Cybersecurity and Critical Systems: actions aimed at protecting information and systems critical to the operation, through prevention and response to cyber risks and threats. It includes the secure management and responsible safeguarding of data, in order to guarantee operational continuity, the reliability of the systems and stakeholders' confidence, by implementing effective measures to prevent breaches, fraud or disruptions.

5) Responsible Corporate Governance: consists of guiding the management of the company under principles of ethics, transparency and integrity, guaranteeing regulatory compliance. It is based on a solid governance structure that ensures responsible decisions, with accountability and a long-term sustainability vision, aligned with ESG (environmental, social and governance) criteria.

6) Stakeholder Relations: focused on strengthening relationships with communities, authorities, customers, collaborators and other Stakeholders, through transparent dialogue and active listening. Its purpose is to generate mutual trust, anticipate needs and build shared value, promoting solid and sustainable links between the company and its environment.

7) Talent, Culture and Organisational Wellbeing: promote the development of employees through training, the acquisition of new skills and the recognition of performance, enhancing internal talent and contributing to personal and organisational growth. At the same time, to promote a healthy, respectful and inclusive work environment, which fosters diversity, equity and people's wellbeing, generating motivation, commitment and a sense of belonging.

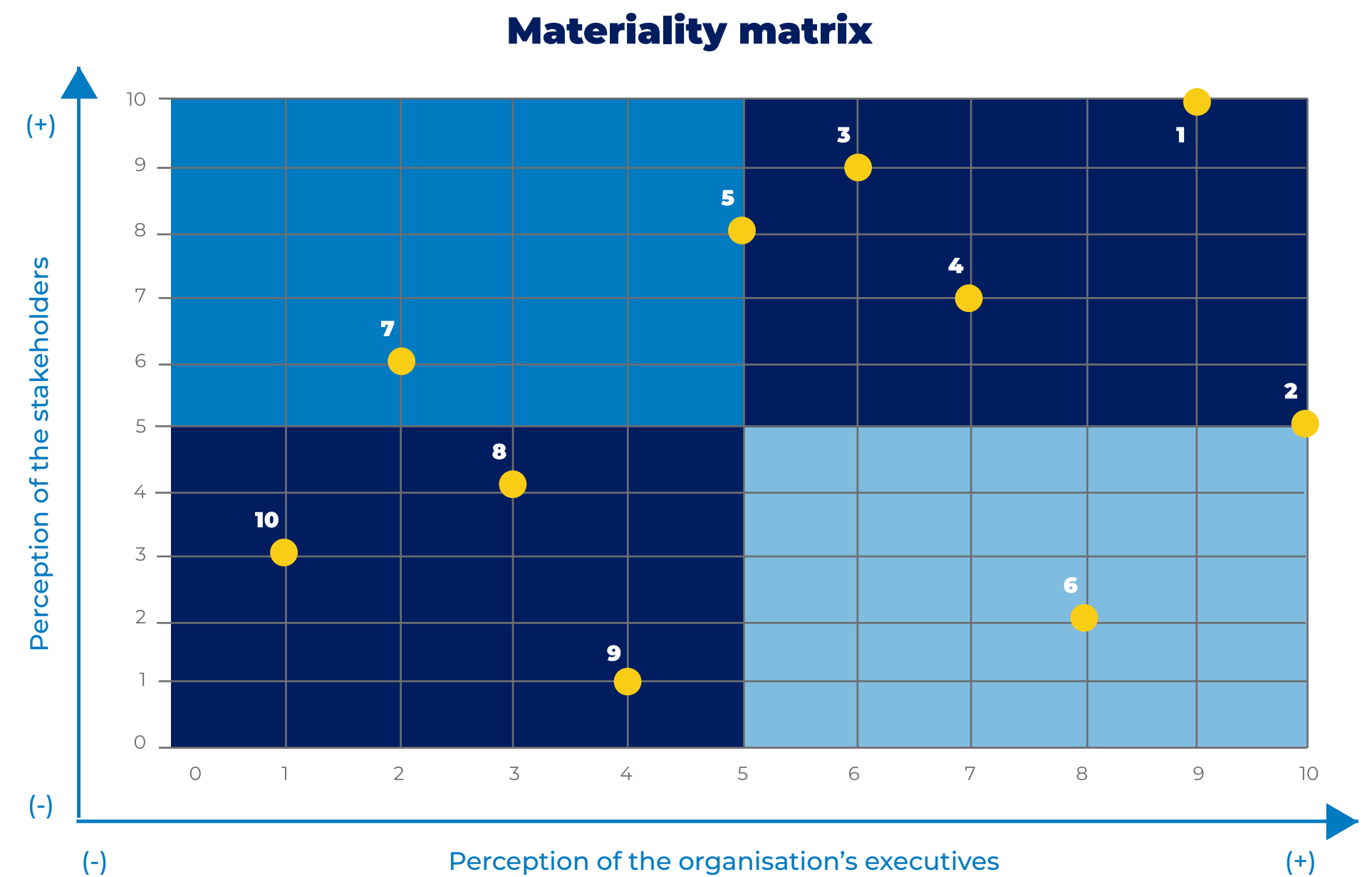
8) Environmental Management and Climate Change: promote comprehensive environmental management, which reduces the carbon footprint of the operation, reducing greenhouse gas emissions and strengthening the capacity to adapt to climate change, ensuring business continuity and environmental protection. At the same time, minimising direct environmental impacts through noise control, preventing pollution in the soil and

sea, making efficient use of resources such as water and energy, and waste management under circular economy principles. This commitment also includes the protection and conservation of biodiversity in the company's areas of influence.

9) Development of the Port of Valparaíso and its Community: emphasizes the role of the company in contributing to the economic and social growth of the city. This includes promoting tourism associated with port activity, supporting initiatives in areas such as education, culture and sport, and promoting

actions with a positive impact on the community. The objective is to strengthen the relationship with Valparaíso and contribute to its sustainable development.

10) Supplier Management and Development: establish transparent and fair relationships with those in the supply chain. This includes meeting timely payments, promoting the development of local suppliers and strengthening their capacities, thus contributing to joint and sustainable growth that benefits both the company and the community.



This matrix is built based on the survey of material issues with the Stakeholders.

2.5 TPS Operation Flow

GRI 201 -1

The identification of the processes, activities and actors that make up the TPS operation flow is key to aligning the different participants in the logistics chain, allowing coordinated management, better risk control and efficient operation in a dynamic environment.

- 1 **Entry to ZEAL:** The truck accesses the ZEAL premises, where the review of its documentation is carried out in our Pre-Gate offices, and is waiting for authorisation from the Terminal to continue its journey.
- 2 **Transportation to the Terminal:** Once requested to be lowered through the Terminal, the truck descends the “Camino La Pólvara” to Terminal Pacífico Sur Valparaíso (TPS).
- 3 **Access control (Gate):** Upon arrival at the Terminal, the truck enters through the Gates sector, where the condition of the container and its seals are verified and its access is authorised for the delivery or removal of containers.
- 4 **Operational attention inside the Terminal:** Inside the facility, the truck is attended by specialised teams, in charge of container loading and unloading maneuvers.
- 5 **Storage:** The containers that remain in the Terminal are organised and stored efficiently, in accordance with the operational and shipping planning.
- 6 **Transfer to the shipping area:** When the shipment is due, the containers are moved from their storage position to the loading area, until they are positioned under the gantry crane on the dock.
- 7 **Container berth:** The gantry crane loads the container, completing the loading process and leaving the cargo positioned inside the ship for maritime clearance.
- 8 **Unloading:** Process in which containers are unloaded from the ships and placed inside the Terminal according to the defined planning for their subsequent removal.



03 Our People

The people who make up our organisation are the driving force behind everything we do. We aspire to contribute to the development and quality of life of each TPS member.



3.1 The TPS Team

NCG 461 5.1.1, NCG 461 5.1.2, NCG 461 5.1.3, NCG 461 5.1.4, NCG 461 5.2, NCG 461 5.3, GRI 2-7, GRI 401-1, GRI 405-1

Since the beginning of TPS, 25 years ago, people have been at the centre of what we do, being fundamental pillars in the construction of a solid, inclusive and excellence-oriented organisational culture.

Our team is made up of more than 400 direct workers and 700 subcontractors. They are in our purpose and are also the driving force of our

organisation. It is in the search for permanent wellbeing that we develop initiatives that go beyond port operations, promoting cultural change, diversity and permanent training programmes, aimed at strengthening a common language such as safety, efficiency and collaborative work.

As we have done since the beginning of our history, we continue to strengthen the education and training of our people. In this context, the work of 36 employees who play a key role as instructors stands out, facilitating the construction, transmission and safeguarding of knowledge of operational excellence and organisational culture in TPS.

We work on the identification and definition of critical positions and on the design of a succession plan, in order to safeguard the operational continuity of TPS. This process considers the evaluation of the criticality of the positions based on their impact on operation, safety and decision-making, as well as the definition of an organisational structure that ensures the timely and effective replacement, in contingency situations, both of the first line of administration and of those key positions for the management and strategic performance of the Terminal.

Meanwhile, diversity, equity and inclusion are key for TPS and one of the most outstanding lines is the promotion of female participation in operational and administrative areas. Progress

in this line has been clear and the result of continuous efforts to incorporate women in different jobs. Thus, while in 2018 only 13% of the staff were collaborators, that proportion in 2025 reached 21%.

Currently, our staff is made up of 333 male and 90 female workers, most of whom are in the age range between 30 and 40 years old. In terms of seniority, 27% are less than 3 years; 10% are between 9 and 11 years old, and 33% are 12 years old or older.

Likewise, 49% of TPS's workforce lives in the Valparaíso commune, reinforcing our commitment to local employment and the development of the communities closest to our operations.

90
21%

333
79%

+ than 400 members

Did you know that at TPS we have 4 different generations working together?

Experience and teamwork coexist every day in our Terminal.

<p>Baby Boomer 1946 - 1964</p> <p>13% Percentage of people on TPS</p> <p>They value stability, experience, and long-term commitment.</p>	<p>Generation X 1965 - 1980</p> <p>30.3% Percentage of people on TPS</p> <p>They are independent, adaptable and combine the traditional with the digital.</p>	<p>Millennials 1981 - 1996</p> <p>40.3% Percentage of people on TPS</p> <p>They look for purpose in their work, value flexibility and collaboration.</p>	<p>Generation Z 1997 - 2012</p> <p>16.4% Percentage of people on TPS</p> <p>Digital natives, creative and with a fresh and innovative look.</p>
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2025 TPS Awards

For several years, we have annually recognised those employees who represent the essential values of the organisation: Passion, Integrity, Excellence and Safety, emphasizing those personal characteristics that have been building the culture of TPS. The “TPS Award”, which is the highest recognition, is awarded to the person who brings together all these values and applies them in their daily work.



Activity organised by the Recreational Committee



TPS AWARD

Jorge Day Neira
Blue Collar Worker

“This award motivates me to continue doing my job well. I want to thank TPS for all the opportunities they have given me to grow in this great company.”



PASSION AWARD

Bárbara Zagal Rojas
Pre Gate Supervisor

“I feel very proud and motivated to continue working with the same passion and dedication in my role.”



INTEGRITY AWARD

Montserrat Loyola Bastías
Billing Assistant

“This recognition is a motivation to continue growing, I think we are on the right track.”



AWARD OF EXCELLENCE

Cristian Briones Fredes
Shift Foreman

“My colleagues are also winners of this recognition, since they also do work with excellence and we all do our bit to make it work.”



SAFETY AND ENVIRONMENT AWARD

Jorge Cortés Moreno
Blue Collar Worker

“I always try to contribute with ideas or suggestions to improve or apply more safety in terms of equipment or personal protection elements, and I will continue to do so, as it is not only for me but for all my colleagues.”

Unions and Joint Committees

GRI 2-30, GRI 403-4, GRI 407-1, GRI 408-1, GRI 409-1

Unions

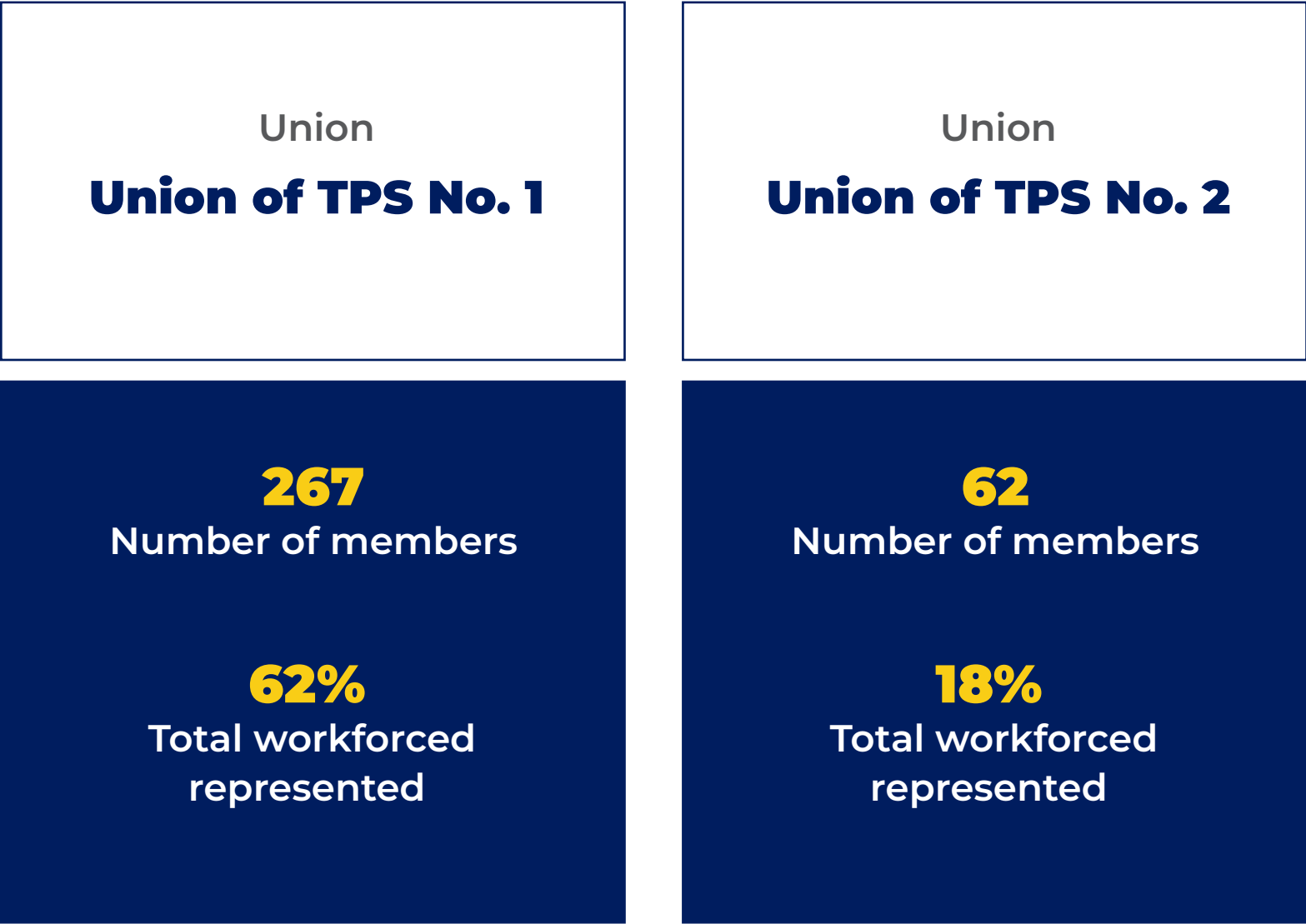
At TPS we ensure that there are no limitations in the exercise of freedom of association or collective bargaining, promoting dialogue to build associative ties and mutual support with our people.

During the period covered by this report, TPS unions did not engage in collective bargaining processes.

Joint Health and Safety Committees

We have three Joint Health and Safety Committees (CPHS in spanish) in which most of the collaborators participate, as well as representatives of contractor companies:

At TPS, we fully comply with labour regulations, so there is no risk of limiting the right to freedom of association or collective negotiations in our organisation, nor is there any risk of child labour or forced or compulsory labour.



TPS Union Representatives

Committee Name	Meeting frequency	Decision-making authority	Main activities of the year	% coverage	Number of employees represented
Administrative CPHS. TPS	Monthly.	Joint committee.	Activate verification of critical risk controls. Campaign in conjunction with CPHS Wharfage and Ultraport associated with healthy living, solar UV radiation.	40%	470
Wharfage CPHS. TPS	Monthly.	Joint committee.	Campaign for the use of safety glasses. Campaign in conjunction with Administrative and Operational Joint Health and Safety Committee and Ultraport associated with healthy living, solar UV radiation. Critical risk checks in processes in addition to equipment inspection.	60%	701
CPHS of Port. TPS, Ultraport and Report	Monthly.	Joint committee.	Collaborative work with authorities and T2.	60%	1.189

* Report staff perform their duties outside TPS facilities, specifically at Terminal No. 2.

3.2 Our Culture

TPS's organisational culture is people-centred and oriented towards operational excellence, promoting port pride, collaboration and safety as an essential value. It is based on principles of integrity, transparency and continuous improvement, and promotes the development of each one, strengthening the sense of belonging, teamwork and contribution to the sustainable development of the port and its community.

As a reflection of TPS's attractiveness for new professionals, in 2025 we were highlighted as one of the Best Companies for Interns in Chile in the Best Internship Experiences (BIE) ranking developed by First Job, which measures the experience of interns and recognises the best evaluated companies.

The BIE ranking is the only 100% online and quantitative ranking that includes this indicator, and in its 2025 version it placed TPS in 17th place among 75 companies evaluated thanks to a solid professional internship programme.



Number of students who carried out their internship during 2025: **42**

Over the past 13 years, TPS has hosted a total of **683** interns from various educational institutions in the Valparaíso Region.



Interns' day at TPS

3.3 Diversity, equity, and inclusion

NCG 461 3.1.vi, NCG 461 3.1.vii, NCG 461 5.1.5, NCG 461 5.4.1

Through our Diversity, Equity and Inclusion (DEI) policy, at TPS we are committed to respecting each employee for their personal characteristics, without making differences or carrying out discriminatory actions based on gender, ethnicity, race, nationality, age, sexual orientation, culture, religion, marital status, socioeconomic status, political affinity, appearance, language, disability situation, health, education and place of origin. based on the Principles of the Global Compact and Universal Declaration of Human Rights of the United Nations (UN).

To make this vision a reality, actions are carried out that are aimed at generating an environment of trust, freedom, collaboration and security, in which each member of the company has an important role to play. In this way, the realisation of specialised workshops, the application of the DEI Pulse to measure internal perceptions and the strengthening of

the Network of Diversity Agents (RAD) stand out. Likewise, an induction on this topic was incorporated for new entrants, training on the Karin Law and commemorative activities such as the talk on Women’s Day, all aimed at promoting an inclusive, safe and respectful work environment.

In terms of gender, pay equity is also one of the objectives of this policy. In 2025, the wage gap in this area was:

- Average 10,4%

The wage gap between 2024 and 2025 decreased by 3.6 percentage points, reflecting our commitment to continuing progress in promoting more equitable spaces within the organization.

Average: The percentage ratio between a woman’s average salary and a man’s average salary, according to NCG 461. In the case of TPS, the Blue Collar workers are not considered.



DEI Programme

“Women on Board” Programme

At TPS we believe in female talent as a driver of change.


Three years ago we created “Women on Board”, a programme that promotes the leadership of our employees, both in administrative and operational roles. During 2025, 26 women who held positions of responsibility at the Terminal successfully completed their training process. In its different editions we have worked to strengthen key skills such as:

- Personal leadership to gain confidence and make decisions with conviction.
- Emotional management to face day-to-day challenges with wellbeing and balance.
- The management of boundaries to build healthy and effective work relationships.


In addition, we have enhanced skills in team management and professional positioning. Some of the outstanding results of this programme are the following:



26%
of our participants have assumed leadership or even management roles.



31%
of women are in the role of leaders.



15%
of women participate in the operation and in critical roles.



International Women's Day

3.4 Benefits

NCG 461 5.7, NCG 461 5.8, GRI 401-2, GRI 401-3

Our commitment is to offer working conditions that promote the stability, development and integral wellbeing of our employees. To this end, we have a series of benefits and policies that cover economic, educational, health and professional development aspects. Some of these are as follows:



Commemoration of 25 years

Within the framework of our 25 years as Terminal Pacífico Sur Valparaíso, during 2025 we developed various initiatives aimed at valuing our history, the contribution of the people who have been part of the Terminal and our role in the port development of Valparaíso. Among these actions were the holding of a commemorative party, the preparation of a book that collects our main milestones, and a series of internal and external activities deployed throughout the year, which allowed us to strengthen the sense of belonging, our identity and the bond with the community.



TPS end-of-year Activity

Health

We promote the comprehensive wellbeing of employees through initiatives aimed at health and quality of life. Access to preventive medical services is facilitated through an agreement with MetLife, in addition, operations are carried out in our facilities through complementary insurance.

Breastfeeding Rooms

There are spaces set up in both the operational and administrative areas, which allow workers to express and store breast milk safely, in conditions of privacy, comfort and hygiene during their working day.

Readjustments and compensations

A six-monthly readjustment of the basic salary equivalent to 100% of the variation in the IPC (in spanish) is carried out, together with the updating of the allowances for collation and mobilisation.

Educational Support

We grant bonuses for children of workers of school age or pursuing higher education, contributing to the academic development of their families.

Flexibility

We have flexible working options and teleworking in the case of administrative roles, to promote work-life balance.

TPS Plus

A benefits programme redeemable for points, it is divided into three categories: snacks, days off and experiences. The employee has 5,000 points per year that can be used in the desired category, as long as they meet the conditions of the "TPS Plus Policy".

Training and development

We promote continuous training through operational training, online and face-to-face courses, study financing and access to programmes on our learning platform.

Postnatal and parental leave

We promote the use of the legal benefit of postnatal and parental leave. In 2025, 3 men and 4 women made use of it.

3.5 Talent development

NCG 461 5.8.i, NCG 461 5.8.ii, NCG 461 5.8.iii, NCG 461 5.8.iv, GRI 404-3

We believe in training as an engine of growth. Through different training instances, we promote the acquisition of knowledge and skills

that strengthen the performance and prepare our team for present and future challenges.



Crane operator course training

Education and training

We carried out 10,656 hours of training with an investment of approximately USD 110,000. The main forms addressed were divided into: development of skills, delivery of tools and technical knowledge.

The courses were conducted by TPS's own instructors in each of the specialties. In addition, we worked together with INACAP to update the manuals, methodology and materials used in the training.

One of the most relevant topics was the operation of equipment and safety, strengthening technical skills and reinforcing the preventive culture in the Terminal. In this line, retraining courses were developed aimed at ensuring operational standards and a safe execution of critical maneuvers:

- Tractor Truck Operator.
- Forklift Cranes Operator.
- RTG Operator.
- Container Ship Operator.
- Yard Stevedore.
- Traffic Control.

Likewise, the “ Strengthening the Supervisor” programme was highlighted, a comprehensive development initiative aimed at strengthening the role of supervisors and middle managers. Through the delivery of tools for conflict resolution, teamwork and decision-making, the programme promotes leadership styles aligned with the challenges of the operation, also incorporating a focus on operational excellence, care for the environment and social development. All this, with safety as the main objective and transversal axis of their daily work.

Performance Reviews

A key aspect in people management are performance evaluations, which allow individual objectives to be aligned with the business strategy, strengthening the contribution of each employee to the results of the Terminal.

We conduct two evaluations annually: the People Development Process (PDP) and Performance Management (GDD in Spanish). Although each one addresses different aspects, both consist of the evaluation of competencies and objectives in the perspective of aligning with the organisation's strategy from the individual contribution of each employee.

3.6 Work environment

In 2025, 15 initiatives were carried out to promote a positive workplace climate among employees. These included improvements to operational and administrative rest areas, interdepartmental breakfasts, team and Employee of the Month recognition, coaching for supervisors and team leaders, activities organised by the recreational committee, and the programme “Get to Know Your Colleague,” among others.

At TPS we have been evaluating, for years, the work environment under the guidelines of the Great Place To Work (GPTW) survey, which allows us to have an accurate measurement tool and at the same time, evaluate the results compared to previous years. The aspects that are measured are credibility, respect, impartiality, pride and camaraderie. In 2025, workers' overall satisfaction with the climate at TPS stood at 87 points.



Halloween activity

Main results of the climate survey



Credibility
79



Respect
74



Impartiality
74



Pride
83



Camaraderie
84



Global Average
78



Overall Satisfaction
87

3.7 Health and Safety

NCG 461 5.6, GRI 2-8, GRI 403-1, GRI 403-2, GRI 403-3, GRI 403-4, GRI 403-5, GRI 403-6, GRI 403-7, GRI 403-8

Safety is the backbone of TPS and its organisational culture. This approach is based on continuous improvement, risk prevention and the implementation of measures aimed at reducing incidents and accidents, with the goal of zero accidents.

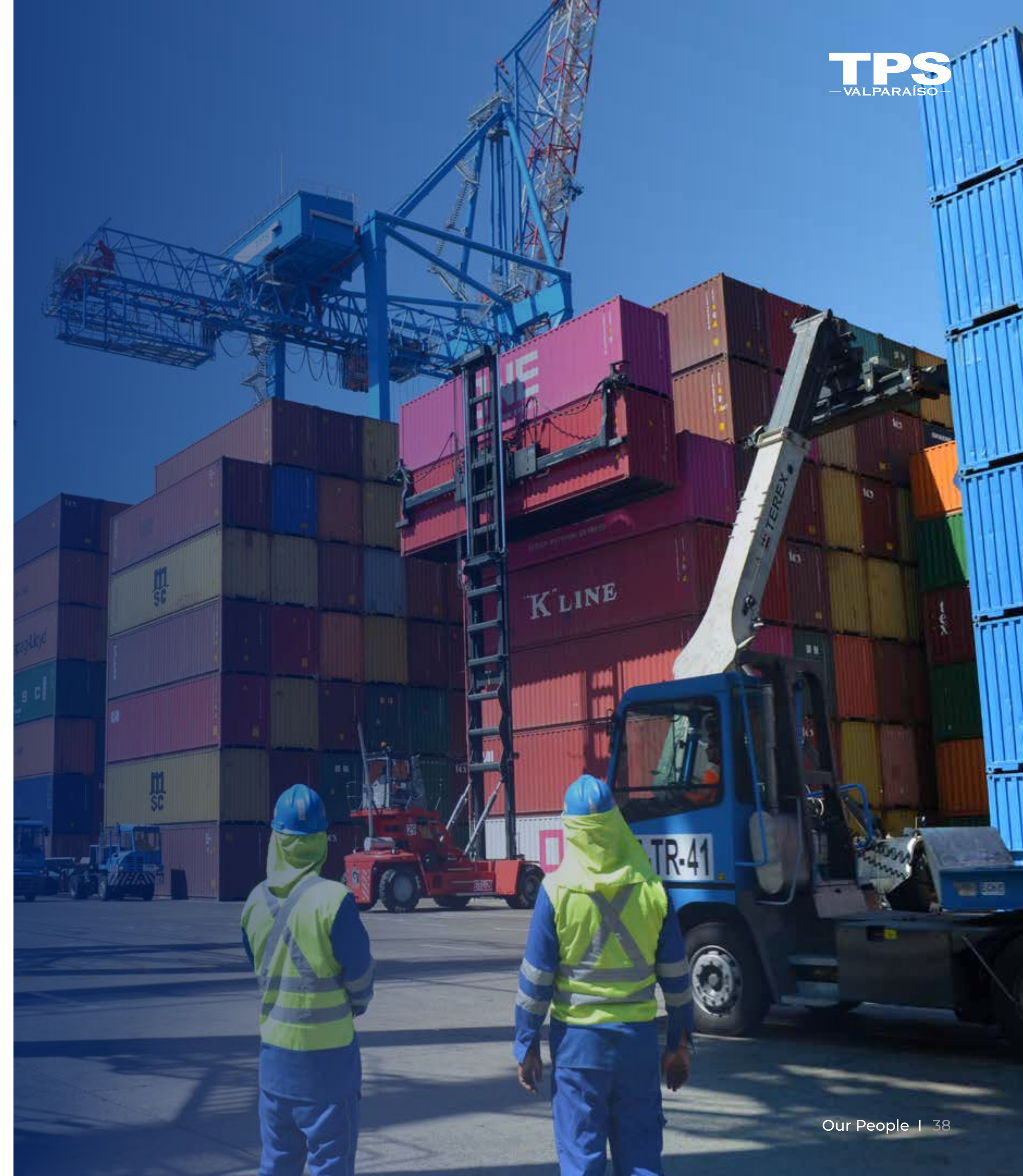


Aligned with operational excellence, at TPS we have an Integrated Environmental, Health and Safety Management System (SG-MASS in Spanish) that applies both to direct workers and to those of contractor companies whose jobs or places of performance are under the control of the organisation. Its implementation complies with current Chilean legislation on occupational safety and health, including:

- Law No. 16,744 on Occupational Accidents and Diseases.
- Supreme Decree No. 594, Basic Sanitary and Environmental Conditions in the Workplace.

- Decree No. 44, on preventive management of occupational risks for a safe and healthy work environment.
- Law 20,123 on the Subcontracting Regime.
- Ministry of Health surveillance protocols applicable to hygienic, ergonomic and psychosocial risks.

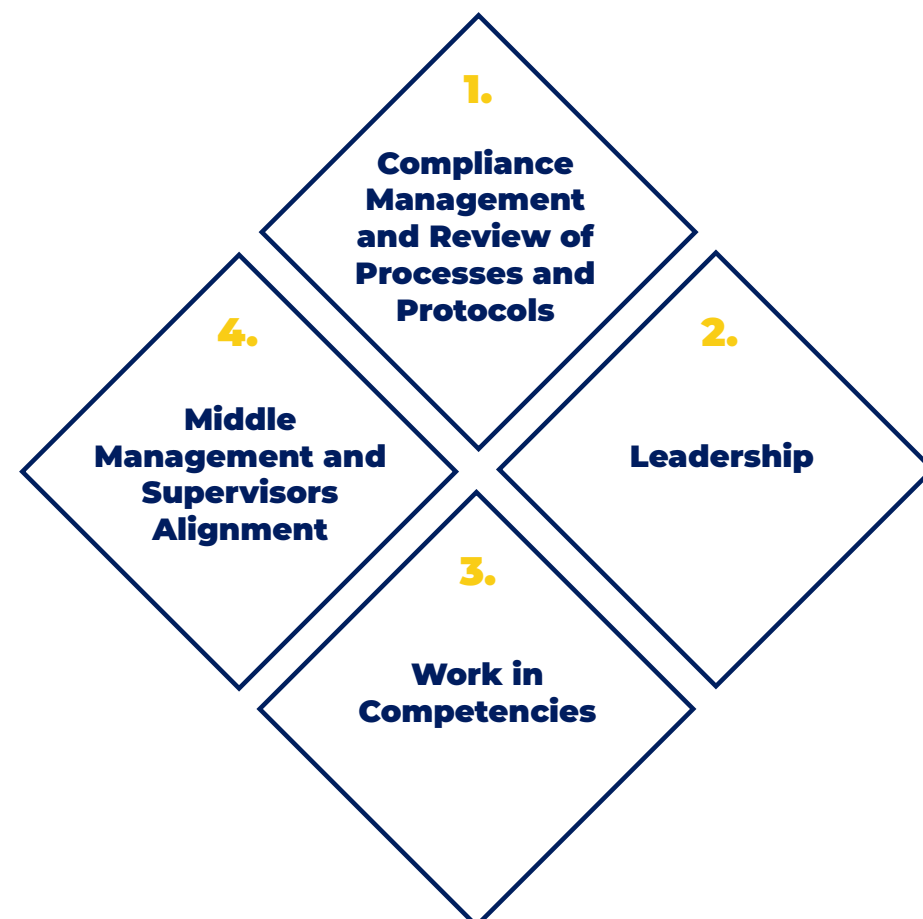
In addition, SG-MASS is aligned with recognised standards and guidelines in occupational health and safety management, such as: ISO 45001:2018 Standard, Occupational Health and Safety Management Systems and technical guidelines issued by Employers' Mutual Societies and insurance administration agencies of Law No. 16,744.



Strategic focuses of Health and Safety at TPS

In order to strengthen a solid and preventive safety culture, we have defined four strategic focuses that guide the management of Occupational Health and Safety. These guidelines act as our cross-cutting framework that guides the actions, programmes, and controls implemented in the organisation, with the aim of protecting the life, health, and well-being of all workers.

These focuses allow for systematic progress in the continuous improvement of safety performance, strengthening leadership, competency development, process management and organisational alignment.



The four management focuses are:

1. Compliance Management and Review of Processes and Protocols

We promote effective management of regulatory and organisational compliance, through the permanent review of the processes, procedures and protocols defined. This approach ensures the correct implementation of safety standards, strengthens operational controls and promotes the continuous improvement of preventive practices in all areas of the Terminal.

2. Leadership

We recognise that safety culture is shaped by leadership. For this reason, we promote the active role of leaders in the generation of safe behaviours, responsible decision-making and positive influence on work teams, strengthening the organisational commitment to risk prevention and care for people.

3. Work in Competencies

We develop a systematic process aimed at defining, developing, training and evaluating the critical security competencies required for each function. This approach prioritises operational risks in order to ensure the safe and efficient execution of tasks.

4. Middle Management and Supervisors Alignment

We strengthen knowledge and understanding of the fundamental aspects of safety at all levels of supervision, ensuring the alignment of criteria and the correct application of preventive standards. Middle managers play a key role in the implementation of safety guidelines and in the day-to-day management of operational risks.

Safety culture and preventive standards

As a complement to the defined strategic focuses, we have tools and standards that enable these guidelines to be put into daily practice, reinforcing safe behaviours and promoting a preventive culture at all levels of the organisation.

We apply the 10 Golden Rules, a document that brings together the principles that guide our actions in safety, care for the environment and wellbeing of all people.

In this context, the “Raise your Hand” policy stands out, which allows all employees to stop any work when they detect a risk situation. Its objective is to prioritise health and safety over any operational requirement, promoting a preventive culture where each person can intervene, review and correct actions and conditions before continuing with the task.

Prevention mechanisms and procedures

In terms of prevention or mitigation of impacts, we have MASS procedures, which show the appropriate way to carry out a process or function, the possible associated risks and the way in which they can be avoided. The processes related to the identification, notification and prevention of occupational risks have the following tools:

- **SG-MASS 001 TPS Operational Flowchart:**

The Terminal's macro-process defines and manages the inputs and outputs of the key processes, identifying the critical activities, those responsible for each process, the positions involved, as well as the associated risks and their respective critical controls, also incorporating the assessment of environmental impacts. This management framework is reviewed and validated every six months by the different headquarters, ensuring its continuous updating, the strengthening of operational control and alignment with the strategic, regulatory and sustainability objectives of the organisation.

- **SG-MASS 002 Environmental Aspects and Occupational Risks:**

It defines mechanisms to identify, evaluate, control and monitor environmental aspects and impacts, along with the hazards and risks associated with occupational safety and health, through a systematic approach that strengthens preventive management and operational

control. Through structured records, it promotes the continuous improvement of environmental and safety performance, contributing to regulatory compliance and sustainable management of operations.

- **SG-MASS 007 Communication, Participation, and Consultation:** Intended to ensure effective and timely communication on MASS issues between different levels of TPS and with external stakeholders.

- **SG-MASS 014 Incident Investigation:** It establishes a methodology for recording, investigating, and analysing incidents and accidents, including those of an environmental nature, aimed at identifying root causes and defining corrective and preventive measures that strengthen organisational learning, preventive management, and continuous improvement of performance in safety, occupational health, and environmental management.

- **MASS 031 Injury Reporting Procedure within TPS:** Standardises the way our staff acts in the event of an accident.

- **MASS 032 Procedure for Reporting Incidents with Material Damage:** Provides a mechanism for reporting the occurrence of events that have material consequences.

To contribute to the identification and elimination of hazards, as well as the reduction of associated risks, we carry out a mandatory comprehensive safety induction for all people who enter the operational area. In this instance, critical risks and established controls are communicated, ensuring that workers have timely access to preventive information. Likewise, for the execution of routine work we require the application of Safe Work Procedures, while for non-routine tasks an Occupational Risk Analysis (ART) is carried out, ensuring in both cases the prior dissemination of risks and controls to all the people involved.

In order to guarantee the quality and effectiveness of the control measures implemented, they are reviewed and validated through the corresponding lines of leadership, ensuring their correct application and monitoring.

Likewise, the management of Occupational Health and Safety considers the responsible treatment of the information associated with workers. The personal health data of workers are kept under the protection of the People and HSE areas, with access restricted exclusively to authorised personnel, ensuring confidentiality and adequate treatment of the information.

In addition, within TPS policies, the company is committed to optimising its Integrated Environmental, Safety, Occupational Health and Energy Management System, through collaborative work and considering the relevant requirements of stakeholders. Likewise, the availability of information and resources necessary to improve environmental performance, safety, workers' health and energy management is ensured, along with the establishment and compliance with this policy, its objectives and goals.



Preventive health and safety actions

In addition, the organisation promotes initiatives such as active breaks and participation in the sports club, promoting healthy habits and balance between personal and work life. These actions seek to improve the quality of life of employees, reduce stress and prevent diseases and promote comprehensive wellbeing.

With the support of the IST (in spanish), we launched a healthy eating and living campaign to reinforce healthy habits among all employees and remind them to take care of themselves against UV radiation. This initiative is part of the work of our Joint Health and Safety Committees and is aligned with DS 44, which reinforces occupational safety and risk prevention with a participatory approach.

During 2025, TPS also strengthened its safety management through various actions aimed at continuous improvement, with a particular focus on critical risks. Within this framework, safety walks were carried out on a regular and systematic basis, incorporated into a shift programme, which made it possible to observe safe practices, identify opportunities and verify critical controls, considering both the behaviour of people and the conditions of the

environment. These instances promoted direct interaction with the work teams, encouraging open communication regarding concerns, risks and suggestions in matters of safety and the environment. The findings identified were managed and corrected immediately, complemented by permanent leadership activities in the field that strengthen a culture of prevention and mutual care.

Health, Safety and Environment Training

In line with this preventive approach, we strengthened health, safety, and environmental management through training aimed at reinforcing technical skills, control criteria, and leadership in the field. These actions complement the inductions and operational tools described above, promoting an active and transversal preventive culture in the organisation.

Highlight the talk “Protocol for Management, Classification and Reportability in the face of Environmental Incidents”, a robust programme that provides tools to the organisation’s leaders.

- 44** health, safety and environmental courses given to its own collaborators.
- 702,5** hours of health, safety and environmental training for its own employees.
- 355** number of TPS assistants trained in health, safety, and the environment.
- 122** health, safety and environmental courses given to contractors.
- 91** hours of health, safety and environmental training for contractors.
- 181** number of assistant contractors in health, safety and environmental training.



Strengthening the Supervisor programme

Occupational Accidents and Diseases

NCG 461 5.6, GRI 403-9, GRI 403-10

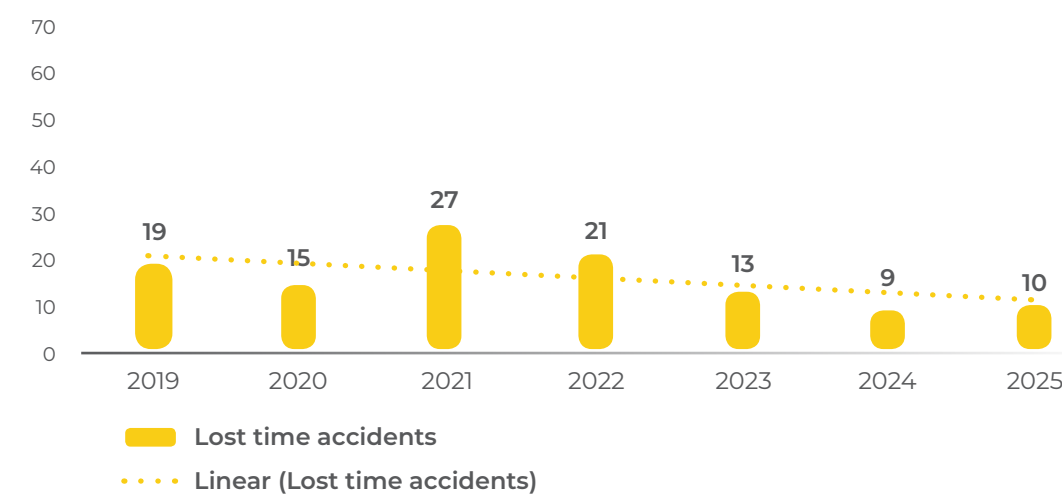
At TPS, critical risks are grouped under the 4A+C concept, which includes Run Over, Entrapment, Crushing, Working at Height and Contact with Energies. This classification was defined based on the historical analysis of accidents and the application of risk identification and assessment tools. There are also risks associated with diseases, linked to factors such as vibrations, manual handling of loads, noise, and psychosocial risks. To address these aspects, evaluations are carried out considering the usual operating conditions and the actual exposure of workers, supported by measurements, field observations and historical background.

All these actions are part of the Integrated Policy, which guides the implementation of measures to reduce or eliminate hazards.

The main safety indicators we use include severity index, frequency index, total days lost, number of accidents with and without lost time, as well as high-potential events, which include behavioural observations and near misses. These indicators make it possible to evaluate safety performance, identify trends, and reinforce preventive actions to reduce operational risks.

The health and safety management system was audited internally and externally, and considers 100% of TPS workers as well as contractors. In 2025 there were no deaths or recordable occupational diseases. The accident rate of our employees was 1.9%, while that of contractors was 0.27%. In terms of accidents with injuries, out of a total of 2,216,742 hours worked, 10 people were injured, including 2 contractor employees, out of an average of 752. Since 2019, lost-time accidents have shown a sustained downward trend, decreasing from 19 cases to 10 in 2025. The days lost were 501.

Trend in lost-time accidents



04

Customers and operational excellence

Our value proposition is based on being a trusted partner, through the consolidation of an efficient and profitable business, building long-term relationships with our customers, delivering an agile, flexible and focused service to their strategic challenges.

4.1 Committed to a service of excellence

Excellence in TPS integrates safety, operational efficiency, standardised processes, advanced technology and participation of the entire human team, with the aim of delivering quality in our performance and maintaining competitiveness in a highly demanding environment, involving all actors in the value chain.

During 2025, we strengthened our performance through integrated coordination between the different areas, promoting the delivery of timely information to our customers and moving towards a more planned and standardised operation. In this context, we continue to deepen operational management, adjusting and strengthening our indicators so that they contribute directly to continuous improvement and process optimisation.

In addition, we continue to improve our online monitoring tools, allowing better flow control, along with the strengthening of our operational continuity plan in the face of critical contingencies.



4.2 Our hallmark with efficiency

NCG 461 6.1.ii, GRI 2-6

During 2025, we mobilised 916,355 TEUs, reflecting consistent performance in terms of efficiency and productivity. This result represents an increase of 21% compared to the previous period, when 759,354 TEUs were mobilised.

According to the Annual Review and Forecast prepared by the international consulting

firm Drewry, which provides a global vision of the performance of the world's container terminals, and considering information corresponding to 2024, TPS maintained an outstanding level of efficiency. In this context, the Terminal reached 54,240 TEUs mobilised per operating hectare.

Global transfer: TEUs per hectare



Some of the concrete actions carried out in terms of efficiency were the following:

Process standardisation: The sTePS programme was developed, which formalizes procedures and in this first stage strengthens operational planning.

Technology optimisation: Upgrade of the TOS system (Navis) to the latest version.

External logistics coordination: Work with the Valparaíso Logistics Forum (FOLOVAP in Spanish) to regulate truck flows and avoid congestion.

Investment: MUS\$ 5 in equipment and technology for flexibility, lower failure rate and sustainability.

4.3 Continuous improvement through innovation and development

NCG 461 3.1.v

Management Model for Terminal Excellence

The sTePS programme is a transversal management model that we designed to address the operational performance of the Terminal. From a systemic perspective, it defines how we plan, control and improve our processes, ensuring coherence in decision-making, operational discipline and consistency over time. Its purpose is to optimise management, aligning all areas under the same framework of action.

During 2025 we began its development through operational planning, implementing a process that allows us to align the strategic, tactical and operational levels, translating strategic objectives into priorities and concrete actions. Currently, this tool is in an advanced process of implementation.

IT Deputy Management

In 2025 we strengthened the operational continuity of the Terminal through the implementation of various tools and technological improvements. Of note is the update of the Navis system, the port's operating platform, to its latest version, optimising functionalities and management. In addition, we incorporated monitoring for network devices and services, and enabled a contingency environment in a secondary Data Centre for all productive applications. These actions were supplemented by regular supporting tests.

In terms of cybersecurity, we implemented tools such as Data Loss Prevention (DLP) and Mobile Device Management (MDM) in corporate teams, advancing in preparation for compliance with the Personal Data Protection Law. We also correct vulnerabilities in servers and endpoints, perform external audits and execute system recovery, phishing, ethical hacking and red team exercises to strengthen our protection.

As a result, no critical incidents were recorded during the year and 100% of staff completed their cybersecurity training. This work was reinforced with monthly meetings with managers, inductions for new employees and preventive exercises aimed at all members of the organisation.

Port security and cargo security

In terms of port security and cargo safeguarding, TPS maintains a robust system aimed at ensuring the integrity of the infrastructure, accesses and logistics chain. During the period, we complied 100% with the Protection Plan approved by the Port Company of Valparaíso and the Maritime Authority, approving all the audits and inspections carried out, and managing the observations raised in a timely manner.

In order to anticipate risks and strengthen our standards, we continue to invest in technology and preventive measures. We implemented a digital perimeter fence integrated into our CCTV monitoring system, incorporating video analytics with artificial intelligence for the detection of risk situations, such as the presence of people in non-authorised areas, use of personal protection elements and stopped vehicles, which allows optimising operational management and response times. We also installed metal detector gantries at the entrances and made progress in the acquisition of X-ray scanners, complemented by retractable vehicle control devices. We also migrated the access control system to a more modern platform, improving the traceability and auditability of the processes, and incorporated cameras on gantry cranes to expand operational coverage.

In line with the strengthening of our capacities, we renewed part of the operational communications system through the incorporation of state-of-the-art radios and the increase of radio antennas, improving coverage and coordination in the field.

A concrete example of this policy is the CCTV Monitoring Room, which operates with more than 400 state-of-the-art cameras and specialised equipment, such as a machine to detect traces of explosives and narcotics, allowing comprehensive supervision of operations and access to the Terminal.

Additionally, during the period we made progress in preparing for compliance with the new Private Security Law (Law No. 21,659), enacted in November 2025, which establishes greater training, accreditation and protocol requirements for security personnel, contributing to the professionalisation of the sector and the strengthening of our internal standards.

Asset Management

Asset management is a fundamental pillar to ensure the continuity, security and efficiency of TPS's operation. Through coordinated work between the maintenance, equipment and infrastructure areas, the operational reliability of critical assets is safeguarded, anticipating risks and optimising their performance over time.

Port infrastructure

The Infrastructure team aims to maintain the facilities of Terminal 1 in optimal conditions, in accordance with the provisions of the concession contract, ensuring the correct operation of the dock, and the condition of streets and pavements. In this context, during 2025 progress continued in the improvement of maritime, port and electricity infrastructure, incorporating preventive measures aimed at reducing the risk of operational interruptions.

We promote modernisation initiatives, remodeling of spaces and adaptations that contribute both to operational efficiency and to the wellbeing of people.

Cranes and mobile equipment

In 2025, the focus was to strengthen the availability of equipment, through preventive and systematic management, aimed at maintaining adequate operating conditions in the face of demand requirements. This considered the execution of the maintenance plan of the different assets, including gantry cranes, RTGs, tractors, Reach Stackers and Top Lifters, which play a relevant role in the port's logistics chain.

This includes weekly analysis of the performance of the main fleets, periodic meetings with operations and supply to ensure timely maintenance and availability of spare parts, as well as reports with real information for decision-making.

We began the implementation of the LASE system, active safety system for RTG cranes, which allows and identifies and avoids unsafe maneuvers in the operation of this equipment. In addition, new equipment was acquired, including six TREMAC chassis, six Top Lifters and three Reach Stackers, which are already in operation.

We improved the maintenance workshop by implementing the 5S methodology, the first audit was completed to maintain ISO 50001 certification, RFID key fobs were incorporated to control fuel consumption, and a weekly, monthly, quarterly, and annual planning process was established for crane and yard equipment maintenance management. We also worked on the optimisation of the SCADA system, which allows us to collect real-time data on the operation of our electrical infrastructure, allowing us to improve our energy management.



New yard equipment

4.4 Cargo transfer

NCG 461 6.1.i, NCG 461 6.1.ii, NCG 461 6.2.i, NCG 461 6.2.ii

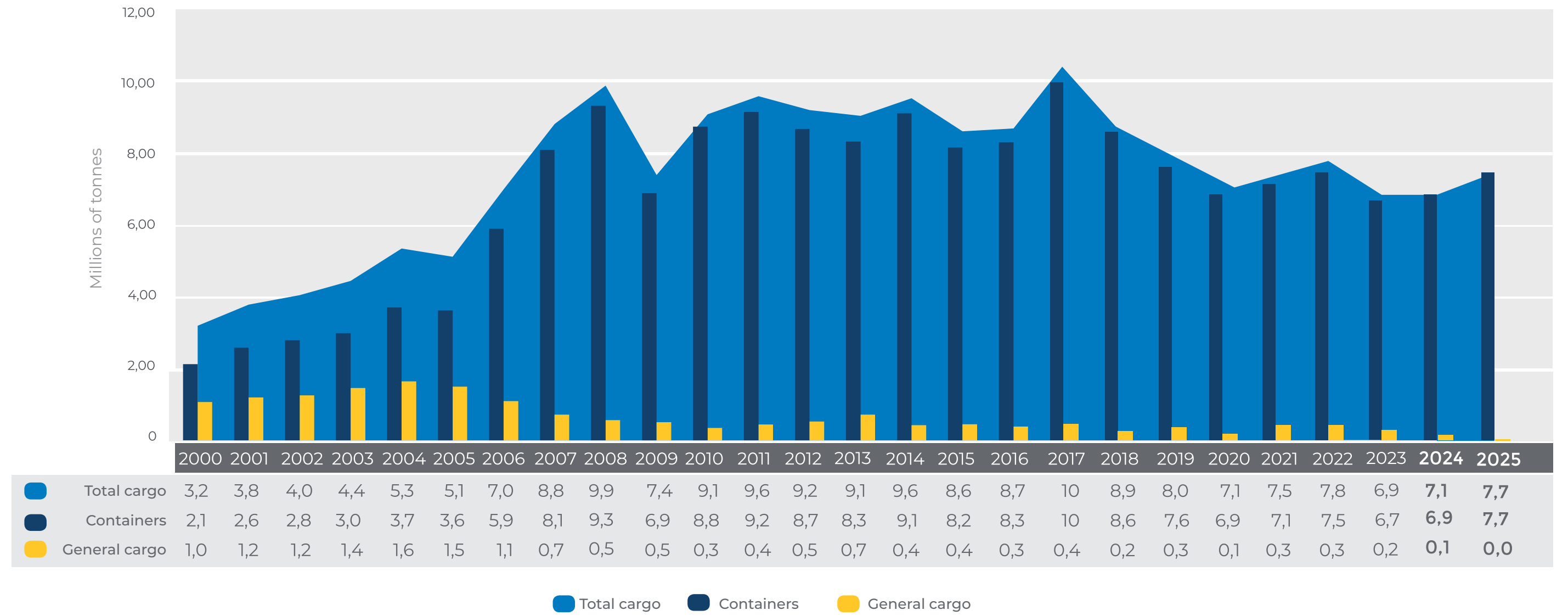
The industry in which we participate corresponds to the provision of port and logistics services of an operational nature, aimed at facilitating the efficient connection between international trade and the national supply chain. At TPS, these services are characterised by the attention of container ships and the transfer and handling of containers, through the use of port infrastructure, specialised equipment and qualified personnel, constituting a relevant link in foreign trade.

The services we market are classified into basic and special services. The former correspond to those services necessary for the minimum, safe and continuous care of the warehouses, in accordance with current regulations. Meanwhile, the special ones correspond to complementary services associated with port operation and container transfer, which can be contracted optionally by our customers.

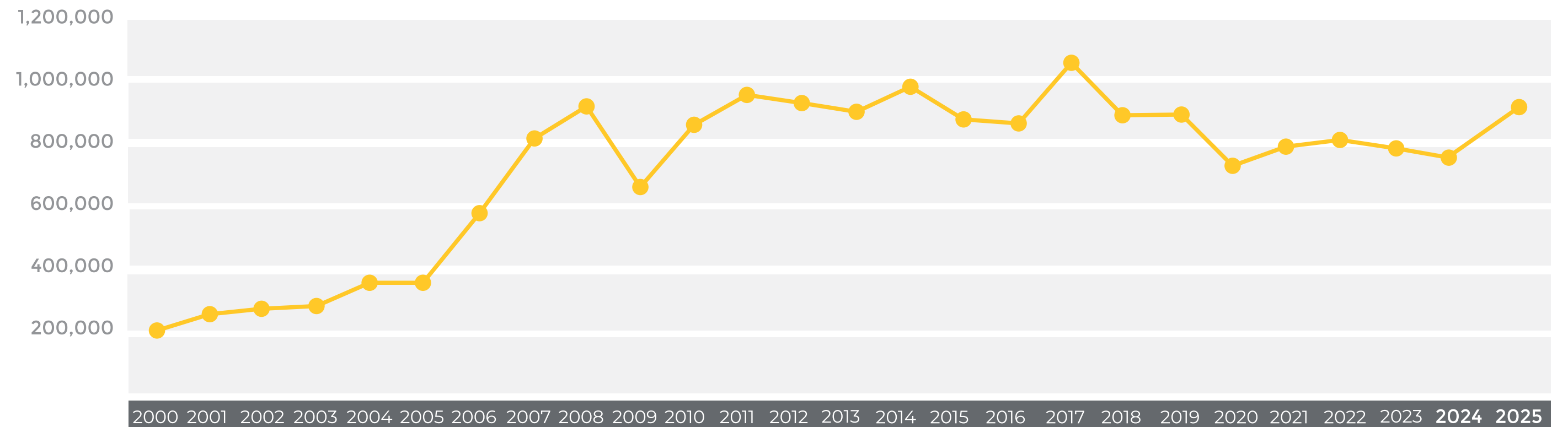
During 2025, cargo transfer was 9% higher than in 2024, reaching a total of 7,779,276 tons.

In its 25 years of operation, the Terminal has transferred a cumulative 195,450,269 tons of cargo and 18,732,309 TEUs.

TPS cargo transfer from 2000 to 2025 (Millions of tonnes)



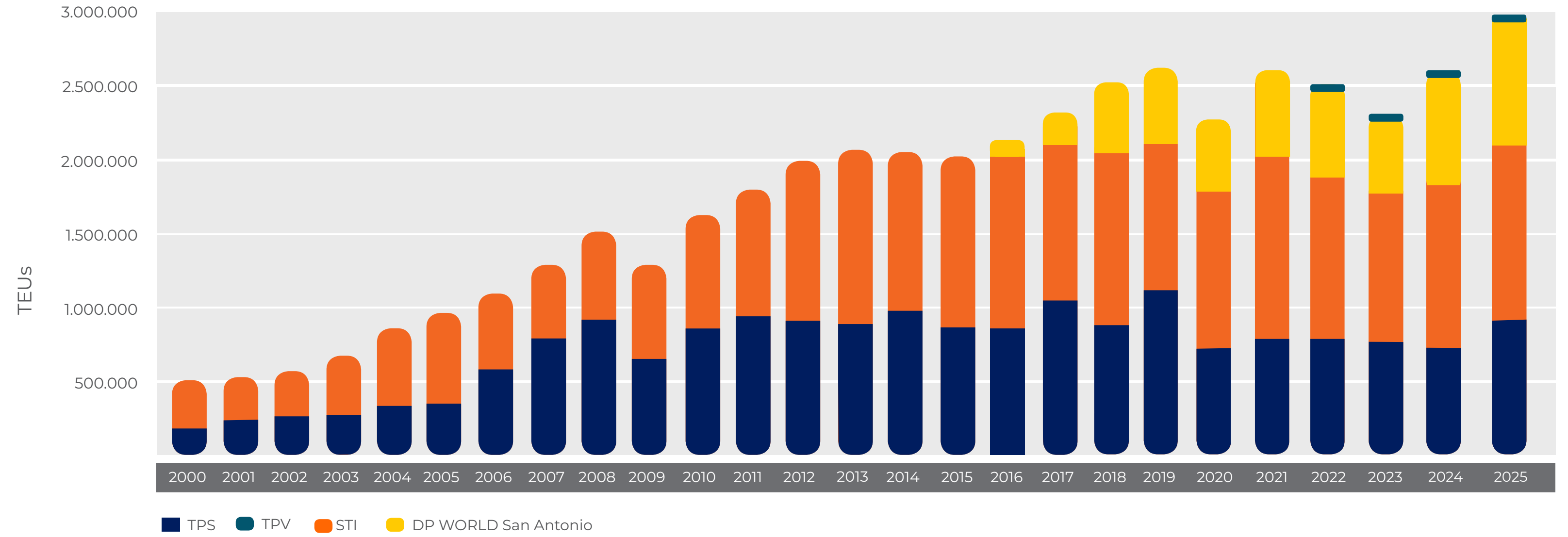
TPS transfer since 2000 to 2025 (TEUs)



Relevance of the Valparaíso Region

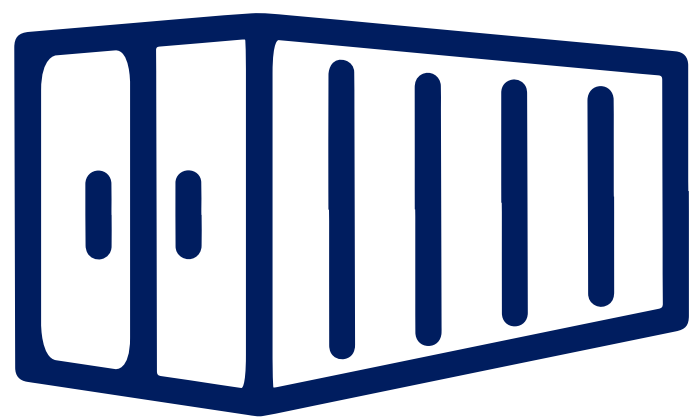
Since 2000, the evolution of container transfer in the Valparaíso Region shows a sustained and relevant growth for the country's foreign trade. In this context, TPS has played a key role, concentrating approximately one in three containers transferred in the region.

Valparaíso Region: Container transfer from 2000 to 2025 (TEUs)



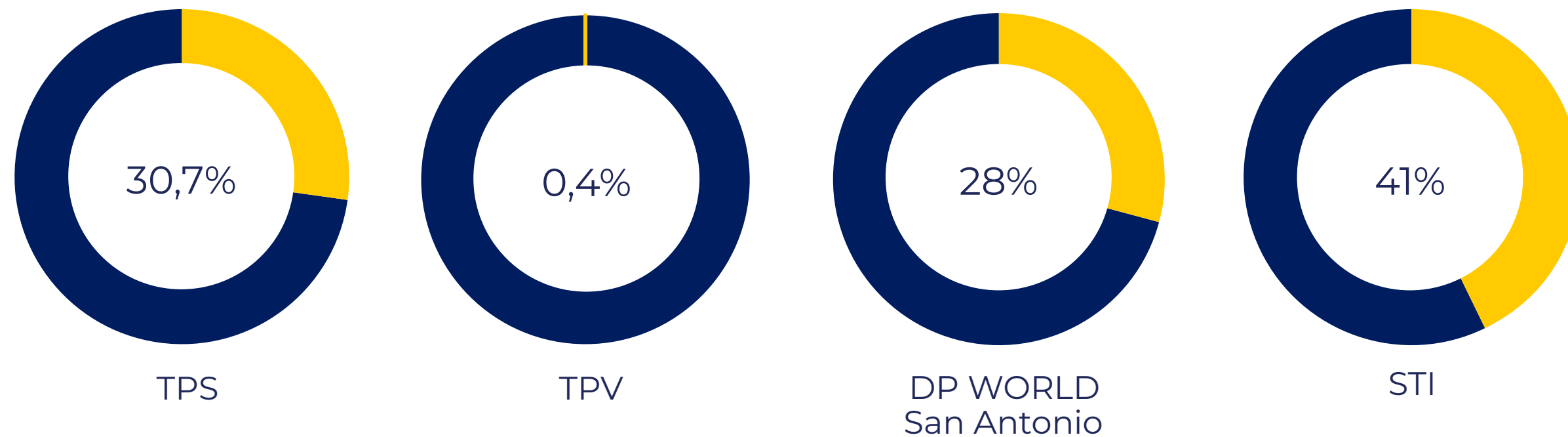
Source: TPS.

TPS transferred approximately **1 out of every 3 containers**



Source: TPS.

Region of Valparaíso: 2025 Container transfer (TEUs)

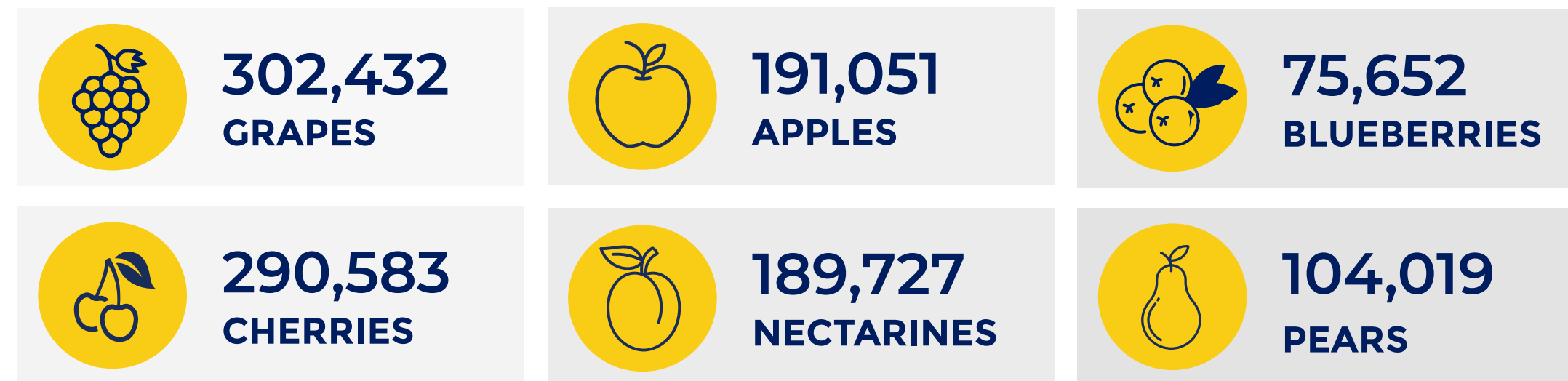


Fruit Export

From our Terminal, the total volume of fruit exported was 1,698,577 tons, which also includes grapes, apples, nectarines, blueberries and pears. The burden of all together increased by 7% compared to the previous year.

TPS plays a prominent role in the transfer of fruit exports in Chile's foreign trade. In 2025, we achieved a historic record in cherry cargo, reaching 290,583 tonnes; for the 2024-2025 season, a total of 354,355 tonnes were handled.

Main fruit transferred 2025 (Tonnes)



Source: TPS.

Main destinations of exported fruit 2025



Source: TPS.

Main products exported through TPS 2025 (thousands of tons)

	CANADA	EAST COAST USA	WEST COAST USA	EUROPE	LATIN AMERICA	FAR EAST	MIDDLE EAST	OVERALL TOTAL
FRUIT	16	374	181	334	226	551	37	1.699
	1%	22%	9%	20%	13%	32%	2%	50%
EDIBLE	11	68	20	128	158	192	37	623,8
	2%	11%	3%	22%	25%	31%	6%	18%
INDUSTRIAL	5	57	17	15	72	75	2	242,9
	2%	23%	7%	6%	30%	31%	1%	7%
WINES AND LIQUORS	30	6	27	99	61	85	2	310,2
	10%	2%	9%	32%	20%	27%	1%	9%
OTHERS	12	48	20	56	100	250	16	503,0
	2%	10%	4%	11%	20%	50%	3%	15%
TOTAL	75	553	245	641	616	1.153	95	3378,5
	2%	16%	7%	19%	18%	34%	3%	100%

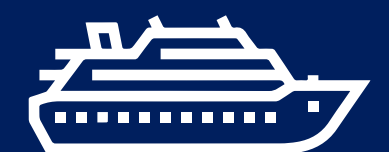
Note: The products included in this table are the most transferred in our Terminal. However, they do not represent the total of the goods exported through TPS.

Source: TPS.

Cruises

Cruise ships play an important role in the port activity of Valparaíso, contributing to the dynamism of the local economy, tourism and the enhancement of the city's cultural heritage. In 2025, we served 14 passenger ships, 1,741 people embarked, 1,548 disembarked and 5,736 were in transit.

Within this framework, TPS contributes to a coordinated management of the cruise operation, aimed at a great experience for passengers and operators, in addition to the positioning of Valparaíso as an industry destination.



4.5 Our customers

NCG 461 6.2.iv

Our customers are some of the world's leading shipping lines, who rely on TPS for its efficiency, safety, flexibility, and ability to handle large volumes of cargo. This confidence is reflected in the long history they have maintained operating with us, highlighting that 7 of them have been operating with us for more than 15 years.

Main customers

- Mediterranean Shipping Company
- Maersk Line
- Hapag-Lloyd
- ONE
- Evergreen
- Hyundai Merchant Marine
- Pacific International Lines
- Wan Hai
- Cosco Shipping Lines
- CMA CGM
- Cool Carriers
- Seatrade



Customer Satisfaction Survey 2025

The response rate of the Customer Satisfaction Survey, conducted annually, increased from 27.6% to 41%, reflecting a significant increase in participation. Of the people who recommend us, 71.4% do so because of our good service, specifically because of the good service and the willingness of the staff.

05 Reliability and transparency

Integrity, as part of our values, guides each of our decisions, reflecting transparency, commitment and respect with those with whom we interact.

5.1 How we work with our Stakeholders

NCG 461 3.1.iv, NCG 461 3.7.i, NCG 461 6.2.viii, GRI 2-29

At TPS we maintain close relationships with our main Stakeholders, based on trust and the creation of shared value. Therefore, we work every day to sustain an open and transparent dialogue, listening to their needs and creating spaces for collaboration that promote sustainable development.

The Sustainability and Communications area leads the relationship with the Stakeholders, and each area, according to its areas of action, maintains constant links with those who are key to its management.

To achieve this, we develop various activities according to the nature of the relationship with

each of them, combining formal and informal meetings, permanent communication channels such as press, instant messaging, mailings and internal platforms such as BUK. In addition, we have a website, social networks, telephone and email to ensure open and accessible contact.

We also update the PESTEL analysis every year, a descriptive method that allows us to understand the external context in which a company operates associated with the political, economic, social, technological, ecological and legal areas. This process, developed in conjunction with all areas, offers a comprehensive view of the factors that can influence our operations and strategic decisions.

basis, allowing us to evaluate progress and make adjustments to ensure compliance.

In this context, as of December 31, 2025, the advance of short-term commitments reached 9.2%. Although 100% was not achieved, this variation is mainly explained by the adjustments made to the strategy defined during the year, which implied redefining priorities and deadlines to ensure an implementation aligned with the organisation's strategic objectives.

Roadmap

Our relationship plan is complemented by the implementation of our Roadmap, a document that allows us to establish short, medium and long-term goals to materialise effective sustainable management around three internationally recognised pillars: environmental, social and governance (ESG).

In order to guarantee effective execution, the Roadmap establishes measurable objectives and commitments which are monitored on a monthly



Mayor Camila Nieto's visit to TPS



Authorities' visit to the Terminal

5.2 Ethics Management and Crime Prevention System

NCG 461 3.1.iii, NCG 461 3.5, NCG 461 3.6.vii, NCG 461 3.6.ix, NCG 461 3.6.xiii, NCG 461 5.5, NCG 461 8.1.1, NCG 461 8.1.2, NCG 461 8.1.4, NCG 461 8.1.5, GRI 205-1, GRI 205-2, GRI 205-3, GRI 406-1

Ethics, based on our four values, guide our way of working and reinforce the trust we generate every day with the different Stakeholders. To guarantee this commitment, TPS has an Ethics and Crime Prevention Management System (SGEPD in spanish) that allows identifying and managing possible conflicts of interest, conduct that affects free competition and preventing corruption. This model is based on four components: the Ethics and Crime Prevention Committee, the Code of Ethics, the Complaint Channel and the Crime Prevention Model (MPD).

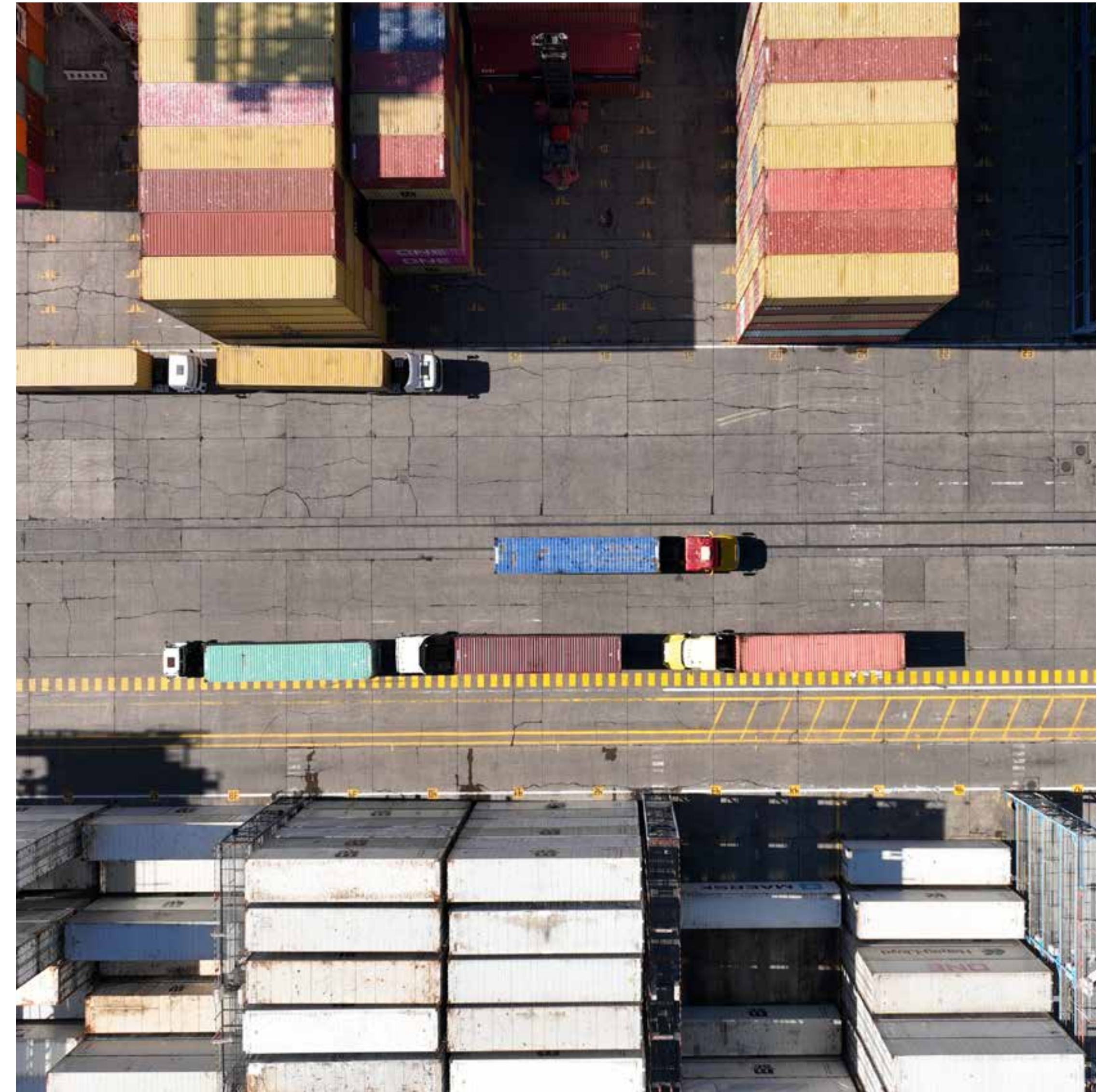
All these instruments are intended to promote the values of the organisation, maintain a work environment free of acts of corruption and guarantee an adequate process for the investigation of complaints. These guidelines extend to directors, management, employees, business partners, customers, suppliers, contractors, and any person or entity linked to TPS.

We also carry out due diligence processes and incorporate organisational guidelines in relation to donations, contributions, sponsorships and tenders.

Additionally, this year we implemented the Conflict of Interest Policy, applicable to employees, selected applicants, contractors and TPS providers. This includes the incorporation of preventive controls, their formalisation in the corresponding procedures and the training of people with management responsibilities, ensuring that each stage is aligned with the ethical and regulatory standards of the company.

We also have policies to prevent and manage sexual and workplace harassment, in accordance with Law No. 20,005 and Law No. 20,607. Its implementation includes mandatory training — in which 100% of the staff participated by 2025 — and formal and anonymous reporting channels.

To ensure compliance with labour rights legislation, the company has procedures in place such as the Internal Order, Hygiene and Safety Regulations (RIOHS in spanish), the Complaint Channel and the Karin Law Committee. All of them seek to mitigate risks associated with non-compliance and, in the event of adverse situations, contemplate corrective and resolution measures.



Learn about our Ethics Management System here:

Policy and Manual of the Crime Prevention Model

The Ethics and Crime Prevention Officer leads the observance of the Crime Prevention Model (MPD in Spanish), whose purpose is to define the guidelines and procedures that allow the adoption, implementation and operation of the model, in accordance with Law No. 20,393 on Criminal Liability of Legal Entities. The MPD matrix establishes the controls aimed at mitigating the risks contemplated in said regulations.

In 2025, TPS began the audit process of the Crime Prevention Model for the first time, an

instance that was accompanied by the auditing firm RSM. This process made it possible to confirm the correct functioning of the Model and strengthen its application through an intensive training plan on ethical and legal matters.

This milestone is of great relevance to comply with Law No. 20,393 on Criminal Liability of Legal Entities and its future amendments, which requires companies in our country to have continuous monitoring of the MPD and to carry out continuous supervision of its operation.

Over the past four years, the Model has incorporated more than 50 policies and procedures to manage operational, financial, technological, and administrative risks. This

external verification reinforces the prevention mechanisms against the crimes typified in the Law on Criminal Liability of Legal Entities and the Law on Economic Crimes, strengthening the TPS Ethics Management System.

During 2025, a training plan was also developed within the framework of the Ethics Management System, along with a process of reviewing and updating policies and procedures.

To identify the risks, more than 200 crimes described in the regulations were analysed and contrasted with the company's own activities. These include economic or tax crimes, bribery, corruption between individuals and smuggling. The most critical risks, however, are of an operational nature, such as environmental accidents and fatal accidents.

Through training and a communication plan that integrates the Ethics Management System, TPS keeps all personnel informed to prevent the occurrence of crimes, considering that the law establishes responsibility for both the legal entity and those who hold supervisory positions (managers, department heads and supervisors).

100% of the staff has participated in the trainings. In addition, the Model has been incorporated into internal policies, the Internal Regulations and employment contracts.



Committee on Ethics and Crime Prevention

This body is made up of managers, members of the Board of Directors and the Ethics and Crime Prevention Officer. Its purpose is to review progress in compliance, define guidelines and adopt actions related to the Ethics Management System.

Its functions include overseeing the application of the Crime Prevention Model (MPD), ensuring that preventive and monitoring mechanisms comply with legal standards, as well as promoting initiatives that strengthen organisational values.

Complaint Channel

GRI 2-26

It is a fundamental channel for TPS because through it, any external or internal person anonymously can request support and guidance or make a complaint in the face of ethical dilemmas. It is operational 24 hours a day and aims to facilitate communication with all Stakeholders, whether they are employees, customers, suppliers, community, among others.

The complaints received and analysed, depending on their complexity, are subjected to an investigation process not exceeding 30 days. If the complexity warrants it, this period can be extended to obtain all the necessary information and determine the actions to be taken, even with the participation of external entities if the case requires it.

Code of Ethics

For TPS, ethics is a behaviour that is part of the essence of the company, which is why its Code of Ethics offers a common framework of reference and summarizes the principles, values and culture that must be applied day by day within the company as well as in the relationship with the different Stakeholders.

The Code is applicable to directors, executives and collaborators, and establishes the responsibility to make it known and demand compliance with it to all those who are commercially related to the Terminal.

Regulatory compliance and complaint management

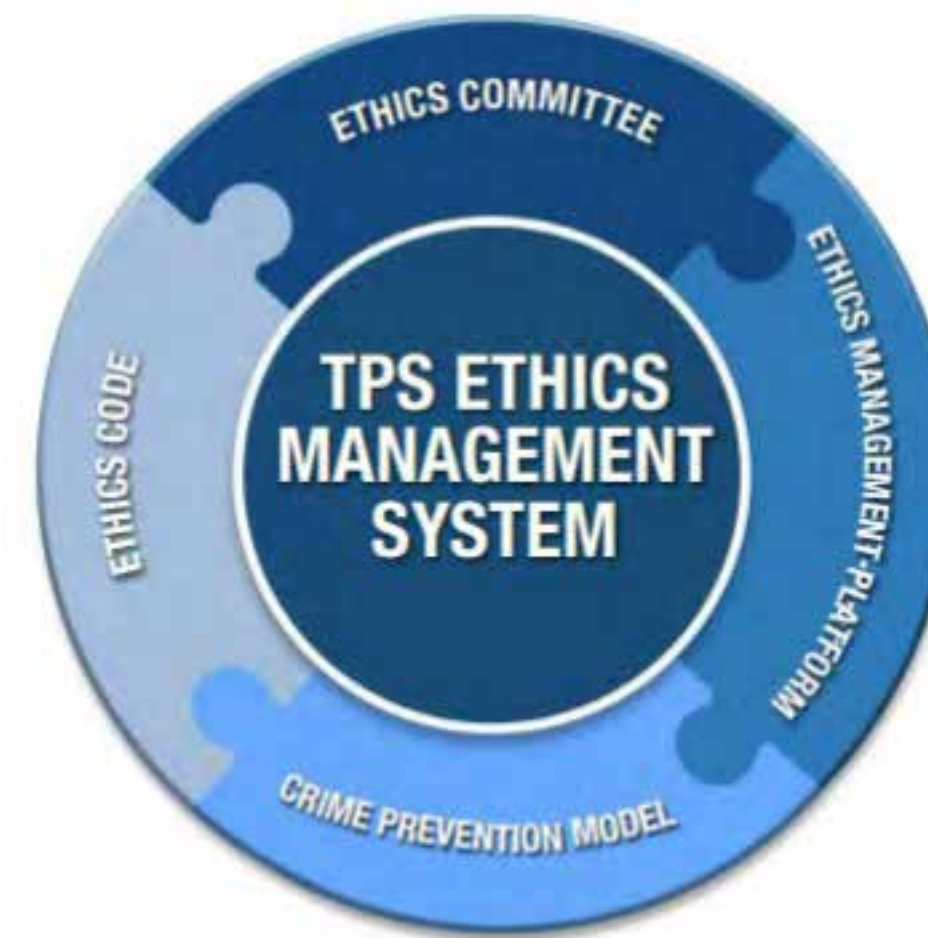
During 2025, there were no sanctions related to free competition or the Conflict of Interest Policy. By virtue of Law No. 20,005, one complaint of sexual harassment was received and, in accordance with Law No. 20,607, four complaints of workplace harassment were filed, which are closed after their management in accordance with internal procedures. There were no cases of discrimination at work.

In terms of probity, one case was reported classified as 'suspicion of fraud', which was addressed in accordance with internal procedures, safeguarding the principles of transparency, integrity and compliance of the Terminal, and also allowing the effectiveness of existing controls and detection mechanisms to be validated. All the cases mentioned are closed.

Since our company operates with shipping companies and not with end consumers, there were no sanctions associated with compliance with Law No. 19,496 on the Protection of Consumer Rights.



Supplier Workshop



5.3 Standards we adhere to

NCG 461 3.5



ISPS CERTIFICATION

International Ship and Port Security, granted by the International Maritime Organisation (IMO) in force since 2004. We were the first Chilean port to obtain this certification.



SOLAS AGREEMENT

In compliance with the IMO, in 2016 we implemented a container weighing system on yard cranes, which allows the weight of a container to be verified and certified without interrupting normal operation.



ISO 45001:2018

International standard for occupational health and safety management systems, aimed at protecting workers and visitors from occupational accidents and diseases, promoting safer and healthier workplaces. In force since 2018 and replaces OHSAS 18001 which was in force from 2003 until the standard changed.



ISO 14001:2015

An international standard that allows the development of an environmental management system that includes environmental objectives and goals, policies and procedures. In force since 2002.



ISO 50001:2018

A standard that establishes a Management System for the Energy used, a key tool to advance in the reduction of the carbon footprint and increase efficiency in the use of energy. Effective from 2024.



CARBON FOOTPRINT MEASUREMENT CERTIFICATION

Since 2013, we have been certified for the implementation of the methodology for the measurement and control of Greenhouse Gases (GHG).



GREAT PLACE TO WORK

Work environment measurement system carried out by the Great Place To Work Institute, in which we participate annually.



HUELLACHILE

Recognition from the Ministry of the Environment that certifies reaching the level of quantification of direct, indirect and other indirect greenhouse gases, in accordance with the requirements of the Huella Chile Programme and NCh-ISO 14064:2013/1. Effective in TPS since 2018.



ENEL CHILE'S RENEWABLE ENERGY SEAL

It certifies that all the electrical energy from the external grid that we use at TPS comes from renewable sources.



APL TRANSITION TO THE CIRCULAR ECONOMY

We signed this agreement through Acción Empresas and the Agency for Sustainability and Climate Change. Effective from 2024.

Topics we address

NCG 461 3.6.ii.b, NCG 461 3.6.v, NCG 461 3.6.vi, NCG 461 3.6.viii, GRI 418-1

Protecting our customers

TPS has an Information Security Management System (ISMS) that permanently reinforces security and cybersecurity controls, through policies and procedures aimed at identifying risks and establishing mitigation measures.

In 2025, a Data Loss Prevention (DLP) solution was implemented to protect sensitive information and reduce risks of disclosure, loss, or unauthorised access to confidential information. In addition, compliance with Law No. 19,496 on the Protection of Consumer Rights is contemplated in the contracts with each customer.

- 0 Complaints received about violations of customer privacy.
- 0 Identified cases of leaks, theft, or loss of customer data.

Anti-corruption

TPS is firmly committed to preventing corruption and strengthening integrity in all of its operations. To this end, it has policies and procedures aligned with the Crime Prevention Model, a confidential Complaint Channel and an Ethics and Crime Prevention Committee that supervises compliance. During 2025, a dissemination campaign on this topic was carried out and eight training processes were carried out. In addition, nine corruption risk assessments were carried out, six of which were identified as having significant risks.

100% of employees received training in ethics and anti-corruption.

Controls

It is the Internal Control area that is responsible for designing, implementing and maintaining a control system that guarantees operational efficiency, the integrity of financial information and regulatory compliance. This encompasses administrative, accounting, financial, and operational processes. It reports to the Administration and Finance management, and has the function of updating and controlling the Business Risk Matrix on a semi-annual basis.

Risk Training

We have permanent programmes to train personnel on policies, procedures, controls and codes related to the management of risks associated with compliance with the Crime Prevention Model. Along with the document update plan, this work is complemented by training aimed at those responsible for each process, with 43 trainings being carried out in 2025 by the leaders of each process. These actions are carried out on a regular basis to ensure that those with responsibilities understand the guidelines and correctly apply the established policies and controls.

5.4 Contributing to the Port of Valparaíso

NCG 461 6.1.vi, GRI 2-28

By working together with organisations that promote economic development, environmental protection, entrepreneurship and labour inclusion projects, among others, TPS contributes to the integral progress of Valparaíso. These alliances generate

opportunities for the community, foster innovation and strengthen sustainability, creating a positive impact that transcends port activity and improves the quality of life in the city. The guilds and organisations in which we participate are:



ASIVA

Association of Companies of the V Region, one of the oldest business associations in the country, and which mainly concentrates the regional industry.

How do we participate? Through the Human Capital Commission and the Sustainable Community Commission.

¿Quiénes participan? People Management and Sustainability and Communications Deputy Management.

ACCIÓN EMPRESAS

A non-profit organisation with a business origin that seeks to improve people's lives and the planet through corporate sustainability in Chile.

How do we participate? With a presence in the following thematic areas: Responsible Procurement, Climate Change, Circular Economy, Sustainable Finance, Ethics and Governance, People and Work, and Sustainable Territories.

Who is participating? Sustainability and Communications Deputy Management, Administration and Finance Management, People Management, and the HSE area.

CAMPORT

The Maritime and Port Chamber of Chile A.G. is the guild that promotes the sustainable development of maritime and port activity, contributing to facilitate and enhance foreign trade through Chilean ports.

How do we participate? On the Board of Directors and with a presence on the Labour and Sustainability Table.

Who is participating? General Management, People Management and Sustainability and Communications Deputy Management.

CRCP

The Regional Chamber of Commerce and Production of Valparaíso A.G. is the oldest guild in Chile and brings together more than 200 companies, mostly in the trade and tourism sectors.

How do we participate? In the Board of Directors of the CRCP and in the Shared Value Roundtable and Technology and Business Roundtable.

Who is participating? General Management (on the Board of Directors) and Sustainability and Communications Deputy Management. IT Deputy Management.

SOUTHERN CONE PORTS CORPORATION

Organisation founded in 2007, whose mission is to position Chile and its port cities as an attractive destination for the tourist cruise market.

How do we participate? In workspaces intended to promote the arrival of cruise ships.

Who is participating? Commercial Deputy Management.

PORT CITY COORDINATION COUNCIL

Technical entity that brings together authorities, companies and representatives of the city for the harmonious development of port activity and the environment.

How do we participate? Participation in meetings.

Who is participating? General Management, Operations Management and Sustainability and Communications Deputy Management.

FOLOVAP

Valparaíso Logistics Forum that brings together the key actors of the port system to find solutions to the various challenges and problems faced by the Port of Valparaíso.

How do we participate? Integrating the Logistics Desk.

Who is participating? General Management, Operations Management and Sustainability and Communications Deputy Management.

WISTA CHILE

An organisation that promotes diversity and inclusion, providing networking opportunities, education, and mentorship to empower professional women in shipping and international trade.

How do we participate? Although the Communications Table.

Who is participating? Sustainability and Communications Deputy Management.

06 Social development

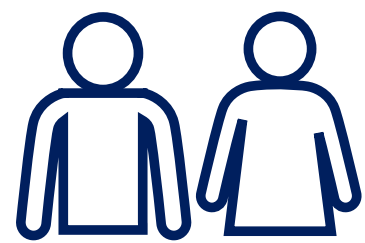
Since the beginning of our operations, we have worked with an eye on the environment that surrounds us, promoting initiatives that strengthen the community and our suppliers, key actors for the development of our value chain.



6.1 Valparaíso and its people

Each year we promote a set of initiatives aimed at strengthening our relationship with neighboring communities, promoting instances of meeting, dialogue and collaboration that allow us to build shared value.

Our community work is organised around three axes: education and culture; sport and healthy living; and meaningful actions, which reflect our conviction that sustainable development is only possible when we work collaboratively, articulating and linking in a close, respectful and permanent way with the environment.



13,117

people directly benefited.



74

institutions benefited.



USD 350,740

approximately invested in community relations.



Volunteering in Comedor 421

6.2 Education and culture; sport and healthy living; and meaningful actions

Education and culture

Neighbourhood Leadership Workshops

During the year, this initiative was promoted, developed in conjunction with the Simón de Cirené Corporation, which included the holding of free workshops, held both virtually and in person, focused on leadership, decision-making in complex contexts and the development of communication skills, aimed at members of neighbourhood councils, sports clubs and other organisations in Valparaíso.

Pedagogical guide about Plaza Sotomayor

Baburizza Museum, TPS and the Municipality of Valparaíso presented the children’s pedagogical guide “Plaza Sotomayor, the heart of the city”, aimed at girls and boys between 6 and 11 years old. Its purpose is to bring the little ones closer to the history and heritage of this emblematic Barrio Puerto, through a didactic and close story.

The Route Programme

15 women and men participated in the plumbing and installation of gas appliances course thanks to an initiative of the Municipal Office of Labour Intermediation (OMIL) of Valparaíso, INACAP, SOFOFA and TPS. This is the first course carried out under this programme and its purpose is to promote local employability, strengthening the capacities of the territory and promoting talent in Valparaíso.

Internship Programme

This initiative allows high school and higher education students to get closer to professional development opportunities. In 2025, a total of 42 students completed internships at TPS, within the framework of the Cauce Programme with INACAP Valparaíso, the Maritime High School and various higher education institutions in the region.



Heritage Day “Puerto, Patrimonio Cultural”

Heritage Day

More than 350 people visited the facilities and learned about TPS’s work in opening its doors to the community to showcase the port’s value as a cultural and economic heritage. On the occasion, people received, in various guided bus tours, information about more than 500 years of history of the Port of Valparaíso and its concessionaires, TPV and TPS.

The Tango Route

Tango, as an identity expression of Valparaíso’s cultural identity, was present at the 35th version of the Valparaíso Tango International Festival, an instance in which TPS participated as a sponsor, supporting a cultural initiative that highlights the heritage and identity of the commune.

Sport and healthy living

TPS Soccer Schools

During 2025, a total of 282 students from fourth to eighth grade participated in a new season of the TPS Soccer Schools, an initiative that has already had 17 editions and that, throughout its history, has benefited more than 5,000 boys and girls in the commune. This programme seeks to promote sports and healthy living in public educational establishments, also promoting values such as coexistence, respect and teamwork.

Talk by Elías Figueroa

The legend of Chilean sports, Elías Figueroa – considered the best national soccer player of the twentieth century – was invited by TPS to give a motivational talk aimed at our workers. During his presentation, he shared his life story and the challenges he has to face, highlighting perseverance and discipline as pillars to overcome obstacles. Figueroa, who made his professional debut at the age of 15 with Santiago Wanderers, has been recognised on three occasions as South America’s Best Player and twice honoured by FIFA as one of the world’s best soccer player in the world.

New edition of Futvalores

With a sporting event held at Club de Campos Don Elías Figueroa, the fifteenth season of Futvalores came to a close. The programme, led by Corporación La Matriz, has for more than a decade benefited children and young people from Barrio Puerto and other areas of the city, promoting sport as a tool for inclusion, personal development and community engagement.

GANAMAR Nautical Centre

For four years, the GANAMAR project has been carrying out sports clinics, preparation for national and international Stand Up Paddle (SUP) competitions and activities to care for the marine environment. This year more than 1,500 children and young people between 9 and 17 years old from 20 educational establishments in the commune participated. To date, 6,100 people have already participated since it began in 2022.



TPS Soccer Schools



GANAMAR launch



Breast Cancer Prevention

Alliance with Santiago Wanderers

TPS is the main sponsor of Santiago Wanderers, the most representative club in Valparaíso and an icon of Chilean soccer. This alliance strengthens our bond with the city and allows us to support an institution that promotes local identity, social cohesion and sports training. Within the framework of this relationship, and as is tradition, the coaching staff and the club's staff visited TPS to take the official photograph of the 2025 season, with the sea and the cranes of the Terminal as a backdrop, an instance in which they also shared with our collaborators, mostly fans of the club, generating a close encounter and full of port people identity.

Healthy Living Programme

With the support of Ultraport and the Institute for Occupational Safety (IST in spanish), TPS began a healthy eating and living campaign that consisted of disseminating the importance of the consumption of fruits, vegetables and constant hydration, in addition to the delivery of specific information on adequate protection against UV radiation.



Healthy Living Programme

Breast Cancer Prevention

With an information stand and educational material, the People area promoted the "Pink October" campaign dedicated to the fight against breast cancer. The objective of this instance - in which organisations and health centres, among others, participate - was to promote self-care, early detection and prevention of this disease.

6.3 Meaningful actions: Social impact initiatives

GRI 413-1.iv



Third version of the Grant Funds

This year, in its third version, almost 50 institutions and social organisations applied for the Grant Funds, which benefited five projects and whose focus is to contribute to the growth, development and strengthening of projects that generate a positive impact on the Barrio Puerto community. The winning initiatives benefited a total of 2,494 people, through the projects executed by the Playa Ancha Sports Centre, the Bicentennial Maritime High School of Valparaíso, the Captain Aquiles Ramírez Scout Group, the Neighbourhood Board No. 13 of Cerro Mesilla and the Neighbourhood Board No. 20 Manuel Montt, of Cerro Cordillera.

Health operation on Juan Fernández Island

A total of 67 specialist doctors and volunteer health professionals, in addition to a 12-ton mammograph, were transferred on a Navy ship to the Juan Fernández archipelago in order to carry out a free medical operation and reduce waiting lists. The initiative was carried out thanks to the joint work between the Valparaíso-San Antonio Health Service, the Chilean Navy, the Acrux Foundation, the Municipality of Juan Fernández and TPS.

Visit of neighbourhood leaders

TPS, together with EPV and TPV, received 100 neighbourhood leaders in the framework of a cycle of six visits organised together with the Communal Union of Neighbourhood Councils (UNCO Valparaíso), an initiative that allowed attendees to directly observe how the operation of the port is developed and learn about the scope of future expansion projects, including the benefits for the city.

Valparaíso Beach Clean-up

During the year, TPS participated in several beach clean-up days, including those carried out together with the General Directorate of the Maritime Territory and Merchant Marine (DIRECTEMAR in Spanish) and the GANAMAR Nautical Centre. In particular, the day developed together with Ganamar corresponded to the first beach clean-up organised by TPS, an instance that also had the participation of suppliers such as Ultraport, SVO, STM and Trigo Limpio.

Campaign “Together We Clean Barrio Puerto”

The Municipality of Valparaíso, the Valparaíso Port Company, TPV and TPS, in a public-private initiative called “Together we clean Barrio Puerto”, began to clean the streets of the emblematic of the foundational neighbourhood of the city, in order to recover spaces, improve the quality of life and promote urban care among residents of the sector. The work was carried out with pressure washers, at night, covering the busiest points, such as Plaza Echaurren and La Matriz, with a reach of 5,800 m2 at each stage.

Volunteering in Comedor 421

This year we continue with the monthly volunteering in Comedor 421, a historic space belonging to the La Matriz Church, located in the heart of Barrio Puerto and a very short distance from our operations. This place has established itself as an essential point of support for people living on the streets and for neighbours who face conditions of high vulnerability. Every day it welcomes around 200 people, giving them food, shelter and social support.

In a complementary way, month after month we support through the “Luca Milagrosa” campaign, a voluntary contribution made by our collaborators, aimed at the purchase of necessary supplies for the preparation of the meals of our volunteers. TPS joins this effort through a contribution equivalent to what is collected.

“A Coat for a Friend” Campaign

Led by La Matriz Church, TPS participated in the “A Coat for a Friend” campaign, a solidarity initiative to collect socks for homeless people and vulnerable families in the city.

TPS recognised for contribution to tourism

Validating the contribution it makes to the port city, the Municipality of Valparaíso presented a recognition to TPS for its contribution to local tourism, which impacts the economy and the quality of life of the inhabitants. The company received in the last cruise season between October 2024 and April 2025, 20 passenger ship calls, some of which return after previous successful voyages and, in addition, other new lines.

Volunteer Corps of Bote Salvavidas of Valparaíso

TPS maintains permanent support to the Volunteer Corps of Bote Salvavidas of Valparaíso, constantly collaborating with this century-old institution in key tasks for maritime safety. This support reflects our commitment to the community and to organisations that play a fundamental role in the protection of life at sea.



“A Coat for a Friend” Campaign



Pedagogical guide about Plaza Sotomayor



Teletón's visit to TPS

Teletón 1+1 Campaign

We participate in the "1+1" campaign, a solidarity initiative aimed at raising funds through the joint contribution of our collaborators and the company, with the aim of supporting the Teletón Foundation, a leading institution at the national level in children's rehabilitation. This campaign reinforces our commitment and that of our team to this country cause.

First Fire Company of Valparaíso – Bomba Americana

We supported the First Fire Company of Valparaíso, Bomba Americana, contributing to the repair of the kitchen and bathrooms of its barracks, with the aim of improving the conditions for its volunteers.

Hogar de Cristo de Valparaíso

In support of the social programmes of the Hogar de Cristo of Valparaíso, specifically the Shelter, the Home Care Programme for the Elderly (PADAM) and the Housing First programme.

6.4 Working together with our suppliers

NCG 461 5.9, NCG 461 6.2.iii, NCG 461 7.1, NCG 461 7.2, GRI 204-1, GRI 308-1, GRI 414-1

In line with our commitment to contribute to the competitiveness of the companies that make up our value chain, TPS has established a set of procedures, policies and actions aimed at promoting responsible and collaborative management with its suppliers.

These initiatives range from clear selection and evaluation processes, transparent communication mechanisms and digital support tools, to training and capacity building programmes. All this is complemented by ethical and compliance guidelines that seek to ensure relationships based on trust, transparency and sustainable development.

All contracts include explicit references to the regulations of the Crime Prevention Model (MPD) and the Internal Regulations of Order, Hygiene and Safety, along with the application of due diligence processes and the declaration of potential conflicts of interest.

In 2025 we launched the Supplier Code of Conduct, a document that establishes the minimum standards of ethical and responsible behaviour expected of all actors in our value chain, facilitating the understanding of the principles that guide our relationship with each of them.



During this year we also incorporated new digital tools aimed at improving communication and operational efficiency, such as the Supplier Portal and the Monthly Documentation Review Portal for Contractors.

The performance of suppliers and contractors is monitored through annual surveys – the Supplier Satisfaction Survey, Sustainability Assessment for Suppliers and the Quality of Service Survey for Contractor Suppliers – which allow progress to be measured and opportunities for improvement to be detected.

This year we evaluated 50 national suppliers under sustainability criteria such as environmental health and safety, respect for human rights and business ethics, diversity, equity and inclusion, environmental management, customer satisfaction and

characteristics of each company, including whether it corresponds to an SME or a local supplier.

On the other hand, the company maintains a special focus on strengthening the participation of local companies within the supply chain. In this line, the Supply area develops an active search for new suppliers through its participation in activities of guilds such as the Regional Chamber of Commerce of Valparaíso (CRCP) and the Association of Companies of the Valparaíso Region (ASIVA).

Within the framework of the 29EE Resiliencia, the largest business meeting in regions organised by the Regional Chamber of Commerce of Valparaíso, and as part of the Shared Value Table, TPS participated in a speed mentoring instance, aimed at

supporting and informing small and medium-sized companies in matters of sustainability, promoting the exchange of experiences and the strengthening of capacities in this field.

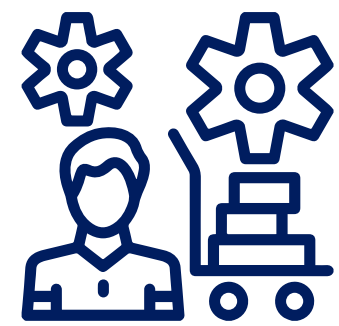
In addition, the quotation and bidding processes include evaluation guidelines that give greater weight to local companies and SMEs, promoting their integration and development within our operations.

Supplier Payment Policy

At TPS we consider timely payment to suppliers as a fundamental pillar of our management, so we maintain internal policies and procedures aimed at ensuring compliance with the agreed payment deadlines.

Although our maximum payment terms are 30 days for suppliers and 15 days for SMEs, during 2025 we achieved an outstanding performance, reaching an average payment of only 8 days.

During the period, there was no delay in the payment of invoices and no associated interest was generated. Likewise, it was not necessary to make use of the Registry of Agreements with Exceptional Payment Term of the Ministry of Economy.



Expenditure associated with local suppliers

60%

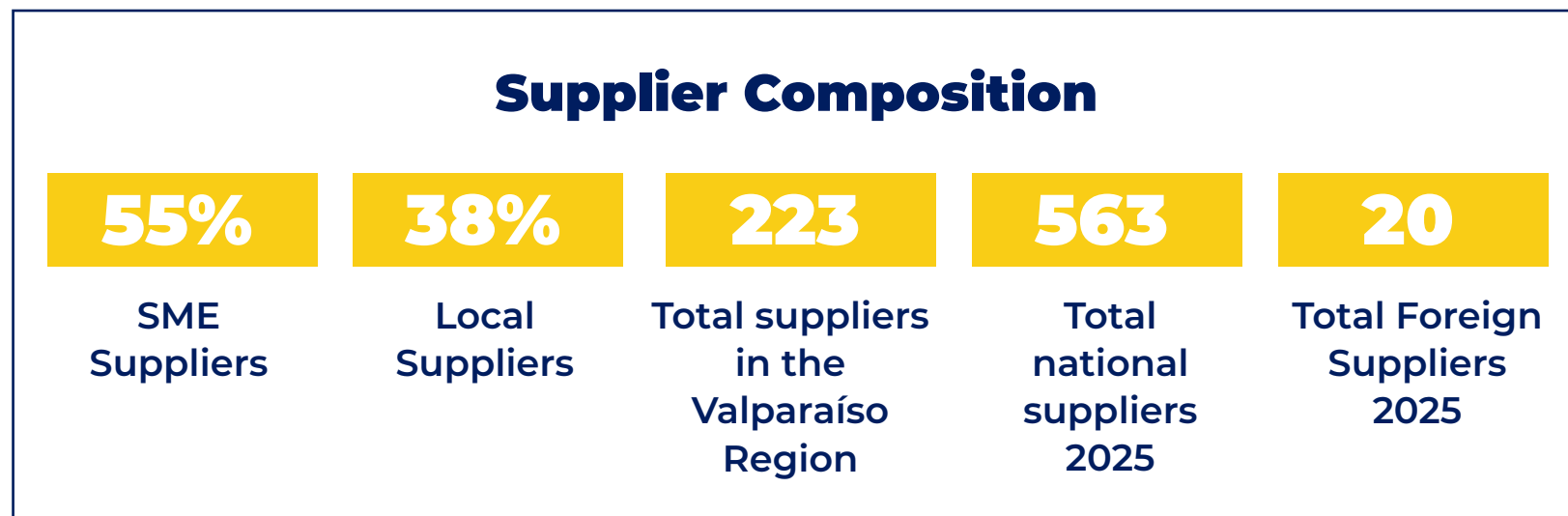
Supplier Development Programme

A total of 13 supplier companies participated in the 2025 Supplier Development Programme, an initiative developed in collaboration with the SERCOTEC Valparaíso Business Centre that seeks to identify opportunities for improvement and advance in corporate sustainability together with the TPS value chain.

This instance is part of the commitments established in our Sustainability Strategy, especially in the axis of support for the development of suppliers, with emphasis on those of a local nature.

In its third version, the meeting focused its contents on the strengthening of ethical management, accompaniment in the face of recent regulatory changes and the implementation of Decree No. 44 on preventive management of occupational risks.

Supplier Composition



The top 10 suppliers of our Terminal in 2025 were:

Provider Name	Location
Ultraport	Local
Empresa Portuaria Valparaíso	Local
Sk Comercial Spa	No local
Enel Generación Chile S.A.	No local
Copec S.A.	No local
Seguros Generales Suramericana	No local
Sitrans Servicios Integrados	No local
Distribuidora Cummins Chile	No local
Kaleris (Navis Software)	Foreign
Procomit Spa	No local

07 Caring for the planet

We promote comprehensive environmental management that contributes to global efforts to mitigate the effects of climate change, optimise the use of resources and protect ecosystems.



7.1 Proactive culture of environmental care

At TPS we have a procedure to identify, analyse and control the various variables associated with our operations, as well as the possible environmental effects. This guideline, defined in SG-MASS 002 “Environmental Aspects and Hazard Identification”, allows us to anticipate critical situations, apply preventive measures and ensure responsible performance that protects both the safety of work equipment and the environment where we operate.

During 2025 we continue for the second year with the “Actúa Verde” programme, in accordance with our Sustainability Strategy and the guidelines of the Ministry of the Environment. This plan integrates environmental education, biodiversity, circular

economy, energy efficiency and climate management, with a special focus on the marine-coastal ecosystem. The project seeks to strengthen all the environmental actions of the Terminal, such as the APL “Transition to the Circular Economy”, the Energy Management System, recycling and spill prevention.

During this period, we reinforced internal training activities through training for supervisors on biodiversity, climate change, carbon footprint and circular economy. We also develop instances to involve employees, contractors and their families in educational activities that allow them to get to know the port, as well as its flora and fauna.

Risks and opportunities in the face of climate change

GRI 201-2, NCG 461 8.1.3

In order to know in detail the adverse events to which TPS could be exposed, we have a Climate Change Vulnerability Survey Report, which has a time horizon until December 2029.

Risks	Risk Description	Impact Description	Opportunities	Description of opportunities
Contribution to climate change by Greenhouse Gas (GHG) emissions	<ul style="list-style-type: none"> Increased operating costs due to the implementation of more stringent environmental regulations during 2025. 	<ul style="list-style-type: none"> Reduction of operating profitability and risk of fines for non-compliance with current regulations. 	<ul style="list-style-type: none"> Investment in clean and efficient technologies aimed at reducing emissions and improving operations. 	<ul style="list-style-type: none"> Implement an energy efficiency programme aimed at reducing operating costs and complying with current regulations. Supply of 100% of the electricity consumed from renewable sources. Switch to fuels with a lower environmental impact. Evaluate energy efficiency projects. Permanent monitoring of CO₂ emissions.
Changes in legal requirements resulting from climate change	<ul style="list-style-type: none"> Adapt to changes in the regulations associated with climate change that may affect the operational activities of the Terminal. 	<ul style="list-style-type: none"> Insufficient capacity for timely adaptation, which could lead to sanctions for legal non-compliance. 	<ul style="list-style-type: none"> Take a proactive approach to ensure compliance with new legal requirements. 	<ul style="list-style-type: none"> Carry out periodic audits to monitor and verify compliance with legal requirements, promoting early and effective management.
Extreme weather events	<ul style="list-style-type: none"> Extreme weather events, such as abnormally strong winds, flooding, and abnormal storm surges, which can cause damage or operational disruptions. 	<ul style="list-style-type: none"> Damage to port infrastructure, disruptions to operations and significant economic losses. 	<ul style="list-style-type: none"> Implement permanent monitoring systems and evaluate the incorporation of adaptable infrastructure to mitigate the effects of extreme weather events. 	<ul style="list-style-type: none"> Continuously analyse and update the statistics on storm surges and port closures. Adopt new technologies that allow us to anticipate and proactively respond to these events. Develop climate change adaptation projects. Promote responsible and efficient management of resources, such as water and energy. Incorporate circular economy projects aimed at minimising waste generation in the Terminal's operations.
Risks associated with people's health.	<ul style="list-style-type: none"> Exposure of employees to physical risks, especially during operational maneuvers in swell conditions that generate excessive movements of ships. 	<ul style="list-style-type: none"> Compromise of workers' health and safety, which can affect both their wellbeing and work productivity. 	<ul style="list-style-type: none"> Strengthen controls and monitoring of operating conditions to prevent incidents before they occur. 	<ul style="list-style-type: none"> Continuously disseminate lessons learned from incidents. Conduct on-site inspections on a regular basis. Use CCTV surveillance systems to monitor the operating conditions of the Terminal.
Lack of accurate information on the impacts of climate change and low public awareness	<ul style="list-style-type: none"> Lack of reliable information on the impacts of climate change on port operations, coupled with limited public awareness, which can make strategic decisions difficult. 	<ul style="list-style-type: none"> Lack of foresight in the face of environmental changes and opportunities for improvement, as well as a low level of awareness of environmental risks. 	<ul style="list-style-type: none"> Promote climate change monitoring and evaluation systems in the port environment, along with educational programmes to raise awareness on the subject. 	<ul style="list-style-type: none"> Develop climate change management initiatives in the port area. Implement education and awareness programmes aimed at increasing knowledge about the risks and opportunities associated with climate change.

In 2025, there were no enforceable sanctions from the Public Registry of Sanctions of the Superintendence of the Environment or reparation plans for environmental damage.

Protocol for the prevention of environmental incidents

At TPS we have defined goals and protocols aimed at reducing environmental impacts with a focus on reducing the carbon footprint, efficient use of resources, proper waste management and spill prevention. Progress is measured by indicators such as fuel and energy consumption, CO₂ emissions, water and electricity consumption, noise levels, hazardous waste generation and biodiversity monitoring.

The sustained application of these practices has made it possible to maintain periodic

monitoring mechanisms, the preventive maintenance of equipment and the execution of formal environmental management plans, consolidating them as part of the operation of the Terminal.

In terms of environmental incidents, and with an active contingency plan, during the period there was a decrease of 50% compared to the previous year, going from 22 cases in 2024 to 11 in 2025, reflecting a significant improvement in the management and prevention of these events.

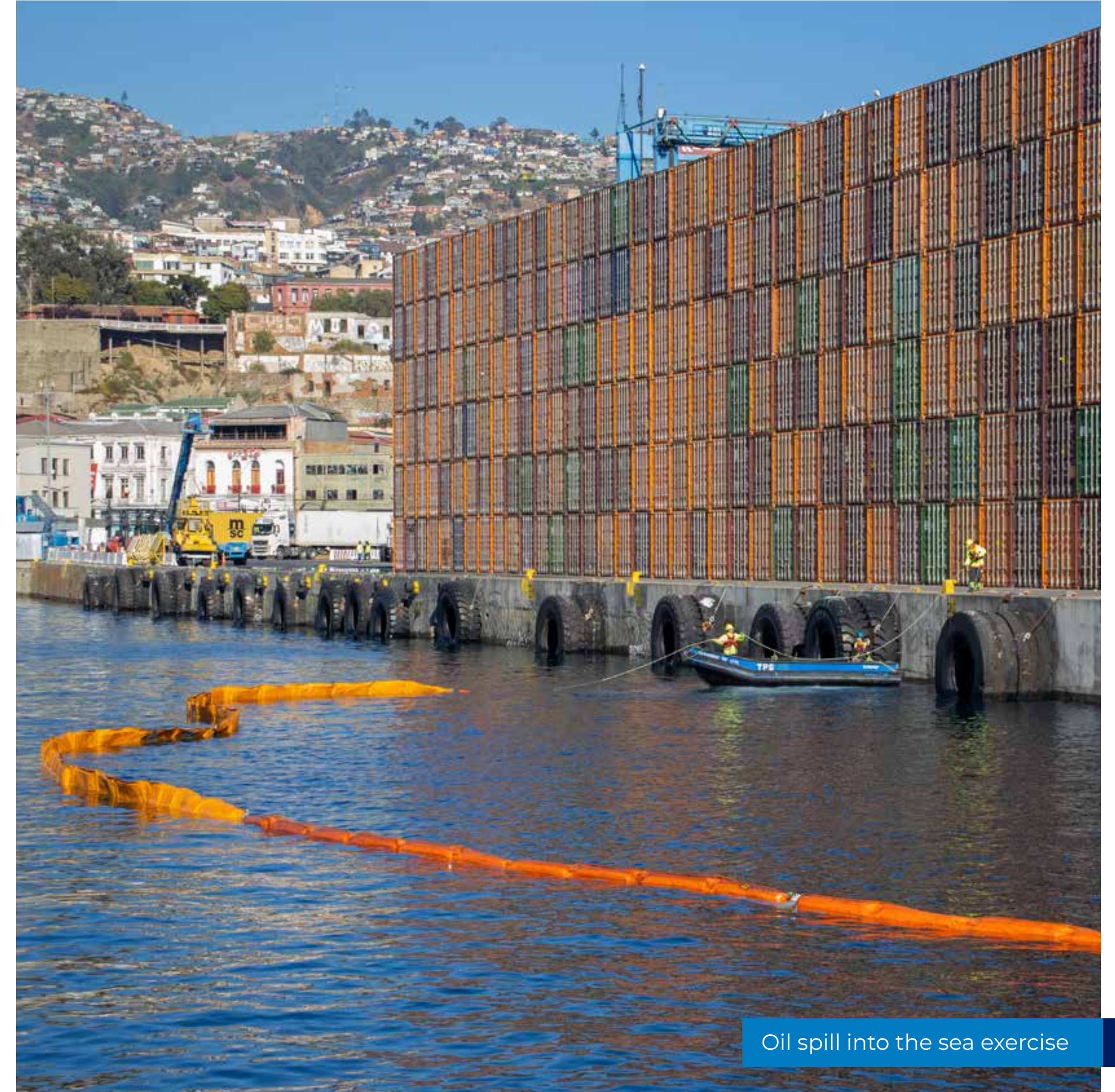
Drills and exercises

In order to evaluate our response capacity, review procedures and detect opportunities for improvement, at TPS we develop an annual programme of drills. These exercises seek to be executed in the shortest possible time and train teams to respond effectively to emergencies, strengthening the coordination and preparation of all areas involved.

During 2025, 100% of the programmed activities were fulfilled, carrying out drills associated with safety and environmental issues. Among them

are: hazardous cargo drill (IMO) on land, oil spill into the sea, fall of man overboard, scenario analysis exercise for accident with serious or fatal injuries, evacuation of the Terminal and activation of high-power sirens.

As part of the strengthening of the annual plan, in 2025 the first real-time sea spill exercise was carried out under normal operating conditions, which made it possible to evaluate procedures, response times and coordination in a scenario with a higher level of realism.



Oil spill into the sea exercise

7.2 Circular economy and waste management

GRI 306-1/2020, GRI 306-2/2020, GRI 306-3/2016, GRI 306-4/2020, GRI 306-5/2020

Within the framework of the “Actúa Verde” programme, it promotes a work plan led by the circular economy committee, aimed at strengthening environmental awareness and reducing the generation of hazardous waste within the operation. This plan also incorporated a pilot project focused on promoting the circularity of corporate clothing used in the areas of surveillance and asset management. After classifying the garments that were in a condition to be recycled, approximately half were destined for this process, allowing more than 40 kilos of unused work clothes to be recovered.

This initiative is part of the incorporation of practices that extend the useful life of materials and reduce the need for final disposal.

Medium and long-term initiatives included: moving towards zero hazardous waste disposal, training 100% of employees and contractors in the maintenance area, promoting the reuse of corporate clothing and recirculating between 30% and 50% of the oil used by RS cranes.

Regarding waste management, Vicmar and Ecoport continue to provide hazardous and non-hazardous waste removal services generated at the Terminal. All the collected material is sent to an authorised treatment plant, which has the corresponding sanitary resolutions for its recovery, ensuring responsible disposal and in accordance with current regulations.

During this year, no environmental impacts related to air, water or soil pollution that have negatively affected the environment were recorded, reflecting TPS’s progress in prevention, operational control and continuous improvement in its environmental performance.

Hazardous Waste

Type of Waste	Metrics	2025	Destination	Disposal Method/Recovery
Solid Waste	Kilos	29,320		Valorisation
Contaminated cardboard	Kilos	1,726	Recycling	Valorisation
Paint cans	Kilos	1,438	Recycling	Valorisation
Contaminated cloths	Kilos	12,000	Recycling	Valorisation
Batteries	Kilos	5,034	Environmental Recycling Limited	Valorisation
Others	Kilos	9,122	Recycling	Valorisation
Liquid Waste	Kilos	136,900		Valorisation
Used oils	Kilos	39,500	Crowan	Valorisation
Oily water	Kilos	95,300	Veolia RESPEL	Valorisation
Sludge	Kilos	2,100	Recycling	Valorisation
TOTAL	Kilos	166,220		

Non-hazardous waste

Type of Waste	Metrics	2025	Destination	Disposal Method/Recovery
White paper	Kilos	2,170	Revalue	Valorisation
Plastic bottles	Kilos	299	Revalue	Valorisation
Industrial scrap	Kilos	65,674	Metals Trading Company	Valorisation
Electronic scrap	Kilos	1,012	DEGRAF	Valorisation
Tyres	Kilos	10,620	Atlas retreads	Valorisation
Cardboard	Kilos	3,000	Revalue	Valorisation
Cans	Kilos	1,568	Revalue	Valorisation
TOTAL	Kilos	84,343		

APL for Transition to the Circular Economy

Since this year, we have been certified by the Clean Production Agreement (APL in spanish) “Transition to the circular economy”, granted by Acción Empresas to entities that effectively implement practices aimed at sustainable production, pollution prevention and continuous improvement of environmental, social and productive performance.

In the context of the APL, signed in 2021, we have implemented various short, medium and long-term measures that involve the reduction of inputs in processes, training of collaborators and contractors, and reuse of resources. Some

of the actions are: steam washing of equipment, start-up of a water treatment plant, extension of the useful life of the inputs used -including tractor trucks-, among others.

In addition, in the pillar of Caring for the Planet, we carried out a pilot campaign for recycling and disposal of other elements and collected more than 100 kilos of unused clothing, fulfilling the objective of increasing the participation of the Terminal's teams and contributing to the environment.

Water consumption

GRI 303-1, GRI 303-2, GRI 303-5

In compliance with one of our current Environmental Qualification Resolutions, we carry out an annual environmental monitoring programme. This initiative allows us to verify that the operations have not generated impacts on the natural conditions of seawater, confirming the absence of deviations from the parameters defined in the project's baseline.

The water consumption associated with the operation occurs only during equipment maintenance and washing activities. This water is treated by a liquid industrial waste treatment plant (RILES), which operates as a 100% closed system, so no discharges are made to the sewer.

In this context, there are no effluent discharges from the operation at TPS, allowing responsible management of water resources and compliance with applicable environmental regulations.

Along with the realisation of the matrix to identify and evaluate aspects related to use and consumption, we carry out measurement of water consumption in the operation and in offices, quality monitoring and periodic audits and inspections of operations to verify compliance. By 2025, the applicable regulations related to water quality monitoring were 100% complied with.





7.3 Materials used in the operation

GRI 301-1

In line with our commitment to optimise the use of resources and strengthen operational sustainability, we manage the renewable and non-renewable materials used in our processes in a differentiated way. Among the most relevant non-renewable inputs are diesel, lubricants and tires, essential to guarantee the continuity and efficiency of operations.

In relation to the consumption of renewable materials, particularly wood, there has been a sustained downward trend. In 2025, this input reached 8 tons, a figure lower than the 26 tons recorded in 2024.

Non-renewable materials used in the operation

Material Name	Unit of Measure	
Lubricants	M3	46
Tires	Tons	12
Fat	Tons	7
Plastic	Tons	0,85
Diesel	Litros	4,330,015*
Petrol	M3	12
LNG	M3	10,176
LPG	Tons	23

(*) Consider pickup trucks and yard equipment.

7.4 Carbon Footprint Management

GRI 302-1, GRI 302-4, GRI 305-1, GRI 305-2, GRI 305-3

For the second consecutive year, we obtained the HuellaChile certification, granted by the Ministry of the Environment, in recognition of the quantification and reduction of our greenhouse gas emissions.

One project that contributed significantly was the conversion of the power system of one of the mega reefer container platforms, which went from using diesel fuel to operating with electric power. This initiative made it possible to reduce the CO₂ emissions associated with the operation of this equipment, moving towards a cleaner and more efficient operation.

On a permanent basis, we implement a plan aimed at reducing the carbon footprint, which includes a set of initiatives and projects that are identified, analysed and prioritised by the Terminal.

Preventive measures

This year, among the initiatives aimed at strengthening environmental care and optimising the performance of our equipment, the purchase and renovation of nine container ships equipped with Euro 5 engines stand

This approach is aligned with the objectives of the Energy Management System in accordance with the ISO 50001 standard - which we certified in 2024 - promoting the reduction of emissions through actions that favour the efficient use of energy and progress towards a more sustainable and environmentally responsible energy matrix.

Likewise, the plan recognises as a fundamental axis the training and awareness of both employees and contractor companies, in order to ensure a correct understanding and participation in the fulfillment of the established environmental objectives.

out, along with thirteen engine changes in tractors and four major maintenance in RTG equipment. These actions allow operating with cleaner, more efficient technology and with lower emissions generation.

GHG emissions

Scope 1

Direct emissions from sources owned by the organisation. For example, fixed or stationary combustion sources and mobile combustion.

10,429
Tons CO₂ equivalent

Scope 2

Indirect emissions that come from the use of electricity.

3,702
Tons CO₂ equivalent

Scope 3

Indirect emissions that were not considered in scopes 1 and 2, and are a consequence of the activities carried out by the organisation, but that are not owned or controlled by it.

32,570
Tons CO₂ equivalent



Beach clean-up

7.5 Care for biodiversity

GRI 302-1, GRI 302-4, GRI 305-1, GRI 305-2, GRI 305-3

As part of the management, since 2013 we have maintained an environmental monitoring programme executed by an external consultant, which carries out systematic monitoring and annual reports on the state of the ecosystems.

We also have a study prepared by an external specialist that confirms that TPS is not located in or near priority sites or of special interest for the conservation of biodiversity. In addition, within the concession area, there are no species present on the Red List of the International Union for Conservation of Nature (IUCN).

08 General background



8. General background

NCG 461 2.3.1, NCG 461 2.3.2, NCG 461 2.3.3, NCG 461 2.3.4.i, NCG 461 2.3.4.ii, NCG 461 2.3.4.iii.a, NCG 461 2.3.4.iii.b, NCG 461 2.3.4.iii.c, NCG 461 6.4.iii, GRI 2-1

Company Profile

Identification of the company

Business Name: Terminal Pacífico Sur Valparaíso S.A.

Legal Residence: Antonio Varas No. 2, third floor, Valparaíso

TIN: 96.908.870-3

Telephone: +56 32 227 5800

Website: www.tps.cl

Line of Business: Development, operation and maintenance of Berth Site No. 1 of the port of Valparaíso, wharfage and storage company.

Articles of Incorporation

Terminal Pacífico Sur Valparaíso S.A. was incorporated on October 25, 1999 before the Notary Public of Santiago, Mr. Iván Torrealba Acevedo, and registered in the Commercial Registry on page 698, under number 602, on October 26, 1999.

Ownership and control of the company

Below, we report the background information related to the shareholders and ownership of the Company:

Shareholders' details

The capital stock of Terminal Pacífico Sur Valparaíso S.A. is made up of 3,333 shares of the same series with no par value. Ownership of the company is distributed as of December 31, 2025 as follows:

Stockholder	Stocks	Share
Neltume Ports S.A. TIN: 76.237.330-0	2,000	60.01%
Contug Terminals S. A. TIN: 59.236.520-0	1,333	39.99%

There were no major changes in ownership of the entity during the year.

Company Controller

From the foregoing, it can be deduced that the controller of the Company is Neltume Ports S.A., a company that in turn is controlled by Inversiones Ultramar Limitada, which in turn is controlled by Servicios Marítimos Inversiones Panguipulli S.A. CPA.

Directors Committee

The company does not have a Board of Directors, as it is a closed corporation.

Insurance

The company maintains the following insurance policies in force as of December 31, 2025:

- Termination of the concession contract for the destruction of the Berthing Front.
- Business interruption due to damage to the Berthing Front.
- Civil liability of third parties.
- Damage to equipment and other fixed assets.

Contracts

The concession contract for Berthing Front No. 1 of the port of Valparaíso was signed with Empresa Portuaria Valparaíso on November 12, 1999.

By means of this agreement, the Company is granted an exclusive concession to develop, maintain and operate Berthing Front No. 1 of the Port of Valparaíso, including the right to charge users basic rates for basic services, and special rates for special services provided on the concessioned front. The details of the content, scope and characteristics of this contract are explained in the Financial Statements that are part of this Integrated Report.

Financial Background

TPS is a closed corporation that is not listed on the stock exchange, registered under No. 56 in the Registry of Reporting Entities of the Financial Market Commission (CMF in Spanish).

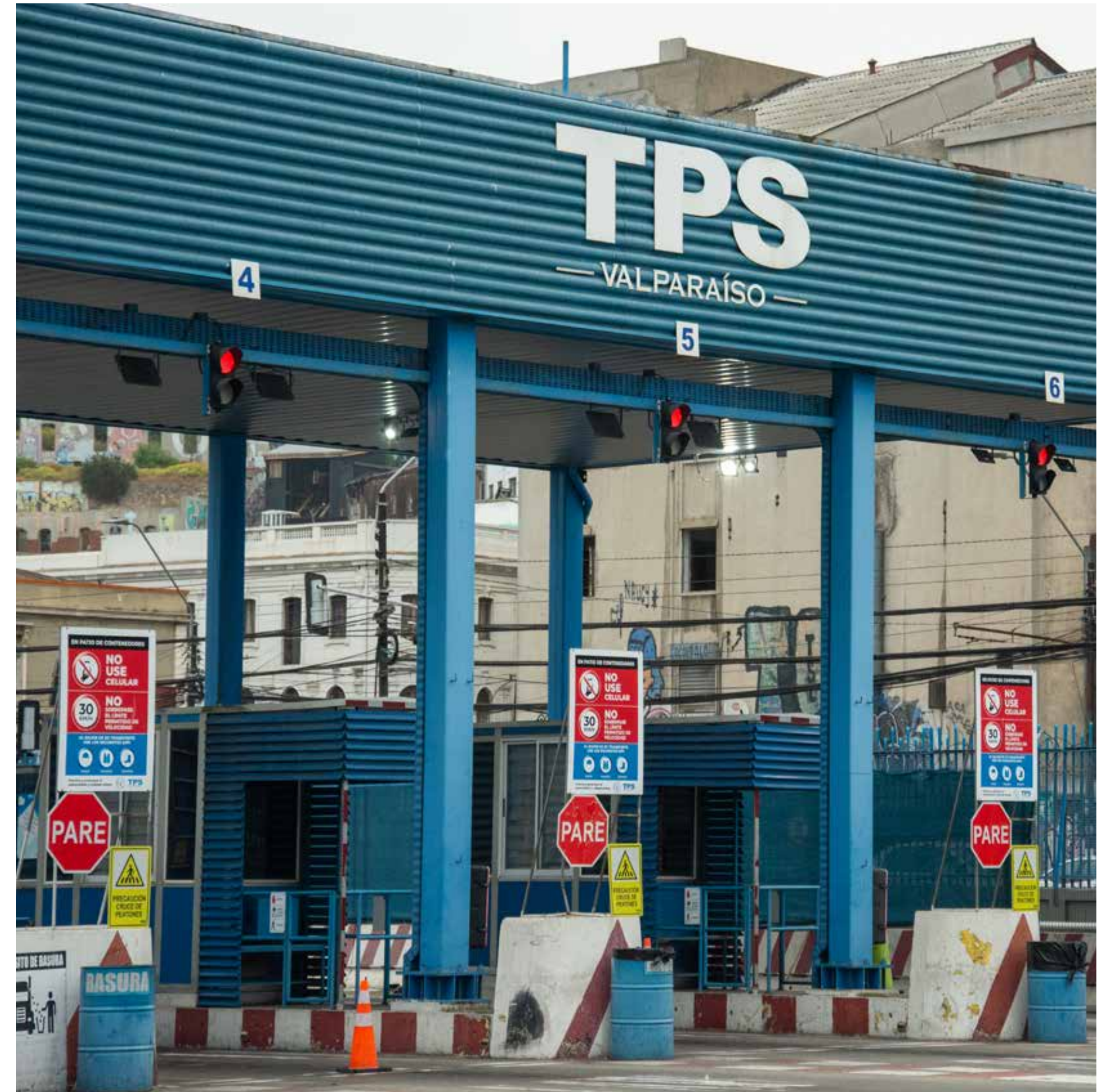
The company handles its transactions mainly in pesos and dollars, through accounts

in national and U.S. banks, its functional currency being the United States dollar. The main financial activities with these banks are: invoice collection, time deposits, long-term loans, short-term loans, rate swaps, foreign currency forwards and currency purchases.

IFRS Standard

The Financial Statements for the year 2025 are published under IFRS (International Financial Reporting Standards) regulations, taking advantage of the provision issued by the CMF, which obliges closed corporations, registered in it, to present their results under this standard, except for what is instructed by the

regulator in Circular Letter No. 856, in which it is instructed that the differences in assets and liabilities for deferred taxes that occur as direct effect of the increase in the First Category tax rate introduced by Law 20,780, must be registered in Patrimony.



Investment and financing policies

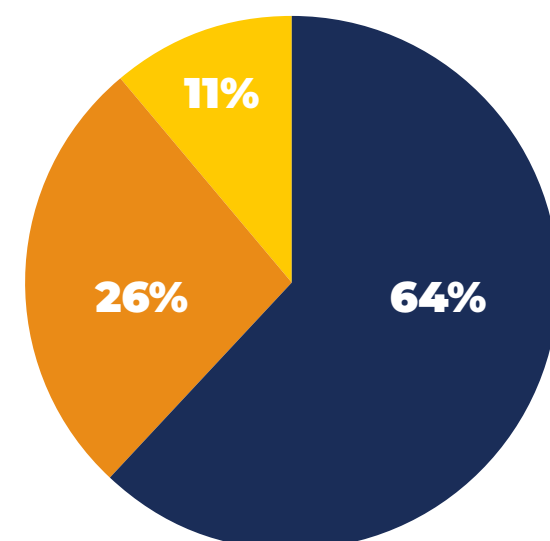
NCG 461 4.3

Investment

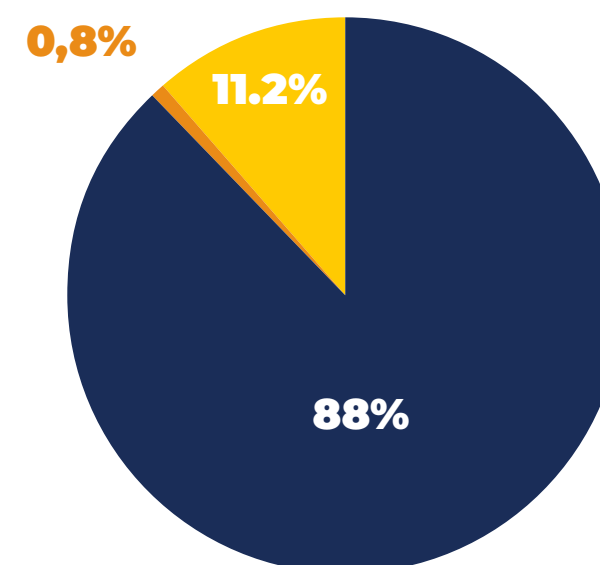
Since the beginning of the concession, TPS has allocated US\$242 million to investment in infrastructure, port equipment and development of technological systems for the Terminal, among others.

Regarding the investment plan for the five-year period 2025-2029, we project an investment of approximately US\$12.9 million, of which US\$4.9 million is intended for the purchase and renovation of equipment and machinery.

Accumulated from the distribution of YTD investment



Distribution of investment in 2025



■ Equipment ■ Infrastructure ■ Other investment

Distributable Profit

Accumulated profits in previous years	MUS\$
Accrued earnings	13,467
Profit/(loss) FY2025	16,752
Interim dividends 2025	-16,000
Distributable Profit	14,219

Financing

As a result of the investments of previous years, we maintain a loan with Banco Scotiabank, which was refinanced in December 2019. In May 2022, MUS\$8,000 was prepaid and the base interest rate was modified from LIBOR to SOFR. This will be fully amortised in June 2026. In 2025, principal was amortised for MUS\$10,324 and interest was paid for MUS\$338.5

In August 2023, the Company obtained new financing with Scotiabank for MUS\$5,000,

which was used to acquire fixed assets that were available for use in the first half of 2024. This loan will be fully amortised in August 2028.

In May 2025, in order to invest in new equipment and improve the operation of the Terminal, a new financing was obtained with BCI bank for MUS\$4,000, whose repayment term is May 2028.

Allied subsidiaries

There are no subsidiaries, joint ventures or investments in other companies.

Dividend policy

The dividend distribution policy is included in the Company's bylaws. In 2025, the Company distributed final dividends of MUS\$10,000 charged to accumulated earnings. In addition, he declared MUS\$6,000 provisionally.

- 2025 diluted earnings: US\$5,026 per share.
- 2024 diluted earnings: US\$4,531 per share.

09 Financial Statements

Financial Statements for the years ended
December 31, 2025 and 2024
and independent auditor's report.

Independent Auditor's Report

To the Shareholders and Directors of Terminal Pacífico Sur Valparaíso S.A

Opinion

We have audited the financial statements of Terminal Pacífico Sur Valparaíso S.A. (the "Company"), which comprise the statement of financial position as of December 31, 2025, and the statements of income, comprehensive income, changes in equity and cash flows for the year then ended, and the notes to the financial statements, including material accounting policy information.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Company as of December 31, 2025, and of its financial performance and its cash flows for the year then ended in accordance with International Financial Reporting Standards as issued by the International Accounting Standards Board.

Basis for opinion

We conducted our audit in accordance with Generally Accepted Auditing Standards in Chile. Our responsibilities under those standards are further described in the "Auditor's Responsibilities for the Audit of the Financial Statements" section of our report. We are independent of the Company in accordance with the Code of Ethics of the Chilean Institute of Accountants, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the accompanying financial statements in accordance with International Financial Reporting Standards as

issued by the International Accounting Standards Board and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Company or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Company's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with Generally Accepted Auditing Standards in Chile will always detect a material misstatement when it exists. Misstatements may arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Generally Accepted Auditing Standards in Chile, we exercise professional judgment and maintain professional skepticism throughout the audit. Also:

- We identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.

- We evaluate the appropriateness of the accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.

- We conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern.

If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.

- We evaluate the overall presentation, structure, and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during the audit.

Others matters - Other Miscellaneous Reserves

As indicated in Note 17 of these financial statements, in 2017 the Company agreed and paid an interim dividend amounted to ThUS\$ 31,500, which was applied to net income of the year and to accumulated earnings. As a result of the payment of the mentioned interim dividend, as of December 31, 2025, the Company presents a negative balance in "Other Miscellaneous Reserves" amounted to ThUS\$ 24,385, which includes the amount distributed as interim dividend above mentioned.

The Management and their legal advisors considered that this transaction and its presentation is consistent in conformity the law and the determinations of Law 18,046, even when there are no specific pronouncements with regard to the distribution and presentation of interim dividends over the results of the Company at the date of the agreement. Our opinion is not modified in respect of this matter.

Other Matters

The Chilean Institute of Accountants (Colegio de Contadores de Chile A.G.) approved that the Generally Accepted Auditing Standards in Chile fully and unreservedly adopt the International Standards on Auditing (ISAs) issued by the International Auditing and Assurance Standards Board (IAASB) for audits of financial statements prepared for the year beginning on January 1, 2025.

The audit of the financial statements of Terminal Pacífico Sur Valparaíso S.A. as of December 31, 2024, was conducted in accordance with the Generally Accepted Auditing Standards in Chile in effect at that date, under which we issued an unmodified opinion dated January 31, 2025.

The accompanying financial statement have been translated into English solely for the convenience of readers outside Chile.

Deloitte.

January 30, 2026

Santiago, Chile



Robinson Alarcón Gómez
R.U.T. 12.681.098-9

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Statements of financial position

As of december 31, 2025 and 2024

(In thousands of United States dollars - ThUS\$)

ASSETS	Notes N°	12.31.2025 ThUS\$	12.31.2024 ThUS\$
CURRENT ASSETS			
Cash and cash equivalents	4	12,014	12,781
Other current financial assets	10	178	491
Other current non-financial assets	5	51	154
Trade and other receivable, current	6	10,720	12,252
Accounts receivable from related parties, current	7	3,403	1,074
Inventories	8	2,691	1,752
Total current assets		29,057	28,504
NON-CURRENT ASSETS			
Other non-current financial assets	10	15,632	16,148
Intangible assets other than goodwill	11	37,733	46,168
Property, Plant & Equipment	12	40,028	42,108
		93,393	104,424
Total non-current assets			
		122,450	132,928
TOTAL ASSETS			

The accompanying notes are an integral part of these financial statements.

Estados de situación financiera

As of december 31, 2025 and 2024

(In thousands of United States dollars - ThUS\$)

LIABILITIES AND EQUITY	Notes N°	12.31.2025 ThUS\$	12.31.2024 ThUS\$
CURRENT LIABILITIES			
Other current financial liabilities	13	20,730	17,197
Trade and other accounts payable, current	14	7,088	7,236
Accounts payable to related parties, current	7	5,093	2,677
Current tax liabilities	9	1,980	1,384
Total current liabilities		34,891	28,494
NON-CURRENT LIABILITIES			
Other non-current financial liabilities	13	19,684	35,501
Deferred tax liabilities	15	6,885	9,054
Employee benefits provision	16	4,683	3,885
Total non-current liabilities		31,252	48,440
Total liabilities		66,143	76,934
EQUITY			
Issued capital	17	67,000	6,000
Other reserves	17	(24,912)	(24,473)
Retained Earnings	17	14,219	13,467
Total Equity		56,307	55,994
TOTAL LIABILITIES AND EQUITY		122,450	132,928

The accompanying notes are an integral part of these financial statements.

Statement of comprehensive income by function

For the years ended december 31, 2025 and 2024

(In thousands of United States dollars - ThUS\$)

	Notes N°	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Revenue	18	112,105	101,118
Cost of sales	19	(77,881)	(69,185)
Gross profit		34,224	31,933
Administrative expenses	20	(9,638)	(9,274)
Finance income	21	989	762
Finance costs	21	(2,512)	(2,941)
Other finance expenses (income)		(115)	49
Exchange differences	25	(77)	47
Profit, before tax		22,871	20,576
Income tax expense	15	(6,119)	(5,474)
Net profit		16,752	15,102

The accompanying notes are an integral part of these financial statements.

Estados de resultados integrales por función

For the years ended december 31, 2025 and 2024

(In thousands of United States dollars - ThUS\$)

	Notas N°	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Net profit		16,752	15,102
Components of other comprehensive income, before taxes:			
Other comprehensive income, before taxes, actuarial gains (losses) from benefit plans	16	(75)	(629)
Gains (losses) on cash flow hedges, before taxes	13	(525)	(722)
Other components of other comprehensive income, before tax		(600)	(1,351)
Income taxes related to components of other comprehensive income			
Income tax related to defined benefit plans of other comprehensive income	16	20	170
Income tax related to hedging investments in equity instruments of other comprehensive income		141	195
Income tax related to components of other comprehensive income		161	365
Other comprehensive income (loss)		(439)	(986)
Total comprehensive income		16,313	14,116

The accompanying notes are an integral part of these financial statements.

Statements of changes in equity

For the years ended december 31, 2025 and 2024
(In thousands of United States dollars - ThUS\$)

	Notes N°	Issued capital ThUS\$	Cash flow hedge reserve ThUS\$	Reserve for actuarial gains and losses related to defined benefit plans ThUS\$	Other miscellaneous reserves ThUS\$	Other reserves ThUS\$	Retained earnings ThUS\$	Total equity ThUS\$
Balance as of January 01, 2025		67,000	511	(599)	(24,385)	(24,473)	13,467	55,994
Profit		-	-	-	-	-	16,752	16,752
Other comprehensive income (loss)		-	(384)	(55)	-	(439)	-	(439)
Comprehensive income (loss)		-	(384)	(55)	-	(439)	16,752	16,313
Dividends	17	-	-	-	-	-	(16,000)	(16,000)
Other increases (decreases) in equity		-	-	-	-	-	-	-
Total changes in equity		-	(384)	(55)	-	(439)	752	313
Closing balance as of December 31, 2025		67,000	127	(654)	(24,385)	(24,912)	14,219	56,307
Balance as of January 01, 2024		67,000	1,038	(140)	(24,385)	(23,487)	7,365	50,878
Profit		-	-	-	-	-	15,102	15,102
Other comprehensive income (loss)		-	(527)	(459)	-	(986)	-	(986)
Comprehensive income (loss)		-	(527)	(459)	-	(986)	15,102	14,116
Dividends	17	-	-	-	-	-	(9,000)	(9,000)
Other increases (decreases) in equity		-	-	-	-	-	-	-
Total changes in equity		-	(527)	(459)	-	(986)	6,102	5,116
Closing balance as of December 31, 2024		67,000	511	(599)	(24,385)	(24,473)	13,467	55,994

The accompanying notes are an integral part of these financial statements.

Statement of cash flows (direct method)

For the years ended december 31, 2025 and 2024

(In thousands of United States dollars - ThUS\$)

CASH FLOWS STATEMENT	Notes N°	12.31.2025 ThUS\$	12.31.2024 ThUS\$
CASH FLOWS FROM/(USED IN) OPERATING ACTIVITIES			
Receipts from sales of goods and provision of services		124,464	110,785
Types of payments			
Payments to suppliers for the supply of goods and services		(74,731)	(64,389)
Payments to and on behalf of employees		(13,909)	(11,781)
Interest paid		(59)	(65)
Interest received		398	207
Income taxes refunded (paid)		(7,196)	(7,109)
Net cash flows from operating activities		28,967	27,648
CASH FLOWS FROM/(USED IN) INVESTING ACTIVITIES			
Purchases of property, plant and equipment, classified as investment property	12	(6,617)	(7,580)
Purchases of intangible assets	11	-	(1,342)
Net cash flows used in investing activities		(6,617)	(8,922)
CASH FLOWS FROM/(USED IN) FINANCING ACTIVITIES			
Loan amounts	13	4,000	-
Loan Payments	4	(11,894)	(11,324)
Interest on loan payments	4	(1,146)	(1,499)
Dividends paid	17	(14,000)	(12,000)
Net cash flows used in financing activities		(23,040)	(24,823)
Effects of exchange rate fluctuations on cash and cash equivalents	25	(77)	47
Increase in cash and cash equivalents		(767)	(6,050)
CASH AND CASH EQUIVALENTS AT THE BEGINNING OF THE YEAR		12,781	18,831
CASH AND CASH EQUIVALENTS AT YEAR-END	4	12,014	12,781

The accompanying notes are an integral part of these financial statements.

NOTES TO THE FINANCIAL STATEMENTS

As of december 31, 2025 and 2024

(In thousands of USD)

1. GENERAL INFORMATION

Terminal Pacífico Sur Valparaíso S.A., Taxpayer Identification Number 96.908.870-3, is a Closed corporation constituted on October 25, 1999, and the concessionaire of the Berth No. 1 of the Port of Valparaíso, as stipulated in the Concession Contract for the development, maintenance and operation of Berth No. 1 of the Port of Valparaíso held with Empresa Portuaria Valparaíso by public deed dated November 12, 1999, signed in Valparaíso at the Notary Office of Mr. Ricardo Maure Gallardo.

The corporate purpose of the Company is the development, maintenance and operation of Berth No. 1 of Empresa Portuaria Valparaíso, as well as to perform the business of wharfage and storage.

The Company's legal address is Antonio Varas No. 2, 3rd floor, Valparaíso.

According to Article 14 of Law 19,542 which regulates port concessions, the Company must comply with the regulations applicable to publicly held corporations, including registration in the Securities Registry of the Superintendence of Securities and Insurance (currently Commission for the Financial Market). The Company was registered with this superintendence in the year 2000, under number 712. With the change to Law 20,382, of October 2009, it became part of the registry of reporting entities and was registered with number 56.

As stipulated in the aforementioned Concession Contract signed with Empresa Portuaria Valparaíso, the Company received from the Authority the abovementioned Berth on January 1, 2000, when

it began its operating activities. The term for the concession is 20 years from the mentioned date, with the option of an extension of 10 more years for the Company if: (i) completes the execution, before the beginning of the 19th Contractual Year, of the construction project established in Appendix VII of the Bidding Terms, in accordance with the conditions and terms established in Appendix VII and VIII of the Bidding Terms; (ii) declares its intention to extend the Term before the beginning of the 19th Contractual Year".

On June 2, 2014, Terminal Pacífico Sur Valparaíso S.A. submitted to Empresa Portuaria Valparaíso the Major Investment Project entitled "Extensión Sitio 3 y Reforzamiento Sitios 4 y 5 del Frente de Atraque N° 1 del Puerto de Valparaíso Etapa I" ("Site 3 Extension and Sites 4 and 5 Reinforcement of Berth No. 1 in the Port of Valparaíso Stage I") that comprises all works related to the optional project described in Appendix VII referred to above. In addition, the Company formally announced its intention to extend the concession contract.

On November 7, 2014, Empresa Portuaria Valparaíso granted its initial approval for the project, initiating the works related to its execution by the contracting company. Therefore, the contracting company initiated the works relating to the project execution. Once the works concluded, the Concession Contract was extended according to the abovementioned conditions. The extension was confirmed on December 27, 2017, when Empresa Portuaria Valparaíso granted the final approval of the project and ratified the extension of the Concession Term for 10 additional years. To this date and according to the Concession Contract, Empresa Portuaria Valparaíso and Terminal

Pacífico Sur Valparaíso S.A. are still reviewing the effective cost of said work, work for the purposes of determining the residual value that must be returned to Terminal Pacífico Sur Valparaíso S.A. at the end of the concession.

The shareholders of Terminal Pacífico Sur Valparaíso S.A. as of December 31, 2025 and 2024, are:

	Number of shares	Ownership
Neltume Ports S.A.	2,000	60.01%
Contug Terminals S.A.	1,333	39.99%

From the above it is clear that the controller of the Company is Neltume Ports S.A., a company that in turn is controlled by Inversiones Ultramar Limitada, which in turn is controlled by Servicios Marítimos Inversiones Panguipulli S.A. CPA.

According to Exempt Resolution DRE. No. 674 of the Internal Revenue Service (SII) dated July 6, 2001, the Company is authorized to perform its accounting in U.S. dollars.

As of December 31, 2025, the company reported negative working capital, primarily due to the distribution of profits from cash surpluses generated during the period and the classification of short-term financial obligations based on their current maturity. Nevertheless, the company continues to generate sufficient operating cash flows, enabling it to meet its current obligations promptly and without impacting its solvency or operational continuity.

2. BASIS OF PREPARATION OF THE FINANCIAL STATEMENTS

2.1 Statement of compliance

The Financial Statements have been prepared in accordance with International Accounting Standard IAS 1, entitled "Presentation of Financial Statements". The designations IAS, IFRS and IAS may be used interchangeably hereafter.

These Financial Statements accurately reflect the financial position of Terminal Pacífico Sur Valparaíso S.A. as of December 31, 2025 and 2024, and the results of its operations,

the changes in equity and the cash flows for the years ended December 31, 2025 and 2024.

2.2 Financial Statements model under IFRS

The Company has included the following models to prepare its Financial Statements:

- Statements of Financial Position
- Statements of Income by Function
- Statements of Comprehensive Income
- Statements of Cash Flows Direct method
- Statements of Changes in Net Equity
- Notes to the Financial Statements

2.3 Accounting period

The Financial Statements cover the periods ended on December 31, 2025, and 2024.

2.4 Basis of measurement

The Financial Statements have been prepared under the principle of historical cost, except for the items that are reported at fair value in accordance with IFRS.

2.5 Functional and presentation currency

The Financial Statements have been prepared in U.S. dollars, which is the Company’s functional and presentation currency, and all values presented herein are rounded to the nearest thousands, except when indicated otherwise

2.6 Cash and cash equivalents

The cash and cash equivalents presented in the Statements of Financial Position include the bank balances and term deposits which qualify as cash and cash equivalents according to IAS 7.

2.7 Responsibility for the information and use of judgments and estimates

The Company’s directors must review the Financial Statements of Terminal Pacífico Sur Valparaíso S.A. as of December 31, of each year and assume responsibility that the information contained therein corresponds to the information in the Company’s

accounting books, according to the information received from the respective departments. The present Financial Statements were approved by the Board of Directors at its meeting held on January 27, 2026.

The preparation of the Financial Statements requires that the Management make judgments, estimates and assumptions that affect the application of the accounting policies, assets, liabilities, revenues, and expenses amounts presented. The actual results may differ from these estimates.

Relevant estimates and assumptions are reviewed regularly using the best information possible. These accounting estimates are recognized in the period in which they are reviewed and in the future period affected.

The main estimates of uncertainties and critical judgments in the application of accounting policies that have a significant effect on the amounts recognized in the Financial Statements, are the following:

- Estimate of provisions for contingencies
- Estimate of the useful life of property, plant and equipment
- Calculation of the fair value of financial instruments
- Discount rates used for the purposes of IFRIC 12
- Obligations for employee severance pay benefits for years of service
- Calculation of income taxes, using the current rate for the 2024 period corresponding to 27%
- Calculation of deferred taxes generated by differences in financial and tax bases

2.8 Foreign currency

Transactions in foreign currency (defined as any currency other than the Company’s functional currency) are converted to the functional currency according to the effective exchange rate at the date of the transaction.

Monetary assets and liabilities in foreign currency are converted to the functional currency by applying the effective exchange rate at the close of each period, while non-monetary assets and liabilities are converted to the functional currency by applying the effective exchange rate at the date of transaction.

The exchange rate applied by the Company at the close of the years are indicated below:

Exchange rate	12.31.2025	12.31.2024
Chilean Peso	907.13	996.46
EURO	0.8505	0.9625

2.9 Income by indexation unit

Assets and liabilities controlled in Unidades de Fomento (inflation-adjusted units) have been converted to U.S. dollars at the equivalent of each unit at the date of closing of the Financial Statements, and readjustments are recorded under the category of Income from indexed units in the Statement of Income.

The value of the Unidad de Fomento applied by the Company at the close of each period is shown below:

Exchange rate	12.31.2025	12.31.2024
	US\$	US\$
Unidad de fomento (inflation index-linked adjusted units)	43,80	38,55

2.10 Inventories

Inventories is valued at its acquisition cost or net realizable value (A), whichever is the lowest. The cost of inventories is determined using the weighted average cost method.

The acquisition cost comprehends the price of purchase, import duties and other taxes (that cannot be recovered later from the tax authority), transportation, storage and other costs directly attributable to the acquisition of the inventories. Commercial discounts, rebates and other similar items are deducted in order to determine the acquisition cost.

(A) Net realizable value: The estimated sale price during the normal course of operations minus the estimated costs of finalizing production and those necessary to carry out the sale.

Those spare parts classified as critical and associated with the operational continuity of fixed assets, and that meet the condition of being immobilized, are part of non-current assets under the category of property, plant, and equipment.

2.11 Property, plant and equipment

Recognition

Property, plant and equipment include goods used by the Company in the provision of services and for administrative use in the activities that support business management. They are measured at acquisition cost, minus accumulated depreciation and losses for impairment of value.

The acquisition cost includes costs directly attributable to the acquisition of the asset and any other cost directly attributable to ensuring that the asset is ready to operate, including the costs of disassembling and removing the items and restoring the area where they are located. After the acquisition, only expenses incurred that increase the useful life of the good or its economic or productive capacity shall be capitalized.

The costs for loans which are directly attributable to the acquisition, construction or production of a component of Property, plant and equipment form part of the cost of said assets. Other costs for loans are recognized as expenses during the period in which they are accrued.

The significant components or parts of a property, plant and equipment item that have different useful lives, when it is probable that future economic benefits associated with asset's elements will be perceived by the Company and whose cost can be reliably determined, are recorded as separate items within the property, plant and equipment book.

Subsequent costs

The costs incurred for major maintenance are recognized as property, plant and equipment when these meet the requirements defined in IAS 16.

These assets are amortized linearly with an effect on income, in the period remaining until the next scheduled major maintenance. Expenses derived from the periodic maintenance of property, plant and equipment assets are recorded with an effect on income in the period in which they are incurred.

The Company has determined residual values for the property, plant and equipment assets based on the estimate of the recoverable value of the assets at the end of their useful life.

Depreciation and useful lives

Depreciation is recognized with an effect on income on a linear basis upon the useful lives, expressed in years, of each component of a property, plant and equipment item.

The useful life estimates and residual values are reviewed at least once a year. The following chart shows a description of the useful life estimates for the property, plant and equipment categories:

Clase	Minimum Range	Maximum Range
Plant and equipment	1 year	20 years
Information technology equipment	2 years	13 years
Fixed installations and accessories	1 year	20 years
Motor vehicles	2 years	10 years
Other property, plant & equipment	3 years	12 years

The useful life is capped by the maximum term of the concession, so useful lives that exceed the maximum date are adjusted to the end date of the concession.

2.12 Intangible Assets

Recognition

This category presents the costs associated with the “Concession Contract for the Development, Maintenance and Exploitation of Berthing Front Number One of the Port of Valparaíso” signed on November 12, 1999, by the Company and Empresa Portuaria Valparaíso. It is classified as an intangible asset in accordance with IFRIC 12, because the Company receives the right to charge the users of this public service.

The intangible is determined by the payment of the obligations established in the abovementioned Concession Contract, amount to be paid as an upfront payment (ThUS\$ 100,600 nominal value) and the payment of minimum rental (total of ThUS\$ 112,920 nominal value). Both were expressed as the present value at the date of the contract, using a proper discount rate. These payments are subject to readjustment based on the PPI (United States Producer Price Index). Obligations are presented in other current and non-current financial liabilities.

Additionally, it includes intangible assets generated from infrastructure contributions which the Company has made in accordance with the Concession Contract. These contributions correspond to the infrastructure or offices constructed in the concession area, and according to the Concession Contract, Empresa Portuaria Valparaíso must reimburse the Company at the end of the concession, at its residual value (cost

of construction approved by Empresa Portuaria Valparaíso, minus the accumulated amortization at the end of the concession).

Intangible assets have been recorded at the cost of construction, and the respective account receivable is initially recorded at present value using the appropriate discount rate, and at the close of each Financial Statement is recorded using the amortized cost method, at the closing of each Financial Statement.

This intangible asset has a finite useful life determined in accordance with the concession term stated in the referred contract, which ends on December 31, 2029.

On December 27, 2017, according to letter GDC/103/2017, Empresa Portuaria Valparaíso gave the final approval to the investment project “ Site 3 Extension and Sites 4 and 5 Reinforcement of Berthing Front No. 1 in the Port of Valparaíso “, granting the 10 additional years of exploitation of the concession in accordance with the provisions of Section 2.4 and Appendix VII of the Bidding Terms of the Concession Contract and the request made by TPS. This 10-year extension has consequently increased the useful life of the abovementioned asset.

On March 28, 2019, according to letter GDC/020/2019, Empresa Portuaria Valparaíso reported on the audit of the total cost of the project “ Site 3 Extension and

Sites 4 and 5 Reinforcement of Berthing Front No. 1 in the Port of Valparaíso”, with the audited amounts.

The intangible suffered an increase for the payment of the minimum annual amounts for the concept of canon (increase of ThUS \$ 57,000 nominal value), all of which were expressed at present value at the date of the authorization of the 10-year extension, using an appropriate discount rate.

Subsequent costs

Any other intangible asset shall be initially recognized as its acquisition or production cost and then valued at its lower costs, as applicable, its corresponding accumulated amortization and the losses for any impairment experienced.

The amortization is recognized with an effect on income based on the linear amortization method according to the estimated useful life of each of the intangible assets, from the date on which they are available for use.

The estimate useful lives and residual values (when applicable) shall be reviewed at least once a year.

The following chart shows a description of the useful lives estimates for intangible assets:

Class	Minimum Range	Maximum Range
Port concession contract	-	30 years
IT programs	1 year	5 years
Port infrastructure contributions	1 year	30 years
Expansion of the port concession contract	-	10 years

2.13 Leases

The Company assesses whether a contract is or contains a lease, at inception of the contract. The Company recognizes a right-of-use asset and a corresponding lease liability with respect to all lease arrangements in which it is the lessee, except for short-term leases (defined as leases with a lease term of 12 months or less) and leases of non-significant low value assets. For these leases, the Company recognizes the lease payments as an operating expense on a straight-line basis over the term of the lease unless another systematic basis is more representative of the time pattern in which economic benefits from the leased assets are consumed.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted by using the rate implicit in the lease. If this rate cannot be readily determined, the company uses the incremental interest rate as defined in IFRS 16.

Lease payments included in the measurement of the lease liability comprise:

Fixed lease payments, regardless of the form in which they were established in the contract, less any lease incentives receivable;

Variable lease payments that depend on an index or rate, initially measured using the index or rate at the commencement date;

The amount expected to be payable by the lessee under residual value guarantees.

Lease liabilities are presented within “Current lease liabilities” and “Non-current lease liabilities” in the statements of financial position.

The lease liability is subsequently measured by increasing the carrying amount to reflect interest on the lease liability (using the effective interest method) and by reducing the carrying amount to reflect the lease payments made.

The Company, as a result of amendments to the contracts, remeasures the lease liability (and makes a corresponding adjustment to the related right-of-use asset) whenever:

The lease term has changed or there is a change in the assessment of exercise of a purchase option, in which case the lease liability is remeasured by discounting the revised lease payments using a revised discount rate.

The lease payments change due to changes in an index or rate or a change in expected payment under a guaranteed residual value, in which cases the lease liability is remeasured by discounting the revised lease payments using the initial discount rate (unless the lease payments change is due to a change in a floating interest rate, in which case a revised discount rate is used).

The lease payments change due to a change in an index or rate, in which case the lease liability is remeasured by discounting the revised lease payments using the initial discount rate at the time the cash flows are affected.

A lease contract is modified, and the lease modification is not accounted for as a separate lease, in which case the lease liability is remeasured by discounting the revised lease payments using a revised discount rate.

The Company did not make any such adjustments during the periods presented.

The right-of-use assets comprise the initial measurement of the corresponding lease liability, lease payments made at the commencement day, and any initial direct costs. They are subsequently measured at cost less accumulated depreciation and impairment losses.

Right-of-use assets are depreciated over the shorter period of lease term and useful life of the underlying asset.

If a lease transfers ownership of the underlying asset or the cost of the right-of-use asset reflects that the Company expects to exercise a purchase option, the related right-of-use asset is amortized over the useful life of the underlying asset. The amortization starts at the commencement date of the lease. If the underlying asset is not transferred or the exercise of the purchase option is not expected, the right-of-use asset is amortized over the term of the lease.

Right-of-use assets are presented under “Right-of-use assets”.

The Company applies IAS 36 to determine whether a right-of-use asset is impaired and accounts for any identified impairment loss.

Variable rents that do not depend on an index or rate are not included in the measurement of the lease liability and the right-of-use asset. The related payments are recognized as an expense in the period in which the event or condition that triggers those payments occurs and are included in the line “Other expenses, by nature” in the statement of comprehensive income.

2.14 Impairment of assets

Financial assets

At the end of every year, it will be evaluated whether there is an objective evidence that suggests that one or more financial assets, measured by their depreciable amount, have suffered a loss of value. If that's the case, the appropriate value adjustment must be recorded.

If there is any sign of loss of value (impairment), an estimate will be made of the recoverable amount of those assets in order to determine, as is the case, the amount of the necessary write-off.

For establishing the value after the initial recognition, an entity will measure its financial assets, including those derivatives that are assets, as the fair value without deducting transactions expenses that may result from the sale or disposal by other means of the assets, except for the following financial assets:

- Loans or accounts receivable; these will be amortized through the effective interest rate method;
- Investments held to maturity; the amortized cost will be measured through the effective interest rate method;
- Investments in equity instruments that do not have the price quoted in an active market, and of which the fair value cannot be reliably measured; and
- The derivative instruments connected to those unquoted equity instruments, and which must be settled through their delivery; are measured at cost.

Non-financial assets

At each reporting date the Company evaluates whether there are any signs that an asset could be impaired. If such a sign exists, or when there is an annual requirement of proof of an asset's impairment, the Company makes an estimation of the asset's recoverable amount. The recoverable amount of an asset is the highest value between the fair value of an asset or cash generating unit minus the sales cost and its use value and is determined for an individual asset unless the asset does not generate any cash flow that is largely independent of other assets or groups of assets. When the carrying amount of an asset exceeds its recoverable amount, the asset is considered impaired and is reduced to its recoverable amount. When evaluating the use value, the future estimated cash flows shall be discounted from its present value using the pre-tax discount rate that reflects the current market evaluations of the money's time value and the risks specific to the asset. To determine the fair value minus the sales costs, an appropriate valuation method shall be used.

Impairment losses from continuing operations are recognized in the Income Statement in the expense categories consistent with the function of the impaired asset, except for previously revalued properties where the value has been taken to equity.

For assets excluding goodwill, at each reporting date the Company evaluates whether there is any sign that a previously recognized impairment may have diminished or disappeared.

If such a sign exists, the Company estimates the recoverable amount. A previous recognition of loss for impairment will be reversed only if there has been a change in the estimation used to determine the recoverable amount of the asset since the last loss for impairment recognition. If this is the case, the carrying amount of the asset will be increased

to its recoverable amount. This increased amount may not exceed the carrying amount that would have been determined, net of depreciation, if a loss for impairment had not been recognized in previous years. Losses for impairment recognized in relation to goodwill are not reversed for later increases in its recoverable amount.

2.15 Provisions

A provision is recognized when there are legal or implicit obligations as the result of a past event, when it is probable that future economic benefits will be generated and the amount of the obligation can be reliably measured.

Provisions are reversed against profit and loss when there is a lower possibility that resources will need to be used to pay the obligation.

If the effect of the money over time is material, provisions are discounted using the current pre-tax rate that reflects, as applicable, the specific risks of the liability. The increase in the provision, due to the pass of time, is recognized as a finance cost.

2.16 Employee benefits

The variation of the employee severance benefits obligation arising from current service cost and interest cost is recognized in profit or loss. Actuarial gains and losses are recognized with a debit/credit to equity in the period in which they arise. The Company reviews the inputs of the actuarial model annually, where the provisions have, as a maximum term, the end of the concession (see Note 16). Other short-term benefits, such as bonuses, are recognized using the accrual method.

2.17 Income tax and Deferred taxes

The Income tax result (or income tax) is composed of current taxes and deferred taxes. The income tax result is recognized in the income for the year, except when related to items directly recognized in Equity.

The Company's current tax result comes from the application of the income tax rate on the taxable base for the period, calculated in accordance with the Income Tax Law (DL N°824). If there is a tax loss, it does not expire, and the company expects to use said losses against future profits.

The Company records deferred taxes for all temporary differences generated from the calculation of first category net income using the accounting and tax base of assets, liabilities, and equity. Deferred tax assets and liabilities are recognized using the balance sheet method.

Deferred taxes are measured considering the tax rates that are expected to be applied on the temporary differences when they are reversed, based on the laws that have been approved or are about to be approved at the date of close of each financial statement.

2.18 Revenue recognition

The Company is engaged in the provision of port services and other services related to the port business.

Revenue from port services

In accordance with IFRS 15, service revenue is recognized as a performance obligation fulfilled during the period in which the service is rendered and/or based on the stage of completion of the service in proportion to the total cost of the services to be rendered.

The Company's revenue is derived mainly from the provision of the following services: use of wharfage, transfer, warehousing, yard services and other services.

Depending on the origin of the services, the following criteria are recognized:

a) Revenue from wharfage to cargo, ship and transfer services with customers is recognized when the performance obligation is fulfilled and is transferred to the customer in an amount that reflects the consideration to which the Company expects to be entitled in exchange for those goods or services.

b) In the case of revenue generated only from storage and yard use, it is recorded once the service has been rendered.

c) Other revenue from other services used by customers is recognized in the period in which such revenue is accrued.

Revenue is measured at the fair value of the payment received or receivable.

Services rendered and unbilled are determined based on the service rendered and the prices and conditions in effect for the period. The amounts corresponding to this concept are presented under "Trade and other receivables, current".

2.19 Finance revenues and costs

In relation to finance costs, these are carried to expenses when they are incurred, and are found in the finance expense item presented in non-operating income. This classification does not include costs to finance the construction or development of assets requiring a substantial period to prepare the asset for use according to the operating conditions established by Management. Finance costs related to an asset are capitalized from the date on which the asset to be built is known. The amount of capitalized finance costs (before taxes) for the year is determined by applying the effective interest rate to the loans effective during the year in which the finance expenses are capitalized.

2.20 Financial assets and liabilities

Financial assets

The book value of financial assets such as cash and cash equivalents and the current portion of the accounts receivable from related parties approximates their fair value considering the short-term nature of the accounts.

The book value of trade accounts receivable and other accounts receivable current portion approximates their fair values, due to the short-term nature of their maturities.

Instruments recorded in other current and non-current financial assets classified as financial assets at fair value through profit or loss and hedging derivatives are presented at their fair value in the statement of financial position (see note 10 and note 13).

Purchases or sales of financial assets that require the delivery of assets within a time frame established by a market standard or convention are recognized on the trade date; that is, the date on which the Company commits to buy or sell the asset.

All recognized financial assets are measured initially in their entirety at either amortized cost or fair value, depending on the classification of the financial assets.

All financial assets are subsequently measured at amortized cost, fair value through Other Comprehensive Income (OCI), or fair value through profit or loss, depending on the classification of those financial assets.

Classification and measurement of financial assets

Debt instruments that meet the following conditions are measured subsequently at amortized cost:

- the financial asset is held within a business model whose objective is to hold financial assets in order to collect contractual cash flows; and
- the contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

Debt instruments that meet the following conditions are measured subsequently at Fair Value Through Other Comprehensive Income (FVTOCI):

- the financial asset is held within a business model whose objective is met by collection of the contractual cash flows and the sale of the financial assets; and
- the contractual terms of the financial asset give rise on specified dates to cash flows that are solely

payments of principal and interest on the principal amount outstanding.

By default, all other financial assets are measured subsequently at Fair Value Through Profit or Loss (FVTPL).

Notwithstanding the above, the Company has the possibility of making the following irrevocable election / designation in the initial recognition of a financial asset:

- Irrevocably choose to present subsequent changes in the fair value of an equity instrument in Other comprehensive income, if certain criteria are met, and
- Irrevocably designate a debt investment that meets the amortized cost or FVTOCI criteria as measured in FVTPL if doing so, eliminates or significantly reduces an accounting currency mismatch.

Amortized cost and effective interest method:

The effective interest method is a method of calculating the amortized cost of a debt instrument and of allocating interest income over the relevant period.

The amortized cost of a financial asset is the amount at which the financial asset is measured at initial recognition minus the collections, plus the cumulative amortization using the effective interest method of any difference between that initial amount and the maturity amount, adjusted for any loss allowance. The gross carrying amount of a financial asset is the amortized cost of a financial asset before adjusting for any loss allowance.

Interest income is recognized using the effective interest method for debt instruments measured subsequently at amortized cost. For financial assets other than purchased or originated credit-impaired financial assets, interest income is calculated by applying the effective interest rate to the gross carrying amount of a financial asset, except for those that classified in Level 3 by the definition of IFRS 9.

Interest income is recognized in profit or loss and is included in the “Finance income” line item.

Foreign exchange gains and losses

The carrying amount of financial assets that are denominated in a foreign currency is determined in that foreign currency and translated at the spot rate at the end of each reporting period, specifically:

- For financial assets measured at amortized cost that are not part of a designated hedging relationship, exchange differences are recognized in profit or loss in “Exchange difference effect.”

Impairment of financial assets

The Company recognizes a loss allowance for expected credit losses on investments in debt instruments that are measured at amortized cost, lease receivables, trade receivables and contract assets, as well as on financial guaranteed contracts. The amount of expected credit losses is updated at each reporting date to reflect changes in credit risk since initial recognition of the respective financial instrument, where applicable.

Expected Credit Losses (“ECL”) result from all possible default events during the expected life of the financial instrument.

IFRS 9 requires the Company to record expected credit losses on all of its trade receivables. As of December 31, 2025, and 2024, the Company applies the simplified approach and records the accumulated expected losses for its commercial accounts receivable according to the probability of default obtained from the country risk classification of the main clients in the portfolio.

The Company recognizes any impairment gain or loss in profit or loss for all financial assets with a corresponding adjustment to their carrying amount through a loss allowance account.

- (i) Measurement and recognition of expected credit losses.

For financial assets, the expected credit loss is estimated as the difference between all contractual cash flows that are due to the Company in accordance with the contract and all the cash flows that the Company expects to receive, discounted at the original effective interest rate.

Derecognition of financial assets

The Company derecognizes a financial asset only when the contractual rights to the cash flows from the asset expire, or when it transfers the financial asset and substantially all the risks and rewards of ownership of the asset to another entity. If the Company neither transfers nor retains substantially all the risks and rewards of ownership and continues to control the transferred asset, the Company recognizes its retained interest in the asset and an associated liability. If the Company retains substantially all the risks and rewards of ownership of a transferred financial asset, the Company continues to recognize the financial asset and recognizes a financial liability for the consideration received.

On derecognition of a financial asset measured at amortized cost, the difference between the asset’s carrying amount and the sum of the consideration received and receivable is recognized in profit or loss.

Financial liabilities

The book value of the current portion of accounts payable to related entities approximates their fair values, due to the short-term nature of their maturities.

Accounts payable are payment obligations for goods or services acquired in the normal course of the Company’s operations. These are initially recorded at the value indicated on the invoice, which is similar to their fair value.

Accounts payable are classified as current liabilities unless the Company has the unconditional right to defer settlement for at least twelve months after the date of the statement of financial position.

Bank loans and inter-company loans are recorded at amortized cost, accounted for under the effective interest rate method.

Classification of financial liabilities

Financial instruments recorded in current and non-current financial liabilities that are related to bank loans are initially recognized at their fair value, net of transaction costs incurred; They are subsequently presented at amortized cost, and any difference between the income obtained (net of the costs necessary to obtain it), and the reimbursement value is recognized in the income statement accounts during the life of the debt under the effective interest method. Loans are classified as current and non-current according to the committed payment terms.

The effective interest rate corresponds to the rate that exactly discounts the estimated future cash payments (including all fees and/or points paid or received that are an integral part of the effective tax rate, transaction costs and other premiums or discounts) over the expected life of the debt instrument to the gross carrying value of the debt instrument at initial recognition.

For financial liabilities that are denominated in a foreign currency and are measured at amortized cost at the end of each reporting period, foreign exchange gains and losses are determined based on the amortized cost of the instruments. Foreign currency exchange gains or losses are included in “Foreign currency exchange gains (losses).”

Derivatives financial instruments and hedging activities

The Company uses derivative financial instruments to mitigate the risk related to foreign currency changes and interest rate fluctuations associated with credit obligations.

Derivatives are initially recognized at fair value on the date a derivative contract is entered into and are subsequently remeasured at fair value. The method of recognizing the resulting gain or loss depends on whether the derivative is designated as a hedging instrument and, if so, the nature of the item being hedged.

Derivative instruments are recognized at their fair value at the date of the statement of financial position and are presented included in “Other financial assets” or “Other financial liabilities” depending on their positive or negative fair value. These instruments are classified as current or non-current, depending on whether their maturity is less than or greater than twelve months. Derivative instruments that

meet all the requirements to be treated as hedging instruments for long-term items are presented as non-current assets or liabilities, according to their balance, in accordance with IFRS 9.

The hedging of risk associated with exchange rate variation in a firmly committed transaction may be treated as a fair value hedge or as a cash flow hedge, without distinction.

Changes in the fair value of those derivatives that have been designated and meet the requirements to be treated as fair value hedging instruments, they are recorded in the income statement offsetting the effects of the part of the underlying for which the risk is being hedged.

In the case of cash flow hedges, changes in the fair value of the derivatives are recorded, in the part in which said hedges are effective, in an equity reserve account called "Reserves for cash flow hedges". The accumulated loss or gain in said item is transferred to the statement of comprehensive income to the extent that the underlying has an impact on the statement of comprehensive income due to the risk covered, offsetting said effect. The part considered ineffective of the hedges is recorded directly in the statement of comprehensive income.

At the initiation of the hedging relationship, the Company documents the relationship between the hedging instrument and the hedged item, as well as its risk management objectives and its strategy for carrying out various hedging transactions. Additionally, at the inception of the hedge and on an ongoing basis, the Company documents whether the hedging instrument is effective in offsetting changes in the fair value or cash flows of the hedged item attributable to the hedged risk, which is when the coverage ratio meets the following effectiveness requirements:

- There is an economic relationship between the hedged item and the hedging instrument;
- The effect of credit risk does not predominate over the changes in value that result from that economic relationship; and
- The hedge ratio of the hedging relationship is the same as that derived from the amount of the hedged item that the Company currently hedges and the amount of the hedging instrument that the entity currently uses to hedge said amount of the hedged item.

The fair value of derivatives reflects estimates that are based on calculations made from observable data in the market, using tools for the valuation and risk management of derivatives.

The detail of the Company's hedging strategy is presented below:

The interest rate risk management strategy attempts to fix the cash flows generated by SOFR variable rate financing, through the implementation of a cash flow hedge, in which a hedging instrument (derivative instrument) is designated to offset the exposure of future cash flows (interest payments) that depend on future SOFR rates or forwards, thus hedging a forecasted future transaction highly likely to be executed.

The interest rate risk management strategy was approved by the Board of Directors and carried out by the Company's Management.

Hedging of interest flows of a bank obligation at a variable rate

This hedging strategy aims to hedge financing at the SOFR rate, transforming said variable rate into a fixed

rate throughout the life of the operation. Likewise, the derivative was taken with the same characteristics of the debt at the SOFR rate, to minimize hedge ineffectiveness.

At the inception of the hedge, the Company documented the hedging relationship (hedging instrument and hedged item), the hedging objectives, the risk management strategy, and the effectiveness testing procedures, recognizing in equity and profit or loss the respective portions of the hedge.

The hedge must have a high degree of effectiveness from its inception, and at any time during the period for which it is structured. Effectiveness is understood to be the degree to which variations in the cash flows of the hedging instrument offset variations in the cash flows of the hedged item, attributable to the hedged risk.

The subsequent accounting of the Company's cash flow hedge is carried out by recording the hedged item at its amortized cost and the hedging instrument at fair value in accordance with IFRS, where the effective portion of the hedging instrument is taken to equity and the ineffective portion to the result of the year. It is worth mentioning that, upon expiration of the hedging strategies, the deferred result in equity is transferred to the result for the year.

The accounting hedging of the Company may only be interrupted in the following cases:

- The position of the designated hedging instrument expires without a situation or renewal having been foreseen, if it is sold or liquidated, exercised, or closed.
- The hedge no longer meets any of the requirements necessary to apply special hedge accounting. If there is evidence that the anticipated future hedged transaction will not occur, the Company will suspend its hedging designation.

Fair value of financial instruments

Financial instruments, except for loans, are recorded in the statement of financial position as part of the asset or liability at their corresponding fair value. The carrying amounts of cash and cash equivalents, accounts receivable and accounts payable approximate their fair values as these instruments have short-term maturities. Because the loans bear variable interest that is susceptible to market fluctuations, Management believes that the carrying amounts of these liabilities approximate fair value. As of December 31, 2025, and 2024, the Company maintains derivative contracts.

Fair value hierarchy

The Company maintains financial instruments related to foreign currency and interest rate contracts which are classified as "Other current and non-current financial assets" and "Other current and non-current financial liabilities", respectively, and are accounted at fair value within the statement of financial position. The Company uses the following hierarchy to determine and disclose the fair value of financial instruments:

Level 1 Quoted (unadjusted) prices in active markets for identical assets or liabilities.

Level 2 Inputs other than quoted prices included in Level 1 that are observable for the assets and liabilities, directly (that is, as prices) or indirectly (that is, derived from prices).

Level 3 Inputs for the assets or liabilities that are not based on observable market data information.

a) Classification of financial instruments by nature and category

Financial assets

The financial assets are detailed as follows:

December 31, 2025

Financial Assets	Note	Assets recorded at amortized cost		Assets at fair value = carrying amount					Total financial assets					
		Financial assets at amortized cost	Fair value of assets at amortized cost	Through profit or loss		Through other comprehensive income		Hedges	Subtotal assets at fair value	Valuation Hierarchy				
				Financial assets -held for trading	Financial assets at fair value through profit or loss	Financial assets - debt instruments	Financial assets - equity instruments			Level 1 (market prices)	Level 2 (estimates based on other observable market data)	Level 3 (estimates not based on other observable market data)	Total carrying amount of financial assets	Total fair value of financial assets
ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$		
Cash and cash equivalents		12,014	-	12,014	-	-	-	-	12,014	12,014	-	-	12,014	12,014
Other financial assets		-	178	-	-	-	-	178	178	-	178	-	178	178
Trade and other receivables, current		10,720	-	10,720	-	-	-	-	10,720	10,720	-	-	10,720	10,720
Receivables due from related parties, current		3,403	-	3,403	-	-	-	-	3,403	3,403	-	-	3,403	3,403
Total Current Assets		26,137	178	26,137	-	-	-	178	26,315	26,137	178	-	26,315	26,315
Financial instruments – derivatives		-	-	-	-	-	-	-	-	-	-	-	-	-
Receivables, non-current		15,632	-	15,632	-	-	-	-	15,632	15,632	-	-	15,632	15,632
Total Non-Current Assets		15,632	-	15,632	-	-	-	-	15,632	15,632	-	-	15,632	15,632

December 31, 2024

Financial Assets	Note	Assets recorded at amortized cost		Assets at fair value = carrying amount					Total financial assets					
		Financial assets at amortized cost	Fair value of assets at amortized cost	Through profit or loss		Through other comprehensive income		Hedges	Subtotal assets at fair value	Valuation Hierarchy				
				Financial assets -held for trading	Financial assets at fair value through profit or loss	Financial assets - debt instruments	Financial assets - equity instruments			Level 1 (market prices)	Level 2 (estimates based on other observable market data)	Level 3 (estimates not based on other observable market data)	Total carrying amount of financial assets	Total fair value of financial assets
ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$		
Cash and cash equivalents		12,781	-	12,781	-	-	-	-	12,781	12,781	-	-	12,781	12,781
Other financial assets		-	491	-	-	-	-	491	491	-	491	-	491	491
Trade and other receivables, current		12,252	-	12,252	-	-	-	-	12,252	12,252	-	-	12,252	12,252
Receivables due from related parties, current		1,074	-	1,074	-	-	-	-	1,074	1,074	-	-	1,074	1,074
Total Current Assets		26,107	491	26,107	-	-	-	491	26,598	26,107	491	-	26,598	26,598
Financial instruments – derivatives		-	211	-	-	-	-	211	211	-	211	-	211	211
Receivables, non-current		15,552	-	15,552	-	-	-	-	15,552	15,552	-	-	15,552	15,552
Total Non-Current Assets		15,552	211	15,552	-	-	-	211	15,763	15,552	211	-	15,763	15,763

Financial liabilities December 31, 2025

Financial Liabilities	Note	Liabilities at amortized cost		Liabilities at fair value = carrying amount						Total financial liabilities				
		Financial liabilities at amortized cost	Fair value of liabilities at amortized cost	Through profit or loss		Through other comprehensive income		Coverage	Subtotal Assets at Fair Value	Valuation Hierarchy			Total carrying amount of financial liabilities	Total fair value of financial liabilities
				Financial liabilities - held for trading	Financial liabilities at fair value through profit or loss	Financial liabilities- debt instruments	Financial liabilities- equity instruments			Level 1 (market prices)	Level 2 (estimates based on other observable market data)	Level 3 (estimates not based on other observable market data)		
ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	
Other financial liabilities		20,635	-	20,635	-	-	-	-	20,635	20,635	-	-	20,635	20,635
Trade and other payables, current		7,088	-	7,088	-	-	-	-	7,088	7,088	-	-	7,088	7,088
Payables due to related parties, current		5,093	-	5,093	-	-	-	-	5,093	5,093	-	-	5,093	5,093
Current tax liabilities		1,980	-	1,980	-	-	-	-	1,980	1,980	-	-	1,384	1,384
Total Current Liabilities		34,796	-	34,796	-	-	-	-	34,796	34,796	-	-	34,200	34,200
Other non-current financial liabilities		19,425	-	19,425	-	-	-	-	19,425	19,425	-	-	19,425	19,425
Total Non-Current Liabilities		19,425	-	19,425	-	-	-	-	19,425	19,425	-	-	19,425	19,425

Financial liabilities December 31, 2024

Financial Liabilities	Note	Liabilities at amortized cost		Liabilities at fair value = carrying amount						Total financial liabilities				
		Financial liabilities at amortized cost	Fair value of liabilities at amortized cost	Through profit or loss		Through other comprehensive income		Coverage	Subtotal Assets at Fair Value	Valuation Hierarchy			Total carrying amount of financial liabilities	Total fair value of financial liabilities
				Financial liabilities - held for trading	Financial liabilities at fair value through profit or loss	Financial liabilities- debt instruments	Financial liabilities- equity instruments			Level 1 (market prices)	Level 2 (estimates based on other observable market data)	Level 3 (estimates not based on other observable market data)		
ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	
Other financial liabilities		17,197	-	17,197	-	-	-	-	17,197	17,197	-	-	17,197	17,197
Trade and other payables, current		7,236	-	7,236	-	-	-	-	7,236	7,236	-	-	7,236	7,236
Payables due to related parties, current		2,677	-	2,677	-	-	-	-	2,677	2,677	-	-	2,677	2,677
Current tax liabilities		1,384	-	1,384	-	-	-	-	1,384	1,384	-	-	1,384	1,384
Total Current Liabilities		28,494	-	28,494	-	-	-	-	28,494	28,494	-	-	28,494	28,494
Other non-current financial liabilities		35,501	-	35,501	-	-	-	-	35,501	35,501	-	-	35,501	35,501
Total Non-Current Liabilities		35,501	-	35,501	-	-	-	-	35,501	35,501	-	-	35,501	35,501

b) Non-derivative financial instruments

b.1) Financial liabilities

b.1.1) Trade creditors and other accounts payable

This item includes amounts pending payment for commercial purchases and related expenses, which are recorded at their nominal value. These items are not subject to interest.

b.1.2) Interest-bearing loans

These loans will generally be recorded for the cash received; net of the costs incurred in the transaction. They will be valued at their amortized cost, using the effective interest rate method.

Financial expenses, including premiums payable on liquidation or redemption and direct issuance costs, will be accounted for on an accrual basis in results using the effective interest rate method and will be added to the carrying amount of the instrument into the extent that they are not settled in the period in which they occur.

2.21 Statement of Cash Flows - Direct method

2.21.a) Statement of Cash Flows - Direct method

The Statement of cash flows addresses cash movements performed during each year, determined by the direct method. for which the following is considered:

a) As cash flows, cash inflows and outflows from banks, highly liquid investments with a term of less than three months and low risk of changes in value.

b) As operating activities, those that constitute the main source of revenue, as well as other activities not qualified as investing or financing activities.

c) As investing activities, the acquisition, sale or disposal by other means of non- current assets and other investments not included in cash and cash equivalents.

d) As financing activities, those activities that produce changes in the size and composition of equity and financial liabilities.

2.22 Classification of balances as current and non-current

In the statement of financial position, balances are classified according to their maturities; that is, as current when their maturity is equal to or less than twelve months, and as non-current when their maturity exceeds that period.

2.23 New Standards, Improvements and Changes to International Financial Reporting Standards

a) The following new IFRS have been adopted in these financial statements:

Amendments to IFRS	Mandatory Effective Date
Lack of Exchangeability (Amendments to IAS 21)	Annual periods beginning on or after January 1, 2025.
Amendments to the SASB standards to enhance their international applicability	Annual periods beginning on or after January 1, 2025.

The application of the new IFRS and these amendments has not had a significant effect on the amounts reported in these financial statements.

b) New IFRS and Amendments to IFRS in issue but not yet effective:

New IFRS	Mandatory Effective Date
IFRS 18, Presentation and Disclosure in Financial Statements	Annual periods beginning on or after January 1, 2027.
IFRS 19, Subsidiaries without Public Accountability: Disclosures	Annual periods beginning on or after January 1, 2027.
Amendments to IFRS	Mandatory Effective Date
Amendments to the Classification and Measurement of Financial Instruments (Amendments to IFRS 9 and IFRS 7)	Annual periods beginning on or after January 1, 2026.
Annual Improvements to IFRS Accounting Standards — Volume 11 (amendments to IFRS 1, IFRS 7, IFRS 9, IFRS 10 and IAS 7)	Annual periods beginning on or after January 1, 2026.
Contracts Referencing Nature-dependent Electricity (Amendments to IFRS 9 and IFRS 7)	Annual periods beginning on or after January 1, 2026.
Translation to a Hyperinflationary Presentation Currency (Amendments to IAS 21)	Annual periods beginning on or after January 1, 2027.
Disclosures about Uncertainties in the Financial Statements (Illustrative Examples)	No mandatory effective date.
Amendments to Greenhouse Gas Emissions Disclosures (Amendments to IFRS S2)	Annual periods beginning on or after January 1, 2027.

Management has not had the opportunity to consider the potential impact of the adoption of the new Standards and amendments to standards.

3. ACCOUNTING CHANGES

The financial statements as of December 31, 2025 present no changes to their accounting policies compared to the prior year.

4. CASH AND CASH EQUIVALENTS

Cash and cash equivalents are detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Cash on hand	1	1
Bank balances	973	2,766
Term deposits	11,040	10,014
Total cash and cash equivalents	12,014	12,781

Available cash and bank checking accounts are available resources, and their fair value is equal to their carrying amount. The bank balances include bank accounts in Chilean pesos and U.S. dollars.

The term deposits are composed of investments in financial instruments held until their expiration that are not subject to any type of restriction and are reflected at the initial value in dollars, plus the portion of accrued interest at the date of close. The maximum term of these instruments does not exceed 90 days from the date of investment, and they are not subject to significant variations in their value.

Term deposits

Entity	Start Date	End Date	Rate %	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Banco Scotiabank	11-18-2025	01-02-2026	4.33%	3,016	-
Banco de Chile	12-10-2025	01-02-2026	4.15%	1,002	-
Banco Estado	12-26-2025	01-02-2026	4.90%	1,001	-
Banco Itau	12-26-2025	01-02-2026	4.60%	1,001	-
Banco Santander	11-18-2025	01-14-2026	4.60%	3,016	-
Banco de Chile	12-10-2025	01-14-2026	4.35%	2,004	-
Banco Scotiabank	12-18-2024	01-02-2025	4.47%	-	2,003
Banco Estado	12-18-2024	01-02-2025	4.10%	-	2,002
Banco Crédito e Inversiones	12-18-2024	01-02-2025	4.50%	-	2,003
Banco Itaú	12-18-2024	01-02-2025	4.30%	-	2,003
Banco Santander	12-18-2024	01-02-2025	4.40%	-	2,003
Total				11,040	10,014

The type of currency is detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Cash and cash equivalents in CLP	41	221
Cash and cash equivalents in US\$	11,973	12,560
Total	12,014	12,781

4.1 Cash flows from financing activities

The table below details the changes in liabilities that arise from financing activities of the Company, including such changes representing cash flows and changes not representing cash flows as of December 31, 2025 and 2024. Liabilities arising from financing activities correspond to those activities for which cash flows were, or cash flows will be classified in the statement of cash flows as cash flows from financing activities.

Liabilities arising from financing activities	Cash flows from financing activities					Balance as of 12.31.2025 ThUS\$
	Balance as of 01.01.2025 ThUS\$	Inflows ThUS\$	Outflows ThUS\$	Total ThUS\$	Other changes ThUS\$	
Bank loans (Note 13)	26,972	4,000	(11,894)	(7,894)	-	19,078
Interest paid on bank loans	131	1,129	(1,146)	(17)	-	114
Dividends paid	-	-	(14,000)	(14,000)	-	-
Total	27,103	5,129	(27,040)	(21,911)	-	19,192

Liabilities arising from financing activities	Cash flows from financing activities					Balance as of 12.31.2025 ThUS\$
	Balance as of 01.01.2025 ThUS\$	Inflows ThUS\$	Outflows ThUS\$	Total ThUS\$	Other changes ThUS\$	
Bank loans (Note 13)	38,296	-	(11,324)	(11,324)	-	2,972
Interest paid on bank loans	196	1,434	(1,499)	(65)	-	131
Dividends paid	-	-	(12,000)	(12,000)	-	-
Total	38,492	1,434	(24,823)	(23,389)	-	27,103

5. OTHER NON-FINANCIAL ASSETS

Other non-financial assets are detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Prepaid insurance	12	87
Other prepayments (1)	1	62
Supplier advance payment	38	5
Total	51	154

(1) Other advance payments include annual maintenance of licenses and other small expenses in both portions, current and non-current.

6. TRADE RECEIVABLES AND OTHER ACCOUNTS RECEIVABLE

Accounts receivables and other accounts receivable are detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Trade receivables (1)	9,767	11,10
Other accounts receivable (2)	955	554
Bad debt estimation	(2)	(12)
Total accounts receivable	10,720	12,252

(1) It corresponds to current accounts receivable in the short-term from clients for port services provided.

(2) This mainly corresponds to claims against insurance companies and loans made to employees.

The billing policies applied by the Company are in cash or credit with a maximum of 30 days for clients that have guarantees for payment fulfillment or trade agreements.

The aging of the gross trade receivables and other accounts receivable is detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Receivables not overdue	9,531	9,860
Receivables 0 to 30 days overdue	1,178	2,175
Receivables 31 to 90 days overdue	11	8
Receivables 91 to 365 days overdue	-	209
Total	10,720	12,252

The activity experienced by the impairment of trade receivables and other accounts receivable is detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Balance at the beginning of the year	12	3
(Increases) reversals of provision	2	12
Write-offs	(12)	(3)
Balance at the end of the year	2	12

7. RELATED PARTIES DISCLOSURES

A summary of the accounts receivable from related parties' balances is provided in the following chart:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Accounts receivable	3,403	1,074
Accounts payable	(5,093)	(2,677)
Net accounts receivable (payable)	(1,690)	(1,603)

All current pending balances with related parties are valued under conditions of mutual independence and shall be paid within twelve months after the date of the balance.

The balances pending at the close of the year are not guaranteed, do not accrue interest and are liquidated in cash. There have been no guarantees provided or received for accounts receivables or payable with related parties. For the years included in the present Financial Statements, the Company has recorded no impairment of accounts receivables related to amounts owed by related parties. This evaluation is performed every financial year through the examination of the financial position of the related party in the market in which it operates. Receivable and payable balances are less than a year old.

a) Trade receivables from related parties are detailed as follows:

TAX ID	Company	Country of origin	Nature of the relationship	Currency	2025 ThUS\$	2024 ThUS\$
96.707.720-8	Mediterranean Shipping Company	Chile	Common shareholders	USD	2,849	(102)
80.992.000-3	Ultramar Agencia Marítima Ltda. Chile	Chile	Common shareholders	USD	442	988
88.056.400-5	Servicios Marítimos y Transporte Ltda.	Chile	Common shareholders	CLP	74	-
77.938.830-1	Sitrans Almacenes Extraportuarios Ltda.	Chile	Common shareholders	CLP	22	34
76.197.328-2	Terminal Puerto Coquimbo S.A.	Chile	Common shareholders	CLP	14	7
96.500.950-7	Sitrans, Servicios Integrados de Transportes	Chile	Common shareholders	CLP	2	2
76.172.595-5	Medlog Chile S.A.	Chile	Common shareholders	CLP	-	89
76.146.282-2	Navegación del Pacífico Ltda.	Chile	Common shareholders	CLP	-	50
76.317.650-9	Agencia Marítima Kenrick Ltda. Chile	Chile	Common shareholders	CLP	-	6
Total					3,403	1,074

There are no guarantees for these amounts and none of them is considered as doubtful debt. For 2025 and 2024 the amounts presented are with rebate discounted.

b) La composición del rubro cuentas por pagar con entidades relacionadas es la siguiente:

TAX ID	Company	Country of origin	Nature of the relationship	Currency	2025 ThUS\$	2024 ThUS\$
76.237.330-0	Neltume Ports S.A. (1)	Chile	Parent	USD	2,400	1,200
59.236.520-0	Contug Terminals S.A.(1)	Chile	Shareholder	USD	1,600	800
88.056.400-5	Servicios Marítimos y Transportes Ltda. Chi	Chile	Common shareholders	CLP	917	452
96.500.950-7	Sitrans, Servicios Integrados de Transportes	Chile	Common shareholders	CLP	175	147
77.938.830-1	Sitrans Almacenes Extraportuario Ltda.	Chile	Common shareholders	CLP	1	6
76.549.561-K	Inversiones Ultramar Ltda.	Chile	Ultimate parent	USD	-	68
96.707.720-8	Mediterranean Shipping Company	Chile	Common shareholders	CLP	-	4
Totales					5,093	2,677

(1) Includes an interim dividend accrued of ThUS\$ 2,400 y ThUS\$ 1,600 respectively for the year 2025, paid in January 2026.

c) Transactions with related parties

Transactions between related parties consist primarily of the buying and selling of port services. The payment conditions in the case of sales are within 30 days and in dollars, and for purchases within 30 days with no interest. Buying and selling with related parties are performed at normal market prices.

For the year ended December 31, 2025

TAX ID	Company	Country of origin	Nature of the relationship	Nature of the transaction	Amount ThUS\$	Credit (charge) to profit or loss ThUS\$
96.707.720-8	Mediterranean Shipping Company	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	31,711	(31,711)
				Port Expenses	380	380
88.056.400-5	Servicios Marítimos y Transporte Ltda.	Chile	Partner and/or Common Directors	Port Expenses	20,949	20,949
				Revenue from Cargo Services Sales	10	(10)
80.992.000-3	Ultramar Agencia Marítima Ltda.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	6,015	(6,015)
				Port Expenses	137	137
				Dividend Paid	6,000	-
76.237.330-0	Neltume Ports S.A.	Chile	Matrix	Interim Dividend	2,400	-
				Port Expenses	500	500
59.236.520-0	Contug Terminals S.A.	Chile	Shareholder	Dividend Paid	4,000	-
				Interim Dividend	1,600	-
96.500.950-7	Sitrans Servicios Integrados de Transporte Ltda.	Chile	Partner and/or Common Directors	Port Expenses	1,646	1,646
77.938.830-1	Sitrans Almacenes Extraportuarios Ltda.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	30	(30)
76.549.561-K	Inversiones Ultramar Limitada	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	243	(243)
				Port Expenses	28	28
76.146.282-2	Navegación del Pacífico Agencia Marítima Ltda.	Chile	Partner and/or Common Directors	Port Expenses	103	103
				Revenue from Cargo Services Sales	62	(62)
99.567.620-6	Terminal Puerto Arica S.A.	Chile	Partner and/or Common Directors	Port Expenses	2	2
76.197.328-2	Terminal Puerto Coquimbo S.A.	Chile	Partner and/or Common Directors	Port Expenses	22	22
76.317.650-9	Agencia Maritima Kenrick Limitada	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	19	(19)
				Revenue from Cargo Services Sales	13	(13)
96.712.570-9	Ulog Soluciones Logísticas Integral Ltda.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	8	(8)
				Port Expenses	2	2
76.172.595-5	Medlog Chile S.A	Chile	Partner and/or Common Directors	Port Expenses	4	4
96.649.100-0	Agrícola y Comercial Santa Camila S.A.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	1	(1)

All transactions presented net of value added tax.

For the year ended December 31, 2024

TAX ID	Company	Country of origin	Nature of the relationship	Nature of the transaction	Amount ThUS\$	Credit (charge) to profit or loss ThUS\$
96.707.720-8	Mediterranean Shipping Company	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	39,162	39,162
				Port Expenses	17,473	(17,473)
88.056.400-5	Servicios Marítimos y Transporte Ltda.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	19	19
				Revenue from Cargo Services Sales	8,397	8,397
80.992.000-3	Ultramar Agencia Marítima Ltda.	Chile	Partner and/or Common Directors	Dividend paid	7,200	-
76.237.330-0	Neltume Ports S.A.	Chile	Matrix	Interim dividend	1,200	-
				Port Expenses	500	(500)
59.236.520-0	Contug Terminals S.A.	Chile	Shareholder	Dividend paid	4,800	-
96.500.950-7	Sitrans Servicios Integrados de Transporte Ltda.	Chile	Partner and/or Common Directors	Interim dividend	800	-
				Port Expenses	1,937	(1,937)
76.899.452-8	Evergreen Shipping Agency SpA	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	22	22
76.146.282-2	Navegación del Pacífico Ltda.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	456	456
				Revenue from Cargo Services Sales	355	355
77.938.830-1	Sitrans Almacenes Extraportuarios Ltda.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	227	227
				Port Expenses	13	(13)
76.549.561-K	Inversiones Ultramar Ltda.	Chile	Partner and/or Common Directors	Port Expenses	110	(110)
76.172.595-5	Medlog Chile S.A.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	61	61
78.558.840-1	Remolcadores Ultratug Ltda.	Chile	Partner and/or Common Directors	Port Expenses	19	(19)
76.197.328-2	Terminal Puerto Coquimbo S.A.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	18	18
76.317.650-9	Agencia Marítima Kenrick Ltda.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	13	13
96.712.570-9	Ulog Soluciones Logísticas Integral Ltda.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	11	11
78.558.840-1	Remolcadores Ultratug Ltda.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	8	8
79.895.330-3	Compañía Puerto Coronel S.A.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	2	2
76.515.624-6	Bucalemu Lanchas Ltda.	Chile	Partner and/or Common Directors	Port Expenses	1	1
96.649.100-0	Agrícola y Comercial Santa Camila Ltda.	Chile	Partner and/or Common Directors	Revenue from Cargo Services Sales	1	1

All transactions presented net of value added tax.

d) Board of Directors and key management personnel

As of December 31, 2025 and 2024, the Company's Board of Directors comprised six members in each year. In accordance with the resolution of the Shareholders' Meeting, the Board members do not receive remuneration for their service. The Board of Directors consists of the following individuals:

12.31.2025

Richard von Appen Lahres
Chairman of the Board

Felipe Vial Claro
Director

Gonzalo Russi García
Director

Alejandra Mehech Castellón
Director

Álvaro Brunet Lachaise
Director

Antonio José de Mattos Patricio Junior
Director

Terminal Pacífico Sur Valparaíso S.A. considers its key personnel as those who fill positions of authority and accountability for the organization, and control and planning of the Company's activities. The following executives are considered in this area:

12.31.2024

Cristian Rodríguez Samit
CEO

Rodrigo Cabrera Einersen
CHRO

Nelson Ojeda Morales
COO

Ivan Ianiszewski Encina (1)
IT Deputy Manager

Fernanda Rehbein Paladino (1)
Sustainability and Communications Deputy Manager

Alberto Corvalán Basta (1)
Deputy Commercial Manager

Alejandro Estay Cataldo (1)
Asset Management Deputy Manager

Carlos Vásquez Inda (1)
Head of HSE

(1) Deputy managers and department heads report directly to the CEO.

These professionals received salaries and other benefits during the year ended December 31, 2025, and 2024 that amounted to ThUS\$ 1,070 and ThUS\$ 1,274 respectively.

On March 11, 2025, Francisco González, Assistant Manager of Asset Management, left the Company. Additionally, on May 30, 2025, Raúl Guzmán, Operations Manager, and on September 10, 2025, Roberto Guerra, Administration and Finance Manager, also left Terminal Pacífico Sur Valparaíso S.A.

At the end of the year, severance payments were made to key management personnel.

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Salaries and wages	739	708
Accrual of expenses for employee benefits	20	19
Profit-sharing and bonuses	212	228
Other employee expenses	99	319
Total expenses for key management personnel	1,070	1,274

There are no post-employment benefits, payments based on shares or any other long-term benefits.

8. INVENTORIES

The inventories balance is detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Spare parts for operation	2,683	1,728
Other	111	130
Obsolescence provision	(103)	(106)
Total inventories	2,691	1,752

At the date of closing of the financial statements, a provision for obsolescence was generated for those assets in the inventories without rotation for ThUS\$ 103 for 2025, and ThUS\$160 for 2024.

During 2025, non-moving critical spare parts were classified as non-current spare parts, which are included under the category of property, plant, and equipment for ThUS\$ 575, reducing the balance of current inventories compared to the previous year. There are no inventories that have been committed to guarantee liabilities at the date of closing of the Financial Statements.

The consumption of inventories during 2025 was ThUS\$ 2,282 (ThUS\$ 1,887 in 2024).

The following are the movements determined for the provision for obsolescence for the periods 2025 and 2024, respectively:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Opening balance for the period	(106)	(172)
Increase	-	-
Write-offs	3	66
Total obsolescence provision	(103)	(106)

9. CURRENT TAX LIABILITIES

The net balance of the current income tax payable account is detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Current income tax	(8,267)	(6,601)
Current tax derivative	141	195
Tax credit for donation	147	139
Credits for training expenses (Sence)	104	82
Monthly interim payments of income tax	5,895	4,801
Net liability for current income tax	(1,980)	(1,384)

10. OTHER CURRENT AND NON-CURRENT FINANCIAL ASSETS

These are detailed as follows:

	12.31.2025		
	Current ThUS\$	Non- current ThUS\$	Total ThUS\$
Portuaria Valparaiso (1)	-	15,428	15,428
Loans to employees (2)	-	204	204
Derivatives (See note 13c)	178	-	178
Total accounts receivable	178	15,632	15,810
	12.31.2024		
	Current ThUS\$	Non- current ThUS\$	Total ThUS\$
Portuaria Valparaiso (1)	-	15,551	15,551
Loans to employees (2)	-	385	385
Derivatives (See note 13c)	491	212	703
Total accounts receivable	491	16,148	16,639

(1) Non-current accounts receivable from Empresa Portuaria Valparaíso correspond to the right of the Company to receive at the end of the Concession Contract an amount in cash equivalent to the residual value of the contributions in infrastructure built under the Valparaíso Port Terminal 1 Concession Contract. This account receivable was initially valued at the present value of the account at the end of the concession term (extended term 12.31.2029) using a BCP or BCU discount rate, as appropriate, of 4.51%

and 1.78%. Implicit interest derived from this account receivable is recorded in income on an accrual basis.

(2) Corresponds mainly to the long-term portion of loans associated to the collective agreement signed in 2023, which are deducted from the monthly salaries of workers.

II. INTANGIBLE ASSETS OTHER THAN GOODWILL

a) Intangibles by type of asset are detailed as follows:

	12.31.2025	12.31.2024
	ThUS\$	ThUS\$
Intangible Assets		
Type of Intangible Assets, Net		
Port concession contracts, net	19,928	24,911
Port infrastructure contributions, net	16,986	20,144
IT programs, net	819	1,113
Total Intangible Assets, Net	37,733	46,168
Type of Intangible Assets, Gross		
Port Concession Contracts, Gross	197,564	197,564
Port infrastructure contributions, Gross	58,211	57,160
IT programs, Gross	8,149	8,177
Total Intangible Assets, Gross	263,924	262,901
Type of Accumulated Depreciation and Impairment, Intangible Assets		
Type of Accumulated Depreciation and Impairment, Port Concession Contracts	177,636	172,653
Type of Accumulated Depreciation and Impairment, Port Infrastructure Contributions	41,225	37,017
Total Accumulated Amortization and Impairment, Intangible Assets	7,330	7,064
Total Accumulated Amortization and Impairment, Intangible Assets	226,191	216,734

b) Reconciliation of changes in intangible assets by type for the years 2025 and 2024:

	Port concession contracts (net)	Port Infrastructure Contributions (net)	IT Programs (net)	Identifiable Intangible Assets (net)
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Opening Balance (net value) 01.01.2025	24,911	20,144	1,113	46,168
Additions	-	-	-	-
Amortization	(4,983)	(4,152)	(294)	(9,429)
Other	-	994	-	994
Changes, Total	(4,983)	(3,158)	(294)	(8,435)
Closing balance (net value) as of 12.31.2025	19,928	16,986	819	37,733

	Port concession contracts (net)	Port Infrastructure Contributions (net)	IT Programs (net)	Identifiable Intangible Assets (net)
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Opening Balance (net value) 01.01.2024	29,893	23,256	1,000	54,149
Additions	-	830	512	1,342
Amortization	(4,982)	(3,923)	(399)	(9,304)
Other	-	(19)	-	(19)
Changes, Total	(4,982)	(3,113)	113	(7,982)
Closing balance (net value) as of 12.31.2024	24,911	20,144	1,113	46,168

In 2025, the amortization recognized as Cost of sales was ThUS\$ 9,303 and Administrative expenses were ThUS\$ 126. For the year 2024, the amortization recognized in Cost of sales was ThUS\$ 9,005 and Administrative expenses were ThUS\$ 299, respectively.

12. PROPERTY, PLANT AND EQUIPMENT

a) The types of assets included in Property, Plant and Equipment are detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Property, Plant & Equipment		
Type of Property, Plant & Equipment, Net		
Plant & Equipment, Net	34,462	36,934
IT Equipment, Net	444	547
Fixed Installations and Accessories, Net	2,907	2,982
Motor Vehicles, Net	81	168
Other Property, Plant & Equipment, Net	2,134	1,477
Net Total	40,028	42,108
Type of Property, Plant & Equipment, Gross		
Plant & Equipment, Gross	125,261	123,095
IT Equipment, Gross	2,682	2,529
Fixed Installations and Accessories, Gross	9,911	9,516
Motor Vehicles, Gross	369	383
Other Property, Plant & Equipment, Gross (1)	4,496	3,832
Gross Total	142,719	139,355
Type of Accumulated Depreciation and Impairment, Property, Plant and Equipment		
Accumulated Depreciation and Impairment, Plant and Equipment	90,799	86,161
Accumulated Depreciation and Impairment, IT Equipment	2,238	1,982
Accumulated Depreciation and Impairment, Fixed Installations and Accessories	7,004	6,534
Accumulated Depreciation and Impairment, Motor Vehicles	288	215
Accumulated Depreciation and Impairment, Other	2,362	2,355
Total	102,691	97,247

b) Reconciliation of changes in Property, Plant and Equipment:

	Plant & Equipment (net) ThUS\$	IT Equipment (net) ThUS\$	Fixed installations and accessories (net) ThUS\$	Motor vehicles (net) ThUS\$	Other property, plant and equipment (net) ThUS\$	Work in progress ThUS\$	Identifiable Fixed Assets (Net) ThUS\$
2025							
Opening Balance (net value) 01.01.2025	36,934	547	2,982	168	896	581	42,108
Additions	694	530	56	-	99	5,238	6,617
Transfers	4,180	-	704	-	14	(4,898)	-
Disposals	(295)	(1)	(30)	(8)	(2)	-	(336)
Depreciation	(7,051)	(632)	(805)	(135)	(148)	-	(8,771)
Other	-	-	-	56	354	-	410
Changes, Total	(2,472)	(103)	(75)	(87)	317	340	(2,080)
Closing balance (net value) as of 12.31.2025	34,462	444	2,907	81	1,213	921	40,028

The total depreciation for the year was ThUS\$ 8,771 and is classified under Administrative Expenses in the amount of ThUS\$ 679 and costs of sale in the amount of ThUS\$ 8,092 in the Statement of Income.

Materials without turnover that are directly associated with critical spare parts of fixed assets are classified as long-term spare parts for ThUS\$ 575.

	Plant & Equipment (net) ThUS\$	IT Equipment (net) ThUS\$	Fixed installations and accessories (net) ThUS\$	Motor vehicles (net) ThUS\$	Other property, plant and equipment (net) ThUS\$	Work in progress ThUS\$	Identifiable Fixed Assets (Net) ThUS\$
2024							
Opening Balance (net value) 01.01.2024	36,745	445	2,728	84	336	4,051	44,389
Additions	5,372	286	152	139	123	1,508	7,580
Transfers	1,872	481	1,238	-	45	(4,978)	(1,342)
Disposals	(450)	(125)	(38)	-	(4)	-	(617)
Depreciation	(6,605)	(540)	(1,098)	(55)	(151)	-	(8,449)
Other	-	-	-	-	547	-	547
Changes, Total	189	102	254	84	560	(3,470)	(2,281)
Closing balance (net value) as of 12.31.2024	36,934	547	2,982	168	896	581	42,108

The total depreciation for the year was ThUS\$ 8,449 and is classified under Administrative Expenses in the amount of ThUS\$ 549 and costs of sale in the amount of ThUS\$ 7,900 in the Statement of Income.

c) Guarantees

As of December 31, 2025, and 2024, all Property, plant and equipment assets are in a pledge to guarantee the Company's bank loans (see Note 23).

d) Impairment

There are no other indicators of impairment of the values of the assets with long useful lives.

13. OTHER CURRENT AND NON-CURRENT FINANCIAL LIABILITIES

The balance of current and non-current financial liabilities is detailed as follows:

	12.31.2025			12.31.2024		
	Current ThUS\$	Non-current ThUS\$	Total ThUS\$	Current ThUS\$	Non-current ThUS\$	Total ThUS\$
Interest-bearing loans (a)	14,902	4,290	19,192	11,455	15,648	27,103
Liability for minimum concession fee (b)	5,700	15,106	20,806	5,700	19,764	25,464
Derivative contracts (c)	-	-	-	-	-	-
Right-of-use liabilities	128	288	416	42	89	131
Total	20,730	19,684	40,414	17,197	35,501	52,698

a) Interest-bearing loans

The financial debt by type of loan is detailed as follows:

	12.31.2025			12.31.2024		
	Current ThUS\$	Non-current ThUS\$	Total ThUS\$	Current ThUS\$	Non-current ThUS\$	Total ThUS\$
Bank loans	14,902	4,290	19,192	11,455	15,648	27,103
Total	14,902	4,290	19,192	11,455	15,648	27,103

In May 2025, the Company obtained new financing from the bank Crédito e Inversiones Miami for ThUS\$ 4,000.

The loan's main conditions are detailed as follows:

TAX ID	Financial Institution	Country	Currency	Interest rate	Effective Interest Rate	Maturity Date	Amount ThUS\$	Amortization
97.018.000-1	Scotiabank	Chile	US\$	SOFR 1.74 + Spread 2.02%	3.76%	12-15-2026	22,972	Semi-annual interest from 06.15.2022
97.018.000-1	Scotiabank	Chile	US\$	6.65%	6.65%	08-28-2028	4,000	Semi-annual interest from 08.28.2023
97.006.000-6	Banco Crédito e Inversiones	EEUU	US\$	5.69%	5.69%	11-15-2028	4,000	Semi-annual interest from 05.14.2025

The payments of capital to be made during the next few years are detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
From 90 days to 1 year	14,902	11,455
From 1 year to 3 years	4,290	15,648
From 3 years to 5 years	-	-
Total bank loans (gross)	19,192	27,103

The Company has a six-monthly payment schedule, with expiration dates on June 15 and December 15 of each year, for the payment of the principal and the same date for the payment of interest. The next payment of principal and interest is June 15, 2026.

The loan establishes certain prohibitions and obligations "of things not to do". At the end of each financial year, there were no indications of non-compliance with these obligations.

Covenants	Condition	12.31.2025	12.31.2024
1. Financial Debt / Equity	< 3.3	0.34	0.48
2. (Ebitda – Dividend)/(Financial Expense + Debt Amortization)	>=1.1	1.61	1.99

The Company has hedged the interest rates for this loan. The description of the derivative contracts is presented in the present note, letter c).

There are no financing costs capitalized in 2025 and 2024.

b) Liability for minimum annual concession fee:

The balance of current and non-current financial liabilities regarding the minimum annual concession fee is shown below:

	12.31.2025			12.31.2024		
	Current ThUS\$	Non-current ThUS\$	Total ThUS\$	Current ThUS\$	Non-current ThUS\$	Total ThUS\$
Concession contract financing	5,700	15,106	20,806	5,700	19,764	25,464
Total	5,700	15,106	20,806	5,700	19,764	25,464

The financing of the Concession Contract is an implicit financing held by Terminal Pacífico Sur Valparaíso S.A. with Empresa Portuaria Valparaíso (EPV). (see Note 22), and it corresponds to the minimum amount of fixed annual fees in dollars in the Concession Contract for each contractual year. This obligation has been initially recorded at present value using an interest rate of 6.59%, which was defined

at the beginning of the Concession. After the initial valuation, this obligation is valued at amortized cost using the effective interest rate. The amortizations of capital are annual and divided quarterly.

After receiving the final approval of investment project called “Site 3 Extension and Sites 4 and 5 Reinforcement of Berthing Front No. 1 in the Port of

Valparaíso” from Empresa Portuaria Valparaíso (EPV), the Company recalculated the minimum annual payments in dollars established in the concession contract per each contractual year until the new maturity date, that is, December 31, 2029 with a new interest rate of 4.39% (WACC). This triggered a new obligation value and its was valued at amortized cost using this new interest rate (WACC).

The minimum payments to be made during the next few years are detailed as follows:

	12.31.2025			12.31.2024		
	Minimum future payments	Interest	Current value of minimum future payments	Minimum future payments	Interest	Current value of minimum future payments
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Up to 90 days	1,425	228	1,197	1,425	279	1,146
From 90 days to 1 year	4,275	606	3,669	4,275	762	3,513
From 1 year to 3 years	17,100	1,160	15,940	17,100	1,841	15,259
From 3 years to 5 years	-	-	-	5,700	154	5,546
Total minimum lease fee	22,800	1,994	20,806	28,500	3,036	25,464

c) Derivative contracts:

	12.31.2025		12.31.2024	
	Assets ThUS\$	Liabilities ThUS\$	Assets ThUS\$	Liabilities ThUS\$
Current Interest Rate Swap				
Non-current interest rate swap	178	-	703	-
Total hedge liability	178	-	703	-

The Company has different derivative instruments that meet the hedge accounting criteria established by IFRS 9, to hedge against the risk associated with the current interest rate of the loan. Four Swap hedges of interest rates have been taken on different occasions interest or IRS. The first one in the year 2015, then two during the year 2018 and finally one during the year 2019 (See Note 10). The latter is valid until 2026 (See Notes 17 y 23).

The effects and variations in other hedge reserves within hedge equity are shown below:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Opening Balance for Other Hedge Reserves	511	1,038
Income tax related to financial instrument	141	195
Changes in fair value for the year	(525)	(722)
Closing Balance for Other Hedge Reserves	127	511

Hedging reserves are found within the Statement of Changes in Equity.

The following table presents the characteristics of the existing derivatives, showing the relationship of the fair value on the date of each closing:

Derivative	Hedged Item	Date of agreement	Expiration date	Currency	Amount ThUS\$/CLP	12.31.2025 Fair value	12.31.2024 Fair value
FSIRS	Tasa Sofr - Crédito Scotiabank	02.05.2022	15.06.2026	USD	53,943	178	703
Total						178	703

The estimated probable flows payable for compensation in the interest rate swap and forward are detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
From 91 days to 1 year	178	491
From 1 year to 3 years	-	212
Total bank loans (gross)	178	703

14. TRADE PAYABLES AND OTHER ACCOUNTS PAYABLE

Trade payables and other current accounts payable balances are detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Trade payables	6,607	6,875
Other accounts payable	481	361
Total	7,088	7,236

Other accounts payable are detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Withholdings	443	332
Miscellaneous payables (Monthly taxes and other)	38	29
Total	481	361

15. DEFERRED TAXES AND INCOME TAX

Deferred taxes

Deferred taxes correspond to the amount of income taxes that the Company will have to pay (liabilities) or recover (assets) in future years, in relation to temporary differences between the tax base and the accounting carrying amount of certain assets and liabilities.

Deferred tax is the tax expected to be payable or recoverable on differences between the carrying amounts of assets and liabilities in the financial

statements and the corresponding tax bases used in the computation of taxable profit.

For the period 2025, the Company is mainly generating temporary differences as a result of differences in the financial and tax bases of the usual operation.

a) Deferred taxes are detailed as follows:

	12.31.2025			12.31.2024		
	Deferred tax asset	Deferred tax liability	Net	Deferred tax asset	Deferred tax liability	Net
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Intangible assets	5,618	(10,294)	(4,676)	6,874	(12,465)	(5,591)
Severance benefits	1,448	-	1,448	1,167	-	1,167
Depreciation of Property, Plant & Equipment	5,636	(10,188)	(4,552)	5,846	(11,029)	(5,183)
Vacation Provision	167	-	167	140	-	140
Obsolescence provision	27	-	27	26	-	26
Financial assets	4,867	(4,166)	701	4,586	(4,199)	387
Other	19	(19)	-	41	(41)	-
Total	17,782	(24,667)	(6,885)	18,680	(27,734)	(9,054)

The activity in deferred tax liabilities recognized during the year is detailed as follows:

	Balance as of 01.01.2025	Effect on income	Effect on equity	Balance as of 12.31.2025
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Intangible assets	(5,591)	915	-	(4,676)
Severance benefits	1,167	260	21	1,448
Vacation Provision	140	27	-	167
Fixed asset depreciation	(5,183)	631	-	(4,552)
Financial assets	387	314	-	701
Obsolescence provision	26	1	-	27
Other	-	-	-	-
Total	(9,054)	2,148	21	(6,885)

	Balance as of 01.01.2025	Effect on income	Effect on equity	Balance as of 12.31.2024
	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Intangible assets	(6,541)	950	-	(5,591)
Severance benefits	981	16	170	1,167
Vacation Provision	180	(40)	-	140
Fixed asset depreciation	(5,563)	380	-	(5,183)
Financial assets	513	(126)	-	387
Obsolescence provision	46	(20)	-	26
Other	(3)	3	-	-
Total	(10,387)	1,163	170	(9,054)

b) Reconciliation of income tax rate.

The following chart shows the reconciliation between the income tax resulting from the application of the current general tax rate to pre-tax profits in the Statement of Comprehensive Income and the Income tax expense recorded in the Statement of Income.

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Current income tax expense (profit or loss)	(8,267)	(6,601)
Current income tax expense relating to previous years (profit or loss)	-	(36)
Effect of deferred taxes	2,093	1,081
Effect of PIAS	55	82
Income tax expense	(6,119)	(5,474)

c) Composition of income tax expense

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Profit before income tax	22.871	20.576
Income tax expense	(6.119)	(5.474)
Net Profit	16.752	15.102

	12.31.2025		12.31.2024	
	%	ThUS\$	%	ThUS\$
Reconciliation of the effective tax rate:				
Tax expense using statutory rate	27.00%	(6,174)	27.00%	(5,556)
Tax expense for previous year	0.00%	-	1.01%	(232)
Tax effect of disallowed expenses	(0.01%)	(2)	0.01%	2
Permanent difference	(0.87%)	199	(1.37%)	313
Other variations charged to statutory taxes	0.62%	(142)	0.00%	(1)
Tax expenses using the effective rate	26.74%	(6,119)	26.66%	(5,474)

16. EMPLOYEE BENEFITS

a) Employee benefits

As of December 31, 2025 and 2024, the entity's responsibility to all of its employees is determined using the criteria established in IAS 19.

The obligation of employee benefits for years of service represents the benefit to be paid to all of

the Company's employees upon termination of the concession.

The actuarial valuation is based on the following assumptions:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Nominal discount rate (1)	5.07%	5.82%
Turnover rate based on company's needs (2)	5.53%	5.53%
Future salary increase (3)	7.10%	7.0%
Use of mortality chart	CB-2020 para hombres y RV-2020 para mujeres	CB-2020 para hombres y RV-2020 para mujeres
Retirement age for men	65	65
Retirement age for women	60	60

- (1) Corresponds to risk-free discount rate in Chile
- (2) Corresponds to internal employee turnover rate
- (3) Corresponds to nominal salary increase rate

The assumptions regarding future mobility are based on public statistics charts. The changes in the value of the obligation are shown below:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Opening balance as of January 1	3,885	3,634
Current cost of the service	343	282
Financial costs	248	171
Actuarial Gain/Loss	75	629
Benefits paid by the plan	(239)	(447)
Exchange differences	371	(384)
Total compensation provision	4,683	3,885

The effect recognized in profit or loss during 2025 is ThUS\$ (962) and ThUS\$ (69) in 2024.

b) Employee expenses are detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Salaries and wages	12.764	11.057
Expenses for employee benefits obligation	1.240	650
Profit-sharing and bonuses	-	114
Other employee expenses (1)	459	955
Total employee expenses	14.463	12.776

(1) Corresponds mainly to expenses associated with insurance, training and other items.

17. EQUITY AND RESERVES

a) Capital subscribed, paid-in and number of shares

As of December 31, 2025, and 2024, the authorized corporate capital equals ThUS\$ 67,000. and is represented by 3,333 shares. All shares have been fully paid.

Series	Number of shares subscribed	Number of Shares Paid	Number of shares with voting rights
Single	3,333	3,333	3,333

These shares have no nominal value, and the Company has none of its own shares in its portfolio.

b) Others reserves

This equity category shows the effective portion of the cumulative effect (net of deferred taxes) of the fair value of hedge instruments and actuarial profit, or loss associated with termination benefits. In addition, the category Other Reserves includes the amount distributed as interim dividends over the income of 2016 and retained earnings of the Company as of the agreement date.

Pursuant to article 56 of Law No. 18,046 on Corporations, the Ordinary Shareholders Meeting is charged with the responsibility of reviewing the position of the Company and the reports of the account inspectors or external auditors, as appropriate, and approving or rejecting the Annual Report, Balance Sheet, Financial Statements, and demonstrations presented by the administrators or liquidators of the Company. Thus, while the Ordinary Shareholders' Meeting does not determine the destination that should be given to the results of the year ending on December 31, 2020, the "Other Reserves" account has been registered in the form approved by the Meeting held during in 2017 for ThUS\$ 24,385.

	12.31.2025				12.31.2024			
	Cash flow hedge reserve	Gain and loss reserve related to benefit plans	Other reserves	Total other reserves	Reserva de coberturas de flujo de caja	Reserva de ganancias y pérdidas por planes de beneficio	Otras reservas	Otras reservas
Opening balance for other reserves	511	(599)	(24,385)	(24,473)	1,038	(140)	(24,385)	(23,487)
Other comprehensive income	(384)	(55)	-	(439)	(527)	(459)	-	(986)
Closing balance for other reserves	127	(654)	(24,385)	(24,912)	511	(599)	(24,385)	(24,473)

c) Dividends

According to the by-laws, the Company will distribute at least 30% of profits for the year unless all voting shares agree otherwise.

On April 30, 2025, a Material Fact was disclosed regarding the payment of an interim dividend of US\$600.06 per share, which had been paid on January 20, 2025, to shareholders from retained earnings, with a total amount of ThUS\$2,000. This payment is hereby ratified. Additionally, it is reported that a final dividend of US\$3,000.30 per share, with a total amount of ThUS\$10,000, will be distributed, with payment scheduled for July 15, 2026.

On October 28, 2025, a Material Fact was disclosed regarding the payment of an interim dividend of US\$600.06 per share, to be paid to shareholders on November 10, 2025, charged to retained earnings and with a total amount of ThUS\$2,000. In addition, an additional interim dividend of US\$1,200.12 per share, charged to 2025 fiscal year profits and with a total amount of ThUS\$4,000, was approved, which will be paid as of January 29, 2026.

	12.31.2025 ThUS\$ Retained earnings	12.31.2024 ThUS\$ Retained earnings
Opening balance of retained earnings	13,467	7,365
Retained earnings	16,752	15,102
Interim dividend	(2,000)	(9,000)
Dividend paid	(14,000)	-
Closing Balance of retained earnings	14,219	13,467

d) Capital management

The Company's objective in terms of capital management is to maintain an adequate level of capitalization, which will allow it access to financial markets for the development of its medium and long-term objectives, optimizing the return to its shareholders and maintaining a solid financial position.

18. REVENUE FROM ORDINARY ACTIVITIES

The ordinary revenue is detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Transfer services	58,465	49,484
Yard services	38,532	38,547
Wharfage services for cargo	7,334	6,572
Wharfage services for ships	7,521	6,346
Other	253	169
Total ordinary revenue	112,105	101,118

19. COST OF SALE

The cost of sale is detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Concession costs	(11,097)	(10,313)
Remuneration costs	(10,520)	(9,027)
Leases of warehouses, machinery and equipment	(645)	(565)
Depreciation (See Note 12)	(8,092)	(7,900)
Amortization (See Note 11)	(9,303)	(9,005)
Other operating costs	(38,224)	(32,375)
Total costs of sale	(77,881)	(69,185)

Variable costs correspond mainly to costs associated with the care of ships in their loading and unloading of containers and general cargo.

20. ADMINISTRATIVE EXPENSES

Administrative expenses are detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Employee salary expenses	(3,944)	(3,749)
Services received from third parties	(1,134)	(947)
IT Services	(1,816)	(2,065)
Advertising, promotion, and other costs	(393)	(340)
Depreciation and amortization (See Note 12)	(805)	(848)
Utilities	(92)	(181)
Local authority tax expenses	(254)	(195)
Other administrative expenses	(1,200)	(949)
Total administrative expenses	(9,638)	(9,274)

21. FINANCE INCOME AND COSTS

The detail of the financial income is as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Financial income	381	171
Interest financing concession contract	608	591
Total	989	762

Finance costs are detailed as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
Interest on loans received from banks	(1,130)	(1,459)
Other financial expenses	(1,382)	(1,482)
Total	(2,512)	(2,941)

22. SERVICE CONCESSION

Grantor: Empresa Portuaria Valparaíso (EPV)
Concessionaire: Terminal Pacífico Sur Valparaíso S.A. (TPS)

The Concession Contract of Berthing Front No.1 of the port of Valparaíso was executed with Empresa Portuaria Valparaíso on November 12, 1999.

The Company is awarded by means of this contract the exclusive concession to develop, maintain and exploit Berthing Front No.1 of the port of Valparaíso, including the right to charge users basic fees for basic services and special fees for special services provided in the concession area.

Under the terms of this contract, TPS is required to pay Empresa Portuaria Valparaíso the following:

(a) Initial payment amounting to ThUS\$ 25,100, which was made to Empresa Portuaria Valparaíso on December 31, 1999;

(b) Additional Payment amounting to ThUS\$ 75,500, which was made to Empresa Portuaria Valparaíso in 5 annual instalments of ThUS\$ 15,100 each, beginning in 2001.

(c) The annual fee during the first contract year corresponded to a fixed amount of ThUS\$4,620, which was paid in four quarterly instalments of ThUS\$ 1,155 each. The annual fee from the second contract year and each subsequent year of the contract corresponds to an annual amount that needs to be determined based on the cargo transferred during the prior contract year; however, it may not be less than ThUS\$5,700 each year.

The payments mentioned in letter c) must be adjusted according to the Producer Price Index (PPI) of the United States of America for finished goods (adjustment is not seasonal), determined

by the United States Bureau of Statistics (series WPUFD49207). This annual fee must be paid in US dollars or the equivalent in Chilean pesos according to the observed exchange rate informed by the Chilean Central Bank on the date of payment, in four equal quarterly instalments.

The original term of the concession is 20 years from the delivery date of the berthing front. occurred on January 1, 2000, the Concessionaire had the option to extend the term for a period of 10 additional years if the execution and operation phases of the construction project set forth in Appendix VII of the Concession Contract are complete before the 19th contract year begins and has complied with some terms and conditions stated in the contract. The 10 additional years extension were ratified by the Empresa Portuaria Valparaíso at the time of granting the final approval to the respective project.

As of December 31, 2025, and in conformity with section 12.1. letter G of letter a) of the Concession Contract, Empresa Portuaria Valparaíso and Terminal Pacífico Sur Valparaíso S.A. are still reviewing the effective cost of that project, in order to determine the residual value that must be restored to Terminal Pacífico Sur Valparaíso S.A. at the end of the concession.

At the concession termination date, the berthing front and all the infrastructure contributions must be presented in good operating conditions, except for any wear and tear due to normal use.

The Company has fully complied with all aspects of its obligations arising from the Concession Contract as of the period ended December 31, 2025 and 2024.

23. FINANCIAL INSTRUMENTS AND RISK MANAGEMENT

23.1. Guarantees granted and received

At the date of this report, Terminal Pacífico Sur Valparaíso S.A. has granted the following direct guarantees and received the following guarantees from third parties:

23.1.1 Direct Guarantees

GUARANTOR		Pledged Assets	Outstanding Balances		Guarantee release	
Beneficiary of the guarantee	Name	Original currency	12.31.2025	12.31.2024	2025 & following	12.31.2024
Scotiabank	Empresa Portuaria Valparaiso	USD	4,199,268	4,003,170	4,199,268	4,003,170
Scotiabank	Empresa Portuaria Valparaiso	USD	4,199,268	4,003,170	4,199,268	4,003,170
Scotiabank	Empresa Portuaria Valparaiso	USD	4,199,268	4,003,170	4,199,268	4,003,170
Scotiabank	Empresa Portuaria Valparaiso	USD	4,199,268	4,003,170	4,199,268	4,003,170
Banco Itaú	Servicio Nacional de Aduana	UF	18,000	18,000	18,000	18,000
Banco Itaú	Inspección del trabajo	UF	26,467	17,461	26,467	17,461
Banco Itaú	Inspección del trabajo	UF	-	12,291	-	12,291
Banco Itaú	Inspección del trabajo	UF	-	2,548	-	2,548
Banco Itaú	Empresa Portuaria Valparaiso	UF	134	134	134	134
Banco Itaú	Empresa Portuaria Valparaiso	UF	58	58	58	58
Banco Itaú	Empresa Portuaria Valparaiso	UF	24	24	24	24
Banco Itaú	Empresa Portuaria Valparaiso	UF	16	16	16	16
Banco Itaú	Empresa Portuaria Valparaiso	UF	11	11	11	11
Banco Itaú	Empresa Portuaria Valparaiso	UF	3	3	3	3
Banco Itaú	Zeal Concesionaria S.A.	UF	100	100	100	100
Banco Itaú	Empresa Portuaria Valparaiso	CLP	500,000	500,000	500,000	500,000

Likewise, by virtue of the long-term credit line contract signed by the Company and Scotiabank, Terminal Pacífico Sur Valparaíso S.A. constituted in favor of that institutions a special pledge on the port concession, which includes the right to the port concession belonging to the Company, all tangible assets of the Company valued over ThUS\$ 50 and all revenue that accrues to the Company as a result of the operation of the Concession Contract.

23.1.2 Guarantees obtained from third parties

At the date of this report, Terminal Pacífico Sur Valparaíso S.A. has received guarantees from some of its clients for services provided to guarantee the payment of invoices according to the 5+ day credit conditions.

Exchange rates	Original currency	Amount in ThUS\$	
		12.31.2025	12.31.2024
Collateral to secure payment obligations	CLP	226.01	182.80
	USD	128.10	127.60

23.2. Implicit derivatives in host contracts

At the reporting date, Terminal Pacífico Sur Valparaíso S.A. has not constituted positions with implicit derivatives in host contracts.

23.3. Non-compliance with financial liabilities

At the date of the report, Terminal Pacífico Sur Valparaíso S.A. has not incurred in any non-compliance in terms of financial liabilities.

23.4. Presentation of exposure to market risks

The Management uses the term “market risk” to refer to situations in which it is exposed to propositions show elements of uncertainty, classifying these according to the sources of uncertainty and the associated transmission mechanisms. Specifically, the Management uses the term “market risk” to refer to market uncertainty, in different time limits, generated by the operations of Terminal Pacífico Sur Valparaíso S.A.

23.5. Exposure to credit risk

The Management uses the concept “credit risk” to refer to financial uncertainty, in different time limits, related to the compliance of obligations assumed by counterparties, upon exercise of contractual rights to receive cash or other financial assets.

Regarding “trade receivables and other accounts receivable”, the counterparties are primarily customs agents, cargo agents and transportation companies with high solvency. The risk is managed by each business unit subject to the policy, procedures and controls established by Terminal Pacífico Sur Valparaíso S.A., in relation to the credit risk management of clients. The credit limits

are established for all clients based on internal policies, which are evaluated periodically. Similarly, trade receivables are regularly monitored, and the impairment is analyzed individually on each reporting date for all relevant clients. The maximum exposure to credit risk at the date of this report is the current value of “trade receivables and other accounts payable”.

Regarding “financial assets at fair value”, these are executed with local and foreign entities with national and international rating equal to or greater than A- according to S&P and within the credit limits assigned by the counterparty. The credit limits for each counterparty are reviewed by the Board of Directors once a year and can be updated during the year subject to the approval of the financial committee. The limits are established in order to minimize the concentration of risks, and therefore mitigate the losses due to potential default by the counterparties.

23.6. Characterization and concentration of counterparties

The exposure to credit risk corresponds to the risk that operations are concentrated on any client. Terminal Pacífico Sur Valparaíso S.A. is not exposed to this risk.

23.7. Exposure to liquidity risk

Management uses the term “liquidity risk”, to refer to financial uncertainty, in different time limits, related to the entity’s capacity to respond to net cash requirements that support its operations, under both normal and exceptional operating conditions. Terminal Pacífico Sur Valparaíso S.A. permanently evaluates the concentration of risk regarding debt refinancing.

23.8. Characterization and expiration profile

12.31.2025									
Group	At amortized cost - carrying amount	0 to 15 days	16 to 30 days	31 to 60 days	61 to 90 days	91 to 180 days	181 to 360 days	1 to 2 years	2+ years
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Obligations to financial institutions	19,192	-	-	500	-	5,732	8,555	4,405	-
Accounts payable to related parties	5,093	4,000	1,093	-	-	-	-	-	-
Trade and other accounts payable	6,607	4,199	2,408	-	-	-	-	-	-
Other miscellaneous accounts payable	481	481	-	-	-	-	-	-	-
Financial liabilities at amortized cost	31,373	8,680	3,501	500	-	5,732	8,555	4,405	-
Hedging financial assets and liabilities	178	-	-	-	-	118	60	-	-
Derivatives	178	-	-	-	-	118	60	-	-

12.31.2024									
Group	At amortized cost - carrying amount	0 to 15 days	16 to 30 days	31 to 60 days	61 to 90 days	91 to 180 days	181 to 360 days	1 to 2 years	2+ years
	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$	ThUS\$
Obligations to financial institutions	27,103	-	-	500	-	5,291	5,662	13,650	2,000
Accounts payable to related parties	2,677	665	2,012	-	-	-	-	-	-
Trade and other accounts payable	6,904	4,003	2,066	181	-	-	654	-	-
Other miscellaneous accounts payable	332	276	-	-	-	-	-	-	56
Financial liabilities at amortized cost	37,016	4,944	4,078	681	-	5,291	6,316	13,650	2,056
Hedging financial assets and liabilities	703	-	-	-	-	291	201	134	77
Derivatives	703	-	-	-	-	291	201	134	77

23.9. Exposure to financial risk

Management uses the term “financial risk” to describe financial uncertainty over various time horizons, arising from the future trajectory of key variables, macroeconomic changes, and potential economic instability in the country. These factors may impact important business metrics related to the financial performance of a specific financial instrument or a group of instruments.

The financial instruments exposed to financial risk are primarily bank loans and obligations, term

deposits and mutual funds, accounts payable and receivable and derivative financial instruments.

23.10. Exposure to exchange rate risk

A primary risk factor is the exposure to currencies other than the functional currency, in this case the U.S. dollar. When risk factors are similar, these are typically classified into three categories, according to their transmission mechanism:

a. Transmission by transaction, which refers to the translatability of cash flows to their equivalent in functional currency and vice versa.

b. Transmission by translation, which refers to the consolidation of Financial Statements of subsidiaries denominated in currencies other than the function currency of the Parent Company, and,

c. Transmission by economic value, which refers to the translatability at its equivalent in functional currency of the present value of future cash flows denominated in foreign currencies.

It is company policy that financial risk management activities shall primarily concentrate on transmissions by transaction from a prospective point of view, using the sensitivity of the future value equivalent in functional currency of all open exposure as a means for monitoring.

23.11. Exposure to interest rate risks

The interest rate risk is the risk generated by changes in the fair value of cash flows in the financial instruments of the Statement of Financial Position, given variations in the market interest rates. For Terminal Pacífico Sur Valparaíso S.A. the SOFR interest rate, underlying its long-term bank debt, has been identified as a risk factor.

The Company manages the interest rate risk through hedges with Interest Rate Swaps (IRS), with which the Company agrees to exchange semesterly an amount generated from the differences between a fixed rate and a variable rate calculated using the established notional.

As such, this Interest Rate Swaps qualify as hedges according to effectiveness tests according to IFRS 9.

The fair value of the hedge contracts will increase/decrease according to increases/decreases in the SOFR interest rate.

23.12. Mechanisms of financial risk management

In general terms, the Corporate Financial Risk Policy specifies the defined management guidelines in relation to all components of financial uncertainty that have been proven relevant to the operations of Terminal Pacífico Sur Valparaíso S.A. and it determines how the Company is organized for these purposes. Simultaneously, it defines the objective of the financial risk management activities as the permanent protection of the financial stability and sustainability of Terminal Pacífico Sur Valparaíso S.A. under both normal and exceptional conditions.

23.13. Strategy

The financial risk management strategy is aimed at protecting the stability and sustainability of Terminal Pacífico Sur Valparaíso S.A. in relation to all components of financial uncertainty or relevant events.

The financial risk management process is based on:

- Roles and responsibilities for all agents regarding the financial risk management activities.
- Methodologies and systems of generation and publication of information.
- Specification of overall and specific financial objectives for all operations of Terminal Pacífico Sur Valparaíso S.A.
- Specification of financial risks identified and evaluated in relation to the operations of Terminal Pacífico Sur Valparaíso S.A.

e. Specification of levels of risk tolerance that Terminal Pacífico Sur Valparaíso S.A. is in the condition to financially support.

f. Specification of overall and specific objectives for all decisions and/or activities in terms of financial risk management; and

g. Mechanisms to evaluate the effectiveness of all decisions and/or activities in terms of financial risk management.

23.14. Main roles and responsibilities

The Board of Directors shall be responsible for:

a. Understanding the financial risks identified and evaluated in relation to Terminal Pacífico Sur Valparaíso S.A.

b. Validating the financial risk management policy; and

c. Being adequately informed by the Executive president of all events regarding financial risk management activities.

Management is responsible for the process of risk management, particularly the Finance and Administration and the Commercial Departments.

24. CONTINGENT ASSETS AND LIABILITIES

24.1. Contingent Liabilities

a) Direct guarantees:

As stipulated in section 14.1 of the Concession Contract, the Company has Contract Performance Bonds in favor of Empresa Portuaria Valparaíso (EPV), in the form of four bonds (Scotiabank No. 195992, No. 195994, No. 195995, No. 195991) for an individual amount of ThUS\$ 4,199, maturing on April 30, 2026.

The Company maintains guarantee note No. 159829 from Banco Itaú, in favor of the National Customs Service, to guarantee full compliance with the obligations as warehousemen, for UF 18,000, equivalent to ThUS\$ 788, expiring on March 31, 2026.

The Company maintains guarantee note No. 176625 from Banco Itaú, in favor of the Valparaíso Labor Inspection, to ensure faithful compliance with the payment of labor and pension obligations for UF 26,467 equivalent to ThUS\$ 3,477, expiring on December 31, 2026.

In accordance with the long-term line of credit contract signed by the Company with Scotiabank, the Company established a special pledge on the port concession in favor of that institution which involves the port concession rights held by the Company, all the Company's movable tangible assets more than ThUS\$ 50 and all of the Company's revenue arising from exploitation of the Concession Contract.

b) Lawsuits or other legal proceedings that affect the Company:

- Free Competition Tribunal Investigation

Subject and Case No.: Investigation for complaint regarding security fee on TPS cargo, Case No. 506-2024.

Status: It is currently being processed. Given the stage it is in, no effects are expected to be recognized in the period.

- National Economic Prosecution Investigation.

Subject and Case No. at FNE: Review of cargo transfer rates, Case No. 2773-24. Status: It is currently being processed. Given the stage it is in, no effects are expected to be recognized in the period.

- Labor case involving judicial appeal against fine, referred to as "Terminal Pacífico Sur Valparaíso S.A. vs. Valparaíso Provincial Labor Inspectorate

Subject matter and Case No: I-194-2025 Judicial appeal against fines No. 4562/25/38 1-2-3. Status: Hearing scheduled for January 13, 2026. No ruling has been issued.

- Enforcement proceedings, filed by TPS on January 31, 2025 against Sociedad Sur Fierro SpA., before the Second Civil Court of Puerto Montt, under Case No. C-525-2025, requesting the defendant to pay CLP\$ 6,846,024.

Subject: Lawsuit for unpaid debt.

Status: Since October 22, 2025, the court has not summoned the parties to hear the judgment. No judgment has been enforced to date. It is anticipated that the plaintiff will prevail at first instance.

- Credit verification in the bankruptcy of Velarde Hermanos, filed by TPS Valparaíso S.A. on May 27, 2019, in the 1st Civil Court of Valparaíso, under Case No. C-1167-2019, requesting recognition of a credit for CLP\$ 65,805,622.

Subject: Lawsuit seeking payment of debt. Status: Pending certificate of uncollectibility.

- Lawsuit filed by Sebastián Hernández Vivar against Empresas Marfra SpA and TPS, under Case No. RIT M-1436-2025, in the Valparaíso Labor Court (Ref. No.: 2025/160/FPC)

Subject: Labor lawsuit

Status: Court admitted the lawsuit. Hearing scheduled for February 3, 2026.

- Lawsuit filed by Rodrigo Aliaga Alfaro against Empresas Marfra SpA and TPS, under Case No. RIT O-1519-2025, in the Valparaíso Labor Court (Ref. No.: 2025/161/FPC)

Subject: Labor lawsuit

Status: Court admitted the lawsuit. Hearing scheduled for March 3, 2026.

- Lawsuit filed by Aldo Bernales Mora against Empresas Marfra SpA and TPS, under Case No. RIT O-1520-2025 in the Valparaíso Labor Court (Ref. No.: 2025/162/FPC)

Subject: Labor lawsuit

Status: Court admitted the lawsuit. Hearing scheduled for March 3, 2026

c) Long-term credit line contract

On December 16, 2013, the Company signed a contract with Banco BBVA (now Scotiabank) and Banco Estado. After that date, this contract has had a series of modifications, the last one being signed on December 16, 2019. In this modification, a transfer and restructuring of the credit agreement is made, leaving Scotiabank as the sole creditor. Within the obligations of the contract, it is established that:

If this information is not available through the Financial Market Commission (CMF) website, its audited individual Financial Statements must periodically be provided to the creditor, on the same date that this information must be presented by the Debtor to the Financial Market Commission.

- To provide each year a certificate issued by the debtor's general manager or his replacement, that certifies that, to the best knowledge and understanding of that executive, no cause of Non-Compliance or Non-Compliance has occurred,
- To inform the Creditor in writing, as soon as possible, but no longer than five bank business days from when a Debtor's executive is aware of the occurrence of any Cause of Non-Compliance or Non-Compliance, etc.
- To provide to the creditor financial, tax, accounting, economic and/or legal information and all other relevant information of the Debtor.
- To provide to the creditor, upon their request, any information necessary to apply regulations on individual credit limits established in number one of Article 84 of the General Law of Banks correctly.
- To inform the Bank of any changes to the debtor's by-laws.

- To establish and maintain an adequate accounting system based on IFRS.

- To maintain the effectiveness of contracts, rights, trademarks, licenses, authorizations, franchises, concessions, and patents, related to the operation of its activities.

- To preserve and maintain its existence, validity and legal structure, as well as its current lines of business.

- To fulfill all of its obligations by virtue of any act, contract or convention, whose non-fulfillment would or could mean, individually or as a whole, an Important Adverse Effect.

- To comply with legislation and current regulations that are applicable to the development of its activities.

- To pay on time its tax, social security and labor obligations and other legal obligations that are applicable, except for those discussed via the proper procedure and regarding which all corresponding provisions have been established, according to IFRS.

- To maintain all goods necessary for the execution of its business and operations in good conditions of conservation and maintenance, except for normal wear and tear. Specifically, the Debtor must hold insurance with adequate coverage to reasonably protect the Concession site and other assets, for amounts, terms, risks and with top-rate insurance companies in accordance with the Insurance Program.

- To ensure that all operations performed with Related Parties, whether directly or through other Related Parties, conform to similar conditions as those that normally prevail in the market.

- To use all resources from the Credits for the sole purposes referred to in the present Contract.

- To ensure that, at all times, its obligations under the Credit Documents, shall have the same payment preference and priority under law as its other current or future payment obligations, except for those obligations that take preference according to law.

- To meet all obligations by virtue of the present Contract and all other Credit Documents.

- To allow the Creditor's executives to inspect the property of the Debtor and the Concession along with the debtor's executives, etc.

- To allow and collaborate with the Independent Construction Engineer and Independent Equipment Engineer in the examination and inspection of its facilities.

- To keep assets insured for the amounts, terms, risks and with top-rate insurance companies, in compliance with the Insurance Programs.

- To Endorse the Insurance Policies within thirty days following the date of this Contract.

- To comply with the terms and conditions of the Insurance Policies, especially the payment of premiums, installments, and other payable amounts in relation to the mentioned policies and with the reporting obligations imposed therein.

- To present, with the frequency indicated by the Superintendency of Banks and Financial Institutions, or upon request by the Bank no less than once a year, and at the cost of the Debtor, an appraisal of physical assets provided in guarantee in favor of the Creditors, done by an expert appraiser designated by the Bank.

- To constitute a pledge on the assets that it acquires in the future, and which have an individual value equal to or greater than one hundred thousand dollars.

- To ensure that the Guarantees remain fully valid and enforceable, in the first degree of preference, and to grant and subscribe all additional documents for these purposes.

- In the event that any Cause for Non-Compliance, or any Non-Compliance, may occur, to reimburse the Bank, or directly pay the reasonable and duly documented fees, costs and expenses of any advisor or consultant that the Bank deems necessary upon request by the Bank to prepare and submit a report on the revenue, operating system and maintenance of the Project, and any other technical and legal aspects relevant to the Project.

- To perform the Expansion Works, and the additional works that must be executed within the framework of the Economic Equilibrium of the Works, in compliance with the Concession Contract and the Expansion Works Budget.

- To obtain the final approval of the expansion works before June 30, 2017.

- To formally manifest to EPV interest in expanding the concession term by ten years, under the terms and conditions indicated in Appendix VII of the Concession Contract, before June 30, 2017.

- To comply with certain financial ratios, yearly measured on the debtor's Financial Statements (See Note 13).

d) Sanctions

During the years ended December 31, 2025, and 2024, the Company, or its Directors and Managers have not been subject to sanctions of any kind by the Commission for the Financial Market (previously called Superintendencia de Valores y Seguros) or any other administrative authority.

24.2 Guarantees obtained from third parties

As of December 31, 2025, and 2024, the Company received guarantees from some of its clients for the services provided, which consisted in guaranteeing the payment of invoices according to the credit conditions of 5 days and more, and for guarantees received for the purchase of equipment and other items.

As of December 31, 2025, the performance bonds received from customers and held by Terminal Pacífico Sur Valparaíso S.A. amounted to ThUS\$ 354.

As of December 31, 2024, the performance bonds received from customers and held Terminal Pacífico Sur Valparaíso S.A. amounted to ThUS\$ 310.

25. EXCHANGE RATE DIFFERENCES AND MONETARY POSITION IN FOREIGN CURRENCY

The differences for foreign currency translation during the years ended December 31, 2025 and 2024 for items in foreign currency (other than the U.S. dollar), were credited (debited) to the income for the year as follows:

	12.31.2025 ThUS\$	12.31.2024 ThUS\$
ASSETS		
Cash and cash equivalents	(71)	(133)
Trade and other receivables	252	(511)
Current taxes	(5)	(9)
Other current assets	334	(120)
Current assets	510	(773)
Trade and Other Receivables, net, non-current	510	(452)
Non-current assets	-	-
Trade and Other Payables and Other Current Liabilities	(140)	241
Current liabilities	(140)	241
Severance payments	(447)	579
Non-current liabilities	(447)	579
Total Liabilities	(587)	820
(Charge) Credit to profit or loss arising from exchange differences	(77)	47

ASSETS	CURRENCY	12.31.2025	12.31.2024
		ThUS\$	ThUS\$
Cash and cash equivalents	CLP	40	221
Cash and cash equivalents	USD	11,974	12,560
Other financial assets, current	USD	178	491
Other non-financial assets, current	CLP	18	-
Other non-financial assets, current	USD	33	154
Trade and other receivables, net	CLP	9,507	8,957
Trade and other receivables, net	USD	1,213	3,271
Trade and other receivables, net	UF	-	24
Accounts receivable from related parties	CLP	2,936	568
Accounts receivable from related parties	USD	467	506
Inventories	USD	(3,086)	(1,500)
Inventories	CLP	5,549	3,185
Inventories	EUR	228	67
Total Current Assets		29,057	28,504
Non-current			
Other financial assets, non current	USD	15,428	15,763
Other financial assets, non current	CLP	203	385
Deferred tax assets	USD	-	-
Intangible asset other than goodwill, net	USD	37,733	46,168
Property, Plant & Equipment	CLP	1,798	738
Property, Plant & Equipment	UF	544	180
Property, Plant & Equipment	USD	37,687	41,190
Total non-current assets		93,393	104,424
Total assets hedged against exchange rate fluctuations (USD)		101,627	118,603
Total Assets hedged against exchange rate fluctuations (CLP)		20,823	14,325
Total Assets		122,450	132,928

LIABILITIES	CURRENCY	12.31.2025	12.31.2024
		ThUS\$	ThUS\$
Current			
Other current financial liabilities	USD	20,603	17,155
Other current financial liabilities	UF	127	42
Trade and other accounts payable	CLP	1,508	1,641
Trade and other accounts payable	USD	4,812	4,887
Accounts payable to related parties	CLP	1,023	673
Accounts payable to related parties	USD	4,070	2,004
Current tax liabilities	CLP	(105)	(83)
Current tax liabilities	USD	2,085	1,467
Provisions for employee benefits	CLP	687	654
Provisions for employee benefits	USD	81	-
Non-financial liabilities, current	CLP	-	-
Non-financial liabilities, current	USD	-	54
Total current liabilities		34,891	28,494
Non-current			
Other non-current financial liabilities	USD	19,396	35,412
Other non-current financial liabilities	UF	288	89
Deferred tax liabilities	USD	6,885	9,054
Employee benefits provision	CLP	4,683	3,885
Other provisions, non-current	USD	-	-
Total non-current liabilities		31,252	48,440
EQUITY	USD	56,307	55,994
Total liabilities hedged against exchange rate fluctuations (USD)		114,239	126,027
Total liabilities hedged against exchange rate fluctuations (CLP)		8,211	6,901
Total Liabilities		122,450	132,928

26. ENVIRONMENT

Expenses incurred during the year ended December 31, 2025, amount to ThUS\$222 (ThUS\$469 in 2024)

Company	Disbursement concept detail	Costs/ Expense	Supplier	ThUS\$
TPS	Environment	Cost	Comercial Vicmar Limitada	53
TPS	Environment	Cost	Ambipar Response Chile S.A.	43
TPS	Environment	Cost	Ecolecán S.A.	38
TPS	Legal and regulatory compliance	Cost	Consultora Better Limitada	27
TPS	Environment	Cost	Stichting Eco Sustainable	10
TPS	Environment	Cost	Ecotecnos Sociedad Anónima	9
TPS	Legal and regulatory compliance	Cost	ABS Quality Evaluations (Chile) S.A.	7
TPS	Environment	Cost	Vitglobal.Com Spa	7
TPS	Compliance Management and Review of Processes and Protocol	Cost	Sociedad Mamut Asesorías X Capacitaciones Limitada	4
TPS	Environment	Cost	RPP Contenedores SPA	4
TPS	Compliance Management and Review of Processes and Protocol	Cost	Juan Carlos Miranda Yanez	3
TPS	Environment	Cost	Eco Portuaria de Residuos SPA	3
TPS	Environment	Cost	Sebastian Andres Garin Figueroa	3
TPS	Compliance Management and Review of Processes and Protocol	Cost	Carlos Hector Wargny Gutierrez	2
TPS	Legal and regulatory compliance	Cost	Contreras Manzur Consultores Asociados Limitada	2
TPS	Environment	Cost	Centro Inclusivo R SPA	2
TPS	Compliance Management and Review of Processes and Protocol	Cost	Alejandro Rubén Coronel Barredo	2
TPS	Environment	Cost	Paris y Paris Sociedad Limitada	1
TPS	Environment	Cost	Asesorias y Servicios Kyklos SPA	1
TPS	Compliance Management and Review of Processes and Protocol	Cost	Cargas Peligrosas S.A.	1

27. SIGNIFICANT EVENTS

The fees for audit services and other non-audit services corresponding to the fiscal year 2025 to Terminal Pacífico Sur Valparaíso S.A. provided by the auditing firm are presented below:

	Audit Services ThUS\$	Other services ThUS\$	Total ThUS\$
2025	55	-	55

Audit services: Corresponds to the fees for the execution of the audit of the financial statements at the end of the period, with the purpose of obtaining an opinion on the reasonableness of the financial statements.

28. SUBSEQUENT EVENTS

On January 2, 2026, Miguel Lopez Nieto assumed the position of Administration and Finance Manager.

On January 29, 2026, Terminal Pacífico Sur Valparaíso S.A. made available to the shareholders registered in the Company's records, a dividend of ThUS\$ 4,000 charged to the profits for fiscal year 2025.

Between January 1, 2026, and the authorization date of these Financial Statements, there have been no other financial or accounting events that could significantly affect the Financial Statements.

Endorsement of the Integrated Report

The present Integrated Report, has been subscribe by the following members of the Company's Board of Directors, who certify the truthfulness of the information:



Richard Von Appen Lahres
6998521-1
23-03-2026

Richard von Appen Lahres
Chairman of the Board
R.U.N. 6.998.521-1



Alejandra Mehech Castellón
7040513-K
23-03-2026

Alejandra Mehech Castellón
Board Member
R.U.N. 7.040.513-K



Felipe Vial Claro
7050840-0
24-03-2026

Felipe Vial Claro
Board Member
R.U.N. 7.050.840-0



Álvaro Brunet Lachaise
7166439-2
23-03-2026

Álvaro Brunet Lachaise
Board Member
R.U.N. 7.166.439-2



Gonzalo Russi García
14167941-4
24-03-2026

Gonzalo Russi García
Board Member
R.U.N. 14.167.941-4



Antonio Jose De Mattos Patricio
Junior
FR552619
24-03-2026

Antonio José de Mattos Patricio Junior
Board Member
Foreign



Cristian Rodríguez Samit
12658852-6
23-03-2026

Cristian Rodríguez Samit
Managing Director
R.U.N. 12.658.852-6



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10 Appendixes and tables



CHAPTER 1: ABOUT TPS

1.3 Corporate Governance: Board of Directors

NCG 461 3.2.i, NCG 461 3.2.xiii

AGE RANGE	♂	♀
Principal directors		
Under 30 years	0	0
Between 30 and 40 years	0	0
Between 41 and 50 years	1	0
Between 51 and 60 years	1	0
Between 61 and 70 years	2	1
Over 70 years	1	0
Total	5	1
Alternate directors		
Under 30 years	0	0
Between 30 and 40 years	1	0
Between 41 and 50 years	2	0
Between 51 and 60 years	2	1
Between 61 and 70 years	0	0
Over 70 years	0	0
Total	5	1

LENGTH OF SERVICE	♂	♀
Principal directors		
Less than 3 years	1	0
Between 3 and 6 years	1	0
More than 6 and less than 9 years	2	0
Between 9 and 12 years	0	1
More than 12 years	1	0
Total	5	1

LENGTH OF SERVICE	♂	♀
Alternate directors		
Less than 3 years	3	1
Between 3 and 6 years	1	0
More than 6 and less than 9 years	0	0
Between 9 and 12 years	1	0
More than 12 years	0	0
Total	5	1

NATIONALITY	📍	🌐
Principal directors		
Male	4	1
Female	1	0

GENDER	♂	♀
Principal directors	5	1
Alternate directors	5	1

NATIONALITY	📍	🌐
Alternate directors		
Male	1	4
Female	1	0

1.4 Corporate Governance: Executives

NCG 461 3.4.i

AGE RANGE	♂	♀
Under 30 years	0	0
Between 30 and 40 years	3	0
Between 41 and 50 years	1	1
Between 51 and 60 years	3	0
Between 61 and 70 years	0	0
Over 70 years	0	0
Total	7	1

NATIONALITY	📍	🌐
Male	7	0
Female	1	0

LENGTH OF SERVICE IN THE HOLDING	♂	♀
Less than 3 years	2	0
Between 3 and 6 years	0	1
More than 6 and less than 9 years	0	0
Between 9 and 12 years	1	0
More than 12 years	4	0
Total	7	1

LENGTH OF SERVICE IN CURRENT POSITION	♂	♀
Less than 3 years	4	1
Between 3 and 6 years	1	0
More than 6 and less than 9 years	2	0
Between 9 and 12 years	0	0
More than 12 years	0	0
Total	7	1

Symbology

Chilean	Male
Foreign	Female

CHAPTER 3: OUR PEOPLE

Age range

NCG 461 5.1.3

Age ranges 2025												
	Female						Male					
	< 30 years	Between 30 and 40 years	Between 41 and 50 years	Between 51 and 60 years	Between 61 and 70 years	> 70 years	< 30 years	Between 30 and 40 years	Between 41 and 50 years	Between 51 and 60 years	Between 61 and 70 years	> 70 years
Executives (Board of Directors)	0	0	0	0	0	0	0	0	0	0	0	0
Senior management	0	0	0	0	0	0	0	0	0	1	0	0
Management	0	0	1	0	0	0	0	2	1	2	0	0
Supervisors	3	13	2	0	0	0	1	13	5	7	3	0
Operational staff	2	5	3	1	0	0	22	45	34	66	42	2
Sales force	5	7	1	2	0	0	5	0	1	2	1	0
Administrative staff	7	12	5	4	1	0	11	18	8	7	8	0
Support staff	0	0	0	0	0	0	0	0	0	0	0	0
Otros profesionales	8	6	1	1	0	0	14	9	2	0	1	0
Other technicians	0	0	0	0	0	0	0	0	0	0	0	0
Totals	25	43	13	8	1	0	53	87	51	85	55	2

Years of service

NCG 461 5.1.4

Years of service 2025										
	Female					Male				
	Less than 3 years	Between 3 and 6 years	More than 6 and less than 9 years	Between 9 and 12 years	More than 12 years	Less than 3 years	Between 3 and 6 years	More than 6 and less than 9 years	Between 9 and 12 years	More than 12 years
Executives (Board of Directors)	0	0	0	0	0	0	0	0	0	0
Senior management	0	0	0	0	0	1	0	0	0	0
Management	1	0	0	0	0	3	0	0	0	2
Supervisors	5	6	1	2	4	5	5	2	3	14
Operational staff	3	3	2	1	2	37	46	22	28	78
Sales force	10	3	0	0	2	4	2	1	0	2
Administrative staff	8	4	2	3	12	14	7	5	5	21
Support staff	0	0	0	0	0	0	0	0	0	0
Otros profesionales	11	5	0	0	0	13	6	4	1	2
Other technicians	0	0	0	0	0	0	0	0	0	0
Totals	38	21	5	6	20	77	66	34	37	119

Nationality

NCG 461 5.1.2, GRI 2-7

Nationality 2025				
	Female		Male	
	Chilean	Foreign	Chilean	Foreign
Executives (Board of Directors)	0	0	0	0
Senior management	0	0	1	0
Management	1	0	5	0
Supervisors	18	0	29	0
Operational staff	11	0	211	0
Sales force	14	1	8	1
Administrative staff	29	0	52	0
Support staff	0	0	0	0
Otros profesionales	16	0	26	0
Other technicians	0	0	0	0
Totals	89	1	332	1

Working hours

NCG 461 5.3, GRI 2-7

Working hours 2025												
	Female						Male					
	Standard working hours	Standard working hours %	Part-time working hours	Part-time working hours %	Remote working	Remote working %	Standard working hours	Standard working hours %	Part-time working hours	Part-time working hours %	Remote working	Remote working %
Executives (Board of Directors)	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Senior management	0	0%	0	0%	0	0%	1	0%	0	0%	0	0%
Management	1	1%	0	0%	0	0%	5	2%	0	0%	0	0%
Supervisors	18	20%	0	0%	0	0%	29	9%	0	0%	0	0%
Operational staff	11	12%	0	0%	0	0%	211	63%	0	0%	0	0%
Sales force	15	17%	0	0%	0	0%	9	3%	0	0%	0	0%
Administrative staff	29	32%	0	0%	0	0%	52	16%	0	0%	0	0%
Support staff	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Otros profesionales	16	18%	0	0%	0	0%	26	8%	0	0%	0	0%
Other technicians	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Totals	90	100%	0	0%	0	0%	333	100%	0	0%	0	0%

Contract type

NCG 461 5.1.1, NCG 461 5.2, GRI 405-1

Contract type 2025						
	Permanent contract		Fixed-term contract		Fee-based services	
	Female	Male	Female	Male	Female	Male
Executives (Board of Directors)	0	0	0	0	0	0
Senior management	0	1	0	0	0	0
Management	1	5	0	0	0	0
Supervisors	18	28	0	1	0	0
Operational staff	10	209	1	2	0	0
Sales force	14	7	1	2	0	0
Administrative staff	29	49	0	3	0	0
Support staff	0	0	0	0	0	0
Otros profesionales	14	26	2	0	0	0
Other technicians	0	0	0	0	0	0
Totals	86	325	4	8	0	0

Recruitment

GRI 202-2, GRI 401-1

TPS vacancies 2025	
Total number of vacancies	111
Number of vacancies filled internally	50
Number of vacancies filled externally	61

New hires 2025			
Regions	Female	Male	Total
Valparaiso Region	16	44	60
Metropolitan Region	1	0	1
Totales	17	44	61

New hires 2025			
	Female	Male	Total
Under 30 years	10	19	29
Between 30 and 40 years	7	12	19
Between 41 and 50 years	0	11	11
Between 51 and 60 years	0	2	2
Between 61 and 70 years	0	0	0
Over 70 years	0	0	0
Totals	17	44	61

Workplace inclusion

NGC 461 5.1.vi

Employees with disabilities	2025	
	Female	Male
Executives (Board of Directors)	0	0
Senior management	0	0
Management	0	0
Supervisors	0	0
Operational staff	0	0
Sales force	0	0
Administrative staff	0	4
Support staff	0	0
Otros profesionales	0	0
Other technicians	0	0
Total	0	0
% of total headcount	0%	0,94%

Use of postnatal and parental leave

NGC 461 5.7, GRI 401-3

	2025	
	Female	Male
People who used 5 days of parental leave	4	3
People who used 6 weeks or less of postnatal parental leave	2	3
Total eligible people	4	3
% of people who used their postnatal leave	50%	100%

Number of employees who returned from leave

NCG 461 5.7, GRI 401 -3



Parental leave: Return to work	
	2025
Male	3
Female	3
Total	6

Average days of postnatal and parental leave used by job category

NCG 461 5.7



	2025	
	Female	Male
Executives (Board of Directors)	0	0
Senior management	0	0
Management	0	0
Supervisors	105	0
Operational staff	0	4
Sales force	0	0
Administrative staff	0	0
Support staff	0	0
Otros profesionales	45	0
Other technicians	0	0
Totals	150	4

3.4 Benefits

NCG 461 5.8, GRI 401-2

Salary adjustment equal to 100% of the CPI change in the previous half-year

Base salary adjustment equal to 100% of the CPI change in the previous half-year, twice per year.

For all TPS staff, proportional to length of service.

National Holidays bonus

Bonus to all employees for the National Holidays.

Permanent contract and 6 months' service.

Marriage or civil partnership allowance

Gross bonus upon presentation of a marriage certificate issued by the Civil Registry.

Permanent contract.

Child birth bonus

Gross bonus upon presentation of a birth certificate issued by the Civil Registry.

Permanent contract.

Mortuary assistance

Reimbursement in the event of the death of the employee or a registered dependant in the pension/benefits institution, upon presentation of the Death Certificate issued by the Civil Registry.

Permanent contract (exceptions approved by management).

Vacation loan

Holiday loan, up to twice a year.

Everybody with more than 6 months of experience.

Housing loan

Loan for home repairs, or a loan to save towards a first home.

Unionised (S1 and S2) and bargaining group.

Holiday bonus

Holiday bonus, upon taking a minimum authorised annual leave of 10 working days.

Unionised (S1 and S2), bargaining group and all TPS staff.

Christmas bonus

Christmas bonus for all employees.

Permanent contract and 6 months' service.

Medical support loan

Loan to cover costs arising from medical emergencies.

*Enrolled in FAM and supplementary insurance, permanent contract.
*Fondo de Asistencia Médica

Compensation for the first three days of medical leave

Covers the income difference caused by the deduction of the first 3 days when medical leave is 10 days or less.

All TPS staff.

Medical leave compensation due to the contribution ceiling.

Covers the difference in net income when on medical leave and earnings exceed the contribution ceiling.

All TPS staff.

Full-vending card

Card with a monthly allowance for snacks and drinks.

All TPS staff.

Agreements with financial institutions

Single fixed monthly charge with a preferential rate for loans at BCI and Scotiabank.

All TPS staff.

Schooling allowance

Annual bonus upon presentation of a certificate confirming schooling between Pre-Kindergarten and Year 12 equivalent.

Permanent contract.

Higher education excellence scholarship

cBy application, for dependants and those who meet the maximum gross income eligibility requirements.

Permanent contract.
Unionised (S1 and S2), bargaining group.

Higher education allowance

Gross bonus for employees who can prove a legally registered dependant studying at university or in technical education at a state-recognised institution.

Permanent contract.

Christmas party

Activity at a recreation centre or playground for parents and registered dependants.

Permanent contract.

Nursery support for female employees

Íscunji.Covers the monthly fee and enrolment. The benefit is granted for as long as the child attends a nursery recognised by the relevant authority, until they reach two years of age.

All.

Years of service awards

Recognition bonus for years of service from 10 years onwards.

Permanent contract.

End-of-year dinner

End-of-year outing for employees.

All TPS staff.

Gifts for child births

A gift of birth is given to each partner for the event.

All TPS staff.

Supplementary and personal accident insurance

Supplementary and accident insurance covering any eventuality, including accidental death, up to a defined limit. Voluntary supplementary cover is also offered for those who wish additional coverage.

All TPS staff.

Christmas basket

Food box or gift card for Christmas.

All TPS staff.

Administrative days

Four administrative days under the collective agreement.

Unionised (S1 and S2) and bargaining group.

TPS Plus

Catalogue of benefits redeemable with points, divided into three categories: snacks, leisure time and experiences.

Permanent contract.

Holiday savings (1+1)

The employee may make voluntary savings with a company contribution, which will be paid out when they take their statutory annual leave.

Permanent contract.

3.5 Talent Development

Training hours

NCG 461 5.8.ii, NCG 461 5.8.iii

	2025											
	Training hours			No. of people trained			Total headcount			Average training hours		
	Female	Male	Total	Female	Male	Total	Female	Male	Total	Female	Male	Total
Executives (Board of Directors)	0	0	0	0	0	0	0	0	0	0	0	0
Senior management	0	104	104	0	1	1	0	1	1	0	104	104
Management	2,5	52,5	55	1	5	6	1	5	6	2,50	10,50	9,17
Supervisors	409,5	308	717,5	20	30	50	18	29	47	20,48	10,27	14,35
Operational staff	919,5	6521	7440,5	13	203	216	11	211	222	70,73	32,12	34,45
Sales force	159	31	190	16	8	24	15	9	24	9,94	3,88	7,92
Administrative staff	477,5	670	1147,5	32	49	81	29	52	81	14,92	13,67	14,17
Support staff	0	0	0	0	0	0	0	0	0	0	0	0
Otros profesionales	564,5	437,5	1002	19	27	46	16	26	42	29,71	16,20	21,78
Other technicians	0	0	0	0	0	0	0	0	0	0	0	0
Total	2.532	8.124	10.656	101	323	424	90	333	423	25,07	25,15	25,13

*The number of people trained is higher than the headcount because it includes individuals who are no longer with the organisation.

Performance assesment

GRI 404-3

	Performance assesment 2025								
	TPS headcount			No. assessed			% assessed		
	Female	Male	Total	Female	Male	Total	Female	Male	Total
Executives (Board of Directors)	0	0	0	0	0	0	0%	0%	0%
Senior management	0	1	1	0	1	1	0%	100%	100%
Management	1	5	6	1	5	6	100%	100%	100%
Supervisors	18	29	47	17	28	45	94%	97%	96%
Operational staff	11	211	222	10	206	216	91%	98%	97%
Sales force	15	9	24	15	7	22	100%	78%	92%
Administrative staff	29	52	81	26	48	74	90%	92%	91%
Support staff	0	0	0	0	0	0	0%	0%	0%
Otros profesionales	16	26	42	13	25	38	81%	96%	90%
Other technicians	0	0	0	0	0	0	0%	0%	0%
Total	90	333	423	82	320	402	91%	96%	95%

3.6 Workplace Climate

Great Place To Work Survey

Great Place To Work (GPTW)	
	2025
Credibility	79
Respect	74
Impartiality	74
Pride	83
Camaraderie	84
Global average	79
Overall satisfaction	87

3.7 Occupational Accidents and Diseases

Fatalities and serious injuries resulting from an occupational accident injury

GRI 403 - 9

Permanent contractors		Own-employee headcount: 423	
	Number	Rate	
Workers who died due to an occupational accident injury	0	0	
Workers who died due to an occupational disease	0	0	
Workers with injuries from occupational accidents	8	1,90%	
Workers with occupational diseases	0	0	
Hours worked	968.186		

Non-employee headcount		Non-employees whose workplace is controlled by TPS: 762	
	Number	Rate	
Workers who died due to an occupational accident injury	0	0	
Workers who died due to an occupational disease	0	0	
Workers with injuries from an occupational accident	2	0,27%	
Workers with occupational diseases	0	0	
Hours worked	1.248.556		

CHAPTER 5: RELIABILITY AND TRANSPARENCY

5.3 Standards we adhere to / Topics we address

Communication and training on anti-corruption policies and procedures

GRI 205 - 2

Number of employees trained on the organisation’s anti-corruption or ethics policies and procedures, broken down by job category (2025)				
	Number of people who received the information	% of total headcount	Number of people trained	% of total headcount
Executives (Board of Directors)	0	N/A	0	N/A
Senior management	1	100%	1	100%
Management	6	100%	6	100%
Supervisors	47	100%	47	100%
Operational staff	222	100%	222	100%
Sales force	24	100%	24	100%
Administrative staff	81	100%	81	100%
Support staff	0	100%	0	100%
Otros profesionales	42	100%	42	100%
Other technicians	0	100%	0	100%
Totals	423	100%	423	100%

Number of external stakeholders with whom the organisation’s anti-corruption or ethics policies and procedures were shared (2025)		
	Number of people who received the information	Number of people trained
Suppliers	10	10
Customers	1	1
Totals	11	11

CHAPTER 6: SOCIAL DEVELOPMENT

6.4 Working together with our suppliers

Supplier assessment

NCG 461 7.2, GRI 308-1, GRI 414-1

Supplier assessment	2025 Existing supplier
Number of suppliers assessed against sustainability criteria - National suppliers	50
Total number of national suppliers	563
Number of suppliers assessed against sustainability criteria - Foreign suppliers	0
Total number of foreign suppliers	20

Supplier payment policy

NCG 461 7.1, GRI 204-1

Number of invoices paid by payment time band	2025		
	< 30 days	31 to 60 days	> 60 days
Number of invoices paid to local suppliers	943	3	0
Number of invoices paid to international suppliers	71	11	16

Amount paid to suppliers by payment time band	2025		
	< 30 days	31 to 60 days	> 60 days
Total amount paid to local suppliers (CLP)	\$5.797.807.507	\$1.759.425	\$0
\$Total amount paid to foreign suppliers (USD)	\$818.423	\$117.156	\$89.881

Number of suppliers paid by payment time band	2025		
	< 30 days	31 to 60 days	> 60 days
Number of local suppliers	2.417	20	1
Number of foreign suppliers	20	11	8

Spend on local suppliers

GRI 204-1



Spend on local suppliers (USD)		
	US\$	2025 %
Budget allocated to local suppliers	N/A	N/A
Total budget	N/A	N/A
Products/services purchased from local suppliers	\$37.694.138	60%
Total products/services purchased during the year	\$62.566.837	100%

Spend on SME suppliers (USD)				
Supplier type	2025		USD\$	%
	N°	% (Composition)		
SMEs	321	48%	9.259.098	17%
Local SMEs	127	10%	4.782.999	9%
Non-SMEs	220	33%	39.548.959	74%

CHAPTER 7: CARING FOR THE PLANET

7.4 Carbon footprint management

Energy consumption

GRI 302-1



Energy consumption	
2025	
Electricity in gigajoules	65.404
*1GJ = 277,78 kWh	

Consumption of fuels from non-renewable sources		
Fuel types	Fuel	2025
*Fuel for electricity generation (backup)	Diesel (m ³)	1.770**
Fuel for equipment	Diesel (m ³)	2.559***
Fuel for canteens and toilets	Gas natural (m ³)	10.176
Forklift trucks	GLP (kilogramos)	22.800

* Electric energy

**Owned and leased generators

****Pick-up trucks and yard equipment

Emissions

GRI 305-1, GRI 305-2, GRI 305-3



Emissions GEI		
Emission type	Metric	2025
Scope 1	tCO ₂ e	10.429
Scope 2	tCO ₂ e	3.702
Scope 3	tCO ₂ e	32.570
Total emissions (Scopes 1+2)	tCO ₂ e	14.131

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Global Reporting Initiative (GRI) Content Index

GRI 1: Foundation 2021

STATEMENT OF USE: Terminal Pacífico Sur Valparaíso has reported the information cited in this GRI content index for the period 1st of January 2025 to 31st of December 2025 with reference to the GRI Standards.

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