CSAV

2011

ANNUAL REPORT

COMPAÑÍA SUD AMERICANA DE VAPORES S.A.

General Information

- **Name**
  Compañía Sud Americana de Vapores S.A.
- **Ticker Name**
  Vapores
- **Tax Number**
  90.160.000 - 7
- **Type of Entity**
  Open Corporation
- **Securities Register No.**
  76
- **Legal Domicile**
  Valparaiso, Chile.

Constitution Documents

Compañía Sud Americana de Vapores was constituted by public deed dated October 4, 1872 before the Valparaiso notary Julio César Escala. Its existence was authorized by Supreme Decree 2,347 of October 9, 1872. These documents were registered in folio 486, No.147 and folio 497, No.148 respectively in the Valparaiso Trade Register on October 15, 1872.

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Founded in 1872

CSAV

Founded in 1872

2011

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Annual Report 2011

Chairman's Statement

TO OUR SHAREHOLDERS:

This was an unprecedented year for CSAV, marked by changes in the Company's ownership structure, significant operating losses and a major restructuring process that culminated in two capital increases, of US$ 498 million and US$ 1,200 million, and the separation of the subsidiary SAAM.

CSAV produced a loss of US$ 1,250 million in 2011, mainly explained by the negative evolution of the containership business since the end of 2010.

During 2010, CSAV began a program to substantially expand its carrying capacity, almost doubling that which it had around the middle of 2009. New services were therefore launched in various global traffics and capacity was expanded in some existing services. However, and as a result of the deceleration in global trade from the end of 2010, cargo volumes were significantly lower than expected, which was reflected in low asset-utilization levels, similar to those seen during the crisis of 2009, but in a context where the size of the Company had increased considerably. The growing over-supply of ships in the container-carrier business generated very significant falls in freight rates in most of the traffics in which CSAV operated. In addition, there was a rise in fuel costs, caused mainly by geopolitical instability in North Africa and the Middle East towards the end of 2010 which began to have significant effects on fuel prices from the first quarter of 2011.

CSAV's consolidated ordinary revenues in 2011 amounted to US$ 5,152 million, which represented a fall of just US$ 63 million, or 1.2%, compared to 2010. However, the cost of sales increased by US$ 1,135 million, or 23.9%, over 2010, totaling US$ 5,877 million. Three main factors account for this increase: the rise in variable costs associated with the larger volume shipped, higher fixed costs related to the growth in capacity of transport operated, and the significant increase in the fuel price, the Company's principal cost component, of almost 35%.

In March 2011, Quiñenco acquired from the controller at that time, Marinsa, a 10% shareholding in CSAV. In April that year, and through a subsidiary, Quiñenco acquired from Marinsa a further 8% and started negotiations for signing a joint-management agreement, which materialized in September 2011.

Due to the changes in ownership, the shareholders meeting of April 2011 renewed the board of directors, with the incorporation of three representatives of Quiñenco. The same meeting also approved a capital increase of US$ 1,000 million, to be carried out in two stages, in order to improve the Company's financial position and support the shipbuilding program. The first stage of the capital increase was of US$ 500 million, which was carried out successfully in July 2011, raising US$ 498 million.

The industry's situation continued to worsen much more than was foreseen. The board of CSAV therefore adopted a series of measures to implement a financial strengthening plan and restructuring of the Company.

In May 2011 therefore, the board approved a restructuring plan of CSAV's shipping operations, which included the reorientation of the strategy in order to reduce the Company's exposure to market volatility, increase efficiency in the different traffics operated, increase the proportion of own fleet, and improve the organizational structure.

The implementation carried out by the management was precise and timely, closing a series of shipping services, delivering ships to shipmanagement and sub-chartering ships to third parties, thus achieving a reduction in the size of CSAV to one that makes it more efficient and competitive.

The Company also signed joint-operating agreements with other global operators, principally MSC and CMA-CGM (numbers two and three in the industry respectively) for various traffics in which it operates, achieving at the same time an increase in cost efficiency.

As a result of these and other measures, the Company managed to reduce its operating losses significantly in the last quarter of 2011, improve its operating efficiency, and to improve its organization and commercial structure, in a context where the variables of freight rates and fuel costs continued to deteriorate.

The restructuring plan implied a series of costs that were reflected in the losses (non-recurring) of discontinued operations which, after taxes, amounted to US$ 280 million in 2011. Of these total losses, almost 2/3rds relate to provisions for associated losses in 2012. These losses are substantial but are the consequence of the magnitude of the changes that the CSAV business model requires so that the Company may be competitive and efficient in its principal business, taking into account structure, organization and capital.

The new business model of CSAV and its costs structure place the Company in a better position to benefit once ex-bunker tariffs (freight tariffs excluding the cost of fuel) recover their normal historical levels. It is important to point out that until this occurs, at least partially, CSAV and its peers in the industry will continue to have operating losses.

Within the framework of the financial strengthening plan, the shareholders meeting of October 5, 2011 decided to set aside the second stage of the capital increase approved at the meeting of April 2011, and approved a new capital increase of US$ 1,200 million, in order to respond to the Company's financial needs in a more complex market context than before, but also permitting the division of CSAV with the creation of a new company, SM-SAAM. The latter will hold 99.99% of the shares of the subsidiary SAAM following the capital increase while all the proceeds of the increase will remain with CSAV. This capital increase was completed successfully in mid February 2012, raising the total amount approved, and, starting on March 1, the two companies were trading separately on the stock markets.

CSAV's shareholding structure changed radically following the subscriptions by shareholders and third parties to the capital increase of US$ 1,200 million. The participation of Quiñenco rose to 37.44%, while Marinsa remained with 12.35%. With these percentages, the joint-management agreement was terminated and Quiñenco became the legal controller of CSAV.

The implementation of this financial strengthening plan enables CSAV to look more calmly at the future of the shipping industry and leaves it in a better relative position to face 2012 which might still be very volatile, and which still does not appear to be easy. While there have been increases in containership freight rates since the last days of 2011, and these have been higher from March this year, industry margins are insufficient as demand has still not recovered and the cost of fuel continues to rise.

The supply of carrying capacity will continue to affect the profitability of the industry. While the laid-up fleet of containerships continues to increase, already 6% in March 2012, and the introduction of "super slow steaming" (slow speed) programs helps to balance the supply and demand for transport, the entry into service of ships ordered for building in previous years will continue to pressure the market. On the other hand, the slow rise in demand continues to be a source of concern and uncertainty. Emerging nations remain steady, although showing certain signs of deceleration, the United States has tended to improve slightly while Europe appears unable to recover from continuous scares.

Despite the volatility and risks, we are optimistic about the future of CSAV. We have made great efforts to transform CSAV into an efficient company, focused on its customers and with a strong presence in Latin American markets where we believe we have competitive advantages. While the crisis in the industry has not finished, we do see changes that could be determinant in the industry's recovery and stability in the medium and long term, as a result of the enormous losses that the shipping industry as a whole has faced since the crisis of 2009.

In conclusion, I take advantage of this occasion to express my sincere appreciation and thanks to all the people who form part of the CSAV team for their valuable disposition and commitment in perhaps the most difficult year the Company has had to face. I also wish to thank our customers for their support who, despite the difficulties faced by the Company, continued to trust in our service. Lastly, I wish to thank our shareholders very sincerely for their support, who not only made a great effort by subscribing for the capital increases but who have also given us enormous support in the decisions we have taken.

GUILLERMO LUKSIC CRAIG
CHAIRMAN

Board of Directors

CHAIRMAN
Guillermo Luksic Craig
Businessman
Joined the board in April 2011
Tax No.: 6.578.597-8

VICE CHAIRMAN
Juan Antonio Álvarez Avendaño
Lawyer
Joined the board in March 2011
Tax No.: 7.033.770-3

DIRECTORS

Luis Álvarez Marín
Agronomist
Joined the board in April 1979
Tax No.: 1.490.523-5

Canio Corbo Lioi*
Civil Engineer
Joined the board in April 2009
Tax No.: 3.712.353-6

Francisco Pérez Mackenna
Commercial Engineer
Joined the board in April 2011
Tax No.: 6.525.286-4

Christoph Schiess Schmitz
Commercial Engineer & Bachelor of Commerce
Joined the board in April 1996
Tax No.: 6.371.875-0

Arturo Claro Fernández
Agronomist
Joined the board in April 1987
Tax No.: 4.108.676-9

Gonzalo Menéndez Duque*
Commercial Engineer
Joined the board in April 2011
Tax No.: 5.569.043-K

Baltazar Sánchez Guzmán
Commercial Engineer
Joined the board in July 1990
Tax No.: 6.060.760-5

Víctor Toledo Sandoval*
Commercial Engineer
Joined the board in April 2011
Tax No.: 5.899.818-4

HONORARY PRESIDENT
José Luis Cerda Urrutia
Civil Engineer
Tax No.: 1.661.990-6

SECRETARY TO THE BOARD
Claudio Barroilhet Acevedo
Lawyer
Tax No.: 10.412.595-6

*Member of the Directors' Committee.

Changes to the Board of Directors

On February 23, 2011, the director Jaime Claro Valdés, then chairman of the board, presented his resignation. On March 15, the board unanimously appointed Juan Antonio Álvarez Avendaño, until then the Company's general manager, as his replacement.

The following were elected as members of the board at the ordinary shareholders meeting of CSAV held on April 8: Juan Antonio Álvarez Avendaño, Luis Álvarez Marín, Arturo Claro Fernández, Canio Corbo Lioi, Domingo Cruzat Amunátegui, Guillermo Luksic Craig, Gonzalo Menéndez Duque, Francisco Pérez Mackenna, Baltazar Sánchez Guzmán, Christoph Schiess Schmitz and Víctor Toledo Sandoval. The same day, the board elected Guillermo Luksic Craig as its chairman and Juan Antonio Álvarez Avendaño as vice chairman.

On August 17, 2011, Domingo Cruzat Amunátegui presented his resignation as a director.

Directors' Committee

Members

Until the holding of the ordinary shareholders meeting of April 8, 2011, the members of the Directors' Committee were Canio Corbo Lioi, chairman, Luis Álvarez Marín and Patricio Valdés Pérez, all independent directors.

Following the election of the board of directors at that meeting, Patricio Valdés Pérez ceased to be a member and the following were elected as independent directors: Canio Corbo Lioi, Víctor Toledo Sandoval and Domingo Cruzat Amunátegui. On the same day, the board of the Company appointed as new members of the Committee the same three independent directors named above, who were constituted as the Committee on May 2, re-electing Canio Corbo Lioi as its chairman. All the Committee's advisory support personnel were also confirmed.

On August 31, 2011, the board was advised of the resignation as a director of the Company of Domingo Cruzat Amunátegui, by letter to the chairman dated August 17. The board resolved not to fill the vacancy of director and expected that the appointment should be made in any event at the next ordinary shareholders meeting. The director Gonzalo Menéndez Duque was appointed as the third member of the Committee at the board meeting of December 23, who assumed his duties immediately.

Management

General Manager Shipping-Containers
Oscar Eduardo Hasbún Martínez
Commercial Engineer
Tax No.: 11.632.255-2

Senior Vice President,
South America East Coast Region
Enrique Arteaga Correa
Civil Industrial Engineer
Tax No. 9.771.836-9

Senior Vice President,
Special Services
Santiago Bielenberg Vásquez
Commercial Engineer
Tax No. 5.051.578-8

Senior Vice President,
Mediterranean Region
Eugenio Cruz Novoa
Civil Engineer
Tax No. 7.018.819-8

Senior Vice President,
Asia Region
Guillermo Ginesta Bascuñán
Civil Industrial Engineer
Tax No. 7.011.275-2

Senior Vice President,
Line Planning
Alejandro Pattillo Moreira
Degree in Economics
Tax No. 7.431.351-5

Senior Vice President,
Operations and Debelopment
Christian Seydewitz Munizaga
Civil Emgineer
Tax No. 9.580.576-0

Senior Vice President,
Systems
Fernando Valenzuela Diez
Naval Electronic Engineer
Tax No. 7.175.694-7

Corporate General Manager
Arturo Ricke Guzmán
Commercial Engineer
Tax No.: 6.994.493-0

Senior Vice President,
South America West Coast Region
Gonzalo Baeza Solsona
Civil Industrial Engineer
Tax No. 6.955.062-2

Senior Vice President,
India Region
Dheeraj Bhatia
Sea Captain

Comptroller
Gabriel Escobar Pablo
Commercial Engineer
Tax No. 7.583.066-1

Senior Vice President, North America,
Central America and Caribbean
Alvaro Infante González
Degree in Economics & International Commerce
Tax No. 8.331.255-6

Senior Vice President,
Cargo Services
José Miguel Respaldiza Chicharro
Commercial Engineer
Tax No. 6.598.055-k

Senior Vice President,
Performance Control
Vivien Swett Brown
Commercial Engineer
Tax No. 8.571.420-1

Senior Vice President,
Shipmanagement
Héctor Arancibia Sánchez
Naval Mechanical Engineer
Tax No.: 4.803.268-0

Chief Lawyer
Claudio Barroilhet Acevedo
Lawyer
Tax No. 10.412.595-6

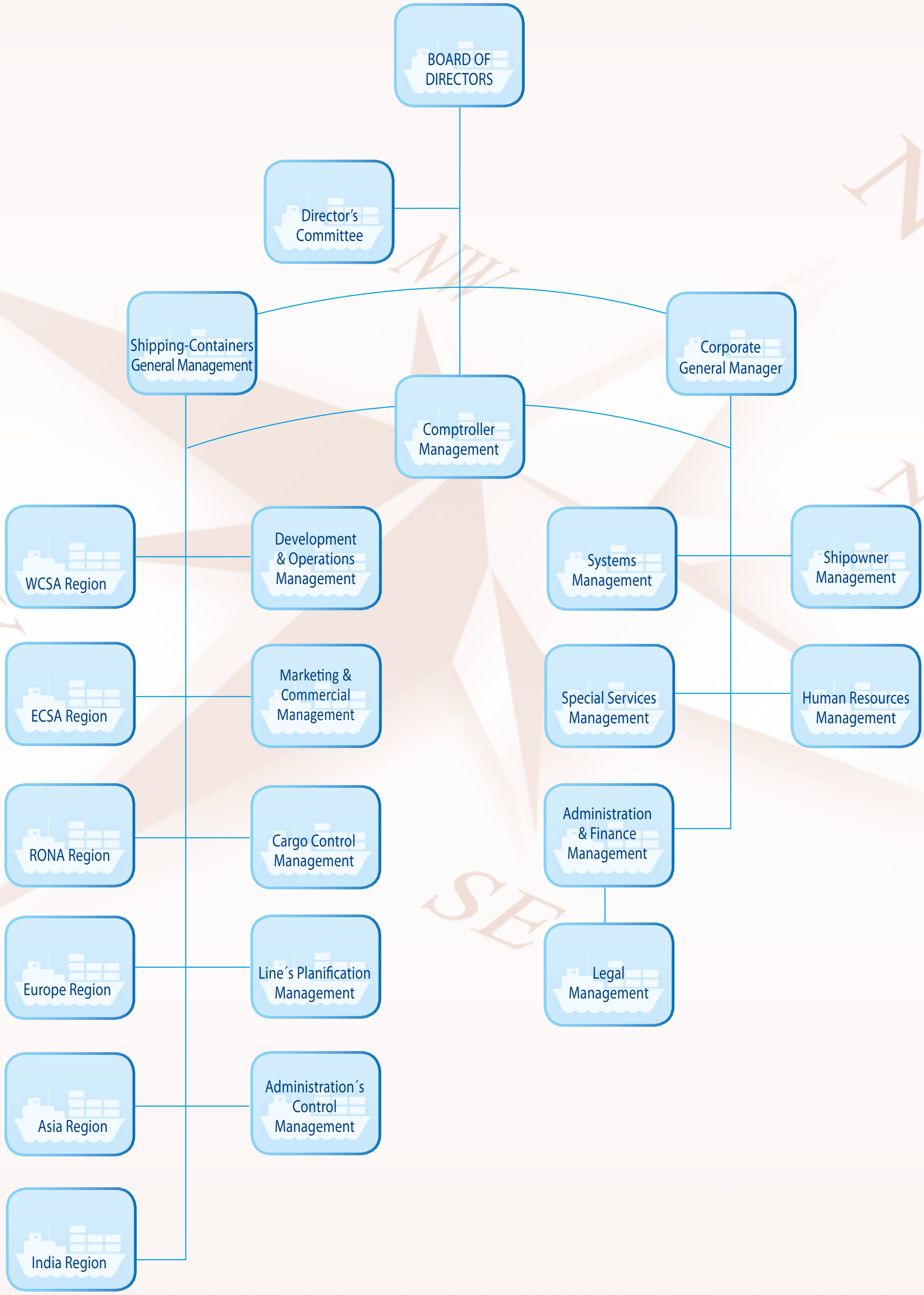
Senior Vice President, Sales
Arturo Castro Miranda
Transport Execution Engineer
Tax No. 6.997.529-1

Senior Vice President,
dministration and Finance
Rafael Ferrada Moreira
Commercial Engineer
Tax No. 10.302.911-2

Senior Vice President,
Commercial and Marketing
Andrés Kulka Kuperman
Commercial Engineer
Tax No. 7.711.411-4

Senior Vice President,
Europe Region
Juan Pablo Richards Bravo
Commercial Engineer
Tax No. 9.899.636-2

Senior Vice President,
Human Resources
Juan Carlos Valenzuela Aguirre
Degree in Philosophy
Tax No. 9.805.849-4



Organization structure

Activities and Businesses

History

Founded in 1872, CSAV is one of the oldest shipping companies in the world.

From the start, it represented the only connection with regions far from Chile. The opening of the Panama Canal in 1914 permitted the extension of its lines to New York, which then intensified with the withdrawal of European shipping companies during the First World War.

In 1938, following the world economic crisis of 1929, CSAV placed three ships of aerodynamic design, which enabled it to consolidate the line services to New York and extend them to Europe.

With the ending of the Second World War in 1945, the Company's services showed vigorous growth with the incorporation of ports in Germany, Belgium, Holland and England. During this period, the holds of some vessels were converted to reefer chambers which permitted the start of fruit transport on its regular services to the United States and Europe. The development of this activity made Sud Americana de Vapores a leader in the transport of refrigerated products.
Bulk shipping gained in importance in 1943 and later, in 1974, there was a strong drive to consolidate its international services.

Agencias Aéreas y Marítimas S.A. (SAAM) was formed by the Company in 1961 for air and shipping agency business.

The promulgation in 1979 of Decree Law 3,059 (National Merchant Marine Development Law) led to a stage of great dynamism and growth for the Company's businesses. New traffics were started in 1984 and its existing services to North Europe, Far East and Japan, Mediterranean, America Pacific and Southeast Asia were modified. There was also important growth in the specialized services for refrigerated, vehicle and bulk cargoes.

Starting in the early 1990s, the Company had to face new and greater challenges as a result of the opening up of competition allowed by the governments of most Latin American countries. In order to take advantage of the opportunity that this enormous change in the competitive scenario implied, the Company and its subsidiaries increased their businesses in the region, covering Peru, Colombia, Ecuador, Argentina, Mexico and Brazil, with more and improved services, new routes and activities related to the shipping business.

Between 2005 and 2007, CSAV extended its network of own agencies and received 13 container ships, out of the building program of 22 ships ordered in 2003.

In 2008, the Company began to experience the effects of the most important world crisis since the Great Depression of 1929. As CSAV is a highly-globalized company, the effects of a significant contraction in global trade began to be felt severely, principally in that year.

The shipping industry was one of the most affected as, for the first time in history, there was a pronounced fall in demand for shipping declined while the supply of ships rose, which factors together caused international freight rates to fall substantially.

In this complex scenario, the Company made plans in 2009 for its financial strengthening and restructuring of operations. The deepest of these was carried out after May 2011, following the entry as a shareholder of Quiñenco, the holding company of the Luksic Group.

HIGHLIGHTS

1872 Creation of Compañía Sud Americana de Vapores (CSAV) out of the merger of Compañía Chilena de Vapores and Compañía Nacional de Vapores in Valparaiso on October 9.

1873 First international experience with the establishment of a service to the port of Callao in Peru, which was extended to Panama in 1874.

1883 Agreement with Pacific Steam Navegation Company (known in Chile as the Compañía Inglesa de Vapores) permits stabilizing the service to Panama. The Company also creates connections to other parts of the world through agreements with various foreign companies.

1938 Consolidation of the line to New York and extension to Europe following the incorporation of three new ships.

1961 Creation of Agencias Aéreas y Marítimas S.A. (SAAM) for air and shipping agency business.

1979 Promulgation of Decree Law 3,059 (National Merchant Marine Development Law) led to a stage of great dynamism and growth for the Company's businesses.

1984 New traffics and modifications of services to North Europe, Far East and Japan, Mediterranean, America Pacific and Southeast Asia.

1996 Start of oil and derivatives, and bulk product, services following an agreement with the Norwegian company Kristian Gerhard Jebsen Skipsrederi A/S to jointly operate seven Aframax OBO ships. These dual-purpose vessels allow the carrying of oil and its byproducts, and of bulk products. The fleet was later expanded to a total of eleven vessels which operated in the principal Atlantic markets.

1997 Chemical product transport service begun under a commercial agreement with Odfjell ASA, a world leader in the transport of chemicals, to exploit this business in Chile and other countries on the West Coast of South America.

1998 ISO 9002 certification, granted to CSAV by Lloyd's Register Quality Assurance (LRQA). This confirms that CSAV has a quality-management system, applicable to its domestic and global shipping services, which meets international standards.

1999 International expansion of the Company with the purchase of majority holdings in Companhia Libra de Navegaçao, Brazil, and Montemar Marítima S.A., Uruguay, which participate in different container-carrier markets between the East Coast of South America and the United States and Europe.

1999 Entry into the cement carrying business with a holding in Belden Shipping, one of the world's largest cement shipping companies.

2000 Participation in port companies: San Antonio Terminal Internacional S.A. (STI), San Vicente Terminal Internacional S.A. (SVTI) in association with the American company SSA Holding International (SSA), and Iquique Terminal Internacional S.A. (ITI) through its subsidiary SAAM together with Urbaser of the Dragados Group, Spain.

2000 Acquisition of the assets of Norasia Lines Ltd., a Maltese shipping company, which gives it entry to the East–West routes, and of the company Norasia China Ltd., constituted in Hong Kong, with operations in various cities in the Peoples' Republic of China.

2003 Signing, through one of its subsidiaries and in association with Peter Döhle Schiffahrtskontor KG, of a shipbuilding contract for 22 container ships with a total capacity of 108,700 Teus.

2003 SAAM is awarded a 20-year concession for operating two port terminals in Antofagasta.

2004 Association for operating bulk cargo vessels with Drylog Bulk Carriers Ltd., Bocimar Internacional N.V., and AMN Shipventure Inc

2004 Sale of holdings in SKS OBO Holding Limited, Bermuda, SKS OBO Limited, Bermuda and OBO MAR AS, Norway.

2004 SAAM is jointly awarded a 20-year concession to operate two port terminals in Arica.

2005 Extension of network of own agencies to three important markets: India, Brazil and Mexico. Similarly, CSAV that year saw important growth in its operating capacity, which positioned it as one of fastest-growing companies during the year. The subsidiary SAAM grew strongly through the purchase of Brazil's third largest tug-operating company and the adjudication of the container terminal at Port Everglades, United States.

2006 Final delivery of 13 containerships under the shipbuilding program begun in 2003 (6,500 Teus capacity).

2006 Sale of participation in Belden Shipholding Pte.Ltd.

2007 Purchase of participation in agencies in Argentina, Belgium, Korea, Spain, Holland and Italy.

2008 Start of the world financial crisis that negatively affected the shipping industry and CSAV in particular. During 2009, the fall in demand caused the Company to report very large losses.

2009 Financial and operational strengthening plan. Agreement reached between the Company and the owners of chartered ships which included capital increases of US$ 773 million and changes in the shipbuilding program that CSAV had in South Korea and Taiwan.

2010 Strong and unexpected recovery in demand for transport. CSAV expands very significantly its operations in various world traffics.

2010 Important changes in CSAV's asset structure. Apart from a capital increase of US$ 238 million, a series of purchases and sales are made of participations in associates and subsidiaries which enabled the Company to strengthen its operative and commercial strategy. It thus acquired control of companies that controlled six containerships, and companies that operate the agencies in Holland, Germany, Belgium, Spain, Turkey, England and Argentina, and a participation in the company Wellington which is the parent of the companies Libra de Navegacao Brasil and Libra de Navegación Uruguay.

2010 Delivery of two containerships of 6,600 Teus capacity, from the CSBC shipyard in Taiwan.

2011

CSAV suffers the worst year in its history. Margins (freight rates, excluding fuel costs) reach the lowest level in the industry's history. At the same time, demand for transport decelerates during the year which, linked to the expansion of CSAV's operations aggravates this severe crisis.

March. Ownerhip change process begins with the entry of Quiñenco S.A., the parent company of the Luksic Group. Towards the end of the second quarter, control was held by Quiñenco S.A. and Marítima de Inversiones S.A. (Claro Group), each with a shareholding of approximately 20.6%.

April. Change of board of directors. Guillermo Luksic Craig is elected chairman of CSAV.

May. Large-scale restructuring plan for the shipping business, which included changes in the structure of the line services, an important increase in operating partnerships (consortia), and change in the organizational structure.

July. Capital increase of US$ 498 million, as part of the financial strengthening plan.

October. Approval of capital increase of US$1,200 million and division of the subsidiary SAAM. The latter will enable it to develop its own business independently and not be restricted by the results and volatility that the shipping business has faced in the previous years.

During the year, CSAV received four 8,000 Teus ships from the Samsung Heavy Industries shipyard in South Korea and a 6,600 Teus ship from CSBC in Taiwan.

Subsequent events

On February 15, 2012, the Company successfully completed its capital increase, raising US$1,200 million, which permitted the division of the company with the creation of SM-SAAM, a company that holds 99.99% of the shares of SAAM.

Container cargo transport in CSAV's principal line of business

Profile of CSAV

Compañía Sud Americana de Vapores is a global company based in Chile and positioned as the largest shipping company in Latin America and one of the 20 largest in the world, in terms of capacity. Founded in 1872, it is an open corporation whose shares have been quoted since 1893. It specialized mainly in container transport and also offers special services like bulk liquids and solids transport, refrigerated cargoes and cars.

CSAV operates 24 line services (plus feeder lines) in the five continents, with approximately 2.9 and 3.1 million Teus transported in 2010 and 2011 respectively. As of December 31, 2011, the fleet operated by CSAV consists of 76 containerships. The Company operates through a commercial network with a presence in 117 cities in 28 countries, generating approximately 80% of total revenues with own agencies.

Sudamericana, Agencias Aéreas y Marítimas S.A. (SAAM), a subsidiary of CSAV at the close of 2011, offers port and land logistical services in various ports of Latin America.

Own containership fleet capacity (thousands of Teus and %)

Shipping industry

Over the past 30 years, the global shipping business has shown considerable growth as a result of economic growth and globalization, the export development of the Asian economies and the deregulation of foreign trade in general and of the shipping business in particular. This trend has extended its influence to the Latin American economies since the early 1990s when most countries deregulated their economies.

The shipping business is very competitive and is noted for its sensitivity to changes in economic activity. Time lags between these changes and the availability of cargo capacity generate high volatility in shipping tariffs and ship charter rates.

Sea transport services can be divided into seven main service segments, according to the nature of the cargo carried: Containers, Cars, Solid Bulk, Refrigerated, Cement, Oil and its Derivatives and Chemicals.

The most important segment for CSAV is container transport, the principal markets for which are the so-called East-West, comprising the sections Asia-Europe, Transpacific and Transatlantic. Next are the so-called North-South traffics among which the most important are the sections between South America and Asia, North America, Europe and the Mediterranean.

Container-carrier activity has seen strong consolidation in recent years, which has accelerated during the crisis of 2008 and still very significantly affects the industry.

Regulatory Framework

Law 2,222 of May 31, 1978, which replaced the old navigation law of 1878. This has been amended by Laws 18,011 of July 1, 1981, 18,454 of November 11, 1985, 18,680 of January 11, 1988, 18,692 of February 19, 1988, 19,929 of February11, 2004 and 20,070 of November 8, 2005.

Law 3,059 of December 22, 1979 which contains a new text of the Law on Development of the National Merchant Marine.

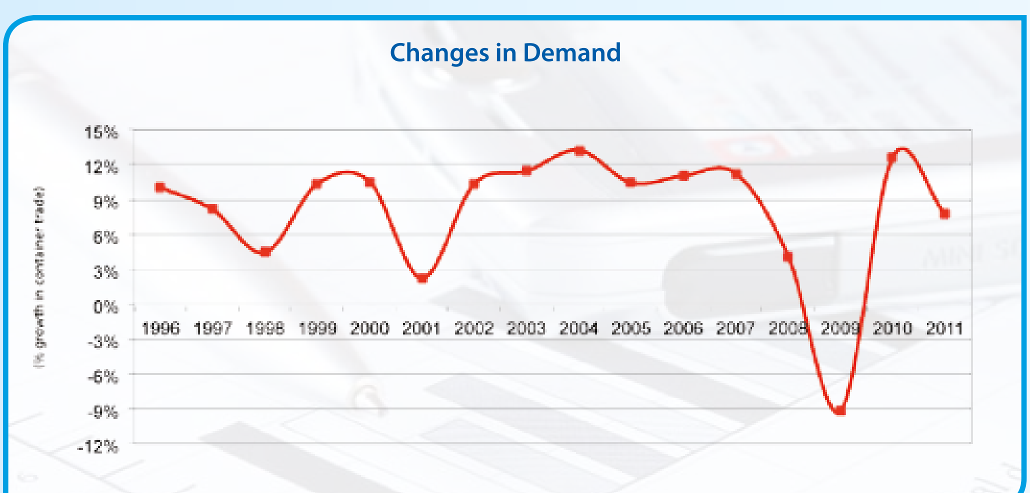
Law 18,680 of January 11, 1988, already mentioned, which fully replaced Chile's commercial maritime legislation, in a new Third Book of the Commercial Code.

At the regulatory level, there are a series of regulations governing various matters of a shipping nature, such as Ship Building and Repair, Prevention of Collisions, Registry of Ships and Naval Artefacts, Pilotage, and Ship Agents.

In the international area, there is a package of provisions that cover various aspects of the shipping business, including those that establish environmental rules that affect from the building to the operation of ships, and the entry to or leaving from the country of animal or vegetable species; customs regulations that specify the species than can be imported or exported and the duties affecting these operations; immigration regulations that cover the entry into the country of passengers and crews; port operation regulations and, recently, anti-terrorist regulations that have acquired growing importance in cargo operations, even prior to shipment.

The Competitive Environment

The containerized general cargo segment has seen strong growth for decades, at an average annual rate of 10%. However, the deep crisis affecting the global economy since late 2008 led to an important contraction in demand for this service. In 2009, the industry contracted for the first time in its history, with a fall of 8.9%, and 2010 showed a sharp recovery 12.1%, but this did not last. Growth in demand in 2011 began to slow down most significantly, negatively affecting the industry.

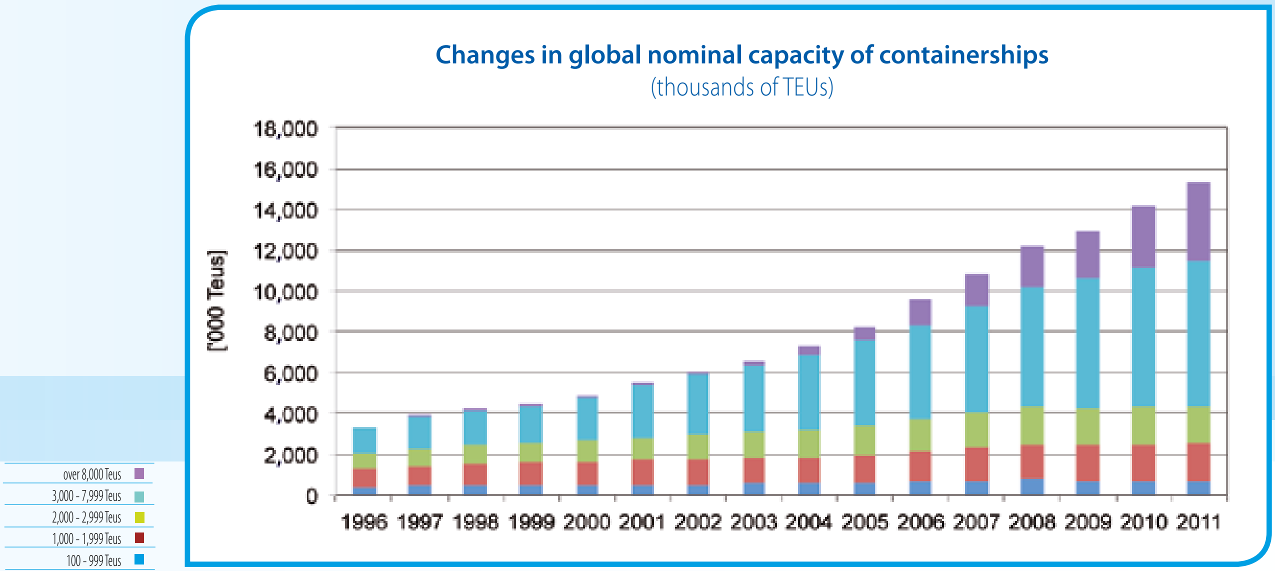


(Source: Clarkson Research Studies)

The supply of container ships has grown continuously at an average rate of close to 10% in order to meet growing demand. The delivery of ships that were being built around the middle of 2008, which represented about 60% of the fleet operated then, has generated a greater over-capacity. However, shipbuilding orders towards the end of 2011 represented only 28% of the fleet operated, more in line with the expected growth in demand.

Between 2009 and 2011, excess capacity was generated caused by the imbalance between a 25% growth in supply and an increase in demand of approximately 11%.

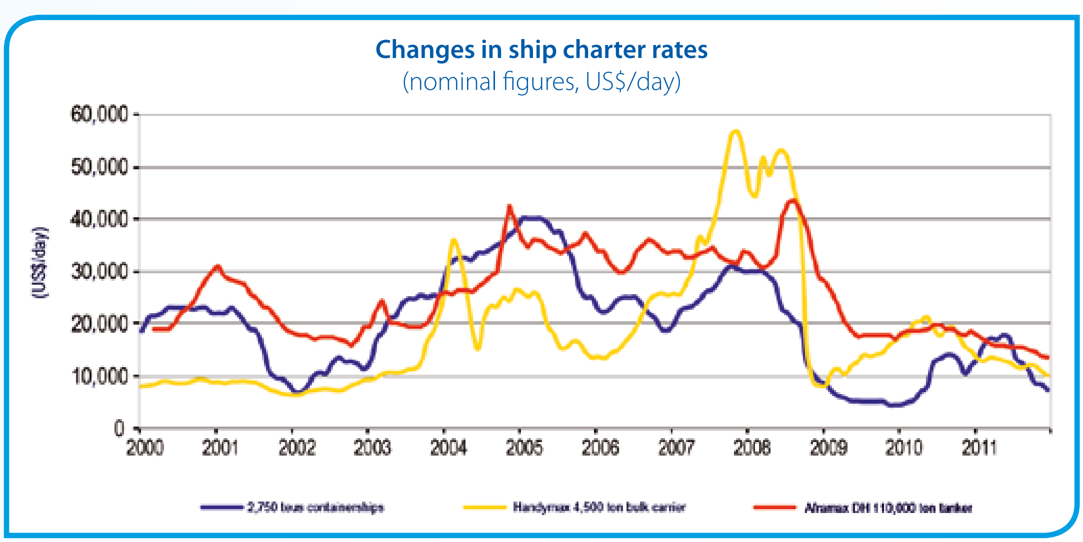
In order to reduce this supply of space, the industry began to implement measures similar to those in effect during 2009, as from the second half of 2011. The main measures were to detain the operated fleet, reaching levels of close to 4% towards the end of the year, and increase ship reduced steaming-time programs.



Changes in global nominal capacity of containerships
(thousands of TEUs)

(Source: Clarkson Research Studies)

TEU (Twenty-foot Equivalent Unit) = capacity measurement unit of shipping in containers. A TEU is the cargo capacity of standard 20-foot container.



Changes in ship charter rates
(nominal figures, US$/day)

(Source: Clarkson Research Studies)

Containership charters during the year saw a very significant recovery. However, and following the changes in demand, signs of weakness were noted from the last quarter of 2010. This trend was maintained during 2011. In the second half, charter rates descended to levels that would only permit covering operating costs.

→ The CSAV Group in 2011

Results analysis

The growing over-supply of ships in the containership industry led to tough competition and significant falls in freight rates in 2011 in most of the traffics in which CSAV operates.

On the other hand, geopolitical instability in North Africa and the Middle East caused important increases in fuel costs, leading freight rates, excluding the fuel cost, to their lowest levels in the history of the industry. This substantial fall in margins significantly affected CSAV's results in 2011.

In addition, the expansion of CSAV's operations since 2010 resulted in the Company's containership capacity growing by 50% towards the middle of 2011, compared to the same period of 2010, and almost double what it was in 2009. This translated into low levels of asset utilization in an environment of growing over-capacity.

The negative changes in the containership business therefore impacted very adversely on CSAV's operations.

RESTRUCTURING PLAN

In view of the unfavorable market conditions, the Company decided in the second quarter of 2011 to redirect its commercial strategy in shipping services to strengthen its most relevant markets. It therefore developed a deep restructuring plan which produced the following main results: the closure of some transport services, the significant modification of the operation of others, and important joint-operating agreements with other shipping companies.

The principal objectives and actions of this restructuring plan are:

(i) To reduce CSAV's exposure to volatility in the shipping industry, particularly in the traffics and services where the Company has fewer competitive advantages. The plan implemented reduces the Company's cargo-carrying capacity by about 45%, compared to the levels of the first half of 2011.

(ii) To increase the Company's efficiency, operating larger-sized ships in every one of its traffics and services, through associations with the industry's leading companies. This new strategic definition has led the Company to increase its volume of joint operations from around 30% in mid 2011 to about 90% by the end of the year.

(iii) To increase the proportion of own fleet through the reduction in the size of capacity operated by the Company and support for the ship investment plan, financed partly by capital increases. This initiative will permit CSAV to grow its own carrying capacity from 7% in early 2010 to almost 30% by the middle of 2012.

(iv) To substantially improve the Company's organizational structure and implement processes and information systems that improve visibility, increase the level of responsibility and decentralization of the structure, as well as the Company's capacity in decision-taking and integration with its customers. This plan has translated into the elimination of three hierarchical levels, a reduction of 520 personnel in the world and the development of relevant information system and processes projects like the contribution and pricing systems.

This restructuring of shipping services caused non-recurring losses to CSAV from discontinued operations amounting to US$306 million before taxes, or US$280 million after taxes (US$235 million in the fourth quarter of 2011).

The non-recurring losses from the restructuring of containership services explain almost all the losses from discontinued operations, especially losses related to the fleet (ships) reduction, which represent over 80% of the restructuring costs in 2011.

Of the total non-recurring losses from discontinued operations, US$205 million relate to provisions for losses associated to the year 2012.

Total Consolidated Sales of CSAV
Millions of nominal US$

The non-recurring losses from discontinued operations are significant but, at the same time, are a consequence of the magnitude of the changes required by CSAV's business model to be competitive and efficient in its principal business, considering structure, organization and capital.

By the end of the year, a substantial part of the restructuring of shipping services had already been implemented. It is believed that its most significant effects will be:

(i) A reduction in container-carrier capacity of approximately 50% and a reduction in the number of ships in the fleet operated by CSAV of approximately 60%, compared to the peak number of 2011.

(ii) Strategic partnerships with first-class shipping companies in more than 80% of the traffics in which it is involved.

(iii) Over 30% of the capacity operated generating EBITDA in the containership business will be its own from the third quarter of 2012, which compares with scarcely 8% at the beginning of 2011.

(iv) Operations with efficient ships, competitive in size, in practically all the traffics in which it remains.

Thanks to the launch of this plan in the middle of the year, the result from continuing operations in the fourth quarter of 2011 showed a considerable reduction in losses, which amounted to ThUS$ 145,310, which compare favorably with ThUS$ 300,825 in the third quarter, ThUS$ 331,427 in the second and ThUS$ 181,982 in the first.

CSAV has therefore managed to detain the increase in losses and begin to reverse them, in an environment in which the rest of the industry as a whole has reported considerably worse results.

CONTINUING OPERATIONS

Consolidated revenues from continuing operations amounted to ThUS$5,151,948 in 2011, a reduction of ThUS$62,576 (1.2%) compared to 2010. This is explained by sharp falls in freight rates and the reduced utilization of assets. The increase in volumes carried in the containership traffics was insufficient to offset the reduced freight rates with respect to the previous year.

VolumeTransported	Q1 2010	Q2 2010	Q3 2010	Q4 2010	Year 2010	Q1 2011	Q2 2011	Q3 2011	Q4 2011	Year 2011
Americas	345	385	446	428	1,603	420	432	434	390	1,676
Asia-Europe	131	184	231	224	771	229	226	209	100	764
Intra Asia	101	95	97	89	383	105	97	100	81	381
Trans Pacific	0	0	36	70	106	83	68	6	0	157
Africa & Ohers	0	0	2	29	32	40	37	36	36	149
Total (thousands of TEUs)	**577**	**665**	**813**	**839**	**2,894**	**877**	**859**	**785**	**607**	**3,128**
Tariff rate per Teu*	**1,637**	**1,777**	**1,983**	**1,855**	**1,830**	**1,599**	**1,561**	**1,596**	**1,778**	**1,622**
Consumed furl cost (US$/ton)	**469**	**466**	**456**	**457**	**461**	**509**	**616**	**656**	**663**	**603**
Average voyage time (days)	**59**	**60**	**61**	**60**	**60**	**60**	**59**	**59**	**60**	**60**

*: Tariff indicator calculated using the average revenue of the containership business in 2008 equal to 2,000 points (see Note 32).

Towards the end of 2011, the restructuring of CSAV's services produced a 33% reduction in capacity with respect to that at the start of the year, a reduction which it is expected will reach around 50% in 2012, once the restructuring plan implemented is fully reflected from an accounting viewpoint.

CONTAINERSHIP SERVICE

The volume shipped by the Company in its containership services was 3,127,650 Teus, which represents a 7.5% increase over 2010. However, and as a result of the restructuring plan, the volume carried in the last quarter of 2011 fell by 23% with respect to the previous quarter and by 28% with respect to the same period of 2010. The average sailing time of completed voyages during the year, booked in the results of 2011, remained constant at around 60 days.

Revenues from containership services declined by around 11% compared to 2010. The significant falls in freight rates seen in the different traffics operated by the Company were only partially compensated by increased revenues and local charges made through CSAV's agency network.

Traffics to and from South America operated by CSAV and its subsidiaries Companhia Libra de Navegaçao (Brazil) and Compañía Libra de Navegación (Uruguay), showed an increase of 5% in the volume shipped compared to 2010. However, there was a fall of close to 10% in the last quarter of 2011 compared to the previous quarter, as a result of the restructurings carried out.

The Company's traffics to and from American markets accounted for 64% of the volume carried in the fourth quarter of 2011, against an average of 55% in 2010 and 48% in the first quarter of 2011. This change reflects one of the most important results of the restructuring process and the best focus on CSAV's historical markets.

The traffics between Asia and Europe, operated mainly by the subsidiary Norasia Container Lines, are among the most affected by the negative market situation (reduced demand, over-capacity and significant falls in tariffs) and have been subjected to a series of important restructurings. During the fourth quarter, therefore, the volume shipped fell by 52% compared to the previous quarter. The Intra Asia traffics were also affected by the growing over-capacity of ships in the industry and reduced demand.

Summary of Cargo Shipped

Year	Paying Tons. (1)	Conatinership services (2) (Teus)	Sales (3) ThUS$	Ship operating days (4) (Days / Ships)	Annual Vessel (5) Equivalents
1995	8,029,315	238,690	817,601	19,382	53.10
1996	8,569,376	315,457	944,603	18,262	50.03
1997	9,679,159	402,959	1,054,788	20,224	55.41
1998	9,862,537	451,764	1,032,352	19,174	52.53
1999	12,638,896	594,412	1,079,760	22,601	61.92
2000	19,020,536	941,150	1,743,761	26,955	73.85
2001	18,535,821	1,045,388	1,735,112	25,648	70.27
2002	19,134,362	1,086,777	1,674,948	26,431	72.41
2003	20,737,238	1,338,545	2,135,539	28,476	78.02
2004	21,045,372	1,607,083	2,685,886	32,770	89.54
2005	29,805,926	2,075,484	3,901,974	39,118	107.17
2006	31,879,141	2,212,582	3,839,176	40,408	110.71
2007	29,295,480	2,129,040	4,150,992	38,166	104.56
2008	30,008,427	2,191,428	4,886,841	40,751	111.34
2009	24,873,331	1,790,381	3,027,860	39,656	108.65
2010	39,061,840	2,894,164	5,221,469	56,464	154.70
2011	40,518,697	3,127,650	5,134,093	54,170	148.40

(1) Paying tons of all the services: freight charge unit, basically a thousand kilos or, if volume, a cubic meter or 40 cubic feet. Total CSAV services (container services, solid bulks, liquid bulks and cars).
(2) Containership services: Freights based on full container operations in the container and reefer services.
(3) Sales of Compañía Sud Americana de Vapores and its subsidiaries are shown in nominal values.
(4) Ship operating days: Includes all CSAV services (container services, solid bulks, liquid bulks and cars).
(5) Annual vessel equivalents: Each 365 days / vessel = 1 annual vessel equivalent. Includes all CSAV services (container services, solid bulks, liquid bulks and cars).

SPECIAL SERVICES

CSAV operates special services for carrying cars, and refrigerated solid and liquid bulk cargo. Of these, car carrying and refrigerated cargo are the most important, representing together 9% of the Company's consolidated revenues.

The results of the car-carrying services were severely affected by the fall in global demand seen in 2011, the result of reduced activity in Europe, the slow recovery in demand in the United States, and political instability in North Africa and the Persian Gulf. In addition, there were the negative effects of the earthquake in Japan early in the year, one of the world's principal manufacturers, a situation that only began to recover in August.

Added to the weak global demand for car carriers and the consequent under-utilization of ships was a sharp rise in oil prices.

CSAV Panamá, a subsidiary dedicated to the transport of refrigerated bulk cargo, mainly from Chile to the United States and Europe, continues to show a downward trend in volume carried. This reflects the effect of the substitution of bulk cargo by containerized cargo which continues to occur in these types of products. It is expected that this trend will be maintained due to the lower freight costs, greater service frequency and the possibility of shipments of smaller batches, which make the refrigerated container an increasingly more attractive option. Refrigerated cargo shipped in "reefer" containers in the line services increased during the year until almost compensating the fall in the volume of refrigerated bulk cargo.

COST OF SALES

The consolidated cost of sales increased by ThUS$ 1,135,160 (23.9%) over 2010, to ThUS$ 5,877,178. This large increase was mainly caused by costs associated with the greater shipping capacity operated by the Company in its different services, the larger volume carried, and the significant increase in the average fuel price.

The unit costs relating to cargo, containers and intermodal work increased in 2011 as a result of higher costs of terminals, the container fleet and transport associated with the fuel effects.

The increase was also due to the effects of the Company's sharp growth until the second quarter of 2011, which generated a higher cost per container in the efforts to improve ship utilization.

Despite the significant adjustment of 33% in containership capacity during 2011, the average capacity rose by almost 13% compared to the average of 2010, thus increasing the cost of sales.

The cost of fuel, the principal component of the Company's expenses, increased by over US$ 140/ton. The average price of the fuel consumed on voyages that ended in the period was US$ 622/ton, 35% more than in 2010. The fuel price in the fourth quarter was US$ 664/ton, an increase of US$ 200/ton over the same quarter of 2010 and US$ 8/ton more than the average for the previous quarter.

The fuel cost is normally passed on to customers through a surcharge on the freight rate, but the over-capacity of ships and the intense competition in the different markets has resulted in this being minimal or non-existent. The rise of more than US$ 140 per ton in the year has therefore been almost fully absorbed by the Company, affecting the results very negatively.

The impact of this change in fuel costs, combined with the adverse market conditions of the containership industry, produced a direct impact on the Company's contribution margin.

ADMINISTRATIVE EXPENSES

Administrative expenses in the year were ThUS$ 314,630, an increase of 18.8% over the previous year. This significant increase is mainly due to the growth in the organizational structure in late 2010 and until the middle of 2011 resulting from the greater activity described and higher inflation in CSAV's principal markets.

In 2010, the Company expanded its own agency network and significantly increased the sales force and customer-attention staff in order to improve the service, reinforce its commercial presence in the markets and increase revenue from shipping. In the second half of 2011, and as part of its restructuring process, CSAV began to adjust its administrative structure, reducing its personnel by around 12% from the workforce it employed in the middle of the year.

Other gains (losses) show a variation of ThUS$ 24,207 between both years, being a loss of ThUS$ 9,484 in 2011. This was basically due to the booking of the loss on the sale of the vessel Maule of ThUS$ 10,256, partly compensated by various other gains. In 2010, the gain was basically due to that on the sale of shares in CCNI of ThUS$ 2,250 and negative goodwill of ThUS$ 6,839.

The net result before taxes from continuing operations was a loss of ThUS$ 1,040,547, lower by ThUS$ 1,258,379 than the earnings of ThUS$ 217,832 reported in 2010.

In 2011, the tax charge on continuing operations had a positive impact, amounting to ThUS$ 81,023, due to the effect of deferred taxes as a result of the losses for the year. The variation of ThUS$ 117,352 with respect to the previous year is due to the results of both periods. The charge for tax on discontinued operations had a positive effect of ThUS$ 26,850.

RESULTS OF SAAM

Sudamericana, Agencias Aéreas y Marítimas S.A. (SAAM) and its subsidiaries offer port services of stevedoring, tugboats, shipping agencies and container workshops in various ports of America. It again provided a very good performance in 2011 in revenues and earnings.

Consolidated ordinary revenues of SAAM increased by ThUS$ 64,527, or 17.86%, over 2010, to reach ThUS$ 425,841. The cost of sales rose by ThUS$ 44,685, or 16.4%, to ThUS$ 316,446. The gross margin amounted to ThUS$ 109,395, ThUS$ 19,842, or 22.16%, more than in 2010 (ThUS$ 89,533).

The improvement of ThUS$ 19,842 in the gross margin of SAAM is mainly explained by the increase in margin of the tugboat services by ThUS$ 7,002, port services by ThUS$ 1,724 and logistics and other services by ThUS$ 11,116.

The gross margin on consolidated continuing operations in 2011 was therefore a negative ThUS$ 725,230, lower by ThUS$ 1,197,835 than that booked in 2010 (positive ThUS$ 472,605).

Principal Financial Indicators

(According to the consolidated financial statements of each year)

Financial Position (millions of US$)	2011 (*)	2010 (*)	2009	2008	2007	2006	2005	2004	2003	2002	2001
Fixed Assets	1,579.4	1,242.7	664.8	614.6	416.6	280.0	272.1	245.3	272.1	262.3	264.3
Total Assets	3,179.5	3,218.2	1951.8	1,862.3	1,951.4	1,736.5	1,778.3	1,608.9	1,277.9	1,079.5	1,034.4
Current & Non-Current Liabilities	2,575.2	957.7	1344.2	1,018.9	1,058.2	975.5	922.9	842.0	687.2	554.4	535.6
Equity	604.3	1,387.5	590.6	824.3	879.8	748.2	827.0	746.4	568.6	502.4	482.6

Statement of Results (millions of US$)	2011 (*)	2010 (*)	2009	2008	2007	2006	2005	2004	2003	2002	2001
Revenues	5,134.1	5,221.5	3,027.9	4,886.8	4,150.9	3,859.2	3,902.0	2,685.9	2,135.5	1,674.9	1,735.3
Operating Result	(725.2)	472.6	(599.7)	(133.5)	54.1	(232.3)	159.1	140.1	66.5	34.7	19.1
Non-Operating Result	(315.3)	254.8	(107.3)	121.5	99.9	155.5	7.7	88.8	15.0	16.5	16.8
Earnings (Loss)	(1,249.8)	170.8	(668.9)	(38.6)	116.9	(58.2)	132.3	207.1	72.3	36.8	26.1
Earnings (Loss) per Share (US$•100)	(43.83)	8.4	(44.6)	(5.08)	15.88	(7.91)	17.98	28.15	9.83	5.0	3.54

Other Indicators	2011 (*)	2010 (*)	2009	2008	2007	2006	2005	2004	2003	2002	2001
Return on Average Assets (%)	(39.1)	6.3	(35.1)	(2.0)	6.4	(3.3)	7.8	14.3	6.10	3.50	2.52
Return on Average Equity (%)	(125.5)	16.8	(94.5)	(4.5)	14.4	(7.4)	16.8	31.5	13.50	7.50	5.40
Current Ratio	0.55	1.48	0.91	1.37	1.71	1.81	1.96	1.99	1.65	1.38	1.81
Debt Ratio	4.26	1.32	2.28	1.24	1.20	1.30	1.12	1.13	1.21	1.10	1.11

(*) The financial statements for the years 2010 and 2011 have been prepared under International Financial Reporting Standards (IFRS)

CSAV Services

LINE SERVICES

As from the second quarter of 2011 and as a result of the significant deterioration in the various markets which produced a growing over-capacity, the Company launched a restructuring plan that included profound changes in the structure of the services operated. CSAV focused its services policy on reducing or suspending operations on the traffics most affected by the crisis and which are not considered to be essential, to promote associations with other shipping companies that offer rationalization opportunities and thus a reduction in exposure to risk, and mainly to seek that such associations make possible the operation of a larger and more efficient fleet to produce reduced unit costs.

These measures meant an important reduction in the capacity operated in comparison with that available in the first months of 2011.

By the end of the year, the Company was operating just one service independently, but with advanced negotiations to establish a joint service at the beginning of the second quarter of 2012.

CSAV therefore reorganized the planning of services in just one unit, located at its offices in Chile.

It suspended services in areas of greater volatility, including Asia-West Coast of Africa; Asia- Mediterranean; Asia- India; Asia-East and West Coast of the United States.

As of the end of the year, CSAV is preparing various additional rationalization plans in accordance with the adopted direction. These include elemental plans like the strengthening of speed-reduction initiatives and the fleet's oil consumption, an indispensable aspect for facing the continuous rises in fuel prices.

LINE SERVICES STRUCTURE

SYSTEM
Asia-West Coast of Mexico, Central & South America
Asia-East Cost of South America
Europe – West Coast of South America
Europe – East Coast of South America
Mediterranean – East Coast of South America
Asia-Caribbean
Asia-Turkey & Black Sea
Gulf of Mexico - East Coast of USA
India-Europe

OPERATION

The system comprises two circuits operated with 8,000 to 9,000 Teus, and 6,500 Teus capacity ships, respectively. The association consists of four companies in which CSAV represents close to 40% of its capacity.

System formed by two circuits operated with 6,500 and 4,200 Teus capacity ships, respectively. The association consists of three companies in which CSAV represents close to 50% of its capacity.

CSAV participates in a service operated with ships of 5,000 Teus capacity. The association is between two companies, and CSAV represents 25% of its capacity.

The system comprises two circuits that operate between the north of Europe and the principal ports of Brazil, Argentina and Uruguay. They operate with ships of 5,700 Teus and 3,500 Teus capacity. The association is between two companies where CSAV employs three ships of 3,500 Teus and represents 20% of capacity. A third company will join in April 2012 as a result of a rationalization agreement, replacing the 3,500 Teus vessels with larger ones (4,200 Teus).

The service, which operated with ships of 4,200 Teus capacity, was suspended by agreement among its partners. CSAV joined a system operated by another company with ships of 5,700 Teus capacity, buying a number of spaces equivalent to its provision prior to the change.

CSAV and its associates in this traffic reduced the offered capacity by 50%, given the sharp fall in volumes exported from Asia. The service, which provided two circuits, was reduced to just one Panamax ship of 4,200 Teus capacity. CSAV maintains a 50% participation in this agreement.

An association agreement was made with another company by which CSAV participates in a shipping system with ships of 14,000 Teus capacity.

Maintaining the association structure and geographical coverage, this fleet of this service was improved, increasing the size of ships to 5,500 Teus capacity.

CSAV reached an association agreement in this traffic with another company in a system of large-capacity ships (6,500 Teus) while reducing the offer of space significantly. CSAV employs two ships and has a participation of 33% in the association.

SPECIAL SERVICES

Liquid Bulks Services

CSAV, in a joint venture with Odfjell Tankers, offers liquid bulk transportation services on the west coast of South America. During 2011, sulphuric acid, caustic soda, vegetable oils, fish oil and other products were carried in the geographical area between Buenaventura and Calbuco.

The purchase was agreed during the year of a more modern ship to replace the Bow Pacífico. Delivery was agreed for early 2012.

Solid Bulks Services

During most of 2011, the Company continued to carry solid bulks between the Pacific Coast of South America and Asia. The cargo normally carried on this service includes copper concentrates, coal, grain and raw material for cement production.

Jointly with the shipowner Peter Livanos, the operation has continued of Handymax and Supramax grain ships, based in Monte Carlo, Monaco through the company DBHH, in which CSAV has a 50% holding.

In 2011, for reasons of profitability, the transport of cargoes in the Pacific Ocean was terminated, and the operation reoriented to the chartering of grain ships on the international market.

Transport of Refrigerated and Frozen Cargo

CSAV, through its subsidiary CSAV Panamá, carries refrigerated fruit and products. A refrigerated shipping service is offered during the fresh-fruit exporting season from Chile to both coasts of the United States and to Europe. These destinations are complemented with containers carrying refrigerated and frozen cargoes on ships of the line services.

The penetration of the refrigerated container in transporting fruit from Chile continued to increase in 2011. A large part shipped to Northern Europe and Mediterranean has changed its means of transport, a situation that has diminished the export of fruit in conventional reefer ships.

Car Carrier Service

CSAV serves the following routes with specialized ships of the Pure Car and Truck Carrier (PCTC) type, which allow the roll-on and roll-off of vehicles via ramps:

- Japan and China to Chile and Peru.
- Brazil and Argentina to the West Coast of South America and Central America.
- Brazil and Argentina in both directions (Mercosur).
- West Coast of Mexico and Central America to the West Coast of South America.
- North Europe to the East and West Coasts of South America, plus the West Coast of Central America and Mexico.
- East Coast of the United States to the Mediterranean.
- From the Mediterranean to the United States, Mexico and West Coast of South America.
- China and South Korea to the Persian Gulf, South Africa and East Africa.
- China and South Korea to the East Coast of South America and Mexico.

The earthquake in Japan had an important effect on the Company's results. The reduction in cargo from that country, which only recovered in September 2011, affected the CSAV service and in general that of the whole industry with respect to vehicle movement. The Company worked intensely during the year to concentrate its operation on profitable routes with a long-term projection.

COMMERCIAL MANAGEMENT

The Company in 2011 progressed in the consolidation of the revenue management model, which has four principal objectives: control of revenues, focus on cargo revenues and contribution, optimization of ship capacity and sale, and the generation of other revenues. To achieve these, the Revenue Management area was created, focused on optimizing the management of the Company's revenues and contributions.

Revenue Control

A global platform was developed recording prices through all CSAV's offices, improving the management of revenues through controls and audits. Self-tarification and ex antes control tools were introduced, plus the standardization of tariff booking and price definition processes with visibility of the values, rules and surcharges throughout the whole organization.

Focus on Revenues and Contribution

The sales and operations planning process was focused on improving the total contribution of the cargo. Under this, the Company's revenue and contribution targets are defined, with visibility at all levels of the organization. This permits the directing of the sales force towards cargoes with the greatest contribution, aligning their targets with those of the organization.

Optimization of capacity

The implementation began last year of the new revenue management processes and tools, which have the main objective of the optimization of cargo contributions through a correct administration of ship capacity. The installation of this new process and tool will enable the approval of business on line, considering an evaluation of the operation, capacity and profitability of the cargoes.

At the same time, the Company began projects for the development of a dynamic routing system and of advanced models of demand projections.

Generation of Other Revenues
As well as the tariff and surcharge booking processes, programs for the generation of other revenues were introduced through the standardization and comparison of surcharges at the global level and the creation of new products.

Global Accounts
The Global Accounts management area was created in 2011, a unit that has made important improvements in the administration of these accounts and a more efficient structure for the booking of contracts.

MARKETING

Web site
In 2011, CSAV Group launched the "Web Portals" project in order to have a web page with modern technology and a clear orientation to the needs of its global customers. The launch of this project is planned for the second quarter of 2012.

Relationship Marketing
To strengthen long-term relations, the Company in 2011 organized loyalty events globally, focused on the different customer segments.

Fairs and Events
CSAV took part in important fairs to make contact and create links with potential customers, as well as strengthening its brand image at the global level. These included Fruit Logistica in Berlin, Transport Logistic in Munich, and the Intermodal Fair in Sao Paulo.

Market Information
Using the internal CRT tool, the Company again conducted a survey of service quality of its customers in Chile and Brazil, which enabled it to evaluate its performance and take measures for a continuous improvement of the service.

ENVIRONMENTAL MANAGEMENT

The Company in 2011 continued the development of its energy efficiency program, focused on ensuring an efficient ship operation and thus control and reduce CO2 emissions. Also, CSAV, through CCWG (an organization whose purpose is to reduce the environmental impact of the global transport of products) and together with the principal world ship operators, has continued to progress in matters focused on reducing environmental impacts.

ISO Certifications

The most important event in 2011 in this area was the recertification of the environmental management system under ISO 14.001:2004 of CSAV, Companhia Libra de Navegaçao (Brasil) and Compañía Libra de Navegación (Uruguay) by Lloyds Register Quality Assurance (LRQA). This process, which was completed successfully in November 2011, extends the certification of the companies under this standard for a period of 3 years and is in addition to the maintenance of the ISO 9001:2008 certification of these companies until the year 2013.

New internal auditors were formed in 2011 and the focus was placed on induction courses with respect to the standards and procedures that govern the Company. CSAV's ISO continuous improvement plans continued to be developed normally through working groups.

SYSTEMS

The Company last year focused on introducing transformation initiatives, such as the project for improving demand forecasts, agency solutions and global tariff systems, and management of capacity. In this, it has been working with leading global firms like Business Analytics (SAS), Oracle and Accenture.

In the area of infrastructure, and within the framework of continuous improvement, CSAV continued with the virtualization of productive environments, which implies lower administration and equipping costs without impacting on the platform's performance. At the same time, it set the bases for the introduction of business process management (BPM) together with technology firms that are global benchmarks in this area.

In the area of integration of applications and data, advanced applications were implemented for automating and ensuring that data is accurate from its origin to destination, passing through different Company systems and providing intelligence in decision-taking. In matters relating to EDI, a leading industry firm was contracted to support the process of interconnection of data between CSAV and its principal customers and suppliers.

ADMINISTRATION AND FINANCE

The Company completed the full integration of its own agency network in Europe with its systems and processes platform, enabling the maximization of the benefits of shared services centres. The strengthening of the procedures, cost controls and the quality and visibility of management information has permitted the consolidation and spread of the efficiencies that have been achieved.

The principal banks of the Company and its subsidiaries are:

In Chile:	
Banco de Chile	Banco de Crédito e Inversiones
Corpbanca	Scotiabank SudAmericano
Banco Security	Deutsche Bank
HSBC	Banco Estado
Banco Santander Chile	
Abroad	
BNP Paribas	The Export - Import Bank of Korea
Barclays Bank	Banco Santander
Credit Industriel et Comercial (CIC)	Citibank
Commerzbank	Credit Suisse
DnB NOR Bank Asa	Morgan Stanley
Rabobank	Deutsche Schiffsbank
Dexia Bank	Bank of America
Goldman Sachs	HSBC
HypoVereinsBank	HSH Nordbank
ING Bank	Natixis Banques Populaires
NordLB	KFW
Scotiabank	JP Morgan
UBS	Banco Do Brasil
Banco Nacional de Desenvolvimento (BNDES)	BBVA

INVESTMENTS AND FINANCING

The unfavourable market conditions of 2011 and their impact on CSAV resulted in cash needs being far greater to those anticipated at the start of the year.

The Company responded to this adverse scenario with a series of initiatives:

a) Restructuring of its services (detailed on page 18 of this annual report)

b) Capital increases to provide greater financial stability in the short, medium and long term:

i) Of US$ 500 million, agreed by the extraordinary shareholders meeting of April 8, 2011, which was completed successfully in July 2011, raising a total of US$ 498.5 million.

ii) Of US$ 1,200 million, approved by the extraordinary shareholders meeting of October 5, 2011, together with the division of the Company, as follows:

a. The Company's capital increase of US$ 1,200 million to face the effects of the adverse market situation and strengthen the financial, operational and commercial position in the medium and long term. CSAV obtained the commitment of the majority shareholders Quiñenco S.A. and Marítima de Inversiones S.A. to subscribe for up to US$ 1,000 million and US$ 100 million respectively, provided the division of CSAV was approved.

b. The separation of the shipping business from the ship and cargo services business, subject to the subscription and payment of at least US$ 1,100 million of the above capital increase. A new open corporation was therefore formed to hold approximately 99.99% of the shares capital of the subsidiary Sudamericana Agencias Aéreas y Marítimas S.A.

This capital increase process was begun on December 17, 2011, and was completed on February 15, 2012 with the subscription of all the shares placed, thus raising US$ 1,200 million. This enabled the creation of Sociedad Matriz SAAM S.A. (SM-SAAM).

FIXED ASSET INVESTMENTS

The Company has continued its efforts begun some years ago to increase the proportion of own ships in its operating fleet. During 2011, it received four 8,000 Teus vessels from the Samsung Heavy Industries shipyard, South Korea, with three remaining for delivery in 2012. Loans of US$ 269 million were granted to finance this purchase by a bank syndicate led by BNP Paribas. The Company also received a 6,600 Teus ship from the CSBC shipyard in Taiwan.

RISK MANAGEMENT

CSAV manages its operating risks through a program that includes internal and external audits and an insurance plan.

The audit covers a systematic revision of the principal risk areas of the Company and its subsidiaries. The insurance plan contemplates in the first place the protection of the own fleet against hull and machinery risks, war, strikes and other maritime risks. It also has the necessary protection and indemnity cover for its potential liabilities for damage to cargo, physical injuries to crew, third-party damages, contamination, etc., and other insurance providing cover for its other fixed assets like containers, chassis, buildings, cars, etc.

With respect to the chartered fleet, the biggest risk and challenge faced by CSAV is to establish a ship charter strategy coherent with a variable freight-rate market. The term of the Company's charters ranges from one month to several years.

In order to cover the risk of variations in the prices of basic supplies like ship fuel, the Company has insignificant stocks held in ships. Although an important proportion of the tariffs charged to customers incorporate a surcharge to cover fuel price fluctuations (BAF), this could not be passed on to them during 2011. The Company has taken fuel-price hedge contracts only for freight contracts in which the term and sale conditions (fixed and/or variable price excluding fuel) permit a suitable hedge.

CSAV has contracted a currency hedge covering wide fluctuations in the yen to cover the exchange risk on the loan of approximately USD 202 million granted by the Japanese subsidiary of American Life Assurance Co. of Columbus.

The Company has also an interest-rate hedge to cover loans for the purchase of new ships which started to be delivered in 2005.

Credit Ratings

The bonds denominated in Unidades de Fomento, issued by the Company in 2003, received a rating of BB "in observation" by the rating agency Humphreys Limitada while Feller Rate Clasificadora de Riesgo Ltda. assigned a rating of BB+ with "negative" outlook.

On the other hand, Standard & Poor's assigned an international credit rating for the Company of B- (with stable outlook) as a result of the challenging industry conditions during last year.

Humphrey's Ltda. rated CSAV's shares at Second Class, the same as Feller Rate Clasificadora de Riesgo Limitada. The Chilean Credit Rating Commission gave its approval for Chilean pension funds to invest in CSAV shares in 2004.

INVESTOR RELATIONS

The Company has had an investor relations area since 2009, which seeks to provide information to the market simultaneously, ensuring transparency in the process. A dedicated section on this subject was created on its web site (www.csav.com) containing important information for investors which will be updated periodically and permits subscribers and the market in general to be constantly informed about the Company's development.

CSAV provides monthly data on the volumes carried and changes in its tariffs. The investor relations section of the web page also publishes the quarterly and annual results and material information.

Of the total number of users registered in the web site to receive news in 2011, 44% were international users. The investor relations section received more than 60,000 visits during the year.

This section publishes the documents required by Law 20,382 on corporate governance which came into effect in late 2009.

OPERATIONS AND LOGISTICS

Terminals

The principal effects on the operational areas of the restructuring plan developed during 2011 are a) a reduction in container-cargo carrying capacity by around 50% with respect to that operated in the first months of 2011, and b) agreements with important shipowners, increasing joint operations from 30% in early 2011 to approximately 90% at the end of the year.

The crisis of 2009 meant an important deceleration in investments in the expansion and infrastructure of terminals, which could raise doubts about their capacity to meet future demand. Global terminal operators are reactivating their investments but projections of demand for the next five years indicate that the installed capacity may not be sufficient, which would imply congestion in various parts of the world.

The regions that would most suffer from these effects are Asia and Southeast Asia, where utilizations could exceed 90% by 2016. Latin America and the Middle East would also feel pressure, but not of the same magnitude as some of the critical ports, like Sao Paulo, are making additional investments to be carried out in the period 2013-2014. On the other hand, the pressure will be less for the mature markets like Europe and North America where expected growth in demand is lower. In this scenario, CSAV has continued to work on operational efficiency initiatives focused on cost savings, plus a strategy of negotiations to compensate and/or eliminate the inflationary effects of tariffs in most of the world's ports, together with the effects of the increasing utilization mentioned above.

Containership Operations

The Company has maintained its restrictive fuel consumption policy, with control and analyses in each service. As part of the objective of promoting care for the environment, CSAV has informed the fleet's global footprint to its customers.

CSAV has made important efforts to improve compliance with itineraries. The firm Drewery ranked the Company in the top places in 2011 in its measurement of the world's 20 largest shipping companies.

Logistics

The principal challenge of the year was to restructure the container stock following the sharp fall in cargo volumes as a result of the modification of services begun in mid 2011. A large number of containers were returned to leasing companies during the year, and this will continue during 2012, with the object of reaching a stock of containers appropriate to the new services structure.

One of the most important matters of CSAV's operational improvement was the consolidation in 2011 of the global system and process of logistical optimization of containers. This is a tool that will help to manage the stock of container equipment efficiently.

Intermodal

The crisis felt by CSAV during 2011 also affected the intermodal area. The Company, as part of its restructuring, decided to rationalize its internal feeder network significantly, together with the restructuring of routes.

In addition, the decision to grant a higher degree of responsibility to regional centres will generate a strengthening of local and/or regional activity which in turn will expand intermodal activity.

SHIP MANAGEMENT

New ships

CSAV received five new containerships during 2011:

1) The M/N Mehuín was received on August 25, through the subsidiary CSBC Hull 900 Limited, Isle of Man, the third and last of the 6,600 Teus ships built by China Shipbuilding Corporation (CSBC) shipyard in Taiwan. The vessel is now under the technical management of Southern Shipmanagement Co., S.A.

2) The following new shipbuildings, ordered through subsidiaries, were received from the Samsung Heavy Industries (SHI) shipyard in South Korea as part of a total of seven 8.000 Teus ships. The first was received on August 31, the second on September 30, the third on November 3 and the fourth on November 30. They were all registered in Liberia and are now under the technical management of Southern Shipmanagement Co., S.A.

Finally, and under the sale agreement dated March 12, 2011, the subsidiary CSBC Hull 896 Limited, Isle of Man, sold the M/N Maule to Amorita Development Inc., Liberia, with charter-back to CSAV for five years and a purchase option at the end of that period.

Fleet of CSAV, Subsidiaries and Associates

Ship	Owner	TEUS	% ownership	Deadweight tonnage (Tons)	Type of Vessel	GRT (TM)	Speed in knots	Year of Building
Chacabuco	Associate	5,500	100 %	67,970	Containership	66,280	25.1/23.8	2006
Limarí	Associate	4,050	100 %	51,870	Containership	42,382	24.25/23.4	2005
Longaví	Associate	4,050	100 %	51,870	Containership	42,382	24.25/23.4	2006
Maule*	Associate	6,600	100 %	81,002	Containership	75,752	24.25/23.4	2010
Maipo	Associate	6,600	100 %	81,002	Containership	75,752	25.3/24.1	2010
Mehuin	Associate	6,600	100 %	81,002	Containership	75,752	25.3/24.1	2011
Pucón	Associate	6,500	100 %	81,099	Containership	73,934	25.8/25.1	2006
Puelo	Associate	6,500	100 %	81,250	Containership	73,934	25.8/25.1	2006
Palena	Associate	6,500	100 %	81,247,5	Containership	73,934	25.8/25.1	2006
Teno	Associate	8,000	100 %	94,526,2	Containership	88,586	22.7/22.1	2011
Tubul	Associate	8,000	100 %	94,665,5	Containership	88,586	22.7/22.1	2011
Tempanos	Associate	8,000	100 %	94,649,6	Containership	88,586	22.7/22.1	2011
Torrente	Associate	8,000	100 %	94,661,0	Containership	88,586	22.7/22.1	2011
Mapocho	CSAV	1,620	100 %	21,182,3	Containership	16,986	19.0	1999
Bow Pacifico	Subsidiary	N / A	51 %	18,657	Chemicals carrier	12,198	15.2	1982
Braztrans I	Libra	487	100 %	38,186	Bulk Container	22,011	15.0	1980

* Maule was delivered to buyers on May 9, 2011

Operating Days of Own Ships

The ships making up the fleet of the Company and its subsidiary and associate companies in 2011 had a consolidated total of 4,215 available days, having used 104.31 of them for carrying out normal maintenance and repair work. In other words, 4,110.69 days available for the commercial operation of the ships, which is the equivalent of 97.5% of total available time.

Ship Management

The technical management of the Company's fleet, and of its Chilean and foreign subsidiaries' fleets, comprising ships sailing under the flags of Chile and Liberia, has continued to be with Southern Shipmanagement (SSM), a company specialized in the business and with 30 years' experience, in which Wallem Shipmanagement Ltd, Hong Kong, has a holding.

Companhia Libra de Navegacao continued as shipowner of the "Braztrans I", maintaining the technical (administration) operation of its ship in V.Ships – Brazil.

The two technical operators mentioned have documented management systems that are subject to constant revision and have the compliance certification with the standards of the International Code of Ship Operating Safety Management and OMI Contamination Prevention (ISM Code) and the International Code for Ship Protection and of Port Installations (ISPS Code). They also have their operations audited and certified according to International Quality Standards ISO 9001-2000 and ISO 14001.

All this translates into a high economic and operational efficiency and great technical reliability, which provides safety and protection in the operation of the ships and permits providing a reliable service to customers.

PERSONNEL MANAGEMENT

Continuing with its objective of implementing a global compensations policy, the Company in 2011 completed the initiative begun in 2010 that seeks to remunerate equitably, according to the level of responsibility of each position, and competitively according to the local labour market of each CSAV group office. This permits attracting, recruiting and retaining of the best-qualified personnel for the challenges of the organization. It also implemented a performance review program and variable income in the sales areas of offices in China, Chile and Brazil, thus aligning individual and group results with the total compensation of the personnel. This variable income program, pioneering in the industry, is the first in the international area among other future ones that seek to recognize high individual and group performance with improved remuneration.

It has therefore continued efforts to maintain performance management within the different CSAV work teams, incorporating new organizations to the measurement and metrics of productivity and skills depending on the profile of each job so that good performance is explained by factors of productivity and style.

The acquisition of eight agencies for CSAV's own network during 2010 and 2011, especially in Europe and South America, led to the induction of the personnel to new business processes, the incorporation of corporate work tools and the instillation of the company style to the benefit of the service that customers of those regions will receive.

The restructuring of agencies and regions begun in October 2011 was completed by the end of the year in order to adjust the organization to the new business volumes and new business model which seeks to strengthen the regions and their commercial agency networks as revenue-generating and cost-control centres, based on a more decentralized organizational structure with fewer management levels.

Each region will have a greater focus on sales and customer service and the processes of product, administration, operations-logistics, systems and human resources will be integrated vertically between HQ, region and agencies with a clear and strong orientation to improving results and the bottom line for the Company. All these characteristics will enable CSAV to take decisions more directly and quickly to the benefit of its customers and business profitability.

The regions and responsibilities of executives were structured as follows:

Asia Region. Includes the operations in China, Hong Kong, Taiwan, Malaysia and South Korea. Its office is in Shanghai.

India Region. A new region located in Mumbai and covering the Indian sub-continent, Southeast Asia and the Middle East.

Europe Region. With office in Hamburg, it links North Europe and the Mediterranean.

North America and Caribbean Region. Remains located in New Jersey and covers Canada, United States, Mexico, Central America and the Caribbean.

East Coast of South America Region. This covers operations in Brazil, the River Plate and Southeast Africa, and the office is located in Sao Paulo.

West Coast of South America Region. This covers Chile, Peru, Colombia, Ecuador, Venezuela and Panama, with office in Valparaiso.

The organization of central offices in Chile was modified in line with the new strategy and to respond to the new challenges facing the Company. The principal changes include the creation of the Line Planning Management, responsible for designing, following up and evaluating the Company's services. Its main functions are the administration of joint cooperation agreements with other shipowners, administration of the containership fleet, and the development and administration of its own feeder network.

CSAV Global Workforce

The workforce of CSAV as of December 31, 2011 and 2010 was 11,769 and 9,749 employees respectively, distributed as per the following business units:

Workforce CSAV and Subsidiaries

December 2011

	Executives	Employees	Total
CSAV HQ	18	510	528
Others CSAV	5	3,751	3,756
Total CSAV	23	4,261	4,284
SAAM	16	700	716
Others SAAM	149	6,620	6,769
Total Saam	165	7,320	7,485
OVERALL TOTAL	188	11,581	11,769

During 2011, executives received a total of US$ 7.57 million in remuneration and bonuses.

Recognition of Personnel

The board sincerely appreciates the commitment of all the personnel and teams of CSAV throughout the world as, without their effort and dedication, it would have been impossible to achieve the complex business objectives. It also urges them to face the new challenges with pride and professionalism to make CSAV the best shipping company in the world.

Information of General Character

OWNERSHIP STRUCTURE

CSAV as of December 31, 2011 has 2,850,852,624 issued shares of the one series, all fully subscribed and paid.

The following shows the 12 largest shareholders in the Company, the number of shares held by each and their percentage shareholdings:

12 largest shareholders	Number of Shares	Percentage of total
• Marítima de Inversiones S.A.	587,994,249	20.63%
• Inversiones Río Bravo S.A.	222,726,235	7.81%
• Quiñenco S.A.	202,926,403	7.12%
• Inmobiliaria Norte Verde S.A.	162,341,611	5.70%
• A.F.P. Habitat S.A. for pension funds	152,377,268	5.34%
• Philtra Limitada	146,691,588	5.15%
• A.F.P. Provida S.A. for pension funds	138,575,683	4.86%
• Banchile Corredores de Bolsa S.A.	118,897,388	4.17%
• A.F.P. Cuprum S.A. for pension funds	90,627,562	3.18%
• A.F.P. Capital S.A. for pension funds	68,082,065	2.39%
• Banco Itaú on behalf of foreign investors	62,568,751	2.19%
• Larraín Víal S.A. Corredores de Bolsa	59,645,073	2.09%

According to the Company's registers and the application to them of Chapter XV of Law 18,045, the shareholders who hold or control shares or rights in the Company, directly or through other parties, and the shares or rights they represent, are the following as of December 31, 2011:

Name	Type of person	Number of Shares	Percentage Total
• Marítima de Inversiones S.A.	Legal entity	587,994,249	20.63 %
• Inversiones Río Bravo S.A. • Quiñenco S.A. • Inmobiliaria Norte Verde S.A.	Legal entity	222,726,235 202,926,403 162,341,611	
		587,994,249	20.63 %

On September 12, 2011, Quiñenco S.A. and Marítima de Inversiones S.A. signed a shareholders agreement that remained in effect until February 15, 2012. The agreement stated that if the difference between . both companies exceeded 15%, which in fact occurred, this agreement ceased to have effect.

SHARE TRANSACTIONS

The following shows share transactions made in the years 2010 and 2011 by major shareholders, the chairman, directors, managers and executives, according to the Company's share register, including in both years purchases made through capital increases:

Shareholder	Number of Shares			
	2011		2010	
	Purchases	Sales	Purchases	Sales
• Marítima de Inversiones S.A.	178,454,000	365,266,602	84,251,634	
• Inversiones Río Bravo S.A.	222,726,235			
• Quiñenco S.A.	202,926,403			
• Inmobiliaria Norte Verde S.A.	162,341,611			
• Asem Trading Company Establishment	1,557,754	5,324,920	405,885	
• Compañía de Inversiones Transoceánica S.A.	15,050,000		1,010,269	6,098,438
• Eurasian Mercantile A.G.	2,987,003	10,248,916	778,286	
• Finpacific S.A.	2,135,833	7,328,406	556,507	
• Internacional Río Plata S.A.	6,992,508	23,992,482	1,821,950	
• Inversiones Inter Chile Ltda.	691,122		500,000	
• Philtra Limitada	109,056,065		4,033,539	
• Río Plata Finanz Und Handelsanstalt	2,679,880	9,195,124	698,263	
• A.F.P. Habitat S.A. for pension funds	64,698,681	5,713,991	75,797,461	35,229,795
• A.F.P. Cuprum S.A. for pension funds	76,088,595	75,588,519	41,671,909	20,287,735
• A.F.P. Capital S.A. for pension funds	37,691,576	66,422,697	60,33,096	1,573,422
• A.F.P. Provida S.A. for pension funds	41,956,050	16,395,434	101,347,270	13,479,260
• Banchile Corredores de Bolsa S.A.	214,429,392	164,447,336	183,822,023	180,953,201
• Bolsa de Comercio de Santiago, Bolsa de Valores	446,930,779	451,917,426	194,121,835	163,655,965
• Larraín Vial S.A. Corredora de Bolsa	186,122,400	168,422,681	349,412,776	347,043,367
• Celfin Capital S.A. Corredores de Bolsa	300,955,879	284,575,470	486,976,382	479,547,752
• Banco Itaú on behalf of foreign investors	71,448,512	42,655,492	31,842,370	11,287,212
• Banchile Administradora General de Fondos S.A.	7,556,464	29,993,798	44,770,934	17,186,322
• Mario Alvarez Peña y Cía. Ltda.		115,511	12,379	
• Comercial e Industrial Pecus S.A.		924,104	99,040	
• Alavesa S.A.		714,691	76,596	
• Inversiones San Benito S.A.	387,886		61,454	
• Inversiones Alonso de Ercilla S.A.	3,723,709		593,623	
• Inversiones Montemarcelo S.A.	310,308		40,332	

STOCK MARKET STATISTICS

Quarterly market trading statistics for the last three years:

Year	No. of Shares Traded	Amount Ch$	Average Price Ch$
2009			
First quarter	85,352,434	34,990,408,733	409.95
Second quarter	138,600,404	56,829,352,045	410.02
Third quarter	91,498,719	38,069,287,584	416.06
Fourth quarter	292,498,637	113,778,379,711	388.99
2010			
First quarter	201,443,909	81,923,750,543	406.68
Second quarter	640,275,516	334,829,692,778	522.95
Third quarter	500,643,712	302,089,855,855	603.40
Fourth quarter	389,458,702	239,281,165,052	614..39
2011			
First quarter	621,332,306	238,122,550,623	383.25
Second quarter	274,837,779	91,672,377,009	333.55
Third quarter	325,065,318	68,560,142,396	210.91
Fourth quarter	242,759,215	28,529,736,414	117.52

DIVIDEND POLICY

The ordinary shareholders meeting held on April 16, 2004 established as policy the distribution of 30% of earnings, a policy which was confirmed at the ordinary meetings held on April 15, 2005, April 19, 2006, April 24, 2007, April 25, 2008, April 21, 2009, April 16, 2010 and April 8, 2011. These meetings also authorized the board to define the timing and amount of interim dividends payable, and to pay dividends against the fund for future dividends, if any, without the need for authorization by a shareholders meeting.

DIVIDEND PAYMENTS

The following dividends per share have been paid against the earnings of the years stated:

Dividend No.	Month of Payment	Year of Payment	Amount paid per share		Earnings Year
			Ch$	US$ equiv.	
301	July	2001	2.9	0.0047	2001
302	October	2001	3.1	0.0045	2001
303	January	2002	1.4	0.002068	2001
304	April	2002	1.91391	0.00296	2001
305	October	2002	3.8	0.005377	(1)
306	January	2003	3.00	0.004243942	2002
307	April	2003	11.38609	0.0157484	2002
308	July	2003	4.60	0.006597536	2003
309	October	2003	4.50	0.006447823	2003
310	January	2004	4.50	0.007243	2003
311	April	2004	11.52450	0.019026	2003
312	July	2004	4.70	0.007268	2004
313	October	2004	6.60	0.010752	2004
314	January	2005	10.00	0.017031	2004
315	April	2005	28.51981	0.0493918	2004
316	July	2005	5.50	0.009482	2005
317	October	2005	13.00	0.024565	2005
318	January	2006	4.50	0.008561318	2005
319	April	2006	12.60843	0.024488146	2005
320	May	2008	21.26068	0.047405015	2007
321	April	2011	7.69228	0.01625416	2010

(1) Against the Reserve for Future Dividends.

DISTRIBUTION OF EARNINGS

The loss attributable to owners of the controller for the year ended December 31, 2011 was US$ 1,249,774,958.42. The board will propose to the shareholders meeting not to distribute any dividends.

EQUITY

As of December 31, 2011, the Company's capital and reserves would consist of:

Total subscribed & paid capital	US$	1,691,993,301.83
Other reserves	US$	30,116,739.65
Accumulated losses	US$	-1,136,638,331.23
Total	**US$**	**585,471,710.25**

According to these figures, the book value of each share is US$ 0.20537 as of December 31, 2011.

DIRECTORS' REMUNERATION

The ordinary shareholders meeting held on April 8, 2011 agreed that, as the year before, if the Company had losses, the directors would receive no remuneration of any kind. Should the Company produce earnings, the previous system would be re-established consisting of profit sharing amounting to 2% of earnings for the year, without limitation, the chairman receiving double the amount payable to the other directors, and a fee for attendance at meetings equivalent to one "Minimum income" per meeting, with a limit of three "Minimum incomes" per month, except the chairman who would receive double that received by a director.

The director members of the Directors' Committee receive an attendance fee of one "Minimum Income" per meeting, with a maximum of three "Minimum Incomes" per month, except for the chairman of the Committee who receives double the amount received by a member.

The total amount paid by CSAV in allowances, participations and other remuneration during 2011 was ThUS$ 3,434.96. The detail is set out in Note 9 of the consolidated financial statements which form an integral part of this annual report.

ACTIVITIES OF THE DIRECTORS' COMMITTEE

The Committee met nine times during 2011 in order to analyze the annual statement of financial position and other financial statements for the year ended December 31, 2010, that had to be presented to the ordinary shareholders meeting held on April 8, 2011; propose to the board the independent auditors and credit-rating agencies for submission to the ordinary shareholders meeting; and to report to the board on its activities during 2010. At its meeting No.112, the Committee resulting from the election of the board on April 8, 2011 and, with its new membership, confirmed the work plan approved at the beginning of the year.

At its meeting of May 30, the Committee was informed by the general manager, Gabriel Escobar, about the internal audit plans prepared for the year and being carried out, and the plans prepared for 2012.

At its meeting held on July 18, the Committee received the senior vice-president, human resources, Juan Carlos Valenzuela, who gave a detailed explanation of the remunerations systems and compensation plans for managers, senior executives and employees of the Company.

As a consequence of the changes in the board, the Committee agreed to request it to modify the agreements adopted the previous year with respect to the powers conferred by the second paragraph b) of article 147 of the Law. This regulation, which contains the power of the board to exclude from its specific approval those habitual contracts with related entities law when relating to their respective ordinary businesses, was established by Law 20,382 of October 20, 2009, to become effective from January 1, 2010. The Company therefore adopted the corresponding agreements the previous day in order to make permanent negotiations with related entities more expedite. However, the incorporation of five new members of the board at the ordinary shareholders meeting of 2011 and the resultant separation of a same number of directors, caused the need to replace the agreements adopted by new ones in which related companies linked to the outgoing directors are deleted, and companies linked to the new directors are included. This was resolved by a resolution of the board, at the request of the Committee, on August 31, 2011, which also reported this to the Superintendency of Securities and Insurance as material information.

The adverse results generated in the whole global containers business in 2011 resulted in successive increases in capital of the Company to cover their effects, including the division of the Company that was agreed at the last extraordinary shareholders meeting. While these measures were being implemented, serious financial problems arose, insuperable for the Company, which required the joint action of its controllers which provided directly to the Company or through related entities, less onerous borrowings that those offered by banks in general. Firstly, there were the loans of the controllers Marítima de Inversiones S.A. (Marinsa S.A.) and Quiñenco S.A. under an agreement dated June 2, 2011, by which each of these shareholders granted CSAV the sum of US$ 100,000,000, on more preferential conditions than those in the market, as recorded in the minutes No.112 of June 2. Then on September 2, recorded in the minutes No.116, two further loans were granted on similar conditions, but for different amounts: US$ 100,000,000 by Marinsa S.A. and US$ 250,000,000 by Quiñenco S.A.

These operations terminated on December 23 when a loan was approved of US$ 100,000,000 granted by the bank BLADEX, a company related to Quiñenco, on more favourable conditions than those offered by Corpbanca.

All these operations were approved immediately by the board, to be incorporated in the Company's annual report in order to inform shareholders at the next ordinary meeting.

With respect to relations with the external auditors, it should be noted that although legal regulations only require the Committee to pronounce on the results in the annual financial statements, the Committee has been informed of the statements as of March 31, June 30 and September 30, exchanging opinions on more than one occasion with the external auditors. The external auditors attended the Committee's meeting of August 25 to explain the financial statements as of June 30, and the meeting was also attended by the corporate manager to report on the Company's worrying liquidity situation. The external auditors were asked before the end of the year to send the letter of internal controls promptly.

Principal Properties of the Company

Santiago
Edificio AGF (Offices)
Hendaya 60

9th floor	**10th floor**
Rol 214-142	Rol 214-144
11th floor	**12th floor**
Rol 214-146	Rol 214-148
Rol 214-145	Rol 214-147
13th floor	**14th floor**
Rol 214-150	Rol 214-151
Rol 214-152	

Iquique
Office
Aníbal Pinto 444
Rol 255 - 19

For personnel recreation:
Club de Campo Montecarmelo
Avda. Eastman 1047, Limache
Roles 322-1

Valparaiso
Edificio Oficinas Valparaíso
Plaza Sotomayor 50
Rol 8-004

Edificio Oficina Tecnopacifico
Blanco 937
Floors 4 & 5
Rol 12 - 43 Rol 12 - 44
Rol 12 - 45 Rol 12 - 46

Other Properties
Depto. 1109
Pasaje Ross 149
Rol 37-110

Materials Warehouse Building
José Tomás Ramos 22
Rol 90-22

Land
Blanco 509 al 529
Rol 8-001
Blanco 541 al 545
Rol 8-002

Chilean Subsidiaries

SAAM

Sudamericana, Agencias Aéreas y Marítimas S.A. (SAAM) was constituted under public deed dated November 15, 1961 before the Valparaiso notary Rafael Luis Barahona Stahr, and Ministry of Finance Decree No.2,009 of February 15, 1962, approved its constitution and bylaws and declared it legally constituted.

The company's legal domicile is currently in Valparaiso and Santiago, and its Tax Registration number is 92.048.000-4.

The company's objects are to carry on business in Chile and abroad in the areas of shipping agencies and attending ships, shipowners, sea, air and land freight companies; agencies for freight, travel and tourism; transport representations and commercial services; coastal trade and port services; shipment, stevedoring and warehousing services; tug, launch and mooring services; the construction, tendering, development and operation of ports and port terminals; participations in other companies and any other business related to these objects.

SAAM offers shipowners, importers and exporters the following services:

1. Ship Services

• Port stevedoring services in public and concessioned terminals.

The port services activity plans, carries out and controls all the work related to the loading and unloading of merchandise from/to the ships for which SAAM acts as stevedoring agent.

• Shipping agency services.

• Tug services.

SAAM has since its foundation operated tugs for port use, tugging and maritime assistance, and supporting ships during their docking and departure operations when they are unable to do so under their own steam.

• Container depot and maintenance services.

SAAM has depots located at strategic sites in different Chilean ports and in some Latin American ports in Mexico, Colombia, Ecuador, Peru and Brazil, providing these services through related companies.

2. Cargo Services

The cargo services offered by SAAM are the following:

• Shipping agent services for exporters.
• Comprehensive logistics service for wine, fruit, salmon, wood, retail and mining products.
• River transport service.
• Barge and transshipment services.
• Storage and warehouse services.
• Cold storage services.
• Net anchoring and maintenance services (salmon farming).
• Port and airport primary zone services.
• Mass and bulk cargo services.
• Land freight services.

Tug fleet of SAAM S.A., subsidiaries and associates 2011

Name	Company	Capacity	Port	Country	Year of Building
Chorlo	Saam	4,400	San Antonio	Chile	2011
Cormoran	Saam	4,400	Antofagasta	Chile	2010
Chucao	Saam	5,340	Punta Arenas	Chile	2010
Caranca	Saam	5,340	Talcahuano	Chile	2010
Fardela	Saam	4,400	Talcahuano	Chile	2009
Skúa I	Saam	4,200	Iquique	Chile	2006
Bandurria II	Saam	4,200	Quintero	Chile	2005
Aguila III	Saam	5,000	Quintero	Chile	2003
Tricahue I	Saam	4,200	Puerto Chacabuco	Chile	2002
Quetro	Saam	3,500	Vaparaíso	Chile	2001
Pequén	Saam	4,000	San Antonio	Chile	2001
Choroy	Saam	3,000	Iquique	Chile	1998
Saam	Saam	2,800	Iquique	Chile	1996
Huala	Saam	3,400	Valparaíso	Chile	1996
Alcatraz	Saam	4,320	Punta Arenas	Chile	1996
Gaviota	Saam	2,800	Puerto Montt	Chile	1995
Caiquén	Saam	2,800	Arica	Chile	1995
Manutara	Saam	2,800	Chañaral	Chile	1993
Halcón II	Saam	3,000	Puerto Montt	Chile	1978
Petrel	Saam	3,200	Coquimbo	Chile	1976
Albatros II	Saam	1,600	Puerto Montt	Chile	1968
Mataquito	Saam	720	Puerto Montt	Chile	1963
Tagua	Associate	2,560	Puerto Corral	Chile	1998
Don Martin	Associate	1,260	Puerto Corral	Chile	1993
Saam Yaqui	Subsidiary	6,300	Ciudad del Carmen	Mexico	2011
Saam Itza	Subsidiary	5,364	Ciudad del Carmen	Mexico	2011
Saam Aztlán	Subsidiary	4,400	Lázaro Cárdenas	Mexico	2010
Saam Tepeyac	Subsidiary	4,400	Lázaro Cárdenas	Mexico	2010
Saam Cora	Subsidiary	5,364	Altamira	Mexico	2009
Saam Huichol	Subsidiary	5,364	Lázaro Cárdenas	Mexico	2009
Saam Tulum	Subsidiary	4,200	Altamira	Mexico	2009
Saam Uxmal	Subsidiary	4,200	Veracruz	Mexico	2009
Saam Maya	Subsidiary	6,300	Ciudad del Carmen	Mexico	2008
Saam Mixteco	Subsidiary	6,300	Ciudad del Carmen	Mexico	2008
Saam Kabah	Subsidiary	6,300	Ciudad del Carmen	Mexico	2008
Saam Jarocho	Subsidiary	5,364	Dos Bocas	Mexico	2005
Saam Tajín	Subsidiary	5,364	Cayo Arcas	Mexico	2005
Saam Purepecha	Subsidiary	5,520	Cayo Arcas	Mexico	2005
Saam Zapoteca	Subsidiary	4,200	Altamira	Mexico	2003
Sam Ixcateca	Subsidiary	5,364	Cayo Arcas	Mexico	2003
Saam Otomí	Subsidiary	4,000	Altamira	Mexico	2002
Saam Chichimeca	Subsidiary	5,470	Ciudad del Carmen	Mexico	2002
Saam Tacuate	Subsidiary	4,660	Veracruz	Mexico	2000
Saam Azteca	Subsidiary	5,470	Cayo Arcas	Mexico	2000
Saam Totonaca	Subsidiary	5,470	Cayo Arcas	Mexico	1999
Saam Mexica	Subsidiary	4,200	Tampico	Mexico	1997
Saam Tlaloc	Subsidiary	4,320	Lázaro Cárdenas	Mexico	1996
Saam Huasteca	Subsidiary	4,290	Tuxpan	Mexico	1991
Saam Olmeca	Subsidiary	4,352	Tampico	Mexico	1989
Saam Tarasco	Subsidiary	4,347	Lázaro Cárdenas	Mexico	1988
Amazonas	Subsidiary	2,560	Puerto Quetzal	Guatemala	1998
Don Hugo	Subsidiary	2,560	Caldera/Puntarenas	Costa Rica	1998
Antisana	Subsidiary	3,000	Caldera/Puntarenas	Costa Rica	1998
Don Beto	Subsidiary	1,750	Caldera/Puntarenas	Costa Rica	1983
Guayas II	Subsidiary	4,000	Manta	Ecuador	1998
Chone	Subsidiary	4,200	Guayaquil	Ecuador	1998
Macará	Subsidiary	4,200	Guayaquil	Ecuador	1987
Paute	Subsidiary	1,500	Guayaquil	Ecuador	1981
Azuay	Subsidiary	1,500	Esmeralda	Ecuador	1981
Tomebamba	Subsidiary	1,200	Puerto Bolivar	Ecuador	1977
Pastaza	Subsidiary	2,500	Guayaquil	Ecuador	1970
Bernard	Subsidiary	5,362	Rio Grande	Brazil	2011
Godofredo	Subsidiary	5,362	Rio Grande	Brazil	2011
Renaud	Subsidiary	5,362	São Sebastião	Brazil	2011
Arcimbaldo	Subsidiary	5,362	Itaquí	Brazil	2010
Imperatriz I	Subsidiary	4,580	Itaquí	Brazil	2004
Alcántara	Subsidiary	4,580	Itaquí	Brazil	2004
Lugos	Subsidiary	4,076	Santos	Brazil	2000
Sulis	Subsidiary	4,076	São Sebastião	Brazil	2000
Caillean	Subsidiary	4,076	Itajaí	Brazil	2000
Tanarus	Subsidiary	4,076	Santos	Brazil	2000
Pelagius	Subsidiary	4,076	Paranaguá	Brazil	2000
Brigantia	Subsidiary	4,076	Itajaí	Brazil	1999
Saam Xalapa	Subsidiary	3,200	Santos	Brazil	1994
Galahad	Subsidiary	2,960	Rio de Janeiro	Brazil	1992
Excalibur	Subsidiary	3,000	Santana	Brazil	1992
Ektor	Subsidiary	3,000	Rio de Janeiro	Brazil	1988
Lot	Subsidiary	2,960	Rio de Janeiro	Brazil	1988
Merlin	Subsidiary	2,880	Rio de Janeiro	Brazil	1988
Persival	Subsidiary	2,100	Rio de Janeiro	Brazil	1986
Arthur	Subsidiary	1,560	Rio de Janeiro	Brazil	1985
Aramis I	Subsidiary	3,300	Paranaguá	Brazil	1985
Nicole M	Subsidiary	2,682	Salvador	Brazil	1984
Pindaré	Subsidiary	2,453	Itaquí	Brazil	1983
Mearím	Subsidiary	2,453	Itaquí	Brazil	1983
Chonta	Associate	2,800	Buenaventura	Colombia	1995
Vichama	Associate	4,400	Callao	Peru	2011
Pakatnamu	Associate	4,400	Savia	Peru	2011
Urubamba (DSV)	Associate	4,200	Callao	Peru	2011
Naylamp	Associate	4,400	Matarani	Peru	2010
Pachacamac	Associate	4,400	Callao	Peru	2010
Pisac	Associate	4,400	Callao	Peru	2009
Islay	Associate	4,200	Matarani	Peru	2005
Toquepala	Associate	3,000	Pisco	Peru	2003
Chavín	Associate	2,360	Bayovar	Peru	2003
Kuelap	Associate	2,500	Huarmey	Peru	2000
Sipán	Associate	1,632	Callao	Peru	1998
Kallpa	Associate	2,100	Matarani	Peru	1995
San Lorenzo	Associate	1,200	Ilo	Peru	1995
Chiribaya	Associate	2,600	Ilo	Peru	1984
Nazca	Associate	1,600	Talara	Peru	1981
Chimú	Associate	1,600	Talara	Peru	1981
Vikus	Associate	1,600	Savia	Peru	1981
Paracas	Associate	1,600	Paita	Peru	1981
Rímac	Associate	1,200	Matarani	Peru	1981
Tramarsa I	Associate	1,300	Savia	Peru	1981
Tramarsa II	Associate	1,400	Savia	Peru	1978
Tramarsa III	Associate	1,380	Savia	Peru	1978
Máncora	Associate	600	Callao	Peru	1968
Huracán	Associate	1,200	Montevideo	Uruguay	1993
Matrero	Associate	3,620	M'Bopicuá/Nueva Palmira	Uruguay	1991
Gaucho	Associate	4,000	Montevideo	Uruguay	1985
Gaucho II	Associate	4,200	M'Bopicuá/Nueva Palmira	Uruguay	1985
Oriental	Associate	4,200	Montevideo	Uruguay	1985
Cimarrón	Associate	2,448	Rio Uruguay/Paraná	Uruguay	1984
Sudestada	Associate	4,100	Montevideo	Uruguay	1972
Pampero	Associate	1,600	Rio Uruguay/Paraná	Uruguay	1962
Bandurria	Associate	1,885	Rio Uruguay/Paraná	Uruguay	1960
Pablo Ferrés	Associate	1,200	Montevideo	Uruguay	1960

Material Information 2011

Despite this being a year of great volatility in the international economies, especially the euro zone and the United States, which has affected the economies of Latin America, SAAM has managed to overcome these difficulties successfully, continuing its sustained development in both Chile and abroad. This positions it with good prospects for the future, as economies recover their expected growth levels.

In the international area, 7 operating contracts were adjudicated in Mexico for operating tugs with Pemex, 6 of them in the Cayo Arcas zone for a period of 4 and a half years each one, and the other in the Dos Bocas sector for 2 and a half years, incorporating 2 new port azimuthal tugs to the fleet. It also achieved a significant increase in special services for oil platforms, which produced revenues of over US$4 million.

In Brazil, a line-handling service 4-year contract began to operate with Petrobrás, using the tug "LH Lot", and 3 new azimuthal tugs were received, built in local shipyards. In the United States, our subsidiary Florida International Terminal has been able to increase its operating volumes, breaking its record for cargo moved, thus consolidating its market share despite sluggish growth in the United States, and in the state of Florida in particular.

Bunkering operations began in Peru in the port of Callao through the use of the recently-acquired oil barge "Tramax" and offshore industry services with the purchase of the supply ship "DSV Urubamba". A contract was also signed for the installation of an underwater pipeline in Callao and 2 new azimuthal tugs started operating. 2 gantry cranes of the Post Panamax types came into service in Ecuador, acquired from China, with which container movement capacity at the terminal trebled, a record for these services. In Uruguay, barge and tug services on the rivers Uruguay and Paraná continued, acquiring a fleet of 10 barges and 2 floating cranes which will permit a doubling of river transport capacity. And in Costa Rica, the labor satisfaction survey made by Great Place to Work resulted in our subsidiary Concesionaria SAAM Costa Rica S.A. being praised as one of the best places to work in that country.

The Chilean port terminals achieved a new cargo-movement record of over a million containers during 2011, and produced an important increase in the results of the ports. In the port of San Antonio an operating contract was signed with the shipowner MSC to attend ships of 337 metres length, which are the largest to call at Chilean ports. The port of San Vicente signed long-term contracts with the shipowner Maersk and with the forestry companies CMPC and Arauco. In both ports, successful negotiations were concluded both with the port companies and the insurance companies to obtain the resources necessary for the reconstruction of both terminals, as a result of the damage caused by the earthquake in early 2010. Lastly, SAAM increased its share in the port of Iquique from 60% to 85%, with the Empresas Navieras group holding the remaining 15%.

In aspects of port infrastructure, it is necessary to mention the start of seismic reinforcement works to the No.3 mooring at Iquique terminal, and also to the No.6 mooring at Antofagasta. In Antofagasta also, the No.7 mooring is being improved and extended by 40 metres and the maneuvering area has been dredged to improve the terminal's operating depth which will allow it to attend ships of over 300 metres length efficiently. These works will permit access to the extension of the concession contracts of these ports by another 10 years. New mobile cranes came into service in the ports of Iquique, Antofagasta and Arica, which will make cargo movement even more efficient; in Arica, the basin was dredged to a depth of 13.5 metres. A mechanized unloading system and woodchips stockpile yard started operating in the port of Corral.

SAAM was recently awarded the tender for operating the port of Mazatlán in México, state of Sinaloa, for an initial period of 20 years. This terminal has 1,300 metres of pier and 17 hectares of support areas. It is believed that this port has great growth potential due to its proximity to the important industrial zone of Monterrey and the state of Durango. It is expected to start operations at this terminal in the first half of 2012.

In the commercial area in Chile, we have won contracts this year with the principal import and export customers like Cencosud, Falabella, Quiborax, Mainstream, Enap, CMPC, SQM, Masisa, Gori, Santa Rita, Elecmetal, BBC Chartering, Sonamar, Lumina Cooper, AquaChile, St Andrews, Camanchaca, Granja Marina Tornagaleones and Agrogestión Vitra. We have also continued providing services to shipping companies, including CSAV, China Shipping, CMA CGM, COSCO, MSC and Evergreen. In the business of preparation of modules, the corporate building of Asfalcura 650 m2 was built using 18 40-foot containers, and a contract was signed for the modular construction of a camp-site for 150 people in 48 modules for Minera Esperanza.

With the emphasis placed on cost control and customer attention, the implementation has continued of the SAP world-class platform for these purposes. With this strategic tool, it is sought to increase SAAM's productivity and competitiveness, reflecting SAAM's commitment to maintaining the highest quality standards for its customers.,

The principal investments in 2011 in Chile were the acquisition of a latest-generation tug of 55 ton bollard pull, a container-carrier machine, a forklift and 4 automatic spreaders and the construction of 27,000 m2 of warehouse capacity in extra-port precincts. A start has also been made to the process of international certification of the safety and health management system oriented to the protection of persons: OHSAS 18001:2007, beginning with the agency in Quintero.

The fleet of SAAM and its subsidiaries or associates at the end of 2011 comprised 125 tugboats in Latin America, of which 6 are being built. A memorandum of understanding has been signed with the world's second tug operator, the Dutch company Smit, owned by Boskalis, for setting up a joint venture to unify the operations of both companies in America, excluding Peru and Colombia, thus strengthening SAAM's leadership in the region.

SAAM

8 new tugs started to operate in 2011: "Chorlo" in the port of San Antonio in Chile; "Saam Itzá" and "Saam Yaqui" to Ciudad del Carmen in Mexico; "Bernard", "Godofredo" and "Renaud" to the ports of Río Grande and San Sebastián in Brazil; and "Vichama" and "Pakatnamu" to operate in the ports of Callao and Sabia in Peru. Also in Peru, the DSV supply ship "Urubamba" and oil barge "Tramax" started their operations.

As a result of all these activities, the company's earnings for the year 2011 were US$ 60,216,858, representing a rise of 16% over 2010.

The authorized, subscribed and paid capital as of December 31, 2011 is US$ 143,101,566. CSAV holds 99.9995% of the capital, with Global Commodity Investment, Inc. holding the balance of 0.0005%.

The company's board of directors consists of eleven members elected for a three-year term. The members of the board as of December 31, 2011 are as follows:

Chairman
Jaime Claro Valdés

Vice Chairman
Guillermo Luksic Craig
(Chairman of CSAV)

Executive Director
Víctor Pino Torche

Directors
Juan Antonio Álvarez Avendaño
(Vice Chairman of CSAV)

Luis Álvarez Marín
(Director of CSAV)

Hernán Büchi Buc

Arturo Claro Fernández
(Director of CSAV)

Gonzalo Menéndez Duque
(Director of CSAV)

Christoph Schiess Schmitz
(Director of CSAV)

José Francisco Pérez Mackenna
(Director of CSAV)

Baltazar Sánchez Guzmán
(Director of CSAV)

General Manager
Alejandro García-Huidobro Ochagavía

Empresa de Transporte Sudamericana Austral Ltda.

The objects of this company are:

To exploit sea, land and air transport and provide shipping services of all kinds.

Its paid capital at December 31, 2011 was US$ 534,678.57. Compañía Sud Americana de Vapores S.A. holds 99% of the capital, and Global Commodity Investment Inc. the remaining 1%.

The result for the year was a loss of US$ 677,118.

The board anad general management consists of the following members:

Chairman
Rafael Ferrada Moreira
(Senior Vice President, Administration and Finance CSAV)

Directors
Héctor Arancibia Sánchez
(Senior Vice President Shipmanagement CSAV)

Odjfell y Vapores S.A.

The objects of this company are the exploitation of sea trade and transport anywhere in the world, and the acquisition of all kinds of vessels for sea trade and the provision of shipping services.

Its paid capital as of December 31, 2011 is US$ 1,033,439.

Compañía Sud Americana de Vapores S.A. has a 51% shareholding in the company, with Odfjell ASA holding 49%.

The result for the year was earnings of US$ 1,639,217

The following are the members of the board and general management:

Chairman
Jaime Claro Valdés

Directors
Rafael Ferrada Moreira
(Senior Vice President Administration and Finance CSAV)

Morten Nystad
Tore Jakobsen

Gerente General
Héctor Arancibia Sánchez
(Senior Vice President Shipmanagement CSAV)

CSAV Inversiones Navieras S.A.

Its objects are the investment and participation in Chilean and foreign companies involved in the business of shipping agencies or sea, air, land and multimodal transport services.

The subscribed and paid capital as of December 31, 2011 is US$ 7,000,000 and the shareholding of Compañía Sud Americana de Vapores S.A. is 99.997%.

The result for the year was earnings of US$ 22,149,187

The following are the members of the board and general management:

Chairman:
Rafael Ferrada Moreira
(Senior Vice President Administration and Finance CSAV)

Directors:
Héctor Arancibia Sánchez
(Senior Vice President Shipmanagement CSAV)

General Manager
Andrés Kulka Kuperman
(Senior Vice President Commercial CSAV)

Norgistics Holding S.A.

The objects of this company are to invest and participate in Chilean and foreign companies whose business is logistical services or shipping, air, land or multimodal agency services.

The subscribed and paid capital as of December 31, 2011 is US$ 5,000,000, and Compañía Sud Americana de Vapores S.A. has a shareholding of 99%.

The result for the year was a loss of US$ 292,142

The following are the members of the board and general management:

Chairman:
Fernando Valenzuela
(Senior Vice President Systems CSAV)

Directors:
Andrés Kulka Kuperman
(Senior Vice President Commercial CSAV)

General Manager
José Miguel Respaldiza
(Senior Vice President Cargo Services CSAV)

Foreign Subsidiaries

Corvina Shipping Co. S.A.

The following are the corporate objects of this company:

a. Purchase, sell, charter and generally administer ships and shipping line operations in Panama and anywhere in the world.

b. Shipping agencies and shipping operations in general in Panama and abroad.

c. Purchase, sale, barter, rent and trade assets and merchandise of any kind and any kind of commercial or financial operation related and dependent on the objects, and the participation in other Panamanian or foreign companies.

d. Purchase and trading of shares or corporate rights and in general any other commercial, maritime, financial or real estate operations permitted by the laws of Panama now or in the future.
Its paid capital as of December 31, 2011 is US$ 40,600,000 of which Compañía Sud Americana de Vapores S.A. holds 99.998%. The result for the year was earnings of US$ 11,723,292.

The following are the members of the board and general management:

Chairwoman
Bertilda R. de Torres

Directors
Rafael Ferrada Moreira
(Senior Vice President Administration and Finance CSAV)

Héctor Arancibia Sánchez
(Senior Vice President Shipmanagement CSAV)

Alvaro Infante González
(Senior Vice President North America Region CSAV)

Mirtha C. de Fernández

Tollo Shipping Co. S.A.

The following are the corporate objects of this company:

a. Purchase, sell, charter and generally manage ships and shipping line operations in Panama and anywhere in the world.

b. Shipping agencies and shipping operations in general in Panama and abroad.

c. Purchase, sale, barter, rent and trade assets and merchandise of any kind and any kind of commercial or financial operation related and dependent on the objects, and the participation in other Panamanian or foreign companies.

d. Purchase and trading of shares or corporate rights and in general any other commercial, maritime, financial or real estate operations permitted by the laws of Panama now or in the future.

Its paid capital as of December 31, 2011 is US$ 91,840,000 of which Compañía Sud Americana de Vapores S.A. holds 99.999%.

The result for the year was a loss of US$ 643,570,889.

The following are the members of the board and general management:

Chairwoman
Bertilda R. de Torres

Directors
Rafael Ferrada Moreira
(Senior Vice President Administration and Finance CSAV)

Héctor Arancibia Sánchez
(Senior Vice President Shipmanagement CSAV)

Alvaro Infante González
(Senior Vice President North America Region CSAV)

Mirtha C. de Fernández

Inversiones Plan Futuro S.A.

The objects of this company are the trading and investment in assets and in general any other commercial, maritime and financial operations permitted by the laws of Panama now or in the future. It may also have holdings in other companies.

Its paid capital as of December 31, 2011 is US$ 37,500,000 of which Compañía Sud Americana de Vapores S.A. has a shareholding of 99.997%.
The result for the year was a loss of US$ 4,915.76.
The following are the members of the board and general management:

Chairwoman
Bertilda R. de Torres

Directors
Rafael Ferrada Moreira
(Senior Vice President Administration and Finance CSAV)

Héctor Arancibia Sánchez
(Senior Vice President Shipmanagement CSAV)

Alvaro Infante González
(Senior Vice President North America Region CSAV)

Mirtha C. de Fernández

Inversiones Nuevo Tiempo S.A.

The objects of this company are the trading and investment in assets and in general any other commercial, maritime and financial operations permitted by the laws of Panama now or in the future. It may also have holdings in other companies.

Its paid capital as of December 31, 2011 is US$ 6,170,000 and the holding of Compañía Sud Americana de Vapores S.A. is 99%.

The result for the year was a loss of US$ 5,120.

El Directorio y Gerencia General están constituidos por las siguientes personas:

The following are the members of the board and general management:

Chairwoman
Bertilda R. de Torres

Directors
Rafael Ferrada Moreira
(Senior Vice President Administration and Finance CSAV)

Héctor Arancibia Sánchez
(Senior Vice President Shipmanagement CSAV)

Alvaro Infante González
(Senior Vice President North America Region CSAV)

Mirtha C. de Fernández

CSAV Agency, LLC

CSAV Agency, LLC (formerly American Transportation Group, LLC ATG) provides agency services for the CSAV Group in the United States and Canada and is responsible for all the commercial and operational activities.

Its also provides documentation, logistical, intermodal, port operation and equipment positioning and maintenance services for more than two thousand customers in a large part of the United States and Canada.

The paid capital as of December 31, 2011 amounts to US$ 904,000 and 100% is held by CSAV.

The result for the year was earnings of US$ 11,881,526

Chairman
Álvaro Infante González
(Senior Vice President North America Region CSAV)

Directors:
Guillermo González

General Manager
Danny Cheng

CSAV GmbH

The object of this limited company is the representation of Compañía Sud Americana de Vapores S.A..

The paid capital as of December 31, 2011 is US$ 461,755 and belongs 100% to CSAV.

The result for the year was earnings of US$ 154,287.

General Manager
Juan Pablo Richards
(Senior Vice President Europe, CSAV)

CSAV Group (China) Shipping Co. Ltd.

The object of this limited company is to promote the shipping business of vessels owned or chartered by CSAV, the selling of freight and providing joint services.

The paid capital as of December 31, 2011 is US$ 1,840,000, with 99% held by CSAV.

The result for the year was earnings of US$ 7,842,299

Chairman
Guillermo Ginesta
(Senior Vice President Asia Region, CSAV)

Directors
Jaime Herrera
(Senior Vice President Administration and Finance Asia Region)

Norgistics (China) Ltd.

The objects of this limited company are the reservation and stuffing of containers and their repair and maintenance, the coordination of the operations with the cargo terminals and warehouses, signing cargo receipts and service contracts with transport companies.

The paid capital as of December 31, 2011 is US$ 1,000,000 and belongs 99% to CSAV.
The result for the year was earnings of US$ 99,352.

Chairman
Jaime Herrera
(Senior Vice President Administration and Finance Asia Region)

Director
José Miguel Respaldiza
(Senior Vice President Cargo Services CSAV)

Name and type of enmtity	Capital		Objects	Manager	Administration
CHILEAN COMPANIES :					
INMOBILIARIA MARITIMA PORTUARIA LIMITADA (IMPSA LTDA.)	Ch$	20,797,433,193	Carry out all kinds of trading activities and related businesses with: a) Investments in real estate and their acquisition, commercialization, exploitation and construction, and b) Investments in assets such as shares, bonds, debentures, rights in companies, etc.	Miguel Tortello S.	Chairman: Víctor Pino T. Directors: Miguel Tortello S. Roberto Larraín S.
INMOBILIARIA SAN MARCO LTDA.	Ch$	33,717,023,789	Administration, rental, usufruct and exploitation in all forms of urban real estate, directly or indirectly; and in general, any other related activity agreed by the partners.	Miguel Tortello S.	Chairman: Víctor Pino T. Directors: Roberto Larraín S. Miguel Tortello S.
INMOBILIARIA MALVILLA LTDA.	Ch$	1,208,059,917	Administration & exploitation real estate	Miguel Tortello S.	Chairman: Víctor Pino T. Directors: Alejandro García-Huidobro O. Cristián Irarrázaval T. Yurik Díaz R. Roberto Larraín S. Alfredo Searle V.
INVERSIONES SAN MARCO LTDA.	Ch$	129,510,458	Carry out all kinds of business or investments in all kinds of assets, including securities and commercial paper.	Mauricio Robles M.	Chairman: Víctor Pino T. Directors: Roberto Larraín S. Miguel Tortello S.
SERVICIOS DE AVIACION Y TERMINALES S.A.	Ch$	814,617,967	Provide all services for activities related to international or national freight.	Claudio Hurtado L.	Chairman Cristián Irarrázaval T. Directors: Juan E. Escudero A. Alejandro Moreno M.
SERVICIOS LOGISTICOS LTDA. (SERVILOG LTDA.)	Ch$	70,000,000	Provision of logistics services, personnel management, airport services, aircraft leasing, air transport, representations, third-part warehouse management, air, land & sea freight, courier, general sales agent, equipment & machinery rental, travel agency, IT, storage & distribution, & other related services.	Patricio Latorre S.	Management council of its representatives
SERVICIOS PORTUARIOS Y EXTRAPORTUARIOS BIO BIO LTDA. (SEPBIO)	Ch$	11,988,257	Complementary services for sea or land transport, including transfer, carriage, storage, stevedoring, container & other merchandise consolidation & de-consolidation; personnel & logistical services, reception & attendance of ships at port; preparation of readiness & dispatch of ships; attention & operation of ships in port; purchase, sale & rental	Felipe Barison K.	Management council of its representatives
SAAM SERVICIOS A LA INDUSTRIA HIDROBIOLOGICA LTDA. (SAAM SALMONES LTDA.)	Ch$	50,000,000	Processing & transformation of all types of hydro-biological resources, sea & land transport, transfer, carriage, storage, stevedoring, container & other merchandise consolidation & de-consolidation, and any other related services.	Rodrigo Pommiez A.	Directors: Alejandro García-Huidobro O. Cristian Irarrázaval T. Miguel Tortello S.

Name and type of enmtity	Capital		Objects	Manager	Administration
SAAM CONTENEDORES S. A.	US$	2,000,000	Development, maintenance & operation of container terminal at San Antonio port, including container depot, inspection, maintenance & repair services.	Maximiliano Stegmaier A.	Directors: Alejandro García-Huidobro O. Cristian Irarrázaval T. Miguel Tortello S.
TOCSA S.A. (Non-operative)	Ch$	10,000,000	Cargo & bulk terminal services.	Claudio Hurtado L.	Chairman Cristián Irarrázaval T. Directors: Juan E. Escudero A. Alejandro Moreno M.
INMOBILIARIA CARRIEL LTDA.	Ch$	140,024,660	Management, rental , usufruct & exploitation of urban real estate		Directors: Víctor Pino T. Rodolfo Skalweit W. Martín Skalweit R. Alejandro García-Huidobro O.
INMOBILIARIA BARON LTDA	Ch$	4,994,380,636	Investments in real estate, including acquisition, commercialization, exploitation and construction in any way.	Miguel Tortello S.	Directors: Víctor Pino T. Miguel Tortello S. Roberto Larraín S.
INMOBILIARIA REHUE LTDA.	Ch$	8,208,018,450	Agricultural & non-agricultural own or third-party real estate management.	Miguel Tortello S.	Chairman: Víctor Pino T. Directors: Roberto Larraín S. Miguel Tortello S.
INMOBILIARIA PLACERES LTDA.	Ch$	268,491,485	Agricultural & non-agricultural own or third-party real estate management.	Miguel Tortello S.	Directors: Víctor Pino T. Miguel Tortello S. Roberto Larraín S.
INMOBILIARIA AFIN S.A.	Ch$	68,000,000	Acquisition, management & exploitation of urban real estate. Provision of computer services.	Rodolfo García S.	Chairman: Miguel Tortello S. Directors: Simon MacKenzi Christian Preuss Sergio Pinto R. Francisco Malinarich
INMOBILIARIA BÓSFORO S.A.	Ch$	1,437,464,562	Rental & exploitation of real estate	Pedro Justiniano Y.	Chairman: Juan M. Silva G. Directors: Pedro Justiniano Y. Raúl Gardilcic R.
MUELLAJE DEL LOA S.A.	Ch$	40,000,000	Provision of personnel for shipping complementary services.	Giordy Constans C.	Directors: Alejandro García-Huidobro O. Eugenio Valenzuela C. Pablo Ribbeck H.
MUELLAJE ATI S.A.	Ch$	40,000,000	Provide Antofagasta Terminal Internacional with personnel for shipping complementary services.	Giordy Constans C.	Chairman: Alejandro García-Huidobro O. Directors: Víctor Pino T. Victoria Vásquez G.
PUERTO PANUL S.A.	US$	6,655,419	Maintenance & exploitation of North Terminal Pier at the port of San Antonio, plus ship mooring and cargo storage, resulting from the concession granted to Empresa Portuaria San Antonio.	Ricardo Córdova M.	Chairman: Rodrigo Errazuriz R-T. Directors: Francisco Jobson V. Martín Skalweit R. PatricioValenzuela L. Juan P. Correa L. Manuel Santa María E. Alejandro García-Huidobro O.

Name and type of enmtity	Capital		Objects	Manager	Administration
SAAM PUERTOS S.A.	US$	47,810,000	Exploitation of port activities directly or through other companies.	Yurik Díaz R.	Chairman: Jaime Claro V. Directors: Arturo Claro F. (2) LuisGrez J. Víctor Pino T. Alejandro García-Huidobro O.
LNG TUGS CHILE S.A.	US$	500,000	Provision of tug services for mooring, stand-by and other activities related to liquefied natural-gas ships that moor in Quintero Bay, for its own or third-party account.	Hugo Valenzuela R.	Chairman: Alfred Hubner A. Directors: Cristian Irarrázaval T. Juan E. Escudero A. CristiánIrarrázaval T. Carlos Bastías N. Alberto Camacho L.
ANTOFAGASTA TERMINAL INTERNACIONAL S.A. (A.T.I. S.A.)	US$	7,000,000	Development, maintenance & exploitation of No.2 mooring at Antofagasta port.	GiordyConstans C.	Chairman: Alejandro García-Huidobro O. Directors: Jaime Claro V. Víctor Pino T. Ramón Jara A. José M. Urenda S. Franco Montalbetti M. Eugenio Valenzuela C. Miguel Sepúlveda C.
TERMINAL PUERTO ARICA (T.P.A. S.A.)	US$	5,000,000	Development, maintenance & exploitation of No.1 mooring at Arica port of Empresa Portuaria Arica.	Pedro Járamillo V.	Chairman: Alvaro Brunet L. Directors: Alejandro García-Huidobro O. Alfonso Rioja R. Jaime Barahona V. Dionisio Romero P. Carlos Allimant A.
CARGO PARK S.A.	Ch$	6,390,800,967	Rental & exploitation of real estate .	Pedro Justiniano Y.	Chairman: Guillermo Ariztía C. Directors: Jaime Claro V. Roberto Maristany W. Alejandro García-Huidobro O. Pedro Justiniano Y.
PORTUARIA CORRAL S.A.	Ch$	4,244,685,631	Exploitation of ports and related services	Horacio Diez O.	Chairman: Víctor Pino T. Directors: Alejandro García-Huidobro O Andrés Schüler S. Rodolfo Skalweit W. Roberto Larraín S. Francisco Jobson V.
AQUASAAM S.A.	Ch$	2,012,390,853	Advice and carrying out engineering projects of all kinds especially in the shipping business, construction services, development, building, assembly and maintenance of rafts, launches, anchorage services, maintenance & repair of nets & other services related to the salmon industry and the representation & commercialization of implements and accessories used mainly in the salmon industry & fish farming in general.	Alejandro Garcia Huidobro O.	Chairman: Víctor Pino T. Directors: Miguel Tortello S. Alejandro García-Huidobro O. Roberto Larraín S.
TECNOLOGÍAS INDUSTRIALES BUILDTEK S. A.	Ch $	1,300,000,000	Manufacture, import, export, representation, distribution & commercialization of all kinds of products for industry. Advisory, consultancy, engineering & project management services.	Víctor Valech Y.	Chairman: Arturo Claro F. (2) Directors: Víctor Pino T. Alejandro García-Huidobro O. Víctor Valech R. Nicolás Yarur S.

Name and type of enmtity	Capital		Objects	Manager	Administration
TRANSPORTES FLUVIALES CORRAL S.A.	Ch$	1,377,376,520	Ocean & river transport, and related services	Horacio Diez O.	Chairman: Víctor Pino T. Directors: Alejandro García-Huidobro O Andrés Schuler S. Francisco Jobson V.
LOGISTICA INTEGRAL S.A. (COSAN S.A.) (Non-operative)	Ch$	64,403,817	Cargo logistical services for exporters, importers and shipping companies, operating cargo terminals, containers & finished product warehouses, integrating land transport to each of these support activities.	Cristián Irarrázaval T.	Chairman: Alejandro García-Huidobro O. Directors: Roberto Larraín S. Felipe Rioja R.
TRANSBORDADORA AUSTRAL BROOM S.A.	Ch$	1,799,852,066	Sea freight transport of cargo, vehicles & passengers in the Straits of Magellan & other parts of the country.	Alejandro Kusanovic G.	Chairman: Marcelo Vargas J. Directors : Víctor Pino T. James Wells M. Pedro Lecaros M.
SERVICIOS AEROPORTUARIOS AEROSAN S.A.	Ch$	514,959,386	Storage of export & import goods and complementary services	Patricio Latorre S.	Chairman: Víctor Pino T. Directors: Jaime Claro V. Pamela Camus G. Sergio Hurtado K.
SAAM EXTRAPORTUARIOS S.A.	Ch$	428,049,946	Management of customs depot areas, prepared in accordance with article 57 of the Customs Ordinance and its regulations, for providing merchandise storage facilities until their withdrawal for import, export or other customs destination, including complementary &/or additional warehouse services that the customs service expressly authorizes.	Javier Kuhlmann J.	Chairman: CristiánIrarrázaval T. Directors: Miguel Tortello S. Juan E. Escudero A.
EMPRESA DE SERVICIOS MARITIMOS Y PORTUARIOS HUALPÉN LTDA.	Ch$	1,044,217,380	Stevedoring.	Horacio Diez O.	Chairman: Víctor Pino T. Directors: Rodolfo Skalweit W. Alejandro García-Huidobro O. Martín Skalweit R.
SERVICIOS PORTUARIOS RELONCAVÍ LTDA.	Ch$	165,000,000	Stevedoring.	Horacio Diez O.	Chairman: Víctor Pino T. Directors: Alejandro García-Huidobro O. Francisco Jobson V. Martin Skalweit W.
MUELLAJE DEL MAIPO S.A.	Ch$	130,123,761	Mooring services for ships.	Elisa Díaz C.	Chairmane: Víctor Pino T. Directors: Jorge Mandiola B. Yurik Díaz R. SerafínPinedo F.
MUELLAJE SVTI S.A.	Ch$	172,398,046	Provides San Vicente Terminal Internacional S.A. with the necessary personnel. It may also provide directly transfer, carriage storage, stevedoring, container &/or consolidation & de-consolidation services, and any business related to its objects agreed by the partners.	Felipe Barison K.	Chairman: Víctor Pino T. Directors: Yurik Díaz R. Karin Angerstein H. Jorge Mandiola B.

Name and type of enmtity	Capital		Objects	Manager	Administration
SOUTHERN SHIPMANAGEMENT (CHILE) LTDA.	Ch$	47,650,000	Manage & operate ships and in general any related services.	Héctor Arancibia S. (6)	Chairman: Rafael Ferrada M. (5) Directors: Santiago Bielenberg V. (8) Simon Doughty James Nelson
MUELLAJE STI S.A.	Ch$	56,687,394	Provide San Vicente Terminal Internacional S.A. with the necessary personnel for complementary shipping services. It may also provide directly transfer, carrying, storage, stevedoring, container &/or consolidation & de-consolidation services, and any business related directly or indirectly to its objects.	Alberto Bórquez C.	Chairman: Víctor Pino T. Directors: Alejandro García-Huidobro O. Pedro García M.
COSEM S.A.	Ch$	55,838,373	Personnel services for cargo movement.	Claudio Hurtado L.	Chairman: CristiánIrarrázaval T. Directors: Juan E. Escudero A. Alejandro Moreno M.
MUELLAJE ITI S.A.	US$	148,184	Provision of the necessary personnel for complementary shipping services. It may also provide directly port services like transfers, carrying, storage, stevedoring, container &/ or consolidation & de-consolidation services, and any business related to its objects directly or indirectly, and any business related to its objects agreed by the partners in relation to the corporate objects.	Fernando Ugarte H.	Chairman: Yurik Díaz R. Directors: Fernando Ugarte H. Pablo Durandeau S.
INMOBILIARIA SEPBIO LTDA	Ch$	10,000,000	The acquisition, management, exploitation, transfer & commercialization of all kinds of assets, & all kinds of real-estate management for own or third-party account.	Felipe Barison K	Council of administration comprising partners' representatives
SEPSA S.A.	Ch$	44,351,018	Provision to third parties of personnel needed for storage, cargo consolidation & de-consolidation and merchandise container services.	Claudio Hurtado L.	Chairman: CristiánIrarrázaval T. Directors: Juan E. Escudero A. Alejandro Moreno M.
TERMINAL PEÑUELAS S.A. TERMINAL BARRANCAS S.A. TERMINAL CHINCHORRO S.A. TERMINAL EL COLORADO S.A.	Ch$ Ch$ Ch$ Ch$	22,523,213 22,218,022 22,218,022 22,218,022	Provision of services related to cargo transport like full or empty container depots, workshop facilities & operations complementary to cargo &/or containers.	Claudio Hurtado L.	Chairman: CristiánIrarrázaval T. Directors: Juan E. Escudero A. Alejandro Moreno M
TERMINAL EL CALICHE S.A. TERMINAL LAS GOLONDRINAS S.A.	Ch$ Ch$	13,114,836 13,114,836	Provision of services related to cargo transport like full or empty container depots, workshop facilities & operations complementary to cargo &/or containers.	Claudio Hurtado L.	Chairman: Cristián Irarrázaval T. Directors: Juan E. Escudero A. Alejandro Moreno M.

Name and type of enmtity	Capital		Objects	Manager	Administration
SERVICIOS DE AVIACION LTDA. (SERVIAIR LTDA.) (Non-operative)	Ch$	19,306,473	Airport personnel services.	Patricio Latorre S.	Chairman: Víctor Pino T. Directors: Pamela Camus G. Jaime Claro V. Sergio Hurtado K.
SERVICIOS MARITIMOS PATILLOS S.A. (SERMAPAT)	US$	1,972	Provision of shipping & port services.	Cristián Bernales P.	Chairman: Alejandro García-Huidobro O. Directors: CristiánBernales P. Felipe Rioja R. Arturo Silva O.
EUROATLANTIC CONTAINER LINE S.A.	Ch$	1,000,000	Shipping & its technical & administrative support facilities, and provision of all services complementing &/or related to shipping.		Chairman: Fernando Valenzuela D. (10) Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6)
SAN ANTONIO TERMINAL INTERNACIONAL S.A. (STI)	US$	33,700,000	Develop, maintain & exploit the Molo Sur quay at San Antonio port of Empresa Portuaria San Antonio. Wharfage & storage with respect to the quay mentioned above.	Alberto Bórquez C.	Chairman: Víctor Pino T. Directors: David Leslie Michou Alejandro García-Huidobro O. Luis Grez J. John Bressi Carlos Urriola T.
SAN VICENTE TERMINAL INTERNACIONAL S.A. (SVTI)	US$	10,000,000	Development, maintenance & exploitation of the mooring at San Vicente port of Empresa Portuaria Talcahuano-San Vicente. Wharfage & storage with respect to the quay mentioned above.	Felipe Barison K.	Chairman: David Leslie Michou Directors: Víctor Pino T. Alejandro García-Huidobro O. Carlos Gómez N. Carlos Urriola T. LuisGrez J.
IQUIQUE TERMINAL INTERNACIONAL S.A.	US$	10,000,000	Development, maintenance & exploitation of the No.2 mooring at Iquique port of Empresa Portuaria Iquique. Wharfage & storage with respect to the quay mentioned above.	Fernando Ugarte H.	Chairman: Alejandro García-Huidobro O. Directors: Víctor Pino T. Jaime Claro V. Yurik Díaz R. Franco Montalbetti M. Juan Manuel Urenda S. LuisGrez J.
COMPAÑÍA NAVIERA RIO BLANCO S.A.	US$	3,550,000	Shipping in any of its forms in any place, especially entering into sea freight and ship chartering; the acquisition of all kinds of vessels for sea trade; the provision of services related to trade & shipping.	Héctor Arancibia S. (6)	Chairman: Rafael Ferrada M. (5) Directors: Santiago Bielenberg V. (8) Fernando Valenzuela D. (10)
NORGISTICS CHILE S.A.	US$	1,000,000	Provision of logistics services.	José Miguel Respaldiza C. (14)	Chairman: Fernando Valenzuela D. (10) Directors: Andrés Kulka K. (7) José Miguel Respaldiza C. (14)
SAAM INTERNACIONAL S.A.	US$	1,500,000	Investments abroad in any kind of asset, especially the purchase & sale of rights & shares, plus the management & exploitation of these assets, and investments abroad.	Alejandro García-Huidobro O.	Chairman: Víctor Pino T. Directors: Jaime Claro V. Alejandro García-Huidobro O. Roberto Larraín S. Felipe Rioja R.

Name and type of enmtity	Capital		Objects	Manager	Administration
PANAMANIAN COMPANIES :					
INVERSIONES ALARIA S.A. INVERSIONES HABSBURGO S.A.	US$ US$	1,000,000 216,000	Purchase & sale of all kinds of assets. Investments in general and participations in industrial, commercial, real estate or financial companies. Shipping business whether in relation to river or sea, air or land transport, and shipping agencies in Panama and elsewhere. Participations in other companies.		Chairman: Julio E. Linares F. Directors: Felipe Rioja R. Roberto Larraín S.
SAAM REMOLCADORES S. A.	US$	10,000	Tug services in any port under private contract or public concession.		Chairman: Juan Montes G. Directors: Clarissa Plata D. Elsa Sousa Q.
DRY BULK HANDY HOLDING INC.	US$	567,314	Ship owner and manager, shipping agencies and any commercial and financial operation.		Chairman: Juan A. Álvarez A. (1) Directors: YannisHaramis Nicholas Fistes Santiago Bielenberg V. (8)
CNP HOLDING S.A.	US$	10,000	Shipowner and manager, shipping agencies and any commercial and financial operation.	Bertilda R. de Torres	Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
CSAV SUDAMERICANA DE VAPORES S.A. LANCO INVESTMENTS CO. S.A. MALLECO SHIPPING CO. S.A. MAULE SHIPPING CO. S.A. MAYNE SHIPPING CO. S.A. RAHUE INVESTMENTS CO. S.A. SEA LION SHIPPING CO. S.A. GLOBAL COMMODITY INVESTMENTS INC. LENNOX OCEAN SHIPPING CO. S.A.	US$	10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10000	Shipowners and managers, shipping agencies and any commercial and financial operation.	Bertilda R. de Torres	Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
SOUTHERN SHIPMANAGEMENT CO. S.A.	US$	10,000	Shipowner and manager, shipping agencies and any commercial and financial operation.	Harry Gilbert	Chairman: Rob Grool Vice Chairman: Héctor Arancibia S. (6) Directors: James Nelson Eduardo Schalchli M.
MARITIME SHIPPING TRADING INC.	US$	10,000	Shipowner and manager, shipping agencies and any commercial and financial operation.	Alejandro Pedraza M.	Chairman: Alejandro Pedraza M. Vice Chairman. Fabio Salame-Córdova C. Directors: Dionisio Romero P. Luis Romero B. Juan Carlos Claro Santiago Bielenberg V. (8)
REENWOOD INVESTMENTS INC.	US$	112,000	Investments	Horacio Diez O.	Chairman: Julio E. Linares F. Directors: Roberto Larraín S. Horacio Diez O.
G-STAR CAPITAL INC.	US$	0	Investments	Álvaro Galindo N.	

Name and type of enmtity	Capital		Objects	Manager	Administration
AIRPORT INVESTMENTS S DE RL.	US$	1,000	Investments		Chairman: Julio E. Linares F. Directors: Roberto Larraín S. Víctor Pino T. Juan Garrido
CSAV SHIPHOLDING S.A.	US$	10,000	Shipowner and manager, shipping agencies and any commercial and financial operation	Bertilda R. de Torres	Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
CSAV SHIPS S.A.	US$	10,000	Holding company of shipowner companies.	Bertilda R. de Torres	Chairman: Bertilda R. De Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
NORASIA ALYA S.A (PANAMA)	US$	10,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Chairman: Bertilda R. de Torres Directors: Álvaro Infante G. (11) Héctor Arancibia S.(6) Mirtha C. de Fernández
OTHER COUNTRIES :					
CONCESIONARIA SAAM COSTA RICA S.A. COSTA RICA	US$	4,500,000	Services of transportation, agency, tugs, salvage, assistance, shipwreck removal, pilotage, launches & coastal shipping	Humberto Ferretti J.	Chairman: Alejandro García-Huidobro O. Directors: Víctor Pino T. Roberto Larraín S. Felipe Rioja R.
CSAV AGENCY (COSTA RICA) S.A COSTA RICA	US$	330,000	Agencies	Edwin Mora	Rafael Ferrada M. (5) Andrés Kulka K. *(7) Eugenio Cruz N. (9)
ECUAESTIBAS S.A. ECUADOR	US$	2,717,288	All kinds of port services, as port operator or in complementary services	Enrique Brito M.	Chairman: Alejandro García-Huidobro O. Directors: Felipe Rioja R. Roberto Larraín S.
CSAV ECUADOR S.A. ECUADOR	US$	20,000,000	Shipowner and manager, shipping agencies and any commercial and financial operation	Haydeé Freire	Chairman: Claudio Barroilhet A. (22) Directors: Beltrán Sáez M. (28) Marcela Pizarro A. (26)
GEURIM S. A. ECUADOR	US$	1,600	Commercial, industrial, transport & services to the hydrobiological industry.	Luis Enrique Navas	
CSAV ARGENTINA S.A. ARGENTINA	Ar$	5,000	Agencies.	Felipe Olavarría	Chairman: Enrique Arteaga C. (16) Directors: José Francisco Muñoz B. (17) Felipe Olavarría
TOLKEYEN PATAGONIA TURISMO S.A ARGENTINA	US$	4,000,000	Activities related to tourism & trade; hotels, transport, export & import.	Claudio de Sousa	Chairman: Alejandro Kusanovic
LOGÍSTICA INTEGRAL MENDOZA S.A. ARGENTINA (Non-operative)	Ar$	1,950	Transport, distribution & warehousing services; installation & exploitation of container & cargo terminals; representations, rental of transport equipment, & related businesses	Andrés F. Pulido	Chairman: Alejandro Garcia-Huidobro O. Directors: Roberto Larraín S. Felipe Rioja R.

Name and type of enmtity	Capital		Objects	Manager	Administration
PARANA TOWAGE S.A. ARGENTINA	US$	12,000	Maritime services in general.	Fernando Capurro S	Chairman: Fernando Capurro S. Directors: Juan Larrague Sergio Pez
TRABAJOS MARÍTIMOS S.A. (TRAMARSA) PERU	N/S	10,000,000	Port operator (shipping agent, stevedoring, tugs services, pilotage, equipment rental & terminal operations).	Mario Hart P.	Chairman: Dionisio Romero P. Directors: José Antonio Onrubia Calixto Romero G. Ernesto Romero B. Luis Romero B. Álvaro Galindo N.
CONSORCIO NAVIERO PERUANO S.A. PERU	N/S	4,613,430	Shipowner & manager, shipping agencies & any commercial & financial operation.	Alejandro Pedraza M.	Directors: Luis Romero B. Dionisio Romero P. Alejandro Pedraza M. Santiago Bielenberg V. (8) Juan C. Claro F.
CONSTRUCCIONES MODULARES S.A. PERU	N/S	3,766,541	Installation & management of container & cargo terminals; cold-storage plants; container operator, storage & cargo services, stuffing of containers, building, maintenance, modification & repair of containers & modules.	Emilio Fantozzi T.	Chairman : Dionisio Romero P. Directors: Alvaro Galindo N. Mario Hart P. Emilio Fantozzi T. Luis Enrique Romero B.
INVERSIONES MISTI S.A. PERU	N/S	648,029	Shipping & port business & activities, stevedoring, storage, port operator, tonnage, launch facilities, shipowner & shipping agent, port equipment, cargo & container handling & transport, etc. Participation in other companies.	Gustavo García C.	Chairman: Alejandro Garcia-Huidobro O. Directors: Roberto Larraín S. Felipe Rioja R.
INVERSIONES CNP S.A. PERU	N/S	330,187	Shipowners, shipping of all kinds, port stevedoring services and in general all activities related to shipping.	Santiago Bielenberg V. (8)	Chairman: Rafael Ferrada M. (5) Directors: Héctor Arancibia S. (6) Santiago Bielenberg V. (8)
INVERSIONES NAVIERAS S.A.C. (INVERNA S.A.) PERU	N/S	4,950,000	Shipowners, shipping agents, shipping of all kinds of cargo & all related shipping & port activities, barge operations & tug services, pilotage, bay transport, sea salvage & other related services.	Mario Hart Potestá	
ELEQUIP S.A. COLOMBIA (Non-operative)	$Col.	992,674,600	Operation of equipment for stevedoring & complementary services.	Antonio Rodríguez M.	Directors: Alejandro García-Huidobro O. Felipe Rioja R. Claus Haubold Juan Raute
EQUIYARD S.A. COLOMBIA (In liquidation)	$Col.	850,000,000	Administration of maintenance depots & repairs of containers.	Antonio Rodríguez M.	
EQUIMAC S.A. COLOMBIA	$Col.	97,338,600	Tug services	Antonio Rodríguez M.	Directors: Alejandro García-Huidobro O. Felipe Rioja R. Claus Haubold Juan Raute

Name and type of enmtity	Capital		Objects	Manager	Administration
TRANSAEREO LTDA. COLOMBIA	$Col	1,.000,000	Airport, land cargo & related services	Hans Timcke.	Chairman: JoachimHaubold Directors: José Giraldo Gabriel Salinas Patricio Latorre
CSAV GROUP AGENCY COLOMBIA LTDA. COLOMBIA	$Col.	360,000,000	Agencies.	Jorge Missas	Directors: José Gabriel Salinas Alejandro Garcés Gonzalo Baeza S. (18) Andrés Kulka K. * (7)
TORSKEY S.A. URUGUAY	$Urug	1,600,000	Agencies.		Director,s: Rafael Ferrada M. (5) Eugenio Cruz N. (9)
COMPAÑIA LIBRA DE NAVEGACION (URUGUAY) S.A. URUGUAY	$Urug	1,209,730,726	All kinds of sea & river transport.	Enrique Arteaga C. (16)	Chairman: Enrique Arteaga C. (16) Directors: José Francisco Muñoz B. (17) Felipe Olavarría
GIRALDIR S.A. URUGUAY	$Urug	50,000	Tug & shipping services in general. .	Fernando Capurro S.	Chairman: Alejandro García-Huidobro O. Directors: Fernando Capurro S. Felipe Rioja R.
KIOS S.A. URUGUAY	$Urug	10,000,000	Tug services	Fernando Capurro S.	Directors: Fernando Capurro S. Felipe Rioja R Francisco Licio S.
SERVICIOS DE PROCESAMIENTO NAVIERO S.R.L. URUGUAY	$Urug	116,500,00	River & coastal shipping in all forms & their related services	Oscar Touris	Administrators: Rafael Ferrada M. (5) Juan C. Valenzuela A. (20)
TAMARIM INTERNATIONAL S.R.L. URUGUAY	US$	9,612,900	River & coastal shipping in all forms & their related services		Administrators: Rafael Ferrada M. (5) Enrique Arteaga C. (16)
RILUC SOCIEDAD ANONIMA URUGUAY	US$	465,791	Professional cargo transport services	Luis Fabini W.	Directors: Víctor Pino T. Alejandro García-Huidobro O. Francisco J. Jobson Horacio Diez O. Felipe Rioja R.
GERTIL SOCIEDAD ANONIMA URUGUAY	US$	3,785,894	Stevedoring services	Luis Fabini W.	Chairman: Víctor Pino T. Directors: Alejandro García-Huidobro O. Francisco J. Jobson Horacio Diez O. Felipe Rioja R.
TECNOLUM S. A. URUGUAY	Ur$	1,500,000	Professional transport of bulk cargo	Luis Fabini W,	Chairman: Luis Fabini Director: Hugo Ardid
DUGARD S.A. URUGUAY (Non-operative)	Ur$	0	Professional transport of bulk cargo	Luis Fabini W.	Chairman: Luis Fabini Director: Hugo Ardid
LUCKYMONT S.A. URUGUAY (Non-operative)	Ur$	0	Prepare free zone for logistics services to the Montes del Plata pulp plant (Punta Pereira, Colonia, Uruguay)	Luis Fabini W.	Chairman: Luis Fabini Director: Horacio Diez

Name and type of enmtity	Capital		Objects	Manager	Administration
LIMOLY S.A. URUGUAY	Ur$	400,000	Industrialization & commercialization in all forms, merchandise, leasing of works & services.	Jorge Oyarce S.	Directors: Alejandro García -Huidobro O. Alberto Rawlins B. Felipe Rioja R. Roberto Larraín S.
CSAV GROUP AGENCIES URUGUAY S.A. URUGUAY	$Urug	350,000	Agencies	Christian Riedel	Chairman: Enrique Arteaga C. (16) Directors: Mario Kahl P. (15) Felipe Olavarría
COMPANHIA LIBRA DE NAVEGACAO S.A. BRAZIL	R$	8,000,000	Coastal & international shipping in own or third-party ships; operation of oil, clear derivatives & LPG tankers, including for third parties; ship chartering; participation in other companies, in associations, consortia or similar forms for the exploitation of the corporate objects.	Enrique Arteaga C. (16)	Directors: David Giacomini Luigi Ferrini
TAMARIM PARTICIPACOES LTDA. BRAZIL	R$	1,000,000	Investments.	Enrique Arteaga C. (16)	Directors: David Giacomini Luigi Ferrini
NAVIBRAS COMERCIAL MARITIMA E AFRETAMENTOS LTDA. BRAZIL	R$	2,648,100	Agencies		Directors: David Giacomini Luigi Ferrini
NORGISTICS BRASIL OPERADOR MULTIMODAL LTDA. BRAZIL	R$	10,000	Coordination services of sea, air, rail or river freight with own or third-party resources; promotion & coordination of operations with cargo terminals, warehouses, customs warehouses; coordination & promotion of consolidation & de-consolidation operations of import, export cargoes, long-voyage & coastal shipping of sea & land transport companies and exploit for own or third party's account related activities such as port operator, stevedoring, logistics operator, cargo transfer agent, freight, warehousing of merchandise & containers; rental & repair of containers; palletization of cargo; consolidation & de-consolidation of containers; road & rail movement & transport of cargo in general; shipping & customs clearance; import & export; administration & provision of intermodal, road, rail & shipping terminal services. b) Rental of any equipment such as container & simple cranes. c) Commercial representations. d) Participation in other national or foreign companies of any kind.carreteros, ferroviarios		Directors: David Giacomini Luigi Ferrini
MARSUD ARMAZENS GERAIS LTDA.BRAZIL	R$	3,000,000	Warehousing & shipping agency	Jorge Cárdenas C	Council of administration under partners' representatives
MARSUD SERVICIOS MARITIMOS E PORTUARIOS LTDA. BRAZIL	R$	520,000	Ship agencies	Jorge Cárdenas C.	Council of administration under partners' representatives
SUDAMERICANA AGENCIA MARITIMA DO BRASIL LTDA. BRAZIL	R$	5,000,000	Shipping agencies & representative.	Jorge Cárdenas C.	Council of administration under partners' representatives

Name and type of enmtity	Capital		Objects	Manager	Administration
TUG BRASIL APOIO PORTUARIO S.A. BRAZIL	R$	68,000,000	Shipping & port activities. Rental to others of equipment & vessels. Participation in other companies.	Jorge Oyarce S.	Directors: Jaime Claro V. Víctor Pino T. Alejandro García-Huidobro O. Alberto Rawlins B. Felipe Rioja R. Roberto Larraín S.
SERVICOS MARITIMOS ATLANTICA DO BRASIL S. A. (SEMABRA) BRAZIL	R$	1,000	Tug crew operation for port & shipping support	Jorge Oyarce S.	Administrators: Jorge Oyarce S. Marcelo Botelho
CSAV GROUP AGENCIES BRAZIL AGENCIAMENTO DE TRANSPORTES LTDA BRAZIL	US$	200,000	Agencies	Luigi Ferrini	Directors: David Giacomini Luigi Ferrini
SAAM REMOLQUES S.A. DE C.V. MEXICO	M$	43,663,265	Provision of port services of tugs, mooring & launches.	Marcelo Jullian R.	Directors: Alejandro García-Huidobro O. Roberto Larraín S. Víctor Pino T. Felipe Rioja R.
RECURSOS PORTUARIOS S.A. DE C.V. MEXICO	M$	50,000	Provision of technology & labor services, transmission of technical knowledge, personnel training & administrative services.	Marcelo Jullian R.	Directors: Alejandro García-Huidobro O. Roberto Larraín S. Felipe Rioja R.
SAAM REMOLCADORES S.A. DE C.V. MEXICO	M$	500,000	Provision of tug, launch and ship pilotage services.	Marcelo Jullian R.	Directors: Roberto Larraín S. David Foulkes W. Felipe Rioja R. Alejandro García-Huidobro O. Víctor Pino T.
JALIPA CONTENEDORES S. A.. DE C.V. MEXICO (Non-operative)	M$	50,000	Provision of cleaning, repair, handling, carrying & storage services for all kinds of containers.	Marcelo Jullian R.	
AGENCIAS GRUPO CSAV (MÉXICO) S.A. DE C.V. MEXICO	US$	397,974	Agencies	Estenio Pinzás V.	Chairman: Andrés Kulka K. (7) Directors: Felipe Olavarría Guillermo González S. (25)
PRESTADORA DE SERVICIOS INTEGRADOS DE PERSONAL S.A. DE C.V. MEXICO	US$	397,974	Provision of personnel services for all kinds of activities related to own activities & required by other companies.	AlessioCicchini	Administrator: AlessioCicchini
SAAM GUATEMALA S.A. GUATEMALA	GTQ	10,402,701	Port & shipping services. The purchase, sale, sub-contracting, rental, assignment & any other activity related to business.	Harry M. Nadle	Chairman: Alejandro García-Huidobro O. Directors: Felipe Rioja R. Roberto Larraín S. Harry M. Nadle
EXPERTAJES MARITIMOS S.A. (MAREX S.A.) GUATEMALA	GTQ	5,000,000	Port & shipping services. The purchase, sale, sub-contracting, rental, assignment & any other activity related to business. Any industrial, agricultural, commercial or services activity.	Harry M. Nadle	Chairman: Alejandro García-Huidobro O. Directors: Felipe Rioja R. Roberto Larraín S. Harry M. Nadle
ODFJELL & VAPORES LTD. BERMUDA	US$	12,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Chairman: Timothy Counsell Directors: Jaime Claro V. Terje Storeng James Macdonald

Name and type of enmtity	Capital		Objects	Manager	Administration
BRUNSWICK INVESTMENTS CO. INC. BAHAMAS	US$	10,000	Shipowner and manager, shipping agencies and any commercial and financial operation	Bertilda R. de Torres	Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
TIOGA FRUIT TERMINAL INC. UNITED STATES	US$	311,203	Port terminal operations in Philadelphia.		Chairman: Álvaro Infante G. (11) Directors: Santiago Bielenberg V. (8) Danny Cheng
FLORIDA INTERNATIONAL TERMINAL, LLC UNITED STATES	US$	3,000,000	Port terminal operations & stevedoring	José A. Díaz	Chairman: Alejandro García-Huidobro O. Directors: Víctor Pino T. Felipe Rioja R. Luis Mancilla Roberto Larrain S. Franco Montalbetti
SAAM FLORIDA, INC. UNITED STATES	US$	2,100,000	Investments	José A. Díaz	Chairman: Alejandro García-Huidobro O. Directors: Felipe Rioja R. Roberto Larraín S.
CSAV AGENCY LTD. CANADA	US$	10,000	Agencies	YvetteLarder	Directors: Álvaro Infante G. (11) Guillermo González S. (25)
CSAV UK & IRELAND LIMITED ENGLAND	GBP	100,000	Agencies.	MichealFinn (Chief Executive)	Directors: Mario Kahl P. (15) Juan Pablo Richards (23)
VOGT & MAGUIRE SHIPBROKING LIMITED ENGLAND	GBP	10,000	Shipping agencies & in general all shipping trade operations.		Directors: Charlotte J. Vogt Claire Hannah Vogt Oscar Hasbún M.(3) Arturo Ricke G.(4)
WELLINGTON HOLDING GROUP S.A. BRITISH VIRGIN ISLANDS	US$	10,000	Shipowner and manager, shipping agencies and any commercial and financial operation	Enrique Arteaga C. (16)	Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6)
KEMPE (BVI) HOLDING CO. LTD. BRITISH VIRGIN ISLANDS	US$	10,000	Shipowner companies holding company		Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
KEMPE HOLDING CO. LTD. BRITISH VIRGIN ISLANDS	US$		Shipowner companies holding company		Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
BUREO SHIPPING CO. S.A. MARSHALL ISLANDS	US$	10,000	Shipowner and manager, shipping agencies and any commercial and financial operation	Bertilda R. de Torres	Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández

Name and type of enmtity	Capital		Objects	Manager	Administration
MARITIME SHIPPING & TRADING INTERNATIONAL INC. MARSHALL ISLANDS	US$	10,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Chairman: Alejando Pedraza M. Vice Chairman: Fabio Salame-Córdova C Directors: Dionisio Romero P. Luis Romero B. Gonzalo Baeza S. (18) Arturo Castro M. (21)
PUCON SHIPPING LTD. MARSHALL ISLANDS	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Directors: Donald B. Shafto Robert L. Poster Michael C. Lambert Richard A. Bertocci
CHOLGUAN SHIPPING LTD. MARSHALL ISLANDS	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
CHACABUCO SHIPPING LTD. MARSHALL ISLANDS	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Rafael Ferrada M. (5) Álvaro Infante G. (11) Donald B. Shafto Robert L. Poster Richard A. Bertocci
LIMARI SHIPPING LTD. MARSHALL ISLANDS	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Bertilda R. de Torres Mirtha C. de Fernández Álvaro Infante G. (11) Héctor Arancibia S. (6) Rafael Ferrada M. (5)
LONGAVI SHIPPING LTD. MARSHALL ISLANDS	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Bertilda R. de Torres Mirtha C. de Fernández Álvaro Infante G. (11) Héctor Arancibia S. (6) Rafael Ferrada M. (5)
PAINE SHIPPING LTD. MARSHALL ISLANDS	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Presidente: Bertilda R. de Torres Directores: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
PUELO SHIPPING LTD. MARSHALL ISLANDS	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
PALENA SHIPPING LTD. MARSHALL ISLANDS	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
HULL 1794 CO. LTD. ISLAS MARSHALL	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández

Name and type of enmtity	Capital		Objects	Manager	Administration
HULL 1796 CO. LTD. MARSHALL ISLANDS	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
HULL 1798 CO. LTD. MARSHALL ISLANDS	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
HULL 1800 CO. LTD. MARSHALL ISLANDS	US$	1,000	Shipowner and manager, shipping agencies and any commercial and financial operation		Chairman: Bertilda R. de Torres Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6) Álvaro Infante G. (11) Mirtha C. de Fernández
HULL 1906 CO. LTD. HULL 1975 CO. LTD: HULL 1976 CO. LTD MARSHALL ISLANDS			Shipowner and manager, shipping agencies and any commercial and financial operation		Chairman: Donald B. Shafto Directores: Robert L. Poster Richard A. Bertocci Michael C. Lambert Andreas Seuffert
CSBC HULL 896 Limited ISLE OF MAN	GBP	2,000	Shipowner and manager, shipping agencies and any commercial and financial operation	Rafael Ferrada M.(5)	Directors: Rafael Ferrada M. (5) Héctor Arancibia S.(6)
CSBC HULL 898 Limited ISLE OF MAN	GBP	2,000	Shipowner and manager, shipping agencies and any commercial and financial operation	Rafael Ferrada M.(5)	Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6)
CSBC HULL 900 Limited. ISLE OF MAN	GBP	2,000	Shipowner and manager, shipping agencies and any commercial and financial operation	Rafael Ferrada M.(5)	Directors: Rafael Ferrada M. (5) Héctor Arancibia S. (6)
CSAV HOLDING EUROPE S.L. SPAIN	EUR	6,394,000	Investments, holding company of agencies in Europe.	Eugenio Cruz (9) Rafael Ferrada M. (5)	Directors: Rafael Ferrada M. (5) Andrés Kulka K. (7) Juan Pablo Richards (23) Arturo Ricke (4) Eugenio Cruz (9)
COMPAÑÍA SUDAMERICANA DE VAPORES AGENCIA MARÍTIMA, S.L. SPAIN	EUR	500.000	Agencies.		Eugenio Cruz (9) (Managing Director)
CSAV NORTH AND CENTRAL EUROPE GmbH GERMANY	EUR	500,000	Agencies.		Juan Pablo Richards (23) (Managing Director)
CSAV NORTH AND CENTRAL EUROPE N.V. BELGIUM	EUR	1,525,000	Agencies	Juan Pablo Richards (23)	Directors: Mario Kahl P. (15) Juan Pablo Richards (23)
CSAV NORTH AND CENTRAL EUROPE BV HOLLAND	EUR	1,250,000	Agencies.		Juan Pablo Richards (23) (Managing Director)
CSAV AGENCY ITALY, S.P.A. ITALY	EUR	600,000	Agencies.	Luciano Covacci	Directors: Mario Kahl P. (15) Juan Pablo Richards (23)

Name and type of enmtity	Capital		Objects	Manager	Administration
CSAV GROUP AGENCIES (SOUTH AFRICA) (PTY) LTD. SOUTH AFRICA	RAND	1,000	Agencies	Rogelio Busto	Directors: Enrique Arteaga C. (16) Andrés Kulka K. (7) José Francisco Muñoz B. (17) Dayalan James Reddy Michael John Steele
NORASIA CONTAINER LINES LTD. MALTA	US$	10,000	Shipping	Rafael Ferrada M. (5)	Directors: Rafael Ferrada M. (5) Jaime Herrera M. (19) Guillermo Ginesta B.(13)
CSAV GROUP (INDIA) PRIVATE LIMITED INDIA	RPS	100,000	Back Office.	Javier Verstraete	Directors: Rafael Ferrada M. (5) José Francisco Muñoz B. (17) Jaime Herrera M. (19) Javier Verstraete
CSAV GROUP AGENCIES (INDIA) PRIVATE LIMITED INDIA	RPS	500,000	Agencies	DheerajBhatia (24)	Directors: Andrés Kulka K.* (7) Alejandro Pattillo M. (12) DheerajBhatia (24)
CSAV GROUP AGENCIES (HONG KONG) LTD. CHINA	HKD	3,000,000	Agencies.	José Montero	Directors: Jaime Herrera M. (19) Guillermo Ginesta B.(13)
CSAV GROUP (HONG KONG) LTD. CHINA	US$	64,625	Agencies.	Juan Luis Arriola	Directors: Jaime Herrera M. (19) Guillermo Ginesta B. (13)
NORGISTICS (CHINA) LIMITED HONG KONG	USD	1,282.05	Coordination of air, sea, rail & river transport, promotion & coordination of operations with cargo terminals, warehoyses, customs depots; coordination & promotion of consolidation & de-consolidation operations with import & export cargoes. long-voyage navegation and coastal shipping of air & land transport companies and exploit related activities such as port operator, stevedoring, logistics operator, transitory cargo agent, freight, merchandise & container storage, leasing, re-leasing and repairs of containers, palletization of cargo, consolidation & de-consolidation of containers, road & rail movement of cargo, maritime & customs clearance, import & export, administration & provision of intermodal terminal, road, rail & shipping services. b) Leasing of equipment like container-carrier & simple cranes. c) Commercial representations. d) Participation in other companies, national or foreign, whatever their objects, as partners or shareholders.	JackieLan	Directors: Guillermo Ginesta B.(13) José Miguel Respaldiza C. (14)
CSAV GROUP AGENCIES (KOREA) CO. LTD. KOREA	US$	206,321.89	Agencies.	D.J. Yang	Chairman: Guillermo Ginesta B.(13) Directors: Rafael Ferrada M. (5) Andrés Kulka K. (7)*
CSAV GROUP AGENCIES (TAIWAN) LTD TAIWAN	TWD	9,000,000	Agencies.	José Montero	Chairman: Guillermo Ginesta B. (13) Directors: Andrés Kulka K. * (7) Jaime Herrera M. (19)
CSAV GROUP AGENCIES (FRANCE) S.A.S. FRANCE	EUR	50,000	Agencies	Juan Pablo Richards (23)	

Name and type of enmtity	Capital		Objects	Manager	Administration
CSAV DENIZCILIK ACENTASI A.S. TURKEY	YTL	600,000	Agencies.	AsenaCatal	Directors: Eugenio Cruz N.(9) Mario Kahl P. 15) Christian Seydewitz M. (27) Luca Cavagnaro
CSAV GROUP AGENCIES PUERTO RICO INC. PUERTO RICO	$US	40,000	Agencies.	Álvaro Infante G. (11)	Directors: Álvaro Infante G. * (11) Mario Kahl P. (15) Andrés Kulka K. * (7)
CSAV AGENCIES (MALAYSIA) SDN. BHD. MALAYSIA	MYR	140,000	Agencies	Jeremy Chapman	Directors: Juan Luis Arriola Z. Jeremy Paul Chapman ZallyEezwaneezamBinIsmail
CSAV SHIPPING LLC DUBAI	AED	300,000	Agencies.	Sapanish Bharti	
NORGISTICS N.A INC. U.S.A	USD	600,000	NVOCC & freight forwarder activities, and ship brokerage.	Estenio Pinzás	Andrés Kulka K. (7) José Miguel Respaldiza C. (14)
NORGISTICS MEXICO S.A.	USD	56,250	NVOCC & freight forwarder activities, and ship brokerage.		Chairman: Andrés Kulka K. (7) Guillermo González S. (25) Felipe Olavarría

*In process of formalization

Notes:
A.- The trading relations between the subsidiaries or associates with the parent company are detailed by nature and amount in the consolidated statement of financial position.
Current contracts between the Company and its subsidiaries contain equitable market conditions and do not exceed normal operating needs.
B.- Relationship of the managers of the companies related to CSAV.

(1)	Juan A. Álvarez A.	Vice Chairman
(2)	Arturo Claro F.	Director
(3)	Oscar Hasbún M.	General Manager Shipping - Containers
(4)	Arturo Ricke G.	Corporate General Manager
(5)	Rafael Ferrada M.	Senior Vice President Administration & Finance
(6)	Héctor Arancibia S.	Senior Vice President Shipmanagement
(7)	Andrés Kulka K.	Senior Vice President Marketing & Commercial
(8)	Santiago Bielenberg V.	Senior Vice President Special Services
(9)	Eugenio Cruz N.	Senior Vice President Mediterranean Region
(10)	Fernando Valenzuela D.	Senior Vice President Systems
(11)	Álvaro Infante G.	Senior Vice President North America & Caribbean Region
(12)	Alejandro Pattillo M.	Senior Vice President Lines Planninmg
(13)	Guillermo Ginesta B.	Senior Vice President Asia Region
(14)	José Miguel Respaldiza C.	Senior Vice President Cargo Services (Norgistics)
(15)	Mario Kahl P.	Vice President Agency Network
(16)	Enrique Arteaga C.	Senior Vice President ECSA Region
(17)	José Francisco Muñoz B.	Vice President Shared Services
(18)	Gonzalo Baeza S.	Senior Vice President WCSA Region
(19)	Jaime Herrera M.	Senior Vice President Administration & Finance Asia Region
(20)	Juan C. Valenzuela A.	Senior Vice President Human Resources
(21)	Arturo Castro M.	Senior Vice President Pacific Area Sales
(22)	Claudio Barroilhet A.	Senior Vice President Legal
(23)	Juan Pablo Richards B.	Senior Vice President Europe Region
(24)	Dheeraj Bhatia	Senior Vice President India Region
(25)	Guillermo González S.	Senior Vice President Operations & Logistics North America Region
(26)	Marcela Pizarro A.	Chief Lawyer
(27)	Christian Seydewitz M.	Senior Vice President Operaciónes y Desarrollo
(28)	Beltrán Sáez M.	Legal Adviser

C.- Currencies

Ch$	: Chilean pesos
US$	: US dollars
Ar$	: Argentine pesos
ECS	: Ecuadorian sucres
N/S	: Peruvian new soles
R$	: Brazilian reales
HKD	: Hong Kong dollars
TWD	: Taiwan dollars
EUR	: Euros
YTL	: Turkish pounds
$Col	: Colombian pesos
$Urug	: Uruguayan pesos
M$	: Mexican pesos
GTQ	: Quetzal (Guatemala)
GBP	: Pounds sterling
RPS	: Indian rupies
RAND	: South African rand
Colon	: Costa Rica
MYR	: Malaysian ringgits

INVESTING COMPANIES / ISSUING COMPANIES	C.S.A.V. S.A.	S.A.A.M. S.A.	SAAM PUERTOS	ALARIA S.A.	HABS BURGO S.A.	MISTI S.A. PERU	TRAMARSA PERU S.A.	S.A.A.M. INTER. S.A.	CNP HOLDING PANAMA	SEA LION SHIPPING C.O. S.A.	CSAV INVERSIONES NAVIERAS S.A.	MARSUD S.A. BRAZIL	SAAM SERV. HIDROBIOLO-GICOS LTDA.	EMPRESA DE TRANSPORTE SUDAMERICANA AUSTRAL LTDA.
CIA.SUD AMERICANA DE VAPORES GMBH (GERMANY)	100.00													
CSAV AGENCY LLC (USA)	100.000													
CSAV GROUP (CHINA) SHIPPING CO LTD SHANGAI (CHINA)	99.00										1.00			
NORGISTICS CHINA LTD (CHINA)	99.00										1.00			
TOLLO SHIPPING CO.S.A. (PANAMA)	99.999									0.001				
CORVINA SHIPPING CO.S.A. (PANAMA)	99.998								0.002					
INVERSIONES PLAN FUTURO S.A. (PANAMA)	99.990									0.01				
INVERSIONES NUEVO TIEMPO S.A. (PANAMA)	99.000								1.00					
SUDAMERICANA AGENCIAS AEREAS Y MARITIMAS S.A. (SAAM) (CHILE)	99.999													
EMPRESA DE TRANSPORTE SUDAMERICANA AUSTRAL LTDA. (CHILE)	99.00													
ODFJELL Y VAPORES S.A. (CHILE)	51.00													
NORGISTICS HOLDING S.A LTD (CHILE)	99.00													1.00
LOGISTICA INTEGRAL S.A. (COSAN S.A.) (CHILE)	0.01	1.00												
CSAV INVERSIONES NAVIERAS S.A. (CHILE)	99.997													0.003
SAAM INTERNACIONAL S.A. (CHILE)		100.00												
SAAM SERVICIOS A LA INDUSTRIA HIDROBIOLOGICA LTDA.		1.00												
MARSUD ARMAZÉNS GERAIS LTDA. (BRAZIL)												60.00		
SERVICIOS DE PERSONAL PORTALES S.A. (SEPSA) (CHILE)		1.00												
INMOBILIARIA MARITIMA PORTUARIA S.A. CHILE (IMPSA)														
IPSA S.A. (PERU)					100.00									
INMOBILIARIA BARON LTDA. (CHILE)														
INMOBILIARIA CARRIEL LTDA. (CHILE)														
INMOBILIARIA PLACERES LTDA. (CHILE)														
TERMINAL BARRANCAS S.A. (CHILE)		1.00												
TERMINAL CHINCHORRO S.A. (CHILE)		1.00												
TERMINAL EL COLORADO S.A. (CHILE)		1.00												
TERMINAL PEÑUELAS S.A. (CHILE)		1.00												
TERMINAL CALICHE S.A. (CHILE)		1.00												
TERMINAL GOLONDRINAS S.A. CHILE		1.00												
INVERSIONES SAN MARCO S.A. (CHILE)	1.00	99.00												
INMOBILIARIA SAN MARCO LTDA. (CHILE)	1.00	99.00												
CIA. DE SERVICIOS DE MOVILIZACION COSEM LTDA. (CHILE)		1.00												
RECURSOS PORTUARIOS S.A. DE C.V. (MEXICO)		99.00			1.00									
SAAM REMOLQUES S.A.DE C.V. (MEXICO)		99.00												
SAAM GUATEMALA S.A. (GUATEMALA)					70.00									

INMOBILIARIA SAN MARCO S.A.	INVERSIONES SAN MARCO LTDA.	SAAM FLORIDA INC USA	G STAR CAPITAL INC.	TUG BRASIL APOIO MARITIMO	AEROSAN AIRPORT SERVICES	S.V.T.I. S.A.	S.T.I. S.A.	I.T.I. S.A.	A.T.I S.A.	REEWOOD S.A.	AGUNSA MIAMI INC	SERV.PORTUA-RIOS RELONCAVI LTDA.	SAAM REMOLQUES SA DE CV	KIOS S.A.	GLOBAL COMMODITY INVESTMENT	LOGISTICA INTEGRAL S.A.	OTHERS	TOTAL
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
															0.001			100.00
															1.00			100.00
																	49.00	100.00
																		100.00
	98.99																	100.00
																		100.00
-	-																	100.00
	99.00																	100.00
																	40.00	100.00
-	99.00																	100.00
99.695	0.305																	100.00
																		100.00
99.695	0.305																	100.00
50.000																	50.000	100.00
99.695	0.305																	100.00
-	99.00																	100.00
-	99.00																	100.00
-	99.00																	100.00
-	99.00																	100.00
	99.00																	100.00
	99.00																	100.00
																		100.00
																		100.00
	99.00																	100.00
																		100.00
																	1.00	100.00
																	30.00	100.00

INVESTING COMPANIES / ISSUING COMPANIES	C.S.A.V. S.A.	S.A.A.M. S.A.	SAAM PUERTOS	ALARIA S.A.	HABS BURGO S.A.	MISTI S.A. PERU	TRAMARSA PERU S.A.	S.A.A.M. INTER. S.A.	CNP HOLDING PANAMA	SEA LION SHIPPING C.O. S.A.	CSAV INVERSIONES NAVIERAS S.A.	MARSUD S.A. BRASIL	SAAM SERV. HIDROBIOLO-GICOS LTDA.	EMPRESA DE TRANSPORTE SUDAMERICANA AUSTRAL LTDA.
EXPERTAJES MARITIMOS S.A. (GUATEMALA)					70.00									
AQUASAAM S.A. (CHILE)		1.00												
CONCESIONARIA SAAM COSTA RICA S.A. (COSTA RICA)		86.11						13.89						
IQUIQUE TERMINAL INTERNACIONAL S.A. (ITI) (CHILE)			85.00											
SAN VICENTE TERMINAL INTERNACIONAL S.A. (SVTI) (CHILE)			50.00											
EMPRESA DE SERVICIOS MARITIMOS Y PORTUARIOS HUALPEN LTDA.(CHILE)		50.00												
SERVICIOS AEROPORTUARIOS AEROSAN S.A. (CHILE)		50.00												
AEROSAN AIRPORT SERVICES S.A. (CHILE)		50.00												
SERVICIOS PORTUARIOS RELONCAVI LTDA. (CHILE)		50.00												
REENWOOD INVESTMENT CO. (PANAMA INC.)				0.02										
SERVICIOS MARITIMOS PATILLOS S.A. (CHILE)		50.00												
SERVICIOS PORTUARIOS Y EXTRAPORTUARIOS BIO - BIO LTDA (CHILE)			50.00											
MUELLAJE DEL MAIPO S.A. (CHILE)			50.00											
SAAM PUERTOS S.A. (CHILE)		99.75												
INARPI S.A. (ECUADOR)		99.99												
CARGO PARK S.A. (CHILE)		50.00												
TERMINAL PUERTO DE ARICA S.A. (TPA) (CHILE)			15.00											
PORTUARIA CORRAL S.A. (CHILE)			50.00											
SAAM REMOLCADORES S.A. DE C.V. (MEXICO)		94.90												
SAN ANTONIO TERMINAL INTERNACIONAL S.A. (STI) (CHILE)			50.00											
ANTOFAGASTA TERMINAL INTERNACIONAL S.A. (ATI) (CHILE)			35.00											
SAAM CONTENEDORES S.A. (CHILE)		1.00												
TRANSBORDADORA AUSTRAL BROOM S.A. (CHILE)		25.00												
MUELLAJE DEL LOA S.A. (CHILE)														
INVERSIONES ALARIA S.A. (PANAMA)		15.50						84.50						
SERVICIOS DE AVIACION Y TERMINALES S.A. (CHILE)		1.00												
INVERSIONES HABSBURGO S.A. (PANAMA)		0.93						99.07						
MUELLAJE ITI INTERNACIONAL S.A. (CHILE)			0.50											
INMOBILIARIA REHUE LTDA. (CHILE)														
MUELLAJE SVTI S.A. (CHILE)			0.50											
MUELLAJE STI S.A. (CHILE)			0.50											
MUELLAJE ATI S.A. (CHILE)			0.50											
ECUAESTIBAS S.A. (ECUADOR)		0.04		99.955										
TRANSPORTES FLUVIALES CORRAL S.A. (CHILE)		50.00												

INMOBILIARIA SAN MARCO S.A.	INVERSIONES SAN MARCO LTDA	SAAM FLORIDA INC USA	G STAR CAPITAL INC	TUG BRASIL APOIO MARITIMO	AEROSAN AIRPORT SERVICES	S.V.T.I. S.A.	S.T.I. S.A.	I.T.I. S.A.	A.T.I S.A.	REEWOOD S.A.	AGUNSA MIAMI INC	SERV.PORTUA-RIOS RELONCAVI LTDA.	SAAM REMOLQUES S.A. DE CV	KIOS S.A.	GLOBAL COMMODITY INVESTMENT	LOGISTICA INTEGRAL S.A.	OTHERS	TOTAL
																	30.00	100.00
	99.00																	100.00
																		100.00
																	15.00	100.00
																	50.00	100.00
																	50.00	100.00
																	50.00	100.00
																	50.00	100.00
																	50.00	100.00
												99.98						100.00
																	50.00	100.00
																	50.00	100.00
																	50.00	100.00
	0.25																	100.00
	0.01																	100.00
																	50.00	100.00
																	85.00	100.00
																	50.00	100.00
																	5.10	100.00
																	50.00	100.00
																	65.00	100.00
	99.00																	100.00
																	75.00	100.00
									99.00								1.00	100.00
																		100.00
	99.00																	100.00
																		100.00
								99.50										100.00
99.695	0.305																	100.00
						99.50												100.00
							99.50											100.00
									99.50									100.00
																		100.00
																	50.000	100.00

INVESTING COMPANIES / ISSUING COMPANIES	C.S.A.V. S.A.	S.A.A.M. S.A.	SAAM PUERTOS	ALARIA S.A.	HABS BURGO S.A.	MISTI S.A. PERU	TRAMARSA PERU S.A.	S.A.A.M. INTER. S.A.	CNP HOLDING PANAMA	SEA LION SHIPPING C.O. S.A.	CSAV INVERSIONES NAVIERAS S.A.	MARSUD S.A. BRASIL	SAAM SERV. HIDROBIOLO-GICOS LTDA.	EMPRESA DE TRANSPORTE SUDAMERICANA AUSTRAL LTDA.
SAAM DO BRASIL LTDA. (BRAZIL)				100.000	0.000									
PARANA TOWAGE S.A. (ARGENTINA)								0.10						
SAAM EXTRA PORTUARIO S.A. (CHILE)		1.00												
RILUC S.A. (URUGUAY)				35.779										
MISTI S.A. (PERU)				99.38	0.62									
GERTIL S.A. (URUGUAY)				49.00										
MARSUD SERVICIOS MARITIMOS Y PORTUARIOS S.A. (BRAZIL)				80.00										
GIRALDIR S.A. (URUGUAY)				70.00										
KIOS S.A. (URUGUAY)				79.00										
GEURIM S.A. (ECUADOR)													99.88	
INVERSIONES NAVIERAS S.A.C. (PANAMA)														
FLORIDA INTERNACIONAL TERMINAL LLC (USA)														
ELEQUIP S.A. (COLOMBIA)					49.80									
EQUIMAC S.A. (COLOMBIA)					49.00									
EQUIYARD S.A. (COLOMBIA)					49.80									
TUG BRASIL APOIO MARITIMO PORTUARIO S.A. (BRAZIL)				100.00										
SAAM REMOLCADORES S.A. (PANAMA)								100.00						
ATLANTIS MARINE S.A. (ARGENTINA)													50.00	
TRABAJOS MARITIMOS S.A. TRAMARSA (PERU)						50.00								
CONSTRUCCIONES MODULARES S.A. (PERU)						9.97	90.03							
SAAM FLORIDA INC (USA)														
SERVICIOS DE AVIACION LTDA. (SERVIAIR) (CHILE)		1.00												
SERVICIOS LOGISTICOS LTDA. (SERVILOG) (CHILE)		1.00												
PUERTO PANUL S.A. (CHILE)			14.40											
JALIPA CONTENEDORES S DE RL DE CV (MEXICO)		40.00												
G STAR CAPITAL INC (PANAMA)				50.00										
INMOBILIARIA SEPBIO LTD. (CHILE)			50.00											
LOGISTICA INTEGRAL S.A. (MENDOZA)														
LIMOLY S.A. (URUGUAY)				0.10	99.9									
LNG TUGS CHILE S.A. (CHILE)		40.00												
INMOBILIARIA MALVILLA (CHILE)														
SEMABRA S.A. (BRAZIL)														
TOCSA S.A. (CHILE)		1.00												

INMOBILIARIA SAN MARCO S.A.	INVERSIONES SAN MARCO LTDA.	SAAM FLORIDA INC USA	G STAR CAPITAL INC	TUG BRASIL APOIO MARITIMO	AEROSAN AIRPORT SERVICES	S.V.T.I. S.A.	S.T.I. S.A.	I.T.I. S.A.	A.T.I S.A.	REEWOOD S.A.	AGUNSA MIAMI INC	SERV.PORTUA-RIOS RELONCAVI LTDA.	SAAM REMOLQUES S.A. DE CV	KIOS S.A.	GLOBAL COMMODITY INVESTMENT	LOGISTICA INTEGRAL S.A.	OTHERS	TOTAL
																		100.00
														99.88			0.02	100.00
	99.00																	100.00
										64.220								100.00
																		100.00
										51.00								100.00
																	20.00	100.00
																	30.00	100.00
																	21.00	100.00
	0.12																	100.00
			99.99														0.01	100.00
		70.00									30.00							100.00
																	50.20	100.00
																	51.00	100.00
																	50.20	100.00
																		100.00
																		100.00
																	50.00	100.00
																	50.00	100.00
																		100.00
													100.00					100.00
					99.00													100.00
					99.00													100.00
																	85.60	100.00
																	60.00	100.00
																	50.00	100.00
																	50.00	100.00
																100		100.00
																		100.00
																	60	100.00
99.69	0.31																	100.00
				99.80													0.2	100.00
	99.00																	100.00

INVESTING COMPANIES / ISSUING COMPANIES	TOLLO Co. S.A.	CORVINA Co. S.A.	INVERSIONES NAVIERAS S.A. CHILE	CSAV HOLDING EUROPA S.L	SUDAMERI-CANA AUSTRAL LTDA. CHILE	DRY BULK HANDY HOLDING INC	CSAV AGENCY LLC USA	NORGISTIC HOLDING S.A. CHILE	CNP HOLDINGS PANAMA	INVER SIONES CNP	WELLINGTON HOLDING GROUP	TAMARIM INTERNAC. SRL	TAMARIM PARTICIPAC. LTDA BRASIL	LIBRA NAVEGA-CION URUGUAY	COMPANHIA LIBRA DE NAV. BRASIL
MAULE SHIPPING CO. S.A. (PANAMA)	100.00														
MALLECO SHIPPING CO. S.A. (PANAMA)	100.00														
LENNOX OCEAN SHIPPING CO.S.A. (PANAMA)	100.00														
RAHUE INVESTMENT CO. S.A. (PANAMA)	100.00														
CNP HOLDINGS S.A. (PANAMA)	100.00														
BRUNSWICK INVESTMENT CO. INC. (BAHAMAS)	100.00														
CSAV SUDAMERICANA DE VAPORES S.A. (PANAMA)	100.00														
CSAV SHIPHOLDING S.A. (PANAMA)	99.00														
ODFJELL & VAPORES (O&V) LTD. (BERMUDAS)	50.00														
GLOBAL COMMODITY INVESTMENT INC. (PANAMA)		100.00													
SEA LION SHIPPING CO.S.A. (PANAMA)		100.00													
BUREO SHIPPING CO. S.A. (MARSHALL ISLANDS)															
LANCO INVESTMENT CO. S.A. (PANAMA)		100.00													
KEMPE (BVI) HOLDING CO LTD (BRITISH VIRGENS ISLANDS)		100.00													
DRY BULK HANDLY HOLDING INC. (MONACO)		50.00													
DBCN CORPORATION (PANAMA)						100.00									
CSAV ECUADOR S.A. (ECUADOR)									100.00						
WELLINGTON HOLDINGS GROUP S.A. BVI									100.00						
CSAV GROUP (INDIA)PRIVATE LTD (INDIA)	1.00								99.00						
CSAV GROUP AGENCIES (INDIA) PRIVATE LTD	1.00								99.00						
CSAV GROUP (HONG KONG) LTD (HONG KONG)									100.00						
CSAV AGENCY LTD (CANADA)									100.00						
TORSKSEY S.A. (URUGUAY)									100.00						
NORASIA CONTAINER LINES LTD. (MALTA)	0.01								99.99						
CSAV GROUP AGENCIES (HONG KONG) LTD (HONG KONG)	0.01								99.99						
INVERSIONES CNP S.A. (PERU)	0.02								99.98						
VOGT & MAGUIRE SHIPBROKING LTD (UK)									50.00						
COMPAÑÍA LIBRA NAVEGACION (URUGUAY) S.A. (URUGUAY)											100.00				
COMPANHIA LIBRA DE NAVEGACAO (BRAZIL)											2.90		97.10		
CSAV GROUP AGENCIES (UK)LTD. (UK)									100.00						
MARITIMA SHIPPING TRADING INTERNATIONAL (PANAMA)									50.00						
MARITIMA TRADING INC. (MARSHALL ISLANDS)									50.00						
CONSORCIO NAVIERO PERUANO S.A. (PERU)										38.00					
TAMARIN PARTICIPACOES LTDA. (BRAZIL)											26.34	73.66			
TAMARIM INTERNATIONAL SRL (URUGUAY)											99.80			0.20	
NAVIBRAS COMERCIAL MARITIMA E. AFRETAMENTOS LTDA. (BRAZIL)													0.01	99.99	
NORGISTICS BRASIL OPERADOR MULTIMODAL LTDA. (BRAZIL)														20.00	40.00
NORGISTICS (CHINA) LTD. (HONG KONG)	1.00														
CSAV GROUP AGENCIES (TAIWAN) LTD. (TAIWAN)															
CSAV SHIPS (PANAMA) S.A. (PANAMA)															
NORASIA ALYA S.A. (PANAMA)															
NORGISTICS MEXICO S.A DE C.V (MEXICO)					1.00			99.00							
GLOBE I I HOLDING SHIFFAHRTS GMBH & CO.KG. (GERMANY)															
CSAV GROUP AGENCIES PUERTO RICO INC. (PUERTO RICO)			97.50		2.50										

	TORSKSEY S.A. URUGUAY	CSAV GROUP AGENCIES HONG KONG	VOGT & MAGUIRE UK	BRUNSWICK INVEST-MENT BAHAMAS	GLOBE II HOLDING SHIFF GMBH & CO KG	CSAV SHIPHOLDING (PANAMA) S.A	CSAV SHIPS S.A.	KEMPE (BVI) HOLDING CO V. ISLANDS	KEMPE HOLDING CO V. ISLANDS	CSAV AGENCIES GMBH	CSAV AGENCIES BELGIUM	CSAV AGENCIES NEDERLAND	CSAV AGENCIES FRANCE	SEA LION Co. S.A.	GLOBAL COMMODITY INV. PANAMA	SSM CO S.A. PANAMA	OTHERS	TOTAL
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
															1.00			100.00
																	50.00	100.00
																		100.00
																		100.00
							100.00											100.00
																		100.00
																		100.00
																	50.00	100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
			50.00															100.00
																	-	100.00
																	-	100.00
																		100.00
																	50.00	100.00
																	50.00	100.00
																	62.00	100.00
																		100.00
																		100.00
																		100.00
	40.00																	100.00
		99.00																100.00
		100.00																100.00
						100.00												100.00
						100.00												100.00
																		100.00
				50.00													50.00	100.00
																		100.00

INVESTING COMPANIES / ISSUING COMPANIES	TOLLO Co. S.A.	CORVINA Co. S.A.	INVERSIONES NAVIERAS S.A. CHILE	CSAV HOLDING EUROPA S.L.	SUDAMERI-CANA AUSTRAL LTDA. CHILE	DRY BULK HANDY HOLDING INC.	CSAV AGENCY LLC USA	NORGISTIC HOLDING S.A. CHILE	CNP HOLDINGS PANAMA	INVERSIONES CNP	WELLINGTON HOLDING GROUP	TAMARIM INTERNAC. SRL	TAMARIM PARTICIPAC. LTDA BRASIL	LIBRA NAVEGA-CION URUGUAY
CSBC HULL 896 LTD (ISLA OF MAN)														
CSBC HULL 898 LTD (ISLA OF MAN)														
CSBC HULL 900 LTD (ISLA OF MAN)														
CSAV HOLDING EUROPE S.L. (SPAIN)			100.00											
SERVICIOS DE PROCESAMIENTO NAVIERO S.R.L. (URUGUAY)			89.91											
CSAV AGENCY COSTA RICA S.A. (COSTA RICA)			100.00											
CSAV GROUP AGENCIES SOUTH AFRICA (PTY) LTD. (SOUTH AFRICA)			60.00											
MS ALENA SCHIFFAHRTGESSELLSCHAFT (GERMANY)														
CSAV GROUP AGENCIES (URUGUAY) S.A. (URUGUAY)			100.00											
CSAV GROUP AGENCY COLOMBIA LTDA. (COLOMBIA)			50.00											
CSAV AGENCIES (MALAYSIA) SDDN BHD (MALAYSIA)			100.00											
CSAV AGENCY FRANCE S.A.S. (FRANCE)			100.00											
CSAV DENIZCILIK ACENTASI A.S. (TURKIA)			98.67											
NORGISTICS CHILE S.A. (CHILE)					1.00			99.00						
CHACABUCO SHIPPING LTD (MARSHALL ISLANDS)														
NORGISTICS NORTH AMERICA INC (USA)								100.00						
LIMARI SHIPPING LTD (MARSHALL ISLANDS)														
CHOLGUAN SHIPPING LTD . (MARSHALL ISLANDS)														
PALENA SHIPPING LTD (MARSHALL ISLANDS)														
LONGAVI SHIPPING LTD (MARSHALL ISLANDS)														
PUELO SHIPPING LTD (MARSHALL ISLANDS)														
PAINE SHIPPING LTD (MARSHALL ISLANDS)														
SOUTHERN SHIPMANAGEMENT CO. S.A. (PANAMA)														
SOUTHERN SHIPMANAGEMENT LTDA. (CHILE)														
CSAV GROUP AGENCIES BRAZIL AG. DE TRANSPORTES LTDA. (BRAZIL)			99.00						1.00					
AGENCIAS GRUPO CSAV (MEXICO) S.A. DE C.V. (MEXICO)			99.90		0.10									
CSAV AGENCY ITALY S P A (ITALY)			1.00	99.00										
CSAV ARGENTINA S.A. (ARGENTINA)			96.50		3.50									
CSAV GROUP AGENCIES KOREA CO.LT (KOREA)			99.10											
CSAV GROUP AGENCIES (GERMANY) GMBH (GERMANY)				100.00										
CSAV GROUP AGENCIES BELGIUM (BELGIUM)			0.02	99.98										
CSAV GROUP AGENCIES NETHERLANDS B.V. (HOLLAND)				100.00										
COMPAÑÍA SUD AMERICANA DE VAPORES AGENCIA MARITIMA S.L. (SPAIN)				100.00										
TIOGA TERMINAL FRUIT INC (USA)							100.00							
CIA. NAVIERA RIO BLANCO S.A. (CHILE)					99.00									
EUROATLANTIC CONTAINER LINE S.A. (CHILE)					99.99									
HULL 1794 CO.LTD. (PANAMA)														
HULL 1796 CO. LTD. (PANAMA)														
HULL 1798 CO. LTD. (PANAMA)														
HULL 1800 CO. LTD. (PANAMA)														
HULL 1906 CO. LTD. (PANAMA)														
HULL 1975 MS LTD. (PANAMA)														
HULL 1976 MS LTD. (PANAMA)														

COMPANHIA LIBRA DE NAV. BRASIL	TORSKSEY S.A. URUGUAY	CSAV GROUP AGENCIES HONG KONG	VOGT & MAGUIRE UK	BRUNSWICK INVEST-MENT BAHAMAS	GLOBE II HOLDING SHIFF GMBH & CO KG	CSAV SHIPHOLDING (PANAMA) S.A.	CSAV SHIPS S.A.	KEMPE (BVI) HOLDING CO V. ISLANDS	KEMPE HOLDING CO V. ISLANDS	CSAV AGENCIES GMBH	CSAV AGENCIES BELGIUM	CSAV AGENCIES NEDERLAND	CSAV AGENCIES FRANCE	SEA LION Co. S.A.	GLOBAL COMMODITY INV. PANAMA	SSM CO S.A. PANAMA	OTHERS	TOTAL
				100.00														100.00
				100.00														100.00
				100.00														100.00
																		100.00
				-											10.09			100.00
				-														100.00
				-													40.00	100.00
					100.00													100.00
																		100.00
																	50.00	100.00
																		100.00
																		100.00
										0.34	0.33	0.33	0.33					100.00
																		100.00
								-	100.00									100.00
								-	-									100.00
								-	100.00									100.00
								-	100.00									100.00
								100.00										100.00
									100.00									100.00
								100.00										100.00
								100.00										100.00
														50.00			50.00	100.00
															1.00	99.00		100.00
																		100.00
																		100.00
																		100.00
																		100.00
		0.90																100.00
																		100.00
																		100.00
																		100.00
																		100.00
																		100.00
															1.00			100.00
															0.01			100.00
							100.00											100.00
							100.00											100.00
							100.00											100.00
							100.00											100.00
							100.00											100.00
							100.00											100.00
							100.00											100.00

Investment as a Proportion of Total Assets

INVESTING COMPANIES	CSAV S.A.	S.A.A.M. S.A.	INMOB. S. MARCO LTDA.	INVER. S. MARCO LTDA.	SERVICIOS INDUSTRIA HIDROB. LTDA.	LOGISTICA INTEGRAL S.A.	SAAM PUERTOS
ISSUING COMPANIES							
CIA.SUD AMERICANA DE VAPORES GMBH (GERMANY)	0.0007						
CSAV AGENCY LLC (USA)	0.0038						
SUDAMERICANA AGENCIAS AEREAS Y MARITIMAS S.A. (CHILE)	0.3462						
TOLLO SHIPPING CO.S.A. (PANAMA)	-0.4201						
CORVINA SHIPPING CO.S.A. (PANAMA)	0.1671						
CSAV INVERSIONES NAVIERAS S.A. (CHILE)	0.0349						
INVERSIONES PLAN FUTURO S.A. (PANAMA)	0.0238						
CSAV GROUP (CHINA) SHIPPING CO LTD.(SHANGAI) (SHANGAI)	0.0063						
NORGISTICS (CHINA) LTD. (HONG KONG)	0.0009						
INVERSIONES NUEVO TIEMPO S.A.(PANAMA) (PANAMA)	-0.0030						
EMPRESA DE TRANSPORTE SUDAMERICANA AUSTRAL LTDA. (CHILE)	-0.0011						
NORGISTICS HOLDING S.A. (CHILE)	0.0029						
INMOBILIARIA AFIN S.A. (CHILE)	-0.0000	0.0088					
ODFJELL Y VAPORES S.A. (CHILE)	0.0046						
INVERSIONES SAN MARCO LTDA. (CHILE)	0.0000	0.0059					
INMOBILIARIA SAN MARCO LTDA. (CHILE)	0.0006	0.1432					
LOGISTICA INTEGRAL S.A. (CHILE)	-0.0000	-0.0000					
SAAM INTERNACIONAL S.A. (CHILE) (CHILE)		0.2402		0.0005			
AQUASAAM S.A.(CHILE) (CHILE)		-0.0001		-1.7693			
SAAM EXTRA PORTUARIO S.A. (CHILE)		0.0001		0.8944			
SERVICIOS DE PERSONAL PORTALES S.A. (CHILE)		0.0000		0.0538			
SERVICIOS DE AVIACION Y TERMINALES S.A. (CHILE)		0.0000		0.2475			
SAAM PUERTOS S.A. (CHILE)		0.1515		0.0617			
COSEM S.A. (CHILE)		0.0000		0.1077			
RECURSOS PORTUARIOS S.A. DE C.V. (MEXICO)		0.0006					
SAAM CONTENEDORES S.A. (CHILE)		0.0000		0.7271			
SAAM REMOLQUES S.A.DE C.V. (MEXICO)		0.1223					
SERVICIOS A LA INDUSTRIA HIDROBIOLOGICA LTDA. (CHILE)		-0.0000		-0.1548			
TERMINAL BARRANCAS S.A. (CHILE)		0.0000		0.0809			
TERMINAL CHINCHORRO S.A. (CHILE)		0.0000		0.0238			
TERMINAL EL CALICHE S.A. (CHILE)		0.0000		0.0087			
TERMINAL EL COLORADO S.A. (CHILE)		0.0000		0.0458			
TERMINAL LAS GOLONDRINAS S.A. (CHILE)		0.0000		0.0187			
TERMINAL PEÑUELAS S.A. (CHILE)		0.0000		0.0524			
TOCSA S.A. (CHILE)		0.0000		0.0042			
SAAM REMOLCADORES S.A. DE C.V. (MEXICO)		0.0046					
CONCESIONARIA SAAM COSTA RICA S.A. (COSTA RICA)		0.0059					
AEROSAN AIRPORT SERVICES S.A. (CHILE)		0.0051					
CARGO PARK S.A. (CHILE)		0.0129					
EMPRESA SERVICIOS MARITIMOS HUALPEN LTDA. (CHILE)		0.0003					
SERVICIOS AEROPORTUARIOS AEROSAN S.A. (CHILE)		0.0035					
SERVICIOS MARITIMOS PATILLOS S.A. (CHILE)		0.0001					
SERVICIOS PORTUARIOS RELONCAVI LTDA. (CHILE)		0.0102					
TRANSPORTES FLUVIALES CORRAL S.A. (CHILE)		0.0021					
LNG TUGS CHILE S.A. (CHILE)		0.0004					
JALIPA CONTENEDORES S DE RL DE CV (MEXICO)		-0.0000					
TRANSBORDADORA AUSTRAL BROOM S.A. (CHILE)		0.0123					
INVERSIONES ALARIA S.A. (PANAMA)		0.0156					
SERVIAIR LTDA. (CHILE)		0.0000					

	IQUIQUE TERMINAL INTERN. S.A.	SAAM FLORIDA INC	ALARIA S.A.	KIOS S.A.	TUG BRASIL APOIO PORTUARIO E MARITIMO S.A.	MARSUD S.A.	INVERSIONES HABSBURGO S.A.	SAAM INTERNACIONAL S.A.	MISTI S.A. PERU
							0.0000		
							0.0077		
								0.0032	
								0.0025	

INVESTING COMPANIES / ISSUING COMPANIES	CSAV S.A.	S.A.A.M. S.A.	INMOB. S. MARCO LTDA.	INVER. S. MARCO LTDA.	SERVICIOS INDUSTRIA HIDROB. LTDA	LOGISTICA INTEGRAL S.A.	SAAM PUERTOS	
SERVICIOS LOGISTICOS LTDA. (CHILE)		0.0000						
INVERSIONES HABSBURGO S.A. (PANAMA)		0.0014						
ECUAESTIBAS S.A. (ECUADOR)		0.0000						
INMOBILIARIA BARON LTDA. (CHILE)			0.0733	0.0059				
INMOBILIARIA MARITIMA PORTUARIA LTDA. (CHILE)			0.6097	0.0494				
INMOBILIARIA PLACERES LTDA. (CHILE)			0.0082	0.0007				
INMOBILIARIA REHUE LTDA. (CHILE)			0.1710	0.0138				
INMOBILIARIA MALVILLA LTDA. (CHILE)			0.0199					
INMOBILIARIA CARRIEL LTDA. (CHILE)			0.0038					
GEURIM S.A. (ECUADOR)				-0.0000	-0.0493			
LOGISTICA INTEGRAL S.A.(ARGENTINA)								
INARPI S.A. (ECUADOR)								
IQUIQUE TERMINAL INTERNACIONAL S.A.(CHILE)								
INMOBILIARIA SEPBIO LTD. (CHILE)								
MUELLAJE DEL MAIPO S.A. (CHILE)								
PORTUARIA CORRAL S.A. (CHILE)								
SAN ANTONIO TERMINAL INTERNACIONAL S.A. (CHILE)								
SAN VICENTE TERMINAL INTERNACIONAL S.A. (CHILE)								
SERVICIOS PORTUARIOS Y EXTRAPORTUARIOS BIO-BIO LTDA. (CHILE)							0.0000	
ANTOFAGASTA TERMINAL INTERNACIONAL S.A.(CHILE)							0.0589	
TERMINAL PUERTO DE ARICA S.A.(CHILE)								
PUERTO PANUL S.A.(CHILE)								
MUELLAJE ATI S.A. (CHILE)								
MUELLAJE DEL LOA S.A. (CHILE)								
MUELLAJE ITI S.A. (CHILE)								
MUELLAJE STI S.A. (CHILE)								
MUELLAJE SVTI S.A.(CHILE)								
FLORIDA INTERNACIONAL TERMINAL LLC (USA)								
PARANA TOWAGE S.A. (ARGENTINA)								
SAAM DO BRASIL LTDA. (BRAZIL)								
TUG BRASIL APOIO MARITIMO PORTUARIO S.A. (BRAZIL)								
MISTI S.A. (PERU)								
MARSUD SERVICIOS MARITIMOS Y PORTUARIOS S.A. (BRAZIL)								
GIRALDIR S.A.(URUGUAY)								
G STAR CAPITAL INC.(PANAMA)								
GERTIL S.A. (URUGUAY)								
KIOS S.A.(URUGUAY)								
RILUC S.A. (URUGUAY)								
SEMABRA S.A. (BRAZIL)								
MARSUD ARMAZÉNS GERAIS LTDA.(BRAZIL)								
TRABAJOS MARITIMOS S.A.(PERU)								
CONSTRUCCIONES MODULARES S.A.(PERU)								
LIMOLY S.A. (URUGUAY)								
EXPERTAJES MARITIMOS S.A.(GUATEMALA)								
SAAM GUATEMALA S.A. (GUATEMALA)								
IPSA S.A. (CHILE)								
ELEQUIP S.A. (COLOMBIA)								
EQUIYARD S.A. (COLOMBIA)								
EQUIMAC S.A. (COLOMBIA)								

	IQUIQUE TERMINAL INTERN. S.A.	SAAM FLORIDA INC	ALARIA S.A.	KIOS S.A.	TUG BRASIL APOIO PORTUARIO E MARITIMO S.A.	MARSUD S.A.	INVERSIONES HABSBURGO S.A.	SAAM INTERNACIONAL S.A.	MISTI S.A PERU
			0.1160						
						0.0080		
							0.1690		

INVESTING COMPANIES / ISSUING COMPANIES	TOLLO Co. S.A.	CORVINA Co. S.A.	CNP HOLDING PANAMA	BRUNSWICK INVEST BAHAMAS	CSAV SHIPHOLDING PANAMA	CSAV SHIP S.A. PANAMA	CSAV GROUP HONG KONG	NORGISTIC HOLDING S.A.	GLOBAL COMMODITY INVESTMENT	SEA LION Co. S.A.	KEMPE (BVI) HOLDING LIMITED	KEMPE HOLDING LIMITED
MAULE SHIPPING CO. S.A. (PANAMA)	-0.0019											
MALLECO SHIPPING CO. S.A. (PANAMA)	-0.0015											
LENNOX OCEAN SHIPPING CO.S.A. (PANAMA)	-0.2143											
RAHUE INVESTMENT CO. S.A. (PANAMA)	-0.3509											
BRUNSWICK INVESTMENT CO. INC. (BAHAMAS)	-0.3800											
ODFJELL & VAPORES (O&V) LTD. (BERMUDAS)	-0.0002											
CSAV SUDAMERICANA DE VAPORES S.A. (PANAMA)	-0.3161											
CNP HOLDINGS S.A. (PANAMA)	5.9362											
NORGISTICS OPERADOR MULTIMODAL LTDA. (BRAZIL)												
CSAV SHIPHOLDING S.A. (PANAMA)	0.0223								-0.6357			
INVERSIONES PLAN FUTURO S.A. (PANAMA)										0.0003		
INVERSIONES NUEVO TIEMPO S.A. (PANAMA)			0.0000							-0.0006		
SEA LION SHIPPING CO.S.A. (PANAMA)		0.0342										
LANCO INVESTMENT CO. S.A. (PANAMA)		0.0020										
BUREO SHIPPING CO (PANAMA)						0.0000						
GLOBAL COMMODITY INVESTMENT INC. (PANAMA)		0.0001										
NORGISTICS NORTH AMERICA INC (USA)								0.0664				
EUROATLANTIC CONTAINER LINE S.A.(CHILE)									0.0008			
INVERSIONES CNP S.A. (PERU)	0.0000		-0.0078									
CONSORCIO NAVIERO PERUANO S.A. (PERU)												
CSAV INVERSIONES NAVIERAS S.A. (CINSA) (CHILE)												
CSAV GROUP AGENCIES (UK) LTD. (UK)			-0.0008									
DRY BULK HANDY HOLDING INC. (MONACO)		0.0221										
KEMPE HOLDING CO LTD (PANAMA)		0.1063										
AGENCIAS GROUP CSAV (MEXICO) S.A DE C.V (MEXICO)												
CSAV GROUP AGENCIES BRAZIL LTDA. (BRAZIL)												
KEMPE BVI HOLDING LTD (PANAMA)		0.1363										
SUDAMERICANA AUSTRAL LTDA. (CHILE)									-0.2895			
LIMARI SHIPPING LTD (MARSHALL ISLANDS)												0.4599
CHOLGUAN SHIPPING LTD (MARSHALL ISLANDS)												-0.0140
PALENA SHIPPING LTD (MARSHALL ISLANDS)											0.0782	
LONGAVI SHIPPING LTD (MARSHALL ISLANDS)												0.2797
PUELO SHIPPING LTD (MARSHALL ISLANDS)											0.0988	
PAINE SHIPPING LTD (MARSHALL ISLANDS)											0.0979	
CHACABUCO SHIPPING LTD (MARSHALL ISLANDS)												0.2744
CSAV NORTH CENTRAL EUROPE (GMBH)												
CSAV GROUP SHIPING CO (CHINA)												
CSAV ARGENTINA S.A. (ARGENTINA)												
NORGISTICS HOLDING S.A (CHILE)												
NORGISTICS CHILE S.A. (CHILE)								0.2283				
NORGISTICS MEXICO S.A DE C V (MEXICO)								0.0457				
GLOBE I I HOLDING SHIFFAHRTS (GERMANY)				0.0011								
CSBC HULL 896 (ISLE OF MAN)				-0.0694								
CSBC HULL 898 (ISLE OF MAN)				-0.0231								

	INVERSIONES CNP	SOUTHEM SHIPMANAGEMENT PANAMA	SUDAMERICANA AUSTRAL LTDA.	CSAV INV. NAVIERAS S.A. CHILE	CSAV HOLDING EUROPA SL	TAMARIM PARTICIPACOES	TAMARIM INTERNAC. URUGUAY	WELLINGTON HOLDING GROUP S.A.	TORKSEY S.A.	CIA. LIBRA DE NAVEGACAO BRASIL	CIA. LIBRA DE NAVEGACION URUGUAY	N. CENTRAL EUROPE NV BELGUIM	N. CENTRAL EUROPE BV NEDERLAND	N. CENTRAL EUROPE ALEMANIA	AGENCY FRANCE S.A.S FRANCIA
									0.9463	0.0011	0.0041				
			-1.0972												
	0.8584														
			-0.0040												
			-0.0106	0.0805											
				0.0216											
					0.0763										
				0.0018											
			-0.5194	0.1087											
			-0.1102												
			-0.0254												
			-0.0051												

INVESTING COMPANIES / ISSUING COMPANIES	TOLLO Co. S.A.	CORVINA Co. S.A.	CNP HOLDING PANAMA	BRUNSWICK INVEST BAHAMAS	CSAV SHIPHOLDING PANAMA	CSAV SHIP S.A. PANAMA	CSAV GROUP HONG KONG	NORGISTIC HOLDING S.A.	GLOBAL COMMODITY INVESTMENT	SEA LION Co. S.A.	KEMPE (BVI) HOLDING LIMITED	KEMPE HOLDING LIMITED
CSBC HULL 900 (ISLE OF MAN)				-0.0002								
CIA. NAVIERA RIO BLANCO S.A. (CHILE)									-0.2006			
CORVINA SHIPPING CO. S.A. (PANAMA)			0.0000									
CSAV SHIP S.A. (PANAMA)					-0.0260							
CSBC HULL 1794 LTD (PANAMA)						-0.0035						
CSBC HULL 1796 LTD (PANAMA)						-0.0025						
CSBC HULL 1798 LTD (PANAMA)						-0.0022						
CSBC HULL 1800 LTD (PANAMA)						-0.0019						
NORASIA ALYA S.A. (PANAMA)					-0.0040							
WELLINGTON HOLDING GROUP (VIRGIN ISLAND)			-0.0308									
COMPAÑÍA LIBRA DE NAVEGACION URUGUAY (URUGUAY)												
TAMARIM INTERNACIONAL (URUGUAY)												
COMPAÑÍA LIBRA DE NAVEGACAO (BRAZIL)												
TAMARIM PARTICIPACOES LTDA (BRAZIL)												
NAVIBRAS COMERCIAL MARITIMA E AFRET (BRAZIL)												
VOGTH MAGUIRE SHIPBROKING LTD (ENGLAND)			-0.0007									
CSAV GROUP (INDIA) PRIVATE LTD (INDIA)	-0.0002		-0.0041									
MARITIME SHIPPING TRADING INC (PANAMA)			-0.0019									
MARITIMA SHIPING TRADING INTERNATIONAL INC (MARSHALL ISLANDS)			0.0000									
CSAV GROUP AGENCIES BRAZIL. (BRAzIL)			0.0000									
CSAV GROUP AGENCIES (INDIA) PRIVATE LTD (INDIA)	-0.0001		-0.0033									
SOUTHERN SHIPMANAGEMENT CO. S.A. (PANAMA)										0.0194		
SOUTHERN SHIPMANAGEMENT S.A. (CHILE)									-0.0686			
NORASIA CONTAINERS LINE LTD (MALTA)	0.0005		1.1542									
CSAV GROUP AGENCIES (INDIA) PRIVATE LTD (HONG KONG)	0.0000		-0.0078									
NORGISTICS (CHINA) LTD (CHINA)												
CSAV GROUP AGENCIES (HONG KONG) LTD (HONG KONG)			-0.0006									
TORSKEY S.A. (URUGUAY)			-0.0006									
CSAV AGENCY LTD (CANADA)			-0.0013									
CSAV SHIPPING LLC (DUBAI)							0.0012					
CSAV GROUP AGENCY CO LTD (KOREA)												
CSAV AGENCY SPA (ITALY)												
CSAV AGENCIA MARITIMA S.L (SPAIN)												
CSAV NORTH CENTRAL EUROPE N.V (BELGUIM)												
CSAV NORTH CENTRAL EUROPE B.V (HOLLAND)												
CSAV AGENCIES (MALAYSIA)SDN BHD (MALAYSIA)												
CSAV HOLDING EUROPE S.L. (SPAIN)												
SERVICIO PROCESAMIENTO NAVIERO SRL (URUGUAY)									1.9787			
CSAV GRUP AGENCIES SOUTH AFRICA (PTY)LTD (SOUTH AFRICA)												
CSAV GRUP AGENCIES (COSTA RICA) S.A. (COSTA RICA)												
CSAV GRUP AGENCIES PUERTO RICO INC. (PUERTO RICO)												
CSAV GRUP AGENCIES FRANCE S.A.S (FRANCE)												
CSAV DENIZCILIK ACENTASI A S (TURKIA)												
CSAV GROUP AGENCY COLOMBIA LTDA. (COLOMBIA)												
CSAV GRUP AGENCIES URUGUAY S.A. (URUGUAY)												

INVERSIONES CNP	SOUTHEM SHIPMANAGEMENT PANAMA	SUDAMERI-CANA AUSTRAL LTDA.	CSAV INV. NAVIERAS S.A. CHILE	CSAV HOLDING EUROPA SL	TAMARIM PARTICIPACOES	TAMARIM INTERNAC. URUGUAY	WELLINGTON HOLDING GROUP S.A.	TORKSEY S.A.	CIA. LIBRA DE NAVEGACAO BRASIL	CIA. LIBRA DE NAVEGACION URUGUAY	N. CENTRAL EUROPE NV BELGUIM	N. CENTRAL EUROPE BV NEDERLAND	N. CENTRAL EUROPE ALEMANIA	AGENCY FRANCE S.A.S FRANCIA
		2.8044												
							0.4059							
							0.4253			0.0004				
					0.9991		0.1516							
						0.9921	0.0172							
					0.0000					-0.0020				
	-0.0605													
			0.0003											
			0.0201											
			0.0169											
			0.0000	-0.0085										
				0.0675										
			0.0000	0.0713										
				0.0805										
			0.0032											
			0.4168											
			0.0189											
			0.0166											
			0.0215											
		0.0005	-0.0002											
			-0.0090											
			0.0587								0.0022	0.0033	0.0317	0.1280
			0.0221											
			0.0093											

COMPAÑÍA SUD AMERICANA DE VAPORES S.A. AND SUBSIDIARIES

Consolidated Financial Statements

As of December 31, 2011

2011

CONTENTS

ThUS$: Figures expressed in thousands of US dollars

Classified Consolidated Statement of Financial Position

ASSETS	Note	As of December 31, **2011** **ThUS$**	As of December 31, **2010** **ThUS$**
CURRENT ASSETS			
Cash and cash equivalents	6	173,016	523,532
Other current financial assets	7	20,055	10,976
Other current non-financial assets	12	51,615	78,184
Current trade and other receivables	8	429,677	550,956
Current receivables from related parties	9	10,587	9,286
Inventory	10	129,822	186,220
Current tax assets	20	39,711	55,630
Total current assets other than assets or disposal groups classified as held for sale or held for distribution to owners		854,483	1,414,784
Non-current assets or disposal groups classified as held for sale	13	76	333
Total current assets		**854,559**	**1,415,117**
NON-CURRENT ASSETS			
Other non-current financial assets	7	138,392	115,339
Other non-current non-financial assets	12	8,965	9,437
Non-current rights receivable	8	27,277	28,729
Equity method investments	15	160,249	143,407
Intangible assets other than goodwill	16	63,945	58,553
Goodwill	17	117,608	117,804
Property, plant and equipment	18	1,579,425	1,242,686
Investment property	19	3,536	4,409
Deferred tax assets	21	225,553	82,678
Total non-current assets		**2,324,950**	**1,803,042**
TOTAL ASSETS		**3,179,509**	**3,218,159**

The attached notes 1 to 43 are an integral part of these consolidated financial statements.

LIABILITIES AND NET EQUITY

LIABILITIES	Note	As of December 31, 2011 ThUS$	As of December 31, 2010 ThUS$
CURRENT LIABILITIES			
Other current financial liabilities	22	199,938	73,209
Current trade and other payables	23	598,778	604,140
Current payables to related parties	9	368,383	26,923
Other current provisions	24	307,609	96,139
Current tax liabilities	20	14,003	25,787
Current provisions for employee benefits	26	13,295	12,236
Other current non-financial liabilities	25	44,970	119,233
Total current liabilities		1,546,976	957,667
NON-CURRENT LIABILITIES			
Other non-current financial liabilities	22	968,822	812,944
Non-current payables to related parties	9	26	89
Other non-current provisions	24	2,256	1,162
Deferred tax liabilities	21	23,244	25,688
Non-current provisions for employee benefits	26	12,680	11,108
Other non-current non-financial liabilities	25	21,210	22,029
Total non-current liabilities		**1,028,238**	**873,020**
TOTAL LIABILITIES		**2,575,214**	**1,830,687**
NET EQUITY			
Issued capital	**28**	**1,691,993**	**1,171,704**
Retained earnings (accumulated deficit)	**28**	**(1,136,638)**	**125,261**
Issuance premium	**28**	**-**	**23,783**
Other reserves	**28**	**30,117**	**43,294**
Equity attributable to owners of parent		**585,472**	**1,364,042**
Non-controlling interest		**18,823**	**23,430**
TOTAL NET EQUITY		**604,295**	**1,387,472**
TOTAL LIABILITIES AND NET EQUITY		**3,179,509**	**3,218,159**

The attached notes 1 to 43 are an integral part of these consolidated financial statements.

Consolidated Statement of Income by Function

STATEMENT OF INCOME		For the years ended December 31,	
Profit (loss) for the period	**Note**	**2011 ThUS$**	**2010 ThUS$**
Operating revenue	29	5,151,948	5,214,623
Cost of sales	29	(5,877,178)	(4,742,018)
Gross margin		(725,230)	472,605
Other income, by function	-	3,411	6,875
Administrative expenses	29	(314,630)	(264,829)
Other expenses by function	-	(4,137)	(8,178)
Other gains (losses)	-	(9,484)	14,723
Finance income	30	10,234	10,816
Finance expenses	30	(48,370)	(42,570)
Net profit (loss) from associates and joint ventures accounted for using the equity method	15	39,678	31,869
Exchange differences	31	7,818	(3,580)
Gain (loss) from indexation	-	163	101
Profit (loss) before income taxes		**(1,040,547)**	**217,832**
Income tax expense from continuing operations	21	81,023	(36,329)
Profit (loss) from continuing operations		(959,524)	181,503
Profit (loss) from discontinued operations	32	(279,959)	-
Profit (loss) for the period		**(1,239,483)**	**181,503**
Profit (loss) attributable to:			
Profit (loss) attributable to owners of parent		(1,249,775)	170,820
Profit (loss) attributable to noncontrolling interests		10,292	10,683
Profit (loss) for the period		(1,239,483)	181,503
Basic earnings (loss) per share			
Earnings (loss) per share in continuing operations	34	(0,39)	0,10
Earnings (loss) per share in discontinued operations	34	(0,11)	-
Basic earnings (loss) per share	**34**	**(0,50)**	**0,10**

The attached notes 1 to 43 are an integral part of these consolidated financial statements.

STATEMENT OF COMPREHENSIVE INCOME

	For the years ended December 31, 2011 ThUS$	2010 ThUS$
Profit (loss) for the period	(1,239,483)	181,503
Components of other comprehensive income, before taxes		
Currency translation adjustment		
Gain (loss) from currency translation adjustment, before taxes	(18,438)	15,771
Other comprehensive income, before taxes, currency translation adjustment	(18,438)	15,771
Cash flow hedges		
Gain (loss) from cash flow hedges, before taxes	1,229	(1,315)
Other comprehensive income, before taxes, cash flow hedges	1,229	(1,315)
Other comprehensive income, before taxes, actuarial gains (losses) on defined benefit plans	(155)	429
Other components of other comprehensive income, before taxes	**(17,364)**	**14,885**
Income taxes related to components of other comprehensive income		
Income taxes related to currency translation adjustment of other comprehensive income	3,656	(54)
ncome taxes related to cash flow hedges of other comprehensive income	(193)	(36)
Income taxes related to defined benefit plans of other comprehensive income	18	(49)
Total income taxes related to components of other comprehensive income	3,481	(139)
Other comprehensive income	**(13,883)**	**14,746**
Total comprehensive income (loss)	(1,253,366)	196,249
Comprehensive income attributable to:		
Comprehensive income attributable to owners of parent	(1,262,920)	185,141
Comprehensive income attributable to non-controlling interests	9,554	11,108
Total comprehensive income (loss)	**(1,253,366)**	**196,249**

The attached notes 1 to 43 are an integral part of these consolidated financial statements.

Consolidated Statement of Changes in Net Equity

	Issued capital	Issuance premium	Reserves: Translation adjustment reserves	Reserves: Cash flow hedge reserves	Reserves: Reserves for gains (losses) on defined benefit plans	Reserves: Other miscellaneous reserves	Reserves: Total other reserves	Retained earnings (accumulated deficit)	Equity attributable to owners of parent	Non-controlling interests	Total net equity
	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$
Beginning balance as of January 1, 2011	1,171,704	23,783	44,520	(1,750)	434	90	43,294	125,261	1,364,042	23,430	1,387,472
Changes in equity											
Comprehensive income											
Profit (loss) for the period	-	-	-	-	-	-	-	(1,249,775)	(1,249,775)	10,292	(1,239,483)
Other comprehensive income	-	-	(14,710)	1,634	(69)	-	(13,145)	-	(13,145)	(738)	(13,883)
Total comprehensive income	-	-	(14,710)	1,634	(69)	-	(13,145)	(1,249,775)	(1,262,920)	9,554	(1,253,366)
Equity issuance	498,480	-	-	-	-	-	-	-	498,480	-	498,480
Increase (decrease) for transfers and other changes	21,809	(23,783)	-	-	-	(32)	(32)	-	(2,006)	(14,161)	(16,167)
Increase (decrease) for changes in ownership interests of a subsidiary that do not result in loss of control	-	-	-	-	-	-	-	(12,124)	(12,124)	-	(12,124)
Total changes in equity	520,289	(23,783)	(14,710)	1,634	(69)	(32)	(13,177)	(1,261,899)	(778,570)	(4,607)	(783,177)
Ending balance for current period (December 31, 2011)	1,691,993	-	29,810	(116)	365	58	30,117	(1,136,638)	585,472	18,823	604,295
Note	**28**	**28**	**28**	**28**	**28**	**28**					

	Issued capital	Issuance premium	Reserves: Translation adjustment reserves	Reserves: Cash flow hedge reserves	Reserves: Reserves for gains (losses) on defined benefit plans	Reserves: Other miscellaneous reserves	Reserves: Total other reserves	Retained earnings (accumulated deficit)	Equity attributable to owners of parent	Non-controlling interests	Total net equity
	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$
Beginning balance as of January 1, 2010	587,315	32,059	29,690	(870)	63	(2,696)	26,187	(13,404)	632,157	18,174	650,331
Changes in equity											
Comprehensive income											
Profit (loss) for the period								170,820	170,820	10,683	181,503
Other comprehensive income	-	-	14,830	(880)	371	-	14,321	-	14,321	425	14,746
Total comprehensive income			14,830	(880)	371		14,321	170,820	185,141	11,108	196,249
Equity issuance	560,000	23,783	-	-	-	(4,233)	(4,233)	-	579,550	-	579,550
Dividends	-	-	-	-	-	-	-	(32,984)	(32,984)	-	(32,984)
Increase (decrease) for transfers and other changes	24,389	(32,059)	-	-	-	7,019	7,019	829	178	(5,852)	(5,674)
Total changes in equity	584,389	(8,276)	14,830	(880)	371	2,786	17,107	138,665	731,885	5,256	737,141
Ending balance for prior period (December 31, 2010)	1,171,704	23,783	44,520	(1,750)	434	90	43,294	125,261	1,364,042	23,430	1,387,472
Note	**28**	**28**	**28**	**28**	**28**	**28**					

The attached notes 1 to 43 are an integral part of these consolidated financial statements.

Consolidated Statement of Cash Flows (Indirect)

STATEMENT OF CASH FLOWS		For the years ended December 31,	
		2011	**2010**
Cash flows provided by (used in) operating activities	**Note**	**ThUS$**	**ThUS$**
Profit (loss) for the period		**(1,239,483)**	**181,503**
Reconciliation adjustments of gains (losses)			
Adjustments for income tax expense	21	(107,873)	36,329
Adjustments for decreases (increases) in inventory		56,398	(83,504)
Adjustments for decreases (increases) in trade receivables		117,195	(114,313)
Adjustments for decreases (increases) in other receivables related to operating activities		4,235	15,856
Adjustments for increases (decreases) in trade payables		20,149	(36,528)
Adjustments for depreciation and amortization expenses	16 y 18	83,069	76,294
Adjustments for impairment (reversals of impairment losses) recognized in profit (loss) for the year		3,057	1,611
Adjustments for provisions		215,195	33,971
Adjustments for unrealized foreign exchange losses (gains)	31	(7,981)	3,479
Adjustments for losses (gains) in fair value		(75)	4,067
Adjustments for non-distributed profits of associates	15	(39,678)	(31,869)
Other non-cash adjustments		(108,596)	(173,970)
Adjustments for losses (gains) for disposal of non-current assets		(1,319)	(6,246)
Other adjustments affecting cash flows from investing or financing activities		63,848	6,095
Total reconciliation adjustments of gains (losses)		**297,624**	**(268,728)**
Other cash inflows (outflows)		(17,387)	(36,580)
Net cash flows provided by (used in) operating activities		**(959,246)**	**(123,805)**

The attached notes 1 to 43 are an integral part of these consolidated financial statements.

Cash flows provided by (used in) investing activities	Note	For the years ended December 31, 2011 ThUS$	2010 ThUS$
Proceeds from loss of control of subsidiaries or other businesses		-	37,692
Cash flows used to obtain control of subsidiaries or other businesses		(17,713)	(76,285)
Proceeds from sale of property, plant and equipment	18	104,199	32,671
Purchases of property, plant and equipment	18	(528,011)	(328,242)
Purchases of intangible assets		(6,498)	(7,416)
Purchases of other long-term assets		(61)	-
Dividends received		16,230	25,629
Interest received		288	200
Other cash inflows (outflows)		809	(8,021)
Net cash flows provided by (used in) investing activities		**(430,757)**	**(323,772)**

Cash flows provided by (used in) financing activities	Note	For the years ended December 31, 2011 ThUS$	2010 ThUS$
Proceeds from issuance of shares	28	496,474	579,534
Proceeds from long-term loans		367,343	156,394
Loans from related parties	9	369,950	-
Loan payments		(100,511)	(50,472)
Payments on finance leases		(1,115)	-
Loan payments to related parties	9	(20,080)	-
Dividends paid		(43,729)	(9,992)
Interest paid		(27,371)	(12,523)
Other cash inflows (outflows)		314	(207)
Net cash flows provided by (used in) financing activities		**1,041,275**	**662,734**
Net increase (decrease) in cash and cash equivalents, before effect of foreign currency translation		(348,728)	215,157
Effects of foreign currency translation on cash and cash equivalents		(1,788)	2,314
Net increase (decrease) in cash and cash equivalents		(350,516)	217,471
Cash and cash equivalents, beginning balance	6	523,532	306,061
Cash and cash equivalents, ending balance	**6**	**173,016**	**523,532**

The attached notes 1 to 43 are an integral part of these consolidated financial statements.

Notes to the Consolidated Financial Statements
al 31 de diciembre de 2011

Note 1 General Information

Compañía Sud Americana de Vapores S.A. and subsidiaries (hereinafter "the Company", "CSAV" or "the CSAV Group") is a publicly-held corporation whose commercial domicile is located at Plaza Sotomayor No. 50, Valparaíso, Chile. It is registered in the Securities Registry under number 76 and is subject to the oversight of the Superintendency of Securities and Insurance (SVS).

CSAV is a holding company of companies engaged primarily in the maritime cargo transport and vessel and cargo services businesses.

On March 22, 2011, Marítima de Inversiones S.A. ("Marinsa") sold 202,925,890 shares of CSAV to Quiñenco S.A., equivalent to 10% of all shares issued by the Company. On April 6, 2011, Marinsa sold 162,340,712 shares of CSAV to Inmobiliaria Norte Verde S.A., a subsidiary of Quiñenco S.A., equivalent to 8% of all shares issued by the Company.

As communicated to the SVS and the stock exchanges on September 12, 2011, on that same date Quiñenco S.A. and Maritima de Inversiones S.A. entered into a shareholder agreement involving 1,175,988,498 shares of Compañía Sud Americana de Vapores S.A., which represents 41.2630% of the Company's paid-in capital.

As of December 31, 2011, CSAV has 3,479 shareholders in its shareholders' registry. The ownership interests of its main shareholders are detailed as follows:

Company Name	Ownership Interest	No. of Shares
Maritima de Inversiones S.A.	20.6315%	587,994,249
Inversiones Rio Bravo S.A. (*)	7.8150%	222,726,235
Quiñenco S.A. (*)	7.1203%	202,926,403
Inmobiliaria Norte Verde S.A. (*)	5.6962%	162,341,611
	41.2630%	1,175,988,498

(*) These three companies belong to the same corporate group and together hold 20.6315%.

The consolidated financial statements of the subsidiary Sudamericana, Agencias Aéreas y Marítimas S.A. (SAAM) include Iquique Terminal Internacional S.A., which is registered in the SVS Securities Registry under number 714.

The translation of these financial statements is provided as a free translation from the Spanish language original, which is the official and binding version. Such translation has been made solely for the convenience of non-Spanish readers.

Note 2 Basis of Presentation of the Consolidated Financial Statements

The significant accounting policies adopted for the preparation of these consolidated financial statements are described below.

(a) Statement of Conformity

CSAV and its subsidiaries' interim consolidated financial statements, contained herein, correspond to the year ended December 31, 2011 and were prepared in accordance with International Financial Reporting Standards (IFRS) and interpretations issued by the IFRS Interpretations Committee (IFRIC).

The consolidated financial statements were approved by the Board of Directors on February 10, 2012.

In the preparation of these consolidated financial statements as of December 31, 2011, management has utilized its information and understanding to the best of its knowledge with respect to the standards and interpretations applied and the current facts and circumstances.

(b) Basis of Preparation of the Consolidated Financial Statements

The consolidated financial statements have been prepared on a historical cost basis, with the exception of the entries that are recognized at fair value and the entries for which deemed cost is permitted, in accordance with IFRS 1. The carrying amount of assets and liabilities hedged by operations that qualify for the use of hedge accounting are adjusted to reflect changes in fair value in relation to the hedged risks.

The consolidated financial statements are expressed in United States dollars, which is the functional currency of the CSAV Group. The amounts in the consolidated financial statements have been rounded to thousands of dollars (ThUS$).

The policies defined by CSAV and adopted by all consolidated subsidiaries have been used in the preparation of the consolidated financial statements.

In preparing these consolidated financial statements, certain critical accounting estimates have been used to quantify certain assets, liabilities, income, expenses and commitments. The areas that involve a greater degree of judgment or complexity, or the areas in which the assumptions and estimates are significant for the consolidated financial statements are described below:

1. The evaluation of possible impairment losses on certain assets.
2. The assumptions used in the actuarial calculation of employee benefits liabilities (Note 26).
3. The useful life of material and intangible assets (Notes 16 and 18).
4. The criteria used in the valuation of certain assets.
5. The probability that certain liabilities and contingencies (provisions) will materialize and their valuations (Note 24).
6. The market value of certain financial instruments (Note 27).
7. The probability of recovery of deferred tax assets (Note 21).

These estimates are made on the basis of the best available information about the matters being analyzed.

In any event, it is possible that future events may make it necessary to modify such estimates in future periods. If necessary, such modifications would be made prospectively, such that the effects of the change would be recognized in future financial statements.

(c) Reclassification for Accounting Change

As of the end of fiscal year 2011, the Company decided to modify its accounting policy for recording purchases and sales of slots for services where the company runs operations jointly with other shipping companies. In 2011, these transactions record only the purchasing or selling portion of the slots from joint operating agreements, while until 2010 purchases and sales were presented separately.

This change is a better reflection of the new business model being used by CSAV and the industry in which joint operating agreements have become considerably important. CSAV, after having implemented its Restructuring Plan (see Note 32), significantly increased its transactions for slot exchanges from joint operating agreements.

This change has no effect whatsoever on the Company's income statement, but results in an exactly equal reclassification between revenue and operating costs, thus improving the understanding of CSAV's business. Note 42 details the amount of this reclassification.

Note 3 Summary of Significant Accounting Principles

3.1 Basis of Consolidation

(a) Subsidiaries

Subsidiaries are defined as all of the entities over which CSAV has the power to determine financial and business operations policies. Such power is generally associated with an ownership interest of more than half of the voting rights. In determining whether CSAV controls an entity, the existence and the effect of the potential voting rights that are currently exercised or converted are taken into consideration. Subsidiaries are consolidated beginning on the date on which control is transferred to the CSAV Group, and they are excluded from consolidation beginning on the date on which such control ceases.

The acquisition method is used to account for the acquisition of subsidiaries by the CSAV Group. The acquisition cost is the fair value of the assets delivered, equity instruments issued and liabilities incurred or assumed at the date of exchange. The identifiable assets acquired and the identifiable liabilities and contingencies assumed in a business combination are initially valued at fair value as of the date of acquisition. The excess of the acquisition cost over the fair value of the CSAV Group's share in the net identifiable assets acquired is recognized as purchased goodwill. If the acquisition cost is lower than the fair value of the net assets of the acquired subsidiary, the identification and measurement of the acquiring company's identifiable assets, liabilities and contingent liabilities, as well as the measurement of the acquisition cost, shall be reconsidered. Any remaining difference will be recognized directly in the statement of comprehensive income.

Subsidiaries are consolidated using the line-by-line method for all of their assets, liabilities, income, expenses and cash flows.

Non-controlling interests in subsidiaries are included in the net equity of the parent company (in this case CSAV).

Intercompany transactions, balances and unrealized gains on transactions between entities of the CSAV Group are eliminated. Unrealized losses are also eliminated, unless the transaction provides evidence of loss due to the impairment of the asset that was transferred. When necessary in order to ensure consistency with the policies adopted by the CSAV Group, the accounting policies of the subsidiaries are modified.

(b) Joint Ventures

CSAV uses the equity method to account for investments in joint ventures. The investments that CSAV identifies as joint ventures are not jointly managed, for commercial and operating purposes, with the partners in the joint venture.

(c) Associates

Associates are defined as all entities over which the CSAV Group exercises significant influence but does not have control. Such influence is generally the result of an ownership interest between 20% and 50% in the voting rights. Investments in associates are accounted for using the equity method and are initially recognized at cost. The CSAV Group's investments in associates include purchased goodwill identified in the acquisition, net of any accumulated impairment loss identified in the acquisition.

The CSAV Group's share in the losses or gains subsequent to the acquisition of its associates is recognized in comprehensive income, and its share in movements of reserves subsequent to the acquisition is recognized in reserves. Accumulated movements subsequent to the acquisition are adjusted against the carrying amount of the investment. When the CSAV Group's share in the losses of an associate is greater than or equal to its ownership interest in that associate, including any other uninsured receivable, the Company does not recognize additional losses, unless it has incurred obligations or made payments on behalf of the associate in which it holds an ownership interest.

3.2 Entities Included in Consolidation

These consolidated financial statements include the assets, liabilities, results and cash flows of the parent company and its subsidiaries, which are listed in the table below. Significant transactions between group companies that are included in consolidation have been eliminated.

		Ownership interest as of December 31,					
		2011			2010		
Taxpayer ID Number	Company	Direct	Indirect	Total	Direct	Indirect	Total
Foreign	Compañía Sud Americana de Vapores Gmbh	100.0000	-	100.0000	100.0000	-	100.0000
Foreign	Corvina Shipping Co. S.A. and Subsidiaries	99.9980	0.0020	100.0000	99.9980	0.0020	100.0000
Foreign	CSAV Agency, LLC. and Subsidiary	100.0000	-	100.0000	100.0000	-	100.0000
Foreign	CSAV Group (China) Shipping Co. Limited	99.0000	1.0000	100.0000	99.0000	1.0000	100.0000
99.588.400-3	CSAV Inversiones Navieras S.A. and Subsidiaries	99.9970	0.0030	100.0000	99.9970	0.0030	100.0000
89.602.300-4	Empresa de Transporte Sudamericana Austral Ltda. and Subsidiaries	99.0000	1.0000	100.0000	99.0000	1.0000	100.0000
Foreign	Inversiones Nuevo Tiempo S.A.	99.0000	1.0000	100.0000	99.0000	1.0000	100.0000
Foreign	Inversiones Plan Futuro S.A.	99.9900	0.0100	100.0000	99.9900	0.0100	100.0000
Foreign	Norgistics (China) Limited	99.0000	1.0000	100.0000	99.0000	1.0000	100.0000
96.840.950-6	Odfjell y Vapores S.A.	51.0000	-	51.0000	51.0000	-	51.0000
92.048.000-4	Sudamericana, Agencias Aéreas y Marítimas S.A. and Subsidiaries	99.9995	0.0005	100.0000	99.9995	0.0005	100.0000
Foreign	Tollo Shipping Co. S.A. and Subsidiaries	99.9990	0.0010	100.0000	99.9990	0.0010	100.0000
76.028.729-6	Norgistics Holding S.A. and Subsidiaries	99.0000	1.0000	100.0000	99.0000	1.0000	100.0000

3.3 Segment Reporting

An operating segment is defined as a component of an entity for which discrete financial information is available and is reviewed regularly by senior management.

Segment information based on the Company's main business lines, which have been identified as:

Maritime cargo transport
Maritime vessel and cargo services

3.4 Transactions in Foreign Currency

(a) Presentation and Functional Currency

The items included in the financial statements of each of the entities of the CSAV Group are valued using the currency of the primary economic environment in which the entity operates (functional currency). The consolidated financial statements are expressed in US dollars, which is the functional and presentation currency of the CSAV Group.

(b) Transactions and Balances

Transactions in foreign currency are converted to the functional currency using the exchange rate in force as of the date of the transaction. Losses and gains in foreign currency that are generated by the settlement of these transactions and by the translation of foreign currency-denominated monetary assets and liabilities at the closing exchange rates are recognized in the statement of comprehensive income, unless they are deferred in net equity, as is the case for losses and gains arising from cash flow hedges.

Translation differences for non-monetary items such as equity instruments at fair value through profit and loss are presented as part of the gain or loss in fair value. Translation differences for non-monetary items such as equity instruments classified as available-for-sale financial assets are included in net equity, in the revaluation reserve.

(c) Conversion of CSAV Group Entities to Presentation Currency

The results and the financial situation of all CSAV Group entities (none of which used the currency of a hyperinflationary economy) that use a functional currency other than the presentation currency are converted to the presentation currency as follows:

(i) The assets and liabilities of each statement of financial position presented are converted at the closing exchange rate as of the reporting date.

(ii) The income and expenses of each income statement account are converted at the average exchange rate, unless the average is not a reasonable approximation of the cumulative effect of the exchange rates in force on the transaction dates, in which case income and expenses are converted on the dates of the transactions.

(iii) Cash flows are translated in accordance with point (ii) above.

(iv) All resulting translation differences are recognized as a separate component of net equity.

In consolidation, exchange differences arising from the conversion of a net investment in foreign entities (or Chilean entities with a functional currency other than the functional currency of the parent company), and of loans and other instruments in foreign currency that are designated as hedges for those investments, are recorded in the statement of comprehensive income. When an investment is sold or disposed of, these exchange differences are recognized in the statement of income as part of the loss or gain on the sale or disposal.

Adjustments to purchased goodwill and to fair value that arise in the acquisition of a foreign entity are treated as assets and liabilities of the foreign entity and converted at the year- or period-end exchange rate, accordingly.

3.5 Property, Plant and Equipment

Property, plant and equipment are measured at acquisition cost, less accumulated depreciation and impairment losses, where applicable.

In addition, the acquisition cost must include finance expenses that are directly attributable to the acquisition, and they shall be recorded until the asset in question is operating normally.

Subsequent costs are included in the initial value of the asset or recognized as a separate asset, only when it is likely that the future economic benefits associated with the components will flow to CSAV and the cost of the component can be determined reliably. The value of the component that was replaced is derecognized for accounting purposes. Other repairs and maintenance are charged to income for the period in which they are incurred.

When significant parts of an item of property, plant and equipment have different useful lives among themselves, these parts shall be recorded as separate components.

Depreciation is recognized in income, using the straight-line method based on the estimated economic useful life of each component of an item of property, plant and equipment, beginning on the date on which the asset becomes available for use.

The estimated useful lives for new goods are as follows:

Buildings	40 to 100 years
Machinery and operating equipment	5 to 10 years
Boats and tugboats	10 to 20 years
Leasehold facilities and improvements	Term of lease
Furniture and fixtures	3 to 10 years
Vehicles	5 to 10 years
Computers	3 years

The residual value and useful life of the assets are reviewed, and adjusted where necessary, at each consolidated financial statement period-end.

When the value of an asset is greater than its estimated recoverable amount, its value is immediately lowered to its recoverable amount.

Losses and gains on the sale of property, plant and equipment are calculated by comparing income obtained with the book value and they are included, net, in the statement of comprehensive income.

3.6 Investment Property

Investment property is property held to obtain rental income, to achieve the appreciation of the invested capital, or both, but not for sale in the normal course of business, use in production or supply of goods or services, or for administrative purposes. Investment properties are valued at historical cost. When the use of a property changes, it is reclassified as property, plant and equipment or available for sale.

3.7 Intangible Assets

Intangible assets include other identifiable non-monetary assets, without physical substance, that are generated by commercial transactions.

Only those intangible assets whose costs can be reasonably and objectively estimated and those assets from which it is likely that economic benefits will be obtained in the future are recognized for accounting purposes.

Such intangible assets shall be initially recognized at acquisition or development cost, and they shall be valued at cost less the corresponding accumulated amortization and any impairment losses incurred, for those intangibles with a finite useful life.

For intangible assets with a finite useful life, amortization is recognized in income, using the straight-line method based on the estimated useful life of the intangible assets, beginning on the date on which the asset is available for use or on a different date that better represents its use.

Intangibles with an indefinite useful life and goodwill are not amortized and impairment analyses are performed on an annual basis.

The classes of intangible assets held by the CSAV Group and the corresponding periods of amortization are summarized as follows:

Class	Minimum	Maximum
Purchased goodwill	Indefinite	
Development costs	3 years	4 years
Patents, trademarks and other rights	Indefinite	
Software	3 years	4 years
Port and tugboat concessions	Concession term	

(a) Software

Acquired software licenses are capitalized on the basis of costs incurred to acquire them and prepare them for use. These intangible assets are amortized over their estimated useful lives.

(b) Patents, Trademarks and Other Rights

These assets are presented at historical cost. The use of these rights does not have a finite useful life, and therefore they are not subject to amortization. However, the indefinite useful life is subject to periodic review in order to determine whether the indefinite useful life is still applicable.

c) Port and Tugboat Concessions

Port concessions are covered by IFRIC 12. The assets are recognized as intangible assets, as the CSAV Group holds the right to charge income based on use. The cost of these intangible assets includes mandatory infrastructure works defined in the concession contract and the present value of all of the contract's minimum payments. Therefore, a financial liability equivalent to the value of the recognized intangible asset is recorded at present value.

Amortization is recognized in income, using the straight-line method, beginning on the date on which the asset becomes available for use.

These consolidated financial statements contain concession agreements registered with the subsidiary Iquique Terminal Internacional S.A. Tugboat concessions correspond to the partial assignment of rights and obligations contracts for the provision of port and off-shore tugboat services, that are free of encumbrances and limitations on their execution and that the subsidiary SAAM Remolques S.A. de C.V. holds with the Integral Port Authorities at the ports of Veracruz, Lázaro Cárdenas, Tampico and Altamira (Mexico).

3.8 Goodwill

Goodwill represents the excess of the acquisition cost over the fair value of the CSAV Group's share in the subsidiary or associate's identifiable net assets and liabilities assumed, measured as of the acquisition date. Purchased goodwill related to acquisitions of subsidiaries is presented separately in the financial statements under goodwill and tested for impairment. Purchased goodwill related to acquisitions of associates is included in investments in associates and tested for impairment of fair value along with the total balance of the associate. Purchased goodwill recognized separately is tested for impairment on an annual basis and valued at cost less accumulated impairment losses. Gains and losses on the sale of an entity include the carrying amount of purchased goodwill related to the entity that was sold.

Purchased goodwill is allocated to cash-generating units for purposes of performing impairment tests. The allocation is made for those cash-generating units that are expected to benefit from the business combination in which such purchased goodwill was generated.

Negative goodwill arising from the acquisition of an investment or business combination is recorded in accordance with Note 3.1.a).

3.9 Interest Expenses

Interest expenses incurred for the construction of any qualified asset are capitalized over the period of time needed to complete and prepare the asset for its intended use. Other interest expenses are recorded in income (expenses).

3.10 Impairment Losses

(i) Non-financial Assets

Assets that have an indefinite useful life, for example, land, are not amortized and are tested for impairment on an annual basis.

Assets subject to amortization are tested for impairment when an event or change in circumstances suggests that the carrying amount may not be recoverable.

Impairment losses are recognized for the excess of the asset's carrying amount over its recoverable amount.

The recoverable amount is the fair value of an asset less costs to sell or value in use, whichever is greater.

In order to evaluate impairment losses, assets are grouped at the lowest levels at which there are separately-identifiable cash flows (cash-generating units).

Non-financial assets other than purchased goodwill for which an impairment loss has been recorded are reviewed at each period-end in case the loss has been reversed, in which case the reversal cannot be greater than the original impairment amount.

Impairment of purchased goodwill is not reversed.

(ii) Financial Assets

A financial asset that is not recorded at fair value through profit and loss is evaluated at each period-end in order to determine whether there is objective evidence of impairment. A financial asset is impaired if there is objective evidence that a loss event has occurred after the initial recognition of the asset, and that this loss event has had a negative effect on the asset's future cash flows that can be reliably estimated.

The objective evidence that financial assets are impaired may include delay or default by a debtor or issuer, restructuring of an amount owed to CSAV in terms that would not be considered in other circumstances, indications that a debtor or issuer will declare bankruptcy, or the disappearance of an active market for an instrument. In addition, for an investment in an equity instrument, a significant or prolonged decrease in the fair value of the asset, below its cost, is objective evidence of impairment.

In evaluating impairment, CSAV uses historical trends of probability of noncompliance, the timing of recoveries and the amount of the loss incurred, all adjusted according to management's judgment as to whether under the prevailing economic and credit conditions it is likely that the actual losses will be greater or lesser than the losses indicated by historical trends.

Impairment losses related to trade and other receivables, which are valued at deemed cost, are calculated as the difference between the assets' book value and the estimated recoverable amount for those assets. This estimate is determined based on the age of the receivables as indicated in Note 8. Losses are recognized in income and are reflected in a provision against accounts receivable. When a subsequent event causes the amount of the impairment loss to decrease, such decrease is reversed in income.

3.11 Financial Instruments

Financial instruments are classified and valued according to the following categories:

(i) Non-derivative Financial Assets

The CSAV Group classifies its non-derivative financial assets into the categories listed below, according to the purpose for which such assets were acquired. Management determines the classification of financial assets upon initial recognition.

(a) Financial assets at fair value through profit and loss

Financial assets at fair value through profit and loss are financial assets held for trading purposes or are designated as such upon recognition. A financial asset is classified in this category if it is acquired primarily in order to be sold in the short term.

Assets in this category are classified as current assets. This category also includes investments in shares, debt instruments, time deposits, derivatives not designated as hedges and other financial investments.

(b) Trade and other receivables

Trade accounts receivable are initially recognized at fair value and subsequently at amortized cost, less impairment losses. Impairment of trade accounts receivable is recorded when there is objective evidence that the CSAV Group will not be able to collect all of the amounts owed to it in accordance with the original terms of the accounts receivable, as described in Note 3.10.

The subsequent recovery of amounts that were previously derecognized is recognized as a credit in the "sales and marketing expenses" account in the statement of income.

(c) Held-to-maturity financial assets

Held-to-maturity financial assets are non-derivative financial assets with fixed or determinable payments and a fixed maturity date that the Group's management intends to and is capable of holding to maturity. If the CSAV Group were to sell more than an insignificant amount of held-to-maturity financial assets, the entire category would be reclassified as available for sale. These available-for-sale financial assets are included in non-current assets, except those assets maturing in less than 12 months from the reporting date, which are classified as current assets.

(d) Available-for-sale financial assets

Available-for-sale financial assets are non-derivative assets that are classified in this category or are not classified in any other category. They are included in non-current assets unless management intends to dispose of the investment in the 12 months following the reporting date, and they are recorded at fair value through equity.

(e) Cash and cash equivalents

Cash and cash equivalents include cash held internally and in banks; time deposits in credit entities; other highly liquid, short-term investments with an original term of three months or less; and bank overdrafts. In the statement of financial position, bank overdrafts are classified as external resources in current liabilities.

(ii) Non-derivative Financial Liabilities

(a) Trade and other payables

Accounts payable to suppliers are initially recognized at fair value and subsequently at amortized cost using the effective interest method.

(b) Interest-bearing loans and other financial liabilities

Loans, bonds payable and other financial liabilities of a similar nature are initially recognized at fair value, net of the costs incurred in the transaction. Subsequently, they are valued at amortized cost, and any difference between the funds obtained (net of the costs incurred to obtain them) and the repayment value is recognized in income over the life of the obligation, using the effective interest method.

(iii) Issued Capital

Ordinary shares are classified as net equity.

Incremental costs directly attributable to the issuance of new shares are presented in net equity as a deduction, net of taxes, from the income obtained in the placement.

(iv) Derivative Financial Instruments and Hedging Activities

Derivative financial instruments used to hedge risk exposure in foreign currency, fuel purchases and interest rates are initially recognized at fair value. Attributable transaction costs are recognized in income when they are incurred.

After initial recognition, derivative financial instruments are measured at fair value, and any changes are recorded as described below:

Accounting Hedges

At the beginning of the transaction, CSAV documents the relationship between hedging instruments and the hedged items, as well as the risk management objectives and the strategy for carrying out different hedging operations. The Company also documents its evaluation, both initially and on an ongoing basis, of whether the derivatives that are used in hedging transactions are highly effective at offsetting changes in fair value or in the cash flows from the hedged items.

Derivative financial instruments that satisfy hedge accounting criteria are initially recognized at fair value plus (less) the transaction costs that are directly attributable to the contracting or issuance of the same, as appropriate.

Changes in the fair value of these instruments shall be recognized directly in equity, to the extent that the hedge is effective. When it is not effective, changes in fair value shall be recognized in income.

If the instrument no longer satisfies hedge accounting criteria, the hedge shall be discontinued prospectively. Any accumulated gains or losses that were previously recognized in equity will remain until the forecasted transactions occur.

Economic Hedges

Derivative financial instruments that do not satisfy hedge accounting criteria are classified and valued as financial assets or liabilities at fair value through profit and loss.

The fair value of several derivative instruments used for hedging purposes is shown in Note 11. Movements in the hedging reserve within own funds are shown in Note 28. The total fair value of hedging derivatives is classified as a non-current asset or liability if the remaining term of the hedged item is greater than 12 months and as a current asset or liability if the remaining term of the hedged item is less than 12 months.

3.12 Inventory

Inventory is valued at the lower of cost or net realizable value. The cost is determined by the "first-in-first-out," or FIFO, method and includes the acquisition cost and other costs incurred in bringing it to its place and conditions of use.

The net realizable value is the estimated sales value in the normal course of business, less estimated selling expenses.

3.13 Income and Deferred Taxes

Income taxes for the period include current income taxes and deferred income taxes. Taxes are recognized in the statement of comprehensive income, unless they are related to entries that are recognized directly in equity, in which case the taxes are also recognized in equity.

Current income taxes are calculated based on the tax laws enacted as of the reporting date in each country.

Deferred taxes are calculated in accordance with the liability method over the differences that arise between the tax basis of assets and liabilities and their carrying amount in the financial statements. However, if the deferred taxes arise from the initial recognition of a liability or an asset in a transaction other than a business combination, where at the time of the transaction such asset or liability did not affect the accounting result or the tax gain or loss, it is not accounted for. Deferred taxes are determined using tax rates (and laws) that have been enacted or that are substantially enacted as of the reporting date and that are expected to be applied when the corresponding deferred tax asset is realized or when the corresponding deferred tax liability is settled.

Deferred tax assets are recognized to the extent that it is likely that there will be future tax benefits with which to offset such differences.

Deferred income taxes for temporary differences arising from investments in subsidiaries and associates are provisioned for, unless the timing of the reversal of the temporary differences is controlled by the Company and it is likely that the temporary difference will not be reversed in the foreseeable future.

3.14 Employee Benefits

(a) Post-employment and other long-term benefits

For the CSAV Group, staff severance indemnities are classified in this category. This benefit determines the amount of the future benefit that employees have accrued in exchange for their services in the current period and in previous periods.

In order to determine the present value of such benefit, a risk-free interest rate is used. The calculation is performed by a qualified mathematician using the projected unit credit method.

All actuarial gains and losses arising from defined-benefit plans are recognized directly in equity, as other reserves.

(b) Contract termination indemnity

Commitments undertaken in a formal detailed plan, either in order to terminate the contract of an employee before normal retirement age or to provide termination benefits, shall be recognized directly in income.

(c) Short-term benefits and incentives

CSAV recognizes a provision for short-term benefits and incentives when it is contractually obligated to do so or when past practice has created an implicit obligation.

3.15 Provisions

CSAV recognizes provisions when the following requirements are satisfied:

there is a current obligation, whether legal or implicit, as a result of past events;
it is likely that an outflow of resources will be needed to settle the obligation; and
the amount has been reliably estimated.

In the case of a service contract that is considered onerous, a provision will be recognized and charged to income for the period, for an amount equal to the lesser of the cost of settling the contract and the net cost of continuing it.

Provisions for restructuring are recognized to the extent that the CSAV Group has approved a formal detailed plan, and that such restructuring has been publicly reported or has already begun.

Provisions are not recorded for future operating losses except for the onerous contracts mentioned above.

Provisions are valued at the present value of the disbursements that are expected to be necessary in order to settle the obligation using a discount rate that reflects the current market assessments of the time value of money and the specific risks of the obligation.

3.16 Other Non-financial Liabilities

This item includes liabilities that are not of a financial nature and do not qualify as any other type of liability.

3.17 Operating Revenues and Cost of Sales

Operating revenues and cost of sales derived from the provision of maritime transport services are recognized in income considering the percentage of completion as of the reporting date, as long as the result can be reliably estimated. The provision of services can be reliably measured as long as the following conditions are met:

- The amount of the revenues can be reliably measured;
- It is likely that the economic benefits associated with the transaction will flow to the entity;
- The percentage of completion of the transaction as of the reporting date can be reliably measured; and
- The costs incurred by the transaction and the costs to complete it can be reliably measured.

When the results of services provided cannot be sufficiently reliably estimated, in accordance with the requirements established by precedent, the revenues are recognized only to the extent that the expenses incurred can be recovered.

Revenues and costs related to subletting vessels are recognized in income on an accrual basis.

Operating revenues and cost of sales from other services related to the maritime business are recognized in income on an accrual basis.

Operating revenues are recognized net of standard discounts and incentives.

3.18 Discontinued Operations

The Company records income and losses from discontinued operations, net of taxes, for services that will no longer be provided in the short or medium-term.

3.19 Finance Income and Expenses

Finance income is accounted for on an accrual basis.

Finance expenses are generally recognized in income when incurred, except for expenses to finance the construction or development of qualified assets.

Finance expenses are capitalized beginning on the date on which knowledge about the asset to be constructed is obtained. The amount of the capitalized finance expenses (before taxes) for the period is determined by applying the effective interest rate of the loans in force during the period in which finance expenses were capitalized to the qualified assets.

3.20 Leases

Leases in which substantially all risks and rewards of ownership of the leased assets are transferred to the companies of the CSAV Group are classified as finance leases. All other leases are classified as operating leases.

For finance leases, at the start of the contract an asset is recognized in property, plant and equipment, and a financial liability is recognized for the lesser between the fair value of the leased asset and the present value of the minimum lease payments.

For operating leases, payments are recognized as expenses during the term of the lease.

3.21 Determination of Fair Value

Some of the CSAV Group's accounting policies and disclosures require that the fair value of certain financial assets be determined according to the following:

Financial assets

The fair value of financial assets at fair value through profit and loss and available-for-sale financial assets is determined at market value.

Trade and other receivables

Considering that trade receivables have a term of less than 90 days, their fair value is not estimated to differ significantly from their book value.

Derivatives

The fair value of derivative contracts is based on their quoted price.

3.22 Earnings (Loss) per Share

The ratio of basic earnings (loss) per share is calculated by dividing net income (loss) for the period by the weighted average number of ordinary shares outstanding during the period.

3.23 Distribution of Dividends

Dividends distributed to the Company's shareholders are recognized as a liability in CSAV's annual consolidated accounts in the period in which they are accrued. The Company's policy is to distribute 30% of net income.

3.24 Environment

Disbursements related to environmental protection are charged to income when they are incurred.

3.25 New Standards and Interpretations Issued but Not Yet in Force

a) Standards adopted in advance by the Group

The CSAV Group has not adopted or applied any standards issued by the International Accounting Standards Board (hereinafter "IASB") in advance.

b) Standards and amendments to and interpretations of the existing standards that are not yet in force and that the Group has not adopted in advance:

Standard and/or Amendment	Mandatory Application for:
Amendment to IAS 12: Income Taxes	Annual periods starting on or after January 1, 2012
Amendment to IAS 12: Deferred Taxes: Recovery of Underlying Assets	Annual periods starting on or after January 1, 2012
Amendment to IAS 1: Presentation of Other Comprehensive Income	Annual periods starting on or after July 1, 2012
IFRS 9: Financial Instruments: Classification and Measurement	Annual periods starting on or after January 1, 2013
IFRS 10: Consolidated Financial Statements	Annual periods starting on or after January 1, 2013
IFRS 11: Joint Arrangements	Annual periods starting on or after January 1, 2013
IFRS 12: Disclosure of Interests in Other Entities	Annual periods starting on or after January 1, 2013
IFRS 13: Fair Value Measurement	Annual periods starting on or after January 1, 2013
IAS 19: Employee Benefits	Annual periods starting on or after January 1, 2013
Amendment to IAS 27: Separate Financial Statements	Annual periods starting on or after January 1, 2013
Amendment to IAS 28: Investments in Associates and Joint Ventures	Annual periods starting on or after January 1, 2013
Amendment to IFRS 7 Disclosures--Offsetting Financial Assets and Financial Liabilities	Annual periods starting on or after January 1, 2013
Amendment to IAS 32 Offsetting Financial Assets and Financial Liabilities	Annual periods starting on or after January 1, 2014

The Company's management estimates that the adoption of the standards, amendments and interpretations described above will not have a significant impact on the financial statements of the CSAV Group.

Note 4 Financial Risk Management

CSAV is engaged in a global—rather than local or regional—business that is strongly linked to global economic activity. As a result, its operations are closely related to changes in the main economic market variables such as commodity prices, interest rates and exchange rates. Variations in ocean freight volumes and rates may partially offset variations in these economic variables.

An analysis of the effects of changes in these market variables is not complete, or could lead to erroneous conclusions, if the positive and negative effects on CSAV's global business that completely or partially offset the effects of such changes are not considered.

However, the main risk to which the Company is exposed, and which could alter the positive correlation described above, is the possibility of a significant imbalance between supply and demand for cargo transport, which leads to drops (or rises) in shipping freight rates. This is a recurring phenomenon that explains the seasonal and cyclical nature of the business, which beginning with the 2008 crisis is having important effects on the industry (see Market Situation in the Reasoned Analysis, which complements these financial statements). Other important risks that may affect the industry stem from competitive behavior by diverse industry players, asset obsolescence, pollution and regulatory changes, among others.

After a positive year in 2010, the industry situation continued to progressively worsen until it reached unreasonable levels. Competition brought freight rates on most global routes to low levels. As a result, the containershipping industry continues to be seriously affected by: (i) the negative global economic scenario in terms of demand and global economic growth, and particularly growth in developed countries, (ii) the growing increase in the oversupply of capacity, (iii) the strong competition prevailing in the industry during 2011, which forced some competitors to decrease freight rates beyond reasonable levels, and (iv) the significant rise in fuel costs.

In 2011, there was a growing imbalance between supply and demand. Demand grew 7.7% (versus 14% in 2010), which is well below expectations, and continues to show signs of weakness.

Demand continues to be affected by the political turmoil that broke out in the Middle East and North Africa in early 2011 and is still underway. This instability is exacerbated by financial crises in Europe, the downgrading of the United States' country risk rating, and increasing fear of a new global recession.

Containership capacity has grown in line with expected rates, showing early signs of adjustments. Containership fleet capacity is estimated to have grown by nearly 7.9% in 2011. For the year 2012, it is expected to expand by close to 8%. Shipbuilding orders as of January 1, 2012 reached close to 28% or approximately 4.3 million TEU of total operating capacity, which in comparison to 60% in mid-2008, reflects the industry's adjustment to its new market reality.

During the 2009 crisis, the industry overcame the difficult scenario by suspending services and laying up vessels. Laid-up vessels reached 12% of the world fleet, which helped reduce capacity and balance demand.

The current laid-up fleet has begun to increase week after week, reaching close to 286 vessels in early January 2011, which represents close to 4.9% of global capacity. This upward trend coincides with the beginning of the low season along the main routes and the large-scale announcement of suspended services and joint operating agreements involving diverse industry carriers. Most analysts expect to see a strong increase in the laid-up fleet over the next few months.

Freight rates fell sharply in 2011, beyond reasonable expectations, and continue to show signs of weakness and uncertainty. Strong competition, which in some cases forced rates down, and erroneous expectations regarding robust demand during the second half of 2011, made rates fall to nearly record lows for the industry.

On the other hand, fuel costs rose over 35% in 2011. As a result of this significant increase in the price of the industry's main cost component and the important drops in freight rates along all routes, freight rates excluding the cost of fuel fell to the lowest levels ever observed in the shipping industry. This is generating important losses for various carriers in the industry.

The Shipping Services Restructuring Plan implemented by the Company (see Note 32) is in response to this unfavorable industry trend. This new strategy is aimed at:

i) reducing CSAV's exposure to shipping industry volatility, particularly for routes and services where the Company has fewer competitive advantages. The implemented plan reduces the Company's cargo transport capacity by nearly 45% as compared to the first half of 2011.

ii) increasing the Company's efficiency by operating larger vessels along each of its routes and services through strategic alliances with industry leading companies. This new strategic definition has led the Company to increase its volume of joint operations from close to 30% in mid-2011 to nearly 90% as of year-end.

III) increasing the proportion of its own fleet by reducing its operated capacity and with support from the vessel investment plan, financed in part with capital increases. This initiative will enable CSAV to expand its own transport capacity from 7% as of year-end 2010 to almost 30% in mid-2012.

iv) substantially improving the Company's organizational structure and implementing processes and information systems that improve visibility, increase the degree of responsibility and decentralize the structure, as well as the Company's decision-making capacity and ability to integrate with clients. This plan has resulted in the elimination of three hierarchical levels, lay-offs of 520 individuals around the world and boosts to IT projects and processes such as contribution and pricing systems.

The Company's activities are exposed to different financial risks: (a) Credit Risk, (b) Liquidity Risk and (c) Market Risk. The Company seeks to minimize the potential effects of these risks through the use of financial derivatives or by establishing internal policies.

The CSAV Group's financial risk management policies are established in order to identify the financial risks faced by the Company, analyze them, and limit their impact. In this way, appropriate controls and actions are established that enable the Company to monitor compliance with such controls.

(a) Credit Risk

Credit risk is derived from the CSAV Group's exposure to (i) potential losses resulting mainly from customers, third-party agents and carriers with which the Company has signed vessel lease and/or slot sale agreements failing to fulfill their obligations and (ii) counterparty risk in the case of financial assets maintained with banks.

The Company has a strict credit policy for managing its portfolio of accounts receivable. The policy is based on the determination of lines of credit to direct customers and to non-related agencies. In order to determine the lines of credit granted to direct customers, an individual analysis is performed, in which solvency, ability to pay, bank and commercial references, and historical payment behavior with the Company are the most important factors. For non-related agencies, the process is similar, although there are contracts and guarantees that mitigate credit risk.

These lines of credit are reviewed on an annual basis, and special care is taken so that the conditions offered, with respect to both amounts and terms, are appropriate given market conditions. Payment behavior and the percentage of utilization of such lines are monitored on an ongoing basis. In addition, there is a rigorous policy for uncollectible accounts receivable, which is based on the provisioning of any significant deviation with respect to payment behavior.

Financial assets include cash surpluses, which are invested in financial institutions with "investment grade" ratings, in accordance with Company policies. In addition, approval of counterparties used for different financial hedges and of issuers of guarantees given by customers adheres to the same policy.

(i) Accounts receivable

The maximum exposure to credit risk related to trade receivables as of the reporting date was:

	Note	As of December 31, **2011** **ThUS$**	As of December 31, 2010 **ThUS$**
Trade receivables		437,846	555,882
Impairment of trade receivables	8	(19,795)	(19,335)
Trade receivables, net		418,051	536,547
Other receivables		39,232	43,152
Impairment of other receivables	8	(329)	(14)
Other receivables, net		38,903	43,138
Total receivables	8	456,954	579,685

The Company records provisions when there is evidence of impairment of trade receivables, based on the following guidelines:

Age of receivable	Factor
Over 180 days	100%
Receivables from agencies over 90 days	100%
Legal collections, checks issued with insufficient funds and other similar concepts	100%
High-risk customers, based on each case and market conditions	100%

Changes in impairment losses from accounts receivable are detailed as follows:

	12.31.2011 ThUS$	12.31.2010 ThUS$
Beginning balance	19,349	16,037
Increase (decrease) in impairment for the period	775	3,312
Ending balance (Note 8)	20,124	19,349

(ii) Financial Assets

The book value of financial assets represents the maximum exposure to credit risk, detailed as follows.

	12.31.2011 ThUS$	12.31.2010 ThUS$
Cash and cash equivalents (Note 6)	173,016	523,532
Other financial assets (Note 7)	158,447	126,315
Total	**331,463**	**649,847**

The Company has a policy for investing in financial assets, such as time deposits and repurchase agreements, which stipulates the institutions and amounts that have been duly authorized by the Board of Directors and are reviewed on a yearly basis. In general, all of the financial institutions with which the Company invests its excess cash are of high credit standing, at the global and/or local level.

(b) Liquidity Risk

Due to the seasonal and cyclical nature of its business, the Company has maintained sufficient cash to fulfill its operating, financial and investment obligations.

However, as expressed in the ordinary and extraordinary shareholders' meetings held April 8, 2011, in the financial statements as of March 30, 2011 and June 30, 2011, in the material event reported on September 2, 2011, in the information of interest published on September 23, 2011 and in line with other prior communications, CSAV has repeatedly expressed that the containershipping business is exposed to high volatility and risk, particularly beginning with the 2008 crisis. Market conditions have still not stabilized; there is an excess capacity supply in operation and an important number of vessels under construction. There is strong competition in terms of transport rates and vessel use is also under pressure. It has also stressed the importance of its investment plan to purchase its own vessel fleet, as its present fleet is far from industry standards.

As described at the beginning of this note, and confirming the Company's opinion contained in prior communications, the unfavorable market conditions observed in the first half of the year continued and deteriorated even further during 2011. This is reflected in sharp drops in rates for most routes around the world and an important increase in fuel costs, the Company's main input. For the year 2011, the Company had net losses of US$ 1,239 million, which confirms the estimates provided in prior financial statements.

These circumstances have increased cash requirements beyond levels expected at the beginning of the year and, as a result, CSAV has taken the following measures necessary to ensure its financial short, medium and long-term stability:

i) Capital increase of US$ 498 million approved by shareholders on April 8, 2011.

ii) Bridge lines of credit for US$ 450 million. Majority shareholders Quiñenco S.A. and Marítima de Inversiones S.A. financed US$ 350 million while Banco Latinoamericano de Comercio Exterior S.A. (BLADEX) granted another line for US$ 100 million.

These bridge loans will be fully paid with resources obtained from the capital increase referred to in the following point.

iii) Capital increase of US$ 1.2 billion and split of SM SAAM: at a shareholders meeting held October 5, 2011, shareholders agreed to the following:

a) Increase the Company's capital by US$ 1.2 billion in order to deal with adverse market conditions and strengthen the Company's medium and long-term financial, operating and commercial position.

b) Separate the maritime cargo transport business from the vessel and cargo services business. Subject to subscription and payment of at least US$ 1.1 billion of the capital increase mentioned above, CSAV will be split, forming a new corporation that will hold 99.99% of the shares of subsidiary Sudamericana Agencias Aéreas y Marítimas S.A.

On December 19, 2011, the preferential right period for the aforementioned capital increase began, extending 30 days, until January 17, 2012. The process will end on February 15, 2011 with the placement to shareholders that take part in the second round. However, as of the end of the reporting period, the Company had already raised close to US$ 788 million. Shareholder Quiñenco S.A. has already confirmed its decision to contribute US$ 1 billion and, as of the end of the reporting period, had subscribed US$247 million for the first preferential option period.

Notes 43 (Subsequent Events) and 40 (Financial Strengthening) contain further information on the capital increase process and its outcomes to date.

The Company has also carried out a series of restructurings, suspended services and formed partnerships, which have been communicated in a timely manner to customers and the market and, in addition, has implemented a new organizational structure in search of greater operating efficiency.

The contractual maturities of financial liabilities, including estimated interest payments and excluding the effect of clearing agreements, are detailed below:

December 31, 2011	Note	Book value ThUS$	Contractual cash flows ThUS$	6 months or less ThUS$	6 – 12 months ThUS$	1 – 2 years ThUS$	2 – 5 years ThUS$	More than 5 years ThUS$
Non-derivative financial liabilities								
Guaranteed bank loans	22	(693,942)	(860,604)	(138,296)	(43,901)	(99,609)	(167,703)	(411,095)
Finance lease liabilities	22	(7,790)	(7,736)	(1,788)	(1,730)	(2,441)	(1,777)	-
Bank instruments without guarantee	22	(466,123)	(767,949)	(20,177)	(23,494)	(41,421)	(84,708)	(598,149)
Trade and other payables and payables to related parties	9 and 23	(967,187)	(967,187)	(941,825)	(25,336)	-	-	(26)
Other financial liabilities	22	(2)	(2)	(2)	-	-	-	-
Derivative financial assets								
Hedging assets	11	908	-	-	-	-	-	-
Derivative financial liabilities								
Hedging liabilities	11	(903)	(903)	(268)	-	(635)	-	-
Total		**(2,135,039)**	**(2,604,381)**	**(1,102,356)**	**(94,461)**	**(144,106)**	**(254,188)**	**(1,009,270)**

December 31, 2010	Note	Book value ThUS$	Contractual cash flows ThUS$	6 months or less ThUS$	6 – 12 months ThUS$	1 – 2 years ThUS$	2 – 5 years ThUS$	More than 5 years ThUS$
Non-derivative financial liabilities								
Guaranteed bank loans	22	(503,364)	(713,680)	(177,096)	(31,951)	(67,868)	(190,082)	(246,683)
Finance lease liabilities	22	(6,831)	(6,752)	(1,164)	(1,167)	(2,740)	(1,681)	
Bank instruments without guarantee	22	(373,117)	(601,131)	(11,965)	(11,864)	(23,427)	(67,867)	(486,008)
Trade and other payables and payables to related parties	9 and 23	(631,152)	(631,152)	(602,107)	(29,045)	-	-	-
Other financial liabilities	22	(1,299)	(1,199)	(1,199)	-	-	-	-
Derivative financial assets								
Hedging assets	11	269	265	69	111	85	-	-
Derivative financial liabilities								
Hedging liabilities	11	(1,542)	(1,504)	(597)	(380)	(406)	(121)	-
Total		**(1,517,036)**	**(1,955,153)**	**(794,059)**	**(74,296)**	**(94,356)**	**(259,751)**	**(732,691)**

The cash flows included in the maturity analysis are not expected to occur significantly before or after the settlement date.

(c) Market Risk

See the beginning of this note, regarding the positive correlation between CSAV's business and the primary economic variables and how, as indicated in that note, they naturally mitigate or offset the primary market risks.

Market risk, as analyzed in this section, is the risk that, as the result of a change in relevant economic variables such as interest or exchange rates and commodity prices, the value of an asset or liability continuously fluctuates over time.

Given the nature of its business, the Company is exposed to market risks including: (i) interest rate fluctuations, (ii) exchange rate fluctuations, and (iii) changes in the price of fuel. Changes in these variables resulting from fluctuations in the world economy and the effect of such changes on the Company are normally offset through the performance of the Company's business. Despite that fact, CSAV covers a portion of these risks either by matching cash flows or utilizing derivative instruments.

The derivatives held by the Company to hedge market risks meet the criteria for hedge accounting under IFRS and, therefore, their fluctuations affect consolidated equity (but not the income statement). In order to confirm the fulfillment of these requirements, the effectiveness of the hedges has been measured according to standards in force.

The details of the derivatives held by the Company are presented, showing the relationship to fair value, in Note 11.

(i) Interest rate fluctuations

Interest rate fluctuations that eventually arise impact the Company's floating rate obligations. Given that a portion of the Company's debt structure has floating interest rates (mainly LIBOR), hedging this risk enables the Company to keep finance expenses within appropriate limits.

The Company maintains interest rate caps that hedge—for part of the effective period of loans and up to certain predetermined limits (see details below)—increases of more than 4.5% in the 6 month LIBOR rate for amounts that have been defined as adequate for sustaining partial exposure to very significant rises in the LIBOR rate.

As of December 31, 2011 and 2010, the Group's interest-bearing financial instruments are detailed as follows:

	12.31.2011 ThUS$	12.31.2010 ThUS$
Financial assets at fixed rates:		
Cash and cash equivalents	128,987	123,399
Other financial assets	137,742	110,975
Total financial assets at fixed rates	266,729	234,374
Financial assets at variable rates:		
Cash and cash equivalents	44,029	400,133
Other financial assets	20,705	15,340
Total financial assets at variable rates	64,734	415,473
Total financial assets	331,463	649,847
Financial liabilities at fixed rates:		
Other financial liabilities	(2)	(1,199)
Finance leases	(4,039)	(1,149)
Bank loans	(443,221)	(406,997)
Other	(65,244)	(77,744)
Total financial liabilities at fixed rates	(512,506)	(487,089)
Financial liabilities at variable rates:		
Finance leases	(3,751)	(5,683)
Bank loans	(651,600)	(393,381)
Otros	(903)	-
Total financial liabilities at variable rates	(656,254)	(399,064)
Total financial liabilities	(1,168,760)	(886,153)
Net fixed-rate position	(245,777)	(252,715)
Net variable-rate position	(591,520)	16,409

The effect of interest rate fluctuations on variable-rate financial instruments that are not hedged is shown in the following table. These changes are considered reasonably possible, based on market conditions and to the best of our knowledge and understanding:

	For the years ended December 31,	
	2011 ThUS$	2010 ThUS$
Increase of 100 basis points in 6 month LIBOR	4,022	2,146

The above indicates that the Group's net equity would have been impacted by an amount of ThUS$ 4,022 (ThUS$ 2,146 in December 2010).

(ii) Exchange rate fluctuations

The Company's functional currency is the US dollar. Given that the majority of the Company's income and expenses are recorded in this currency, CSAV has a relatively low exposure to exchange rate variations.

Most of the Company's operating revenues and expenses are denominated in US dollars, due to the fact that the global transport industry operates largely in this currency. To a lesser extent, the Company has operating revenues and expenses in Chilean pesos, Brazilian reals and euros, among other currencies, but in most cases they are indexed to the US dollar.

Assets and liabilities are generally expressed in US dollars. However, the Company has assets and liabilities in other currencies, detailed in Note 32, Chilean and Foreign Currencies.

The Company reduces its exchange rate risk by periodically converting balances in local currency that exceed payment requirements in that currency into dollars. When necessary, the Company has contracted derivatives to eliminate the identified exposure.

The Company has a loan with the Japanese agency of AFLAC for JPY 24,000,000,000 (twenty four billion yen), equivalent to US$201,850,294 (two hundred and one million, eight hundred and fifty thousand, two hundred and ninety four U.S. dollars). The 30-year obligation, taken out in 2003, will be fully paid upon maturity in yen and interest is paid in US dollars on a semi-annual basis, calculated on the initial fixed amount in US dollars. The loan can be paid in advance, either fully or in part, starting in the fifteenth year, at each date on which interest payments are due.

The Company holds exchange rate insurance to cover fluctuations in the exchange rate between the yen and the dollar, during the term of the loan described in the preceding paragraph (Note 7).

CSAV has UF-denominated obligations (bonds) with the public in Chile in the amount of approximately UF1,671,428. The counterpart entry of this obligation consists of investments and flows denominated in local Chilean currency, which are primarily associated with the shipping services business.

An analysis of the effects of exchange rate variations is not complete, or may lead to erroneous conclusions, if the positive or negative effects on CSAV's business that totally or partially offset the effects of such variations are not considered.

A 10% increase in the value of the US dollar exchange rate with respect to other important currencies to which the Company is exposed would not have a material effect on the Company's results for the fourth quarter of 2011, as the estimated effect would be positive (around US$ 7 million), keeping all other variables constant.

The following table shows the foreign currency risk of the CSAV Group's non-U.S. dollar-denominated financial assets and liabilities as of December 31, 2011 and December 31, 2010 (see Note 11 Hedge Assets and Liabilities):

As of December 31, 2011	**Euro**	**Real**	**Peso/UF**	**Other**	**Total**
	ThUS$	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**
Cash and cash equivalents	10,277	6,979	8,171	23,325	48,752
Other financial assets (current and non-current)	21	448	128	559	1,156
Trade and other receivables (current and non-current)	23,801	20,119	48,052	29,381	121,353
Guaranteed bank loans (current and non-current)	-	(533)	(1,104)	(1,040)	(2,677)
Finance lease liabilities	-	-	-	(713)	(713)
Bank instruments without guarantee	-	-	(65,244)	-	(65,244)
Trade payables and other non-financial liabilities (current and non-current)	(47,286)	(37,249)	(40,987)	(76,001)	(201,523)
Net exposure as of December 31, 2011	**(13,187)**	**(10,236)**	**(50,984)**	**(24,489)**	**(98,896)**

As of December 31, 2010	**Euro**	**Real**	**Peso/UF**	**Other**	**Total**
	ThUS$	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**
Cash and cash equivalents	18,256	11,291	84,125	17,879	131,551
Other financial assets (current and non-current)	44	8	82	16	150
Trade and other receivables (current and non-current)	44,215	12,134	45,013	60,751	162,113
Guaranteed bank loans (current and non-current)	-	-	(1,601)	(2,276)	(3,877)
Finance lease liabilities	-	-	-	(1,161)	(1,161)
Bank instruments without guarantee	-	-	(119,389)	-	(119,389)
Trade payables and other non-financial liabilities (current and non-current)	(37,803)	(12,955)	(36,143)	(100,435)	(187,336)
Net exposure as of December 31, 2010	**24,712**	**10,478**	**(27,913)**	**(25,226)**	**(17,949)**

(iii) Changes in fuel prices

A portion of the Company's operating expenses corresponds to the consumption of fuel (referred to as "bunker"). The Company primarily consumes IFO 180, IFO 380, IFO 500 and MDO/MGO as fuel for the vessels it operates. The Company's diverse business lines purchase fuel through a centralized tender process with duly authorized counterparties, following a strict protocol for such transactions.

This risk of variations in the price of bunker is reduced substantially by transferring variations to customers through a "bunker adjustment factor" ("BAF") surcharge, which is applied to most cargo transport. However, beginning in late 2010 and due to significant industry-wide deterioration, this surcharge has not been fully transferred to customers, thus preventing the Company from mitigating the risk of fuel costs. This phenomenon has occurred throughout the container transport industry.

In some transport contracts, the Company is charged a fixed rate that does not include this adjustment. In such cases, the Company enters into fuel derivatives adjusted to the term of the corresponding contract, thus achieving the desired match between total contract duration and the fuel hedge for that transaction.

It is hard to give an exact description of the Company's exposure to changes in fuel prices. However, assuming that the Company cannot pass on an increase in the cost of bunker to its customers (i.e. the average BAF applied is 0%), an increase in fuel prices of US$10 per ton would have had, assuming volumes similar to the fourth quarter of 2011, a negative impact of US$ 5 million on the Company's results for that quarter, based on current prices and maintaining all other variables constant.

Note 5 Segment Reporting

Segmentation Criteria

In accordance with the definitions established in IFRS 8 "Operating Segments," the CSAV Group segments its business according to the type of services provided and defines its reporting segments as:

(a) Maritime cargo transport
(b) Maritime vessel and cargo services

	Maritime Cargo Transport		Maritime Vessel and Cargo Services		Total	
	For the years ended December 31,		For the years ended December 31,		For the years ended December 31,	
	2011	**2010**	**2011**	**2010**	**2011**	**2010**
	ThUS$	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**
Operating revenues	4,790,693	4,872,323	361,255	342,300	5,151,948	5,214,623
Cost of sales	(5,608,766)	(4,489,385)	(268,412)	(252,633)	(5,877,178)	(4,742,018)
Gross margin	(818,073)	382,938	92,843	89,667	(725,230)	472,605
Other income by function	823	797	2,588	6,078	3,411	6,875
Administrative expenses	(270,557)	(219,094)	(44,073)	(45,735)	(314,630)	(264,829)
Other miscellaneous expenses by function	(1,769)	(2,938)	(2,368)	(5,240)	(4,137)	(8,178)
Other gains (losses)	(8,865)	14,968	(619)	(245)	(9,484)	14,723
Finance income	2,659	4,479	7,575	6,337	10,234	10,816
Finance expenses	(38,833)	(36,163)	(9,537)	(6,407)	(48,370)	(42,570)
Share in profits of associates	14,025	8,913	25,653	22,956	39,678	31,869
Exchange differences	10,967	(2,534)	(3,149)	(1,046)	7,818	(3,580)
Gain (loss) from indexation	167	22	(4)	79	163	101
Profit (loss) before taxes	(1,109,456)	151,388	68,909	66,444	(1,040,547)	217,832
Income (expense) from income taxes	95,149	(25,730)	(14,126)	(10,599)	81,023	(36,329)
Profit (loss) from continuing operations	(1,014,307)	125,658	54,783	55,845	(959,524)	181,503
Profit (loss) from discontinued operations	(279,959)	-	-	-	(279,959)	-
Profit (loss) for the period	(1,294,266)	125,658	54,783	55,845	(1,239,483)	181,503
Profit (loss) attributable to non-controlling interest	6,770	6,765	3,522	3,918	10,292	10,683
Profit (loss) attributable to owners of parent	(1,301,036)	118,893	51,261	51,927	(1,249,775)	170,820

Figures without eliminating the maritime vessel and cargo services segment are presented in Note 14.

Assets and liabilities by segment as of December 31 of each year are summarized as follows:

	Maritime Cargo Transport		Maritime Vessel and Cargo Services		Total	
	2011	**2010**	**2011**	**2010**	**2011**	**2010**
	ThUS$	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**
Assets per segment	2,307,626	2,375,051	711,634	699,701	3,019,260	3,074,752
Proceeds from associates	14,019	9,082	146,230	134,325	160,249	143,407
Liabilities per segment	2,296,409	1,564,542	278,805	266,145	2,575,214	1,830,687

Income by geographic region is summarized as follows:

	Maritime Cargo Transport		Maritime Vessel and Cargo Services		Total	
	For the years ended December 31,		For the years ended December 31,		For the years ended December 31,	
	2011	**2010**	**2011**	**2010**	**2011**	**2010**
	ThUS$	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**
Asia	2,410,307	2,802,543	-	-	2,410,307	2,802,543
Europe	482,055	452,390	-	-	482,055	452,390
Americas	1,762,620	1,533,431	361,255	342,300	2,123,875	1,875,731
Africa	135,711	83,959	-	-	135,711	83,959
	4,790,693	4,872,323	361,255	342,300	5,151,948	5,214,623

The main services of the maritime cargo transport segment are primarily related to the transport of cargo in containers and, to a lesser extent, the transport of bulk products and automobiles.

The main services of the maritime vessel and cargo services segment include port services such as loading and discharge, operation of terminals under concession, tugboat services, warehouse services, and container repairs, among others.

The Company does not have any customers that are significant on an individual basis.

The Company used the following criteria to measure net income, assets and liabilities within each reporting segment:

Net income for each segment is composed of revenue and expenses related to operations that are directly attributable to each segment, measured as follows: a) for the maritime cargo transport segment, revenue and cost of sales are measured based on degree of completion (Note 3.17); b) for the maritime vessel and cargo services segment, revenue and expenses are measured on an accrual basis. There are no results that cannot be categorized into one of these segments.

The assets and liabilities reported for each operating segment consist of those assets and liabilities that directly partake in services or operations directly attributable to each segment. There are no assets or liabilities that cannot be categorized into one of these segments.

Transactions between segments are not material and have been eliminated in segment reporting.

Note 6 Cash and Cash Equivalents

Cash and cash equivalents are detailed in the following table:

Description	As of December 31, 2011 ThUS$	As of December 31, 2010 ThUS$
Cash on hand	739	1,485
Bank balances	123,181	121,914
Time deposits	44,030	322,468
Repurchase and sellback agreements	5,066	77,665
Total	**173,016**	**523,532**

Cash corresponds to cash on hand and bank current accounts. Short-term deposits are made with banking institutions for a fixed term and are recorded at investment value plus any corresponding interest accrued as of period-end. Other cash and cash equivalents correspond to purchases of financial instruments with resale and sellback agreements.

Cash and cash equivalents during 2011 and 2010, detailed by currency, are as follows:

Currency	As of December 31, 2011 ThUS$	As of December 31, 2010 ThUS$
US dollar	124,264	391,981
Chilean peso	8,171	84,125
Euro	10,277	18,256
Pound sterling	1,413	923
Real	6,979	11,291
Yuan	890	1,018
Hong Kong dollar	459	552
Mexican peso	1,990	1,916
Yen	234	241
Other currencies	18,339	13,229
Total	173,016	523,532

Note 7 Other Financial Assets

Other financial assets are detailed as follows:

	Current		Non-current	
	12.31.2011 ThUS$	12.31.2010 ThUS$	12.31.2011 ThUS$	12.31.2010 ThUS$
Funds held in trust with third parties (b)	-	-	19,773	15,340
Options contracts	6	124	-	-
Exchange rate insurance (a)	-	-	109,757	91,835
Hedging derivative contracts (Note 11)	908	269	-	-
Derivative margin guarantees (c)	17,404	10,583	-	-
Other financial instruments	1,737	-	8,862	8,164
Total other financial assets	20,055	10,976	138,392	115,339

Changes in the fair value of the assets classified in this category are recorded under "other gains (losses)" in the statement of comprehensive income.

(a) This entry includes an insurance policy contracted by the Company that covers a broad range of foreign currency fluctuations for a period of approximately 30 years. The underlying liability is approximately 202 million dollars, equivalent to JPY 24,000,000,000, a loan subscribed with American Family Life Assurance Company of Columbus (AFLAC) payable in one installment in 2033.

This instrument does not qualify to be treated as a derivative and its valuation is explained as follows:

	As of December 31, 2011	As of December 31, 2010
	ThUS$	**ThUS$**
Dollar equivalent	311,607	293,685
Dollars according to contract	(201,850)	(201,850)
Variation	109,757	91,835

(b) Funds held in investment trusts in South America, a line of business complementary to the Company's operations, reported profits of ThUS$ 4,685 in the period ended December 31, 2011 (ThUS$ 4,171 in 2010), presented within finance income. (See Note 30).

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(c) Collateral guarantees correspond to deposits that are not available to the Company, used to guarantee fluctuations in the market value of financial instruments.

Note 8 Trade and Other Receivables

Trade and other receivables are detailed in the following table:

	Current		Non-current	
	12.31.2011 **ThUS$**	12.31.2010 **ThUS$**	12.31.2011 **ThUS$**	12.31.2010 **ThUS$**
Trade receivables	437,846	555,882	-	-
Impairment of trade receivables	(19,795)	(19,335)	-	-
Trade receivables, net	418,051	536,547	-	-
Other receivables	11,899	14,423	27,333	28,729
Impairment of other receivables	(273)	(14)	(56)	-
Other receivables, net	11,626	14,409	27,277	28,729
Total receivables	429,677	550,956	27,277	28,729

Trade receivables are derived from operations generated by providing services related to the maritime business: maritime cargo transport, port services for vessels and cargo, and other similar services.

Current trade receivables are due within three months following the reporting date.

Other receivables primarily include prepayments to suppliers and agents, receivables from personnel, recoverable expenses, and receivables from ship owners, among others.

The balance of long-term receivables primarily includes long-term loans to entities outside of Chile with different interest rates and with no defined payment term.

The fair value of trade and other receivables does not differ significantly from their book value.

The CSAV Group records provisions when there is evidence of impairment of trade receivables, based on the criteria described in Note 3.10 and the following guidelines:

Age of receivable	**Factor**
Over 180 days	100%
Receivables from agencies over 90 days	100%
Legal collections, checks issued with insufficient funds and other similar concepts	100%
High-risk customers, based on each case and market conditions	100%

Receivables by maturity as of December 31 of each year are summarized as follows:

	12.31.2011 **ThUS$**	12.31.2010 **ThUS$**
Current	332,255	440,000
1 - 90 days past due	88,606	100,055
91 - 180 days past due	12,255	14,408
More than 180 days past due	16,629	15,842
Ending balance	449,745	570,305

Changes in impairment losses from accounts receivable are detailed as follows:

	12.31.2011 **ThUS$**	12.31.2010 **ThUS$**
Beginning balance	19,349	16,037
(Reversal) increase of impairment provision	719	3,312
Ending balance	20,068	19,349

Once the legal collections process has been exhausted, the assets are written off against the provision that was recorded. The CSAV Group only uses the allowance method and not the direct write-off method in order to better control these accounts.

Note 9 Balances and Transactions with Related Parties

The net balance of accounts receivable from and payable to non-consolidated related entities is detailed in the following table:

	As of December 31, 2011		As of December 31, 2010	
	Current ThUS$	**Non-current ThUS$**	**Current ThUS$**	**Non-current ThUS$**
Receivables from related parties	10,587	-	9,286	-
Payables to related parties	(368,383)	(26)	(26,923)	(89)
Total	**(357,796)**	**(26)**	**(17,637)**	**(89)**

Current balances with related companies are related to business operations and are carried out at market conditions, with respect to price and payment conditions,

Accounts receivable

There is a receivable for ThUS$ 3,500 that corresponds to dividends receivable from Trabajos Maritimos S,A,

The account receivable from Dry Bulk Handy Holding Inc, for ThUS$ 3,369 corresponds to remittances for working capital,

Accounts payable

As of December 31, 2011, these include ThUS$ 250,000 (principal) and ThUS$ 100,000 for the loan agreements entered into with Quiñenco S,A, and Marítima de Inversiones S,A,, respectively,

The maturities of these loans with Quiñenco are detailed as follows:

ThUS$ 65,000 maturing March 6, 2012
ThUS$ 10,000 maturing March 31, 2012
ThUS$ 55,000 maturing April 3, 2012
ThUS$ 40,000 maturing April 20, 2012
ThUS$ 80,000 maturing May 2, 2012

The average interest rate on the loan is 3,5% (Libor + 3%), It has been guaranteed with 35% of the shares that the Company has in the subsidiary Sudamericana, Agencias Aéreas y Marítimas S,A,

The maturities of these loans with Marítima de Inversiones S,A, are detailed as follows:

ThUS$ 65,000 maturing March 6, 2012
ThUS$ 10,000 maturing March 28, 2012
ThUS$ 25,000 maturing April 3, 2012

The average interest rate on the loan is 3,51% (Libor + 3%), It has been guaranteed with 14% of the shares that the Company has in the subsidiary Sudamericana, Agencias Aéreas y Marítimas S,A, Receivables from related parties are summarized as follows:

Taxpayer ID	Country	Company	Transaction	Relationship	Currency	12.31.2011 ThUS$	12.31.2010 ThUS$
96.566.940-K	Chile	Agencias Universales S.A.	Services	Common Shareholder and/or Dir	USD	58	-
99.511.240-K	Chile	Antofagasta Terminal Internacional S.A.	Dividend	Associate	USD	800	832
90.596.000-8	Chile	Cía. Chilena de Navegación Interoceánica S.A.	Services	Associate	USD	595	-
90.331.000-6	Chile	Cristalerías de Chile S.A.	Services	Common Shareholder and/or Dir	USD	519	8
76.344.250-0	Chile	Distribuidora Santa Rita Ltda.	Services	Common Shareholder and/or Dir	USD	40	34
Foreign	Monaco	Dry Bulk Handy Holding Inc.	Current account	Associate	USD	3,305	3,369
96.591.040-9	Chile	Empresas Carozzi S.A.	Services	Common Shareholder and/or Dir	USD	-	637
Foreign	Colombia	Equimac S.A.	Current account	Associate	USD	2	-
Foreign	Uruguay	Gertil S.A.	Current account	Associate	USD	-	13
76.140.270-6	Chile	Inmobiliaria Carriel Ltda.	Services	Associate	USD	102	-
76.140.270-6	Chile	Inmobiliaria Carriel Ltda.	Other	Associate	USD	47	119
Foreign	Mexico	Jalipa Contenedores S.R.L. De C.V.	Services	Associate	USD	11	12
Foreign	Mexico	Jalipa Contenedores S.R.L. De C.V.	Other	Associate	USD	35	39
76.028.651-6	Chile	Lng Tugs Chile S.A.	Current account	Associate	USD	75	227
96.535.470-0	Chile	Pesquera San José S.A.	Services	Common Shareholder and/or Dir	USD	-	4
Foreign	Germany	Peter Dohle (IOM) Ltd.	Services	Common Shareholder and/or Dir	USD	113	-
Foreign	Germany	Peter Dohle Schiffharts – KG	Services	Common Shareholder and/or Dir	USD	36	98
96.610.780-4	Chile	Portuaria Corral S.A.	Current account	Associate	USD	40	40
96.610.780-4	Chile	Puerto Panul S.A.	Current account	Associate	USD	1	1
96.610.780-4	Chile	Puerto Panul S.A.	Dividend	Associate	USD	99	-
94.058.000-5	Chile	Servicios Aeroportuarios Aerosán S.A.	Current account	Associate	USD	2	2
96.721.040-4	Chile	Servicios Marítimos Patillos S.A.	Dividend	Associate	USD	662	-
78.353.000-7	Chile	Servicios Portuarios Reloncaví Ltda.	Current account	Associate	USD	-	59
86.547.900-K	Chile	Sociedad Anónima Viña Santa Rita	Other	Common Shareholder and/or Dir	USD	203	-
99.567.620-6	Chile	Terminal Puerto Arica S.A.	Dividend	Associate	USD	241	-
Foreign	Peru	Trabajos Marítimos S.A.	Dividend	Associate	USD	3,500	3,500
96.657.210-8	Chile	Transportes Fluviales Corral S.A.	Current account	Associate	USD	98	109
Foreign	Hong Kong	Walem Shipmanagement Ltd.	Services	Common Shareholder and/or Dir	USD	-	180
92.236.000-6	Chile	Watt's S.A.	Services	Common Shareholder and/or Dir	USD	3	3
TOTAL						**10,587**	**9,286**

Payables to related parties are summarized as follows:

Taxpayer ID	Country	Company	Transaction	Relationship	Currency	12.31.2011 ThUS$	12.31.2010 ThUS$
99.511.240-K	Chile	Antofagasta Terminal Internacional S.A.	Services	Associate	USD	3,621	1951
99.511.240-K	Chile	Antofagasta Terminal Internacional S.A.	Current account	Associate	USD	125	166
99.520.000-7	Chile	Compañía de Petróleos de Chile Copec S.A.	Sales	Common Shareholder and/or Dir	USD	-	107
99.520.000-7	Chile	Compañía de Petróleos de Chile Copec S.A.	Current account	Common Shareholder and/or Dir	USD	289	177
Foreign	Peru	Consorcio Naviero Peruano S.A.	Services	Associate	USD	2,457	1,343
Foreign	Peru	Consorcio Naviero Peruano S.A.	Current account	Associate	USD	14	-
Foreign	Peru	Consorcio Naviero Peruano S.A.	Other	Associate	USD	1	2
Foreign	Spain	Dragados Servicios Portuarios y Logísticos	Dividend	Common Shareholder and/or Dir	USD	-	1,000
Foreign	Colombia	Elequip S.A.	Services	Associate	USD	-	124
95.134.000-6	Chile	Empresas Navieras S.A.	Dividend	Indirect	USD	275	-
94.660.000-8	Chile	Marítima de Inversiones S.A.	Loan	Majority Shareholder	USD	101,024	-
94.660.000-8	Chile	Marítima de Inversiones S.A.	Dividend	Majority Shareholder	USD	-	12,593
99.506.030-2	Chile	Muellaje del Maipo S.A.	Services	Associate	USD	11	29
Foreign	Germany	Peter Dohle Schiffharts – KG	Services	Common Shareholder and/or Dir	USD	-	328
91.705.000-7	Chile	Quiñenco S.A.	Loan	Majority Shareholder	USD	251,993	-
96.908.970-K	Chile	San Antonio Terminal Internacional S.A.	Services	Associate	USD	3,441	2,745
96.908.970-K	Chile	San Antonio Terminal Internacional S.A.	Current account	Associate	USD	477	1,539
96.908.930-0	Chile	San Vicente Terminal Internacional S.A.	Services	Associate	USD	1,740	1,089
96.908.930-0	Chile	San Vicente Terminal Internacional S.A.	Current account	Associate	USD	65	-
96.908.930-0	Chile	San Vicente Terminal Internacional S.A.	Other	Associate	USD	20	21
76.457.830-9	Chile	Servicios Logísticos Ltda.	Current account	Associate	USD	-	1
96.721.040-4	Chile	Servicios Marítimos Patillos S.A.	Services	Associate	USD	283	258
78.353.000-7	Chile	Servicios Portuarios Reloncaví Ltda.	Current account	Associate	USD	174	-
86.547.900-K	Chile	Sociedad Anónima Viña Santa Rita	Sales	Common Shareholder and/or Dir	USD	-	1
99.567.620-6	Chile	Terminal Puerto Arica S.A.	Services	Associate	USD	86	52
99.567.620-6	Chile	Terminal Puerto Arica S.A.	Current account	Associate	USD	120	40
Foreign	Peru	Trabajos Marítimos S.A.	Services	Associate	USD	2,048	3,278
Foreign	Peru	Trabajos Marítimos S.A.	Current account	Associate	USD	67	35
82.074.900-6	Chile	Transbordadora Austral Broom S.A.	Services	Associate	USD	15	8
82.074.900-6	Chile	Transbordadora Austral Broom S.A.	Current account	Associate	USD	37	36
TOTAL						**368,383**	**26,923**

The Company has no non-current receivables from related companies.

Non-current payables from related parties are summarized as follows:

Taxpayer ID	Country	Company	Transaction	Relationship	Currency	12.31.2011 ThUS$	12.31.2010 ThUS$
99.511.240-K	Chile	Antofagasta Terminal Internacional S.A.	Other	Associate	USD	-	79
96.908.970-K	Chile	San Antonio Terminal Internacional S.A.	Other	Associate	USD	23	8
96.908.930-0	Chile	San Vicente Terminal Internacional S.A.	Other	Associate	USD	3	2
TOTAL						**26**	**89**

Transactions with related parties are detailed as follows:

Company	Taxpayer ID	País	Relationship	Transaction	For the years ended 12.31.2011 ThUS$	For the years ended 12.31.2010 ThUS$
Administradora de Estaciones de Servicio Serco Limitada	79.689.550-0	Chile	Common Shareholder and/or Dir	Fuel	-	(1,927)
Antofagasta Terminal Internacional S.A.	99.511.240-K	Chile	Associate	Port services provided	235	481
Antofagasta Terminal Internacional S.A.	99.511.240-K	Chile	Associate	Port services received	(9,284)	(10,918)
Aserradero Arauco S.A.	96.663.560-6	Chile	Common Shareholder and/or Dir	Maritime services provided	-	952
Banco Latinoamericano de Comercio Exterior S.A.	Foreign	Panama	Common Shareholder and/or Dir	Loans received	(100,000)	-
Celulosa Arauco y Constitución S.A.	93.458.000-1	Chile	Common Shareholder and/or Dir	Maritime services provided	-	1,422
Cerámicas Cordillera S.A.	96.573.780-4	Chile	Common Shareholder and/or Dir	Maritime services provided	138	-
Compañía Chilena de Navegación Interoceánica S.A.	90.596.000-8	Chile	Associate	Maritime services received	-	(16,622)
Compañía Chilena de Navegación Interoceánica S.A.	90.596.000-8	Chile	Associate	Maritime services provided	-	14,322
Compañía de Petróleos de Chile Copec S.A.	99.520.000-7	Chile	Common Shareholder and/or Dir	Maritime services provided	-	486
Compañía de Petróleos de Chile Copec S.A.	99.520.000-7	Chile	Common Shareholder and/or Dir	Fuel	-	(14,807)
Compañía Electrometalúrgica S.A.	90.320.000-6	Chile	Common Shareholder and/or Dir	Maritime services provided	712	154
Consorcio Naviero Peruano S.A.	Foreign	Peru	Associate	Agencying services provided	170	-
Consorcio Naviero Peruano S.A.	Foreign	Peru	Associate	Agencying services received	(14,038)	(3,714)
Corpesca S.A.	96.893.820-7	Chile	Common Shareholder and/or Dir	Maritime services provided	-	1,023
Cristalerías de Chile S.A.	90.331.000-6	Chile	Common Shareholder and/or Dir	Maritime services provided	2,596	2,019
Cristalerías de Chile S.A.	90.331.000-6	Chile	Common Shareholder and/or Dir	Purchase of products	(164)	-
Distribuidora Santa Rita Ltda	76.344.250-0	Chile	Common Shareholder and/or Dir	Maritime services provided	252	234
Ediciones Financieras S.A.	96.539.380-3	Chile	Common Shareholder and/or Dir	Advertising	(42)	(11)
Empresas Carozzi S.A.	96.591.040-9	Chile	Common Shareholder and/or Dir	Maritime services provided	-	3,348
Enaex S.A.	90.266.000-3	Chile	Common Shareholder and/or Dir	Maritime services provided	218	-
Envases CMF S.A.	86.881.400-4	Chile	Common Shareholder and/or Dir	Maritime services provided	14	14
Etersol S.A.	86.474.100-2	Chile	Common Shareholder and/or Dir	Maritime services provided	169	-
Forus S.A.	86.963.200-7	Chile	Common Shareholder and/or Dir	Maritime services provided	-	1,992
Lng Tugs Chile S.A.	76.028.651-6	Chile	Associate	Tugboats	1,713	1,873
Madeco S.A.	91.021.000-9	Chile	Common Shareholder and/or Dir	Maritime services provided	8	-
Marítima de Inversiones S.A.	94.660.000-8	Chile	Majority Shareholder	Administrative services provided	111	102
Marítima de Inversiones S.A.	94.660.000-8	Chile	Majority Shareholder	Loans received	(110,000)	-
Muellaje del Maipo S.A.	99.506.030-2	Chile	Associate	Deposit and repair	16	8
Muellaje del Maipo S.A.	99.506.030-2	Chile	Associate	Personnel services	(178)	(211)
Olivos del Sur S.A.	99.573.760-4	Chile	Common Shareholder and/or Dir	Maritime services provided	-	146

Transactions with related parties are detailed as follows:

Company	Taxpayer ID	Country	Relationship	Transaction	For the years ended 12.31.2011 ThUS$	12.31.2010 ThUS$
Paneles Arauco S.A.	96.510.970-6	Chile	Common Shareholder and/or Dir	Maritime services provided	-	614
Pesquera San José S.A.	93.065.000-5	Chile	Common Shareholder and/or Dir	Maritime services provided	-	14
Peter Dohle (IOM) Ltd.	Foreign	Germany	Common Shareholder and/or Dir	Miscellaneous services provided	-	498
Peter Dohle (IOM) Ltd.	Foreign	Germany	Common Shareholder and/or Dir	Miscellaneous services received	-	(8,948)
Peter Dohle Schiffharts	Foreign	Germany	Common Shareholder and/or Dir	Vessel rental received	(322,083)	(356,339)
Quimetal Industrial S.A.	87.001.500-3	Chile	Common Shareholder and/or Dir	Maritime services provided	489	510
Quiñenco S.A.	91.705.000-7	Chile	Common Shareholder and/or Dir	Loans received	(260,000)	-
San Antonio Terminal Internacional S.A.	96.908.970-K	Chile	Associate	Port services provided	2,279	2,290
San Antonio Terminal Internacional S.A.	96.908.970-K	Chile	Associate	Port services received	(23,249)	(19,940)
San Vicente Terminal Internacional S.A.	96.908.930-0	Chile	Associate	Port services provided	628	505
San Vicente Terminal Internacional S.A.	96.908.930-0	Chile	Associate	Port services received	(8,226)	(7,518)
Servicios Logisticos Ltda.	76.457.830-9	Chile	Associate	Agencying services	-	47
Servicios Marítimos Patillos S.A.	96.721.040-4	Chile	Associate	Port services received	(466)	(135)
Servicios Marítimos Patillos S.A.	96.721.040-4	Chile	Associate	Port services provided	1,879	1,905
Servicios Portuarios Reloncaví Ltda.	78.353.000-7	Chile	Associate	Miscellaneous services provided	478	552
Servicios Portuarios Reloncaví Ltda.	78.353.000-7	Chile	Associate	Port services received	(1,097)	(738)
Sigdopack S.A.	96.777.170-8	Chile	Common Shareholder and/or Dir	Maritime services provided	181	-
Sociedad Anónima Viña Santa Rita S.A.	86.547.900-K	Chile	Common Shareholder and/or Dir	Purchase of products	-	(9)
Sociedad Anónima Viña Santa Rita S.A.	86.547.900-K	Chile	Common Shareholder and/or Dir	Maritime services provided	1,264	1,117
Terminal Portuario de Arica S.A.	99.567.620-6	Chile	Associate	Port services provided	22	-
Terminal Portuario de Arica S.A.	99.567.620-6	Chile	Associate	Port services received	(1,151)	(264)
Transbordadora Austral Broom S.A.	82.074.900-6	Chile	Related company	Agencying services	-	5
Transbordadora Austral Broom S.A.	82.074.900-6	Chile	Related company	Port services received	(98)	(136)
Trabajos Marítimos S.A.	Foreign	Peru	Related company	Services provided	462	368
Trabajos Marítimos S.A.	Foreign	Peru	Related company	Agencying services	(8,502)	(8,755)
Viña Los Vascos S.A.	89.150.900-6	Chile	Common Shareholder and/or Dir	Maritime services provided	-	1
Wallem Shipmanagement Limited	Foreign	Hong Kong	Common Shareholder and/or Dir	Miscellaneous services received	-	(12)
Wallem Shipmanagement Limited	Foreign	Hong Kong	Common Shareholder and/or Dir	Miscellaneous services provided	-	120
Watt´s S.A.	92.236.000-6	Chile	Common Shareholder and/or Dir	Maritime services provided	276	187

The preceding tables include the following companies that were sold during the periods covered by these financial statements.

Compañía Chilena de Navegación Interoceánica.

Compensation of Board of Directors and Key Personnel

A. Compensation of Key Personnel

Key personnel include executives who define the CSAV Group's strategic policies and have a direct impact on business results. This group includes the Chief Executive Officer of CSAV and the following managers:

Key Management Personnel

Name	Position
Arturo Ricke Guzmán	Corporate Chief Executive Officer
Oscar Hasbún Martínez	Container Shipping Chief Executive Officer
Héctor Arancibia Sánchez	Chief Engineering Officer (Shipbuilding)
Enrique Arteaga Correa	East Coast South America Route Manager
Gonzalo Baeza Solsona	West Coast South America Route Manager
Santiago Bielenberg Vásquez	Special Services Manager
Gabriel Escobar Pablo	Controller
Rafael Ferrada Moreira	Chief Financial Officer
Alejandro Pattillo Moreira	Planning and Route Manager
Andres Kulka Kupermann	Marketing and Sales Manager
Vivien Swett Brown	Management Control Manager
Fernando Valenzuela Diez	IT Manager
Juan Carlos Valenzuela Aguirre	Human Resources Manager
Arturo Castro Miranda	Area Sales Manager
José Miguel Respaldiza Chicharro	Cargo Services Manager
Eugenio Cruz Novoa	ROME Regional Manager
Claudio Barroilhet Acevedo	Legal Manager

Remuneration of the parent company's key management personnel amounts to ThUS$ 7,569 for the year ended December 31, 2011 (ThUS$ 7,320 for the year ended December 31, 2010).

- Guarantees Granted by the Company in Favor of Key Management Personnel

The Company has not granted any guarantees in favor of key management personnel.

- Share-Based Payment Plans

The Company does not have any compensation plans for key management personnel based on share price.

B. Remuneration of Directors of Compañía Sud Americana de Vapores S.A.

Profit Sharing

2011
ThUS$ 567.84 to Mr. Jaime Claro V.; ThUS$ 283.92 to Mr. Luis Alvarez M.; ThUS$ 91.79 to Mr. Juan Andrés Camus C.; ThUS$ 283.92 to Mr. Canio Corbo L.; ThUS$ 283.92 to Mr. Baltazar Sánchez G.; ThUS$ 283.92 to Mr. Patricio Valdez P.; ThUS$ 283.92 to Mr. Arturo Claro F.; ThUS$ 283.92 to Mr. Joaquín Barros F.; ThUS$ 283.92 to Mr. Patricio García D.; ThUS$ 283.92 to Mr. Víctor Pino T.; ThUS$ 283.92 to Mr. Christoph Schiess S. and ThUS$ 192.13 to Mr. Andrew Robinson B.

2010
During 2010, the directors did not receive any compensation in the form of profit sharing given the losses incurred during 2009.

Meeting attendance allowance

2011

ThUS$ 0.7 to Mr. Jaime Claro V.; ThUS$ 1.43 to Mr. Luis Alvarez M.; ThUS$ 1.43 to Mr. Canio Corbo L.; ThUS$ 1.79 to Mr. Baltazar Sánchez G.; ThUS$ 1.79 to Mr. Patricio Valdez P.; ThUS$ 1.79 to Mr. Arturo Claro F.; ThUS$ 1.43 to Mr. Joaquín Barros F.; ThUS$ 1.79 to Mr. Patricio García D.; ThUS$ 1.43 to Mr. Víctor Pino T.; ThUS$ 1.79 to Mr. Christoph Schiess S.; ThUS$ 0.35 to Mr. Andrew Robinson B. and ThUS$ 1.13 to Mr. Domingo Cruzat A.

2010

ThUS$ 4.15 to Mr. Jaime Claro V.; ThUS$ 3.47 to Mr. Luis Alvarez M.; ThUS$ 0.31 to Mr. Juan Andrés Camus C.; ThUS$ 3.12 to Mr. Canio Corbo L.; ThUS$ 2.78 to Mr. Baltazar Sánchez G.; ThUS$ 3.12 to Mr. Patricio Valdez P.; ThUS$ 2.76 to Mr. Arturo Claro F.; ThUS$ 2.04 to Mr. Joaquín Barros F.; ThUS$ 2.76 to Mr. Patricio García D.; ThUS$ 2.77 to Mr. Víctor Pino T.; ThUS$ 2.43 to Mr. Christoph Schiess S. and ThUS$ 2.09 to Mr. Andrew Robinson B.

Committee attendance allowance

2011

The following amounts were paid to each director: Luis Alvarez M. ThUS$ 0.71; Canio Corbo L. ThUS$ 7.03; Patricio Valdés P. ThUS$ 1.07 and Víctor Toledo S. ThUS$ 2.26.

2010

The following amounts were paid to each director: Luis Alvarez M. ThUS$ 3.29; Juan Andrés Camus C. ThUS$ 0.34; Canio Corbo L. ThUS$ 6.27 and Patricio Valdés P. ThUS$ 2.04.

C. Remuneration of Directors of Sudamericana, Agencias Aéreas y Marítimas S.A.

The following amounts were paid to directors, detailed by type of payment:

Profit sharing

2011

ThUS$ 173.48 to Mr. Jaime Claro V.; ThUS$ 86.74 to Juan Antonio Alvarez A., Joaquín Barros F., Arturo Claro F., Patricio García D., Alfonso Swett S., Víctor Pino T. and Baltazar Sánchez G.; ThUS$ 86.76 to Ricardo Matte E., Luis Alvarez M. and Demetrio Infante.

2010

ThUS$ 137.57 to Mr. Jaime Claro V.; ThUS$ 109.26 to Mr. Ricardo Claro V.; ThUS$ 71.78 to Juan Antonio Alvarez A., Joaquín Barros F., Arturo Claro F., Alfonso Swett S. and Baltazar Sánchez G.; ThUS$ 70.87 to Patricio García D., Ricardo Matte E. and Víctor Pino T.; ThUS$ 71.18 to Mr. Luis Alvarez M. and ThUS$ 76.77 to Mr. Demetrio Infante.

Meeting attendance allowance

2011

The following amounts were paid to each director: Jaime Claro V. ThUS$ 10.14; Guillermo Luksic C. ThUS$ 1.83; Luis Alvarez M. ThUS$ 4.70; Arturo Claro F. ThUS$ 4.71; Ricardo Matte E. ThUS$ 2.18; Baltazar Sánchez G. ThUS$ 4.71; Alfonso Swett S. ThUS$ 2.18; Víctor Pino T. ThUS$ 4.34; Juan Antonio Alvarez A. ThUS$ 4.70; Demetrio Infante ThUS$ 1.81; Joaquín Barros F. ThUS$ 1.81; Patricio García D. ThUS$ 1.81; Christoph Schiess S. ThUS$ 2.89; Francisco Pérez M. ThUS$ 2.52; Gonzalo Menéndez D. ThUS$ 2.55 and Hernán Büchi B. ThUS$ 2.53.

2010

The following amounts were paid to each director: Demetrio Infante ThUS$ 3.98; Víctor Pino T. ThUS$ 3.61; Luis Álvarez M. ThUS$ 3.31; Arturo Claro F. ThUS$ 3.96; Jaime Claro V. ThUS$ 7.30; Patricio García D. ThUS$ 3.30; Baltazar Sánchez G. ThUS$ 3.27; Alfonso Swett S. ThUS$ 2.61; Juan Antonio Alvarez A. ThUS$ 3.97; Joaquín Barros F. ThUS$ 2.60 and Ricardo Matte E. ThUS$ 3.97.

D. Remuneration of Directors of Other Companies

Iquique Terminal Internacional S.A. paid the following amounts to the following directors: ThUS$ 4.02 (ThUS$ 4.96 in 2010) to Mr. Jaime Claro V.; ThUS$ 8.81 (ThUS$ 8.09 in 2010) to Mr. Víctor Pino T.; Alejandro García-Huidobro ThUS$ 17.60; Sergio Inostroza C. ThUS$ 2.04; José Gutiérrez ThUS$ 2.02; Luis Grez J. ThUS$ 8.81; Roberto Larraín S. ThUS$ 4.79; Yurik Díaz R. ThUS$ 4.72; Franco Montalbetti M. ThUS$ 2.01; Diego Urenda S. ThUS$ 4.73 and Juan Esteban Bilbao ThUS$ 2.71.

AQUASAAM paid the following amounts to the following directors: ThUS$ 3.37 in 2010 to Mr. Arturo Claro F. and ThUS$ 2.02 in 2010 to Víctor Pino T.

For functions that fall outside his position as director, Mr. Víctor Pino was paid ThUS$ 283.4 (263.2 in 2010).

Note 10 Inventory

	As of December 31, 2011 ThUS$	As of December 31, 2010 ThUS$
Fuel	119,396	170,870
Lubricant	2,501	1,562
Spare parts	4,755	3,729
Consummables	1,080	334
Other inventory	2,090	9,725
Total	**129,822**	**186,220**

The entries included under fuel correspond to fuel found on vessels and tugboats in operation that will be consumed in the normal course of services provided. These entries are valued in accordance with Note 3.12.

Note 11 Hedge Assets and Liabilities

Hedging assets and liabilities are summarized as follows:

	As of December 31, 2011		As of December 31, 2010	
	Assets ThUS$	**Liabilities ThUS$**	**Assets ThUS$**	**Liabilities ThUS$**
Current				
Fuel swaps (a)	908		265	-
Container freight rate swap (b)		-	4	-
Interest rate swaps (c)	-	250	-	201
Total current	908	250	269	201
Non-current				
Interest rate swaps (c)	-	653	-	1,341
Total non-current	-	653	-	1,341
Total	**908**	**903**	**269**	**1,542**

The types of contracts in force are detailed as follows:

(a) Fuel price hedging contracts.

The entries in force as of December 31, 2011 and 2010 do not represent a significant amount of the CSAV Group's fuel purchases.

		As of December 31, 2011				As of December 31, 2010		
Derivative	**Institution**	**Date of agreement**	**Expiration date**	**Fair value**	**Recognized in equity**	**Expiration date**	**Fair value**	**Recognized in equity**
Swap	Barclays	nov-09	I - IV - 2012	3,178	478	I - IV - 2011	2,534	99
Swap	Barclays	nov-09	-	-	-	IV - 2012	2,785	85
Swap	Morgan Stanley	oct-10	-	-	-	III - IV 2011	5,350	116
Swap	Morgan Stanley	oct-10	III - IV - 2012	2,560	370	III - IV 2012	2,155	(35)
Swap	Barclays	may-11	I - 2012	6,044	79			
Swap	Barclays	nov-11	IV - 2012	3,159	(9)			
Swap	Barclays	nov-11	I - II - 2012	756	(15)			
Swap	Barclays	Dec-12	I - II - 2012	252	(3)			
Swap	Barclays	Dec-12	I - IV -2012	636	8			
					908			265

(b) Container price hedging contracts.

The Group has contracted container rate hedges to hedge freight payments, but the hedged amount is immaterial for the CSAV Group.

As of December 31, 2010

Derivative	**Institution**	**Date of agreement**	**Expiration date**	**Fair value**	**Recognized in equity**
Swap	Morgan Stanley	nov-10	III - 2011	97	(2)
Swap	Morgan Stanley	dic-10	III - 2011	81	6
					4

(c) Interest rate hedges.

The Group has contracted interest rate hedges to hedge loans for the purchase of operating plant, property and equipment, according to the following table:

					As of December 31, 2011	**As of December 31, 2010**
					Recognized in equity	**Recognized in equity**
Derivative	**Institution**	**Date of agreement**	**Expiration date**	**Currency**		
Swap	Corpbanca	Dec-08	IV - 2014	US$	341	624
Swap	BCI	jun-09	IV - 2014	US$	161	262
Swap	BCI	Jan-09	III- 2012	US$	22	67
Swap	BCI	jul-08	I - 2012	US$	15	99
Swap	Santander	sep-08	III - 2013	US$	31	88
Swap	Santander	sep-08	III - 2013	US$	19	53
Swap	Santander	oct-08	IV - 2013	US$	20	52
Swap	Santander	sep-08	IV - 2013	US$	34	88
Swap	BCI	nov-08	IV - 2012	US$	64	209
Swap	BCI	ago-11	IV - 2015	US$	196	-
Total (Effective Hedge)					**903**	**1,542**

Note 12 Other Non-financial Assets

Other non-financial assets are detailed below:

	As of December 31, 2011		As of December 31, 2010	
	Current ThUS$	Non-current ThUS$	Current ThUS$	Non-current ThUS$
Insurance	7,336	-	5,151	-
Prepaid rent	8,974	1,124	63,669	1,284
Lighthouses and buoys	38	-	-	-
Container positioning	863	1,947	1,856	2,556
Expenses for vessels in transit	30,334	-	-	-
Depreciation for vessels in transit	9	-	-	-
Other	4,061	5,894	7,508	5,597
Total	**51,615**	**8,965**	**78,184**	**9,437**

Insurance corresponds to insurance premiums for real estate, property and vessels.

Current prepaid leases correspond primarily to lease prepayments on vessels operated by CSAV, which will be applied to leases of vessels in the future. The decrease in this account is explained by the fact that a considerable balance of vessel lease payments paid in advance as part of the capital increase in April 2010 was still on the books as of December 31. The lease agreement that is presented as "non-current" corresponds to leases to be consumed in more than one year.

In-transit operating expenses correspond to the balance of income and expenses recorded as of the reporting date for vessels in transit as of that date.

Positioning of lighthouses and buoys corresponds to normal payments for providing maritime transport services.

Note 13 Non-current Assets Held for Sale

A portion of property, plant and equipment is presented as groups of assets held for sale, in accordance with the commitment assumed by Administración de Servicios de Aviación y Terminales S.A., a subsidiary of SAAM, in December 2008, relating to a plan to sell these assets as a result of the closing of airport service operations. Efforts to sell this disposal group have already begun. As of December 31, 2011, the disposal group contains assets totaling ThUS$ 76 (ThUS$ 333 in December 2010).

Note 14 Investments in Subsidiaries

a) Consolidated Subsidiaries:

The CSAV Group holds investments in subsidiaries, as detailed in Note 3, which have been consolidated in these financial statements.

Rut	Name of Subsidiary	Functional currency	Country of incorporation	% Direct or Indirect Ownership 2011	2010
Foreign	Compañía Sud Americana de Vapores Gmbh	EURO	Germany	100%	100%
Foreign	Corvina Shipping Co. S.A. and Subsidiaries	USD	Panama	100%	100%
Foreign	CSAV Agency, LLC. and Subsidiary	USD	United States	100%	100%
Foreign	CSAV Group (China) Shipping Co. Limited	YUAN	China	100%	100%
99.588.400-3	CSAV Inversiones Navieras S.A. and Subsidiaries	USD	Chile	100%	100%
89.602.300-4	Empresa de Transporte Sudamericana Austral Ltda. and Subsidiaries	USD	Chile	100%	100%
Foreign	Inversiones Nuevo Tiempo S.A.	USD	Panama	100%	100%
Foreign	Inversiones Plan Futuro S.A.	USD	Panama	100%	100%
Foreign	Norgistics (China) Limited	YUAN	China	100%	100%
96.840.950-6	Odfjell y Vapores S.A.	USD	Chile	51%	51%
92.048.000-4	Sudamericana, Agencias Aéreas y Marítimas S.A. and Subsidiaries	USD	Chile	100%	100%
Foreign	Tollo Shipping Co. S.A. and Subsidiaries	USD	Panama	100%	100%
76.028.729-6	Norgistics Holding S.A. and Subsidiaries	USD	Chile	100%	100%

b) Summarized financial information:

The summarized financial information of such investments as of December 31, 2011 and 2010, is detailed as follows:

As of December 31, 2011

Company	Assets ThUS$	Liabilities ThUS$	Operating revenue ThUS$	Operating expenses ThUS$	Profit (loss) ThUS$
Tollo Shipping Co. S.A. and Subsidiaries	1,425,538	2,156,196	1,906,767	(2,321,594)	(642,836)
Corvina Shipping Co. S.A. and Subsidiaries	544,611	253,190	83,362	(78,834)	11,889
Odfjell y Vapores S.A.	16,910	1,246	11,330	(9,184)	1,639
Empresa de Transportes Sudamericana Austral Ltda. and Subsidiaries	1,365	3,263	-	(2)	(677)
CSAV Inversiones Navieras S.A. and Subsidiaries	146,348	83,168	180,741	(37,206)	27,479
Compañía Sudamericana de Vapores GMBH	1,938	678	10,326	-	154
CSAV Agency LLC and Subsidiary	11,061	4,232	38,911	-	11,882
CSAV Group (China) Shipping Co. Ltd.	41,521	30,463	34,674	(4,650)	7,842
Norgistics (China) Ltd.	2,671	1,028	361	-	99
Inversiones Nuevo Tiempo S.A.	4,039	9,270	-	(2)	(5)
Inversiones Plan Futuro S.A.	41,556	1	-	(2)	(5)
Sudamericana. Agencias Aéreas y Marítimas S.A. and Subsidiaries	894,855	283,066	425,841	(316,446)	63,764
Norgistics Holding S.A. and Subsidiaries	10,289	5,188	16,089	(15,637)	(293)

As of December 31, 2010

Company	Assets	Liabilities	Operating revenue	Operating expenses	Profit (loss)
	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$
Tollo Shipping Co. S.A. and Subsidiaries	1,412,544	1,499,118	2,160,540	(2,051,823)	55,421
Corvina Shipping Co. S.A. and Subsidiaries	540,815	261,325	74,058	(58,595)	18,563
Odfjell y Vapores S.A.	15,352	1,327	9,038	(7,832)	856
Empresa de Transportes Sudamericana Austral Ltda. and Subsidiaries	1,626	3,475	-	(11)	107
CSAV Inversiones Navieras S.A. and Subsidiaries	163,167	107,854	183,642	(48,598)	42,380
Compañía Sudamericana de Vapores GMBH	1,598	455	8,717	-	83
CSAV Agency LLC and Subsidiary	15,085	7,467	35,471	-	11,647
CSAV Group (China) Shipping Co. Ltd.	53,987	37,110	42,807	(9,565)	13,689
Norgistics (China) Ltd.	2,553	1,044	344	-	151
Inversiones Nuevo Tiempo S.A.	4,049	9,274	-	(2)	3
Inversiones Plan Futuro S.A.	41,560	-	-	(2)	(5)
Sudamericana. Agencias Aéreas y Marítimas S.A. and Subsidiaries	850,828	269,270	361,314	(271,761)	55,717
Norgistics Holding S.A. and Subsidiaries	6,467	1,073	5,596	(5,039)	385

Acquisition of shareholdings:

a. During the period ended December 31, 2011, the following significant purchases or sales of investments have taken place:

a.1) On February 3, 2011, the Company acquired the remaining 30% of CSAV Group Agencies Uruguay S.A. through its subsidiary CSAV Inversiones Navieras S.A. for ThUS$ 148.

a.2) On March 31, 2011, Inversiones San Marco Ltda. carried out a capital increase of ThUS$ 9,175, which was subscribed and paid by its partners SAAM and CSAV prorated based on their ownership interests. SAAM subscribed and paid ThUS$ 9,083, equivalent to 99% of the capital increase by contributing shares in fourteen corporations and rights in one limited liability company. CSAV subscribed and paid ThUS$ 92 in cash, equivalent to 1% of the capital increase.

This corporate reorganization of the SAAM group generated an effect in the equity account other reserves of ThUS$ 50.

a.3) On May 9, 2011, the Company acquired the remaining 10% of CSAV Group Agencies Korea Co. Ltd. through its subsidiary CSAV Inversiones Navieras S.A. for ThUS$ 23.

a.4) On June 16, 2011, the subsidiary SAAM S.A., through its subsidiary Saam Puertos S.A., exercised its preferential option to acquire all non-controlling interests in Iquique Terminal Internacional S.A., which comprised a 40% interest, and simultaneously transferred 15% of its interest to Empresas Navieras S.A. for the same purchase price by virtue of the share purchase agreement signed on May 18, 2011.

As a result, the Company acquired 25% of the non-controlling interests in Iquique Terminal Internacional S.A. for ThUS$ 17,713, paid in cash, thus increasing its shareholding from 60% to 85%.

The book value of the additional interest acquired in Iquique Terminal Internacional S.A. as of the purchase date is ThUS$ 5,688. The Company recognized a decrease in non-controlling interests for that amount and credited net equity the difference of ThUS$ 12,025 between that book value and the fair value of the consideration given.

The effects of the changes in the Company's interest in Iquique Terminal Internacional S.A. are summarized below:

		ThUS$
Ownership interest before additional acquisition	60%	13,651
Increase in ownership interest	25%	5,688
Share of reserves and comprehensive income	85%	255
Ownership interest after additional acquisition	85%	19,594

a.5) On August 4, 2011, in an extraordinary shareholders' meeting of the affiliate Equiyard S.A., its final liquidation was approved, prorating that company's capital amongst shareholders based on their ownership interests. Inversiones Habsburgo S.A. received ThUS$ 809, which is included within investing cash flows as "other cash inflows".

a.6) On November 2, 2011, the partners of the indirect subsidiary Inmobiliaria Marítima Portuaria Limitada (IMPSA), Inmobiliaria San Marco Ltda. (99.695%) and Inversiones San Marco Ltda. (0.305%), decided to split the company into two companies, one of which could be the legal successor company with the same legal identity and taxpayer ID number while the other would be called Inmobiliaria Malvilla Ltda. The partners of this new company would be the same partners in IMPSA with identical ownership interests as in the split company. The assets transferred from the split company represent 3.08% of equity prior to the split.

b. During the period ended December 31, 2010, the following significant purchases or sales of investments have taken place:

b.1) On February 3, 2010, the Company acquired 32,877,317 shares of Tug Brasil Apoio Portuario S.A. from the companies Librapar S.A. and Libra Holding S.A for ThUS$ 9,709 and ThUS$ 6,473, respectively, and 1 share of Serviços Marítimos Atlantica do Brasil S.A., a subsidiary of the first acquired company, from Librapar S.A. for US$1, thus increasing its direct and indirect ownership interest from 50% to 100%.

On the same date, the Company acquired 200,000 shares of Limoly S.A. from Thirdfin for ThUS$ 852, which increased its interest from 50% to 100%.

Based on the agreement entered into with the sellers, the price will be paid within no more than 225 days from the date of acquisition. As of December 31, 2010, the price is fully paid.

b.2) On April 30, 2010, the Company, through its subsidiary Corvina Shipping Co. S.A., acquired the remaining 50% of Kempe Holding Co. Ltd. from Doehle Maritime Investment Ltd. for ThUS$ 14,788.

On the same date, the Company, through its subsidiary Corvina Shipping Co. S.A., acquired the remaining 50% of Kempe BVI Holding Co. Ltd. from Dohle (IOM) Limited for ThUS$14,573.

On the same date, the subsidiary Brunswick Investment Co. Inc. sold its 50% interest in Globe I Holding Schiffahrts GMBH & Co. KG for ThUS$20,788.

On April 30, 2010, CSAV, through its subsidiary CNP Holding S.A., acquired 5.257% of Sociedad Wellington Holding Group S.A. from Peter Dohle Schiffahrts-KG ("PDSKG") for ThUS$ 7,866.

Also on April 30, 2010, through its subsidiary CSAV Holding Europe SL, the Company acquired the remaining 50% in the companies CSAV Group Agency Netherlands B.V., CSAV Group Agencies (Germany) Gmbh, and CSAV Group Agencies Belgium NV, for ThUS$ 7,179.

b.3) On June 30, 2010, the Company acquired the remaining 50% of Compañía Sud Americana de Vapores Agencia Marítima S.L. through its subsidiary CSAV Holding Europe SL from the group of companies Marítima del Mediterráneo S.A. for ThUS$3,434.

b.4) On September 14, 2010, the Company acquired the remaining 50% of CSAV Denizcilik Acentasi A.S. through its subsidiary CSAV Inversiones Navieras S.A. for ThUS$ 8,221.

b.5) On October 1, 2010, the Company acquired the remaining 50% of CSAV Group Agencies UK through its subsidiary CNP Holding S.A. for ThUS$ 2,160.

b.6) On December 30, 2010, the Company acquired the remaining 15% of CSAV Argentina S.A. through its subsidiary CSAV Inversiones Navieras S.A. for ThUS$ 60.

With the aforementioned acquisitions, the Group now controls 100% of each of these investments.

As of December 31, 2011 and 2010, the effect of these transactions is as follows:

Cost of acquisitions:	2011 ThUS$	2010 ThUS$
Amount of transaction	17,713	76,285
Fair value of acquired equity	-	49,231
Goodwill acquired	-	34,019
Negative goodwill produced in transaction	-	(6,965)

The amount of negative goodwill was charged to income within the account other gains (losses) during 2010.

Assets and liabilities assumed in business combinations carried out in 2010 are summarized as follows:

	ThUS$
Cash and cash equivalents	260
Receivables	10,252
Inventory	1,830
Taxes receivable	4,908
Other financial assets	1,722
Intangible assets	18,266
Property, plant and equipment	313,391
Total increase in assets	350,629
Bank liabilities (current and non-current)	237,287
Payables	7,956
Total increase in liabilities	245,243

Note 15 Equity Method Investments

Movements in these investments as of December 31, 2011 are detailed as follows:

Associate	Country	Currency	Direct and indirect ownership interest	Beginning balance ThUS$	Additions/ Disposals ThUS$	Share of profit (loss) ThUS$	Dividends received ThUS$	Translation adjustment ThUS$	Other variations ThUS$	Balance as of 12.31.11 ThUS$
Consorcio Naviero Peruano S.A.	Peru	US$	38,00%	3,531	-	2,656	-	-	(693)	5,494
Vogt & Maguire Shipbroking Ltd.	England	Libra	50,00%	415	-	2,052	(1,936)	-	-	531
Globe II Holding Schiaffahrts & Co. KG (*)	Germany	US$	50,00%	1,729	-	-	(1,500)	-	-	229
Dry Bulk Handy Holding Inc.	Monaco	US$	50,00%	3,375	-	9,314	(5,000)	43		7,732
Aerosán Airport Services S.A.	Chile	Peso	50,00%	3,624	-	645	-	(261)	(206)	3,802
Antofagasta Terminal Internacional S.A.	Chile	US$	35,00%	6,303	-	2,648	(1,350)	-	73	7,674
Cargo Park S.A.	Chile	Peso	50,00%	12,455	-	1,274	(3,209)	(1,004)	-	9,516
Empresa de Servicios Marítimos Hualpén Ltda.	Chile	Peso	50,00%	247	-	(3)	-	(23)	-	221
Inmobiliaria Carriel Ltda.	Chile	Peso	50,00%	553	-	(43)	-	(51)	-	459
LNG Tugs Chile S.A.	Chile	Peso	40,00%	296	-	35	-	-	-	331
Portuaria Corral S.A.	Chile	Peso	50,00%	6,013	-	414	-	(593)	-	5,834
Puerto Panul S.A.	Chile	US$	14,40%	2,601	-	272	(99)	(5)	-	2,769
San Antonio Terminal Internacional S.A.	Chile	US$	50,00%	34,547	-	3,869	-	100		38,516
San Vicente Terminal Internacional S.A.	Chile	US$	50,00%	23,058	-	4,040	-	26	98	27,222
Servicios Aeroportuarios Aerosán S.A.	Chile	Peso	50,00%	1,144	-	1,632	-	(118)	(80)	2,578
Servicios Marítimos Patillos S.A.	Chile	Peso	50,00%	925	-	662	(1,484)	-	-	103
Servicios Portuarios Reloncaví Ltda.	Chile	Peso	50,00%	7,838	-	607	-	(918)	-	7,527
Tecnologías Industriales Buildtek S.A.	Chile	Peso	50,00%	1,343	-	(67)	-	(105)	(28)	1,143
Terminal Puerto Arica S.A.	Chile	US$	15,00%	2,436	-	803	(241)	-	(284)	2,714
Transbordadora Austral Broom S,A,	Chile	Peso	25,00%	8,427	-	2,162	(694)	(774)	-	9,121
Transportes Fluviales Corral S,A,	Chile	Peso	50,00%	1,583	-	46	-	(107)	(120)	1,402
Elequip S,A,	Colombia	US$	49,80%	3,018	-	1,269	(1,281)	-	-	3,006
Equimac S,A,	Colombia	US$	49,00%	1,331	-	71	-	-	-	1,402
Equiyard S,A,	Colombia	US$	49,80%	834	(809)	93	(120)	-	2	-
G-Star Capital, Inc, Holding	Panama	US$	50,00%	1,448	-	161	-	-	-	1,609
Tramarsa S,A,	Peru	US$	50,00%	10,402	(279)	4,398	-	-	-	14,521
Gertil S,A,	Uruguay	US$	49,00%	3,546	-	748	-	-	-	4,294
Other minor investments				385	-	(80)	-	194	-	499
Total				**143,407**	**(1,088)**	**39,678**	**(16,914)**	**(3,596)**	**(1,238)**	**160,249**

Movements in these investments as of December 31, 2010 are detailed as follows:

Associate	Country	Currency	Direct and indirect ownership interest	Beginning balance	Additions	Share of profit (loss)	Dividends received	Translation adjustment	Other variations	Balance as of 12.31.10
				ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$
Consorcio Naviero Peruano S,A,	Peru	US$	49.00%	820	-	2,165	-	-	546	3,531
Vogt & Maguire Shipbroking Ltd,	England	Pound	50.00%	149	-	1,273	(1,001)	-	(6)	415
Globe I Holding Schiaffahrts & Co, KG (*)	Germany	US$	50.00%	23,472	-	-	-	-	(23,472)	-
Globe II Holding Schiaffahrts & Co, KG (*)	Germany	US$	50.00%	7,438	-	3,490	(9,200)	-	1	1,729
Dry Bulk Handy Holding Inc,	Monaco	US$	50.00%	3,625	-	2,000	(2,250)	-	-	3,375
Kempe Holding Co,Ltd, (*)	Panama	US$	50.00%	14,985	8,650	-	-	-	(23,635)	-
Kempe (BVI) Holding Co,Ltd,(*)	BVI	US$	50.00%	21,003	3,852	-	-	-	(24,855)	-
Aerosán Airport Services S,A,	Chile	Peso	50.00%	3,613	-	382	(645)	274	-	3,624
Antofagasta Terminal Internacional S,A,	Chile	US$	35.00%	4,805	-	2,764	(1,229)	43	(80)	6,303
Cargo Park S,A,	Chile	Peso	50.00%	10,934	-	563	-	958	-	12,455
Empresa de Servicios Marítimos Hualpén Ltda,	Chile	Peso	50.00%	223	-	6	-	18	-	247
Inmobiliaria Carriel Ltda,	Chile	Peso	50.00%	557	-	(48)	-	44	-	553
LNG Tugs Chile S,A,	Chile	Peso	40.00%	247	-	49	-	-	-	296
Portuaria Corral S,A,	Chile	Peso	50.00%	5,865	-	653	(977)	472	-	6,013
Puerto Panul S,A,	Chile	US$	14.40%	3,176	-	129	(686)	(18)	-	2,601
San Antonio Terminal Internacional S,A,	Chile	US$	50.00%	32,942	-	2,656	-	640	(1,691)	34,547
San Vicente Terminal Internacional S,A,	Chile	US$	50.00%	21,549	-	1,646	-	-	(137)	23,058
Servicios Aeroportuarios Aerosán S,A,	Chile	Peso	50.00%	1,455	-	1,354	(1,587)	(78)	-	1,144
Servicios Marítimos Patillos S,A,	Chile	Peso	50.00%	641	-	802	(518)	-	-	925
Servicios Portuarios Reloncaví Ltda,	Chile	Peso	50.00%	6,628	-	809	-	401	-	7,838
Tecnologías Industriales Buildtek S,A,	Chile	Peso	50.00%	-	1,341	(183)	-	45	140	1,343
Terminal Puerto Arica S,A,	Chile	US$	15.00%	2,581	-	692	(600)	-	(237)	2,436
Transbordadora Austral Broom S,A,	Chile	Peso	25.00%	7,066	-	2,061	(1,244)	544	-	8,427
Transportes Fluviales Corral S,A,	Chile	Peso	50.00%	1,363	-	53	-	167	-	1,583
Comercial e Inversiones Coirón S,A,	Argentina	US$	50.00%	614	-	(21)	(196)	-	(397)	-
Tug Brasil Apoio Marítimo Portuario S,A,	Brazil	US$	100.00%	18,142	16,174	-	-	(1,598)	(32,718)	-
Elequip S,A,	Colombia	US$	49.80%	2,650	-	1,218	(850)	-	-	3,018
Equimac S,A,	Colombia	US$	49.00%	1,170	-	258	(97)	-	-	1,331
Equiyard S,A,	Colombia	US$	49.80%	586	-	317	(69)	-	-	834
G-Star Capital, Inc, Holding	Panamá	US$	50.00%	1,205	-	243	-	-	-	1,448
Tramarsa S,A,	Perú	US$	50.00%	8,092	-	5,810	(3,500)	-	-	10,402
Gertil S,A,	Uruguay	US$	49.00%	3,854	-	672	(980)	-	-	3,546
Limoly S,A,	Uruguay	US$	100.00%	1,197	1,288	-	-	-	(2,485)	-
Other minor investments				159	-	56	-	(114)	284	385
Total				**212,806**	**31,305**	**31,869**	**(25,629)**	**1,798**	**(108,742)**	**143,407**

(a) Investments in which the direct ownership interest is less than 20% that are included in equity method investments:

a.1 This category includes investments in Terminal Portuario Arica S.A. and Puerto Panul S.A., as the Company is represented on the Board of Directors of these companies.

a.2 The following companies are included in this category, as the total ownership interest in the investment is greater than 20%.

	As of December 31, 2011			As of December 31, 2010		
Company	Direct investment%	Indirect investment %	Total investment %	Direct investment%	Indirect investment %	Total investment %
Muellaje ATI S.A.	-	35.32%	35.32%	-	35.32%	35.32%
Muellaje STI S.A. (*)	-	50.25%	50.25%	-	50.25%	50.25%
Muellaje SVTI S.A. (*)	-	50.25%	50.25%	-	50.25%	50.25%
Serviair Ltda.	1.00%	49.00%	50.00%	1.00%	49.00%	50.00%
Reenwood Investment Inc.	0.02%	49.99%	50.01%	0.02%	49.99%	50.01%
Servicios Logísticos Ltda.	1.00%	49.00%	50.00%	1.00%	49.00%	50.00%
Construcciones Modulares S.A.	9.97%	40.02%	49.99%	9.97%	40.02%	49.99%

(*) These companies are consolidated by their parent companies, STI S.A. and SVTI S.A., respectively.

Summary of information about associates as of December 31, 2011:

Associate	Ownership interest	Assets	Liabilities	Revenue	Expenses	Profit (loss) for the period
		ThUS$	ThUS$	ThUS$	ThUS$	ThUS$
Consorcio Naviero Peruano S.A.	38,00%	21,324	6,868	34,481	(27,493)	6,988
Vogt & Maguire Shipbroking Ltd. (UK)	50,00%	2,515	1,454	8,808	(4,703)	4,105
Globe II Holding Schiaffahrts & Co. KG	50,00%	3,515	3,495	10,513	(7,823)	-
Dry Bulk Handy Holding Inc.	50,00%	31,936	10,032	78,433	(76,535)	18,627
Aerosán Airport Services S.A.	50,00%	9,913	2,309	5,027	(3,951)	1,289
Antofagasta Terminal Internacional S.A. Holding	35,00%	78,097	55,979	42,792	(28,867)	7,614
Cargo Park S.A.	50,00%	36,750	17,718	5,043	(1,997)	2,548
Elequip S.A.	49,80%	7,566	1,529	2,316	(1,287)	2,549
Empresa de Servicios Marítimos Hualpén Ltda.	50,00%	723	281	522	(364)	(60)
Equimac S.A.	49,00%	6,810	3,949	334	(552)	145
Gertil S.A.	49,00%	14,037	5,273	11,225	(8,661)	1,505
G-Star Capital, Inc. Holding	50,00%	7,586	4,358	5,194	(4,155)	331
Inmobiliaria Carriel Ltda.	50,00%	2,084	1,166	14	(86)	(86)
LNG Tugs Chile S.A.	40,00%	1,274	445	5,463	(5,140)	88
Portuaria Corral S.A.	50,00%	18,204	6,535	4,307	(3,098)	949
Puerto Panul S.A.	14,40%	18,740	7,268	8,042	(4,421)	2,290
San Antonio Terminal Internacional S.A.	50,00%	209,349	134,320	84,686	(63,645)	8,002
San Vicente Terminal Internacional S.A.	50,00%	147,008	92,564	62,629	(50,382)	8,078
Servicios Aeroportuarios Aerosan S.A.	50,00%	9,528	4,373	13,424	(8,619)	3,261
Servicios Marítimos Patillos S.A.	50,00%	1,553	1,347	3,830	(2,056)	1,324
Servicios Portuarios Reloncaví Ltda.	50,00%	21,502	6,448	22,727	(19,692)	1,399
Tecnologías Industriales Buildteck S.A.	50,00%	8,167	6,095	10,459	(7,625)	(134)
Terminal Puerto Arica S.A.	15,00%	108,807	90,716	35,547	(27,252)	5,355
Tramarsa S.A.	50,00%	87,872	58,238	104,195	(80,157)	8,829
Transbordadora Austral Broom S.A.	25,00%	46,839	10,355	23,770	(9,830)	8,649
Transportes Fluviales Corral S.A.	50,00%	4,759	1,714	2,150	(1,705)	92
Other minor investments		30,150	16,496	46,104	(41,790)	1,366

Summary of information about associates as of December 31, 2010:

Associate	Ownership interest	Assets ThUS$	Liabilities ThUS$	Revenue ThUS$	Expenses ThUS$	Profit (loss) for the period ThUS$
Consorcio Naviero Peruano S.A.	49,00%	14,070	6,593	25,797	(20,101)	5,696
Vogt & Maguire Shipbroking Ltd. (UK)	50,00%	3,233	2,399	6,659	(4,112)	2,547
Globe II Holding Schiaffahrts & Co. KG	50,00%	38,815	32,535	5,050	-	3,490
Dry Bulk Handy Holding Inc.	50,00%	33,341	19,621	56,918	(52,918)	4,000
Aerosán Airport Services S.A.	50,00%	7,967	709	3,953	(3,083)	764
Antofagasta Terminal Internacional S.A. Holding	35,00%	61,403	43,192	35,744	(22,568)	7,897
Cargo Park S.A.	50,00%	38,603	11,789	4,117	(1,612)	1,125
Elequip S.A.	49,80%	9,432	3,372	10,845	(7,021)	2,446
Empresa de Servicios Marítimos Hualpén Ltda.	50,00%	645	151	566	(392)	12
Equimac S.A.	49,00%	4,036	1,321	1,482	(897)	525
Equiyard S.A.	49,80%	1,974	299	1,112	(679)	636
Gertil S.A.	49,00%	13,368	6,109	9,030	(6,637)	1,370
G-Star Capital, Inc. Holding	50,00%	7,874	4,959	5,843	(4,191)	504
Inmobiliaria Carriel Ltda.	50,00%	1,362	255	9	(90)	(95)
LNG Tugs Chile S.A.	40,00%	1,214	480	-	-	123
Portuaria Corral S.A.	50,00%	18,820	6,793	4,872	(2,795)	1,305
Puerto Panul S.A.	14,40%	19,922	7,286	6,586	(4,046)	1,341
San Antonio Terminal Internacional S.A.	50,00%	219,954	153,113	74,112	(54,853)	5,563
San Vicente Terminal Internacional S.A.	50,00%	145,697	99,581	56,518	(45,565)	3291
Servicios Aeroportuarios Aerosan S.A.	50,00%	8,041	5,753	10,723	(6,896)	2,709
Servicios Marítimos Patillos S.A.	50,00%	1,885	35	3,919	(2,098)	1,643
Servicios Portuarios Reloncaví Ltda.	50,00%	24,570	8,893	18,477	(15,432)	1,618
Tecnologías Industriales Buildteck S.A.	50,00%	5,976	3,572	1,655	(1,184)	(366)
Terminal Puerto Arica S.A.	15,00%	103,738	87,497	26,009	(8,416)	4,713
Tramarsa S.A.	50,00%	72,692	51,887	96,610	(71,180)	11,620
Transbordadora Austral Broom S.A.	25,00%	48,601	14,858	21,563	(8,915)	8,242
Transportes Fluviales Corral S.A.	50,00%	3,412	245	1,996	(1,671)	106
Other minor investments		40,709	20,841	60,460	(52,337)	6,917

Note 16 Intangible Assets Other than Goodwill

Classes of net intangible assets:

	As of December 31, 2011			As of December 31, 2010		
	Gross ThUS$	Accumulated amortization ThUS$	Net ThUS$	Gross ThUS$	Accumulated amortization ThUS$	Net ThUS$
Development costs	519	(53)	466	473	(25)	448
Patents, trademarks and other rights, net	717	(75)	642	550	-	550
Software	7,642	(2,066)	5,576	1,992	(1,064)	928
Port, tugboat and other concessions	66,979	(9,718)	57,261	63,789	(7,162)	56,627
Total intangible assets	**75,857**	**(11,912)**	**63,945**	**66,804**	**(8,251)**	**58,553**

The detail and movements of the main classes of intangible assets, separated into internally generated intangible assets and other intangible assets, are provided below:

Movement in 2011	Development Costs ThUS$	Patents, trademarks and other rights ThUS$	Software ThUS$	Port, tugboat and other concessions ThUS$	Total intangible assets ThUS$
Gross value as of January 1, 2011	448	550	928	56,627	58,553
Additions	46	2	3,920	3,500	7,468
Amortization for the period	(28)	(75)	(1,002)	(2,557)	(3,662)
Increase (decrease) in foreign currency translation	-	(50)	(12)	-	(62)
Other increases (decreases)	-	215	1,742	(309)	1,648
Net balance as of December 31, 2011	466	642	5,576	57,261	63,945

Movement in 2010	Development costs ThUS$	Patents, trademarks and other rights ThUS$	Software ThUS$	Port, tugboat and other concessions ThUS$	Total intangible assets ThUS$
Gross value as of January 1, 2010	**538**	**467**	**711**	**45,869**	**47,585**
Additions	**-**	**14**	**714**	**14,551**	**15,279**
Amortization for the period	**(25)**	**-**	**(570)**	**(5,520)**	**(6,115)**
Increase (decrease) in foreign currency translation	**40**	**41**	**(57)**	**2,366**	**2,390**
Other increases (decreases)	**(105)**	**28**	**130**	**(639)**	**(586)**
Net balance as of December 31, 2010	**448**	**550**	**928**	**56.627**	**58.553**

Investments in software are amortized over a maximum period of 4 years. Other rights correspond to water rights that have an indefinite useful life and therefore do not have an amortization period.

Concessions correspond to investments made by the Group as follows:

	As of December 31, 2011 ThUS$	Useful life	As of December 31, 2010 ThUS$	Useful life
Port concession, Iquique Terminal Internacional S.A.	48,682	20 years + 10 years (*)	46,422	20 years
Port concession, Florida Terminal Internacional, LLC	1,683	10 years + 5 years (*)	1,926	20 years
Tugboat concession, Concesionaria SAAM Costa Rica S.A.	2,983	16 years	3,183	19 years
Tugboat concession, SAAM Remolques S.A. de C.V.	3,912	From 3 to 6 years	4,813	From 3 to 6 years
Total intangible assets for port and tugboat concessions	57,260		56,344	

(*) In the process of extending the concession period.

Port concessions include the present value of the initial concession payment and the minimum mandatory payments, as well as financing costs, when applicable, plus the value of mandatory works controlled by the entity granting the concession, in accordance with the concession contract.

Capitalized finance expenses totaled ThUS$ 76 during the period. The rate used for capitalizing interest is 3.6175% and corresponds to financing to construct an earthquake resistant docking site at the port of Iquique.

Note 17 Goodwill

Goodwill is detailed as follows:

	As of December 31, 2011 ThUS$	As of December 31, 2010 ThUS$
SAAM Remolques S.A de C.V.	36	36
Transportes Fluviales Corral S.A.	-	6
Tug Brasil Apoio Portuario S.A.	15,070	15,070
Compañía Libra de Navegación (Uruguay) S.A.	8,379	8,379
Compañía Libra de Navegacao S.A.	5,143	5,143
CSAV Agency Italy S.P.A.	2,283	2,339
Agencias Grupo CSAV (México) S.A. de C.V.	268	268
Wellington Holding Group S.A.	45,003	45,003
Norasia Container Lines Ltd.	21,300	21,300
CSAV North & Central Europe Gmbh	1,856	1,902
CSAV North & Central Europe N.V.	668	684
CSAV North & Central Europe B.V.	4,076	4,177
CSAV Agencia Maritima SL.	3,249	3,329
CSAV Group Agency (Hong Kong) Ltd.	52	52
CSAV UK & Ireland Limited	1,990	1,990
CSAV Denizcilik Acentasi A.S	8,235	8,126
Total	**117,608**	**117,804**

Movements in goodwill are shown in the table below:

	As of December 31, 2011 ThUS$	As of December 31, 2010 ThUS$
Beginning balance as of January 1	117,804	68,071
Additions during the period	-	34,019
Variation due to exchange differences	(196)	876
Incorporation due to business combinations	-	14,838
Total	**117,608**	**117,804**

Incorporations during 2010 are related to the acquisitions described in Note 15.

The goodwill acquired by the Company in the different deals has allowed it to operate locally, regionally and globally. In management's opinion, despite the current adverse market conditions, their fair value are greater than their book values. Nevertheless, as of each reporting date, the Company performs a forward-looking evaluation that allows it to validate the value of this goodwill by estimating and sensitizing the long-term future cash flows from the deals discounted to a cost-of-capital rate (currently close to 12%).

Note 18 Property, Plant and Equipment

Property, plant and equipment (deemed cost) are summarized as follows:

	As of December 31, 2011			As of December 31, 2010		
	Gross PP&E	**Accumulated depreciation**	**Net PP&E**	**Gross PP&E**	**Accumulated depreciation**	**Net PP&E**
	ThUS$	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**
Construction in progress	150,663	-	150,663	393,172	-	393,172
Land	70,382	-	70,382	76,650	-	76,650
Buildings	40,698	(8,536)	32,162	41,639	(9,231)	32,408
Plant and equipment	1,666,459	(366,059)	1,300,400	1,019,404	(311,482)	707,922
IT equipment	22,262	(15,685)	6,577	21,421	(16,867)	4,554
Motor vehicles	4,539	(2,855)	1,684	5,451	(3,526)	1,925
Fixed facilities and accessories	19,164	(10,488)	8,676	22,959	(11,511)	11,448
Leasehold improvements	10,132	(5,389)	4,743	9,763	(4,716)	5,047
Other	8,331	(4,193)	4,138	17,531	(7,971)	9,560
Total	**1,992,630**	**(413,205)**	**1,579,425**	**1,607,990**	**(365,304)**	**1,242,686**

Construction in progress includes disbursements for mandatory works related to a concession contract that will enable the subsidiary Iquique Terminal Internacional S,A, (ITI) to extend this concession contract once such works have been completed and approved by the entity granting the concession, as well as construction contracts for the fleet of vessels and tugboats,

Buildings, include buildings (facilities) belonging to the CSAV Group that, are not included in the mandatory works required by concession contracts,

Plant and equipment include machinery acquired by the Group and used to provide services (vessels, tugboats, cranes, payloaders, containers, etc,), This account also includes operating facilities such as warehouses and container terminals, Spare parts and specific components with low rotation that will be used to provide services in the future are also presented here,

Finance costs of ThUS$ 83,429 were capitalized in 2011, The weighted average rate used to capitalize interest was 3,66%,

As of the end of this reporting period, the Company and its subsidiaries do not show any signs of impairment, For certain operating assets, primarily vessels, whose useful life is very long term and for which the Company uses the present value cash flow method, short-term negative market conditions do not significantly affect the value of these assets, The details and movements of the different classes of property, plant and equipment as of December 31, 2011 are provided in the following table:

As of December 31, 2011	Construction in progress ThUS$	Land ThUS$	Buildings, net ThUS$	Plant and equipment, net ThUS$	IT equipment, net ThUS$	Motor vehicles, net ThUS$	Fixed facilities and accessories, net ThUS$	Leasehold improvements, net ThUS$	Other property, plant and equipment, net ThUS$	Total property, plant and equipment, net ThUS$
Beginning balance	393,172	76,650	32,408	707,922	4,554	1,925	11,448	5,047	9,560	1,242,686
Additions	171,972	-	576	350,459	4,516	881	1,961	1,541	4,898	536,804
Disposals (sale of assets)	(5,326)	-	-	(102,438)	(77)	(173)	(73)	(266)	(8)	(108,361)
Transfers to (from) investment property	(52)	531	-	(42)	-	-	-	-	-	437
Depreciation expense	-	-	(863)	(72,190)	(2,211)	(753)	(1,463)	(1,315)	(612)	(79,407)
Increases (decreases) in foreign currency translation	(9)	(6,938)	(851)	(3,252)	(96)	(1)	(238)	(277)	(6)	(11,668)
Other increases (decreases)	(409,094)	139	892	419,941	(109)	(195)	(2,959)	13	(9,694)	(1,066)
Total changes	(242,509)	(6,268)	(246)	592,478	2,023	(241)	(2,772)	(304)	(5,422)	336,739
Ending balance	**150,663**	**70,382**	**32,162**	**1,300,400**	**6,577**	**1,684**	**8,676**	**4,743**	**4,138**	**1,579,425**

The details and movements of the different classes of property, plant and equipment as of December 31, 2010 are provided in the following table:

As of December 31, 2010	Construction in progress ThUS$	Land ThUS$	Buildings, net ThUS$	Plant and equipment, net ThUS$	IT equipment, net ThUS$	Motor vehicles, net ThUS$	Fixed facilities and accessories, net ThUS$	Leasehold improvements, net ThUS$	Other property, plant and equipment, net ThUS$	Total property, plant and equipment, net ThUS$
Beginning balance	315,024	62,419	34,369	227,034	2,709	2,753	6,795	5,365	12,023	668,491
Additions	151,617	-	834	198,461	2,632	995	988	947	3,281	359,755
Increase due to business combinations	3,083	-	-	330,970	60	2	60	-	21	334,196
Disposals (sale of assets)	(13,524)	-	-	(34,996)	(17)	(156)	(56)	(17)	(95)	(48,861)
Transfers to (from) investment property	-	10,224	-	-	-	-	-	-	-	10,224
Depreciation expense	-	-	(1,085)	(63,168)	(1,791)	(685)	(1,394)	(1,027)	(1,029)	(70,179)
Increases (decreases) in foreign currency translation	110	4,588	920	5,692	57	127	106	(41)	(81)	11,478
Other increases (decreases)	(63,138)	(581)	(2,630)	43,929	904	(1,111)	4,949	(180)	(4,560)	(22,418)
Total changes	78,148	14,231	(1,961)	480,888	1845	(828)	4,653	(318)	(2,463)	574,195
Ending balance	**393,172**	**76,650**	**32,408**	**707,922**	**4,554**	**1,925**	**11,448**	**5,047**	**9,560**	**1,242,686**

The CSAV Group entered into finance leases for two container cranes through SAAM, five container cranes through Florida International Terminal LLC, six tugboats through SAAM Remolques S.A. de C.V. (Mexico) and one Gottwald crane through Iquique Terminal Internacional S.A. The net book value of these assets amounts to ThUS$ 686, ThUS$ 922, ThUS$ 10,204 and ThUS$3,901, respectively, and is included under plant and equipment. These assets are not property of the Company until it exercises the respective purchase options.

The book value of assets in property, plant and equipment that are temporarily out of service amounts to ThUS$ 2,130.

The minimum payments for the finance lease are detailed in Note 22 to these consolidated financial statements.

(1) Commitments for the purchase and construction of vessels and other property, plant and equipment:

1.1) Vessels under construction

The CSAV Group maintains contracts in force with international shipyards to construct three 8,000 TEU containerships, with an estimated investment of ThUS$ 308, for which it has already made down payments of US$ 124 million. These ships are expected to be delivered during the first half of 2012.

1.2) Tugboats under construction

As of December 31, 2011, SAAM has a construction order with Bonny Fair shipyards for a tugboat with a total estimated investment of ThUS$ 4,518.

The subsidiary Tug Brasil has commissioned construction of three tugboats, two from Cassinú and one from Inace S.A., with respective estimated investments of ThUS$ 24,611 and ThUS$ 4,670 in engines.

1.3) Earthquake reinforcement, Port of Iquique Site 3

As of December 31, 2011, the subsidiary Iquique Terminal Internacional S.A. has begun earthquake reinforcement work on site 3 at the Port of Iquique. This work is necessary to opt to extend the concession term for that port. The total approximate value of the works is ThUS$ 6,000. The work started May 3, 2011, when the property was handed over, and is set to be completed within 210 days.

As of December 31, 2011, the earthquake reinforcement work on site 3 entails 2 projects:

i) Site 3 earthquake reinforcement. The work is being done by Portus S.A. and is in the final stage with 90% progress to date. Work is expected to be completed in February 2012.

ii) Seismic stabilization of far jetty bank: The work is being done by Raúl Pey y Compañía Ltda. and is in the execution stage with 20% progress to date. Work is expected to be completed in April 2012.

Other

The Company is performing pavement work in Talcahuano and Valparaíso, valued at ThUS$ 98. The Company is also installing new elevators in SAAM's corporate building in Valparaíso, valued at ThUS$ 41.

(2) Additional information on property, plant and equipment.

Certain assets pertaining to property, plant and equipment are pledged in guarantee of certain financial obligations, as described in Note 35 below.

As of each period end, the Company maintains some assets within property, plant and equipment that are fully depreciated yet still in use and other assets that are temporarily not in operation; in both cases the amounts are not significant.

The Company continues to depreciate assets that are temporarily out of operation and estimates that no impairment adjustments are needed.

The fair value of the CSAV Group's operating assets does not differ significantly from their book values.

During the year 2011, the vessel Maule was sold, generating a loss of ThUS$ 10,256, which is presented in the statement of income within the account other gains (losses).

As of December 31, of each year, the Company has transferred from construction to plant and equipment, the vessels and tugboats for which construction has been completed and that have been operating. These movements are detailed as follows:

	12-31-11 **ThUS$**	12-31-10 **ThUS$**
Tugboats and cranes	(43,924)	(48,199)
Vessels	(359,476)	-
Other works and port machinery	(5,694)	(14,939)
Total other increases (decreases) in construction in progress	(409,094)	(63,138)

Note 19 Investment Property

The properties classified as investment property correspond primarily to land held for capital appreciation purposes. The market value of these properties as of December 31, 2011 does not differ significantly from the book value.

The fair value of the Company's investment properties as of the end of the reporting period amounts to ThUS$ 5,497 (ThUS$ 5,744 in 2010).

During the period no disbursements were made relating to maintenance of these lands.

	As of December 31, **2011** **ThUS$**	As of December 31, **2010** **ThUS$**
Investment property, beginning balance	4,409	13,530
Transfer to property, plant and equipment	(437)	(10,224)
Increase (decrease) in foreign currency translation	(436)	1,103
Changes in investment property	(873)	(9,121)
Ending balance	**3,536**	**4,409**

Note 20 Current Taxes Receivable and Payable

The balance of current taxes receivable and payable is detailed as follows:

Current Taxes Receivable

	As of December 31, **2011** **ThUS$**	As of December 31, **2010** **ThUS$**
Current taxes receivable		
Recoverable VAT	28,301	37,185
Monthly provisional tax payments	3,368	18,445
Recoverable income taxes	4,185	-
Other recoverable income taxes	3,857	-
Total current taxes recoverable	**39,711**	**55,630**

Current Taxes Payable

	As of December 31, **2011** **ThUS$**	As of December 31, **2010** **ThUS$**
Current taxes payable		
Income taxes payable	11,281	23,099
VAT payable	2,722	2,688
Total current taxes payable	**14,003**	**25,787**

Note 21 Deferred Taxes and Income Taxes

(a) In Chile, profits from investments in foreign companies are levied with first category income tax in the year in which profits are recorded. Although the Company's direct foreign subsidiaries have distributed dividends of ThUS$ 30,363 during the current period, since the Company has tax losses as of December 31, 2011, it has not established an income tax provision.

(b) The following section provides details on developments in the Company's three lawsuits currently in process in the ordinary courts over the last 12 months:

i) Tax assessments 153 through 156, totaling Ch$ 131,581,581 (historic). On November 16, 2009, the Tax Court of the Chilean Internal Revenue Service (SII) of Valparaíso rejected the claims for tax assessments 155 and 156 and ruled partially in favor of the Company on tax assessments 153 and 154.

On December 2, 2009, CSAV filed motions for reversal with subsidiary appeal as the tax assessments 155 and 156 are detrimental to its interests.

On December 16, 2010, the Court of Appeals dismissed the subsidiary appeal, upholding the tax judge's ruling and concurring with the SII's reasoning.

The Company decided not to file a motion for cassation before the Supreme Court.

ii) Tax assessments 168 – 174, totaling Ch$ 8,040,916,137 (historic). On November 25, 2009, the SII Tax Court rejected the claim presented against these assessments.

On December 4, 2009, CSAV filed a motion of appeal, as the verdict is detrimental to the Company's interests.

On December 15, 2010, the Court of Appeals accepted the motion for appeal, rendering null and void assessments No. 168 to 174.

On January 4, 2011, the Chilean government filed a motion for cassation, which is pending in the Supreme Court.

iii) On April 18, 2006, assessments 121 and 122 amounting to Ch$ 62,744,890 (historic) were received from the SII and were protested by the Company within the allowed term.

On November 26, 2009, the SII Tax Court of Valparaíso rejected the Company's claims for the aforementioned tax assessments.

On December 3, 2009, CSAV filed a motion of appeal, as the verdict is detrimental to the Company's interests.

On August 25, 2010, the Court of Appeals accepted the motion for appeal, rendering null and void assessments No. 121 and 122.

On September 13, 2010, the Chilean government filed a motion for cassation, which was admitted to be heard on September 15 and is pending in the Supreme Court.

(c) Regarding the Company's vehicles and property that had been seized, the assets have been fully released.

(d) As of December 31, 2011, the Company has not established an income tax provision because it has tax losses of ThUS$ 1,082,664 (ThUS$ 341,764 in 2010).

(e) The Company has not recorded any accumulated earnings and profits as of December 31, 2011 and 2010 or any retained non-taxable earnings as of December 31, 2011 (ThUS$ 14,099 in 2010).However, it did record a provision of ThUS$ 150 (ThUS$ 192 in 2010) for article 21 of the Chilean tax law.

(f) Deferred taxes

Deferred tax assets and liabilities are offset if the right to offset current tax assets and liabilities has been legally recognized and if the deferred taxes are associated with the same tax authority. The offset amounts are as follows:

	Deferred Tax Asset		Deferred Tax Liability	
Types of temporary differences	**December 31, 2011**	**December 31, 2010**	**December 31, 2011**	**December 31, 2010**
	ThUS$	**ThUS$**	**ThUS$**	**ThUS$**
Vacation accrual	1,073	1,192	-	-
Tax losses	185,775	59,707	-	-
Provisions	30,314	15,049	(279)	(376)
Post-employment obligations	264	124	(879)	(157)
Revaluation of financial instruments	149	114	(2)	-
Revaluation of intangible assets	15	-	(798)	-
Revaluation of PP&E	158	42	(4,981)	(6,543)
Depreciation	396	724	(13,638)	(14,088)
Leased assets	59	-	(530)	(551)
Tax credits	224	815	-	-
Amortization	42	28	(74)	(86)
Accruals	1,496	1,487	(221)	(163)
Other	5,588	3,396	(1,842)	(3,724)
Total	**225,553**	**82,678**	**(23,244)**	**(25,688)**

Movements of deferred tax assets and liabilities recorded during the period:

Types of temporary differences	**Balance as of January 1, 2011**	**Recorded in income**	**Recorded in equity**	**Balance as of December 31, 2011**
Vacation accrual	1,192	(119)	-	1,073
Tax losses	59,707	126,068	-	185,775
Provisions	15,049	15,265	-	30,314
Post-employment obligations	124	140	-	264
Revaluation of financial instruments	114	(563)	598	149
Revaluation of intangible assets	-	16	(1)	15
Revaluation of PP&E	42	116	-	158
Depreciation	724	(291)	(37)	396
Leased assets	-	59	-	59
Tax credits	815	(591)	-	224
Amortization	28	14	-	42
Accruals	1,487	9	-	1,496
Other deferred taxes	3,396	2,192	-	5,588
Total deferred tax assets	**82,678**	**142,315**	**560**	**225,553**

Types of temporary differences	Balance as of January 1, 2011	Recorded in income	Recorded in equity	Balance as of December 31, 2011
Provisions	376	(97)	-	279
Post-employment obligations	157	669	53	879
Revaluation of PP&E	6,543	(1,562)	-	4,981
Revaluation of financial instruments	-	2	-	2
Revaluation of intangible assets	-	4,706	(3,908)	798
Depreciation	14,088	(441)	(9)	13,638
Leased assets	551	(21)	-	530
Amortization	86	(12)	-	74
Accruals	163	58	-	221
Other	3,724	(1,870)	(12)	1,842
Total deferred tax liabilities	**25,688**	**1,432**	**(3,876)**	**23,244**

Types of temporary differences	Balance as of January 1, 2010	Recorded in income	Recorded in equity	Balance as of December 31, 2010
Vacation accrual	1,970	(778)	-	1,192
Tax losses	62,850	(3,143)	-	59,707
Provisions	9,649	5,400	-	15,049
Post-employment obligations	224	(100)	-	124
Revaluation of financial instruments	122	(8)	-	114
Revaluation of intangible assets	28	(28)	-	-
Revaluation of PP&E	53	(11)	-	42
Restoration and dismantling costs	15	(15)	-	-
Depreciation	477	247	-	724
Leased assets	18	(18)	-	-
Tax credits	719	96	-	815
Amortization	133	(105)	-	28
Accruals	191	1,296	-	1,487
Other deferred taxes	854	2,458	84	3,396
Total deferred tax assets	**77,303**	**5,291**	**84**	**82,678**

Types of temporary differences	Balance as of January 1, 2010	Recorded in income	Recorded in equity	Balance as of December 31, 2010
Provisions	481	(105)	-	376
Post-employment obligations	545	(388)	-	157
Revaluation of PP&E	3,771	2,772	-	6,543
Restoration and dismantling costs	11	(11)	-	-
Depreciation	5,277	8,811	-	14,088
Leased assets	351	200	-	551
Amortization	94	(8)	-	86
Accruals	443	(280)	-	163
Port concessions	1,853	(1,853)	-	-
Other	205	3,519	-	3,724
Total deferred tax liabilities	**13,031**	**12,657**	**-**	**25,688**

(g) Effect of deferred taxes and income taxes on income

	For the years ended December 31,	
	2011	2010
	ThUS$	ThUS$
Current income tax expenses		
Current tax expense	(32,119)	(31,272)
Expense for ITL Art. 17 8 tax (*)	-	(2,397)
Expense for ITL Art. 21 tax (*)	(458)	(422)
Adjustments to prior period taxes	(743)	3,913
Other tax expenses	310	(3,615)
Total current tax expense, net	**(33,010)**	**(33,793)**
Deferred tax expense		
Origin and reversal of temporary differences	140,990	1,273
Reversal of value of deferred tax asset	-	(3,748)
Other deferred tax expenses	(107)	(61)
Total deferred tax income (expense), net	**140,883**	**(2,536)**
Tax (expense) income	**107,873**	**(36,329)**
Tax (expense) income for continuing activities	81,023	(36,329)
Tax (expense) income for discontinued activities	26,850	-

(*) ITL: Income tax law

(h) Taxes recognized in income by foreign and Chilean entities:

	For the years ended December 31,	
	2011	2010
	ThUS$	ThUS$
Current tax expense:		
Current tax expense, net, foreign	(26,650)	(26,051)
Current tax expense, net, Chilean	(6,360)	(7,742)
Total current tax expense, net	**(33,010)**	**(33,793)**
Deferred tax expense:		
Deferred tax expense, foreign	(1,365)	(6,066)
Deferred tax expense, Chilean	142,248	3,530
Total deferred tax expense, net	140,883	(2,536)
Tax income (expense), net	107,873	(36,329)

(i) An analysis and reconciliation of the income tax rate calculated in accordance with Chilean tax legislation and of the effective tax rate are detailed below, as recognized in income by foreign and Chilean entities:

		As of December 31, 2011 ThUS$		As of December 31, 2010 ThUS$
Profit (loss) for the period		(1,239,483)		181,503
Total income tax expense		107,873		(36,329)
Profit (loss) before income taxes		(1,347,356)		217,832
Reconciliation of effective tax rate	20.0%	269,471	17.0%	(37,031)
Tax effect of rates in other jurisdictions	(0.34%)	(4,541)	1.9%	(4,094)
Tax effect of non-taxable operating revenues	(0.51%)	(6,857)	(4.06%)	8,834
Tax effect of non-deductible expenses	(9.80%)	(132,098)	0.2%	(422)
Other increases (decreases) in charge for legal taxes	(1.34%)	(18,102)	1.7%	(3,616)
Total adjustments to tax expense using legal rate	**(11.99%)**	**(161,598)**	**(0.32%)**	**702**
Tax income (expense) using effective rate	**8.0%**	**107,873**	**16.7%**	**(36,329)**

The tax rates and regulations in effect in Chile as of each period end are used to calculate current and deferred taxes. The specific rates are 20% as of December 31, 2011 and 17% as of December 31, 2010.

(j) Unrecognized deferred tax assets

The CSAV Group has not recognized deferred tax assets from certain foreign subsidiaries, in the amount of ThUS$ 92,948, due to ongoing changes and fluctuations in the shipping industry in recent periods in the countries where these subsidiaries are located.

(k) Recovery of deferred tax assets

The CSAV Group has recognized a deferred tax asset related to the tax loss of the parent company, considering that the analysis of flows prepared by management demonstrates that in the medium term, the Company expects to generate positive flows and, consequently, sufficient tax income that would allow the Company to charge the deductible differences resulting from the tax losses.

Note 22 Other Financial Liabilities

Other financial liabilities are detailed as follows:

	December 31, 2011		December 31, 2010	
	Current ThUS$	Non-current ThUS$	Current ThUS$	Non-current ThUS$
Bank loans (a)	189,264	905,557	61,880	738,497
Bonds payable (b)	6,867	58,377	7,442	68,662
Finance lease (c)	3,555	4,235	2,387	4,444
Hedging liabilities (note 11)	250	653	201	1,341
Other financial liabilities	2	-	1,299	-
Total	**199,938**	**968,822**	**73,209**	**812,944**

As of December 31, 2011

Taxpayer ID of debtor	Name of debtor	Country of debtor	Taxpayer ID of creditor	Bank or financial institution	Country of creditor	Currency
90160000-7	Compañía Sudamericana de Vapores S.A.	Chile	0-E	Deutsche Schiffsbank	Germany	USD
90160000-7	Compañía Sudamericana de Vapores S.A.	Chile	0-E	Banco Latinoamericano de Comercio Exterior S.A. (*)	Panama	USD
0-E	CSAV Ships S.A.	Panama	0-E	BNP Paribas	France	USD
0-E	Brunswick Investment Co.	Bahamas	0-E	BNP Paribas	France	USD
0-E	Tollo Shipping Co.	Panama	0-E	American Family Life Assurance Company Of Columbus (Aflac)	United States	JPY
0-E	Kempe Holding Co.Ltd	Panama	0-E	HSH Nordbank Ag	Germany	USD
0-E	Kempe Holding (BVI) Co.Ltd	Panama	0-E	HSH Nordbank Ag	Germany	USD
92048000-4	Sudamericana, Agencias Aéreas y Marítimas S.A.	Chile	97006000-6	Banco de Crédito e Inversiones	Chile	USD
92048000-4	Sudamericana, Agencias Aéreas y Marítimas S.A.	Chile	97036000-K	Banco Santander Chile	Chile	USD
77628160-3	Aquasaam S.A.	Chile	97004000-5	Banco de Chile (*)	Chile	U.F.
77628160-3	Aquasaam S.A.	Chile	97004000-5	Banco de Chile (*)	Chile	U.F.
96696270-4	Inmobiliaria Marítima Portuaria Ltda.	Chile	97030000-7	Banco Estado	Chile	U.F.
Mexico	SAAM Remolques S.A. de C.V.	Mexico	0-E	Banco Santander Central Hispano S.A. NY	Mexico	USD
0-E	SAAM Remolques S.A. de C.V.	Mexico	0-E	Banco Santander S.A. Madrid	Mexico	USD
0-E	SAAM Remolques S.A. de C.V.	Mexico	0-E	Banco del Bajío	Mexico	MXP
0-E	Florida Terminal International	United States	0-E	Banco Santander Overseas	United States	USD
0-E	Tug Brasil Apoio Maritimo	Brazil	0-E	Banco Nacional do Desenvolvimento BNDES	Brasil	USD
0-E	Tug Brasil Apoio Maritimo	Brazil	0-E	Banco Santander Chile	Chile	USD
0-E	Tug Brasil Apoio Maritimo	Brazil	0-E	Banco do Brasil	Brazil	USD
0-E	Tug Brasil Apoio Maritimo	Brazil	0-E	Banco Santander Brasil	Brazil	BRL
96915330-0	Iquique Terminal Internacional S.A.	Chile	97023000-9	Banco Corpbanca	Chile	USD
96915330-0	Iquique Terminal Internacional S.A.	Chile	97023000-9	Banco Corpbanca	Chile	USD
96915330-0	Iquique Terminal Internacional S.A.	Chile	97023000-9	Banco Estado	Chile	USD
0-E	Kios S.A.	Uruguay	0-E	Banco Santander	Uruguay	USD
0-E	Kios S.A.	Uruguay	0-E	Citibank Uruguay	Uruguay	USD
0-E	Inversiones Habsburgo S.A.	Panama	0-E	Banco Santander Overseas	Panama	USD
				Total		

(*) Banking entity related to controlling shareholders

As of December 31, 2010

Taxpayer ID of debtor	Name of debtor	Country of debtor	Taxpayer ID of creditor	Bank or financial institution	Country of creditor	Currency
90160000-7	Compañía Sudamericana de Vapores S.A.	Chile	0-E	Deutsche Schiffsbank	Germany	USD
0-E	CSAV Ships S.A.	Panama	0-E	BNP Paribas	France	USD
0-E	Brunswick Investment Co.	Bahamas	0-E	BNP Paribas	France	USD
0-E	Tollo Shipping Co.	Panama	0-E	American Family Life Assurance Company Of Columbus (Aflac)	United States	JPY
0-E	Kempe Holding Co.Ltd	Panama	0-E	HSH Nordbank Ag	Germany	USD
0-E	Kempe Holding (BVI) Co.Ltd	Panama	0-E	HSH Nordbank Ag	Germany	USD
92048000-4	Sudamericana, Agencias Aéreas y Marítimas S.A.	Chile	97006000-6	Banco de Crédito e Inversiones	Chile	CLP
92048000-4	Sudamericana, Agencias Aéreas y Marítimas S.A.	Chile	97036000-K	Banco Santander Chile	Chile	USD
77628160-3	Aquasaam S.A.	Chile	97004000-5	Banco de Chile	Chile	U.F.
77628160-3	Aquasaam S.A.	Chile	97004000-5	Banco de Chile	Chile	U.F.
96696270-4	Inmobiliaria Marítima Portuaria Ltda.	Chile	97030000-7	Banco Estado	Chile	U.F.
0-E	SAAM Remolques S.A. de C.V.	Mexico	0-E	Banco Santander Central Hispano S.A. NY	Mexico	USD
0-E	SAAM Remolques S.A. de C.V.	Mexico	0-E	Banco Santander S.A. Madrid	Mexico	USD
0-E	SAAM Remolques S.A. de C.V.	Mexico	0-E	Banco Santander Mexicano S.A.	Mexico	MXP
0-E	Florida Terminal International	United States	0-E	Banco Santander Overseas	United States	USD
0-E	Tug Brasil Apoio Maritimo	Brazil	0-E	Banco Nacional do Desenvolvimento BNDES	Brazil	USD
0-E	Tug Brasil Apoio Maritimo	Brazil	0-E	ABN - REAL Amro Bank	Brazil	BRL
0-E	Tug Brasil Apoio Maritimo	Brazil	0-E	Banco do Brasil	Brazil	USD
0-E	Tug Brasil Apoio Maritimo	Brazil	0-E	Banco ABC Brasil S/A	Brazil	BRL
0-E	Tug Brasil Apoio Maritimo	Brazil	0-E	Bradesco	Brazil	BRL
0-E	Tug Brasil Apoio Maritimo	Brazil	0-E	Banco do Brasil	Brazil	BRL
96915330-0	Iquique Terminal Internacional S.A.	Chile	97023000-9	Banco Corpbanca	Chile	USD
0-E	Kios S.A.	Uruguay	0-E	Banco Santander	Uruguat	USD
0-E	Inversiones Habsburgo S.A.	Panama	0-E	Banco Santander Overseas	Panama	USD
				Total		

Type of amortization	Up to 90 days	More than 90 days up to 1 year	Short-term portion	From 1 to 2 years	From 2 to 3 years	From 3 to 5 years	From 5 to 10 years	10 years or more	Long-term portion	Total debt	Average annual interest rate	
	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	Nominal	Effective
Semi-annual	588	560	1,148	4,975	-	-	-	-	4,975	6,123	2.24%	2.24%
At maturity	100,310	-	100,310	-	-	-	-	-	-	100,310	3.60%	3.60%
Semi-annual	12,163	11,214	23,377	22,429	22,429	44,858	112,146	71,679	273,541	296,918	3.86%	3.86%
Semi-annual	1,977	1,487	3,464	2,975	2,975	5,950	11,900	14,520	38,320	41,784	3.89%	3.89%
Semi-annual	-	3,328	3,328	-	-	-	-	311,607	311,607	314,935	4.16%	4.16%
Semi-annual	2,169	8,293	10,462	10,170	10,170	20,340	14,062	-	54,742	65,204	1.66%	1.66%
Semi-annual	2,854	13,050	15,904	15,484	15,484	30,967	30,969	-	92,904	108,808	1.70%	1.70%
At maturity	-	9,665	9,665	9,739	9,740	10,136	-	-	29,615	39,280	4.47%	4.00%
At maturity	2,495	2,114	4,609	4,235	4,236	4,236	-	-	12,707	17,316	4.68%	4.68%
Monthly	22	66	88	-	-	-	-	-	-	88	6.10%	6.10%
Monthly	46	77	123	-	-	-	-	-	-	123	4.80%	4.80%
Monthly	30	93	123	128	134	288	220	-	770	893	4.50%	4.50%
Semi-annual	1,060	-	1,060	-	-	-	-	-	-	1,060	1.39%	1.37%
Semi-annual	948	875	1,823	1,750	1,750	-	-	-	3,500	5,323	4.26%	4.31%
Monthly	171	489	660	380	-	-	-	-	380	1,040	8.40%	8.41%
Semi-annual	400	400	800	-	-	-	-	-	-	800	Libor + 0.7%	1.28
Monthly	558	1,546	2,104	2,062	2,062	4,124	7,154	712	16,114	18,218	5.50%	5.50%
Semi-annual	92	-	92	-	9,000	-	-	-	9,000	9,092	4.20%	4.20%
Monthly	274	821	1,095	2,502	2,593	5,187	12,967	6,776	30,025	31,120	3.75%	3.75%
Monthly	533	-	533	-	-	-	-	-	-	533	5.00%	5.00%
Semi-annual	-	2,176	2,176	2,107	2,107		-	-	4,214	6,390	1.58%	1.58%
Semi-annual	-	2,504	2,504	2,424	2,425	-	-	-	4,849	7,353	1.58%	1.58%
Semi-annual	41	-	41	-	2,973	5,946	5,946	-	14,865	14,906	2.99%	3.24%
At maturity	700	-	700	-	-	-	-	-	-	700	4.00%	4.58%
Monthly	-	571	571	1,143	1,143	1,143	-	-	3,429	4,000	5.00%	5.00%
Semi-annual	2,504	-	2,504	-	-	-	-	-	-	2,504	Libor 180+0.5%	4.56%
	129,935	**59,329**	**189,264**	**82,503**	**89,221**	**133,175**	**195,364**	**405,294**	**905,557**	**1,094,821**		

Type of amortization	Up to 90 days	More than 90 days up to 1 year	Short-term portion	From 1 to 2 years	From 2 to 3 years	From 3 to 5 years	From 5 to 10 years	10 years or more	Long-term portion	Total debt	Average annual interest rate	
	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$	Nominal	Effective
Semi-annual	1,157	-	1,157	1,120	4,975	-	-	-	6,095	7,252	2.24%	2.24%
Semi-annual	-	728	728	-	-	-	-	67,000	67,000	67,728	3.86%	3.86%
Semi-annual	1,642	3,526	5,168	5,542	5,542	11,084	26,422	29,083	77,673	82,841	3.89%	3.89%
Semi-annual	-	3,328	3,328	-	-	-	-	293,685	293,685	297,013	4.16%	4.16%
Semi-annual	2,256	8,309	10,565	10,170	10,170	20,340	24,233	-	64,913	75,478	1.82%	1.73%
Semi-annual	2,578	13,416	15,994	15,484	15,484	30,968	46,450	-	108,386	124,380	1.80%	1.76%
At maturity	15	4760	4775	9,519	9,519	19,472	-	-	38,510	43,285	6.09%	6.09%
At maturity	334	-	334	4,250	4,250	8,500	-	-	17,000	17,334	4.68%	4.68%
Monthly	17	71	88	108	-	-	-	-	108	196	6.10%	6.10%
Monthly	35	143	178	149	-	-	-	-	149	327	4.80%	4.80%
Monthly	31	94	125	131	137	293	392	-	953	1,078	4.50%	4.50%
Semi-annual	1,074	1,055	2,129	1,055	-	-	-	-	1,055	3,184	1.39%	1.37%
Semi-annual	972	875	1,847	1,750	1,750	1,750	-	-	5,250	7,097	4.26%	4.31%
Monthly	198	553	751	738	787	-	-	-	1,525	2,276	8.40%	8.41%
Semi-annual	400	400	800	800	-	-	-	-	800	1,600	Libor+0.7%	1.28%
Monthly	632	1,895	2,527	2,281	2,281	4,562	9,236	-	18,360	20,887	4.00%	4.00%
Monthly	433	1,300	1,733	-	-	-	-	-	-	1,733	1.41%	1.41%
Monthly	-	156	156	1,814	1,689	3,377	8,443	5,630	20,953	21,109	5.50%	5.50%
Monthly	293	878	1,171	-	-	-	-	-	-	1,171	3.75%	3.75%
Monthly	4	12	16	-	-	-	-	-	-	16	1.08%	1.08%
Monthly	137	410	547	-	-	-	-	-	-	547	12.21%	12.21%
Semi-annual	-	4,556	4,556	4,527	4,527	4,528	-	-	13,582	18,138	1.77%	1.77%
Quarterly	700	-	700	-	-	-	-	-	-	700	5.25%	5.25%
Semi-annual	-	2,507	2,507	2,500	-	-	-	-	2,500	5,007	0.93%	4.56%
	12,908	**48,972**	**61,880**	**61,938**	**61,111**	**104,874**	**115,176**	**395,398**	**738,497**	**800,377**		

Certain financial obligations place restrictions on management or on the fulfillment of certain financial indicators, as described in Note 35: These covenants are presented below (note that they have been duly recalculated in Note 43 Subsequent Events to include the funds raised to date for the capital increase):

Financial Entity	Covenant	Condition	dic-11	dic-10
AFLAC	Leverage Ratio	Leverage Ratio not greater than 1 (1)	1,83	0,58
	Interest Coverage Ratio (ICR)	Minimum 2.5 (1)	(30,68)	15,50
	Minimum Cash	Minimum ThUS$ 50,000 (1)	ThUS$ 173,016	ThUS$ 523,532
Indexed bonds payable	Indebtedness Ratio (Individual)	Not greater than 1	N/A	0,06
	Indebtedness Ratio (Consolidated)	Not greater than 1.2	2,39	0,56
	Unencumbered assets (Individual)	Greater than 1.3	N/A	23,11
	Equity (Net)	Minimum ThUS$ 350,000	ThUS$ 604.295	ThUS$ 1.387.472
BNP Paribas S.A. (Mandated Lead Arranger) and Crédit Industriel et Commercial (Co-Arrangers) (2)	Equity / Asset Ratio	Minimum 30%	19%	43%
	Debt Service Coverage Ratio	Minimum 1.35	1,53	5,63
	Minimum Cash	Minimum ThUS$ 100,000	ThUS$ 173.016	ThUS$ 523.532
BNP Paribas S.A. (Mandated Lead Arranger) and The Export-Import Bank of Korea and Crédit Industriel et Commercial (Co-Arrangers) (2)	Equity / Asset Ratio	Minimum 30%	19%	43%
	Debt Service Coverage Ratio	Minimum 1.35	1,53	N/A
	Minimum Cash	Minimum ThUS$ 150.000	ThUS$ 173,016	ThUS$ 523,532
Banco de Crédito e Inversiones (3)	Net Financial Debt / EBITDA Ratio	As of June 30 and December 31 less than or equal to 3	1,41	1,08
Corpbanca (4)	Net Financial Debt / Equity Ratio	As of December 31, no greater than 3	1,95	0,78
	Debt Service Coverage Ratio	As of December 31, no greater than 1	1,60	2,83

(1) La condición debe cumplirse al 31 de Diciembre de cada año.

(2) El contrato de crédito con DNB Nor Bank ASA fue terminado de común acuerdo entre la filial y el citado banco durante el mes de abril de 2009.

(3) Créditos obtenidos en el año 2009.

(4) Covenant calculado en base a los Estados Financieros Consolidados de SAAM. Crédito obtenido en el año 2009.

(5) Covenant calculado en base a los Estados Financieros Consolidados de ITI.

AFLAC

The leverage and interest coverage ratios required by the loan agreement with American Family Life Assurance Company of Columbus (AFLAC) were 1.83 and -30.68 for the measurement period as of December 31, 2011. However, the contract establishes a grace period of 24 months for reestablishing compliance with these covenants.

UF Bonds

The indebtedness ratio required by the UF bond issuance agreement was 2.39 for the measurement period as of December 31, 2011. However, the agreement establishes a period of 60 days to rectify non-compliance.

BNP Paribas Loans

The equity to asset ratio required by the vessel financing agreement led by BNP Paribas (two lines) was 19% for the measurement period as of December 31, 2011. However, the agreement establishes a period of 180 days to rectify non-compliance.

Since, as of the reporting date, US$ 788 million in funds have already been raised as part of the capital increase of US$ 1.2 billion approved by shareholders on October 5, 2011, the financial restrictions have been recalculated to include that capital increase. As a result of this recalculation, non-compliance has been rectified as of the reporting date. See Note 43 Subsequent Events.

(b) Bonds payable

Refers to bonds denominated in UF and placed in Chile.

	Series A 1	Series A 2
Number of bonds issued	190	100
Face value of each bond	UF 5,000	UF 10,000
Face value of the series	UF 950,000	UF 1,000,000
Placement value (100% of issuance)	UF 908,096	UF 955,891

The interest rate and maturity conditions are as follows:

As of December 31, 2011

Registry number	Series	Currency	Nominal amount placed	Contractual interest rate	Type of amortization	Country of issuerIssuer	Up to 90 days	More than 90 days	Total current	More than 1 up to 2	More than 2 up to 3	More than 3 up to 5	More than 5 up to 10	More than 10 years	Total non-current
274	A-1	U.F.	950.000	0,06	Semi-annual	Banco de Chile	-	3,346	3,346	2,624	2,624	5,247	13,117	4,830	28,442
274	A-2	U.F.	1.000.000	0,06	Semi-annual	Banco de Chile	-	3,521	3,521	2,761	2,761	5,522	13,807	5,084	29,935

As of December 31, 2010

Registry number	Series	Currency	Nominal amount placed	Contractual interest rate	Type of amortization	Country of issuerIssuer	Up to 90 days	More than 90	Total current	More than 1 up to 2	More than 2 up to 3	More than 3 up to 5	More than 5 up to 10	More than 10 years	Total non-current
274	A-1	U.F.	950.000	0,06	Semi-annual	Banco de Chile	3,626	-	3,626	2,825	2,825	5,650	14,125	8,026	33,451
274	A-2	U.F.	1.000.000	0,06	Semi-annual	Banco de Chile	3,816	-	3,816	2,974	2,974	5,947	14,868	8,448	35,211

(c) Finance leases

Finance leases payable are detailed as follows:

As of December 31, 2011

Taxpayer ID of creditor	Bank or financial institution	Taxpayer ID of debtor	Debtor	Country of debtor	Currency	Type of amortization	Interest rate Nominal	Effective	Up to 90 days	More than 90 days	Total current	More than 1 up to 2	More than 2 up to 3	More than 3 up to 5	More than 5 up to 10	More than 10 years	Total non-current
97036000-K	Banco Santander	92048000-4	Sudamericana, Agencias Aéreas y Marítimas S.A.	Chile	USD	At maturity	6.10%	6.10%	54	147	201	-	-	-	-	-	-
0-E	Banco Santander Mexicano	0-E	SAAM Remolques S.A. de C.V.	Mexico	USD	Quarterly	1.78%	1.60%	394	1,167	1,561	1,476		-	-	-	1,476
0-E	Banco Santander Mexicano	0-E	SAAM Remolques S.A. de C.V.	Mexico	Mexican peso	Quarterly	8.25%	8.24%	184	529	713	-	-	-	-	-	-
0-E	NMHG Financial Services	0-E	Florida Terminal International	United States	USD	Monthly	8.87%	8.87%	31	-	31	-	-	-	-	-	-
0-E	NMHG Financial Services	0-E	Florida Terminal International	United States	USD	Monthly	10.35%	10.35%	21	-	21	-	-	-	-	-	-
0-E	NMHG Financial Services	0-E	Florida Terminal International	United States	USD	Monthly	10.19%	10.19%	9		9	-	-	-	-	-	-
0-E	NMHG Financial Services	0-E	Florida Terminal International	United States	USD	Monthly	8.18%	8.18%	22	67	89	55	-	-	-	-	55
0-E	NMHG Financial Services	0-E	Florida Terminal International	United States	USD	Monthly	5.29%	5.29%	27	85	112	98	-	-	-	-	98
97030000-7	Banco del Estado de Chile	96915330-0	Iquique Terminal Internacional S.A.	Chile	USD	Monthly	3.00%	3.00%	202	616	818	843	868	895			2,606
								TOTALES			**3,555**						**4,235**

As of December 31, 2010

Taxpayer ID of creditor	Bank or financial institution	Taxpayer ID of debtor	Debtor	Country of debtor	Currency	Type of amortization	Interest rate Nominal	Effective	Up to 90 days	More than 90 days	Total current	More than 1 up to 2	More than 2 up to 3	More than 3 up to 5	More than 5 up to 10	More than 10 years	Total non-current
97036000-K	Banco Santander	92048000-4	Sudamericana, Agencias Aéreas y Marítimas S.A.	Chile	USD	At maturity	6.07%	6.07%	51	157	208	201	-	-	-	-	201
0-E	Banco Santander Mexicano	0-E	SAAM Remolques S.A. de C.V.	Mexico	USD	Quarterly	1.78%	1.60%	351	735	1,086	1,079	1,079	509	-	-	2,667
0-E	Banco Santander Mexicano	0-E	SAAM Remolques S.A. de C.V.	Mexico	Mexican peso	Quarterly	8.25%	8.24%	320	448	768	1,161	-	-	-	-	1,161
0-E	NMHG Financial Services	0-E	Florida Terminal International	United States	USD	Monthly	8.87%	8.87%	17	53	70	31	-	-	-	-	31
0-E	NMHG Financial Services	0-E	Florida Terminal International	United States	USD	Monthly	10.35%	10.35%	17	30	47	21	-	-	-	-	21
0-E	NMHG Financial Services	0-E	Florida Terminal International	United States	USD	Monthly	10.19%	10.19%	5	15	20	9	-	-	-	-	9
0-E	NMHG Financial Services	0-E	Florida Terminal International	United States	USD	Monthly	8.18%	8.18%	20	62	82	144	-	-	-	-	144
0-E	NMHG Financial Services	0-E	Florida Terminal International	United States	USD	Monthly	5.29%	5.29%	26	80	106	210	-	-	-	-	210
								TOTALES			**2,387**						**4,444**

As of December 31, 2011

	Minimum future lease payments	Interest	Present value of minimum future lease payments
	ThUS$	ThUS$	ThUS$
Less than one year	3,806	(251)	3,555
One to five years	4,378	(143)	4,235
Total	**8,184**	**(394)**	**7,790**

As of December 31, 2010

	Minimum future lease payments	Interest	Present value of minimum future lease payments
	ThUS$	ThUS$	ThUS$
Less than one year	2,703	(316)	2,387
One to five years	4,841	(397)	4,444
Total	**7,544**	**(713)**	**6,831**

SAAM entered into a finance lease agreement with Banco Santander Chile for the lease of two Linde-brand container handlers. The contract expires in November 2012. The total value of the original contract is ThUS$ 524.

SAAM Remolques holds finance lease agreements for 6 tugboats (RAM Huasteca, Tacuate, Totonaca, Mexica, Jarocho and Purepecha), which expire in 2012 and 2013. The total value of the original agreement is ThUS$ 18,114.

Iquique Terminal Internacional holds finance lease agreements with variable installments for 1 Gottwald crane, which expire in 2012 and 2013. The total value of the original agreement is ThUS$ 4,219.

Florida Terminal International holds finance lease agreements with variable installments for 5 container cranes that expire in 2012. The total value of the agreement is ThUS$ 1,933.

Note 23 Trade and Other Payables

Accounts payable are summarized as follows:

Accounts payable primarily represent amounts owed to regular service providers in the Group's normal course of business, detailed as follows:

	As of December 31, 2011	As of December 31, 2010
	ThUS$	ThUS$
Consortia and other	35,218	18,334
Operating expenses	454,715	469,555
Containers	64,270	52,041
Financial services	2,840	3,024
Administrative services	25,867	21,825
Dividends	214	20,584
Other payables	15,654	18,777
Total	**598,778**	**604,140**

Other payables include withholding and other miscellaneous payables.

Note 24 Provisions

Provisions are detailed as follows:

Current	Restructuring	Legal Claims	Onerous Contracts	Other Provisions	Total
	ThUS$	ThUS$	ThUS$	ThUS$	ThUS$
Balance as of January 1, 2011	-	15,931	66,514	13,694	96,139
Additional provisions	204,632	293	-	571	205,496
Increase (decrease) in existing provisions	-	10,546	73,145	1,901	85,592
Provisions used	-	(7,748)	(66,514)	(5,339)	(79,601)
Increase (decrease) in foreign currency translation	-	(15)	-	19	4
Other increase (decrease)	-	(3)	-	(18)	(21)
Current ending balance as of December 31, 2011	**204,632**	**19,004**	**73,145**	**10,828**	**307,609**
Non-current					
Balance as of January 1, 2011	-	779	-	383	1,162
Increase (decrease) in existing provisions	-	1,103	-	297	1,400
Provisions used	-	-	-	(306)	(306)
Non-current ending balance as of December 31, 2011	**-**	**1,882**	**-**	**374**	**2,256**

Current	Legal Claims	Onerous Contracts	Other Provisions	Total
	ThUS$	ThUS$	ThUS$	ThUS$
Balance as of January 1, 2010	13,744	42,209	9,362	65,315
Additional provisions	117	53	1,312	1,482
Increase (decrease) in existing provisions	9,999	42,050	4,904	56,953
Provisions used	(7,540)	(17,746)	(1,901)	(27,187)
Reversal of unused provisions	(367)	(52)	(5)	(424)
Increase (decrease) in foreign currency translation	(21)	-	(15)	(36)
Other increase (decrease)	(1)	-	37	36
Current ending balance as of December 31, 2010	**15,931**	**66,514**	**13,694**	**96,139**
Non-current				
Balance as of January 1, 2010	591	-	255	846
Increase (decrease) in existing provisions	188	-	128	316
Non-current ending balance as of December 31, 2010	**779**	**-**	**383**	**1,162**

The provision for legal claims corresponds to estimates of disbursements for losses and damages to cargo being transported,

Onerous contracts refer to estimates of services (in-transit voyages) for which there is reasonable certainty that the revenues obtained will not cover the costs incurred at the end of the voyage and, therefore, the voyages are expected to end with operating losses,

Provisions for restructuring include estimated costs of discontinued activities, as described in Note 32 Discontinued operations and Restructuring of Shipping Services,

Other provisions primarily include the estimated loss for containers not returned by clients and other parties,

Note 25 Other Non-financial Liabilities

Other non-financial liabilities are detailed as follows:

	As of December 31, 2011		As of December 31, 2010	
	Current	**Non-current**	**Current**	**Non-current**
	ThUS$	**ThUS$**	**ThUS$**	**ThUS$**
Operating revenues in transit	43,639	-	114,963	-
Concession contract obligations	500	16,925	469	17,424
Other	831	4,285	3,801	4,605
Total	**44,970**	**21,210**	**119,233**	**22,029**

In-transit operating income corresponds to the balance of income and expenses recorded as of the reporting date for vessels in transit as of that date.

The concession contract obligation corresponds to the annual fee installments established in the concession contract entered into by the subsidiary Iquique Terminal Internacional S.A. with Empresa Portuaria de Iquique.

This obligation has been recorded at current value using an estimated annual discount rate of 6.38%.

Note 26 Employee Benefits Obligations

(a) Benefits expense for the period:

	For the years ended December 31,	
	2011	**2010**
	ThUS$	**ThUS$**
Profit sharing and bonuses	4,367	4,248
Total	**4,367**	**4,248**
Salaries and wages	149,130	137,859
Short-term employee benefits	21,227	15,595
Post-employment benefits obligation	5,043	3,446
Other personnel expenses	9,276	6,827
All types of expenses	184,676	163,727
Total benefits expense	**189,043**	**167,975**

b) Employee benefits provision

	As of December 31, 2011		As of December 31, 2010	
	Current	**Non-current**	**Current**	**Non-current**
	ThUS$	**ThUS$**	**ThUS$**	**ThUS$**
Vacations payable	9,712	-	9,810	-
Accrued shares	1,274	-	1,246	-
Post-employment benefits	2,309	12,680	1,180	11,108
Total	**13,295**	**12,680**	**12,236**	**11,108**

The Group's liability with respect to the obligations for post-employment benefits of some subsidiaries is determined using the criteria established in IAS 19.

The actuarial evaluation of post-employment benefits was performed by an independent actuary. The post-employment benefit consists of staff severance indemnities that will be paid to all employees that have signed the collective agreements between the Company and its workers. The obligations that Iquique Terminal Internacional S.A. recognizes for the legal indemnity that it will have to pay to all of its employees at the end of the concession, as well as the obligation of the Mexican subsidiaries where workers are legally entitled to such indemnity, have also been included.

- The actuarial valuation is based on the following percentages:
- Discount rate used: 5.75%
- Rate of salary increase: 2%
- Average rotation for group: 4.65% (4.05% dismissed)
- Mortality table rv-2009 with an adjustment of 30% for purposes of disability
- Expected return on plan assets: 5% (corresponds to unemployment insurance)

The changes in the obligation payable to staff for post-employment benefits are detailed in the following table:

	As of December 31, 2011 ThUS$	As of December 31, 2010 ThUS$
Present value of defined-benefit plan obligations		
Balance as of January 1 of each year	12,947	11,300
Service expense	4,192	5,196
Interest expense	524	95
Actuarial gains (losses)	50	(267)
Change in foreign currency translation	(720)	279
Paid contributions obligation	(19)	(31)
Reductions	-	(299)
Termination settlements	(1,166)	(3,326)
Total obligation	**15,808**	**12,947**
Plan assets		
Balance as of January 1 of each year	(659)	(523)
Expected return on defined-benefit plan assets	(193)	(176)
Decrease from foreign currency translation of defined-benefit plan assets	43	(34)
Participant contributions to defined-benefit plan assets	(136)	-
Benefits paid from defined-benefit plan assets	63	-
Settlements from defined-benefit plan assets	63	74
Total plan assets	**(819)**	**(659)**
Total net obligation	**14,989**	**12,288**
Current obligation	2,309	1,180
Non-current obligation	12,680	11,108

Note 27 Classes of Financial Assets and Liabilities

		Current		Non-current		Fair value	
		12-31-11	12-31-10	12-31-11	12-31-10	12-31-11	12-31-10
Specific description of financial asset or liability	**Note**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**
Cash and cash equivalent	6	173,016	523,532	-	-	173,016	523,532
Funds held in trust with third parties	7	-	-	19,773	15,340	19,773	15,340
Options contracts	7	6	124	-	-	6	124
Exchange rate insurance	7	-	-	109,757	91,835	109,757	91,835
Hedging derivative contracts	7 and 11	908	269	-	-	908	269
Derivative margin guarantees	7	17,404	10,583	-	-	17,404	10,583
Other financial instruments	7	1,737	-	8,862	8,164	10,599	8,164
Trade and other receivables	8	429,677	550,956	27,277	28,729	456,954	579,685
Receivables from related parties	**9**	**10,587**	**9,286**	**-**	**-**	**10,587**	**9,286**
		633,335	1,094,750	165,669	144,068	799,004	1,238,818

Specific description of financial asset or liability		**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**
Bank loans	22	189,264	61,881	905557	738,497	1,098,059	802,926
Bonds payable	22	6,867	7,442	58,377	68,662	66,506	77,486
Finance leases	22	3,555	2,387	4235	4,444	7,790	6,830
Hedge liabilities	22	250	201	653	1,341	903	1,542
Other financial liabilities	22	2	1,299	-	-	2	1,299
Trade and other payables	23	598,778	604,140	-	-	598,778	604,140
Payables to related companies	9	368,383	26,923	26	89	368,409	27,012
		1,167,099	704,273	968,848	813,033	2,140,447	1,521,235

Interest rates used to determine fair value

The average interest rates used to determine the fair value of financial liabilities as of December 31, 2011 and 2010 are detailed below:

	December 31, 2011	December 31, 2010
Variable rate financial liabilities	4,01%	3,86%
Fixed rate financial liabilities	6,24%	5,88%

Other financial assets and liabilities are recorded at fair value or their carrying amount is a reasonable approximation of their fair value.

Note 28 Equity and Reserves

A) 2011

(a) Capital

Paid-in capital amounts to US$ 1,691,993,302.37, equivalent to 2,850,852,624 subscribed and paid shares.

(b) Capital Increase Agreements

(I) In an Extraordinary General Shareholders' Meeting held April 8, 2011, shareholders agreed to the following:

a. To nullify the 212,687,896 outstanding shares that were part of the capital increase approved in the Extraordinary General Shareholders' Meeting held August 27, 2010, thus leaving the Company's capital at the amount effectively subscribed and paid of US$ 1,171,704,224.84, divided into 2,029,258,896 single-series shares with no par value;

b. To capitalize the equity account share premium for US$ 23,782,642.90 reflected in the Company's statement of financial position as of December 31, 2010, resulting in paid-in capital of US$ 1,195,486,867.74, divided into 2,029,258,896 single-series shares with no par value, fully subscribed and paid;

c. Increase capital from US$ 1,195,486,867.74, divided into 2,029,258,896 single-series shares with no par value, fully subscribed and paid, to US$ 2,195,486,867.74, divided into 3,561,290,615 single-series shares with no par value;

The Company will increase capital by US$ 1,000,000,000 by issuing 1,532,031,719 shares. They must be issued, subscribed and paid by April 8, 2014;

d. To adopt the reforms to the Company's by-laws and any other agreements that are necessary or appropriate in order to carry out any of the decisions made by shareholders.

(II) In an Extraordinary General Shareholders' Meeting held October 5, 2011, shareholders agreed to the following:

a. To recognize the capital reduction, in conformity with article 26 of the Corporations Law, of the goodwill of US$ 37,407,574.86 resulting from placing 820,723,975 shares, issued as part of the capital increase approved by shareholders at the Extraordinary Shareholders' Meeting held April 8, 2011, leaving paid-in capital at US$ 2,158,079,292.88, divided into 3,561,290,615 single-series shares with no par value;

b. To nullify the 711,307,744 outstanding shares that were part of the capital increase approved in the Extraordinary General Shareholders' Meeting held April 8, 2011, thus leaving the Company's capital at the amount effectively subscribed and paid of US$ 1,693,788,811.63, divided into 2,849,982,871 single-series shares with no par value;

c. To subtract US$ 1,973,373.72 from paid-in capital for share issue and placement expenses so that the balance of this account is US$ 1,691,815,437.91, divided into 2,849,982,871 single-series shares with no par value;

d. To increase capital from US$ 1,691,815,437.91, divided into 2,849,982,871 single-series shares with no par value, fully subscribed and paid, to US$ 2,891,815,437.91, divided into 9,736,791,983 single-series shares with no par value;

e. The Company will increase capital by US$ 1,200,000,000 by issuing 6,886,809,112 shares. They must be issued, subscribed and paid by October 5, 2014.

f. To adopt the reforms to the Company's by-laws and any other agreements that are necessary or appropriate in order to carry out any of the decisions made by shareholders.

(c) Agreements to Spin-off Compañía Sud Americana de Vapores S.A.:

In an Extraordinary General Shareholders' Meeting held October 5, 2011, shareholders agreed to the following:

Subject to compliance of the conditions precedent and the other terms indicated below, the split of the Company is approved. A new publicly-held corporation called Sociedad Matriz SAAM S.A. will be created. It will be domiciled in Santiago and its by-laws are contained in a separate deed. Nevertheless, the current company Compañía Sud Americana de Vapores S.A. will continue as a going concern.

As a result of and for the purposes of the split, and also subject to the same conditions and other indicated terms, a capital reduction of US$ 586,506,413 was approved (from US$ 2,891,815,437.91 to US$ 2,305,309,024.91), maintaining the same number and type of shares issued after the capital increase indicated in number (II) of section (I) above; the portion of paid-in capital corresponding to the same capital increase will also be wholly maintained.

As a result of that capital reduction, paid-in capital will be as follows: US$ 2,305,309,024.91, divided into 9,736,791,983 single-series shares with no par value, of which (a) US$ 1,105,309,024.91, corresponding to 2,849,982,871 shares, have been fully subscribed and paid and (b) US$ 1,200,000,000, corresponding to 6,886,809,112 shares, must be subscribed and paid by October 5, 2014.

The amount and shares referred to in the preceding paragraph correspond to the capital increase indicated in point A) (b) (II) of this same note. Likewise, and consequently, the corporate by-laws were once again adjusted based on paid-in capital.

The split, capital reduction and adjustment to the corporate by-laws referred to in this section shall take effect once the following conditions precedent are fulfilled:

(i) that at least US$ 1,100,000,000 is subscribed and collected as part of the capital increase indicated in point A) (b) (II) above; and

(ii) that consent is obtained from third parties that, given the contractual obligations assumed by the Company or Sudamericana, Agencias Aéreas y Marítimas S.A., must consent to the split or to which some right is granted under the respective contracts.

d) Issuance of Share.

(I) First share issuance

On May 24, 2011, the issuance of 834,684,211 single-series shares with no par value was registered in the SVS Securities Registry (No. 926) for US$ 544,821,755.68 with a charge to the aforementioned capital increase.

The term for issuing, subscribing and paying these shares is three years from April 8, 2011.

The funds obtained from this share issuance will be used to strengthen the Company's capital structure and may be used to purchase vessels and for the Company's general operations.

This issuance was offered to the Company's shareholders, who had the right to subscribe 0.411324653 new shares for each share registered in the Shareholders' Registry as of May 26, 2011. These shares were offered for Ch$285 per share and fully paid upon subscription in cash, cashier's check, electronic transfer or any other such instrument payable on demand.

That share price (Ch$285 per share) is the weighted average price of transactions registered in the Santiago Stock Exchange during the months of March and April 2011 (Ch$333.49 per share), less a discount of approximately 14.5% as a special incentive to participate in the capital increase.

The ordinary period for exercising the right of first refusal on these shares was from June 1, 2011 to June 30, 2011.

All shares not subscribed and paid during this period and fractions of shares remaining after prorating shares among shareholders were offered only to those shareholders that previously expressed their desire to subscribe additional shares. The additional periods were from July 6, 2011 to July 12, 2011 and from July 19, 2011 to July 25, 2011.

At the end of these additional periods, 820,723,975 shares (of a total of 834,684,211 shares), or 98.33%, had been subscribed and paid, equivalent to US$ 498,301,943.89.

(II) Second share issuance

At an Extraordinary Shareholders' Meeting held October 5, 2011, shareholders of Compañía Sud Americana de Vapores S.A. agreed to increase the Company's capital by US$ 1,200,000,000 by issuing 6,886,809,112 single-series shares with no par value.

On December 9, 2011, the issuance of 5,867,970,660 single-series shares with no par value was registered in the SVS Securities Registry (No. 943) for US$ 1,022,493,887.50 with a charge to the aforementioned capital increase.

The term for issuing, subscribing and paying these shares is three years from October 5, 2011.

This issuance is offered preferentially to the Company's shareholders, who have the right to subscribe 2.0589494483 new shares for each share registered in the Shareholders' Registry as of December 13, 2011. These shares were offered for US$ 0.2045 per share and must be fully paid upon subscription in US dollars, either in cash or by cashier's check, check or electronic transfer available immediately; or in pesos, legal tender in Chile, using the "observed dollar" exchange rate published by the Chilean Central Bank in the Official Gazette on the respective date of payment, either in cash or by cashier's check, check or electronic transfer or any other such instrument payable on demand.

That share price (US$ 0.2045 per share) is the weighted average price of transactions registered in the Santiago Stock Exchange during the month of October 2011 of Ch$ 129.78 per share (equivalent to US$ 0.25361 per share) using the average "observed dollar" exchange rate published in October, less a discount of approximately 19.4% as a special incentive to participate in the capital increase.

The ordinary period for exercising the right of first refusal on these shares was from December 19, 2011 to January 17, 2012.

Once the legal, 30-day period for the right of first refusal has lapsed, any shares not subscribed and not paid during that period by shareholders or their assignees and those resulting from fractions of shares remaining after prorating shares may be offered to third parties using one of the share placement systems set forth in the Santiago Stock Exchange's Operations Manual, based on the timeline and amounts deemed reasonable by the Board of Directors, which is broadly authorized to determine such procedures (the "Third-Party Placement").

Once the Third-Party Placement has been completed, any shares not subscribed and not paid during that third-party placement may be offered in a Second Round for Shareholders, but only to those shareholders that expressed an interest in subscribing additional shares and that subscribed all of the shares to which they were entitled during the right of first refusal period. This additional period will last six calendar days, which will be communicated in a timely fashion.

Once the 6-day Second Round for Shareholders has been completed, any shares not subscribed and not paid during that period and those resulting from fractions of shares remaining after prorating shares may be offered in a Third Round for Shareholders, but only to those shareholders that expressed an interest in subscribing additional shares and that subscribed all of the shares to which they were entitled during the Second Round for Shareholders.

This additional period will last six calendar days, which will be communicated in a timely fashion.

If necessary, the Board of Directors may conduct additional rounds in the terms indicated above, until the anticipated objective is reached.

If after applying the procedures above for a given share issuance any unplaced shares remain from that issuance, they may be offered freely to shareholders and/or third parties based on the timeline and amounts deemed reasonable by the Board of Directors, which is broadly authorized to determine such procedures. In any event, shares may not be sold to third parties at values and conditions that are more favorable than the preferential offer to shareholders with the right of first refusal, notwithstanding the last paragraph of article 29 of the Corporations Regulations.

If the Board of Directors deems it necessary to place shares through the Second Round and/or Third Round placements described above, they are broadly authorized to freely offer and place remaining shares to shareholders and/or third parties under the terms indicated above, as applicable.

As of December 31, 2011, 869,753 shares have been subscribed and paid, equivalent to US$ 177,864.46. Therefore, paid-in capital amounts to 2,850,852,624 subscribed and paid shares, equivalent to US$ 1,691,993,302.37.

B) 2010

(a) Capital and Share Premium

Paid-in capital amounts to US$ 1,171,704,224.34 corresponding to 2,029,258,896 subscribed and paid shares, which includes the capitalized share premium on the sale of own shares of US$32,058,964, and all issuance costs incurred to date.

(b) Capital Increase Agreements

(I) In an Extraordinary General Shareholders' Meeting held August 27, 2010, shareholders agreed to the following:

a. To nullify the 13,424,862 outstanding shares that were part of the capital increase approved in the Extraordinary General Shareholders' Meeting held August 18, 2009, thus leaving the Company's capital at the amount effectively subscribed and paid of US$ 947,315,364.90, divided into 1,816,570,999 single-series shares with no par value;

b. To subtract US$ 7,670,102.11 from paid-in capital for share issue and placement expenses so that the balance of this account is US$ 939,645,259.79, divided into 1,816,570,999 single-series shares with no par value;

To capitalize the equity account "Premium on sale of own shares" of US$ 32,058,964.55, leaving paid-in capital at US$ 971,704,224.34, divided into 1,816,570,999 single-series shares with no par value. As of January 1, 2010, this account is called "Issuance premium" in conformity with the new IFRS format adopted by the Company.

d. To increase capital from US$ 971,704,224.34, divided into 1,816,570,999 single-series shares with no par value, fully subscribed and paid, to US$ 1,371,704,224.34, divided into 2,241,946,792 single-series shares with no par value.

The Company will increase capital by US$ 400,000,000 by issuing 425,375,793 shares. They must be subscribed and paid by August 27, 2013; and

e. To adopt the reforms to the Company's by-laws and any other agreements that are necessary or appropriate in order to carry out any of the decisions made by shareholders.

(c) Issuance of Shares

(I) First share issuance

On February 15, 2010, the issuance of 318,386,080 single-series shares with no par value was registered in the SVS Securities Registry (No. 892) for US$ 360,000,000 with a charge to the aforementioned capital increase.

This issuance was offered to the Company's shareholders, who had the right to subscribe 0.212514541 new shares for each share registered in the Shareholders' Registry as of March 2, 2010. These shares were offered for US$1.1207027 per share and fully paid upon subscription in cash, cashier's check, electronic transfer or any other such instrument payable on demand.

The ordinary period for exercising the right of first refusal on these shares was from March 8, 2010 to April 6, 2010.

A total of 318,379,704 shares that were either not subscribed and paid during this period or resulted from fractions of shares remaining after prorating shares among shareholders, were auctioned on the Santiago Stock Exchange on April 15, 2010.

As a result, 318,386,080 shares (100%) have been subscribed and paid, equivalent to US$ 360,000,000.00.

(II) Second share issuance

On November 2, 2010, the issuance of 212,687,897 single-series shares with no par value was registered in the SVS Securities Registry (No. 907) for US$ 200,000,000.00 with a charge to the aforementioned capital increase.

This issuance was offered to the Company's shareholders, who were entitled to subscribe 0.1170820723 new shares for each share registered in the Shareholders' Registry on November 10, 2010.

These shares were offered at a price of Ch$500 per share and fully paid upon subscription in cash, cashier's check, electronic transfer or any other such instrument payable on demand.

The ordinary period for exercising the right of first refusal on these shares was from November 16, 2010 to December 15, 2010.

All shares not subscribed and paid during this period and fractions of shares remaining after prorating shares among shareholders were offered only to those shareholders that previously expressed their desire to subscribe additional shares. This additional period began on December 21, 2010 and ended on December 27, 2010.

Upon completion of the additional period, 212,687,897 shares (100%) had been subscribed and paid, equivalent to US$ 223,792,287.49, of which US$ 23,792,287.49 corresponds to the share premium, which resulted principally from variations in the US dollar between the date on which the placement value in pesos was set and the date the shares were actually purchased.

The Company has no treasury stock.

C) The movement in shares is detailed as follows:

Series	Number of subscribed shares	Number of paid shares	Number of shares with voting rights
Single	2,850,852,624	2,850,852,624	2,850,852,624

Number of shares	2011 Common shares	2010 Common shares
Issued as of January 1	2,029,258,896	1,498,184,919
Issued for cash	821,593,728	531,073,977
Issued as of December 31	2,850,852,624	2,029,258,896

D) Share issuance costs

As of December 31, 2011, share issuance costs include ThUS$ 32 for legal advisory services and expenses, presented within the equity account "miscellaneous reserves". As of December 31, 2010, share issuance costs include ThUS$ 6,502 for financial advisory services and ThUS$ 1,178 for legal advisory services and expenses, presented within the equity account other reserves.

E) Other Reserves

Reserves are detailed as follows:

	As of December 31, 2011 ThUS$	As of December 31, 2010 ThUS$
Translation reserve	29,810	44,520
Hedge reserve	(116)	(1,750)
Reserve for gains and losses on defined benefit plan	365	434
Other reserves	58	90
Total reserves	**30,117**	**43,294**

Explanation of movements:

Translation reserve

The translation reserve includes all foreign currency translation adjustments that arise from the translation of the financial statements of foreign operations from functional currency to reporting currency.

The balance and movement of the translation reserve are explained as follows:

	As of December 31, 2011 ThUS$	As of December 31, 2010 ThUS$
Beginning balance	44,520	29,690
Variation in associates (Note 15)	(3,596)	1,798
Sudamericana Agencias Aéreas y Marítimas S.A. and Subsidiaries	(9,724)	14,010
Other investments	(1,390)	(815)
Other changes	-	(163)
Total	**29,810**	**44,520**

Hedge reserve

The hedge reserve includes the effective portion of the net accumulated effect on fair value of cash flow hedging instruments related to hedged transactions that have not yet taken place. The movement during the period is explained by the realization of accounting hedges recognized in equity at the beginning of the period.

The balance and movement of this reserve are explained as follows:

	As of December 31, 2011 ThUS$	As of December 31, 2010 ThUS$
Beginning balance	(1,750)	(870)
Amount realized during the period	1,382	640
Increase from cash flow hedge derivatives	252	(1,520)
Total	**(116)**	**(1,750)**

The reserve for actuarial gains on post-employment benefits consists of the variation in the actuarial values of the post-employment benefits provision.

The balance and movement of this reserve are explained as follows:

	As of December 31, 2011 ThUS$	As of December 31, 2010 ThUS$
Beginning balance	434	63
Increase from variations in values of post-employment provision	(69)	371
Total	**365**	**434**

F) Dividends

The dividend policy is described in Note 3.23. Profits to be distributed will be determined in accordance with SVS Ruling 1945 and are detailed as follows: As of December 31, 2011 and 2010, the Company has not recorded a provision for the minimum mandatory dividend because of the losses recorded for the period. As of December 31, 2010, the Company recorded a provision for the minimum mandatory dividend, equivalent to ThUS$ 32,984.

On April 28, 2011, final dividend No. 321 was paid, amounting to Ch$ 7.69228122 per share, totaling US$ 32,983,908.52 charged to net income for 2010.

Net distributable income is determined on the basis of "net income attributable to equity holders of parent" presented in the Statement of Income by Function for each reporting period. This profit shall be adjusted to reflect all gains generated from variations in the fair value of certain assets and liabilities that have not been realized or accrued as of year-end. Thus, these gains will be incorporated into the determination of net distributable income in the year in which they are realized or accrued.

The Company also maintains records of those gains described above that, as of each year or quarter end, have not been realized or accrued.

The Company has decided to maintain adjustments from first-time adoption of IFRS, included in retained earnings as of December 31, 2009, as non-distributable profits or gains. For the purpose of determining the balance of distributable retained earnings or accumulated deficit, separate records are kept for these first-time adoption adjustments and they are not considered in determining that balance. Nevertheless, when any of the amounts considered in the first-time adjustments are realized or accrued, as indicated above, they are included in the determination of net distributable income for the respective year.

The following table details how distributable income is determined:

	As of December 31,	
	2011	**2010**
	ThUS$	**ThUS$**
Initial distributable net profit	109,947	-
Distributed dividends	(32,984)	-
Profit (loss) attributable to owners of parent	(1,249,775)	170,820
Adjustments to profit (loss) for unrealized assets and liabilities valued at fair value	-	-
Accumulated deficit as of December 31, 2008	-	(13,404)
Adjustments for first-time IFRS adoption that affected the accumulated deficit as of December 2009, unrealized	-	(47,469)
Adjustments for first-time IFRS adoption realized as of December 2011	-	-
Other adjustments to retained earnings for the period	(12,124)	-
Adjusted distributable profit (loss)	(1,184,936)	109,947

Note 29 Operating Revenues, Cost of Sales and Administrative Expenses

Operating revenues are detailed in the following table:

	For the years ended December 31, 2011 ThUS$	2010 ThUS$
Maritime cargo transport	4,790,693	4,872,323
Maritime vessel and cargo services	361,255	342,300
Total	**5,151,948**	**5,214,623**

Cost of sales is detailed in the following table:

	For the years ended December 31, 2011 ThUS$	2010 ThUS$
Operating costs	(5,595,427)	(4,554,081)
Operating depreciation and amortization	(76,512)	(70,374)
Other	(205,239)	(117,563)
Total	**(5,877,178)**	**(4,742,018)**

Administrative expenses are detailed as follows:

	For the years ended December 31, 2011 ThUS$	2010 ThUS$
Staff payroll expenses	(189,043)	(167,975)
Administrative advisory services expenses	(16,964)	(17,786)
Communication and reporting expenses	(28,685)	(19,884)
Depreciation and amortization	(6,566)	(5,868)
Other	(73,372)	(53,316)
Total	**(314,630)**	**(264,829)**

Note 30 Finance Income and Expenses

Finance income and expenses are detailed in the following table:

	For the years ended December 31,	
	2011	2010
	ThUS$	ThUS$
Interest income from time deposits	2,198	383
Gain on funds held in trust with third parties	4,685	4,171
Other financial income	3,351	6,262
Total	**10,234**	**10,816**

	For the years ended December 31,	
	2011	2010
	ThUS$	ThUS$
Interest expense on financial obligations	(34,402)	(20,255)
Interest expense on other financial instruments	(8,534)	(6,142)
Other financial expenses	(5,434)	(16,173)
Total	**(48,370)**	**(42,570)**

As of December 31, 2011, the Group does not recognize any finance income or expenses in equity.

Note 31 Exchange Differences

The exchange differences generated by items in foreign currency, other than differences generated by financial investments at fair value through profit and loss, were credited (charged) to income for the period according to the following table:

	For the years ended December 31,	
	2011	2010
	ThUS$	ThUS$
Cash and cash equivalents	(1,956)	943
Trade and other receivables, net (current)	2,072	(6,923)
Receivables from related parties (current)	(2,677)	9,883
Inventory	45	15
Current tax receivables	(2,436)	2,300
Other current assets	(27)	(72)
Other financial assets	(2)	4,408
Current assets	(4,981)	10,554
Other equity method investments	(9)	-
Trade and other receivables, net (non-current)	(8)	(351)
Receivables from related parties (non-current)	(273)	(11)
Deferred tax assets	10	(2)
Other assets	33	108
Equity method investments	(123)	24
Activo No Corriente	(370)	(232)
Total Assets	(5,351)	10,322
Interest-bearing loans (current)	615	(436)
Trade and other payables (current)	3,106	(307)
Payables to related parties (current)	1,975	(982)
Provisions (current)	167	53
Current tax payables	287	(281)
Other current liabilities	(85)	16
Post-employment benefits obligation (current)	113	(45)
Other non-financial liabilities (current)	-	(3,888)
Current liabilities	6,178	(5,870)
Interest-bearing loans (non-current)	7,014	(7,519)
Trade and other payables (non-current)	8	24
Payables to related parties (non-current)	(102)	17
Provisions (non-current)	(3)	-
Deferred tax liabilities (non-current)	(17)	23
Other liabilities	-	165
Post-employment benefits obligation (non-current)	91	(661)
Hedge liabilities (non-current)	-	(81)
Non-current liabilities	6,991	(8,032)
Total Liabilities	**13,169**	**(13,902)**
Total Exchange Differences	**7,818**	**(3,580)**

Note 32 Discontinued Operations and Restructuring of Shipping Services

During the second quarter of 2011, as a result of adverse market conditions, the Company decided to refocus its commercial strategy on shipping services to strengthen its most important markets. As part of a major restructuring plan, the Company has closed certain transportation services, significantly modified operations for other continuing services and signed important joint operating agreements with other shipping carriers.

The main objectives of this restructuring process include:
reducing CSAV's exposure to shipping industry volatility, particularly for routes and services where the Company has fewer competitive advantages. The implemented plan reduces the Company's cargo transport capacity by nearly 45% over the first half of 2011.

increasing the Company's efficiency by operating larger vessels along each of its routes and services through strategic alliances with industry leading companies. This new strategic definition has led the Company to increase its volume of joint operations from close to 30% in mid-2011 to nearly 90% as of year-end.

increasing the proportion of its own fleet by reducing its operated capacity and with support from the vessel investment plan, financed in part with capital increases. This initiative will enable CSAV to expand its own transportation capacity from 7% as of year-end 2010 to almost 30% in mid-2012.

substantially improving the Company's organizational structure and implementing processes and information systems that improve visibility, increase the degree of responsibility and decentralize the structure, as well as the Company's decision-making capacity and ability to integrate with clients. This plan has resulted in the elimination of three hierarchical levels, lay-offs of 520 persons throughout the world and boosts to IT projects and processes such as the contribution and pricing systems.

During 2011, this restructuring of shipping services will generate for CSAV nonrecurring losses from discontinued operations of US$ 306 million before taxes or US$ 280 million after taxes (US$ 235 million in the fourth quarter of 2011).

These nonrecurring losses from restructuring containershipping services can be explained almost entirely by losses from discontinued operations. In particular, the losses related to vessel fleet reduction represent over 80% of the restructuring costs as of December 31, 2011.

Of the total nonrecurring losses from discontinued operations in the table below, US$ 205 million were due to provisions for losses for the year 2012 (see Note 24).

Losses from Discontinued Operations
(in millions of US$ before taxes)

	Containershipping Services	Special Services
Vessels	233	15
Containers	53	
Other	5	
Total	291	15

Given the new model for the containershipping business, CSAV had to drastically reduce the size of its operated vessel fleet:

• As of December 31, 2010, the containership fleet operated by CSAV amounted to 157 vessels with total nominal capacity of 600,000 TEUs.

• As of December 31, 2011, the containership fleet operated by CSAV amounted to 77 vessels.

• Beginning in the second half of 2012, the Company is expected to be operating close to 60 vessels with total nominal capacity of around 300,000 TEUs.

The losses from reducing operated capacity can be explained by (i) losses on subleases to third parties, (ii) costs of reorganizing the vessel fleet and (iii) provisions for losses during the first half of 2012.

The provisions mentioned in the preceding paragraph are estimated at US$ 84 million and consider the cost of discontinuing operation of 15 additional containerships during the first half of 2012. This provision takes into account the total lease payment obligations on these vessels and other costs incurred to maintain the vessels out of operation, conservatively assuming that the Company cannot sublease them to third parties. Given the volatility and uncertainty prevailing in the shipping industry in terms of freight rates and vessel leases, it is impossible to determine at this time the potential additional costs that the Company could incur during the second half of 2012.

The criteria used by CSAV to calculate this provision conservatively estimates that it will not be able to sublease any of these vessels during the first half of 2012.

As a reference, the current rate for leasing this type of vessels varies between US$ 6,500 and US$ 9,000 per day.

Losses from Reduction of Operated Vessel Fleet

(in millions of US$ before taxes)

		Containershipping Services		Special Services
Sublease to third parties		**103**		**13**
• Realized	16		7	
• Provisioned	87		8	
Fleet reorganization		**46**		-
Provision		**84**		-
Total		**233**		**15**

As a result of reducing the containership fleet operated by CSAV, there is a surplus of containers, most of which are leased. CSAV expects to eliminate this surplus towards the beginning of the second half of 2012. The losses consider lease payments and the cost of storing and repositioning containers to return them. The losses can be divided into an already realized loss of US$ 28 million and an estimated provision of US$ 25 million for the same concept.

The nonrecurring losses from discontinued operations are substantial, but are a result of the magnitude of the changes that had to be made to CSAV's business model in order to—given its structure, organization and capital—make its main business competitive and efficient.

To date, a substantial part of the restructuring of vessel services has already been implemented. Once completed, the most significant effects of this process will be: (i) a decrease in container transport capacity of approximately 50%, and a reduction in the number of vessels in the fleet operated by CSAV of approximately 60%, compared with the peak figures from 2011, (ii) strategic partnerships with leading shipping companies along more than 80% of the routes CSAV operates; (iii) beginning in the third quarter of 2012, more than 30% of the operated capacity generating EBITDA in the containershipping business will belong to the Company's own fleet—compared to merely 8% in early 2011, and (iv) CSAV will operate along practically all routes in which it still has vessels that are efficient and competitive in terms of size.

The effects of the restructuring in process began to be seen during the fourth quarter of 2011 as a significant reduction in losses (more than 50%) in comparison with the prior quarter. This is occurring amidst conditions of greater weakness in the global transportation industry as compared to the third quarter of 2011.

The following list details the main routes or services that have been restructured and/or suspended:

Business	Service	Markets	Detail
Containerships	AMEX	Asia - Caribbean - US East Coast	Suspended
	ANDEX	Asia - Mexico - South American West Coast	Joint services
	ASIA BLACK SEA	Asia - Black Sea	Joint services
	ASIAM	India - Asia - US West Coast	Suspended
	ASIATLANTICO	Asia - South American East Coast	Joint services
	EUROANDES	Northern Europe - Caribbean - South American West Coast	Joint services
	EUROATLAN	Northern Europe - South American East Coast	Joint services
	IMEX	Northern Europe - Persian Gulf - India	Joint services
	INDUS	India - Asia	Suspended
	JOINT CARIBEAN SERVICE (JCS)	Asia - Mexico - Caribbean	Joint services
	MARCO POLO	India - Persian Gulf - South Africa - South American East Coast	Joint services
	MARE NOSTRUM	Asia - Mediterranean	Suspended
	MESA	Mediterranean - South American East Coast	Joint services
	NACSA	US West Coast - Mexico - Caribbean	Suspended
	NEW DISCOVERY	Asia - South Africa	Joint services
Bulk	GRANELES FAR EAST	South American West Coast - Asia	Suspended
Automobiles	AUTOS ASAF	Asia - Persian Gulf - South Africa	Suspended
	AUTOS AUSTRAL	South American East Coast - South American West Coast	Joint services
	AUTOS GRAN AMERICA	South American West Coast - Caribbean - US East Coast	Joint services
	AUTOS GRAN MED	Mediterranean - US East Coast	Suspended

CSAV's management believes that these restructuring measures and the resulting nonrecurring losses from discontinued operations, together with a reasonable normalization of markets, will enable the Company to improve its position and earnings and thus allow it to better face the future.

The main revenue and expenses (costs) that explain the losses from discontinued operations are detailed as follows:

	ThUS$
Revenue from vessel subleases	98,089
Expenses from discontinued operations:	
Vessels	(312,223)
Containers	(53,098)
Fuel	(33,994)
Other	(5,583)
Total expenses from discontinued operations	(404,898)
Tax expense from discontinued operations	26,850
Loss from discontinued operations	(279,959)

The net operating cash flows from discontinued operations for the year 2011 amounted to ThUS$ 75,327.

Note 33 Chilean and Foreign Currenc

	Currency	12-31-11 Amount ThUS$	12-31-10 Amount ThUS$
Cash and cash equivalents	CLP	8,171	84,125
	USD	124,264	391,981
	EUR	10,277	18,256
	BRL	6,979	11,291
	YEN	234	241
	OTHER	23,091	17,638
Other financial assets (current)	USD	19,474	10,976
	EUR	21	-
	OTHER	560	-
Other non-financial assets (current)	CLP	482	1,350
	USD	46,549	72,474
	EUR	248	520
	BRL	979	1,103
	OTHER	3,357	2,737
Trade and other receivables (current)	UF	30	91
	CLP	43,578	40,953
	USD	312,289	392,874
	EUR	23,801	44,215
	BRL	20,119	12,072
	YEN	479	459
	OTHER	29,381	60,292
Receivables from related parties	CLP	596	1,243
	USD	9,923	8,043
	BRL	23	-
	OTHER	45	-
Inventory	CLP	382	2,561
	USD	125,172	179,976
	BRL	2,034	1,627
	OTHER	2,234	2,056
Current tax assets	CLP	8,572	10,679
	USD	9,358	13,319
	EUR	1,486	655
	BRL	4,846	20,902
	OTHER	15,449	10,075
Non-current assets or disposal groups classified as held for sale	CLP	76	333
TOTAL CURRENT ASSETS	UF	30	91
	CLP	61,857	141,244
	USD	647,029	1,069,643
	EUR	35,833	63,646
	BRL	34,980	46,995
	YEN	713	700
	OTHER	74,117	92,798
	Total	**854,559**	**1,415,117**

	Currency	12-31-11 **Amount** **ThUS$**	12-31-10 **Amount** **ThUS$**
Other financial assets (non-current)	CLP	128	82
	USD	137,816	115,181
	EUR	-	44
	BRL	448	8
	OTHER	-	24
Other non-financial assets (non-current)	UF	39	100
	CLP	32	41
	USD	8,713	9,172
	EUR	144	91
	BRL	6	-
	OTHER	31	33
Rights receivable (non-current)	UF	3,174	3,425
	CLP	1,270	545
	USD	22,833	24,698
	BRL	-	61
Equity method investments	CLP	37,090	43,368
	USD	123,159	100,039
Intangible assets other than goodwill	CLP	988	1,069
	USD	62,181	56,970
	EUR	596	325
	OTHER	180	189
Goodwill	USD	100,223	91,837
	EUR	12,242	20,824
	BRL	5,143	5,143
Property, plant and equipment	CLP	103,380	111,825
	USD	1,460,537	1,125,183
	EUR	1,890	1,398
	BRL	9,954	1,165
	OTHER	3,664	3,115
Investment property	CLP	3,536	4,409
Deferred tax assets	CLP	3,928	3,272
	USD	218,810	76,102
	EUR	293	748
	BRL	968	1,315
	OTHER	1,554	1,241
TOTAL NON-CURRENT ASSET	UF	3,213	3,525
	CLP	150,352	164,611
	USD	2,134,272	1,599,182
	EUR	15,165	23,430
	BRL	16,519	7,692
	OTHER	5,429	4,602
Total		**2,324,950**	**1,803,042**

Assets (continued)

TOTAL ASSETS	Currency	12-31-11 Amount ThUS$	12-31-10 Amount ThUS$
	UF	3,243	3,616
	CLP	212,209	305,855
	USD	2,781,301	2,668,825
	EUR	50,998	87,076
	BRL	51,499	54,687
	YEN	713	700
	OTHER	79,546	97,400
Total		**3,179,509**	**3,218,159**

Current Liabilities

		12-31-11		12-31-10	
	Currency	Up to 90 days Amount ThUS$	90 days to 1 year Amount ThUS$	Up to 90 days Amount ThUS$	90 days to 1 year Amount ThUS$
Other financial liabilities (current)	UF	98	7,103	7,526	308
	CLP	1	-	15	4,760
	USD	130,144	57,358	4,098	48,188
	BRL	533	-	867	2,600
	YEN	-	3,328	-	3,328
	OTHER	355	1,018	198	1,321
Trade and other payables	CLP	33,318	7,385	28,278	7,865
	USD	376,772	21,956	407,012	14,279
	EUR	47,121	-	37,238	565
	BRL	29,384	6,916	12,539	416
	YEN	2,231	-	1,759	-
	OTHER	61,108	12,587	83,621	10,568
Payables to related parties (current)	CLP	3,361	-	709	-
	USD	364,984	-	26,214	-
	OTHER	38	-	-	-
Other provisions (current)	CLP	73	-	10	586
	USD	304,849	269	93,950	406
	EUR	201	382	7	398
	OTHER	-	1,835	494	288
Current tax liabilities	CLP	616	136	186	1
	USD	2,571	498	8,056	2,419
	EUR	541	-	2,327	-
	BRL	176	-	272	-
	OTHER	9,038	427	10,687	1,839

		12-31-11		12-31-10	
		Up to 90 days	90 days to 1 year	Up to 90 days	90 days to 1 year
	Currency	**Amount**	**Amount**	**Amount**	**Amount**
		ThUS$	**ThUS$**	**ThUS$**	**ThUS$**
Employee benefit provisions (current)	CLP	3,866	2,322	3,535	2,535
	USD	1,913	30	2,800	48
	EUR	1,672	86	460	148
	BRL	1,976	781	1,976	-
	OTHER	490	159	560	174
Other non-financial liabilities (current)	UF	-	11	-	12
	CLP	23	-	2,195	-
	USD	43,447	378	77,156	942
	EUR	87	-	17,133	-
	BRL	949	-	275	-
	YEN	-	-	695	-
	OTHER	-	75	20,628	197
TOTAL CURRENT LIABILITIES	UF	98	7,114	7,526	320
	CLP	41,258	9,843	34,928	15,747
	USD	1,224,680	80,489	619,286	66,282
	EUR	49,622	468	57,165	1,111
	BRL	33,018	7,697	15,929	3,016
	YEN	2,231	3,328	2,454	3,328
	OTHER	71,029	16,101	116,188	14,387
Total		**1,421,936**	**125,040**	**853,476**	**104,191**

Non-Current Liabilities

		12-31-11 Maturity				12-31-10 Maturity			
		1 to 3 years	3 to 5 years	5 to 10 years	More than 10 years	1 to 3 years	3 to 5 years	5 to 10 years	More than 10 years
	Currency	**Amount ThUS$**	**Amount ThUS$**	**Amount ThUS$**	**Amount ThUS$**	**Amount ThUS$**	**Amount ThUS$**	**Amount ThUS$**	**Amount ThUS$**
Other financial liabilities (non-current)	UF	5,513	16,576	27,144	9,914	12,123	11,890	29,385	16,474
	CLP	-	-	-	-	19,038	19,472	-	-
	USD	85,120	223,737	195,144	93,687	106,076	85,618	114,784	101,713
	YEN	-	-	-	311,607	-	-	-	293,685
	OTHER	380	-	-	-	2,686	-	-	-
Payables to related parties	CLP	-	-	-	-	-	-	89	-
	USD	26	-	-	-	-	-	-	-
Other provisions (non-current)	UF	-	-	-	-	-	-	78	-
	USD	-	-	78	-	-	-	-	-
	BRL	1,882	-	-	-	779	-	-	-
	OTHER	22	-	274	-	305	-	-	-
Deferred tax liabilities	CLP	460	108	4,670	3,678	4,751	79	4,283	-
	USD	10,664	-	84	2,560	13,561	2,468	-	-
	EUR	7	-	-	-	10	-	-	-
	BRL	799	-	-	-	387	-	-	-
	OTHER	214	-	-	-	149	-	-	-
Employee benefit provisions (non-current)	CLP	1,622	1,684	3,574	4,282	1,236	234	8,528	38
	USD	516	-	-	-	-	-	-	206
	EUR	308	-	124	-	255	-	147	-
	OTHER	258	-	312	-	464	-	-	-
Other non-financial liabilities (non-current)	CLP	250	-	-	-	293	-	-	-
	USD	5,058	1,249	3,910	10,665	2,562	1,229	3,849	10,891
	EUR	78	-	-	-	238	-	-	-
	BRL	-	-	-	-	2,967	-	-	-
Total Non-current Liabilities									
	UF	5,513	16,576	27,144	9,914	12,123	11,890	29,463	16,474
	CLP	2,332	1,792	8,244	7,960	25,318	19,785	12,900	38
	USD	101,384	224,986	199,216	106,912	122,199	89,315	118,633	112,810
	EUR	393	-	124	-	503	-	147	-
	BRL	2,681	-	-	-	4,133	-	-	-
	YEN	-	-	-	311,607	-	-	-	293,685
	OTHER	874	-	586	-	3,604	-	-	-
Total		**113,177**	**243,354**	**235,314**	**436,393**	**167,880**	**120,990**	**161,143**	**423,007**

Note 34 Earnings (Loss) per Share

Earnings (loss) per share as of December 31, 2011 and 2010 are determined as follows:

	12.31.2011	12.31.2010
Profit (loss) attributable to net owners of parent	(1,249,775)	170,820
Weighted average number of shares	2,501,648,817	1,728,767,817
Earnings (loss) per share US$	(0,50)	0,10

Number of shares	12.31.2011	12.31.2010
Issued as of January 1	2,029,258,896	1,498,184,919
Shares from capital issuance	821,593,728	531,073,977
Issued as of period end	2,850,852,624	2,029,258,896
Weighted average number of shares	2,501,648,817	1,728,767,817

Note 35 Contingencies and Commitments

A) Compañía Sud Americana de Vapores S.A.

a.1) Guarantees Granted

a.1.1) Deutsche Schiffsbank - Loan M/V Mapocho

On February 14, 2003, the Company entered into a loan agreement with Deutsche Schiffsbank for ThUS$ 15,615, which was disbursed in full on that date, intended to finance the acquisition of the vessel M/V Mapocho. As of December 31, 2011, the outstanding amount is ThUS$ 6,123. The book value of the vessel as of December 31, 2011 is ThUS$ 5,853.

Under the terms of the loan agreement, the vessel served as collateral for the loan with Deutsche Schiffsbank for up to ThUS$ 15,615. Additionally, the Company issued a promissory note in which it conditionally transferred certain income streams and insurance contracts related to the vessel to the bank and the Company also established a commercial pledge on certain rights, loans, accounts receivable and income streams related to the vessel.

a.1.2) American Family Life Assurance Company of Columbus

On August 1, 2003, the Company became guarantor and joint debtor of its subsidiary Tollo Shipping Co. S.A. of Panama, in a loan agreement with the Japanese agency of American Family Life Assurance Company of Columbus (AFLAC) for JPY 24,000,000,000 (twenty four billion yen), equivalent to US$ 201,850,294 (two hundred one million, eight hundred fifty thousand, two hundred ninety-four dollars). This loan was used to pay outstanding debts and fund public investments and projects that complemented the businesses of the Company and its subsidiaries. The 30-year obligation will be fully paid upon maturity in yen and interest will be paid in US dollars on a semi-annual basis. The loan can be paid in advance, either fully or in part, starting in the fifteenth year, at each date on which interest payments are due.

On July 18, 2003, the Company became guarantor and joint debtor of its subsidiary Tollo Shipping Co. S.A. of Panama, by entering into several contracts with Goldman Sachs & Co. to hedge fluctuations in the exchange rate between the Yen and US dollar during the term of the loan described in the previous paragraph in the event that the Yen appreciates with regard to its current spot rate up to an agreed margin. It will be paid using an annual rate, with semi-annual payments on the dates on which interest payments are due. The interest and the cost of the foreign exchange hedge for this loan are 6.3% per annum.

a.1.3) Scotiabank – Stand-by Letter of Credit

On September 15, 2011, the Company furnished a guarantee in favor of Petróleo Brasileiro S.A. (Petrobras) Río de Janeiro, Brazil, through Scotiabank Chile, to guarantee its oil purchases in Brazil. The guarantee is for ThUS$ 3,000, expiring on September 17, 2012.

a.1.4) Banco Security - Stand-by Letter of Credit

On September 9, 2009, the Company furnished a performance bond in favor of Tiran Shipping, through HSBC plc London. The guarantee is for ThUS$ 250 and is automatically renewed every 12 months.

a.1.5) Banco Itaú - Stand-by Letter of Credit

On June 21, 2011, the Company furnished a guarantee in favor of Petróleo Brasileiro S.A. (Petrobras) Río de Janeiro, Brazil, through Banco Itaú Chile, to guarantee its oil purchases in Brazil. The guarantee is for ThUS$ 3,000, expiring on June 20, 2012.

a.1.6) Banco Security - Stand-by Letter of Credit

On October 22, 2011, the Company renewed a bank guarantee in favor of the Miami Dade Board of County Commissioners, through Citibank N.A. The guarantee is for ThUS$ 100 and expires on October 22, 2012.

a.1.7) BNP Paribas – 8,000 TEU vessels

The Company has a construction program for seven 8,000 TEU vessels with Samsung Heavy Industries. Financing for the first five vessels has been agreed upon with BNP Paribas S.A. (Mandated Lead Arranger) and the Export-Import Bank of Korea and Crédit Industriel et Commercial (Co-Arrangers) and has already taken effect.

The Company guaranteed the payments on this loan for vessel construction with bonds and joint assumption of debt for the amount of the current loan that is detailed by vessel at the end of this note.

a.1.8) BNP Paribas – MV Maipo Loan

The Company guaranteed withdrawals on this line of credit for the vessel MN Maipo financed by a syndicate of banks led by BNP Paribas S.A. with bonds and joint assumption of debt for the amount of the current loan that is detailed by vessel at the end of this note.

a.1.9) HSH Nordbank – Financing of 4,050, 5,500 and 6,500 TEU Vessels

The Company guaranteed withdrawals on this line of credit for vessel construction financed by HSH Nordbank with bonds and joint assumption of debt for the amount of the loan that is detailed by vessel at the end of this note.

a.1.10 a) Quiñenco S.A. - Capital contribution bridge loan

On September 7, 2011, the Company entered into a loan agreement with Quiñenco S.A. for US$ 250 million, of which US$ 250 million was disbursed on December 31, 2011. As part of this loan agreement, a pledge was granted over 35% of the shares of the subsidiary Sudamericana Agencias Marítimas y Aéreas S.A.

a.1.10 b) Marítima de Inversiones S.A. - Capital contribution bridge loan

On September 7, 2011, the Company entered into a loan agreement with Marítima de Inversiones S.A. for US$ 100 million, of which US$ 100 million was disbursed on December 31, 2011. As part of this loan agreement, a pledge was granted over 14% of the shares of the subsidiary Sudamericana Agencias Marítimas y Aéreas S.A.

a.1.10 c) Banco Latinoamericano de Comercio Exterior S.A. - Capital contribution bridge loan

On November 30, 2011, the Company entered into a loan agreement with Banco Latinoamericano de Comercio Exterior S.A. for US$ 100 million, of which US$ 100 million was disbursed on December 31, 2011. As part of this loan agreement, a pledge was granted over 14% of the shares of the subsidiary Sudamericana Agencias Marítimas y Aéreas S.A.

a.2) Guarantee Notes

There are other minor guarantees whose disclosure is not necessary for the interpretation of these financial statements.

a.3) Other legal contingencies

The Company is a defendant in certain lawsuits and arbitration claims relating to cargo transport and compensation for damages, for which the Company has insurance policies to cover contingent losses. Provisions are sufficient to cover all amounts below the respective deductibles.

In connection with outstanding loans with private banks, both in local and foreign currency, the Company is subject to commitments and obligations considered standard for this kind of transaction.

TRANSPLATA S.A has filed a lawsuit against the Company and two of its subsidiaries for US$ 9,969,144 for alleged damage from terminating maritime agencying agreements. The Company believes it is unlikely that it will lose this suit, especially for the amount being sought.

a.4) Operational restrictions and financial indicators

a.4.1) Bonds payable (indexed) for UF 1,950,000 - a.) Maintain consolidated leverage with a ratio of consolidated financial debt to (total equity + minority interest) no greater than 1.2; b) Maintain individual leverage with a ratio of financial debt / total equity no greater than 1.0; c) Maintain minimum consolidated equity of ThUS$ 350.000; d) Maintain unencumbered assets for 130% of CSAV's individual financial liabilities. During 2011, the restrictions on the individual financial statements were eliminated. As a result, only the restrictions for the consolidated financial statements remain in effect.

a.4.2) Loan agreement with AFLAC for ThUS$ 201,850 - a) Maintain interest coverage ratio (EBITDA / Net Interest) no less than 2.5. b) Maintain a debt/equity ratio no greater than 1.0. c) Maintain a minimum balance of ThUS$ 50,000 for cash and banks, time deposits and marketable securities.

a.4.3) Loan agreement with BNP Paribas S.A. for one 6,600 TEUS vessels totaling ThUS$ 59,850 – a) Maintain minimum liquidity of ThUS$ 150,000. b) Maintain a capital to asset ratio greater than 30%. c) Maintain a cash to interest expense ratio greater than or equal to 1.35.

a.4.4) Loan agreement with BNP Paribas S.A. for several 8,000 TEUS vessels totaling ThUS$ 437,500 – a) Maintain minimum liquidity of ThUS$ 150,000. b) Maintain a capital to asset ratio greater than or equal to 30%. c) Maintain a cash to interest expense ratio greater than or equal to 1.35.

Furthermore, loan contracts and bonds oblige the Company to comply with certain positive restrictions, such as complying with the law, paying taxes, maintaining insurance, and other similar matters, and also to obey certain negative restrictions, such as not furnishing chattel mortgages, except those authorized by the contract, not undergoing corporate mergers, except those authorized, or not selling fixed assets.

B) Compañía Libra de Navegacao

b.1) Guarantees Granted

b.1.1) Banco Security - Stand-by Letter of Credit

On February 17, 2010, Compañía Libra de Navegacao furnished a performance bond in favor of Tiran Shipping, through HSBC plc London. The guarantee is for ThUS$ 250 and is automatically renewed every 12 months.

C) CSAV Agency Llc.

c.1) Guarantees Granted

In order to carry out its operations, this subsidiary maintains a letter of credit for ThUS$ 61.48, to guarantee compliance with a lease agreement for offices in New Jersey.

D) Sudamericana, Agencias Aéreas y Marítimas S.A.

a) Performance bonds

Company	Guarantee	Reason	Beneficiary	As of 12.31.2011 ThUS$	Expiration
SAAM S.A.	Performance bond	To guarantee faithful performance of contract/obligations	Empresas Portuarias, National Customs Service, Directemar, Enap Refinerías S.A., Transportes por Container, Cía. Minera Doña Inés de Collahuasi, Municipalities of Arica and Quilpué, Zeal Concesionaria S.A.	1,498	Several
Saam Contenedores S.A.	Performance bond	To guarantee faithful performance of contract	Empresa Portuaria San Antonio	452	31.05.2012
Cosem S.A.	Performance bond	To guarantee obligations to act as wharfage company	Labor Boards of Arica, Antofagasta, Coquimbo, Valparaíso, San Antonio, Puerto Aysén and Punta Arenas	659	31.03.2012
Sepsa S.A.	Performance bond	To guarantee obligations to act as wharfage company	Labor Boards of Valparaíso and San Antonio.	146	31.03.2012
Terminal El Colorado S.A.	Performance bond	To guarantee obligations to act as wharfage company	Labor Board of Iquique	57	31.03.2012
Terminal El Caliche S.A.	Performance bond	To guarantee obligations to act as wharfage company	Labor Board of Antofagasta	20	31.03.2012
Terminal El Chinchorro S.A.	Performance bond	To guarantee obligations to act as wharfage company	Labor Board of Arica	12	31.03.2012
Terminal Las Golondrinas S.A.	Performance bond	To guarantee obligations to act as wharfage company	Labor Boards of Talcahuano and Puerto Montt.	131	31.03.2012
Saam Extraportuarios S.A.	Performance bond	To guarantee obligations as authorized storage company	Chilean government - National Customs Director	2,319	31.03.2012
Servicios de Aviación y Terminales S.A.	Performance bond	To guarantee monthly aviation rights	General Civil Aviation Administration	1	31.03.2012
Total				**5,295**	

b) Co-signer and pledges

Company	Guarantee	Reason	Beneficiary	As of 12.31.2011 ThUS$	Expiration
SAAM Remolcadores S.A. de C.V.	Co-signer, guarantor and joint debtor with SAAM Remolques S.A. de C.V.	Issuance of bond letters for Pemex	Afianzadora Sofimex S.A.	2,474	31,12,2012
Inversiones Habsburgo S.A.	Co-signer, guarantor and joint debtor	To guarantee obligations for loan granted	Santander Overseas Bank, Inc.	2,500	12,10,2012
Saam Puertos S.A.	Pledge on shares of San Antonio Terminal Internacional S.A.	To guarantee obligations for loan granted	Banco Corpbanca	40,000	17,01,2015
Saam Puertos S.A.	Pledge on shares of Terminal Puerto Arica S.A.	To guarantee obligations for loan granted	Banco de Crédito e Inversiones	4,886	15,12,2019
Saam Puertos S.A.	Pledge on shares of Portuaria Corral S.A.	To guarantee obligations for loan granted	Banco de Crédito e Inversiones	145	06,12,2012
Florida International Terminal LLC.	Co-signer, guarantor and joint debtor	To guarantee obligations for loan granted	Banco Santander Central Hispano S.A. NY	560	12,07,2012
Saam Remolques S.A. de C.V.	Co-signer, guarantor and joint debtor	To guarantee obligations for loan granted	Banco Santander Serfín	1,055	31,01,2012
Saam Remolques S.A. de C.V.	Co-signer, guarantor and joint debtor	To guarantee obligations for loan granted	Banco Santander S.A.	5,250	11,09,2014
Saam Remolques S.A. de C.V.	Co-signer, guarantor and joint debtor	To guarantee obligations for loan with leaseback agreement	Banco Santander Serfín	706	12,11,2012
Saam Remolques S.A. de C.V.	Co-signer, guarantor and joint debtor	To guarantee obligations for loan with leaseback agreement	Banco Santander Serfín	1,863	10,10,2013
Saam Remolques S.A. de C.V.	Co-signer, guarantor and joint debtor	To guarantee obligations for loan with leaseback agreement	Banco Santander Serfín	1,168	10,12,2013
Concesionaria Saam Costa Rica S.A.	Stand-by letters of credit	Issuance of bond letter for INCOP	Banco de Costa Rica S.A.	246	18,08,2012
SAAM Salmones Ltda.	Stand-by letters of credit	To operate in USA as a Non Vessel Operating Common Carrier	F.M.C. - Federal Maritime Comision	150	27,08,2012
Tugbrasil Apoio Portuário S.A.	Co-signer, guarantor and joint debtor	To guarantee obligations for loan granted in conformity with Financing Contract No. 97.2.491.3.1	Banco Nacional do Desenvolvimento Econômico e Social – BNDES	12,967	10,09,2020
Tugbrasil Apoio Portuário S.A.	Co-signer, guarantor and joint debtor	To guarantee obligations for loan granted in conformity with Debt Assumption Contract No. 07.2.0853.1	Banco Nacional do Desenvolvimento Econômico e Social – BNDES	5,251	10,08,2023
Tugbrasil Apoio Portuário S.A.	Co-signer, guarantor and joint debtor with Inversiones Alaria S.A.	To guarantee obligations for loan granted in conformity with Fixed Credit with Merchant Marine Resources Financing Contract No. 20/00503-2	Banco do Brasil S.A.	31,120	03,04,2024
Tugbrasil Apoio Portuário S.A.	Co-signer, guarantor and joint debtor	To guarantee obligations for loan granted to Tug Brasil S.A.	Banco Santander Chile S.A.	9,000	28,03,2014
Saam Do Brasil Ltda.	Co-signer, guarantor and joint debtor	Issuance of bond letter in favor of Banco BNDES, for loan granted to Tugbrasil S.A.	Banco Santander Brasil S.A.	1,295	10,03,2021
Total				**120,636**	

c) Garantees of subsidiaries

Company	Guarantee	Reason	Beneficiary	As of 12.31.2011 ThUS$	Expiration	Currency	As of 12.31.2011 ThUS$
Aquasaam S.A.	Mortgage and industrial pledge	To guarantee obligations for loan granted	Banco de Chile	88	20,12,2012	UF	2
Aquasaam S.A.	Mortgage and industrial pledge	To guarantee obligations for loan granted	Banco de Chile	123	16,08,2012	UF	3
Inmobiliaria Marítima Portuaria Ltda.	Mortgage	To guarantee obligations for loan granted	Banco del Estado de Chile	893	28,05,2018	UF	21
Iquique Terminal Internacional S.A.	Performance bond	To guarantee faithful performance of concession contract	Empresa Portuaria Iquique	3,987	31,10,2011	USD	3,987
Iquique Terminal Internacional S.A.	Performance bond	To guarantee full performance as authorized storage company	National Customs Service	258	31,03,2012	USD	258
Iquique Terminal Internacional S.A.	Performance bond	To guarantee faithful performance of labor and social security obligations	Provincial Labor Board of Iquique	55	31,03,2012	USD	55
Muellaje ITI S.A.	Performance bond	To guarantee faithful performance of labor and social security obligations	Provincial Labor Board of Iquique	540	31,03,2012	USD	540
Tugbrasil Apoio Portuário S.A.	Maritime mortgage	To guarantee obligations for loan granted in conformity with Financing Contract No 97.2.491.3.1	Banco Nacional do Desenvolvimento Econômico e Social – BNDES	12,967	10,09,2020	USD	12,967
Tugbrasil Apoio Portuário S.A.	Maritime mortgage	To guarantee obligations for loan granted in conformity with Debt Assumption Contract No. 07.2.0853.1	Banco Nacional do Desenvolvimento Econômico e Social – BNDES	5,251	10,08,2023	USD	5,251
Tugbrasil Apoio Portuário S.A.	Maritime mortgage	To guarantee obligations for loan granted in conformity with Fixed Credit with Merchant Marine Resources Financing Contract No. 20/00503-2	Banco do Brasil S.A.	31,120	03,04,2024	USD	31,120
Ecuaestibas S.A.	Insurance policy	To guarantee temporary import of tugboats, lighters, container ships, truck tractors and ramps.	National Customs Service of Ecuador	1,501	04,12,2012	USD	1,501
Ecuaestibas S.A.	Insurance policy	To guarantee payment of duties to temporarily import Gottwald cranes to Ecuador as reexportable assets	National Customs Service of Ecuador	793	26,09,2012	USD	793
Ecuaestibas S.A.	Insurance policy	To guarantee compliance with customs duties payments for contracts and pilotage assistance.	Guayaquil Port Authority, Port of Bolívar, Ecuadorian Customs Corporation and Ministry of Transportation and Public Works	184	14,12,2012	USD	184
Ecuaestibas S.A.	Insurance policy	To guarantee fines in claims process.	National Customs Service of Ecuador	326	16,12,2012	USD	326
Inarpi S.A.	Insurance policy	To guarantee payments of import duties on cranes	National Customs Service of Ecuador	5,189	17,12,2012	USD	5,189
Inarpi S.A.	Insurance policy	To guarantee compliance with customs duties for temporary storage	National Customs Service of Ecuador	2,516	29,07,2012	USD	2,156
Kios S.A.	Treasury bonds (Uruguay State Debt)	To guarantee obligations as a port operator in Uruguay, in acc. with Decree No. 413 of September 1, 1992.	National Port Administration	150	Sin Vencimiento	USD	150
Saam Remolques S.A. de C.V.	Bond letter	To guarantee peformance of concession contracts for the ports of Veracruz, Altamira, Tampico Lázaro Cárdenas and Tuxpan.	Administradoras Portuarias Integrales	734	Varios vcmtos, anuales	MXN	10,256
Saam Remolques S.A. de C.V.	Maritime mortgage	To guarantee obligations for loan obtained	Banco del Bajío S.A.	1,033	10,09,2013	MXN	14,435
Florida International Terminal LLC.	Stand-by letters of credit	To guarantee performance of obligations from "Broward County Marine Terminal Lease and Operating Agreement".	Broward County, Board of County Commissioners, Port Everglades, USA.	490	18,05,2012	USD	490,000
Total				**68,198**			

d) Lawsuits

The Company is involved in some pending litigation and lawsuits for compensation for damages related to its operating activities. The amounts below the deductible have been provisioned and the Company also has insurance policies to cover any potential loss contingencies.

Operational Restrictions and Financial Indicators

- The line of credit with Banco de Crédito e Inversiones (BCI) secured by the subsidiary Sudamericana, Agencias Aéreas y Marítimas for US$ 40,000,000 or its equivalent in Chilean pesos, in effect since December 2009, requires the Company to maintain a ratio of net financial debt to EBITDA (LTM) less than or equal to three times in the financial statements as of June 30 and December 31 of each year while payment is due on this credit. This requirement has been duly fulfilled as of the reporting date of these financial statements.

The subsidiary Iquique Terminal Internacional S.A is also in compliance with all contractual provisions that govern its management, financial indicators and financing.

- While payment is outstanding on the loan from Corpbanca to subsidiary Iquique Terminal Internacional S.A. for ThUS$25,000, the Company is required to maintain a leverage ratio no greater than three and a debt service coverage ratio of no less than one as of December 31 of each year.

Mortgages for Financial Commitments:

Creditor	Debtor	Type of guarantee	Type of asset committed	Book value of committed asset	Outstanding balance on debt as of period end
				ThUS$	**ThUS$**
Deutsche Schiffsbank	Compañía Sud Americana de Vapores S.A.	Naval mortgage	Vessel	5.853	6.123
BNP Paribas	CSBC Hull 898 Ltd.	Naval mortgage	Vessel	84,560	41,784
HSH Nordbank Ag	Limari Shipping Limited	Naval mortgage	Vessel	26,637	17,300
HSH Nordbank Ag	Longavi Shipping Limited	Naval mortgage	Vessel	29,495	20,434
HSH Nordbank Ag	Chacabuco Shipping Limited	Naval mortgage	Vessel	37,053	27,471
HSH Nordbank Ag	Paine Shipping Limited	Naval mortgage	Vessel	48,994	36,364
HSH Nordbank Ag	Puelo Shipping Limited	Naval mortgage	Vessel	49,792	36,193
HSH Nordbank Ag	Palena Shipping Limited	Naval mortgage	Vessel	50,214	36,251
BNP Paribas	Hull 1794	Naval mortgage	Vessel	131,124	68,549
BNP Paribas	Hull 1796	Naval mortgage	Vessel	131,563	68,586
BNP Paribas	Hull 1798	Naval mortgage	Vessel	132,433	67,464
BNP Paribas	Hull 1800	Naval mortgage	Vessel	133,007	66,370

Note 36 Operating Lease Commitments

The CSAV Group leases, through operating leases, 142 ships (174 in December 2010) and 335,129 containers (387,669 in December 2010) as of December 31, 2011.

The lease term for ships normally varies between three months and five years. In some cases, the lease term is longer and/or there is an option to renew the lease for a similar term. The majority of the lease rates are fixed. The cost of operating a ship, known as "running cost", varies between US$ 5,000 and US$ 9,000 per day—depending on the ship—and can be contracted in conjunction with the lease or separately. In this note, for the purposes of presenting expenses for operating lease commitment assets and future payments that cannot be cancelled, estimated "running costs" are not included.

The Company has also leased ships to third parties, thus generating future lease income. For containers, the lease term does not exceed eight years, and there is no renewal option.

The following table presents the future minimum payments that cannot be cancelled at nominal value for asset leases (ships and containers).

	Commitment ThUS$	Income ThUS$	Total ThUS$
Less than one year	600,932	79,117	521,815
One to three years	837,054	43,072	793,982
Three to five years	340,633	-	340,633
More than five years	437,708	-	437,708
Total	**2,216,327**	**122,189**	**2,094,138**

The table above excludes the "running cost" for ships and lease payments for ships that have been subleased to third parties and provisioned as described in Note 32 as part of the restructuring process.

In 2011, the Company has charged ThUS$ 1,019,277 to income for leased assets (ships and containers) and ThUS$ 82,399 for subleased vessels (ThUS$ 851,708 and ThUS$ 29,471 in 2010, respectively).

Note 37 Service Concession Agreements

The CSAV Group, through its subsidiary Sudamericana Agencias Aéreas y Marítimas S.A., has the following service concession agreements.

Iquique Terminal Internacional S.A. (Chile)

Granted by: Empresa Portuaria Iquique (EPI)
Concessionaire: Iquique Terminal Internacional S.A. (ITI)

1. In accordance with the terms and conditions of the tender, the "Concession Agreement for Port of Iquique Berth Number 2" was signed with Empresa Portuaria de Iquique on May 3, 2000 and has an effective period of 20 years.

2. Via this concession agreement, EPI grants the concessionaire an exclusive concession to develop, maintain and operate the berth, including the right to charge users basic rates for basic services and special rates for special services provided at the berth.

3. In this agreement, ITI undertakes to pay the following to Empresa Portuaria Iquique:
An initial payment of ThUS$ 2,000, which was paid by Empresa Portuaria Iquique on July 1, 2000.

A fixed annual payment during the first year of ThUS$ 1,600, paid in four quarterly installments.

An annual payment during the second and all subsequent years for a yearly amount determined based on tons of cargo transferred during the preceding year, which shall in no case be less than ThUS$ 1,600 each year (duly indexed). This payment shall be paid in four equal installments due at the end of each quarter.

4. The subsidiary ITI has to execute construction of a short earthquake resistance berth at site four for Post Panamax vessels within a term of 60 months, which as of the date of these financial statements has already been built.

5. The concessionaire shall have the option to extend the term by 10 years if construction* is completed before the 19th year of the contract and it declares its intention to extend the term before the 19th year begins.

* On January 4, 2008, through public deed the concession agreement signed May 2, 2000 between EPI and ITI was modified, adding an alternative to the option in the original agreement, by which the concessionaire may extend the term by 10 years if the following construction projects at the Port of Iquique are completed before December 31, 2014:

1 "Extension of site four 69 meters towards north"
2 "Seismic stabilization of site three"

The extension of site four 69 meters towards the north was completed and has been operating since September 2010.

The seismic stabilizing of site three is under construction and is expected to be completed in February 2012.

Once these construction works have been completed and received by Empresa Portuaria Iquique, the original concession period shall be extended by ten years, making a total of 30 years.

In addition, the deed modifying the original agreement expressly states that the works referred to by the indicated projects shall be fully depreciated at the end of the concession.

As of the concession end date, the concessionaire shall deliver the berth and all infrastructure works to EPI in good operating condition, except for wear from normal use, free of all personnel, equipment, material, parts, spare parts, waste, trash and temporary facilities that do not constitute assets included in the concession agreement.

As of the concession end date, all rights, obligations and attributions granted to the concessionaire by the agreement shall automatically terminate, understanding, however, that ITI assumes all liabilities and shall have the right to receive and retain all net revenue arising from operating the berth before the end date.

As of the concession end date, the berth, all assets (other than excluded assets), accounts and rights possessed and controlled by the concessionaire, that are necessary or useful for continuing to operate the berth or provide services, including but not limited to all data, studies, reports, inspections, graphs, maps, records, drawings and other types of written or electronic information

and all materials, equipment, tools and supplies provided by the concessionaire that are purchased or acquired or produced by the concessionaire to develop, maintain and operate the berth shall be transferred immediately to EPI, free of encumbrances, excluding minor encumbrances that arise during the ordinary course of business whose existence, either individually or as a group, does not affect the use and operation of the property to which it applies, in accordance with past practice.

SAAM Remolques S.A. de C.V. (Mexico)

The Company has entered into partial rights and obligations concession agreements by which the port management of the ports of Lázaro Cárdenas, Veracruz, Tampico, Altamira and Tuxpan transfers to the Company the rights and obligations for providing port towing and offshore services in these ports, free of all encumbrances and with no limitation whatsoever regarding its operations.

The concessions expire as follows: Lázaro Cárdenas, February 17, 2015; Veracruz November 20, 2015; Tampico May 11, 2016; Altamira January 29, 2016; and Tuxpan April 29, 2013.

Concesionaria SAAM Costa Rica S.A. (Costa Rica)

Concesionaria SAAM Costa Rica S.A. has been awarded International Public Tender No. 03-2001 "Public Towing Service Management Concession for the Pacific Shore" from the Costa Rica Pacific Port Institute. This agreement was endorsed by the Office of the Comptroller by means of Ruling No. 10711 dated August 11, 2006, which allowed it to begin operating on December 12, 2006.

The effective period of the concession is 19 years.

Florida International Terminal (FIT), LLC (USA)

On April 18, 2005, the Company was awarded the container terminal operating concession for Port Everglades Florida, USA, for an initial period of 10 years, renewable for 2 five-year periods each. Operations began on July 7, 2005. The terminal is 15 hectares in size and has capacity to move 170,000 containers per year through its yards. For stowage and destowage operations, FIT customers will have docking priority at a specialized wharf with guaranteed use of container cranes.

Note 38 Environment

Due to the nature of its services, the Company has not incurred any expenses related to improving and/or investing in production processes, verification and compliance with regulations on industrial processes and facilities or any other matter that could directly or indirectly impact environmental protection efforts.

Note 39 Sanctions

During 2011 and 2010, neither the Company and its subsidiaries nor its Directors or managers have been sanctioned by the SVS. The Company and its subsidiaries have also not received any significant sanctions from other regulatory bodies.

Note 40 Financial Strengthening Plan

As detailed in the Reasoned Analysis and the liquidity risk section of Note 4, the Company is taking the following actions to minimize adverse market conditions and strengthen its medium and long-term financial, operating and commercial position.

Likewise, in the subsequent events note (Note 28), at an extraordinary general shareholders' meeting on October 5, the following was approved:

• Increase CSAV's capital by US$ 1.2 billion by issuing 6,886,809,112 shares.

• CSAV has requested and obtained (i) an expression of intent from majority shareholder Quiñenco S.A to exercise its preferential right and subscribe up to US$ 1 billion; and (ii) an expression of intent from majority shareholder Marítima de Inversiones S.A. to subscribe US$ 100 million; both cases ((i) and (ii)) are subject to the condition that the following division of CSAV is approved.

• Subject to subscription and payment of at least US$ 1.1 billion of the capital increase mentioned above, CSAV will be split, forming a new corporation that will hold 99.99% of the shares of subsidiary Sudamericana Agencias Aéreas y Marítimas S.A.

This important Financial Strengthening Plan allows the Company to meet two major objectives: provide the shipping business with the resources it needs to adequately address the adverse international scenario and project itself into the medium and long term, and (ii) enable, with the creation of SM SAAM, the cargo and vessel services business operated by SAAM to conduct business independently from the shipping activities. In this way, CSAV receives at least US$ 1.1 billion, which has been approved by shareholders and creditors as a threshold for splitting the Company and creating SM SAAM, which will hold 99.99% of the shares of SAAM. The shareholders of SM SAAM shall be those parties listed in the shareholders' registry ten working days after the end of the preferential option period in which at least US$ 1.1 billion has been collected. In addition, the Financial Strengthening Plan has included the following:

1. Restructuring, service suspension and alliances ("Restructuring Plan"). Starting in April 2011, CSAV adopted a series of measures to address market conditions, including restructuring and discontinuing services and implementing joint operations with other important global carriers. These measures are expected to reverse a large portion of the losses being posted this year, if market conditions remain the same next year. The benefits of these measures will only be apparent in next year's financial statements. Undoubtedly, the implementation costs of these measures have mostly been reflected, unlike the benefits, in the current period, as detailed in Note 32 Discontinued Operations.

2. Bridge lines of credit. In order to address its most urgent cash needs, CSAV has requested and obtained lines of credit for US$ 250 million and US$ 100 million from its respective majority shareholders, Quiñenco S.A. and Marítima de Inversiones S.A. Amounts drawn down from these lines of credit shall (i) accrue interest at a market interest rate, (ii) be guaranteed with a pledge over 35% and 14% of the shares of the subsidiary Sudamericana Agencias Aéreas y Marítimas S.A., respectively, (iii) mature annually with prepayment obligations in the event that the capital increase indicated below takes place, and (iv) be available until December 31, 2011. As these transactions are with related parties, the Company has strictly complied with Title XVI of the Corporations Law, including prior analysis by and approval from the Directors' Committee. As of the reporting date of these financial statements (as detailed in Note 9), the Company has drawn down US$ 350 million from the aforementioned lines of credit.

3. In addition, the Company obtained a loan from Banco Latinoamericano de Comercio Exterior S.A. (BLADEX) on November 30, 2011 for US$ 100,000,000 (one hundred million US dollars), at a rate of 120-day Libor plus 3.6% per annum (as described in Note 22). This loan matures on March 29, 2012. As these transactions are with related parties, the Company has strictly complied with Title XVI of the Corporations Law, including prior analysis by and approval from the Directors' Committee.

4. As indicated in Note 43 Subsequent Events, the Company has fully repaid the lines of credit from Quiñenco S.A. and Marítima de Inversiones S.A. As of the date of these financial statements, the loan with BLADEX, indicated in point 2 above, remains outstanding.

Note 41 Effects of the February 2010 Earthquake

The earthquake that affected central Chile on February 27, 2010, affected our related companies San Antonio Terminal Internacional S.A. (STI) and San Vicente Terminal Internacional S.A. (SVTI), both of which suffered damage to infrastructure under concession, although SVTI's losses were more significant. Repairs are preliminarily estimated at US$25 and US$70 million, respectively. It is worth mentioning that the infrastructure under concession is respectively owned by Empresa Portuaria San Antonio and Empresa Portuaria Talcahuano - San Vicente, which are also contractually obligated to insure this infrastructure.

Nevertheless, both STI and SVTI have insurance policies in addition to those of the port companies that cover infrastructure damage, as well as loss of profits and the potential loss of their respective concessions.

The fact that many policies overlap for each claim has made the insurance liquidation process slower than expected. The final liquidations are expected to be ready in early 2012 for both STI and SVTI as well as the respective port companies. The recovery estimates indicate that a large degree of the rebuilding costs will be covered.

Note 42 Prior Year Reclassification

As described in Note 2, Basis of Presentation of the Consolidated Financial Statements, letter (c) Reclassification for Accounting Change, during the year ended December 31, 2011, the Company—in order to more clearly disclose its transactions for exchanges of vessel slots in joint operating agreements—reclassified sales of slots from these joint operations totaling US$ 501 million in 2011 and US$ 238 million in 2010.
This reclassification does not affect income and helps to enhance the understanding of the Company's results given its new business model.

The effect of this reclassification as of December 31, 2011, 2010 and 2009 is detailed as follows:

STATEMENT OF INCOME	For the years ended December 31,		
	2011	**2010**	**2009**
Profit (loss) for the period	**ThUS$**	**ThUS$**	**ThUS$**
Operating revenue	5,652,621	5,452,257	3,033,708
Reclassification	(500,673)	(237,634)	(239,049)
Operating revenue, adjusted	5,151,948	5,214,623	2,794,659
Cost of sales	(6,377,851)	(4,979,652)	(3,486,750)
Reclassification	500,673	237,634	239,049
Cost of sales, adjusted	(5,877,178)	(4,742,018)	(3,247,701)

Note 43 Subsequent Events

As of the date of issuance of these financial statements (February 10, 2012), the Company had raised funds totaling US$ 787,807,177.05, equivalent to 3,852,357,834 shares, during the first preferential period for subscribing shares, which is part of the capital increase of US$ 1.2 billion agreed by shareholders at the extraordinary meeting held October 5, 2011. Consequently, the Company recorded the following relevant effects:

As indicated in Note 28 Equity and Reserves, subscription of at least US$ 1.1 billion would result in a spin-off of the Company, generating in that same act a new company known as SM – SAAM, with equity of 99.99% of US$ 603,352,466. As a result, the condition precedent for splitting SAAM still exists.

Considering the effect described in the introduction to this note, namely a capital increase to date of US$ 788 million and prepayment of the debt with parent companies Quiñenco S.A. and Marítima de Inversiones S.A. during January 2012, indicated in point 3 of this note, the main assets, liabilities and equity (i.e. CSAV's Statement of Financial Position) would be summarized as follows:

Statement of Financial Position
In thousands of US dollars)

Assets		Liabilities and Equity	
Current Assets	1,292,188	Current Liabilities	1,196,976
Non-Current Assets	2,324,950	Non-Current Liabilities	1,028,238
		Equity	1,391,924
Total Assets	**3,617,138**	**Total Liabilities and Equity**	**3,617,138**

This does not consider the spin-off of CSAV as the US$ 1.1 billion threshold has not been reached.

As a result of the aforementioned effects, CSAV paid all of its lines of credit (US$ 350 million) in January 2012 with its main shareholders Quiñenco S.A. and Marítima de Inversiones S.A.

4. As indicated in Note 22 Financial Liabilities in the Consolidated Financial Statements, as of December 31, 2011, the parent company was not in compliance with some covenants related to the Company's equity, which as a result of the capital increase collected to date—and in accordance with the remedy periods established in the contracts—are rectified as follows:

Financial Entity	Covenant	Condition	dic-11	Dec-11 with increase of US$788 million (4)	Dec-11 with increase of US$1.1 billion and excluding SAAM (5)
AFLAC	Leverage Ratio	Leverage Ratio not greater than 1 (1)	1,83	0,79	0,76
	Interest Coverage Ratio (ICR)	Minimum 2.5 (1)	(30,68)	(30,68)	(30,68)
	Minimum Cash	Minimum ThUS$ 50,000 (1)	ThUS$ 173,016	ThUS$ 610,645	ThUS$ 779,245
Bonds payable (Banco Chile)	Indebtedness Ratio (Consolidated)	Not greater than 1.2	2,39	0,79	0,79
	Equity (Net)	Minimum ThUS$ 350,000	ThUS$ 604,295	ThUS$ 1,391,924	ThUS$ 1,092,505
BNP Paribas S.A. (Mandated Lead Arranger) and Crédit Industriel et Commercial (Co-Arrangers) (2)	Equity / Asset Ratio	Minimum 30%	19%	38%	37%
	Debt Service Coverage Ratio	Mínimo 1,35	1,53	5,42	6,91
	Minimum Cash	Mínimo MUS$ 150.000	ThUS$ 173,016	ThUS$ 610,645	ThUS$ 779,245
BNP Paribas S.A. (Mandated Lead Arranger) y The Export-Import Bank of Korea and Crédit Industriel et Cmmercial (Co. Arrangers) (2)	Razón Patrimonio / Activos	Mínimo 30%	19%	38%	37%
	Razón Caja / Costos Financieros	Minimum 1.35	1,53	5,42	6,91
	Caja Mínima	Minimum ThUS$ 150,000	ThUS$ 173,016	ThUS$ 610,645	ThUS$ 779,245

(1) The condition must be met as of December 31 of each year.

(2) Loans obtained in 2009.

As can be observed, with the capital subscribed and paid as of February 10, 2012, and with the second round of preferential options, set to end February 15, 2012, still pending and with the capital reduction resulting from compliance with the condition precedent, the Company has rectified and complies with all covenants, except for the interest coverage ratio in the loan agreement with American Family Life Assurance Company of Columbus (AFLAC). However, the contract establishes a grace period of 24 months, beginning January 1, 2012, for reestablishing compliance with the covenants the Company has failed to meet.

5. The Company's covenants have been recalculated assuming that the capital increase of US$ 1.1 billion will be collected and, therefore, that the split will occur. With this situation, the Company will comply with all financial restrictions with the exception of the aforementioned interest coverage ratio with AFLAC, which has a grace period of 24 months for rectification.

Between January 1, 2012 and the issuance of these financial statements, no other significant events of a financial or other nature have occurred that could impact the appropriate presentation and/or interpretation of the Company's financial statements.

KPMG

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Independent Auditors' Report

The President and Board of Directors
Compañía Sud Americana de Vapores S.A.:

1. We have audited the accompanying classified consolidated statement of financial position of Compañía Sud Americana de Vapores S.A. and subsidiaries as of December 31, 2011 and 2010, and the related consolidated statements of income by function, comprehensive income and cash flows (indirect), and the statement of changes in net equity for the years then ended. These consolidated financial statements (including the accompanying notes) are the responsibility of the Company's management. Our responsibility is to express an opinion on these consolidated financial statements based on our audits. We did not audit the financial statements of certain subsidiaries which represent at a consolidated level 1.56% and a 2.00% of the total assets at December 31, 2011 and 2010, respectively, and 0.89% and a 1.07% of the operating revenues for the years ended December 31, 2011 and 2010, respectively. In addition, we did not audit the financial statements of certain associates, accounted for under the equity method, represent a total investment of ThUS$34,457 and ThUS$40,548 as of December 31, 2011 and 2010, respectively, and total net equity in earnings of ThUS$14,696 and ThUS$9,951, respectively, for the years then ended. Those statements were audited by other auditors whose reports have been furnished to us, and our opinion, insofar as it relates to the amounts included for such related companies, is based solely on the reports of the other auditors.

2. We conducted our audits in accordance with auditing standards generally accepted in Chile. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by the management, as well as evaluating the overall financial statement presentation. We believe that our audits and the reports of the other auditors provide a reasonable basis for our opinion.

3. In our opinion, based on our audits and the reports of the other auditors, the consolidated financial statements referred to above present fairly, in all material respects, the financial position of Compañía Sud Americana de Vapores S.A. and subsidiaries as of December 31, 2011 and 2010, and the results of their operations and their cash flows for the years then ended, in conformity with International Financial Reporting Standards.

KPMG

4. The accompanying consolidated financial statements as of December 31, 2011, have been prepared assuming that the Company will continue as a going concern. As it can be read in the consolidated financial statements for the year ended as of December 31, 2011, the Company incurred a loss from continuing operations, a loss for the period and a negative net cash flows used in operating activities of MUS$959,524, MUS$1,239,483 and MUS$959,246, respectively, as consequence, mainly, of the decrease in freight rates and the increase in oil prices, faced by the shipping industry during 2011, that raise substantial doubt respect to its ability to continue as a going concern. Management's plans in regards to these matters are described in the Notes N°32, N°40 and N°43 of these financial statements. The consolidated financial statements do not include any adjustments that might result from the outcome of this uncertainty.

5. The above translation of the auditors' report is provided as a free translation from the Spanish language original, which is the official and binding version. Such translation has been made solely for the convenience of non-Spanish readers.

Benedicto Vásquez Córdova

KPMG Ltda.

Santiago, February 10, 2012.

Reasoned Analysis

1. Analysis of the Consolidated Financial Statements

The 2011 financial statements have been negatively impacted by the continual decline of the world economy and the growing uncertainty and volatility prevailing in the markets for the last five quarters. See sections on Market Situation and Market Risks.

	2011	2010
Selected Financial Figures (US$ millions)		
Total Sales	5,151	5,214
Operating Loss (Income) (1)	-1,000	240
Net Loss (Profit) (2)	-959	182
EBITDA (3)	-919	326
Discontinued Operations	-280	
(Loss) Profit Attributable to Owners	-1,250	171
Total Assets	3,180	3,218
Financial Debt (4)	1,059	794
Fleet as of December 31		
Container Ships (No. of Vessels)	77	157
Nominal Capacity (thousands of TEUs)	347	584
Containers (thousands of TEUs)	520	643
Special Services (No. of Vessels)	9	29
Own Fleet Containerships (No. of Vessels)	13	8
Nominal Capacity (thousands of TEUs)	80	41
Own Fleet Containerships (No. of Vessels)	2	2
Fleet from Discontinued Operations as of December 31		
Container Ships (No. of Vessels)	44	
Nominal Capacity (thousands of TEUs)	195	
Special Services (No. of Vessels)	13	

(1) Gross margin + administrative expenses + profit (loss) from affiliates (excludes nonrecurring losses from restructuring (discontinued operations))

(2) Excludes nonrecurring losses from restructuring (discontinued operations)

(3) Bottom-up, excludes nonrecurring losses from restructuring (discontinued operations)

(4) Other current and non-current financial liabilities less FX hedges

BALANCE SHEET

As of December 31, 2011, total assets decreased by ThUS$ 38,650 compared to the prior year, resulting in a balance of ThUS$ 3,179,509. This variation is explained by decreases of ThUS$ 560,558 in current assets and an increase of ThUS$ 521,908 in non-current assets.

The decrease in current assets of ThUS$ 560,558, or 39.6%, can be attributed mainly to the decrease in cash and cash equivalents of ThUS$ 350,516 because nearly the entire capital increase was held in cash balances as of December 2010, while as of December 2011 the Company had lower cash balances due to losses recorded during the year. In addition, the decrease in other current non-financial assets of ThUS$ 26,569 can be attributed to the fact that a considerable balance of vessel rental payments paid in advance as part of the financial restructuring in 2009 was still on the books; to a decrease in inventory of ThUS$ 56,398 basically because the operating fleet was reduced in comparison to December 2010; and to decreases in trade receivables and current tax assets of ThUS$ 121,279 and ThUS$ 15,919, respectively.

The increase in non-current assets of ThUS$ 521,908 is due principally to an increase in deferred tax assets of ThUS$ 142,875 as a result of the losses incurred during the year; a net increase in property, plant and equipment of ThUS$ 336,739; an increase in equity method investments of ThUS$ 16,842 primarily because of profits from these investments over the year; and, lastly, an increase in other non-current financial assets of ThUS$ 23,053 explained almost entirely by the increased variations in the derivative for the Aflac loan.

Current liabilities increased by ThUS$ 589,309 over December 31, 2010, primarily because of an increase in current payables to related companies of ThUS$ 341,460 from bridge loans (for ThUS$ 350,000) provided by the Company's controllers and an increase in other current provisions of ThUS$ 211,470 mainly because of provisions for restructurings and onerous contracts as part of the Company's Restructuring Plan. These increases were partially offset by decreases in current tax liabilities of ThUS$ 11,784 and in other current non-financial liabilities of ThUS$ 74,263 due basically to a decrease in operating revenue in transit.

Non-current liabilities increased ThUS$ 155,218 over December 31, 2010, explained almost entirely by the increase in other non-current financial liabilities after making principal payments on bonds and other miscellaneous debt, and the increase in financing for new vessels.

The Company's net equity decreased by ThUS$ 783,177, due basically to losses incurred over the year, net of the capital increase. However, in order to cope with the adverse circumstances present in the industry and strengthen the Company's financial position, an important Restructuring Plan and a very significant Financial Strengthening Plan were approved for US$ 1.2 billion (see Notes 32 and 40 to the financial statements, respectively).

These plans will not only enable the Company to increase its equity and liquidity by more than US$1.2 billion, allowing for the split of SM-SAAM, but will also improve its medium and long-term commercial and operational position. As of February 10, 2012, funds totaling US$ 788 million had already been raised.

STATEMENT OF INCOME

In 2011, CSAV's operations were strongly affected by negative trends in the containershipping business. The industry conditions significantly affected the Company's operations. During 2010 and early 2011, CSAV considerably expanded its transport capacity, almost doubling its 2009 capacity. However, transported volumes were significantly less than expected, resulting in low vessel usage levels, similar to those observed in 2009.

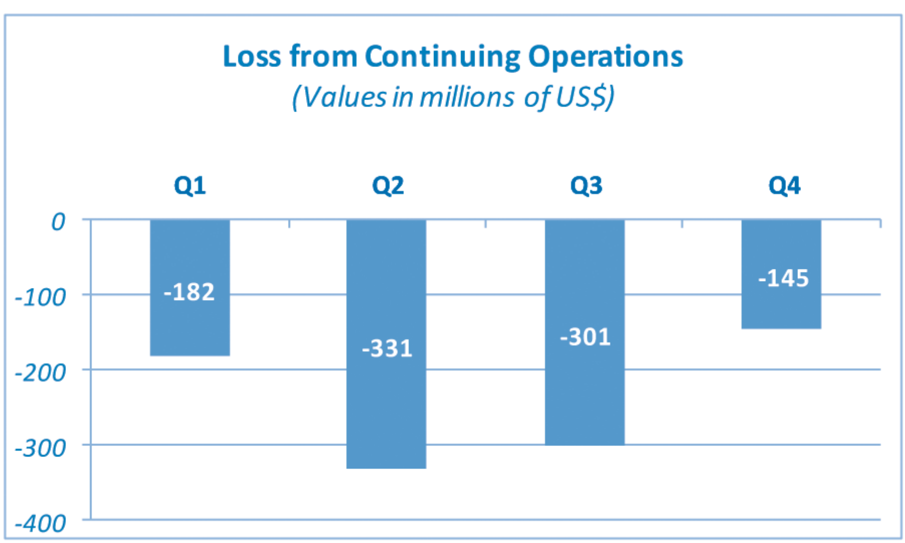
The growing oversupply of vessels in the containershipping industry produced strong competition and very sharp drops in freight rates along most routes operated by CSAV. Furthermore, important rises in fuel costs, as a result of the geopolitical instability in North Africa and the Middle East, brought freight rates, excluding cost of fuel, to very low levels—even lower than figures seen during the 2009 crisis, which at that time were the worst that the industry had historically experienced.

Therefore, the significant drop in earnings from CSAV's continuing operations is explained primarily by the important decrease in margins from containership services and increased installed capacity that could not be used as expected (lower vessel usage).

Continuing Operations

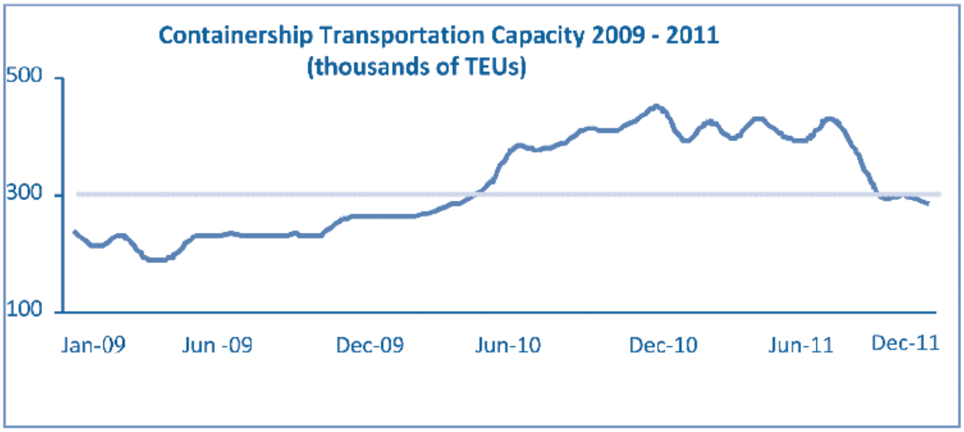
Losses from Continuing Operations were significantly less in the fourth quarter of 2011, reaching ThUS$ 145,310 versus ThUS$ 300,825, ThUS$ 331,427 and ThUS$ 181,982 recorded for the third, second and first quarters, respectively.

Although the improvement, due mainly to the restructuring plan (see Note 32 to the financial statements) is still not sufficient, CSAV has managed—in an environment where the rest of the industry as a whole is reporting significantly greater losses—to detain the increase in losses and begin to reverse them.



Composition of Gross Margin

	2011	2010	Var %
Operating Revenue			
Containership Transportation	90%	90%	
Operating Revenue	*88%*	*89%*	
Other Income (1)	*2%*	*1%*	
Special Services	10%	9%	
Shipping Revenue (US$ millions) (2)	**4,746**	**4,863**	**-2%**
Cargo and Vessel Services Revenue (US$ millions) (2)	**426**	**361**	**18%**
Operating Expenses			
Cargo and Intermodal	*28%*	*28%*	
Vessels, Ports and Canals, Containers and Other	*37%*	*37%*	
Fuel	*26%*	*24%*	
Container Ship Expenses	91%	89%	
Special Services Transport	9%	11%	
Shipping Expenses (US$ millions) (2)	**5,583**	**4,483**	**25%**
Cargo and Vessel Services Expenses (US$ millions) (2)	**316**	**272**	**16%**
Containership Transportation Capacity			
Variation Operated Capacity Containerships (3)	13%	51%	



(1) Includes vessel leases

(2) Does not include eliminations between business segments and related companies

(3) Company's average value with respect to prior year average

Consolidated operating revenue from continuing operations for the period reached ThUS$ 5,151,948, which represents a decrease of ThUS$ 62,576, or 1.2% compared to 2010. This decrease is explained by the important drops in freight rates and lower vessel usage rates. The increase in volumes transported along containership routes was more than offset by the lower freight rates over the comparison period.

• The Company's transported volume for containership services reached 3,127,650 TEU, which represents an increase of 7.5% with respect to volumes transported during the prior year. However, as a result of the Restructuring Plan, transported volume for the fourth quarter of 2011 fell 23% over the prior quarter and 28% over the same quarter in 2010.

• CSAV made important adjustments to its operating capacity after a strong period of growth between 2009 and mid-2011, at which time container transport capacity had grown to around 50% of mid-2010 capacity and almost doubled since 2009. By the end of 2011, CSAV's restructuring process had translated into a 33% reduction in capacity with respect to the beginning of the year. This reduction is expected to reach 50% in 2012 once the Restructuring Plan is fully reflected in the Company's accounting. This was done to reduce the Company's exposure to the significant losses it was recording.

• Revenue from containership services fell nearly 11% over 2010. The significant drops in freight rates observed along the diverse routes operated by the Company were only partially offset by the increased revenue and local fees charged through CSAV's agency network, thus mitigating to some degree the drops in freight rates.

Evolution of Selected Variables

Transported Volume	Q1 2010	Q2 2010	Q3 2010	Q4 2010	Year 2010	Q1 2011	Q2 2011	Q3 2011	Q4 2011	Year 2011
The Americas	345	385	446	428	1.603	420	432	434	390	1.676
Asia-Europe	131	184	231	224	771	229	226	209	100	764
Intra-Asia	101	95	97	89	383	105	97	100	81	381
Transpacific	0	0	36	70	106	83	68	6	0	157
Africa & Others	0	0	2	29	32	40	37	36	36	149
Total (thousands of TEU)	**577**	**665**	**813**	**839**	**2.894**	**877**	**859**	**785**	**607**	**3.128**

Index of Rates per TEU*	**1.637**	**1.777**	**1.983**	**1.855**	**1.830**	**1.599**	**1.561**	**1.596**	**1.778**	**1.622**
Cost of Fuel Consumed (US$/ton)	**469**	**466**	**456**	**457**	**461**	**509**	**616**	**656**	**663**	**603**
Average Voyage Duration (days)	**59**	**60**	**61**	**60**	**60**	**60**	**59**	**59**	**60**	**60**

*: Rate index calculated using the average revenue from the containership business in 2008, equal to 2000 points.

• **Analysis of Transported Volume.** During the year, transported volume decreased as the Company implemented its restructuring process. Negative market conditions made it unfeasible to continue operating AMEX and ASIAM services, which mainly serve routes between Asia and the United States; the NACSA service between Canada and Mexico; the Mare Nostrum services between China and the Mediterranean and the INDUS service that joins China and India, among other relevant changes. In early 2011, CSAV had expanded its operating capacity by nearly 40%, preparing itself to meet increased demand for global transport. The excess installed capacity was transferred to discontinued operations as a result of the restructuring plan, becoming part of the Company's restructuring costs.

The average length of voyages completed during the year and recognized in 2011 income remained constant, around 60 days. The transported volume of voyages that ended during the last quarter continues to show downward trends as a result of the significant restructuring of containership services and lower-than-expected demand. During the last quarter of 2011, voyages with total transported volume of 607,101 TEU were completed.

The costs associated with suspending and restructuring services are presented separately in the financial statements in the account "loss from discontinued operations" and include costs for leasing, storing and redelivering equipment; costs for laid-up vessels (not in use) and costs related to future losses on ship subleases, among others. As of December 31, these costs amounted to ThUS$ 279,959 (see Note 32 to the financial statements).

Routes to and from South America operated by CSAV and its subsidiaries Companhia Libra de Navegaçao (Brazil) and Compañía Libra de Navegación (Uruguay) reported a 5% increase in transported volume over 2010. Nevertheless, the last quarter of 2011 reported a drop of nearly 10% over the prior quarter as a result of the restructuring.

The Company's routes to and from the Americas represented 64% of transported volume in 2011 versus an average of 55% in 2010 and 48% in the first half of 2011. This change is one of the important outcomes of the restructuring process and the greatest focus in CSAV's historic markets.

Routes between Asia and Europe, operated mainly by the subsidiary Norasia Container Lines, are among the most affected by the negative market conditions (lower demand, overcapacity and sharp drops in rates) and have undergone a series of considerable restructurings. As a result, during the fourth quarter transported volume fell 52% over the prior quarter. Intra-Asia routes were also affected by industry's growing vessel capacity and decreased demand.

• **Analysis of Unitary Revenue.** Freight rates have continued to deteriorate beyond reasonable levels. CSAV's freight rate index for voyages completed during 2011 showed an average drop of around 11% over 2010. However, during the fourth quarter of 2011, this index increased by around 11% over the prior quarter for three main reasons: (i) an improvement in the sales mix after suspending services with lower freight rates, (ii) momentary and temporary rate hikes along certain routes between late July and September (which later resumed downward trends in subsequent months) that correspond to voyages completed during the fourth quarter and (iii) greater local fees for container transport charged by CSAV's agency network particularly during this quarter. Despite these factors, containership transport revenue is still insufficient to generate earnings.

Freight rates excluding the cost of fuel (ex-bunker rates) worsened systematically and continuously during 2011, reaching historically low levels even lower than 2009 crisis levels. In that crisis, despite sharp drops in freight rates, fuel costs remained very low as a result of the deterioration of the global economy and low oil prices.

Along CSAV's routes, the ex-bunker rate in 2011 was nearly US$400/TEU less than the average observed between 2002 and 2010 and was even less than the almost US$160/TEU recorded in 2009. If compared to the last quarter of 2011, the difference in the ex-bunker rate with respect to the 2002-2010 average is even greater, reaching approximately US$430.

In the final months of 2011, freight rates continued to show important drops, beginning to reverse themselves towards the end of December 2011. The accounting effects of these drops can be better appreciated for voyages completed during the first quarter of 2012.

Consolidated **cost of sales** increased ThUS$ 1,135,160, or 23.9%, over 2010, reaching ThUS$ 5,877,178. This important rise can be explained primarily by the costs of the Company's increased transportation capacity for diverse services, the aforementioned increase in costs as a result of greater transported volumes and a significant increase in average oil prices.

The unitary costs for cargo, containers and intermodalism increased in 2011. This increase is explained by increases in terminal costs, greater container fleet and transport costs as a result of higher fuel costs and also by the strong growth experienced by the Company up until the second quarter of 2011, which produced increased costs per container in an effort to improve vessel usage.

Despite the significant 33% adjustment to container transport capacity during 2011, average capacity increased by almost 13% with respect to the 2010 average, thus increasing cost of sales.

Fuel costs, the Company's main expense component, increased by more than US$140/ton. The average price of fuel consumed on voyages completed during the period was US$ 622/ton, or 35% higher than 2010. Fuel prices peaked at US$ 664/ton during the fourth quarter, which is US$ 200/ton greater than the same quarter in 2010 and US$ 8/ton greater than the average for the prior quarter.

Normally, fuel costs are passed on to customers through a fuel surcharge; however, given vessel overcapacity and intense competition in the distinct markets, little to none of this cost has been passed on. As a result, the rise of over US$140 per ton during the year has been absorbed almost entirely by the Company, thus negatively affecting results.

The negative impact of this trend in fuel costs combined with the unfavorable market conditions in the containership industry have had a direct impact on the Company's operating margin, given the fact that it was unable to pass on this cost increase in freight rates in 2011.

The benefits of the restructuring process were first seen in the final quarter of 2011. The measures implemented to address the difficult market conditions, including restructuring and discontinuing services and implementing joint operations with other important global carriers, were first seen in the fourth quarter of 2011.

	Q4-10	Q1-11	Q2-11	Q3-11	Q4-11
Operating loss container shipping (USD / Teu) [1]	(19)	(235)	(424)	(426)	(275)
Change in ex - bunker rate (USD / teu) over Q4-10 [2]		(236)	(371)	(398)	(382)

Notes: (1) Internal management report

(2) Evolution of continued operations

As can be seen in the table above, the unitary loss from containership services fell significantly beginning with the last quarter of 2011. In effect, after peaking at US$ 426/TEU in the third quarter, it fell to US$ 275 in the fourth quarter. The positive effects of the restructuring of services can already be seen in the fourth quarter of 2011 since the unit loss decreased by US$ 151/TEU over the prior quarter.

The ex–bunker rate for the fourth quarter of 2011 fell by US$ 382/TEU compared to the fourth quarter of 2010. If the same market conditions and the ex-bunker rates observed in the fourth quarter of 2010 had continued, the containership operations would have posted profits of US$ 107/TEU versus a loss of US$ 19/TEU during the fourth quarter of 2011. The operating cost structure (fixed and variable) reports consistent and sustained reductions once the Restructuring Plan was implemented.

Special services. CSAV operates special services that include automobile transport, refrigerated bulk cargo, solid bulk cargo and liquid bulk cargo. Of these, automobile transport and refrigerated cargo are the most important, together representing 9% of the Company's consolidated revenue.

Automobile transport was severely affected by the drop in global demand observed in 2011, as a result of sluggish economic activity in Europe, the slow recovery of demand in the United States and the political instability in North Africa and the Persian Gulf, coupled with the negative effects of the earthquake in Japan on production and exports in that country, one of the world's main producers and exporters of automobiles, which only began to recover in August 2011.

The decreases in global demand and supply explained above have adversely affected global demand for vehicle transport, thus affecting vessel usage. This is coupled with the strong increase in fuel prices described above, which has also negatively affected profits from vehicle transport services.

CSAV Panamá, a subsidiary engaged in bulk refrigerated cargo transport, primarily from Chile to the United States and Europe, continued to experience a drop in transported volume. This is due to bulk cargo transport being replaced by containers, which is seen more and more with this type of product. This trend is expected to continue as long as lower transport costs, increased frequency and the possibility of smaller lots make refrigerated containers an increasingly attractive alternative. Refrigerated cargo transported in containers increased during the same period, nearly offsetting the drop in volumes of bulk refrigerated cargo.

As a result, the **gross margin** from continuing operations in 2011 was a loss of ThUS$ 725,230, which was ThUS$ 1,197,835 less than the gross margin recorded for the same period in 2010 (profit of ThUS$ 472,605).

Administrative expenses amounted to ThUS$ 314,630, which represents an 18.8% rise compared to the same period in 2010. This sharp rise can be explained mainly by growth in the organizational structure between late 2010 and mid-2011, due to the Company's increased activity and increased inflation in the Company's chief operating markets. During 2010, the Company expanded its network of company-owned agencies and significantly increased its sales force and customer service staff in order to enhance customer service, strengthen its commercial presence in its main markets and increase revenue from shipping transport. Starting with the second half of 2011, as part of the restructuring process, CSAV began to adjust its administrative structure, reducing personnel by nearly 12% as compared to its mid-year staff figures.

The account other gains (losses) reported a variation between periods of ThUS$ 24,207, recording a loss of ThUS$ 9,484 as of December 31, 2011. This variation resulted basically from the loss of ThUS$ 10,256 recognized on the sale of the vessel Maule, partially offset by other miscellaneous income. In 2010, the gain generated was due primarily to a gain recorded on the sale of shares in CCNI of ThUS$ 2,250 and negative goodwill of ThUS$ 6,839.

Accordingly, **the Company recorded a net loss before taxes from continuing operations of ThUS$ 1,040,547,** which is ThUS$ 1,258,379 less than the profit of ThUS$ 217,832 recorded for the same period in 2010.

In 2011, the Company recorded a positive income tax base of ThUS$ 81,023 due to deferred taxes as a result of losses during the period. The variation of ThUS$ 117,352 over the prior year is because of the difference in results between both periods. The Company recorded an income tax refund from discontinued operations of ThUS$ 26,850.

Discontinued Operations

As a result of the restructuring plan (see more details in Note 32 to the financial statements), the Company recorded nonrecurring losses from discontinued operations, after taxes, of US$ 280 million in 2011 (US$ 235 million in the fourth quarter of 2011). Of the total nonrecurring losses from discontinued operations, US$ 205 million were due to provisions for losses for the year 2012.

The nonrecurring losses from discontinued operations are substantial, but are a result of the magnitude of the changes that had to be made to CSAV's business model in order to—given its structure, organization and capital—make its main business competitive and efficient.

CSAV believes that these measures and the resulting nonrecurring losses from discontinued operations, together with a reasonable normalization of markets, can improve the Company's position and earnings and thus enable it to better face the future. The Company's new business model and cost structure put it in a better position to benefit when ex-bunker rates return to historically normal industry levels. It is important to clarify that if this does not occur, at least partially, CSAV and its industry counterparts will continue to report operating losses. This is a reflection of the fact that current ex-bunker rates do not allow the industry to reach equilibrium, which makes it unstable.

SAAM: Analysis of Consolidated Results for Sudamericana, Agencias Aéreas y Marítimas S.A.

Sudamericana, Agencias Aéreas y Marítimas S.A. and its subsidiaries (SAAM) provides port services such as stowage and destowage, tugboat, maritime agencying and container deposit and repair services, among others, at several ports located in the Americas.

SAAM continues to perform favorably, increasing sales and net income over the same period in 2010.

Consolidated sales revenue increased ThUS$ 64,527, or 17.86%, over 2010, reaching ThUS$ 425,841. Cost of sales increased ThUS$ 44,685, or 16.4%, over 2010, reaching ThUS$ 316,446.

The gross margin as of December 31, 2011 reached ThUS$ 109,395, surpassing the gross margin recorded in the comparison period (ThUS$ 89,533) by ThUS$ 19,842 or 22.16%.

The increase of ThUS$ 19,842 in SAAM's gross margin is explained by the increase in the gross margin for tugboat services of ThUS$ 7,002, for port services of ThUS$ 1,724 and for logistics and other services of ThUS$ 11,116:

A) The increase in the gross margin for tugboat services of ThUS$ 7,002 can be explained mainly by:

• An increase in the margin of ThUS$ 10,312 in Mexico as a result of the increase in the number of vessels serviced in concessioned ports (4,991 vessels in 2011 vs. 4,606 in 2010), which has allowed it to maintain its market position in Mexican ports and the increase in the number of tugboats providing services (6 units in 2011 vs. 5 units in 2010), which together with the increase in rates for this services, has generated an important rise in sales. Also worth mentioning is the change in the estimated useful life for tugboats, leading to a positive adjustment in depreciation for the year of ThUS$ 2,100.

• An increase in the margin in Chile of ThUS$ 854, as a result of 599 more work sites in the Northern Zone (ports of Arica, Iquique, Antofagasta, Mejillones and Chañaral); the Central Zone (ports of Coquimbo, Quintero, Valparaíso and San Antonio); and the Southern Zone (ports of Talcahuano, Puerto Montt, Puerto Chacabuco and Punta Arenas).

• A decrease in the margin in Brazil of ThUS$ 1,472, where greater revenue from increased operating activity did not offset the rise in operating costs impacted by exchange rates.

B) The increase in the gross margin for port services of ThUS$ 1,724 can be explained mainly by:

• An increase in the margin in Ecuador of ThUS$ 1,300, primarily because more TEUs were moved as a result of that country's economic growth. Market share has also remained steady. Increased revenue as a result of a 2.7% rise in vessels serviced during the year (308 in 2011 and 300 in 2010), which translated into an increase of 11% in the number of boxes moved, reaching 173,577 units in 2011 versus 156,462 units in 2010. Costs increased proportionately to revenue because of increased activity.

• An increase in the margin in the United States of ThUS$ 825, mainly due to an increase in the TEU moved during 2011. Increased revenue as a result of a 4% rise in vessels serviced during the year (319 in 2011 and 308 in 2010), which translated into an increase of 10% in the number of boxes moved, reaching 95,482 units in 2011 versus 86,929 units in 2010.

• A decrease in the margin in Chile of ThUS$ 401. The results of Iquique Terminal Internacional S.A. were negatively impacted by lower volumes moved (2,160,781 tons in 2011 vs. 2,129,129 tons in 2010) and a smaller number of vessels serviced (360 in 2011 vs. 398 in 2010). This was partially mitigated by a marginal increase (0.9%) in the number of containers moved (134,498 in 2011 vs. 133,319 in 2010). In summary, total tonnage for the year was 1.5% less than in 2010.

This drop can be explained by two factors: the temporary closure of Site 3 in July 2011 to perform seismic reinforcement work (vessels normally serviced at this site were transferred to the EPI wharf) and the 34-day strike in Iquique between May and June 2011.

Variable costs increased by 36% over 2010 as a result of the increase in personnel costs because of a collective bargaining agreement and the worker strike mid-year; the increase in equipment maintenance costs because of their age; and the loss of productivity because ship size increased. This rise in variable costs is proportionally greater than the decrease in total volume. All of these factors were exacerbated by low exchange rates.

Fixed costs in 2011 reached ThUS$ 7,569, which represents an increase of ThUS$ 1,400 or 22.7% over 2010 (ThUS$ 6,168) and is explained in part by the increase in depreciation for a fourth PostPanamax mobile crane commissioned in February 2011.

C) The increase in the gross margin for logistics and other services of ThUS$ 11,116 can be explained by:

An increase in container deposit and repair services due to increases in containers in/out (16,517), containers repaired (10,065) and TEUS of portage (27,021).

• An increase in logistics and distribution services for refrigerated goods resulting from an increase of 333,658 tons stored in chambers, an increase in stored volume of 305,985 M3 and of 4,717 route voyages.

SAAM's administrative expenses for 2011 amounted to ThUS$ 51,894, which represents a rise of ThUS$ 6,146, or 13.43%, compared to 2010.

Finance costs reported a variation between periods of ThUS$ 3,130, recording a balance of ThUS$ 9,537 as of December 31, 2011. This variation resulted basically from the increase in interest on the resources secured from banks to finance SAAM's investment plan.

SAAM recorded before-tax profits of ThUS$ 77,890, which is ThUS$ 11,574 or 17.45% greater than the before-tax profits of ThUS$ 66,316 recorded in 2010.

As of December 31, 2011, the Company's principal indicators have performed as follows:

LIQUIDITY INDICATORS

Current Liquidity Ratio: This ratio has decreased significantly as compared to December 2010, mainly due to a decrease in current assets (ThUS$ 560,558) and an increase in current liabilities (ThUS$ 589,309).

Acid Ratio: This ratio decreased by 0.44 percentage points in comparison to December 2010, due to a decrease in available resources (ThUS$ 350,516) and an increase in current liabilities (ThUS$ 589,309).

INDEBTEDNESS INDICATORS

Indebtedness: This ratio increased by 2.94 percentage points compared to December 2010 due to an increase in current liabilities of ThUS$ 744,527 and a decrease in net equity of ThUS$ 783,177 (due to the losses recorded during the year, net of the capital increase).

• Short-Term Indebtedness: This indicator has increased slightly compared to December 2010 mainly due to the fact that current liabilities have increased more than total debt.

• Long-Term Indebtedness: Unlike the previous indicator, this ratio has decreased slightly because long-term debt increased proportionally less than the increase in total debt.

• Interest Coverage: This ratio has decreased and become negative with respect to the same period in 2010 due to the losses recorded in 2011.

PROFITABILITY INDICATORS

Return on Equity: This ratio has decreased and become negative with respect to the same period in 2010 due to the losses recorded in 2011.

Return on Assets: This ratio has decreased and become negative with respect to the same period in 2010 due to the losses recorded in 2011.

Return on Operating Assets: This ratio has decreased and become negative with respect to the same period in 2010 due to the losses recorded in 2011.

Dividend Yield (amounts in US$ cents): The dividend yield has increased as a result of dividends distributed in April 2011, charged to profits for the year 2010.

Earnings per Share (amounts in US$ cents): This ratio has decreased and become negative with respect to the same period in 2010 due to the losses recorded in 2011.

Market Value of Shares (amounts in Ch$): The share value decreased by Ch$ 479.70 compared to December 2010. As of December 31, 2011 the share price was $102.23.

2. Difference between Commercial and Book Values of Assets

The financial statements as of December 31, 2011 have been prepared in conformity with international financial reporting standards approved by the Superintendency of Securities and Insurance, the regulatory agency that supervises the Company. Given the long-term nature of the Company's assets and the correction being experienced by the shipping industry, it is difficult to determine the true relationship between the book and economic values of the Company's principal assets.

3. Market Situation

As reported in prior financial statements, the adverse market situation that has been affecting CSAV and the shipping industry since the last quarter of 2010 continues to negatively impact results and liquidity.

The negative market situation for the shipping industry has significantly deteriorated throughout 2011. As a result, the container shipping industry continues to be seriously affected by; the negative global economic scenario in terms of demand and global economic growth, and particularly growth of developed countries, (ii) the growing increase in the oversupply of space, (iii) the strong competition prevailing in the industry during 2011, which forced freight rates to fall beyond reasonable levels, and (iv) the significant rise in fuel costs.

• **Demand grew 7.7%, which is well below expectations, and continues to show signs of weakness**. Demand for container cargo transport showed positive trends during 2010, growing nearly 14%, which led ship owners and carriers to accelerate commissioning of new vessels in order to properly prepare for the growing demand expected for 2011. However, beginning in the last quarter of 2010, supply growth began to surpass demand and, as a result, the industry began to report growing levels of overcapacity. This process intensified beginning in the second quarter of 2011.

Demand growth was low during the second half of 2011, approaching zero towards the end of the year and in some cases becoming negative along important global routes. This leads to forecasts of little to no demand growth for the first few months of 2012.

Such growth is the result of the political turmoil that broke out in the Middle East and North Africa in early 2011—and is still underway—and the adverse effects on the world economy of the financial crises in Europe, the downgrading of the United States' country risk rating, and increasing fear of a new global recession in 2012.

• **Containership capacity has grown at expected rates, showing the first signs of adjustments**. Containership supply growth for 2011 is estimated to have reached around 7.9% with respect to January 1, 2011. For 2012, supply is expected to grow by 8%. Shipbuilding orders as of January 1, 2012 reached close to 28% or approximately 4.3 million TEU of total operating capacity as compared to 60% in mid-2008.

• **Increase in laid-up fleet (not operating)**. During the 2009 crisis, the industry overcame the difficult scenario by suspending services and laying up vessels. The laid-up vessels, which reached 12% of the world fleet, helped reduced capacity and balance demand. The current laid-up fleet has begun to increase week after week, reaching close to 286 vessels in early February 2012, which represents close to 4.9% of global capacity. This upward trend coincides with the beginning of the low season along the main routes and the large-scale announcement of suspended and discontinued services and joint operating agreements among diverse industry carriers. Most analysts expect to see a strong increase in the laid-up fleet over the next few months.

• **Freight rates fell sharply and continue to show signs of weakness and uncertainty**. Freight rates in most global markets fell sharply in 2011. A slight recovery was seen mid-year but only along certain routes and for a few weeks. However, downward trends were seen across all markets. During the last quarter of 2011, rates continued to fall, which will be reflected in the Company's and the industry's earnings during the first quarter of 2012.

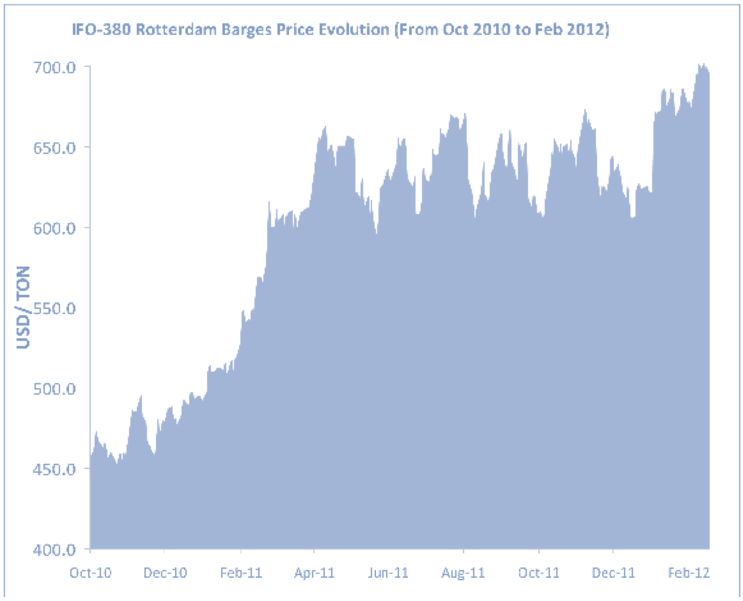
Different versions exist as to how freight rates will develop in 2012; their evolution is uncertain. The first quarter of the year is normally considered low season, so freight rates are not expected to recover during this period. However, the industry is reacting by laying up vessels, increasing joint operations with other carriers and announcing rate hikes along most global routes. All of these effects, together with the extraordinary illiquidity being experienced by most container shipping companies throughout the world may—although it cannot be guaranteed—result in important increases in freight rates in upcoming months.

Freigth Rates From China to Different Markets Evolution & SCFI Index Evolution (US$/TEU)

	Avg. Q2 2010	Avg. Q3 2010	Avg. Q4 2010	Avg. Q1 2011	Avg. Q2 2011	Avg. Q3 2011	Avg. Q4 2011	30-Dec-2011	03-Feb-12
Europe	1,869	1,826	1,474	1,216	906	809	**594**	**701**	**723**
Mediterranean	1,849	1,807	1,415	1,135	941	1,014	**794**	**714**	**775**
US West Coast	1,219	1,350	1,055	911	862	821	**742**	**846**	**910**
US East Coast	1,765	2,024	1,700	1,520	1,542	1,588	**1,367**	**1,446**	**1,479**
Persian gulf & Red Sea	979	1,177	831	780	933	927	**707**	**625**	**642**
Aust/New Zealand	1,257	921	1,020	815	764	751	**752**	**821**	**805**
East/West Africa	2,228	2,376	1,942	1,675	1,780	2,131	**2,042**	**2,011**	**2,012**
South Africa	1,488	1,496	1,170	962	860	1,089	**1,052**	**1,025**	**1,056**
South America - Brasil	2,148	2,230	1,819	1,338	1,199	1,952	**1,440**	**1,524**	**1,501**
West Japan	297	314	310	319	362	333	**333**	**334**	**323**
East Japan	297	314	310	320	364	333	**333**	**334**	**323**
Southeast Asia	330	393	226	162	219	231	**227**	**218**	**323**
Korea	201	180	156	166	214	219	**194**	**166**	**175**
Taiwan	296	255	214	202	230	156	**193**	**294**	**278**
Hong Kong	96	141	132	134	164	163	**158**	**158**	**151**
SCFI Index	**1,436**	**1,504**	**1,272**	**1,058**	**1,039**	**1,027**	**909**	**948**	**971**

Source: SCFI

• Fuel (bunker) prices remain high and firm as a result of instability in North Africa and the Middle East.

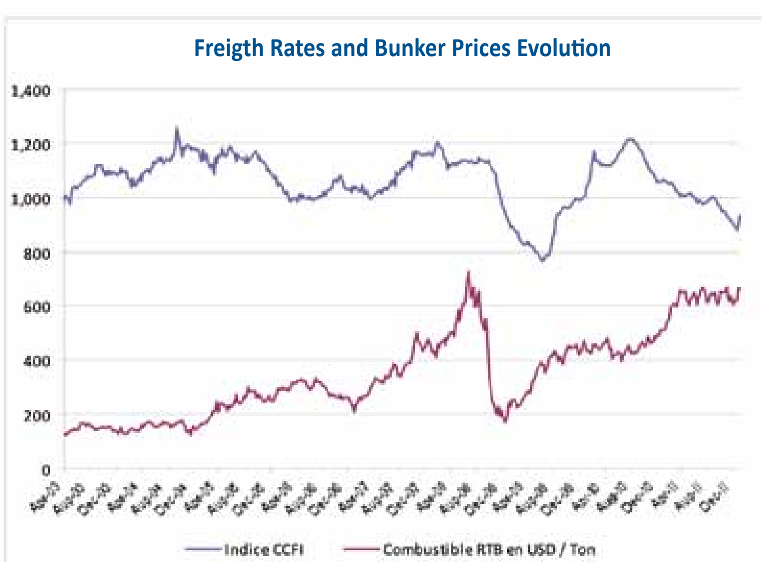


Bunker reference Price (US$/Ton)

	Avg. Q2 2010	Avg. Q3 2010	Avg. Q4 2010	Avg. Q1 2011	Avg. Q2 2011	Avg. Q3 2011	Avg. Q4 2011	30-Dec-2011	03-Feb-12
IFO 380 RTM Price	443	432	474	564	634	640	636	622	686

Source: Bloomberg

Industry margins continue to be seriously affected, reaching unsustainable levels. Fuel costs increased over 35% in 2011. As a result of this significant increase in the price of the industry's main cost component and the important drops in freight rates along all routes, freight rates excluding the cost of fuel fell to the lowest levels ever observed in the shipping industry. This is generating important losses for various carriers in the industry.



Source: CCFI and Bloomberg

Together with lower vessel usage, this sharp fall in margins is severely affecting the earnings and financial position of many all carriers, as can be seen from the publicly-available earnings reports of most listed companies.

The current situation in the container shipping industry cannot be sustained over the short, medium and long-term. All carriers—mainly as a result of freight prices excluding fuel costs being at historically low—are facing strong losses at present while their financial situation continues to severely worsen. Many carriers have ships to be delivered in 2012 and also need to cover important debt payments in the next few months. Some measures may enable the industry to avoid an even greater crisis. Some of these measures include: increasing the laid-up fleet (mentioned above), announcing new joint operating agreements between diverse global carriers, announcing rate hikes along various routes—some of which are expected to be implemented in March 2012—and making a visible change in strategy, which some industry players are doing.

• Growing uncertainty and volatility makes it very difficult to forecast the near future. Despite the preceding sections, the world economy is still in the midst of a very fragile and uncertain scenario, which has worsened in recent weeks and months. The shipping industry is not isolated from its effects. Current market conditions continue to be negative and volatile, preventing the Company from reaching equilibrium activity levels and freight rates. These conditions make any forecast of volumes, rates and costs very difficult, particularly forecasts for fuel costs.
The first quarter of each year is considered a period of lessened activity. Given the prevailing negative conditions in the market, it is very difficult to anticipate any considerable changes and/or improvements in the industry's performance.

Effects on CSAV

In ordinary and extraordinary shareholders' meetings on April 8 and October 5, 11, in the financial statements beginning with the fourth quarter of 2010 and the numerous material events and information of interest reported to the market, CSAV has repeatedly expressed that its main business (the container shipping business) was and continues to be exposed to high volatility and risk. Market conditions have still not stabilized, which can continue to produce losses.

• For the first quarter of 2012, the effects of the restructuring in progress should help to partially offset the significant drops in freight rates and rises in fuel costs observed in late 2011. Voyages completed during the first quarter of 2012 will reflect not only the continued reductions in freight rates observed throughout markets beginning in October 2011, but also the sustained high fuel costs and the decreased demand observed along different routes. Reductions in the cost structure will not be sufficient to offset the effects of lessened demand and lower margins.

It is important to mention that the significant market volatility and fluctuations in the shipping industry could continue to affect CSAV's results.

4. Analysis of Cash Flows

During 2011, cash and cash equivalents experienced a net decrease of ThUS$ 350,516 over the same period in 2010 primarily because of losses recorded during the year.

It should be noted that negative net cash flows from operating activities amounted to ThUS$ 959,246, which is ThUS$ 835,441 greater than the prior year net flow, explained primarily by the increased losses recorded in 2011.

Financing activities generated positive net cash flows of ThUS$ 1,041,275, which represents an increase compared to the positive net cash flows of ThUS$ 662,734 during the same period in 2010. The Company's primary financing activities during 2011 include: increasing capital by ThUS$ 496,474 as a result of the capital increase finalized in July 2011 and securing new loans for (i) vessel financing of ThUS$ 229,191 through a syndicated loan led by BNP Paribas, (ii) loans from its parent companies (Quiñenco S.A. and Marítima de Inversiones S.A.) for ThUS$ 369,950 and (iii) a bridge loan from Banco Bladex for ThUS$ 100,000 and (iv) other loans from subsidiary SAAM for ThUS$ 38,152. In addition, payments were made on: (i) vessel financing totaling ThUS$ 61,419, (ii) bonds totaling ThUS$ 6,233, (iii) debt with related companies totaling ThUS$ 20,080 and (iv) other minor debt of several subsidiaries totaling ThUS$ 33,859. The Company also paid dividends charged to 2010 of ThUS$ 43,729.

Investing activities generated negative cash flows of ThUS$ 430,757 compared to negative cash flows of ThUS$ 323,772 during 2010. The main movements can be explained by (i) additions to property, plant and equipment of ThUS$ 528,011 as a result of advances paid on construction of containerships for ThUS$ 456,502, construction and maintenance of tugboats for ThUS$ 54,936 and several other minor purchases ThUS$ 16,573; (ii) the net purchase of a 25% share in Iquique Terminal Internacional for ThUS$ 17,713; (iii) the sale of the MN Maule (ThUS$ 87,857) and other minor disposals for ThUS$ 16,342, and (iv) dividends received from affiliates of ThUS$ 16,230.
As cash requirements have been greater than anticipated in early 2011, CSAV has taken the following measures necessary to ensure its short, medium and long-term financial stability. The main measures, detailed in Notes 40 and 43 to the financial statements, are listed below:

Bridge credit facilities for US$ 350 million obtained from majority shareholders Quiñenco S.A. and Marítima de Inversiones S.A.

Capital increase and split.
Increase the Company's capital by US$ 1.2 billion in order to address adverse market conditions and strengthen the Company's medium and long-term financial, operating and commercial position. CSAV has requested and obtained (i) an expression of intent from majority shareholder Quiñenco S.A to exercise its preferential right and subscribe up to US$ 1 billion; and (ii) an expression of intent from majority shareholder Marítima de Inversiones S.A. to subscribe US$ 100 million; both cases ((i) and (ii)) are subject to the condition that the following division of CSAV is approved.
Separate the maritime cargo transport business from the vessel and cargo services business. Subject to subscription and payment of at least US$ 1.1 billion of the capital increase mentioned above, CSAV will be split, forming a new corporation that will hold 99.99% of the shares of subsidiary Sudamericana Agencias Aéreas y Marítimas S.A.

Restructure shipping services, which includes closing or suspending services, forming operating alliances or providing services jointly with other

5. Analysis of Market Risk

As explained in the section Market Situation, the principal business risk that the Company faces stems from the possibility of deteriorating demand for container transport and/or an increase in the supply of transport capacity, as well as an increase in the price of oil. Other important risks that may affect the industry stem from competitive behavior of the diverse industry players, asset obsolescence, pollution and regulatory changes.

We are aware of certain demand-related risks such as those affecting Western developed economies, but Asian economies, which today remain the driving force behind global growth, could also overheat or a bubble could form, or, despite continued healthy growth, these markets could turn inwards, engaging the domestic economy instead of exporting, which would also affect demand for transport. In terms of supply, operating capacity grew sharply throughout 2010 and 2011, with more than 286 vessels, or 4.9% of global capacity, still laid up (during the 2009 crisis laid-up capacity reached 12%). The risks of weakening demand and increasing supply could also occur simultaneously, as we experienced in 2011. Rates, margins and volumes and, as a result, financial results in general, are increasingly exposed to significant risks.

It is risky to make forecasts involving oil. One thing is clear: Oil has seen major variations in recent years and could experience similar or even greater fluctuations in the future. The current instability in the Middle East and North Africa increases volatility and risk.

In previous reports, we have already described the brisk fluctuations in oil prices, tripling or dropping to one third of their value within brief periods of time.

The principal risk surrounding oil stems from its enormous price volatility, demonstrated by these fluctuations. At present, fuel hedges for fixed-term sales contracts and a known volume are minimal (see the note on Derivatives Contracts), but the risk of fluctuation continues to affect the Company as it currently constitutes its principal expense.

Although the Company, along with the rest of the industry, charges its customers a fuel surcharge, since demand is so volatile and weak, its effects (including overreaction by competitors) on rate reductions have not allowed increased fuel costs to be passed along to customers during 2011. As a result, freight rates fall while fuel costs rise.

In relation to interest rate risks, although the Company has invested in bonds and secured loans from financial institutions at fixed interest rates, as described in Note 22, most of its loans have floating rates. Current low interest rates work in our favor, but we remain exposed to the risk of an increase in rates, even though we have partial hedges over a certain interest rate level.

Regarding exchange rate risks, most of the Company's operating revenues and expenses are in US dollars and, to a lesser extent, in Chilean pesos, Brazilian real and Euros, among other currencies. These last currencies have shown significant variation in recent months, affecting certain operating and administrative costs.

Assets and liabilities are generally expressed in US dollars. However, the Company has assets and liabilities in other currencies, detailed in Note 33 Chilean and Foreign Currencies.

CSAV Financial Indicators from the Consolidated Balance Sheet

		Formula	Dec-11	Dec-10
Current Liquidity	=	Current Assets / Current Liabilities	0,552	1,478
Acid Ratio	=	Available Resources / Current Liabilities	0,112	0,547
Indebtedness	=	Total Liabilities / Shareholders' Equity	4,262	1,319
		Short-term Debt / Total Debt	0,601	0,523
		Long-term Debt / Total Debt	0,399	0,477
Interest Coverage	=	Income Before Taxes and Interest / Financial Expenses	-26,855	6,117
Return on Equity	=	Net Income (Loss) / Average Shareholders' Equity	-1,255	0,168
Return on Assets	=	Net Income (Loss) / Average Assets	-0,391	0,063
Return on Operating Assets	=	Operating Income (Loss) for the Period / Average Operating Assets (1)	-0,363	0,084
Dividend Yield (in US$ cents)	=	Dividends Paid in the Last 12 Months / Market Value of Shares	5,876	0,000
Earnings per Share (in US$ cents)	=	Net Income (Loss) / Number of Shares	-0,438	0,084
Market Value of Shares (in Ch$)	=		102,23	581,93

(1) Operating assets are defined as total assets less deferred taxes and intangible assets

Total Assets	As of:	Dec-11	dic-10
(in thousands of US dollars)			
Current		854,559	1,415,117
Property, Plant and Equipment		1,579,425	1,242,686
Other Assets		745,525	560,356
Total Assets		**3,179,509**	**3,218,159**
Increases / Decreases for:			
Property, Plant and Equipment:			
Purchases		528,011	328,242
Sales		104,199	32,671
Investments in Subsidiaries:			
Investments		17,713	38,593
Net Profit (Loss)		39,678	31,869
TEUS mobilized		**3,128**	**2,894**
(in thousands)			
Statement of Income			
(in thousands of US dollars)			
Operating Revenue:			
Shipping Sector		4,790,693	4,872,323
Port, Agencying and Other Sectors		361,255	342,300
Cost of Sales:			
Shipping Sector		-5,608,766	-4,489,385
Port, Agencying and Other Sectors		-268,412	-252,633
Costs:			
Administrative		-314,630	-264,829
Financial		-48,370	-42,570
Results:			
Operating		-1,039,860	207,776
Non-Operating		-199,623	-26,273
EBITDA before EI (2)		-919,342	325,880
Income Taxes		107,873	-36,329
Income (Loss) Attributable to Shareholders		-1,249,775	170,820

(2) Earnings before taxes, interest, depreciation, amortization and extraordinary items.

RELEVANT EVENTS

Compañía Sudamericana de Vapores has reported the following relevant events during the fourth quarter of 2011:

a) Letter from CEO dated February 23, 2011

On February 23, 2011, Mr. Jaime Claro Valdés presented his resignation as Chairman and Director of Compañía Sud-Americana de Vapores S.A.

In accordance with the last paragraph of article 32, Law 18,046 on Corporations, his replacement shall be appointed when the entire Board of Directors is renewed at the next Ordinary Shareholders' Meeting to be held by the Company.

b) Letter from CEO dated March 15, 2011
At a meeting of the Board of Directors held today, the following matters were unanimously approved:

1. Appointment of Director, Chairman and Chief Executive Officer: The Board of Directors appointed the current Chief Executive Officer, Mr. Juan Antonio Alvarez Avendaño, as Chairman and Director of the Company until the next Ordinary Shareholders' Meeting and appointed Mr. Arturo Ricke Guzmán to the position of Chief Executive Officer. Mr. Ricke, who holds a degree in business administration, was the Company's Shipping Business Manager prior to this appointment and before that was the Regional Manager for Europe based in Hamburg.

2. Capital increase of US$500 million: together with the summons for the Ordinary Shareholders' Meeting, the Company called an Extraordinary Shareholders' Meeting for April 8, 2011 to be held in its offices in Valparaíso, Plaza Sotomayor 50, immediately following the ordinary meeting scheduled for 11:00 a.m. on that same date at the same location.

The following matters are to be addressed in this extraordinary meeting:

a. To agree upon a capital increase of US$ 500,000,000 or another amount determined by shareholders, by issuing shares, which shall be subscribed and paid within the time period established by the shareholders;

b. To maintain, modify or nullify the portion of the capital increase approved at the Extraordinary Shareholders' Meeting on August 27, 2010 that is pending placement;

c. To acknowledge any amendment to the Company's share capital that has occurred in accordance with article 26 of the Corporations Law; and deduct from paid-in capital any share issuance and placement expenses that have arisen; and

d. To adopt the reforms to the Company's by-laws and any other agreements that are necessary or appropriate in order to carry out any of the decisions made by shareholders.

<u>3. Placement by subsidiary SAAM:</u> Request registration of the subsidiary Sudamericana, Agencias Aéreas y Marítimas S.A. and its shares in the Securities Registry of the Superintendency of Securities and Insurance and in one or more domestic stock exchanges and agree on the placement of up to 49% of the Company's shareholding in that subsidiary. For that purpose, an Extraordinary Shareholders' Meeting of shareholders of that subsidiary shall take place in the next few days for it to decide to request registration, modify the by-laws to apply standards for publicly-held corporations and other related or derived matters.

4. Contract with Celfin Capital: The Board of Directors approved a contract with Celfin Capital S.A. to carry out the capital increase and subsidiary share placement transactions referred to in points 2 and 3 above.

c) Letter from CEO dated April 8, 2011

In accordance with articles 9 and 10-2 of Law 18,045 and General Character Standard No. 30, as I am duly authorized, I hereby inform this Superintendency of the following relevant event:

1. Election of Board of Directors. In the Ordinary Shareholders' Meeting held on that date, the following individuals were elected to the Company's Board of Directors for a period of three years:

- Guillermo Luksic Craig
- Francisco Pérez Mackenna
- Gonzalo Menéndez Duque
- Juan Antonio Alvarez Avendaño
- Arturo Claro Fernández
- Baltazar Sánchez Guzmán
- Canio Corbo Lioi
- Domingo Cruzat Amunátegui
- Víctor Toledo Sandoval
- Luis Alvarez Mann
- Christoph Schiess Schmitz

2. Distribution of Dividends. In the same Ordinary Shareholders' Meeting, shareholders unanimously agreed to distribute a dividend of Ch$ 7.69228 per share.

3. Appointment of Chairman, Vice-Chairman and Directors' Committee. In a Board of Directors meeting held today, the directors unanimously agreed to appoint Guillermo Luksic Craig as Chairman and Juan Antonio Alvarez Avendaño as Vice-Chairman.

In the same meeting, in compliance with article 50 Bis. of Law 18,046, the Board of Directors unanimously appointed the following individuals to the Directors' Committee: Canio Corbo Lioi, Víctor Toledo Sandoval and Domingo Cruzat Amunátegui.

4. Capital Increase. On the same date an Extraordinary Shareholders' Meeting was held and shareholders unanimously agreed to increase the Company's capital by US$ 1,000,000,000 (one billion US dollars) by issuing 1,532,031,719 shares.

In the aforementioned meeting of the Board of Directors, the directors unanimously agreed to issue 766,015,859 shares for US$ 500,000,000 (five hundred million US dollars).

d) Letter from CEO dated May 2, 2011

In accordance with articles 9 and 10-2 of Law 18,045 and General Character Standard No. 30, as I am duly authorized, I hereby inform this Superintendency of the following Material Event that occurred at the Board of Directors' meeting held today:

• The Board agreed to create a new management position "Container Shipping Chief Executive Officer" and appointed Oscar Hasbün Martínez to the position. He will be responsible for all activities related to the container ship business. The following managers will report to Mr. Hasbün: the Route Managers (Western South American Coast, Eastern South American Coast and CSAV Norasia), the Terminals and Logistics Manager, the Cargo and Intermodal Services Manager and the Marketing and Sales Manager.

• The Board also decided to reappoint the current Chief Executive Officer as the Corporate Chief Executive Officer and the Company's legal representative, responsible for the shared service and support areas, as well as the Company's businesses other than container shipping. The following managers will report to the Corporate CEO: the Chief Financial Officer, the Research Manager, the Chief Engineering Officer (Shipbuilding), the Special Transport and Chartering Manager and the Human Resources Manager.

• Both CEOs, the Container Shipping CEO and the Corporate CEO will report directly to the Board of Directors.

• Finally, the Board of Directors agreed to create an Executive Committee, comprised of the Chairman and Vice-Chairman of the Board, the Corporate CEO and the Container Shipping CEO, which will support and coordinate the activities of both CEOs with the Company's other business areas.

e) Letter from CEO dated August 31, 2011

In accordance with articles 9 and 10-2 of Law 18,045 and General Character Standard No. 30, as duly authorized, we hereby inform this Superintendency of the following Material Event that occurred at a meeting of the Board of Directors of Compañía Sudamericana de Vapores S.A. held today: Mr. Domingo Cruzat Amunategui presented his resignation as a director of the Company.

We also inform you that his replacement will be designated shortly.

f) Letter from CEO dated August 31, 2011

Pursuant to article 147 of Law 18,046, second paragraph, letter b), we hereby inform you that, in a meeting on August 31, 2011, the Board of Directors authorized management to directly enter into contracts for services or products within the Company's line of business with the following related parties:

A) The original related parties contained in the agreement adopted at a meeting of the Board of Directors on December 15, 2009:

1. Subsidiaries and Affiliates with which the Company Engages in Related-Party Transactions:

Compañía Libra de Navegación - Brasil	
Compañía Libra de Navegación - Uruguay	
CSAV Sudamericana de Vapores (Panamá)	
Cia. Chilena de Navegación Interoceánica S.A.	
SAAM S.A.	92.048.000-4
Norasia Container Lines Ltd.	
Tollo Shipping Co. S.A.	
Odfjell y Vapores S.A.	96.840.950-6
Inversiones Plan Futuro S.A.	
Corvina Shipping Co. S.A.	
SAAM Extraportuario S.A.	96.798.520-1
Cia. Servicio de Movilización S.A.	86.712.100-5
CNP Holding S.A.	
Compañía Naviera Río Blanco S.A.	96.838.090-7
Lennox Ocean Shipping Co. S.A.	
Norgistics Brasil Op. Multimodal Ltda.	
CSAV Inversiones Navieras S.A.	99.588.400-3
Terminal Puerto de Arica S.A.	99.567.620-6
Antofagasta Terminal Internacional S.A.	99.511.240-K
Iquique Terminal Internacional S.A.	96.915.330-0
San Antonio Terminal Internacional S.A.	96.908.970-K
San Vicente Terminal Internacional S.A.:	96.908.930-0
Transportadora Austral Broom Ltd.	82.074.900-6

2. Entities with which the Company habitually conducts business where one or more directors of CSAV or its subsidiaries are related parties, either because they are directors of its parent company or a subsidiary of the other entity.

Viña Santa Rita S.A., which includes its subsidiaries:	
Sociedad Anónima Viña Santa Rita	86.547.900-K
Viña Carmen S.A.	87.941.700-7
Sur Andino S.A.	96.954.550-0
Distribuidora Santa Rita Ltda.	76.344.250-0
Viña Centenaria S.A.	79.534.600-4
Nativa Eco Wines S.A.	76.068.303-5
Viña Doña Paula S.A.	Foreign
Sur Andino Argentina S.A.	Foreign
And also:	
Cristalerías de Chile S.A.	90.331.000-6
Cia Electrometalúrgica S.A. Elecmetal.	90.320.000-6
Pesquera Coloso S.A.	93.065.000-5
Pesquera San José S.A.	96.535.470-0
Watt´s S.A.	92.236.000-6

B) Currently, the following entities need to be incorporated as related parties:

Azufres Landia S.A.	86.251.900-0
Protección de Madera Ltda.	79.970.740-3
Quimetal Industrial S.A.	87.001.500-3
Cerámicas Cordillera S.A.	96.573.780-4
CTI S.A.	90.274.000-7
Empresas Pizarreño S.A.	90.707.000-K
Enaex S.A.	90.266.000-3
Etersol S.A.	86.474.100-2
Ingeniería y Construcciones S.A.	91.915.000-9
Orizon S.A.	96.929.960-7
Puerto Ventanas S.A.	96.602.640-5
Salmones Humboldt S.A.	76.543.500-5
Sigdo Coppers S.A.	99.598.300-1
Sigdopack S.A.	96.777.170-8
SK Comercial S.A.	84.196.300-8
Sociedad Industrial Pizarreño S.A.	61.502.000-1
Sociedad Industrial Romeral S.A.	86.113.000-2
Vinilit S.A.	87.006.000-9
Viña Santa Carolina S.A.	90.929.000-7
Compañía Cervecerías Unidas S.A. (or CCU S.A.)	90.413.000-1
Cervecera CCU Chile Limitada	88.586.400-7
Compañía Pisquera de Chile S.A.	99.586.280-8
Embotelladoras Chilenas Unidas S.A.	99.501.760-1
Madeco S.A.	91.021.000-9
Viña San Pedro S.A.	91.041.000-8
Antofagasta Minerals S.A.	93.920.000-2
Ferrocarril de Antofagasta a Bolivia FCAB	81.148.200-5
Minera El Tesoro S.A.	78.896.610-5
Minera Los Pelambres S.A.	96.790.240-3
CCU Argentina S.A. Foods Cia. Alim. CCU S.A.	41.300.015-7
Indalum S.A.	91.524.000-3
Madeco Mills S.A.	76.009.053-0
Viña San Pedro de Tarapacá S.A.	91.041.000-8
Framberry S.A.	79.574.560-2
Mellafe y Salas S.A.	92.214.000-6
CMF S.A.	86.881.400-4
ATI S.A.	99.511.240-K
ITI S.A.	96.915.330-0
Viña Los Vascos S.A.	89.150.900-6
Falabella Retail S.A.	77.261.280-K
SACI Falabella	90.749.000-9
Sociedad Química y Minera de Chile S.A.	93.007.000-9
Empresa de los Ferrocarriles del Estado	61.216.000-7
Metro Regional Valparaíso S.A.	96.766.340-9

g) Letter from CEO dated September 2, 2011

In accordance with articles 9 and 10-2 of Law 18,045 and General Character Standard No. 30, as I am duly authorized and in accordance with an extraordinary meeting of the Board of Directors held September 2, 2011, I hereby inform this Superintendency of the following relevant event:

1. Financial Statements as of June 30, 2011. On this date, CSAV has sent this Superintendency its financial statements as of June 30, 2011 and has uploaded them to its web page (www.csav.com).

2. Considerations Regarding the Container Shipping Business.

In ordinary and extraordinary shareholders' meetings on April 8, 2011, in the financial statements as of March 31, 2011, and in line with other prior communications, CSAV has repeatedly expressed that the container shipping business is exposed to high volatility and risk. Since market conditions had still not stabilized and given the importance of its investment plan to purchase its own vessel fleet, the Company also indicated that a capital increase of US$1 billion was needed.

Once the aforementioned capital increase was approved, the first stage began with placement of US$500 million, which was completed in July 2011. The investment plan mentioned above, which calls for approximately US$ 1 billion between 2010 and 2012, is crucial to reducing CSAV's earnings volatility and improving its competitive position; increasing the proportion of company-owned vessels is the only way to align the Company with the rest of the industry.

Confirming the Company's initial opinion from March and April of this year, the unfavorable market conditions observed in the first quarter continued and deteriorated even further during the second quarter of this year. This is reflected in sharp drops in rates for most routes around the world and an important increase in fuel costs, the Company's main input.

As a result of these negative conditions marked by low sales prices and increased costs, the Company's margin has been severely affected. Consequently, it recorded a net loss for the six-month period ended June 30, 2011 of US$ 525 million. Given current market conditions and information already available, the Company is predicting negative figures for the third quarter and, as a result, significant losses for year-end 2011.

These circumstances have increased cash requirements beyond initial expectations and, as a result, CSAV has taken the following measures necessary to ensure its financial stability:

3. Financial Strengthening Program. CSAV considers it important to inform the SVS of the following measures: Bridge lines of credit. In order to address its most urgent cash needs, CSAV has requested and obtained lines of credit for US$ 250 million and US$ 100 million from its respective majority shareholders, Quiñenco S.A. and Marítima de Inversiones S.A. Amounts drawn down from these lines of credit shall (i) accrue interest at a market interest rate, (ii) be guaranteed with a pledge over 35% and 14% of the shares of the subsidiary Sudamericana Agencias Aéreas y Marítimas S.A., respectively, (iii) mature annually with prepayment obligations in the event that the capital increase indicated below takes place, and (iv) be available until 31.12.11. As these transactions are with related parties, the Company has strictly complied with Title XVI of the Corporations Law, including prior analysis by and approval from the Directors' Committee.

Capital increase and split. The Board of Directors has decided that it is in the best interest of the Company's shareholders to (i) significantly increase capital in order to address adverse market conditions and strengthen the Company's medium and long-term financial, operating and commercial position and (ii) separate the maritime cargo transport business from the vessel and cargo services business. For this purpose, it has agreed to call an extraordinary shareholders' meeting for October 5, 2011 in order for the shareholders to nullify the outstanding portion of the capital increase agreed upon at the extraordinary shareholders' meeting held April 8, 2011, and to:

Increase CSAV's capital by US$ 1.2 billion or another amount determined by shareholders at the extraordinary meeting, by issuing shares.

CSAV has requested and obtained (i) a commitment from majority shareholder Quiñenco S.A to exercise its preferential right and subscribe US$ 1 billion; and (ii) a commitment from majority shareholder Marítima de Inversiones S.A. to subscribe US$ 100 million; both cases ((i) and (ii)) are subject to the condition that the following split of CSAV is approved.

Subject to subscription and payment of at least US$ 1.1 billion of the capital increase mentioned above, CSAV will be split, forming a new corporation that will hold 99.99% of the shares of subsidiary Sudamericana Agencias Aéreas y Marítimas S.A.

Restructuring, service suspension and alliances. Starting in April 2011, CSAV adopted a series of measures to address these market conditions, including restructuring and discontinuing services and implementing joint operations with other important global carriers. These measures are expected to reverse a large portion of the losses being posted this year, if market conditions remain the same next year. The benefits of these measures will only be apparent in next year's financial statements. However, the implementation costs of these measures will be reflected, unlike the benefits, in CSAV's next quarterly financial statements.

4. Search for Strategic Partner for Container Shipping Business. The Board of Directors has decided to inform the shareholders that the Company is actively discussing different strategic partnership alternatives with industry leaders. Should any concrete progress be made in these conversations, the market will be informed in a timely manner.

CSAV shall maintain the SVS duly informed of all relevant developments that arise regarding this matter.

CSAV

Summary Financial Statements Subsidiary Companies

As of December 31, 2011

2011

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With the exception of the Consolidated Financial Statements and their corresponding notes, the other information contained in this Annual Report has not been audited.

The complete Financial statements of the Subsidiaries are at the disposal of the public in the offices of the Company and of the Superintendence of Values and Insurances.

Summary of General Balances of Subsididiaries

As of December 31, 2011 and 2010

	SUDAMERICANA, AGENCIAS AEREAS Y MARITIMAS S.A. AND SUBSIDIARIES (Chile)		EMPRESA DE TRANSPORTE SUDAMERICANA AUSTRAL LTDA. AND SUBSIDIARIES (Chile)		CSAV INVERSIONES NAVIERAS S.A. AND SUBSIDIARIES (Chile)		ODFJELL Y VAPORES S.A. (Chile)		CORVINA SHIPPING CO. S.A. AND SUBSIDIARIES (Panama)		TOLLO SHIPPING CO. S.A. AND SUBSIDIARIES (Panama)	
	2011 ThUS$	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**
ASSETS												
Current assets	191,230	187,355	83	395	116,817	135,826	14,334	13,792	293,600	276,708	287,499	645,701
Non - Current assets	703,625	663,473	1,282	1,231	29,531	27,341	2,559	1,560	250,963	264,107	1,138,039	766,843
Total assets	**894,855**	**850,828**	**1,365**	**1,626**	**146,348**	**163,167**	**16,893**	**15,352**	**544,563**	**540,815**	**1,425,538**	**1,412,544**
LIABILITIES AND SHAREHOLDERS' EQUITY												
Current liabilities	94,867	87,977	2,259	2,469	81,186	106,824	920	1,065	56,140	58,487	1,485,628	1,012,828
Non - Current liabilities	188,199	181,293	1,004	1,006	1,982	1,030	224	262	197,050	202,838	670,568	486,290
Capital and reserves	175,152	187,060	537	529	5,839	6,236	1,033	1,033	40,496	40,600	90,592	91,840
Net income (loss) for the year	428,201	380,109	(2,422)	(1,745)	54,932	45,783	14,716	12,992	250,645	238,823	(822,787)	(179,216)
Share Premium	-	-	-	-	-	-	-	-	-	-	-	-
Minority interest	8,436	14,389	(13)	(633)	2,409	3,294	-	-	232	67	1,537	802
Total liabilities and shareholders'equity	**894,855**	**850,828**	**1,365**	**1,626**	**146,348**	**163,167**	**16,893**	**15,352**	**544,563**	**540,815**	**1,425,538**	**1,412,544**

Summary Results of Subsidiaries Companies

As of December 31, 2011 and 2010

Ordinary Revenues	425,841	361,314	-	-	180,741	183,642	11,330	9,038	83,362	74,058	1,841,351	2,074,816
Cost of sales	(316,446)	(271,761)	-	-	(37,206)	(48,598)	(9,082)	(7,832)	(78,834)	(58,595)	(2,256,178)	(1,966,099)
Gross Profit	**109,395**	**89,553**	-	-	**143,535**	**135,044**	**2,248**	**1,206**	**4,528**	**15,463**	**(414,827)**	**108,717**
Other income	35,969	35,617	178	185	1,865	1,876	17	8	11,911	8,764	5,363	11,714
Less: Other expenses	(12,427)	(12,140)	(815)	(41)	(5,122)	(3,466)	-	(1)	(3,319)	(3,972)	(30,605)	(23,463)
Less: Administrative expenses	(51,894)	(45,748)	(39)	(58)	(99,386)	(75,043)	(217)	(168)	(1,162)	(1,747)	(44,585)	(40,588)
Exchange differences and Results for readjustment Units	(3,153)	(966)	(9)	10	3,216	2,636	103	(13)	47	70	(980)	3,280
Profit (Loss) Before Tax	**77,890**	**66,316**	**(685)**	**96**	**44,108**	**61,047**	**2,151**	**1,032**	**12,005**	**18,578**	**(485,634)**	**59,660**
Income tax (expense) income	(14,126)	(10,599)	8	11	(14,809)	(18,667)	(427)	(176)	(18)	(15)	(2,187)	(4,239)
Profit (loss) from continuing operations	**63,764**	**55,717**	**(677)**	**107**	**29,299**	**42,380**	**1,724**	**856**	**11,987**	**18,563**	**(487,821)**	**55,421**
Profit (loss) from discontinued operations	-	-	-	-	(1,820)	-	-	-	-	-	(155,014)	-
Profit (Loss)	**63,764**	**55,717**	**(677)**	**107**	**27,479**	**42,380**	**1,724**	**856**	**11,987**	**18,563**	**(642,835)**	**55,421**
Gain (Loss) Attributable to the Parent	60,217	51,777	(677)	131	22,149	36,390	1,724	856	11,822	18,527	(643,570)	54,845
Gain (Loss) Attributable to Minority interest	3,547	3,940	-	(24)	5,330	5,990	-	-	165	36	735	576
Profit (Loss)	**63,764**	**55,717**	**(677)**	**107**	**27,479**	**42,380**	**1,724**	**856**	**11,987**	**18,563**	**(642,835)**	**55,421**

CSAV AGENCY, LLC AND SUBSIDIARY (United Stated)		COMPAÑÍA SUDAMERICANA DE VAPORES GMBH (Germany)		INVERSIONES PLAN FUTURO S.A. (Panama)		INVERSIONES NUEVO TIEMPO S.A. (Panama)		NORGISTICS HOLDING S.A. AND SUBSIDIARIES (Chile)		CSAV GROUP (CHINA) SHIPPING CO. LTD. (China)		NORGISTICS (CHINA) LTD. (China)	
2011	**2010**	**2011**	**2010**	**2011**	**2010**	**2011**	**2010**	**2011**	**2010**	**2011**	**2010**	**2011**	**2010**
ThUS$	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**	**ThUS$**
10,393	14,192	1,524	1,318	358	362	-	10	10,193	6,459	40,845	53,255	2,670	2,552
668	893	414	280	41,198	41,198	4,039	4,039	96	8	676	732	1	1
11,061	**15,085**	**1,938**	**1,598**	**41,556**	**41,560**	**4,039**	**4,049**	**10,289**	**6,467**	**41,521**	**53,987**	**2,671**	**2,553**
4,205	7,441	678	455	1	-	9,269	9,274	5,188	1,073	30,462	37,110	1,029	1,044
27	27	-	-	-	-	-	-	-	-	-	-	-	-
904	904	361	398	37,500	37,500	6,170	6,170	4,998	4,998	2,588	2,588	1,062	1,028
5,925	6,713	899	745	4,055	4,060	(11,400)	(11,395)	89	381	8,471	14,289	580	481
-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	14	15	-	-	-	-
11,061	**15,085**	**1,938**	**1,598**	**41,556**	**41,560**	**4,039**	**4,049**	**10,289**	**6,467**	**41,521**	**53,987**	**2,671**	**2,553**

38,911	35,471	10,504	8,717	-	-	-	-	16,089	5,596	34,674	42,807	361	344
-	-	-	-	-	-	-	-	(15,637)	(5,039)	(4,650)	(9,565)	-	-
38,911	**35,471**	**10,504**	**8,717**	-	-	-	-	**452**	**557**	**30,024**	**33,242**	**361**	**344**
-	32	-	-	-	-		8	54	-	-	-	-	-
(122)	(116)	-	-	-	-	-	-	(2)	-	(160)	(152)	(2)	-
(26,802)	(23,618)	(10,297)	(8,583)	(5)	(5)	(5)	(5)	(822)	(120)	(18,235)	(14,378)	(188)	(146)
-	-	-	-	-	-	-	-	42	64	(1,102)	(620)	(32)	(4)
11,987	**11,769**	**207**	**134**	**(5)**	**(5)**	**(5)**	**3**	**(276)**	**501**	**10,527**	**18,092**	**139**	**194**
-	(122)	(53)	(51)	-	-	-	-	(17)	(116)	(2,332)	(4,403)	(40)	(43)
11,987	**11,647**	**154**	**83**	**(5)**	**(5)**	**(5)**	**3**	**(293)**	**385**	**8,195**	**13,689**	**99**	**151**
(105)	-	-	-	-	-	-	-	-	-	(353)	-	-	-
11,882	**11,647**	**154**	**83**	**(5)**	**(5)**	**(5)**	**3**	**(293)**	**385**	**7,842**	**13,689**	**99**	**151**
11,882	11,647	154	83	(5)	(5)	(5)	3	(292)	381	7,842	13,689	99	151
-	-	-	-	-	-	-	-	(1)	4	-	-	-	-
11,882	**11,647**	**154**	**83**	**(5)**	**(5)**	**(5)**	**3**	**(293)**	**385**	**7,842**	**13,689**	**99**	**151**

Summarized Cash Flow of Subsidiaries Companies

As of December 31, 2011 and 2010

	SUDAMERICANA, AGENCIAS AEREAS Y MARITIMAS S.A. AND SUBSIDIARIES (Chile)		EMPRESA DE TRANSPORTE SUDAMERICANA AUSTRAL LTDA. AND SUBSIDIARIES (Chile)		CSAV INVERSIONES NAVIERAS S.A. AND SUBSIDIARIES (Chile)		ODFJELL Y VAPORES S.A. (Chile)		CORVINA SHIPPING CO. S.A. AND SUBSIDIARIES (Panama)		TOLLO SHIPPING CO. S.A. AND SUBSIDIARIES (Panama)	
	2011 ThUS$	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**
NET CASH FLOW												
Cash flow from (used in) operating activities	61,380	79,002	6	(263)	17,261	31,239	12,843	(10,959)	26,076	41,886	(74,187)	292,290
Cash flow from (used in) investing activities	(85,286)	(76,468)	130	90	(9,667)	(11,111)	(1,203)	(469)	788	(4,325)	(353,941)	(211,950)
Cash flow from (used in) financing activities	961	19,612	(125)	(139)	(19,211)	(7,379)	-	-	(29,038)	(25,722)	178,634	71,559
Net increase (decrease) in cash and cash equivalents	(22,945)	22,146	11	(312)	(11,617)	12,749	11,640	(11,428)	(2,174)	11,839	(249,494)	151,899
Inflation effect over cash and cash equivalents	236	396	-	-	(807)	14	-	-	-	-	(1,243)	275
Net changes in cash and cash equivalents	(22,709)	22,542	11	(312)	(12,424)	12,763	11,640	(11,428)	(2,174)	11,839	(250,737)	152,174
Initial cash and cash equivalent	66,479	43,937	50	362	43,474	30,711	1,157	12,585	12,243	404	300,437	148,263
Cash and cash equivalent at the end of the period	43,770	66,479	61	50	31,050	43,474	12,797	1,157	10,069	12,243	49,700	300,437

CSAV AGENCY, LLC AND SUBSIDIARY (United Stated)		COMPAÑÍA SUDAMERICANA DE VAPORES GMBH (Germany)		INVERSIONES PLAN FUTURO S.A. (Panama)		INVERSIONES NUEVO TIEMPO S.A. (Panama)		NORGISTICS HOLDING S.A.AND SUBSIDIARIES (Chile)		CSAV GROUP (CHINA) SHIPPING CO. LTD. (China)		NORGISTICS (CHINA) LTD. (China)	
2011 ThUS$	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**	**2011 ThUS$**	**2010 ThUS$**
7,570	12,255	(343)	240	(77)	(4)	(10)	(31)	797	(524)	14,823	2,107	490	144
(102)	(486)	(259)	(138)	-	-	-	-	(4,232)	60	(327)	(563)	-	-
(18,170)	(7,490)	-	-	-	-	-	-	-	4,950	(12,282)	(1,770)	(504)	-
(10,702)	4,279	(602)	102	(77)	(4)	(10)	(31)	(3,435)	4,486	2,214	(226)	(14)	144
-	-	(54)	(57)	-	-	-	-	-	-	-	-	-	-
(10,702)	4,279	(656)	45	(77)	(4)	(10)	(31)	(3,435)	4,486	2,214	(226)	(14)	144
12,394	8,115	937	892	77	81	10	41	4,546	60	1,347	1,573	546	402
1,692	12,394	281	937	-	77	-	10	1,111	4,546	3,561	1,347	532	546

Declaration of Responsibility

The undersigned, as directors and general manager of Compañía Sud Americana de Vapores S.A., domiciled at Sotomayor 50, Valparaiso, swear that the information contained in this Annual Report for the year 2011 is the faithful expression of the information that, with the diligence imposed by our positions, we have been able to establish, and therefore we assume the corresponding responsibility.

GUILLERMO ANTONIO LUKSIC CRAIG	Chairman	Tax No.: 6.578.597-8
JUAN ANTONIO ÁLVAREZ AVENDAÑO	Vice Chairman	Tax No.: 7.033.770-3
LUIS ÁLVAREZ MARÍN	Director	Tax No.: 1.490.523-5
CANIO CORBO LIOI	Director	Tax No.: 3.712.353-6
ARTURO CLARO FERNÁNDEZ	Director	Tax No.: 4.108.676-9
GONZALO MENÉNDEZ DUQUE	Director	Tax No.: 5.569.043-K
VÍCTOR TOLEDO SANDOVAL	Director	Tax No.: 5.899.818-4
BALTAZAR SÁNCHEZ GUZMÁN	Director	Tax No.: 6.060.760-5
CHRISTOPH SCHIESS SCHMITZ	Director	Tax No.: 6.371.875-0
JOSÉ FRANCISCO PÉREZ MACKENNA	Director	Tax No.: 6.525.286-4
OSCAR EDUARDO HASBÚN MARTÍNEZ	General Manager Shipping - Containers	Tax No.: 11.632.235-2
ARTURO HERNÁN RICKE GUZMÁN	Corporate General Manager	Tax No.: 6.994.493-0