

Macquarie Korea Infrastructure Fund

Investor Presentation

1Q 2023



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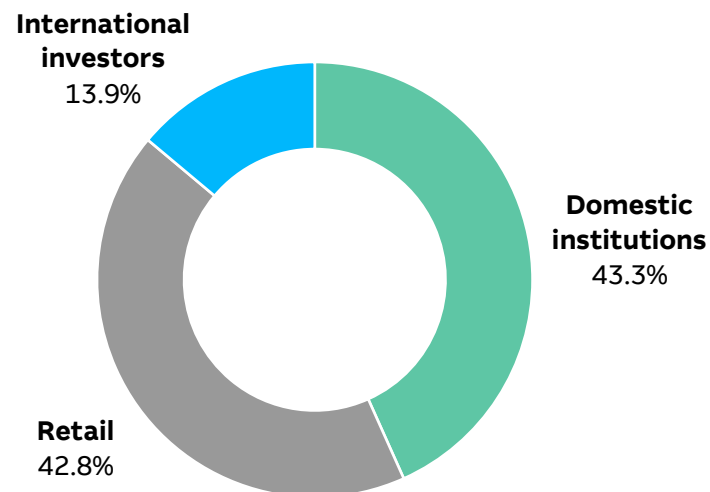
MKIF Overview



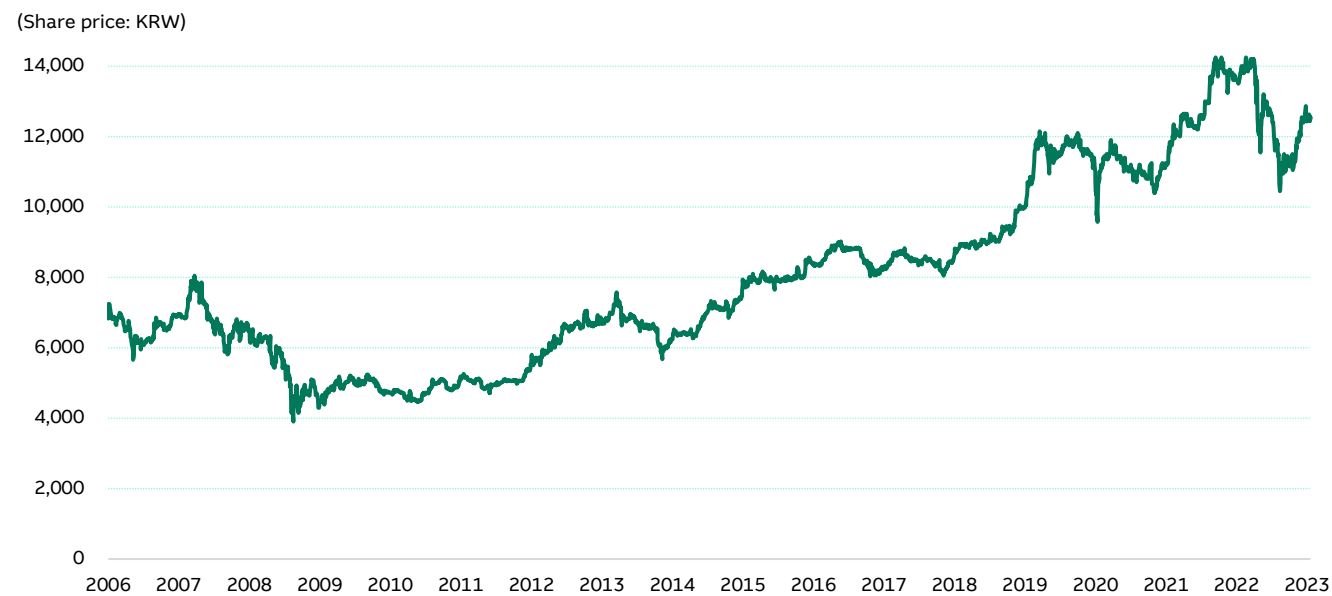
A Leading Infrastructure Fund in Korea

- Established in 2002 / Listed on the Korea Exchange in 2006
- Market capitalization of KRW ~5.1 trillion¹
- Invests only in Korea as defined under the Act on Public Private Partnerships in Infrastructure² (“PPP Act”) of Korea
- Delivered approximately ~7.0% distribution yield³ in 2022
- Issuer credit rating of AA0 (Stable)⁴

Key Shareholder Groups¹



Historical Share Price⁵



1. As at 31 Mar 2023

2. PPP Act states infrastructure sectors including roads, railways, ports, water treatment, waste management, etc.

3. Distribution yield based on FY2022 closing share price of KRW 11,050 and 2022 annual distribution of KRW 770 per share; historical performance does not guarantee future performance

4. Issuer credit rating by NICE Investor Service on 31 Mar 2023

5. MKIF share price since IPO on 15 Mar 2006 to 31 Mar 2023; historical performance does not guarantee future performance

Fund History

Establishment / Listing 2002 / 2006	Mandate Core and Core+ (Korea only)	Portfolio 13 Roads, 1 Port, 1 Rail, 2 City Gas	Market Capitalisation KRW 5.1 trillion (KOSPI top 61)
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MKIF History¹

2002 ~ 2006 Establishment and Capital Raising	2006 ~ 2009 IPO and Asset Stabilization	2007 ~ Active Fund and Asset Management	2017 ~ Share Offering and New Growth
<ul style="list-style-type: none"> Established in Dec 2002 Investment committed in 15 assets <ul style="list-style-type: none"> 14 toll roads 1 subway line Capital reached KRW 1.3tn 	<ul style="list-style-type: none"> IPO in Mar 2006 (KRW 1.0tn)² Listing on KRX and LSE² 5 greenfield assets commenced operation on time & on budget Asset performance stabilized 	<p><u>Fund-level</u></p> <ul style="list-style-type: none"> 12 investments³ / 4 divestments⁴ 11 fund-level debt refinancing⁵ Effective IR: improved market awareness & active share trading <p><u>Asset-level</u></p> <ul style="list-style-type: none"> 16 asset-level restucturing⁶ 15 asset-level dispute resolutions⁷ Actively engaged with current issues 	<ul style="list-style-type: none"> Mandate expansion Seeking diverse investment opportunities Follow-on offering in 2017 (KRW 147.2 billion) Follow-on offering in 2020 (KRW 244.2 billion) Follow-on offering in 2021 (KRW 393.5 billion)

1. Please refer to page 8 for asset acronyms

2. KRW 0.6tn = issuance of new shares, KRW 0.4tn = sale of old shares / MKIF delisted from LSE in Mar 2016

3. BNP 2-3 initial investment (2008); MCB bolt-on (2008); BNP 2-3 bolt-on (2013); YSE bolt-on (2015); IBC bolt-on (2017); SCH bolt-on (2018); DBR (2019); B2RR (2020); HY (2021); SRB (2021); IGEX (2022); SCH bolt-on (2022)

4. New Daegu Busan Expressway (2008); Seosuwon-Osan Pyungtaek Expressway (2010); Daegu 4th Beltway East (2012); Subway Line 9 (2013)

5. MKIF debt refinancing disclosed in May 2007; Apr 2009; Nov 2009; May 2011; Jun 2011; Feb 2014; May 2016; Jun 2018; Jan 2019; Jun 2021; Mar 2022

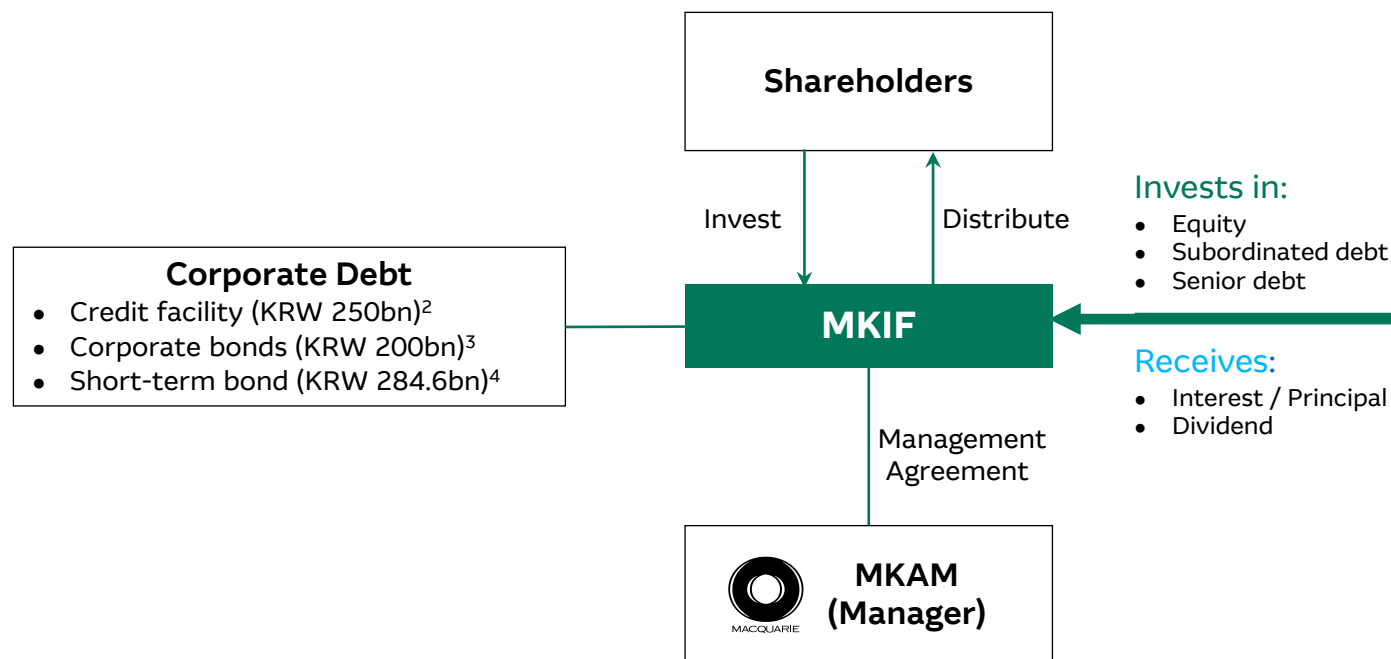
6. Asset-level refinancing disclosed in Feb 2007 (Daegu 4th Beltway East); Jan 2008 (BYTL); Dec 2008 (WIC); Mar 2009 (IBC); May 2009 (CNEC); Nov 2010 (MCB); Aug 2015 (NAHC); Oct 2015 (YSE); Jan 2016 (WIC); Dec 2016 (KBICL); Jan 2017 (MCB), Aug 2017 (IBC); Jun 2018 (SCH); Apr 2019 (BNP 2-3); Dec 2019 (CNEC); Dec 2020 (SCH)

7. Disputes resolved in Oct 2013 (BNP 2-3); Apr 2015 (MCB); Aug 2015 (KBICL); Dec 2016 (KBICL); Jan 2019 (SICL & BYTL); Mar 2019 (SICL); 2018~2019 (5 tax litigations involving SICL, WIC, KBICL, NAHC, CNEC), May 2020 (BYTL), Jun 2020 (IBC), Dec 2021 (KBICL)

Business Structure

(As at 31 March 2023)

- MKIF is a holding company of 17 infrastructure project companies
- Active management of the underlying project companies¹
- Fund is managed by Macquarie Korea Asset Management Co., Ltd. (“MKAM”)
- MKIF corporate tax exempted when 90% or more of its distributable earnings is distributed



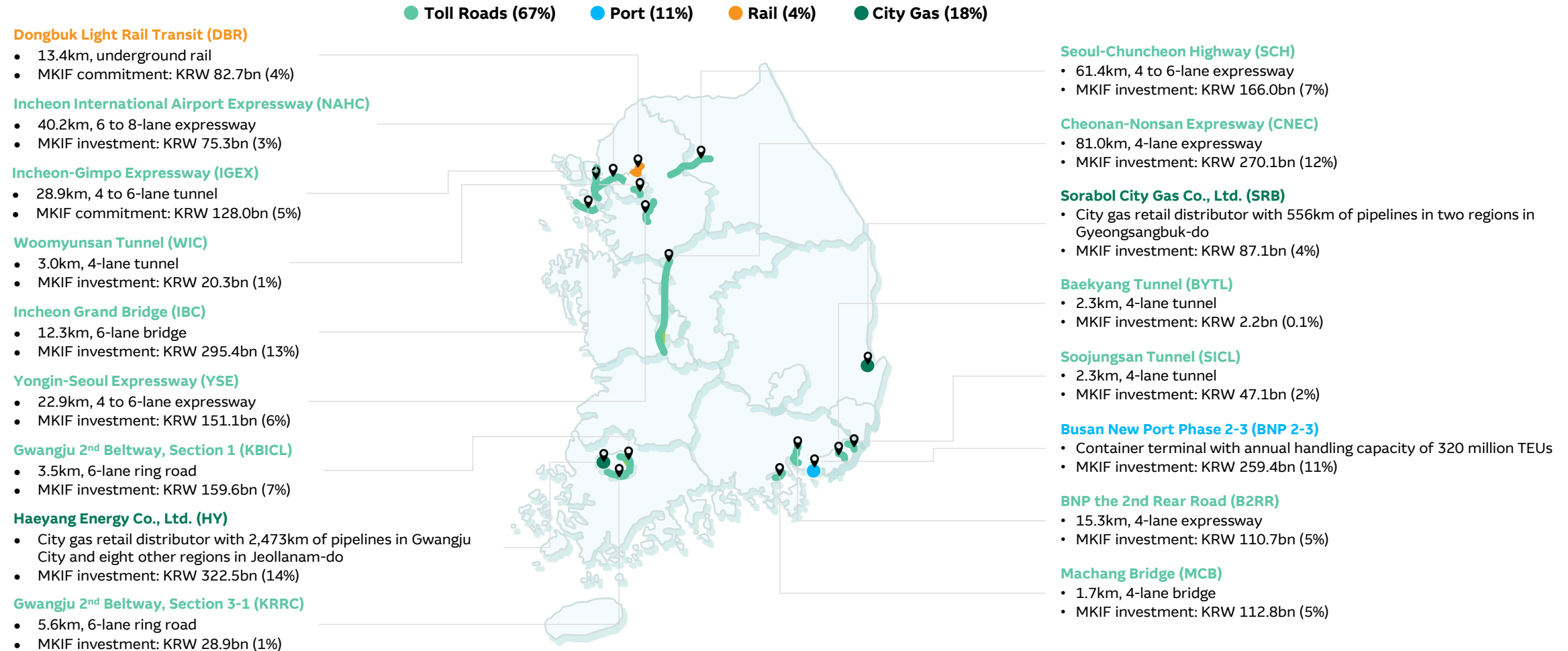
Underlying Project Companies	MKIF Shareholding
Baekyang Tunnel Ltd.	100%
Kwangju Beltway Investment Co., Ltd.	100%
New Airport Hiway Co., Ltd.	24.1%
Soojungsan investment Co., Ltd.	100%
Cheonan Nonsan Expressway Co., Ltd.	60%
Woomyunsan Infraway Co., Ltd.	36%
Kwangju Ring Road Company Ltd.	75%
MCB Co., Ltd.	70%
Gyeongsu Highway Co., Ltd.	43.75%
Seoul-Chuncheon Highway Co., Ltd.	18.16%
Incheon Bridge Co., Ltd.	64.05%
Busan New Port the 2nd Rear Road Co., Ltd.	47.56%
Incheon-Gimpo Expressway Co., Ltd.	22.8%
BNCT Co., Ltd.	30%
Dongbuk Urban Railway Co., Ltd.	30% ⁵
Youngsan Clean Energy Ltd.	100%
Bomun Clean Energy Ltd.	100%

1. MKIF-invested project companies
2. Out of KRW 250bn credit facility, KRW 182.3bn is drawn (credit facility agreement maturity date of 28 Jan 2024)
3. KRW 100bn, 5-year bond (maturity date of 11 Jun 2023) and KRW 100bn, 7-year bond (maturity date of 11 Jun 2025)
4. KRW 158bn drawn from the short-term bond facility with the limit of KRW 284.6bn (underwriting agreement maturity date of 11 Sep 2023)
5. Based on MKIF's investment commitment
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Portfolio Summary¹

(As at 31 March 2023)

- KRW 2.3 trillion invested across 17 infrastructure assets in Korea in the form of equity (25.8%), subordinated debt (71.7%) and senior debt (2.5%)

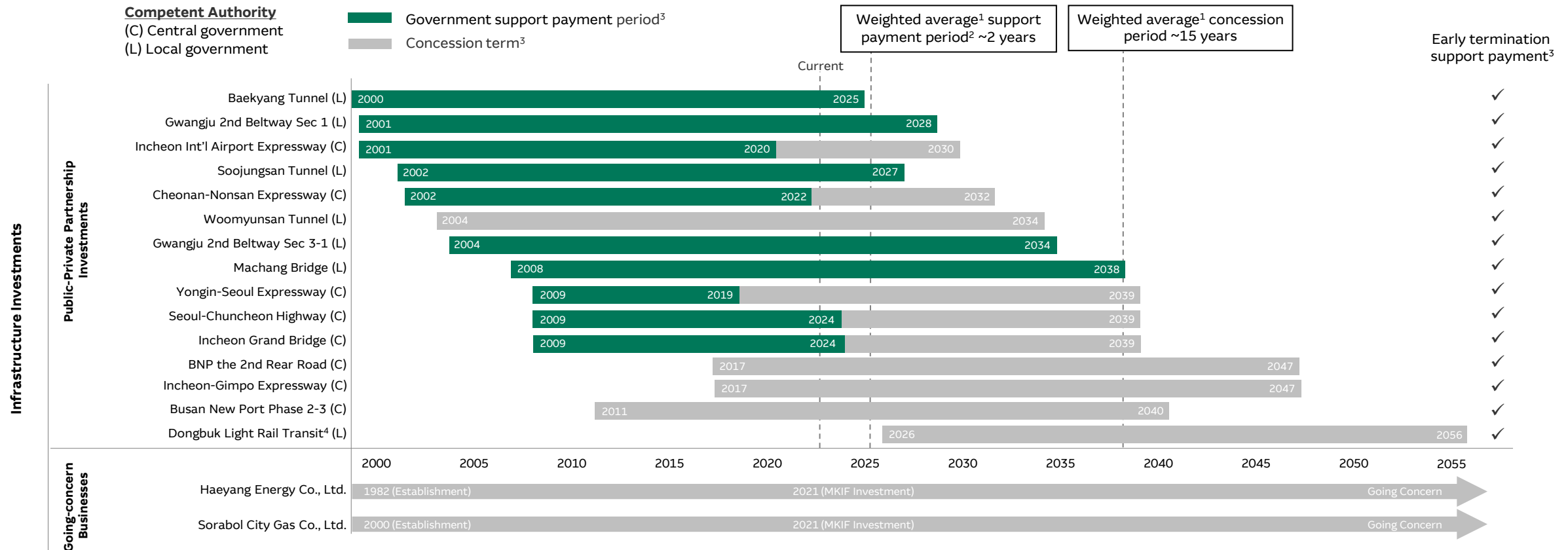


1. All amounts and percentages are based on MKIF's investment amounts (including investment commitments in Dongbuk Urban Railway Co., Ltd. and Incheon-Gimpo Expressway Co., Ltd.)
© Macquarie Korea Infrastructure Fund

Concession/Operation Period

(As at 31 March 2023)

- MKIF invests in 17 project companies, of which 15 are public-private partnership investments with a fixed concession period defined under respective concession agreement with competent authority, while the remaining 2 are going-concern businesses.

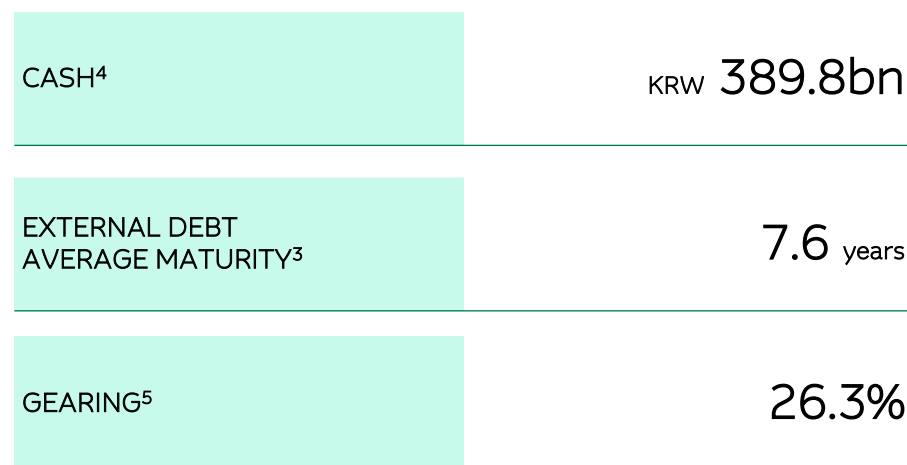


- Based on MKIF's investment amounts and investment commitment in Dongbuk Urban Railway Co., Ltd. and Incheon-Gimpo Expressway Co., Ltd.
- Revenue guarantee and cost compensation payments received from competent authorities, toll freeze compensations related to the CPI growth, etc. Weighted average support payment period is based on the periods of government support payments other than toll freeze compensation, as toll freeze compensation is typically covered throughout entire concession term
- Project companies have the right to receive payments if the relevant concession agreement is terminated prior to expiration of the concession term, including termination due to events attributable to the concession company, the competent authority, or for events of force majeure
- Construction period of 5 years (2021~2026) expected, followed by a 30-year concession period

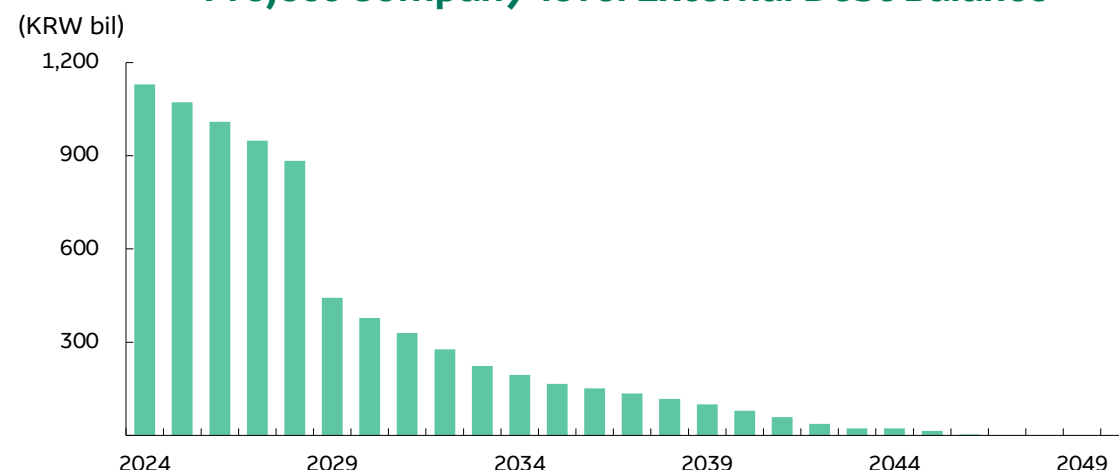
Financial Position

(As at 31 March 2023)

- MKIF debt capped at 30% of its capital under PPP Act¹, with the current outstanding debt of KRW 540.3 billion out of KRW 734.6 billion facility size under the existing loan agreements
 - KRW 182.3 billion is drawn from KRW 250 billion of credit facility limit (credit facility agreement maturity date of 28 January 2024)
 - KRW 200 billion fixed-rate bonds (KRW 100 billion, 5-year bond maturing in June 2023 & KRW 100 billion, 7-year bond maturing in June 2025)
 - KRW 158 billion has been issued from KRW 284.6 billion of short-term bond facility (underwriting agreement maturity date of 11 September 2023)
- Weighted average interest rate of MKIF debt is 4.4%, and remaining average maturity is 0.8 years
- Project company-level debt is expected to decline as senior debts are redeemed, and average remaining maturity² of external debt³ is 7.6 years



Project Company-level External Debt Balance⁶

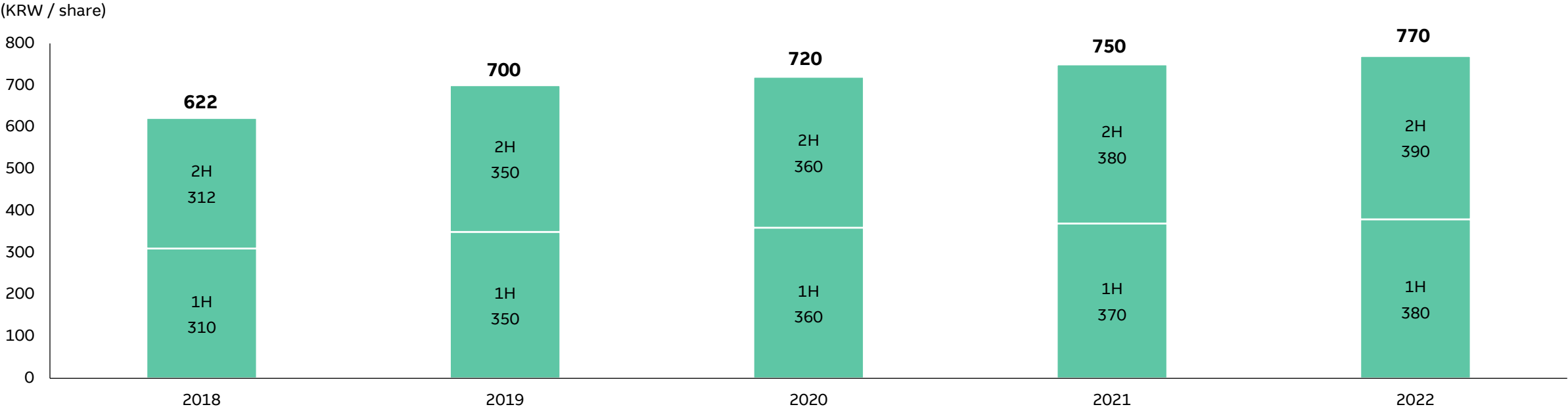


1. Current MKIF debt ceiling under PPP Act is KRW 734.6bn (30% of current MKIF paid-in-capital of KRW 2,448.9bn; rounded down to the nearest tenth billion)
2. Average remaining maturity of external debt of the underlying project companies based on MKIF equity ownership
3. External debt of the underlying project companies is defined as the total drawn debt of the underlying project companies minus: (i) borrowing from MKIF; (ii) borrowing from third parties with the same and/or subordinated term as MKIF's; (iii) borrowing of which default risk and redemption obligation have been transferred to the relevant authority as a result of restructuring
4. Proportionately consolidated MKIF cash and cash equivalents (inclusive of MKIF cash and cash equivalents of KRW 43.8bn)
5. Proportionately consolidated MKIF net debt / (proportionately consolidated MKIF net debt + average MKIF market capitalization for the previous 3 months)
6. Outstanding external debt balance of the underlying project companies based on respective MKIF equity ownership, assuming absence of additional restructuring or new investment

Distribution

- Distribution is paid semi-annually (record dates are 30 June and 31 December)
- Distribution floor is higher of taxable income or distributable accounting income to maintain tax exempt status
- 2022 second half distribution of KRW 390 per share¹ (total amount of KRW 157.9 billion) was paid on 28 February 2023

Distribution History²



1. Distribution amount is treated as dividend income and is tax payable under the relevant Korean law. Investors are advised to consult their own tax advisors for the appropriate tax treatment of the distribution

2. Past result does not guarantee future performance

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1Q 2023 Performance



Summary of Financial & Operating Results

MKIF revenue and net income (P14)

- MKIF recorded revenue of KRW 173.6 billion and net income of KRW 156.8 billion in 1Q 2023 (the “Quarter”), increases of 2.6% and 1.6% respectively compared with the previous corresponding period (“pcp”). Revenue and net income increased due to higher interest income.

Performance of toll roads (P16)

- On a weighted average basis, 13 toll road assets delivered traffic volume and revenue growths of 14.5% and 14.0% for the Quarter over pcp. All 13 toll road assets showed improvements in traffic volume due to the increased number of people driving to travel & enjoy outdoor activities following the easing of COVID-19 social distancing measures.

Performance of Busan New Port Phase 2-3 (“BNP 2-3”) (P17)

- BNP 2-3 handled 0.71 million TEUs during the Quarter, an increase of 5.8% over pcp. Revenue and EBITDA improved by 8.4% and 8.0% respectively over pcp to KRW 41.9 billion and KRW 20.6 billion due to volume growth and improvement in volume mix

Performance of City Gas Business (P19)

- Sales volume of Haeyang Energy Co., Ltd. (“HY”) decreased by 12.2% to 280 million m³ during the Quarter due to an increase in the average temperature and the slowdown in economy.
- Revenue increased by 17.9% over pcp to KRW 292.2 billion because the increase in the average KOGAS wholesale tariff is passed through to HY’s revenue. EBITDA declined by 11.8% to KRW 15.7 billion, and volume & EBITDA change % tend to be similar on an annual basis.
- Sales volume of Sorabol City Gas Co., Ltd. (“SRB”) decreased by 9.2% to 67 million m³ during the Quarter due to an increase in the average temperature and the slowdown in economy.
- Revenue increased by 22.7% to KRW 75.5 billion because the increase in the average KOGAS wholesale tariff is passed through to SRB’s revenue.
- EBITDA declined by 31.7% to KRW 3.9 billion, and the noticeable difference between volume & EBITDA change % is due to the one-off seasonal effect arising from the recent adjustment in the calculation method of cost of goods sold of SRB. On an annual basis, volume & EBITDA change % are expected to be similar

Financial Results¹

- 1Q 2023 revenue and net income increased by 2.6% and 1.6% respectively compared with the pcq.
- The increase in revenue and net income was mainly due to higher interest income.

(Unit: KRW million)

	1Q 2023	1Q 2022	% Change
Revenue	173,637	169,303	2.6%
Interest income	69,701	63,654	
Dividend income ²	103,871	105,621	
Other income	65	28	
Expenses	16,806	14,992	12.1%
Management fee	10,389	11,710	
Interest expense	5,551	2,379	
Other fees and expenses	866	903	
Net income	156,831	154,311	1.6%
Normalised net income³	156,831	154,311	1.6%
EPS (KRW per share)	387	381	
Normalised EPS (KRW per share)³	387	381	

1. Unaudited, non-consolidated

2. 1Q 2023: KRW 16.9bn from New Airport Hiway Co., Ltd.; KRW 60bn from Cheonan-Nonsan Expressway Co., Ltd.; KRW 13.5bn from Soojungsan Investment Co., Ltd.; KRW 12.0bn from Kwangju Ring Road Company, Ltd.; KRW 1.5bn from Woomyunsan Infraway Co., Ltd.

1Q 2022: KRW 16.9bn from New Airport Hiway Co., Ltd.; KRW 60.0bn from Cheonan-Nonsan Expressway Co., Ltd.; KRW 17.5bn from Soojungsan Investment Co., Ltd.; KRW 11.2bn from Kwangju Ring Road Company, Ltd.

3. Excludes one-off items

1Q 2023 and 1Q 2022: no one-off item

Statement of Financial Position

(Unit: KRW million)

	31 March 2023	31 December 2022
Assets		
Invested Assets	2,330,045	2,305,832
Cash & deposits	43,845	27,547
Loans	1,707,970	1,707,253
Equity securities	578,230	571,032
Others	769,759	742,258
Interest receivable	763,435	735,892
Other receivables	2,349	2,350
Deferred costs, net	1,843	1,895
Prepayment	2,132	2,121
Total Assets	3,099,804	3,048,090
Liabilities		
Bonds	356,056	348,915
Long-term debt	182,289	137,151
Management fee payable	10,389	9,898
Other liabilities	11,122	11,119
Total Liabilities	559,856	507,083
Shareholders' Equity		
Share capital	2,448,937	2,448,937
Retained earnings	91,011	92,070
Total Shareholders' Equity	2,539,948	2,541,007
Total Liabilities and Shareholders' Equity	3,099,804	3,048,090

Change in Investment

(Unit: KRW million)

Project Company	Item	2023
KBICL	Senior Debt	(4,000)
SCH	Equity	3,640
DBR	Equity	3,558
	Subordinated Debt	3,750
IGEX	Junior Subordinated Debt	979
Total*		7,927

* Excludes loan amortization of KRW 12 million from Baekyang Tunnel Ltd.

1. Unaudited, non-consolidated for 31 March 2023; audited, non-consolidated for 31 December 2022; Pursuant to the Financial Investment Services and Capital Markets Act and the resolution by the internal appraisal committee of MKAM, MKIF reports all its unlisted equity investments at acquisition cost

Toll Roads Performance

- Highlights for the Quarter include:
 - Incheon International Airport Expressway and Incheon Grand Bridge, two assets which traffic performance was negatively impacted by the outbreak of COVID-19 in 2020, are showing steady recovery. Incheon International Airport Expressway showed a huge improvement in revenue due to the increased number of vehicles using the main airport section, which charges a higher tariff than other sections of the road.
 - Traffic revenue improved less than volume as the respective government authorities requested certain assets to apply toll exemption during the Lunar New Year holiday season in 1Q 2023, while such toll exemption did not take place in 1Q 2022. These assets are to receive full compensation for revenue loss from the respective government authorities.
 - Traffic revenue increase % was higher than volume increase % for Cheonan-Nonsan Expressway because the asset reclassified the compensation on holiday toll exemption from government support payment revenue to toll fare reduction compensation revenue (which is part of traffic revenue) upon expiration of minimum revenue guarantee in Dec 2022

	1Q 2023			
	Average daily traffic volume		Average daily traffic revenue ¹	
	Vehicles/day	% change yoy	KRW1,000/day	% change yoy
Baekyang Tunnel	71,427	4.1%	59,446	3.7%
Gwangju 2nd Beltway, Section 1	65,072	8.5%	68,537	8.0%
Incheon International Airport Expressway	94,674	47.4%	382,562	54.7%
Soojungsan Tunnel	45,824	5.4%	42,414	4.9%
Cheonan-Nonsan Expressway	57,143	6.3%	521,031	11.2%
Woomyunsan Tunnel	28,598	5.4%	62,892	5.5%
Gwangju 2nd Beltway, Section 3-1	61,037	9.2%	65,442	8.9%
Machang Bridge	43,309	8.0%	91,318	2.2%
Yongin-Seoul Expressway	89,904	3.9%	137,684	(0.5%)
Seoul-Chuncheon Highway	54,943	2.9%	226,681	(3.2%)
Incheon Grand Bridge	62,384	46.5%	265,891	37.2%
BNP 2nd Rear Road	21,072	7.1%	40,837	6.5%
Incheon-Gimpo Expressway	58,960	7.0%	171,304	3.5%
Weighted average growth rate²		14.5%		14.0%

1. Does not include government support payments; Baekyang Tunnel, Gwangju 2nd Beltway Section 1 & 3-1, Soojungsan Tunnel, Machang Bridge, Seoul-Chuncheon Highway and Incheon Grand Bridge receive support payments from government if their toll revenue or cash flow in a given period is less than specified amount under concession agreement

2. On a weighted average basis based on the revenue size and MKIF equity ownership in each project company

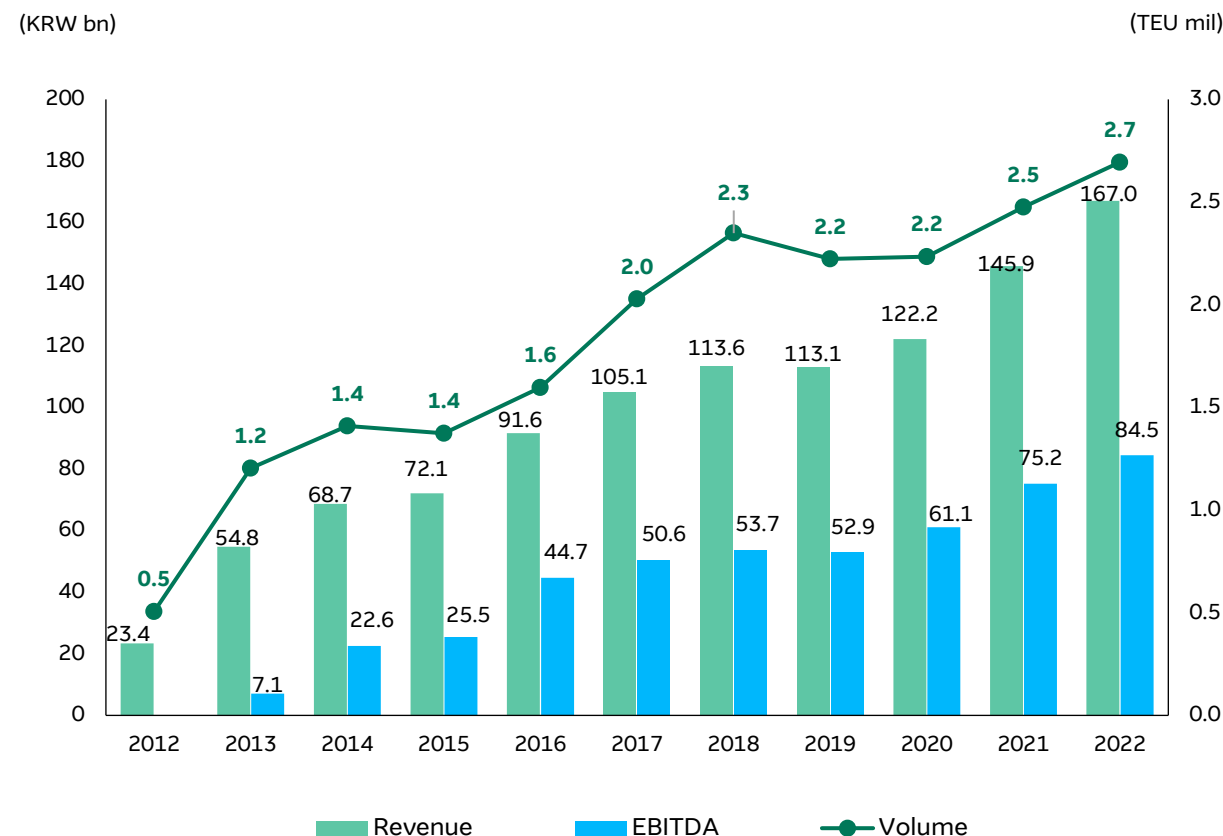
Port Performance

BNCT 1Q 2023 Performance

	1Q 2023	1Q 2022	Change over pcg
Volume (TEU million)	0.71	0.67	5.8%
Revenue (KRW billion)	41.9	38.6	8.4%
EBITDA (KRW billion)	20.6	19.1	8.0%
EBITDA margin	49.2%	49.4%	(0.2%p)

- BNP 2-3 handled 0.71 million TEUs during the Quarter, an increase of 5.8% over pcg.
- Revenue improved by 8.4% over pcg to KRW 41.9 billion due to volume growth and improvement in volume mix.
- EBITDA improved by 8.0% over pcg to KRW 20.6 billion, recording an EBITDA margin of 49%.

BNCT Historical Results



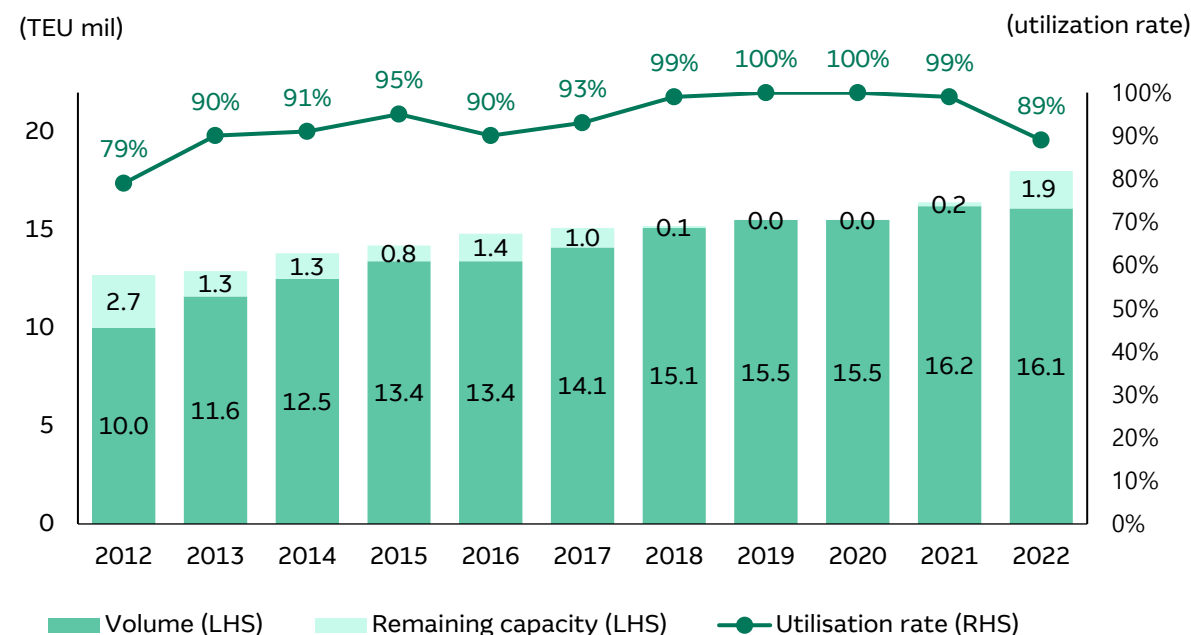
Busan Port¹

- Busan Port is comprised of Busan New Port (the “New Port”) and Busan North Port (the “North Port”).
- Busan Port handled 22.7 million TEUs of container volume in 2022, of which the New Port handled 71% or 16.1 million TEUs.
- The New Port’s market share within Busan has been on a growing trend over the last 10 years mainly due to (i) container volume growth in Busan Port overall and (ii) migration of vessel services from the North Port to the New Port.

Busan Port Highlights

	BNP 2-3	New Port	North Port
Number of Terminals in Operation	(Part of New Port)	6 Terminals	3 Terminals
Capacity (TEUs p.a.)	3.0 mil	18.0 mil	7.3 mil
Handling Volume (TEUs)	2.7 mil	16.1 mil	6.6 mil
Volume Growth (over pcp)	8.8%	(1.1%)	(4.3%)
Utilisation Rate	90%	89% ²	90%
Market Share ³ within Busan Port	12%	71%	29%

Historical Performance of the New Port



1. Source: terminal operators
 2. Adjusted in accordance with the operational commencement of Busan New Port Phase 2-4 in June 2022
 3. Based on 2022 handling volume
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City Gas Business Performance

HY 1Q 2023 Performance

	1Q 2023	1Q 2022	Change over pcg
Volume (million m ³)	280	319	(12.2%)
Revenue ¹ (KRW billion)	292.2	247.9	17.9%
EBITDA (KRW billion)	15.7	17.8	(11.8%)
EBITDA margin	5.4%	7.2%	(1.8%p)
Pipeline length ²	2,498km	2,442km	2.3%
Penetration rate ²	83.7%	82.5%	1.2%p

- Sales volume decreased by 12.2% to 280 million m³ during the Quarter due to an increase in the average temperature and the slowdown in economy.
- Revenue increased by 17.9% over pcg to KRW 292.2 billion because the increase in the average KOGAS wholesale tariff is passed through to HY's revenue.
- EBITDA declined by 11.8% to KRW 15.7 billion, and volume & EBITDA change % tend to be similar on an annual basis.

SRB 1Q 2023 Performance

	1Q 2023	1Q 2022	Change over pcg
Volume (million m ³)	67	74	(9.2%)
Revenue ¹ (KRW billion)	75.5	61.5	22.7%
EBITDA (KRW billion)	3.9	5.8	(31.7%)
EBITDA margin	5.2%	9.3%	(4.1%p)
Pipeline length ²	558	530	5.2%
Penetration rate ²	71.3%	70.7%	0.6%p

- Sales volume decreased by 9.2% to 67 million m³ during the Quarter due to an increase in the average temperature and the slowdown in economy.
- Revenue increased by 22.7% to KRW 75.5 billion because the increase in the average KOGAS wholesale tariff is passed through to SRB's revenue.
- EBITDA declined by 31.7% to KRW 3.9 billion, and the noticeable difference between volume & EBITDA change % is due to the one-off seasonal effect arising from the recent adjustment in the calculation method of cost of goods sold of SRB. On an annual basis, volume & EBITDA change % are expected to be similar.

1. Revenue is mostly impacted by sales volume, KOGAS wholesale tariff and retail distribution tariff. Average wholesale tariff has been increasing due to a rise in the natural gas price, and such increase has impacted both revenue & cost of goods sold

2. As at the end of each period; penetration rate is for residential

A

Appendix



Management Fee

(As at 31 March 2023)



Management Fee

- 85bps p.a. of (Net Investment Value (*NIV) + Commitment) of MKIF
- Commitment means all amounts that MKIF has firmly committed for future investment; commitment of KRW 19.8 billion¹ outstanding as at the quarter.
- Management Fee is calculated and paid on a quarterly basis.



* NIV for any quarter equals:

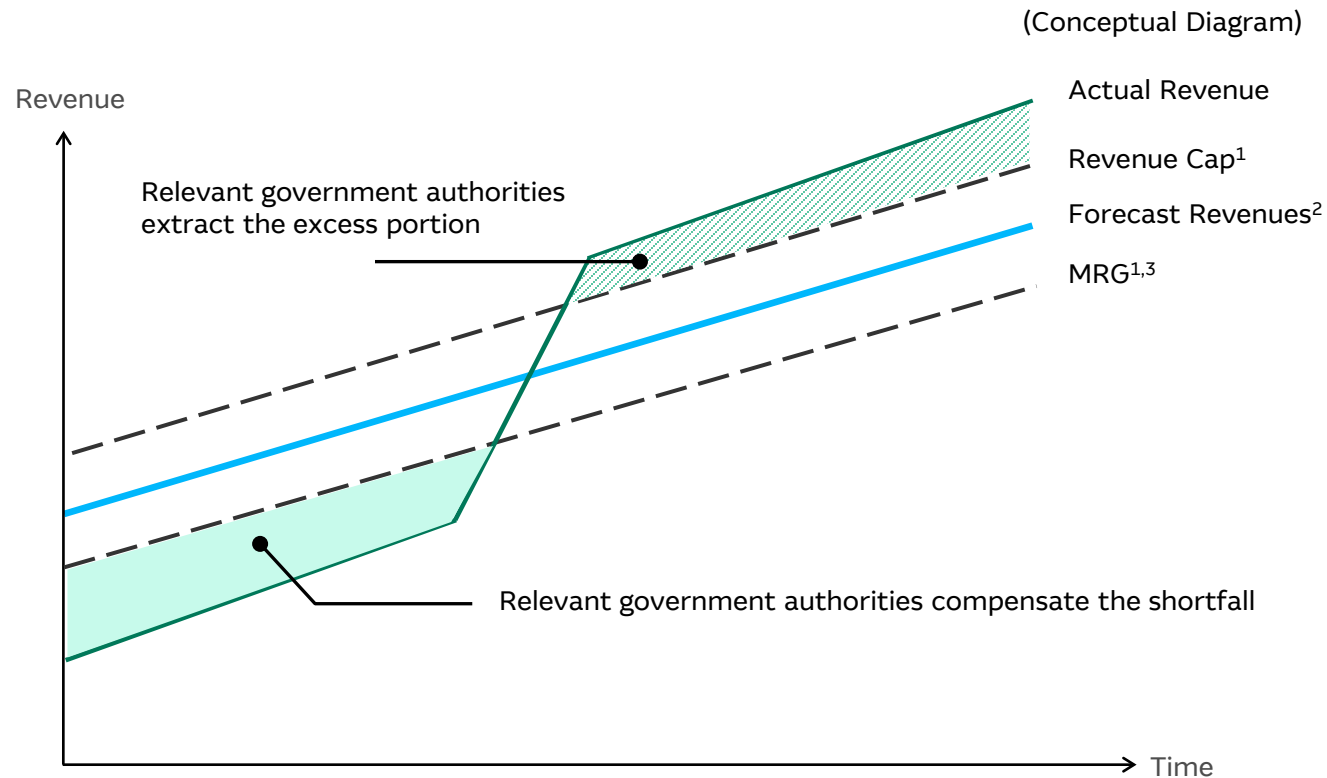
- The average market capitalisation² of MKIF over all trading days in the quarter
- NIV is adjusted down by MKIF net debt (debt minus cash & cash equivalents) when net debt is a negative figure.

1. Investment commitments in Dongbuk Urban Railway Co., Ltd. (KRW 15.3bn) and Incheon-Gimpo Expressway Co., Ltd. (KRW 4.5bn)

2. Based on volume weighted average trading price for the quarter

Minimum Revenue Guarantee (MRG)

(As at 31 March 2023)



- Inflation-linked revenue support
- MRG line tracking the forecast revenue line (typically 70~90% below forecast revenue)
- Current sovereign ratings of Korea:
 - S&P: AA (Stable)
 - Moody's: Aa2 (Stable)

1. MRG and revenue caps vary across assets
2. Forecast revenues set out in the Concession Agreement
3. In two MRG assets invested by MKIF, no revenue guarantee applies if actual revenue falls below 50% of the toll revenue forecast
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Performance of the Project Companies in Operation¹

(Unit: KRW mil)

Project Company	2022						2021					
	Adjusted operating revenue ²	OPEX	Adjusted EBITDA ²	Net debt ³	Adjusted EBITDA margin	Net debt to adjusted EBITDA	Adjusted operating revenue ²	OPEX	Adjusted EBITDA ²	Net debt ³	Adjusted EBITDA margin	Net debt to adjusted EBITDA
Baekyang Tunnel Ltd.	29,578	(4,770)	24,808	25,984	84%	1.0x	27,864	(4,494)	23,370	40,512	84%	1.7x
Kwangju Beltway Investment Co., Ltd. ⁴	46,349	(8,757)	37,592	(2,549)	81%	(0.1x)	45,308	(8,957)	36,351	(3,529)	80%	(0.1x)
New Airport Hiway Co., Ltd.	165,005	(32,187)	132,818	(126,474)	80%	(1.0x)	139,345	(32,998)	106,347	(131,065)	76%	(1.2x)
Soojongsan Investment Co., Ltd.	25,987	(4,984)	21,003	(13,597)	81%	(0.6x)	25,117	(5,043)	20,074	(17,104)	80%	(0.9x)
Cheonan Nonsan Expressway Co., Ltd.	279,750	(38,391)	241,359	(363,328)	86%	(1.5x)	264,696	(37,738)	226,959	(335,033)	86%	(1.5x)
Woomyunsan Infraway Co., Ltd. ⁴	23,431	(5,008)	18,423	(23,578)	79%	(1.3x)	26,048	(4,795)	21,253	(17,838)	82%	(0.8x)
Kwangju Ring Road Company Ltd.	26,476	(8,315)	18,160	(16,761)	69%	(0.9x)	25,247	(6,991)	18,256	(17,738)	72%	(1.0x)
MCB Co., Ltd. ⁴	39,849	(6,984)	32,865	(3,251)	82%	(0.1x)	37,182	(5,975)	31,208	(3,854)	84%	(0.1x)
Gyeongsu Highway Co., Ltd.	61,213	(16,861)	44,352	315,562	72%	7.1x	62,748	(15,384)	47,364	326,891	75%	6.9x
Seoul-Chuncheon Highway Co., Ltd. ⁴	170,356	(27,340)	143,017	235,314	84%	1.6x	181,687	(27,267)	154,420	295,898	85%	1.9x
Incheon Bridge Co., Ltd.	109,515	(18,150)	91,365	201,645	83%	2.2x	101,199	(16,163)	85,035	261,398	84%	3.1x
Busan New Port the 2nd Rear Road Co., Ltd.	15,401	(6,896)	8,505	282,221	55%	33.2x	13,972	(6,796)	7,176	269,864	51%	37.6x
Incheon-Gimpo Expressway Co., Ltd. ⁵	59,630	(10,439)	49,191	616,679	82%	12.5x	57,098	(9,518)	47,580	627,292	83%	13.2x
BNCT Co., Ltd.	167,046	(82,505)	84,540	520,366	51%	6.2x	145,949	(70,703)	75,247	557,985	52%	7.4x
Haeyang Energy Co., Ltd.	743,710	(688,797)	54,913	(41,466)	7%	(0.8x)	534,324	(483,066)	51,259	(54,002)	10%	(1.1x)
Sorabol City Gas Co., Ltd.	207,107	(191,248)	15,859	(28,776)	8%	(1.8x)	134,906	(121,824)	13,083	(26,328)	10%	(2.0x)
Proportionate average⁶	1,515,430	(996,654)	518,775	408,677	34%	0.8x	1,202,972	(713,778)	489,194	487,470	41%	1.0x

1. Based audited financial statements

2. Revenue compensation and other compensations from the relevant government authority are reflected on accrued basis, not on cash basis (therefore is different from revenue stated in audit report)

3. Net debt = external debt - cash & cash equivalents

4. For calculation of net debt, Shareholder Debt A backed by the relevant authority and loans backed by the relevant authority were excluded and the cash balance of Surplus Income Account (which is overseen by the relevant authority) were excluded

5. As MKIF invested in the subordinated debt of Incheon-Gimpo Expressway Co., Ltd. on 14 Mar 2022, the subordinated debt was excluded from net debt calculation for 2021

6. On a proportionate average basis based on MKIF's equity interest in each project company on 31 Mar 2023

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MKIF Investment Details¹

(As at 31 March 2023)

(Unit: KRW bn)

Project Company	Asset Abbrev.	Equity	Ownership (%)	Subordinated Debt	Senior Debt	Total
Baekyang Tunnel Ltd.	BYTL	1.2	100%	-	1.0	2.2
Kwangju Beltway Investment Co., Ltd.	KBICL	33.1	100%	85.2 ²	41.3	159.6
New Airport Hiway Co., Ltd.	NAHC	23.6	24.1%	51.7	-	75.3
Soojungsan Investment Co., Ltd.	SICL	47.1	100%	-	-	47.1
Cheonan Nonsan Expressway Co., Ltd.	CNEC	87.8	60%	182.3	-	270.1
Woomyunsan Infraway Co., Ltd.	WIC	5.3	36%	-	15.0	20.3
Kwangju Ring Road Company Ltd.	KRRC	28.9	75%	-	-	28.9
MCB Co. Ltd.	MCB	33.8	70%	79.0	-	112.8
Gyeongsu Highway Co., Ltd.	YSE	51.5	43.75%	99.6	-	151.1
Seoul-Chuncheon Highway Co., Ltd.	SCH	4.2	18.16%	161.8	-	166.0
Incheon Bridge Co. Ltd.	IBC	54.4	64.05%	241.0	-	295.4
Busan New Port the 2nd Rear Road Co., Ltd.	B2RR	41.5	47.56%	69.2	-	110.7
Incheon-Gimpo Expressway Co., Ltd.	IGEX	43.7	22.8%	84.3	-	128.0
BNCT Co., Ltd.	BNP 2-3	66.4	30%	193.0	-	259.4
Dongbuk Urban Railway Co., Ltd.	DBR	35.4	30%	47.3	-	82.7
Youngsan Clean Energy Ltd.	HY	32.3	100%	290.2	-	322.5
Bomun Clean Energy Ltd.	SRB	8.7	100%	78.4	-	87.1
Total		598.9		1,663.0	57.3	2,319.2
Percentage (%)		25.8%		71.7%	2.5%	100%

1. Based on MKIF's investment amounts (including investment commitment in Dongbuk Urban Railway Co., Ltd. and Incheon-Gimpo Expressway Co., Ltd.)

2. Includes KRW 3.2bn working capital facility and KRW 50bn new shareholder loan

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Government Support Payment Provisions¹

(As at 31 March 2023)

(Unit : year, %)

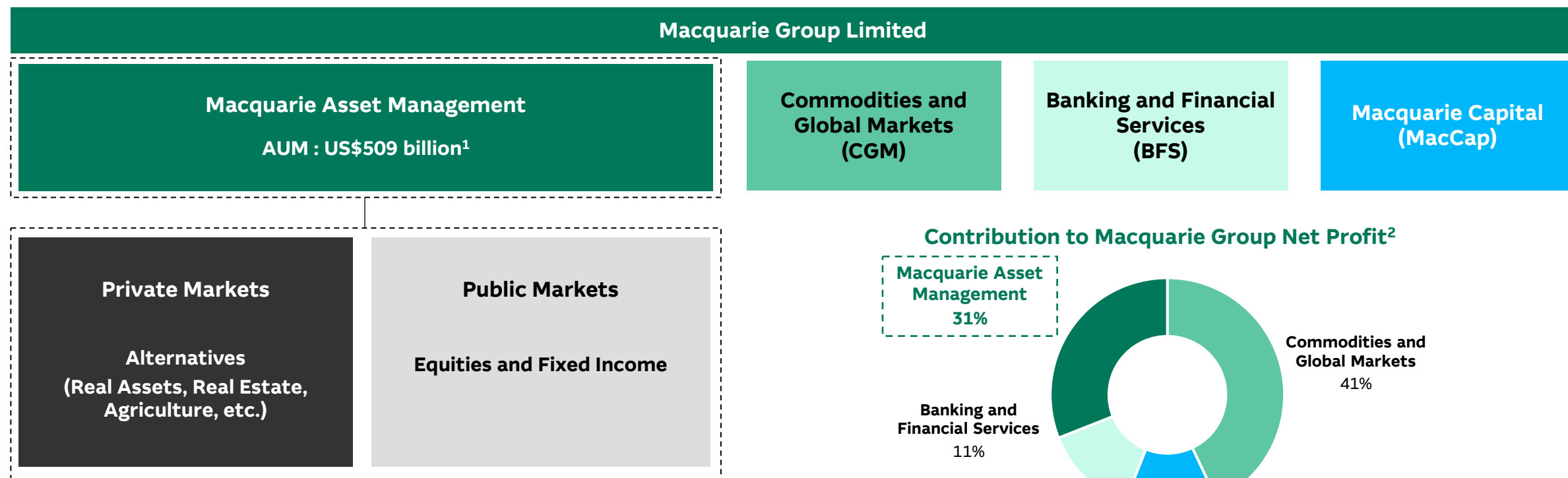
Asset	Competent Authority	Concession Term	Remaining Concession Term	Support Payment Duration	Remaining Support Payment Duration	Revenue Guarantee Threshold ²	Revenue Cap Threshold ^{2,3}	Remarks
Baekyang Tunnel	Busan Metropolitan City	25.0	1.8	25.0	1.8	90%	110%	
Gwangju 2nd Beltway, Section 1	Gwangju Metropolitan City	28.0	5.8	28.0	5.8	Investment cost compensation		Competent authority provides agreed cashflow to concessionaire to guarantee MKIF investment return
Soojungsan Tunnel	Busan Metropolitan City	25.0	4.1	25.0	4.1	90%	110%	For toll revenue below 90%, Busan Metropolitan City is obligated to compensate 91.5% of the shortfall amount
Gwangju 2nd Beltway, Section 3-1	Gwangju Metropolitan City	30.0	11.7	30.0	11.7	90%	110%	
Machang Bridge	GSND ⁴	30.0	15.3	30.0	15.3	75.78%	100%	Revenue guarantee applies to MCB account 50:50 revenue sharing with competent authority in excess of 100%
Seoul-Chuncheon Highway ⁵	MOLIT ⁴	30.0	16.4	15.0	1.4	60%	140%	
Incheon Grand Bridge	MOLIT ⁴	30.0	16.6	15.0	1.6	80%	120%	

1. For the government support payment provisions that are effective as at the record date
2. % of annual concession agreement projected revenue
3. Relevant government authorities are entitled to receive the portion exceeding the threshold
4. MOLIT (Ministry of Land, Infrastructure and Transport) / GSND (Gyeongsang Namdo Government)
5. No revenue guarantee applies if actual revenue is below 50% of the annual concession agreement projected revenue

Macquarie Group and MAM Real Assets

MAM Real Assets is a division under Macquarie Asset Management (MAM) within Macquarie Group and has a 28-year track record in global infrastructure investment and management.

MKAM is an entity within MAM Real Assets that has focused on investment and management of landmark infrastructure assets in Korea since its establishment in 2002.



1. As at 30 Sep 2022

2. Based on 1H 2023 (1 Apr 2022 – 30 Sep 2022) net profit

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Notice on Environmental, Social and Governance

MKAM, as an affiliate of the Macquarie Group (Macquarie) and in a capacity as a manager and corporate director of MKIF, has adopted ESG framework that Macquarie Asset Management (MAM) applies to its fund management activities to the extent relevant and possible. MAM aims to improve the sustainability performance of its portfolio companies by addressing material ESG issues and opportunities to enhance long-term value for our investors. MAM addresses a broad range of ESG risks and opportunities throughout the entire investment lifecycle from screening and due diligence through to ongoing asset management and exit. MAM also regularly collect a range of ESG data from portfolio companies, allowing us to track and support improvement of their ESG performance. MKAM is committed to continuously improving our ESG performance and look forward to continuing to share our progress with investors.

Macquarie Asset Management (MAM) climate change commitment

As long-term investors in companies that underpin economies and communities, we take our responsibility to address climate change risks seriously. As stewards of these vital businesses, we have a duty to ensure they play their part in global efforts to address our warming planet.

Macquarie Group is supporting the transition to a low carbon economy by progressing a range of initiatives to mitigate climate change and adapt to its effects.

On the fifth anniversary of the Paris Agreement, Macquarie Asset Management (MAM) announced a commitment to investing and managing our portfolio in line with net zero emissions by 2040.

The public commitment articulated our goal to implement Paris-aligned or net zero business plans at each of our fund portfolio companies by the end of 2022. This commitment has several steps that are already underway:

- measure greenhouse gas emissions of all portfolio companies;
- identify pathways to reduce emissions;
- develop business plans that contribute to a net zero economy by 2040, or sooner;
- for new investments, target completion of these steps within 24 months of acquisition;
- work with portfolio companies with the aim that they will be meeting their Paris-aligned/net zero emissions reduction pathways by 2030; and
- report on our progress annually.

This detailed commitment complements extensive activity across the broader Macquarie Group in developing and managing renewable energy projects, helping clients on their decarbonisation pathways, and adapting infrastructure for climate resilience.

We look forward to working with our investors, portfolio companies, regulators and other stakeholders to achieve these transformational objectives for the benefit of all. We remain grateful for these partnerships and we welcome continued engagement as we seek to play our part in building a more sustainable future for everyone.

Please visit [MIRAFunds.com](https://www.mirafunds.com) for more detail regarding our climate change commitment as well as our approach to ESG, sustainability and responsible investment.