

18th Floor, Unit A, Centropolis
26, Ujeongguk-ro, Jongno-gu
Seoul 03161
KOREA

Telephone +822 3705 8500
Fax +822 3705 8596
Internet www.macquarie.com/mkif



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MACQUARIE KOREA INFRASTRUCTURE FUND
REPORTS 1H 2025 FINANCIAL RESULTS AND ASSET PERFORMANCE

Macquarie Korea Infrastructure Fund (“MKIF”) today announced its financial results and asset performance for the six months ended 30 June 2025 (the “Period”).

Highlights for the Period include:

- MKIF Board of Directors today approved total distribution of KRW 182.0 billion (KRW 380 per share) for the first half of 2025 in line with the interim distribution guidance announced on 12 June 2025. The distribution for the first half of 2025 will be paid in cash on 29 August 2025 to the shareholders registered to MKIF’s shareholder register on the record date of 30 June 2025.
- On a non-consolidated basis, MKIF recorded revenue of KRW 276.9 billion and net income of KRW 243.5 billion for the Period. Revenue and net income increased by 7.5% and 10.0% respectively compared with the previous corresponding period (“pcp”). Revenue and net income increased due to higher dividend income and lower operating expenses.
- On a weighted average basis¹, 12² operating toll road assets delivered a traffic volume decrease of 1.0% for the Period over pcp. Increased economic uncertainty have had a negative impact on traffic volume overall, and operational commencement of direct / indirect competing roads have acted as an added headwind to certain assets (Cheonan-Nonsan Expressway, Yongin-Seoul Expressway and BNP the 2nd Rear Road).
- Key operational highlights of BNCT Co., Ltd. (“BNCT”), the operator of Busan New Port Phase 2-3, during the Period are summarized below.
 - BNCT handled 1.35 million TEUs, a decrease of 0.6% over pcp.
 - Revenue increased by 2.1% over pcp to KRW 79.8 billion.
 - EBITDA decreased by 1.0% over pcp to KRW 35.2 billion, recording an EBITDA margin of 44.1%.
- Key operational highlights of city gas business operators, Haeyang Energy Co., Ltd. (“HY”), Seorabeol City Gas Co., Ltd. (“SRB”) and CNCITY Energy Co., Ltd. (“CNCITY”), for the Period are summarized below.
 - HY
 - Sales volume increased by 6.1% over pcp to 463 million m³.
 - Revenue increased by 10.5% over pcp to KRW 434.3 billion.
 - EBITDA decreased by 1.9% over pcp to KRW 33.5 billion.
 - The EBITDA decrease in 1H 2025 over pcp, despite an increase in sales volume, is mainly due to the absence of one-off income in 2025, which was present in 1Q 2024 in connection

1. On a weighted average basis based on revenue size and MKIF’s ownership stake in each project company

2. Excludes Baekyang Tunnel, as the concession of the Baekyang Tunnel Private Investment Project expired on 9 Jan 2025

with the retroactive adjustment of unit sales price following the change in user type for certain sectors.

- SRB
 - Sales volume increased by 2.3% over pcp to 113 million m³.
 - Revenue increased by 4.3% over pcp to KRW 106.9 billion.
 - EBITDA decreased by 4.5% over pcp to KRW 7.9 billion.
 - The EBITDA decrease in 1H 2025 over pcp, despite an increase in sales volume, is mainly due to (i) higher concentration of SG&A expense in the first half of 2025 and (ii) an early disbursement of certain costs during the Period.
- CNCITY
 - Sales volume increased by 4.1% over pcp to 397 million m³.
 - Revenue increased by 10.9% over pcp to KRW 409.9 billion.
 - EBITDA increased by 25.6% over pcp to KRW 35.0 billion.
 - CNCITY's higher EBITDA growth % for the Period over pcp compared to the sales volume growth % is mainly attributable to the overall increase in the unit sales prices of gas, heat, electricity and steam during the Period over pcp.
- Hanam Data Center, which MKIF has invested via Green Digital Infra Co., Ltd. ("GDI"), signed the rent agreements that commit the tenant to use 99% of the target IT load of 25.44MW. As of 30 June 2025, the mechanical, electrical and plumbing works have been completed and the operational ramp-up is in progress. GDI expects to generate full contracted rent revenue corresponding to the target IT load after the operational ramp-up is completed in mid-2027.
- On 30 June 2025, the financial position of MKIF is as follows:
 - Proportionately consolidated cash balance³ of KRW 408.2 billion.
 - The external debt⁴ weighted average maturity is 5.5 years⁵.
 - Proportionately consolidated gearing ratio⁶ of 25.8%.
 - MKIF domestic credit rating remains unchanged at AA0⁷.

3. Proportionately consolidated MKIF cash and cash equivalents (inclusive of MKIF cash and cash equivalents of KRW 27.6bn)

4. 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

5. Average remaining maturity of external debt of the underlying project companies based on MKIF equity ownership

6. Proportionately consolidated MKIF net debt / (proportionately consolidated MKIF net debt + average MKIF market capitalization for the previous 3 months)

7. Credit rating provided by Korea Ratings, NICE Investors Service and Korea Investors Service in May 2025 and Jun 2025 for the corporate bonds issued by MKIF

Major activity related to MKIF and its assets for the Period include:

Expiration of the Concession for Baekyang Tunnel Private Investment Project

- Baekyang Tunnel Ltd. (“BYTL Ltd.”) is the concessionaire of Baekyang Tunnel Private Investment Project⁸ with the right to operate and manage Baekyang Tunnel from 10 January 2000 to 9 January 2025 (the “Concession”) based on the concession agreement signed with Busan Metropolitan City, the competent authority. As the Concession expired on 9 January 2025, the right to operate and manage Baekyang Tunnel was transferred to Busan Metropolitan City on 10 January 2025.
- In 2004, MKIF invested KRW 125.4 billion (the “Original Investment”) in BYTL Ltd. in the form of equity and loan. In 2008, MKIF divested its holding in BYTL Ltd.’s loan to a separate SPC (the “ABS SPC”) (the “Securitization”) to redeem the invested capital early and realize a divestment gain. Also, MKIF acquired an equity stake in the ABS SPC to secure the right to capture all residual cash flows⁹ from the ABS SPC via dividends. As MKIF had already recovered 99% of the Original Investment from the Securitization, the investment amount of MKIF in BYTL Ltd. on 30 June 2025¹⁰ is KRW 2.2 billion, constituting 0.1% of MKIF’s investment portfolio.
- BYTL Ltd. has undertaken its corporate dissolution process in accordance with the Commercial Act of Korea, and BYTL Ltd. will continue servicing its lenders, MKIF and the ABS SPC, until its dissolution. Also, the ABS SPC will distribute all residual cash flows to MKIF via dividends and complete its own dissolution process in accordance with the Commercial Act of Korea.

Issuance of KRW 100 billion Corporate Bond

- On 27 May 2025, the Board of MKIF approved the agenda which authorizes MKIF to issue the 4th, KRW 100 billion, 5-year, fixed-rate, unsecured public bond (the “Issuance”), and MKIF completed the Issuance on 11 June 2025 at an annual interest rate of 3.014%.
- MKIF used the proceed of KRW 100 billion received from the Issuance to repay the existing KRW 100 billion, 7-year, fixed-rate (annual interest rate of 3.205%), unsecured corporate bond which matured on 11 June 2025.

MCB Co., Ltd. Receives the Final Award for Arbitration from the ICC

- MCB Co., Ltd. (“MCB”) is the concessionaire of the Machang Bridge Private Investment Project with the right granted by Gyeongsangnam-Do (“GSND”), the competent authority, to operate and manage Machang Bridge for 30 years from 15 July 2008 to 14 July 2038. As of 30 June 2025, MKIF has invested in 70% of equity (KRW 33.8 billion) and 50% of subordinated loan (KRW 79.0 billion) of MCB, accounting for 3.7% of MKIF’s investment portfolio.
- Since January 2023, there has been a difference of opinion between MCB and GSND on the methodology for calculating support payments payable to MCB pursuant to the revenue allocation scheme under the Amended Concession Agreement¹¹, and this has resulted in a portion of the support payments requested by MCB to be unpaid. Accordingly, MCB submitted a request for arbitration to the International Chamber of Commerce (the “ICC”) to seek a declaration on its claim of KRW ~3.4 billion¹² of overdue support payment from GSND (the “Arbitration”) on 25 September

8. Baekyang Tunnel is a 2.3km, dual two-lane toll road (tunnel) located in Busan Metropolitan City. Baekyang Tunnel Private Investment Project is a build-transfer-operate (“BTO”) type concession granted by Busan Metropolitan City (competent authority) to BYTL Ltd. (concessionaire). In accordance with the BTO scheme, (i) the concessionaire constructs the target asset (Baekyang Tunnel); (ii) the ownership of the asset is transferred to the competent authority upon construction completion; (iii) and the concessionaire operates and manages the asset for 25 years (10 Jan 2000 to 9 Jan 2025)

9. The residual cash flows of the ABS SPC are calculated by, [loan service proceeds from BYTL Ltd. (99.2% of total proceeds) – sum of (i) interest & principal payments on the bond issued by the ABS SPC, (ii) operating expenses of the ABS SPC and (iii) return of capital to the ABS SPC’s equity holder other than MKIF]; the bond issued by the ABS SPC was fully repaid in 1H 2024

10. As the corporate dissolution process is in progress, MKIF’s investment into BYTL Ltd. remains in effect. Investment amount of KRW 2.2bn consists of KRW 1.2bn in equity (100% shareholding) and KRW 1bn in loan (0.8% of loan principal)

11. Amended Concession Agreement signed by MCB and GSND on 26 Jan 2017

12. The stated amount corresponds to the sum of support payments for 4Q 2022, 1Q 2023, and 2Q 2023 requested to GSND in Jan, Apr and Jul of 2023 respectively, and the Final Award ruled that late payment interest be also paid to the winning party for each item

2023 and received the final award (the “Final Award”) for the Arbitration on 17 June 2025. The summary of the Final Award is as below.

Item in dispute	Claimed amount ¹²	Ruling
Which CPI index to use for calculation	KRW ~1.0 billion	In favour of MCB
Whether to subtract miscellaneous income from support payment	KRW ~0.2 billion	In favour of MCB
Whether to include VAT in support payment	KRW ~2.2 billion	In favour of GSND
Total	KRW ~3.4 billion	

(*) Each party to bear its own arbitration, legal and other administrative costs

- MCB settled the historical support payments based on the Final Award and a discussion with GSND, and is in review of plans for the future.

Appendix 1. Financial Results

STATEMENT OF FINANCIAL POSITION¹

As at 30 June 2025 and 31 December 2024

	(Unit: KRW million)	
	30 June 2025	31 December 2024
Assets		
Invested Assets	2,870,017	2,904,637
Cash & deposits	27,623	48,878
Loans receivable	2,029,942	2,044,347
Equity securities ²	812,452	811,412
Others	992,080	924,967
Interest receivables	987,241	915,765
Dividend receivables	-	4,122
Deferred costs, net	2,760	3,014
Prepayment	2,079	2,066
Total Assets	3,862,097	3,829,604
Liabilities		
Bond	369,035	398,209
Long-term debt	-	-
Management fee payable	12,115	11,781
Other liabilities	5,197	5,411
Total Liabilities	386,347	415,401
Shareholders' Equity		
Share Capital	3,297,209	3,297,209
Retained Earnings (Losses)	178,541	116,994
Total Shareholders' Equity	3,475,750	3,414,203
Total Liabilities and Shareholders' Equity	3,862,097	3,829,604

1. 31 Dec 2024 figures are audited, non-consolidated basis and 30 Jun 2025 figures are unaudited, non-consolidated basis

2. Pursuant to the Financial Investment Services and Capital Markets Act and the resolution by the internal appraisal committee of Macquarie Korea Asset Management Co., Ltd., MKIF reports all its unlisted equity investments at acquisition cost

STATEMENT OF INCOME (CUMULATIVE)¹

For the six months ended 30 June 2025 ("1H 2025") and 30 June 2024 ("1H 2024")

(Unit: KRW million)

	1H 2025	1H 2024	Change %
Revenue	276,905	257,472	7.5%
Interest income ²	140,323	146,458	
Dividend income ³	136,582	111,010	
Other income	-	4	
Expenses	33,367	35,988	(7.3%)
Management fee	23,442	24,196	
Interest expense	7,742	9,690	
Other expenses	2,183	2,102	
Net Income	243,538	221,484	10.0%
Normalized Net Income⁴	243,538	221,484	
EPS (KRW per share)⁵	509	508	-
Normalised EPS (KRW per share)^{4,5}	509	508	

1. Unaudited, non-consolidated

2. 1H 2025 interest income decreased due to the impact of the amendment to the subordinated loan agreement of BNCT Co., Ltd. effective from 1 Jul 2024

3. 1H 2025: KRW 24.1bn from New Airport Hiway Co., Ltd.; KRW 54.0bn from Cheonan-Nonsan Expressway Co., Ltd.; KRW 18.5bn from Soojungsan Investment Co., Ltd.; KRW 12.0bn from Kwangju Ring Road Company, Ltd.; KRW 2.1bn from Woomyunsan Infraway Co., Ltd.; KRW 4.1bn from CNCITY Energy Co., Ltd.; KRW 21.7bn from BYTL ABS SPC
1H 2024: KRW 21.7bn from New Airport Hiway Co., Ltd.; KRW 54.0bn from Cheonan-Nonsan Expressway Co., Ltd.; KRW 17.0bn from Soojungsan Investment Co., Ltd.; KRW 12.0bn from Kwangju Ring Road Company, Ltd.; KRW 2.2bn from Woomyunsan Infraway Co., Ltd.; KRW 4.1bn from CNCITY Energy Co., Ltd.

4. Excludes one-off items

1H 2025 and 1H 2024: no one-off item

5. Change % of net income and EPS are different because the number of outstanding shares of MKIF increased after the completion of follow-on offering in 4Q 2024

STATEMENT OF INCOME (QUARTERLY)¹

For the three months ended 30 June 2025 ("2Q 2025") and 30 June 2024 ("2Q 2024")

(Unit: KRW million)

	2Q 2025	2Q 2024	Change %
Revenue	77,740	73,339	6.0%
Interest income ²	70,640	73,336	
Dividend income ³	7,100	-	
Other income	-	3	
Expenses	16,853	17,974	(6.2%)
Management fee	12,115	12,104	
Interest expense	3,644	4,861	
Other expenses	1,094	1,009	
Net Income	60,887	55,365	10.0%
Normalized Net Income⁴	60,887	55,365	
EPS (KRW per share)⁵	127	127	-
Normalised EPS (KRW per share)^{4,5}	127	127	

1. Unaudited, non-consolidated

2. 2Q 2025 interest income decreased due to the impact of the amendment to the subordinated loan agreement of BNCT Co., Ltd. effective from 1 Jul 2024

3. 2Q 2025: KRW 7.1bn from BYTL ABS SPC

4. Excludes one-off items

2Q 2025 and 2Q 2024: no one-off item

5. Change % of net income and EPS are different because the number of outstanding shares of MKIF increased after the completion of follow-on offering in 4Q 2024

Appendix 2. Asset Performance – Toll Roads

On a weighted average basis¹, traffic volume decreased by 1.0% for the Period compared with the pcp. Highlights for the Period include:

- Increased economic uncertainty have had a negative impact on traffic volume overall.
- For Cheonan-Nonsan Expressway, Yongin-Seoul Expressway and BNP the 2nd Rear Road, recent operational commencement of direct / indirect competing roads has acted as an added headwind to their traffic volume performance.

Traffic revenue of toll road asset companies is calculated based on respective traffic volume, actual toll fare and traffic volume mix. Total revenue of these companies is calculated by combining traffic revenue and support payments received from respective competent authority in connection with minimum revenue guarantee², cost compensation² and/or toll freeze compensation.

Asset	1H 2025 Volume (%) ³	2Q 2025 Volume (%) ³	MKIF Portfolio %⁴
Gwangju 2nd Beltway, Section 1	(2.1%)	(0.8%)	3%
Incheon International Airport Expressway	5.4%	4.6%	2%
Soojungsan Tunnel	1.9%	2.7%	2%
Cheonan-Nonsan Expressway	(4.7%)	(4.1%)	8%
Woomyunsan Tunnel	1.8%	2.6%	1%
Gwangju 2nd Beltway, Section 3-1	(0.6%)	0.7%	1%
Machang Bridge	2.5%	2.4%	4%
Yongin-Seoul Expressway	(3.1%)	(1.9%)	5%
Seoul-Chuncheon Highway	(0.1%)	(1.4%)	5%
Incheon Grand Bridge	2.8%	2.7%	10%
BNP the 2nd Rear Road	(3.5%)	(2.6%)	4%
Incheon-Gimpo Expressway	(4.1%)	(3.8%)	4%
Weighted Average¹	(1.0%)	(0.6%)	

1. On a weighted average basis based on revenue size of and MKIF's equity ownership stake in each project company (assumed full investment of committed amounts)

2. Gwangju 2nd Beltway Section 1 & 3-1, Soojungsan Tunnel and Machang 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

3. Percentage change from pcp, based on average daily traffic volume

4. Based on MKIF investment amount on 30 Jun 2025 (assumes full investment of committed amounts)

Appendix 3. Asset Performance – Container Port (BNCT)¹

	First Half ¹			Quarterly ¹		
	1H 2025	1H 2024	Change over pcp	2Q 2025	2Q 2024	Change over pcp
Volume (TEU million)	1.35	1.36	(0.6%)	0.66	0.68	(3.0%)
Revenue (KRW billion)	79.8	78.1	2.1%	40.4	40.9	(1.1%)
EBITDA (KRW billion)	35.2	35.5	(1.0%)	18.3	19.2	(4.5%)
EBITDA margin	44.1%	45.5%	(1.4%p)	45.3%	47.0%	(1.7%p)

1. Unaudited figures

Appendix 4. Asset Performance – City Gas Business¹

HY

	First Half ¹			Quarterly ¹		
	1H 2025	1H 2024	Change over pcp	2Q 2025	2Q 2024	Change over pcp
Volume (million m ³)	463	436	6.1%	153	144	6.0%
Revenue (KRW billion) ²	434.3	393.0	10.5%	144.1	131.9	9.2%
EBITDA (KRW billion)	33.5	34.1	(1.9%) ³	17.5	15.3	13.7%
Pipeline length	2,573km	2,547km	1.0%	2,573km	2,547km	1.0%

SRB

	First Half ¹			Quarterly ¹		
	1H 2025	1H 2024	Change over pcp	2Q 2025	2Q 2024	Change over pcp
Volume (million m ³)	113	110	2.3%	40	40	(0.5%)
Revenue (KRW billion) ²	106.9	102.5	4.3%	37.8	36.6	3.2%
EBITDA (KRW billion)	7.9	8.3	(4.5%) ⁴	3.4	3.7	(9.8%) ⁴
Pipeline length	642km	606km	6.0%	642km	606km	6.0%

CNCITY

	First Half ¹			Quarterly ¹		
	1H 2025	1H 2024	Change over pcp	2Q 2025	2Q 2024	Change over pcp
Volume (million m ³)	397	382	4.1%	113	103	9.6%
Revenue (KRW billion) ²	409.9	369.6	10.9%	116.4	98.8	17.8%
EBITDA (KRW billion)	35.0	27.9	25.6% ⁵	6.3	4.8	32.2% ⁵
Pipeline length	1,785km	1,773km	0.7%	1,785km	1,773km	0.7%

1. Unaudited figures

2. Revenue is mostly impacted by sales volume, KOGAS wholesale tariff and retail distribution tariff. Average wholesale tariff is adjusted to reflect the change in natural gas price, and such adjustment impacts both revenue & cost of goods sold

3. HY's EBITDA decrease in 1H 2025 over pcp, despite an increase in sales volume, is mainly due to the absence of one-off income in 2025, which was present in 1Q 2024 in connection with the retroactive adjustment of unit sales price following the change in user type for certain sectors

4. SRB's EBITDA decrease in 1H 2025 over pcp, despite an increase in sales volume, is mainly due to (i) higher concentration of SG&A expense in the first half of 2025 and (ii) an early disbursement of certain costs during the Period

5. CNCITY's higher EBITDA growth % for the Period over pcp compared to the sales volume growth % is mainly attributable to the overall increase in the unit sales prices of gas, heat, electricity and steam during the Period over pcp

For further information, please contact:

Jinwook Park
Division Director
Macquarie Korea Asset Management Co., Ltd.
+ 82 2 3705 8516
Jinwook.Park@macquarie.com

Jang-Young (Kevin) You
Associate Director
Macquarie Korea Asset Management Co., Ltd.
+ 82 2 3705 8565
Kevin.You@macquarie.com

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