

1Q2019 Results



May, 2019



Executive Summary

- Transelec is the largest transmission company in Chile with 9,672 kilometers of transmission lines (as of Dec./2018) through the ownership and operation of strategic assets for the country, and serving approximately 98% of the Chilean population.
- Transelec continues to generate stable cash flows and maintains an EBITDA margin above 80% (in Mar 2019, 85% on a LTM basis).
- The company generated funds from operations (FFO) of CLP244 billion, during the LTM ended March 31, 2019.
- Reaffirming the solid financial performance of the Company, in January 2019, Fitch reaffirmed our current international rating (BBB) and local rating (AA-), Humphreys reaffirmed our local rating (AA) as well as Feller (AA-).
- By LTM March 2019, Transelec recorded a net income of CLP119 billion.

(USD figures have been translated with the FX of the end of March 2019 (\$678,53), for referential purposes only)

Business Update

- As expected, the Company started receiving take or pay revenues from the Zonal system thanks to Decree 6T which sets Zonal tariffs for 2018-19.
- Current ratings of the Company are the following:

| Local Market | |
|-----------------|----------------|
| Rating Agencies | Current Rating |
| Humphrey's | AA |
| Feller-Rate | AA- |
| Fitch Ratings | AA- |

| International Market | |
|----------------------|----------------|
| Rating Agencies | Current Rating |
| Moody's | Baa1 |
| S&P | BBB |
| Fitch Ratings | BBB |

- During this first quarter, the company incorporated US\$20 million of new facilities, which include the commissioning of one national system and one zonal system upgrade projects.
 - ✓ The Company incorporated facilities for US\$138.6 million LTM.
- As of this year, the Company has adopted IFRS 16, which ceases to classify as operating costs the lease contracts with identifiable underlying assets.
 - ✓ Therefore, these leases are now classified as fixed assets and financial liabilities.
 - ✓ They depreciate over the life span of the relevant leasing agreement.
 - ✓ Since Transelec does not have many of these leases, the effect is very low.



Financial Results

| CLP billion | 1Q2019 | 1Q2018 | Var. |
|----------------------|--------|--------|------|
| Revenues | 85 | 68 | 24% |
| Ebitda | 74 | 58 | 27% |
| Operating Income | 60 | 44 | 35% |
| Non-Operating Income | -14 | -18 | -22% |
| Tax | -13 | -7 | 87% |
| Net Income | 33 | 19 | 70% |
| Gross Debt | -1.463 | -1.413 | 4% |
| Net Debt | -1.463 | -1.353 | 8% |
| FFO (LTM) | 244 | 174 | 40% |

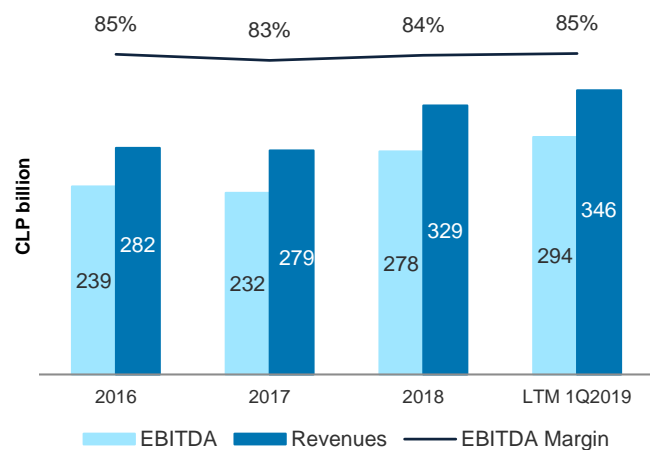
- For this period, Revenues increased 24%, reaching CLP85 billion (~USD 125 million). EBITDA increased 27% compared with the same period last year. The increase was mainly due to the Decree 6T publication which establishes zonal tariff for 2018 and 2019, which started to be registered in 4Q2018. EBITDA margin increases in this period to 87%.
- Non-Operating Income decreased 22%, reaching CLP-14 billion, mainly because there were no inflation in the first quarter of 2019, and therefore, not incorporating any effect of the revaluation of the UF bonds in 2019 (compared with a loss in 2018).



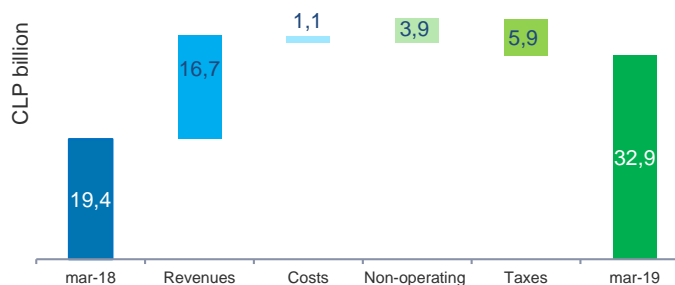
Revenue and Profitability

- Transelec's revenues and EBITDA have grown steadily in last years.
- The company has a low business risk profile with more than 70% of revenues coming from strong counterparties.
- As of March 31st, 2019, Transelec recorded a net income 70% higher than the same period in 2018 mainly due to:
 - ✓ Higher Zonal system revenues according to Decree 6T
- The company has historically maintained an EBITDA margin above 80%, driven by a low and stable cost structure mainly comprised of labor and maintenance expenses
 - ✓ In March 2019, EBITDA margin reached 85% on a LTM basis, influenced by Decree 6T

EBITDA¹ and Revenues



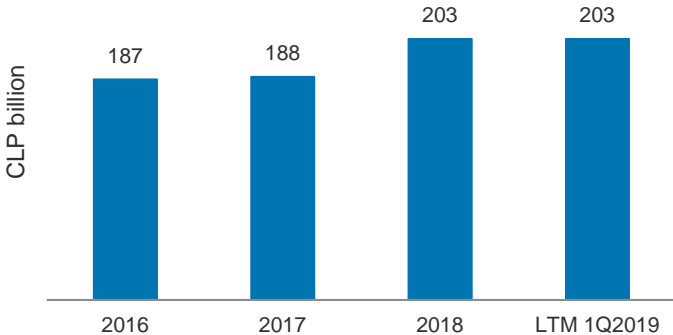
Net Income



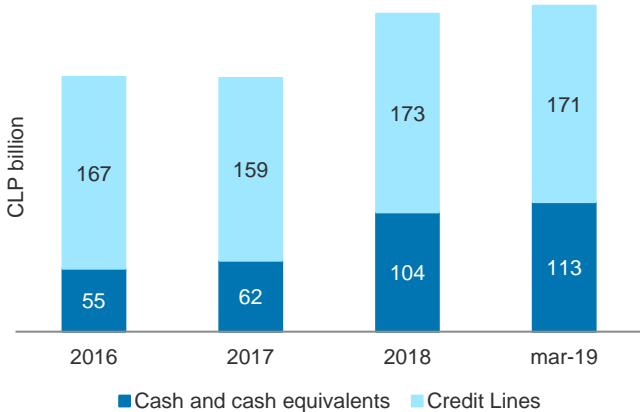
Solid Liquidity Position

- In March 2019, Transelec’s liquidity reached CLP284 billion (equiv. USD418 million).
 - ✓ This includes ~ USD250 million available on a 3-year committed revolving credit line completely undrawn (denominated in USD & UF).
- In addition, the company generated during the LTM ended March 31, 2019, CLP244 billion of funds from operations (FFO) and CLP203 billion of cash flow from operations (CFO).
- Furthermore, the Company’s bonds have a 6-months DSRA.

Cashflow From Operations



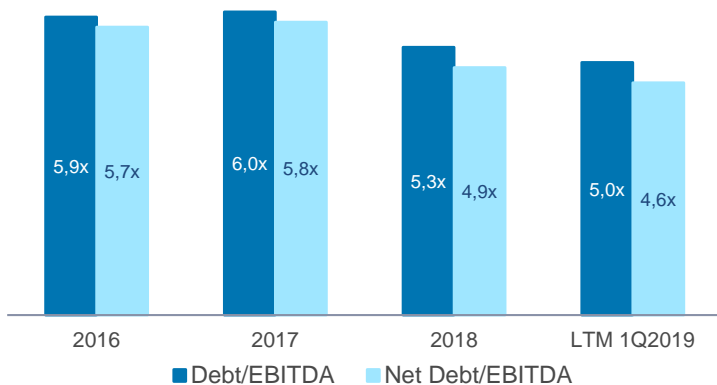
Liquidity



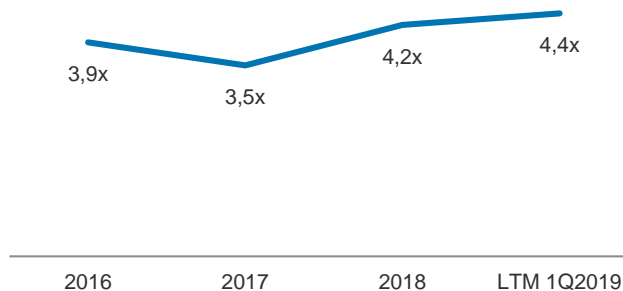
Strong Coverage Ratios

- Transelec's strong coverage metrics are supported by low cost of debt and growing cash flows that have improved through time.
- Debt to EBITDA ratio decreased below the expected limits due to higher Zonal system revenues according Decree 6T for years 2018-19.
- Transelec is committed to maintaining investment grade credit rating.

Leverage



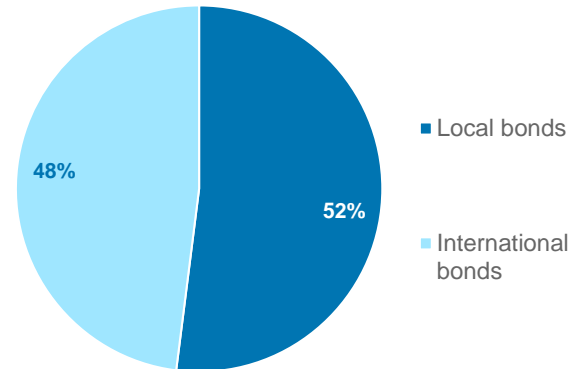
Interest Expense Coverage



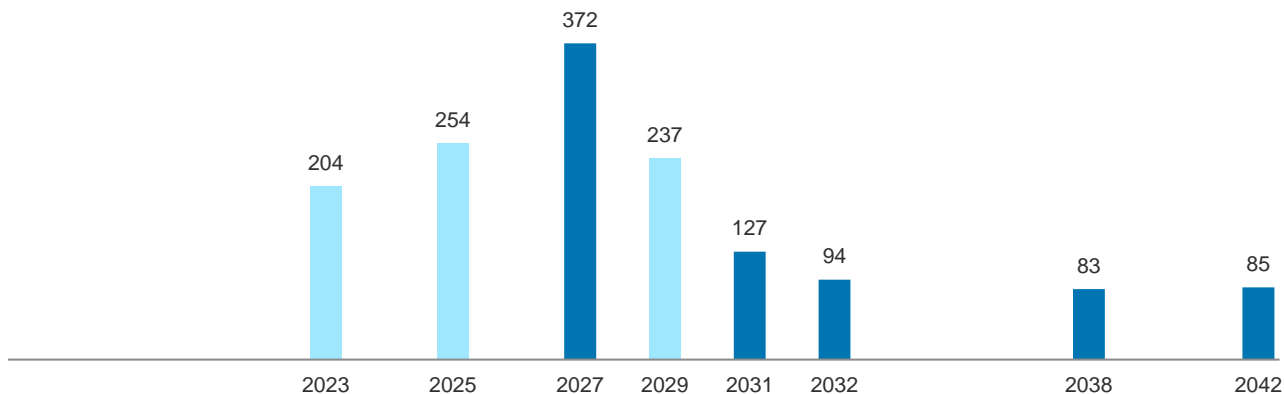
Debt Profile

- Transelec maintains a very manageable debt maturity profile with no debt refinancing in the next years.
- The Company has been able to obtain flexibility and a variety of sources for funding.
- All public debt has fixed rates.

Debt breakdown by type



Public debt maturity profile (CLP Billion)



Covenants

- Transelec's financial covenants (included in the local bond indentures) are balance sheet focused.
- As of March 31, 2019, the company is in full compliance with all debt covenants.

Debt / Capital < 0.7x ⁽¹⁾



2016 2017 2018 mar-19

(1) Total Debt / (Total Debt + Interest + Shareholder's Equity + Accumulated amortization of goodwill)

Minimum Equity > UF15 million⁽²⁾



2016 2017 2018 mar-19

(2) Equity attributable to the owners + Accumulated amortization of goodwill

Minimum Equity > CLP 350 billion ⁽³⁾



2016 2017 2018 mar-19

(3) Equity attributable to the owners + Accumulated amortization of goodwill

Contact Information

For additional information, please contact:

Martha Peredo
Head of Investor Relations
mperedo@transelec.cl
56 2 24677237

Javier Sauvageot
Finance Manager & Treasurer
jsauvageot@transelec.cl
56 2 24677068

You can find additional information in our web page:

<http://www.transelec.cl/investors/?lang=en>

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