MACQUARIE KOREA INFRASTRUCTURE FUND

General Presentation

August 2011

MACQUARIE

IMPORTANT NOTICE

DISCLAIMER

This presentation is not an offer or invitation for subscription or purchase of or a recommendation of securities. It does not take into account the investment objectives, financial situation and particular needs of the investor. Before making an investment in Macquarie Korea Infrastructure Fund ("MKIF"), the investor or prospective investor should consider whether such an investment is appropriate to their particular investment needs, objectives and financial circumstances and consult an investment adviser if necessary.

MKIF and Macquarie Shinhan Infrastructure Asset Management Co., Ltd.("MSIAM") are not authorised deposit-taking institutions for the purposes of the Banking Act 1959 (Commonwealth of Australia) and their obligations do not represent deposits or other liabilities of Macquarie Bank Limited ABN 46 008 583 542 (MBL). MBL does not guarantee or otherwise provide assurance in respect of the obligations of MKIF/ MSIAM.

Information, including forecast financial information, in this presentation should not be considered as a recommendation in relation to holding, purchasing or selling shares, securities or other instruments in MKIF. Due care and attention has been used in the preparation of forecast information. However, actual results may vary from forecasts and any variation may be materially positive or negative. Forecasts by their very nature, are subject to uncertainty and contingencies many of which are outside the control of MKIF. Past performance is not a reliable indication of future performance.

This presentation is not an offer for sale of the securities of MKIF in the United States or in any jurisdiction where any offer, sale or solicitation in respect of such securities is not permitted. Securities may not be offered or sold in the United States absent registration or an exemption from registration under the U.S. Securities Act of 1933, as amended, or in any jurisdiction where such offer or sale is not permitted. MKIF does not intend to register any portion of any contemplated offering in the United States or to conduct a public offering of securities in the United States

Not for distribution in the United States or in any jurisdiction where any offer, sale or solicitation in respect of the contemplated securities is not permitted.

This document is only being distributed to and is only directed at (i) persons who are outside the United Kingdom or (ii) investment professionals falling within Article 19(5) of the Financial Services and Markets Act 2000 (Financial Promotion) Order 2005 (the "Order") or (iii) high net worth entities, and other persons to whom it may lawfully be communicated, falling within Article 49(2)(a) to (d) of the Order (all such persons together being referred to as "relevant persons"). Any securities will only be available to, and any invitation, offer or agreement to subscribe, purchase or otherwise acquire any securities will be engaged in only with, relevant persons. Any person who is not a relevant person should not act or rely on this document or any of its contents.

FORWARD LOOKING STATEMENT

This presentation contains forward-looking statements, in particular, under the heading "Business Overview". All forward-looking statements are our management's present expectations of future events and are subject to a number of factors and uncertainties that could cause actual results to differ materially from those described in the forward-looking statements.

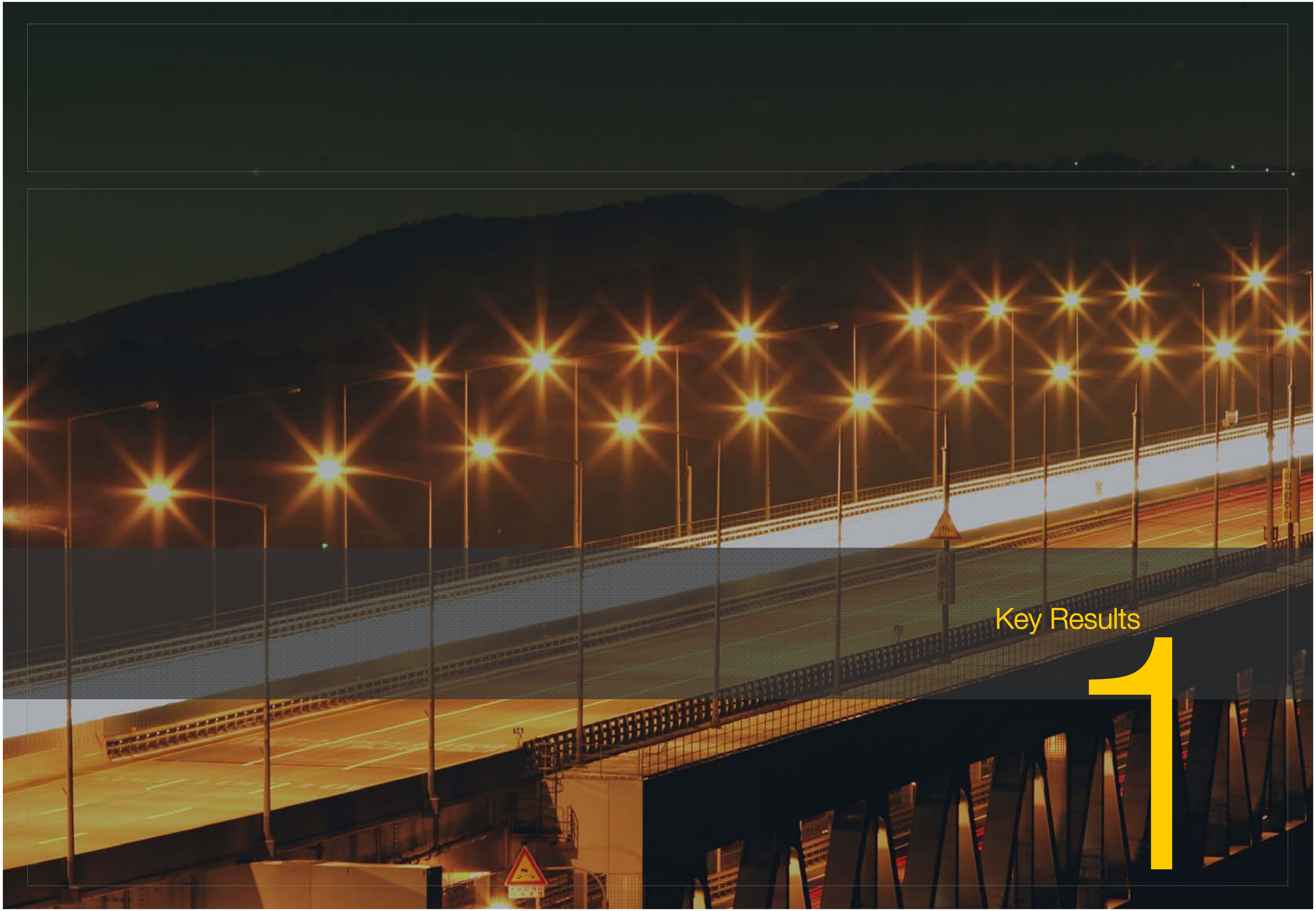
CONTENTS

1 Key Results

2 Business Overview

3 Appendices

Key Results 1



HIGHLIGHTS

MACQUARIE

✓ SOLID FINANCIAL AND TRAFFIC RESULTS

- Traffic volume and revenue[1] up 7.4% and 7.4% respectively in the first half 2011, from prior corresponding period (pcp)
- Weighted average traffic volume vs. Concession Agreement forecasted volume of 78% for the newly opened assets[2] in 2Q 2011
- Normalised revenue and net income[3] increased by 6.2% and 2.9% respectively in the first half 2011 on pcp

✓ SUCCESSFUL OUTCOME ON THE CAPITAL MANAGEMENT INITIATIVE

- Completed the 3rd Tranche securitisation of the interest receivable on the subordinated loans provided to Cheonan-Nonsan Expressway, bringing forward KRW 20.6bn of trapped cash to MKIF
- KRW 500 billion MKIF level debt refinanced with a significantly cheaper (-215bps per annum)[4] and longer debt (+2.5 years)[4]

✓ REMAINS FINANCIALLY HEALTHY WITH CONSERVATIVE CAPITAL POSITIONS (as at 30 June 2011)

- MKIF domestic credit rating has been notched up to AA (stable) from AA- (stable)
- Continued de-gearing of asset level debt with average maturity of 8.9 years
- Proportionately consolidated cash balance of circa KRW 377bn (MKIF level cash balance of KRW 121bn)
- MKIF net debt of KRW 271 billion with no external financing needs until May 2016
- Proportionately consolidated gearing[5] of 49% with 66% of interest obligations either fixed or hedged[6] for next 12-months

1. The weighted average growth rates in traffic and revenue are weighted by reference to revenue and calculated based on MKIF's percentage ownership interest in each concession company
2. Yongin-Seoul Expressway, Seoul-Chuncheon Expressway, Seoul Subway Line 9 Section 1 and Incheon Grand Bridge
3. Excludes one-off capital gains in 1H2010 and 1H2011
4. Weighted average basis on outstanding debt balance (91day CD rate of 3.4%)
5. Gearing = MKIF Net Debt/(MKIF Net Debt + MKIF market capital(3-month average)), where MKIF Net Debt = Proportionate net debt from assets + Corporate net debt. Excludes shareholder loans
6. Hedging (Fixed or swapped to fixed) = Proportionately consolidated MKIF net debt adjusted for fixed or swapped debt / Proportionately consolidated MKIF net debt

FINANCIAL RESULTS

Unaudited, non-consolidated financial information

(Unit: KRW mn)

	1H 2011	1H 2010	% change
Revenue	79,199	81,157	
Interest income	78,577	74,007	6.2%
Gain (loss) on sale of investment	622 [1]	7,148 [2]	
Other income (loss)	-	2	
Expense	32,091	28,822	
Management fee	11,969	11,229	
Interest expense	12,433	13,183	
Other expense	7,689[3]	4,410	
Net income	47,108	52,335	
EPS (KRW)[4]	142	158	
Normalised Net income[5]	46,486	45,187	2.9%
Normalised EPS (KRW)[5]	140	136	

1. One-off gain from 3rd tranche securitisation of interest receivables on the subordinated loan provided to Cheonan-Nonsan Expressway
2. Includes one-off gains from (i) 2nd tranche securitisation of interest receivables on the subordinated loan provided to Cheonan-Nonsan Expressway of KRW249mil and (ii) divestment of the subordinated loan provided to Seosuwon-Osan-Pyungtaek Expressway of KRW6,899mil
3. Mainly one-off transaction related expenses including KRW 5.1bil of write-down of remaining prepaid expenses from MKIF debt refinancing in 2009
4. Based on the number of shares outstanding of 331.5 mil shares
5. Excludes one-off transaction related gains

UNDERLYING ASSET PERFORMANCE

TRAFFIC VOLUME GROWTH[1]	TRAFFIC REVENUE GROWTH[1]	PORTFOLIO AGE[2]
7.4%	7.4%	5 years

	1H 2011				2Q 2011			
	Average daily traffic volume		Average daily traffic revenue		Average daily traffic volume		Average daily traffic revenue	
	Vehicles/day	% change on pcp	KRW thousand/day	% change on pcp	Vehicles/day	% change on pcp	KRW thousand/day	% change on pcp
Incheon International Airport Expressway	50,109	(4.2%)	314,555	(4.2%)	51,920	(4.3%)	324,204	(4.3%)
Baekyang Tunnel	69,725	3.3%	50,667	3.2%	71,433	3.3%	51,899	3.3%
Gwangju Second Beltway, Section 3-1	34,915	9.4%	30,961	9.6%	36,679	9.0%	32,583	9.3%
Gwangju Second Beltway, Section 1	36,345	5.3%	37,702	5.9%	38,418	5.2%	39,864	5.7%
Woomyunsan Tunnel	26,561	5.3%	46,049	5.4%	27,562	3.7%	47,794	3.7%
Cheonan-Nonsan Expressway	39,638	10.1%	302,913	9.8%	41,870	11.2%	320,147	10.3%
Soojungsan Tunnel	41,964	4.7%	31,491	4.5%	42,871	5.3%	32,170	5.2%
Deagu 4th Beltway East	19,768	3.3%	19,824	3.3%	20,491	2.7%	20,549	2.7%
Machang Bridge	14,851	8.6%	26,765	8.9%	15,779	9.4%	28,405	9.5%
Yongin-Seoul Expressway	60,431	23.9%	97,323	24.3%	63,645	19.6%	102,502	19.9%
Seoul-Chuncheon Expressway	35,256	11.7%	204,625	12.5%	38,366	11.0%	223,267	11.5%
Seoul Metro 9	190,371	13.1%	134,215	10.7%	197,490	13.2%	138,762	11.0%
Incheon Grand Bridge	26,239	10.4%	130,813	10.9%	27,126	4.7%	134,815	4.0%
Weighted average growth rate		7.4%		7.4%		7.0%		6.7%

1. On a weighted average basis based on revenue size of each asset and the MKIF's equity interest in each concession company.
2. Operation period of each concession company on a weighted average basis based on respective commitment amount

NEWLY OPENED ASSETS

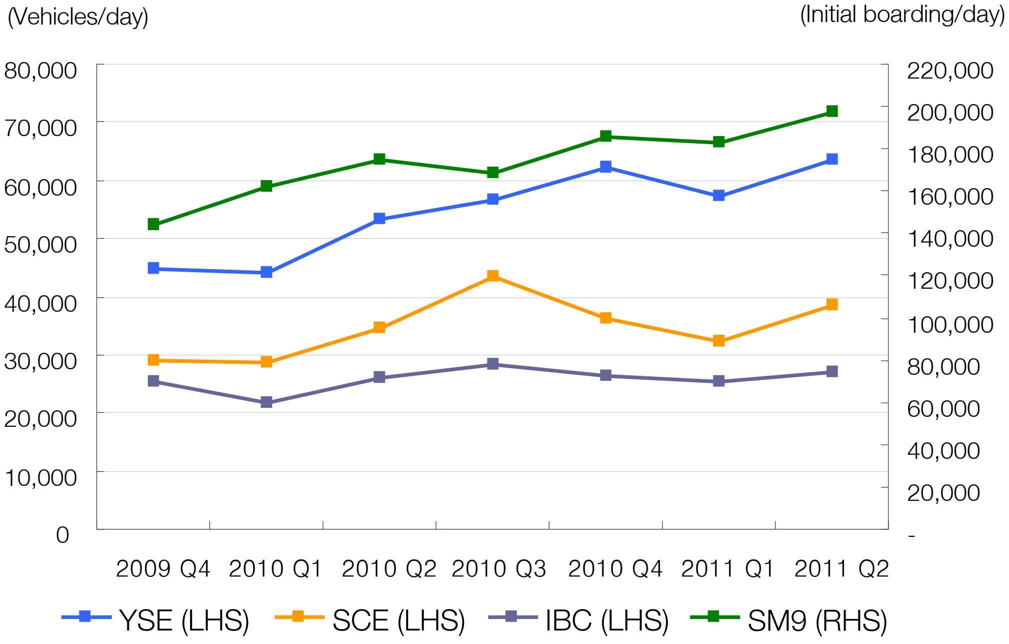
MACQUARIE

% OF PORTFOLIO	% OF CA FORECAST TRAFFIC VOLUME[1]	TRAFFIC VOLUME GROWTH[2]
29%	77.5%	14.7%

2Q 2011 TRAFFIC PERFORMANCE

Asset	Operation commencement	Traffic volume growth on pcp	Traffic revenue growth on pcp	% of CA forecast traffic volume
Yongin-Seoul Expressway (YSE)	01-Jul-09	19.6%	19.9%	76.1%
Seoul-Chuncheon Expressway (SCE)	15-Jul-09	11.0%	11.5%	81.2%
Seoul Subway Line 9, Section 1 (SM9)	24-Jul-09	13.2%	11.0%	96.3%
Incheon Grand Bridge (IGB)	19-Oct-09	4.7%	4.0%	67.0%

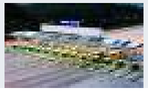
QUARTERLY TREND OF TRAFFIC VOLUME



1. During 2st quarter 2011, on a weighted average basis based on total commitment amount and average daily traffic
2. Weighted average daily traffic during 1H 2011 over 1H 2010

CAPITAL MANAGEMENT INITIATIVES – 1H 2011

MACQUARIE

	Securitisation of subordinated debt interest receivable (3rd tranche)	Refinancing of MKIF-level debt
	 CHEONAN-NONSAN EXPRESSWAY	MKIF
DESCRIPTION	▪ 3rd tranche securitisation of MKIF's interest receivable on the subordinated loans provided to Cheonan-Nonsan Expressway (part of 8 asset-backed securitised bond program between 2009~2015 with a combined face value of KRW 157.2bn[1] ▪ Total issuance amount of KRW 21.1bn issued at 6.40%	▪ KRW 250bn aggregate principal amount of unsecured bonds consisting of – W60bn 5-year bond ("Tranche 1-1") at a fixed rate of 4.57% – W190bn 7-year bond ("Tranche 1-2") at a fixed rate of 4.97% ▪ A new 5-year W250bn corporate credit facility – Interest rate from CD+400bps (floating rate tranche) and 7.2% (fixed rate tranche) to CD+270bps (fixed tranche removed) – Maturity extended to June 2016
TRANSACTION RATIONALE	▪ Releasing trapped cash ▪ Attractive pricing	▪ Lowering borrowing cost and extending maturity ▪ Access to new source of capital
PRICING	▪ Demonstrates market's strong appetite for MKIF's assets – Competitive pricing despite the unusual structure of callable (with lock-up period) zero-coupon ABS bonds	▪ Attractive pricing relative to the benchmark rates - AA credit rating for MKIF (both bonds and credit facility) – The weighted average cost of MKIF's total borrowing reduced by circa 215 bps[2] – Weighted average maturity extended by +2.5yrs – Exposure to floating interest rate reduced by more than half
CASHFLOW	▪ Immediate net cash inflow of KRW 20.6bn	▪ Expected annual cash savings of W7~9bn over next 5 years

1. Assuming the market rates of the 'AA-' rated Korean corporate bonds as at 14 May 2009
2. Weighted average cost of debt for MKIF's total outstanding borrowing

2 BUSINESS OVERVIEW

MKIF HISTORY

Promulgated PPI Act | A key component in Korean government's initiative to expand Infrastructure in Korea, introduced strong government supports to private participation in investment

Asian economic crisis	Identified the attractive opportunities available	Active fund raising and deal participation	Market Leader

Late 90s	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011

Establishment
- Capital raising of KRW 1.26tn until the listing
- Captured attractive asset portfolio underpinned by significant government revenue and capital protections

Listing
- Capital raising of KRW 582.5 bn through IPO
- Dual listed on KRX and LSE

MANDATE	To invest in infrastructure assets in Korea as defined under PPI Act[1]
OBJECTIVE	To create value through active capital/portfolio management and to provide stable distributions
INVESTMENTS	14 assets, KRW 1.77tn (12 toll roads, 1 subway &1 port)
ASSET MANAGER	Macquarie Shinhan Infrastructure Asset Management Co., Ltd.[2]

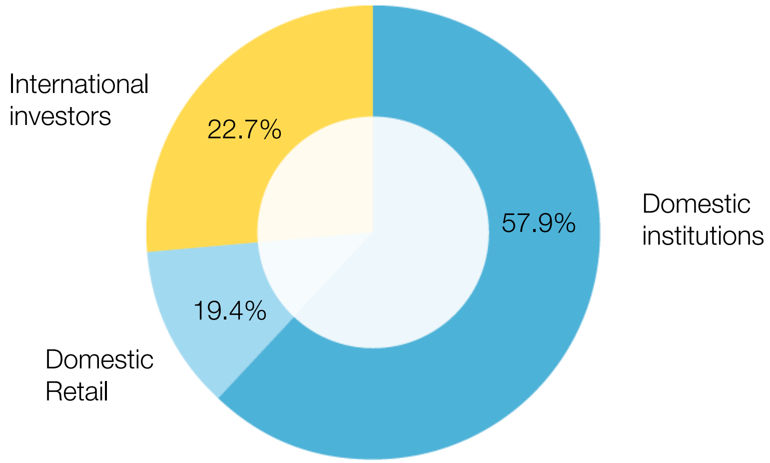
1. Private Participation in Infrastructure Act (PPI Act) defines infrastructure sectors including roads, railways, ports, energy, airport, communication, water resources, etc.
2. A joint venture company between Macquarie Group and Shinhan Financial Group.

SHARE INFORMATION

As at 30 June 2011

EXCHANGE	KRX -088980.KS / LSE – MKIF.LI
MARKET CAP[1]	KRW 1.6 trillion (US$ 1.5 billion)[3]
DAILY VOLUME[2]	366,574 shares (US$ 1.7 million)[3]

SHAREHOLDER BASE



TOP SHAREHOLDERS[4]

1. Military Mutual Aid Association	11.8%
2. Shinhan Financial Group	11.2%
3. Korea Life Insurance	7.2%
4. Korea Government Employees Pension Services	5.4%
5. Lazard Group of Companies	5.0%
6. Capital Group of companies KDB Life Insurance	4.9%
7. KDB Life Insurance	4.5%
8. Macquarie Group	4.4%

1. Based on the share price as of 30 June 2011
2. 3-month average daily turnover
3. Calculated based on the exchange rate as at 30 June 2011
4. Source: Financial Supervisory Service

CORPORATE STRUCTURE

As of 30 June 2011

- Active manager of the invested companies through management participation
- Corporate tax exempted when MKIF distributes more than 90% of its annual net income
- Korean retail residents benefit from a lower distribution withholding tax[1]

MKIF

Invests in 14 Concession companies

Management Agreement

Macquarie Shinhan Infrastructure Asset Management Co., Ltd.

- External fund manager
- JV between Macquarie & Shinhan Financial Group
- Managed under Macquarie's global policies and procedures

Receives:
- Interest income
- Dividend

Invests in the form of:
- Equity
- Subordinated debt
- Senior debt

OPERATING – 13 assets

Toll roads (12) Subway (1)

CONSTRUCTION – 1 asset

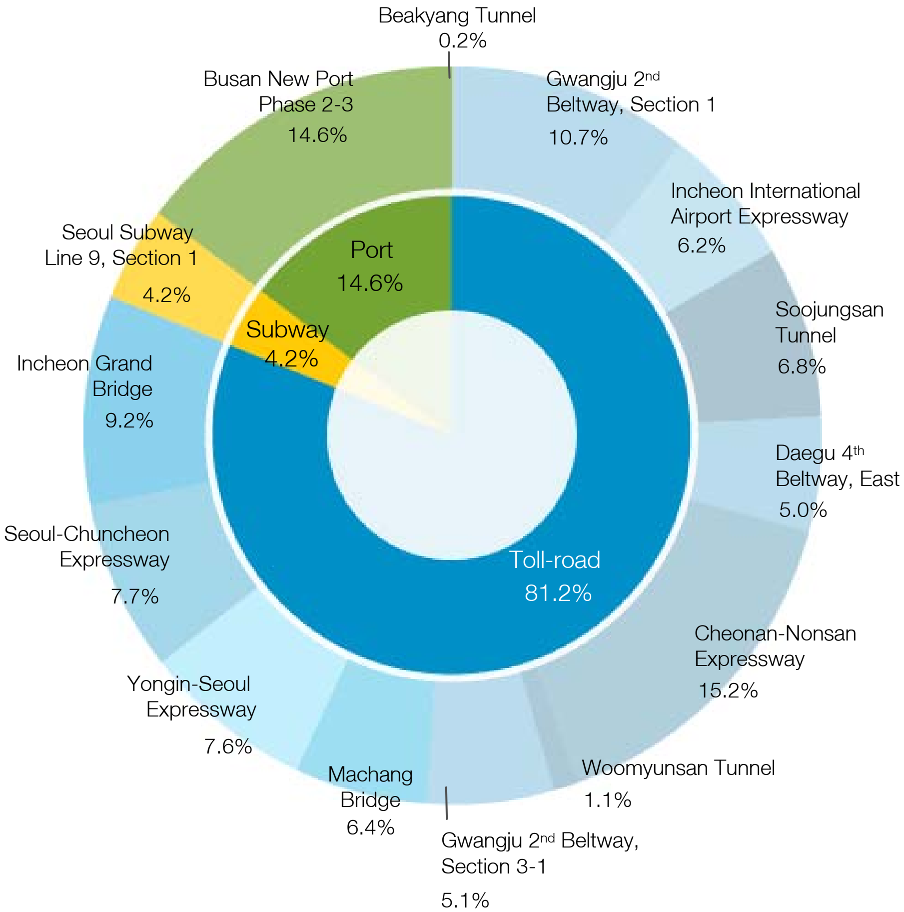
Port (1)

1. Investments having a total par value of KRW 100mil or less are subject to withholding tax of 5.5%. Investments having a total par value over KRW100mil are subject to 15.4% until December 2012.

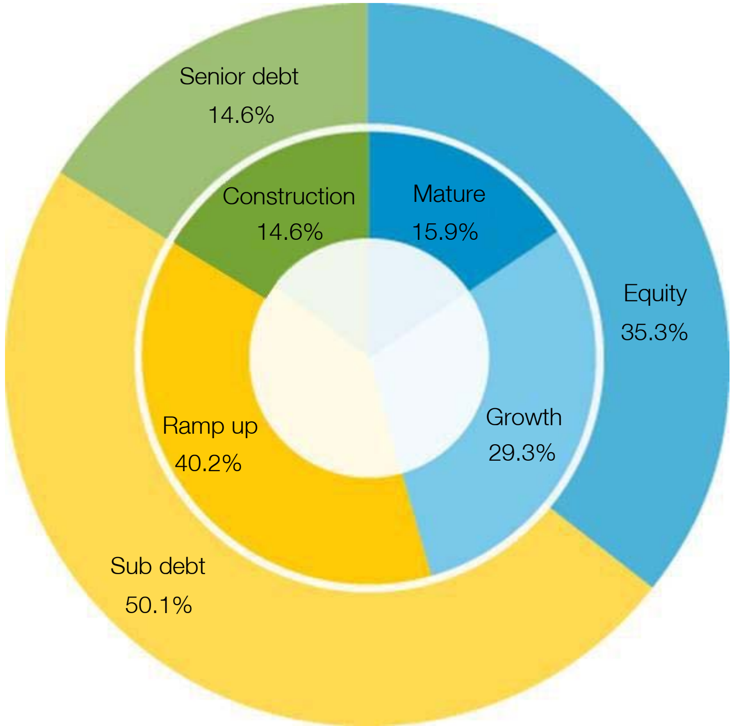
PORTFOLIO[1]

As at 30 June 2011

Portfolio Composition by Asset[1]

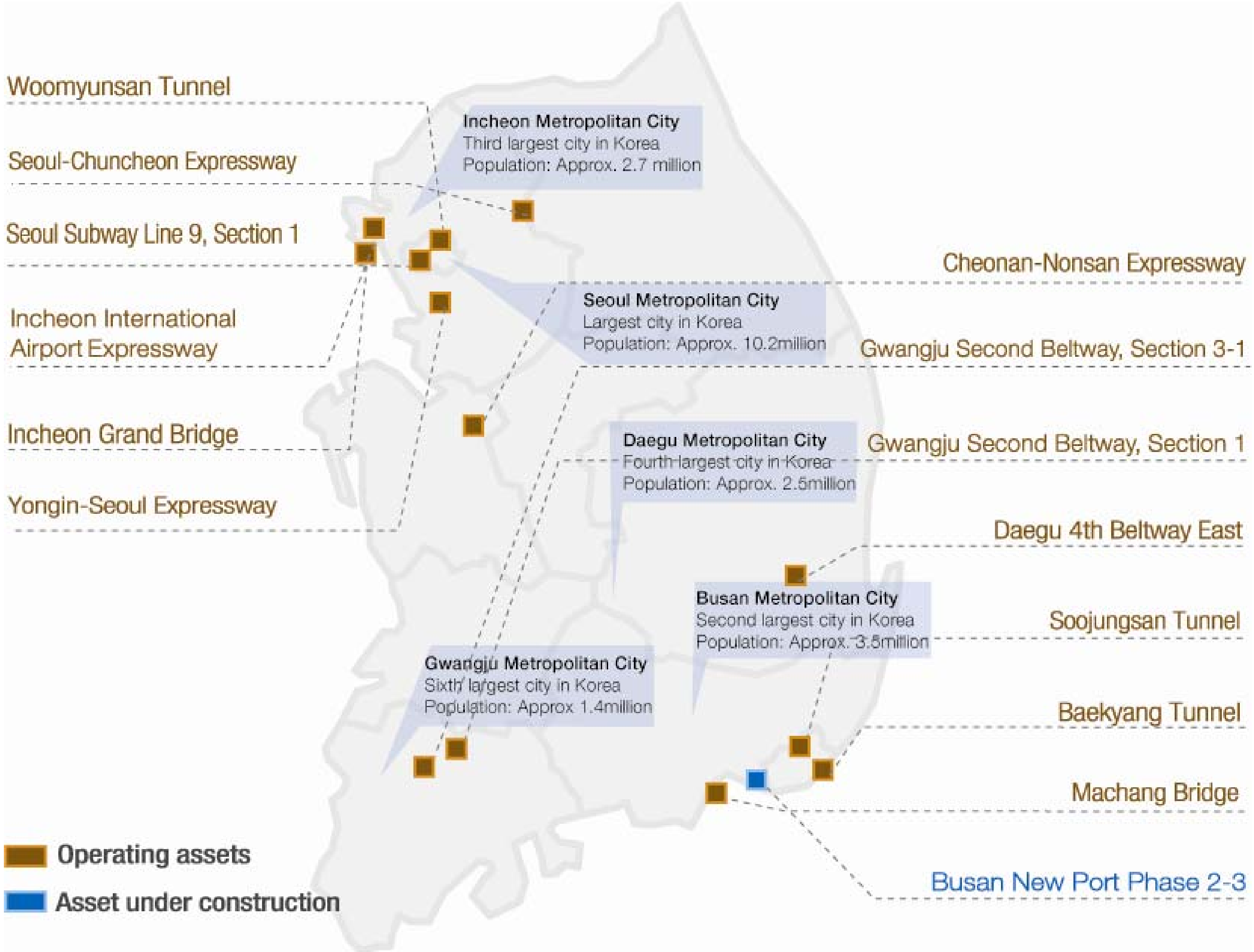


Portfolio Composition by Phase and Type



1. Based on commitment amount

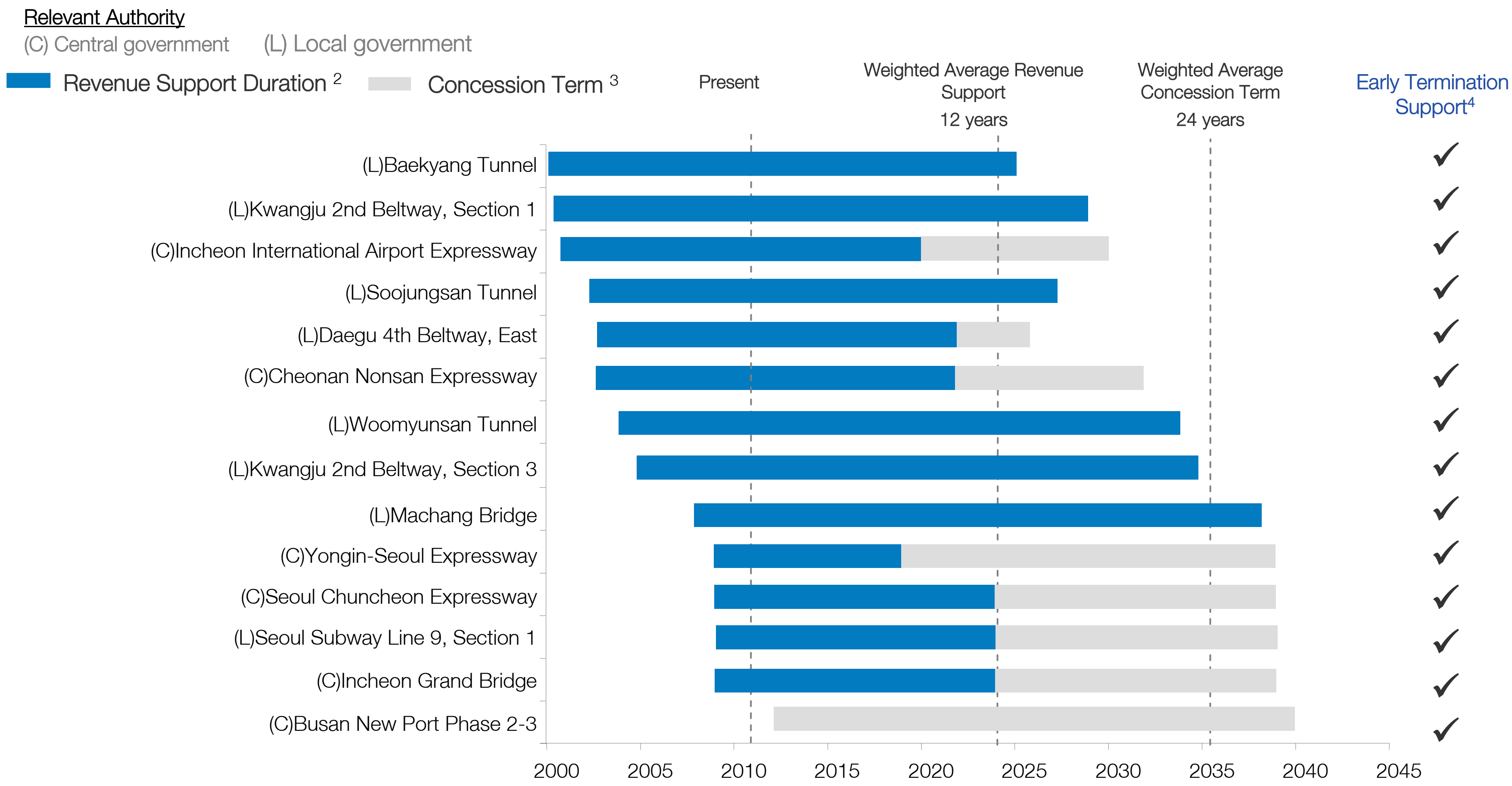
LANDMARK ASSETS



LONG-TERM CONCESSION PERIOD

As of 30 June 2011

CONCESSION TERM VS. GOVERNMENT REVENUE SUPPORT PERIOD



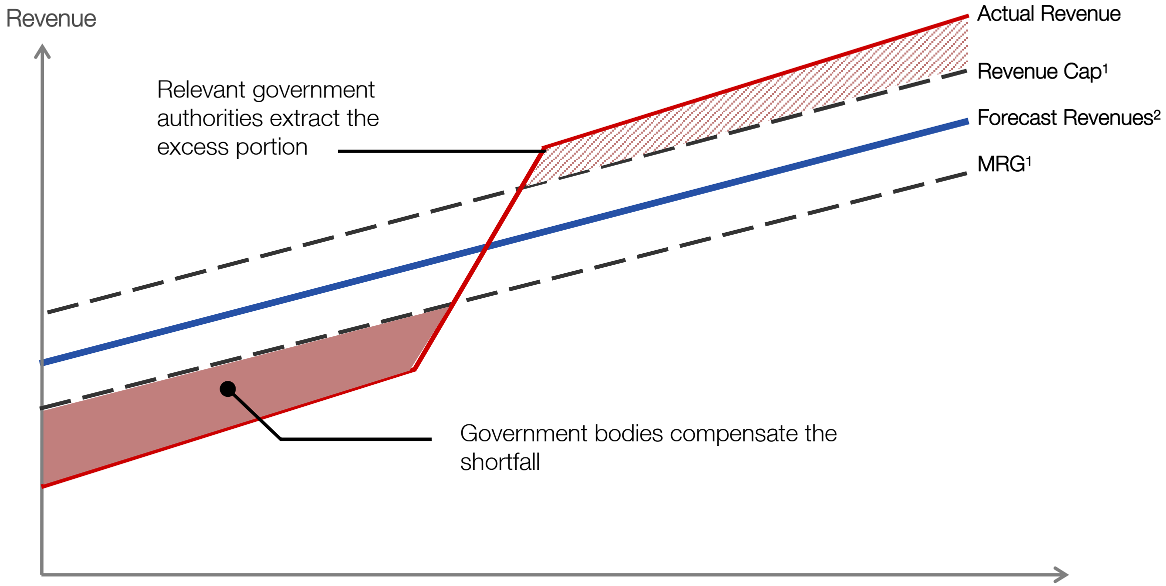
1. Revenue support and termination payment provisions vary for each concession
2. Revenue support until at least 2023 with weighted average support remaining of about 12 years (excluding Busan New Port Phase 2-3)
3. Concessions last at least until 2035 with weighted average life remaining of over 24 years
4. Concession 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 or the government body or for events of force majeure

GOVERNMENT REVENUE SUPPORT[1]

As of 30 June 2011

MINIMUM REVENUE SUPPORT MECHANISM

Conceptual Diagram



- MRG and Revenue support for 13 of MKIF's 14 assets[3]
- Real and inflation-linked revenue support
- MRG line tracking the forecast revenue line (typically 80~90% below forecast revenue)
- No history of Korea sovereign default
- Korea sovereign rating as of May 2011:
  - S&P : A (Stable)
  - Moody's : A1 (Stable)
- Details for the government revenue support by each asset attached – Slide 28

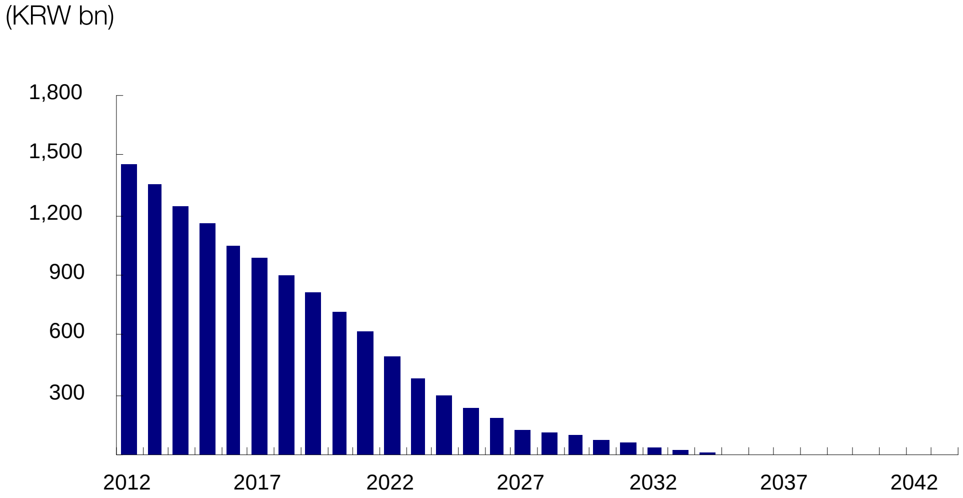
1. MRG and revenue caps vary across assets
2. Forecast revenues set out in the Concession Agreement
3. In three of 13 MRG assets, no revenue guarantee applies if actual revenue are below 50 % of the toll revenue forecast

DEBT PROFILE

As of 30 June 2011

CASH[1]	KRW 377bn
AMORTISING MATURITY[2]	8.9 years
GEARING[3]	49%
NET DEBT TO EBITDA[4]	2.7x
INTEREST RATE HEDGE[5]	66% until end of 2011

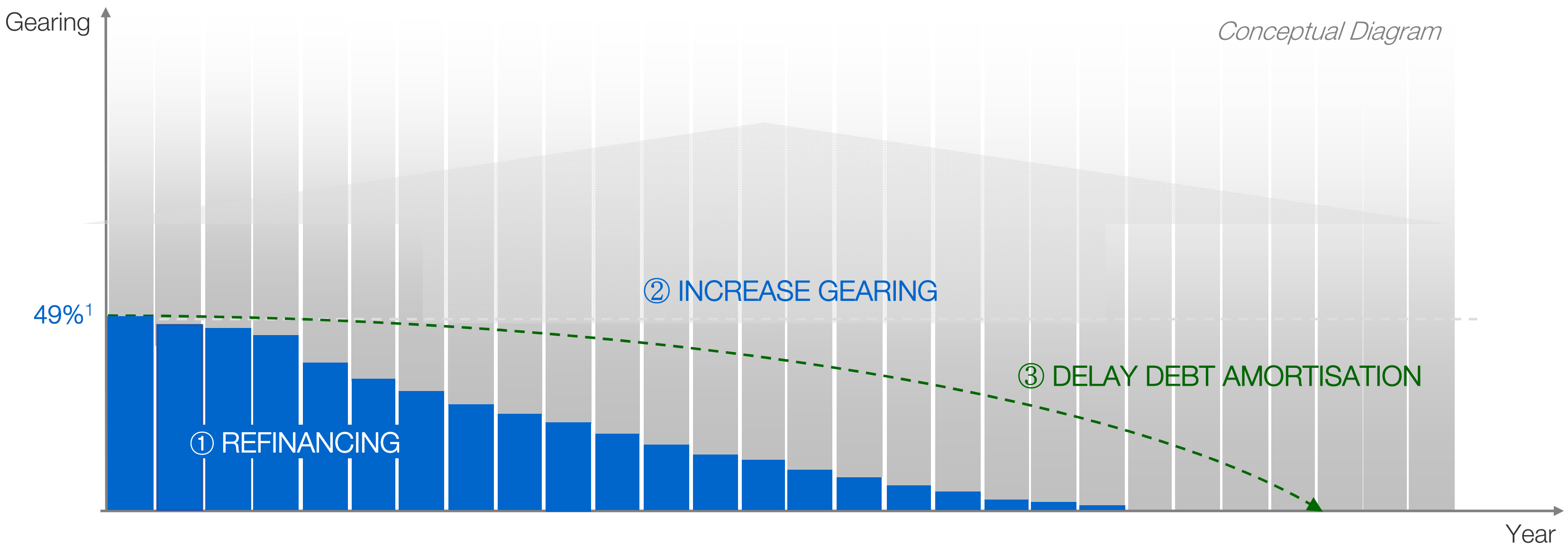
OUTSTANDING DEBT BALANCE [6]



1. Proportionately consolidated cash balance (including MKIF cash balance of KRW 121bn)
2. Weighted average amortising maturity of the underlying asset level external debt
3. Gearing = Proportionately consolidated MKIF Net Debt / (Proportionately consolidated MKIF Net Debt + MKIF market capital (3-month average))
4. Proportionate average of operating assets. Excludes all new assets which have commenced operation in 2008 and 2009
5. Hedging (Fixed or swapped to fixed) = Proportionately consolidated MKIF net debt adjusted for fixed or swapped debt / Proportionately consolidated MKIF net debt
6. Outstanding debt balance based on amortisation schedule of asset level external debt on a proportionate equity shareholding basis. Excludes MKIF level corporate loan balance

CAPITAL RESTRUCTURING OPPORTUNITIES

- Opportunities exist to optimise capital structure
- Asset level senior debt typically have amortising debt with restrictive cash reserve covenants
- Certain assets are subject to Benefit Sharing Plan where financial benefits from refinancing need to be shared with the relevant government authority



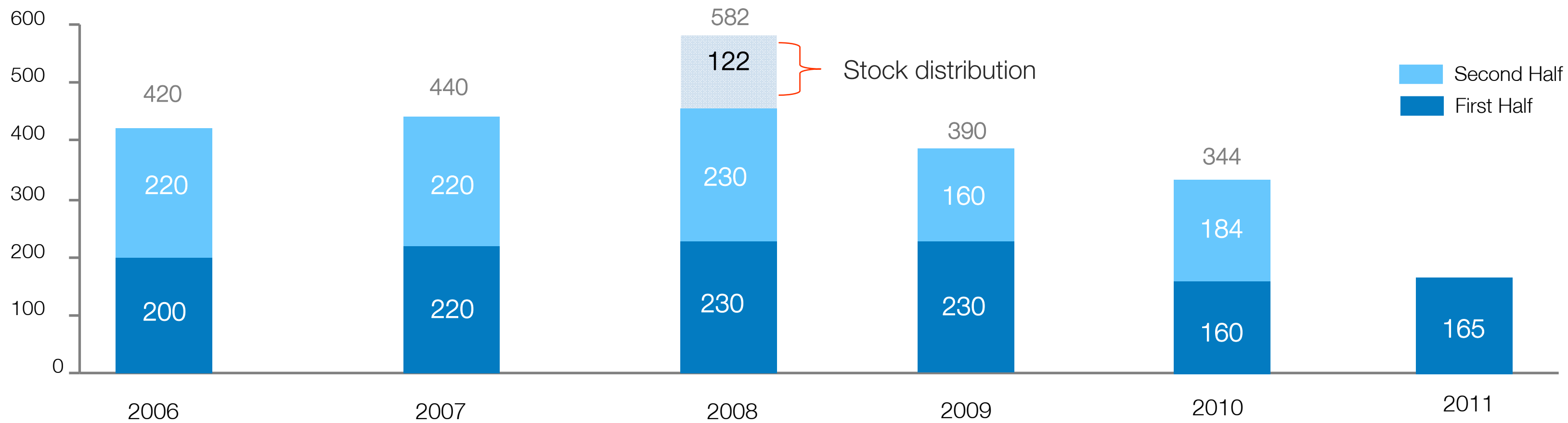
① REFINANCING	② INCREASE GEARING	③ DELAY DEBT AMORTISATION
- Lower interest rate - Improve debt covenants - Release trapped cash	- Capacity to gear up further	- Bring forward available cash

1. Proportionately consolidated net gearing as at June 2011

DISTRIBUTION

DECLARATION/ PAYMENT	Semi-annual: As end of June and December
DISTRIBUTION FLOOR	Higher of taxable income or 100% of distributable accounting income – to maintain tax exempt status
2011 INTERIM DISTRIBUTION	KRW 165 per share[1]
CASH YIELD	Circa 6.8%[2]

DISTRIBUTION HISTORY (PER SHARE, POST-LISTING)



1. Composed of (i) a dividend of KRW142 per share and (ii) a distribution in excess of profits of KRW23 per share (Deduction from the retained earnings). Total of KRW 165 per share will be accounted as distribution income in calculating dividend income tax and tax payable under Korean law[3]
2. Based on the share price as of 30 June 2011 and 1H 2011 distribution (Annualised)

CONCLUSION

REDUCED CAPITAL RISKS	▪ Minimum Revenue Guarantee (MRG) provided to13 out 14 underlying assets ▪ Currently, substantially all of operating cash receipts are MRG-backed ▪ Underlying revenues are fully inflation-adjusted
EMBEDDED GROWTH POTENTIAL	▪ Real and inflation-linked natural underlying revenue growth ▪ Capital restructuring opportunities ▪ Re-rating of assets ▪ Growth through new investments
HEALTHY FINANCIALS	▪ Sound balance sheet position ▪ Conservative gearing with solid debt profile ▪ Stability of operating cashflows supported by predictable cost basis
MACQUARIE MANAGED FUND	▪ Global leader managing A$92 billion[1] of infrastructure assets under management across 24 countries ▪ Management fees aligned with shareholders' interests
STRONG MARKET PRESENCE	▪ #1 infrastructure management and advisory platform ▪ Unrivalled brand recognition and track record in the infrastructure space in Korea

1. Based on proportionate enterprise value, calculated as proportionate net debt and equity value at most recent valuation date, 31 December 2010 for the majority of assets.

APPENDICES 3

FINANCIAL POSITION STATEMENTS

Non-consolidated – as at 30 June 2011 and 31 December 2010

MACQUARIE

(Unit: KRW mn)

	June 2011	December 2010
Total Assets	2,079,884	2,064,941
Invested Assets	1,858,363	1,848,587
Cash and deposits	120,606	139,365
Loans	1,120,430	1,098,823
Equity securities	617,327	610,399
Others (receivables, prepayments, etc.)	221,521	216,354
Total Liabilities	397,987	369,164
Accounts payables	1	1
Management fee payable	6,009	5,958
Long-term debts	141,500	360,551
Bond	248,889	-
Other liabilities	1,588	2,654
Total Shareholders' Equity	1,681,897	1,695,777
Total Liabilities and Shareholders' Equity	2,079,884	2,064,941

1. Excludes KRW 24mn of transaction related costs in relation to the securitisation of Baekyang Tunnel senior loan in 2008

Asset	Item	1H 2011
Busan New Port	Equity	6,928
	Sub Debt	28,896
Gwangju 2nd Beltway, 3-1	Senior Debt	(3,668)
Soojungsan Tunnel	Senior Debt	(3,597)
Total		28,559

PROFIT AND LOSS STATEMENTS

Non-consolidated – 6 months to 30 June 2011 (Compared to 1H 2010)

MACQUARIE

(Unit: KRW mn)

	1H 2011	1H 2010
Revenue	79,199	81,157
Interest income	78,577	74,007
Gain (Loss) on sale of investment	622[1]	7,148[2]
Other Income	-	2
Expense	32,091	28,822
Management fee	11,969	11,229
Interest expense	12,433	13,183
Other expenses	7,689[3]	4,410
Net Profit	47,108	52,335
EPS (KRW)[4]	142	158
Normalised Net income[5]	46,486	45,187
Normalised EPS (KRW)[5]	140	136

1. One-off gain from 3rd tranche securitisation of interest receivables on the subordinated loan provided to Cheonan-Nonsan Expressway
2. Includes one-off gains from (i) 2nd tranche securitisation of interest receivables on the subordinated loan provided to Cheonan-Nonsan Expressway of KRW249mil and (ii) divestment of the subordinated loan provided to Seosuwon-Osan-Pyungtaek Expressway of KRW6,899mil
3. Mainly one-off transaction related expenses including KRW 5.1bil of write-down of remaining prepaid expenses from MKIF debt refinancing in 2009
4. Based on the number of shares outstanding of 331.5 mil shares
5. Excludes one-off transaction related gains

CASHFLOW STATEMENTS

Non-consolidated - 6 Months to 30 June 2011 (Compared to 1H 2010)

MACQUARIE

(Unit: KRW mn)

	1H 2011	1H 2010	% Change
Cashflows from operating/investment activities:			
Cash inflows from operating/investment activities	78,324	79,283	-1%
Sale of investment	20,550	29,786	-31%
Collection of other loans receivable	7,265	7,265	
Interest income and other	50,509	42,232	20%
Cash outflows from operating/investment activities:	(54,037)	(66,220)	-18%
Investments	(35,824)	(53,543)	-33%
Fees and expenses	(18,213)	(12,677)	44%
Net cash provided by (used in) operating/investment activities	24,287	13,063	86%
Cashflows from financing activities:			
Drawdown from long-term debts	17,943	5,000	259%
Distributions paid	(60,989)	(53,033)	15%
Net cash provided by (used in) financing activities	(43,046)	(48,033)	-10%
Net increase(decrease) in cash and deposits	(18,759)	(34,970)	-46%
Cash and deposits at beginning of the period	139,365	239,694	
Cash and deposits at end of the period	120,606	204,724	

PORTFOLIO

MACQUARIE

As at 30 June 2011

MKIF COMMITMENT AND DEBT INTEREST RATE

(KRW bn, %)

Name	Abbrv.	Equity	Ownership (%)	Subordinated Debt	Interest Rate	Senior Debt	Interest Rate	Total
Baekyang Tunnel	BYTL	1.2	100.0	-	-	1.6	15.0	2.8
Gwangju 2nd Beltway Section 1	KBICL	13.1	100.0	35.2[1]	20.0	142.0	10.0	190.3
Incheon International Airport Expressway	NAHC	58.2	24.1	51.7	13.9	-	-	109.9
Soojungsan Tunnel	SICL	47.1	100.0	19.3	20.0	54.0	8.5	120.4
Daegu 4th Beltway, East	D4	57.5	85.0	32.0	17.0	-	-	89.5
Cheonan-Nonsan Expressway	CNE	87.7	60.0	182.3	16.0	-	-	270.0
Woomyunsan Tunnel	WIC	10.7	36.0	9.6	20.0	-	-	20.3
Gwangju 2nd Beltway Section 3-1	KRRC	28.9	75.0	-	-	62.4	7.85	91.3
Machang Bridge	MCB	33.8	70.0	79.0	11.4	-	-	112.8
Yongin–Seoul Expressway	YSE	57.8	35.0	77.0	13.0	-	-	134.8
Seoul-Chuncheon Expressway	SCE	48.6	15.0	87.4	11.6	-	-	136.0
Seoul Subway Line 9 Section 1	SM9	40.9	24.5	33.5	15.0	-	-	74.4
Incheon Grand Bridge	IGB	74.5	41.0	89.4	11.5	-	-	163.9
Busan New Port Phase 2-3	BNP	66.4	30.0	193.0	10.0	-	-	259.4
Total		626.4		889.4		259.9		1,775.7
Percentage (%)		35.3%		50.1%		14.6%		100.0%

1. Includes KRW 3.2bn working capital facility

OPERATING PERFORMANCE BY ASSET[1]

12 Months to 31 December 2010

(Unit: KRW million)

Assets	2010[2] Operating Revenue[3]	2010[2] OPEX	2010[2] EBITDA	2010[2] Net Debt[4]	2010[2] EBITDA margin	2010[2] Net Debt to EBITDA	2009 Operating Revenue[3]	2009 OPEX	2009 EBITDA	2009 Net Debt[4]	2009 EBITDA margin	2009 Net Debt to EBITDA
Gwangju Second Beltway, Section 1	28,870	(6,269)	22,601	(1,434)	78%	(0.1x)	26,531	(4,781)	21,751	(603)	82%	(0.0x)
Gwangju Second Beltway, Section 3-1	16,731	(4,140)	12,591	(6,798)	75%	(0.5x)	15,778	(3,439)	12,338	(8,568)	78%	(0.7x)
Soojungsan Tunnel	23,637	(2,834)	20,802	(13,014)	88%	(0.6x)	22,530	(2,622)	19,908	(9,667)	88%	(0.5x)
Baekyang Tunnel	23,400	(4,077)	19,323	151,352	83%	7.8x	21,425	(3,568)	17,856	159,104	83%	8.9x
Incheon International Airport Expressway	218,041	(21,352)	196,689	288,752	90%	1.5x	225,370	(17,548)	207,822	419,151	92%	2.0x
Cheonan-Nonsan Expressway	165,517	(22,958)	142,559	296,966	86%	2.1x	147,709	(22,941)	124,767	397,170	84%	3.2x
Woomyunsan Tunnel	21,595	(4,068)	17,527	90,884	81%	5.2x	21,307	(3,841)	17,466	96,772	82%	5.5x
Daegu 4th Beltway East	26,040	(3,746)	22,294	65,672	86%	2.9x	23,654	(3,082)	20,572	78,586	87%	3.8x
Machang Bridge[5]	21,495	(4,486)	17,010	214,352	79%	12.6x	14,695	(4,616)	10,078	195,217	69%	19.4x
Proportionate average[6]	31,696	(4,777)	26,919	68,685	85%	2.6x	29,748	(4,463)	25,285	86,509	85%	3.4x

1. Excludes all new assets which have commenced operation in 2009 and 2010
2. Management estimated, unaudited figures. Actual results may vary
3. Revenue compensation and other compensations from the relevant government authority are reflected on cash basis. Payments are typically received within 6 to 18 months after the end of the year to which they relate.
4. Excludes Shareholders loans
5. MKIF's equity ownership in Machang Bridge was 100% in 2009 and 70% in 2010
6. On a proportionate average basis based on MKIF's equity interest in each concession company.

MINIMUM REVENUE GUARANTEE SUMMARY

MACQUARIE

As of 30 June 2011

	Asset	Concession Term	Concession Term Remaining	Revenue Guarantee Duration	Revenue Guarantee Duration Remaining	Revenue Guarantee Threshold [1]	Revenue Cap Threshold [1,2]	Remarks
Operating asset	Baekyang Tunnel	25	14	25	14	90%	110%	
Operating asset	Gwangju 2nd Beltway, Section 1	28	18	28	18	85%	115%	
Operating asset	Incheon International Airport Expressway	30	20	20	10	80%	110%	Partial revenue sharing in excess of 80% to 110% level
Operating asset	Soojungsan Tunnel[4]	25	16	25	16	90%	110%	
Operating asset	Daegu 4th Expressway, East	24	15	20	11	79.8%	120.2%	
Operating asset	Cheonan-Nonsan Expressway	30	22	20	12	82%	110%	Partial revenue sharing in excess of 82% to 110% level
Operating asset	Woomyunsan Tunnel	30	23	30	23	79%[3]	110%	All revenue sharing excess of 79% to 85% and excess 110%/ Partial revenue sharing excess of 90% to 110%
Operating asset	Gwangju 2nd Beltway, Section 3-1	30	24	30	24	90%	110%	
Operating asset	Machang Bridge	30	27	30	27	75.78%	120%	
Operating asset	Yongin-Seoul Expressway [5]	30	28	10	8	70%	130%	
Operating asset	Seoul-Chuncheon Expressway [5]	30	28	15	13	80%/70%/60%	120%/130%/140%	Change by every five year
Operating asset	Seoul Subway Line 9, Section 1 [5]	30	28	15	13	90%/80%/70%	110%/120%/130%	Change by every five year
Operating asset	Incheon Grand Bridge	30	29	15	14	80%	120%	
	Busan New Port Phase 2-3	29	29	N/A	N/A			Construction asset
	Weighted average[6]	29	24	18	13			

1. % of annual concession agreement projected revenue
2. Relevant government authorities are entitled to receive the portion exceeding the Threshold
3. 79% up to 2023 and 78% from 2024 to 2034
4. In toll revenue below 90%, Busan City Government is obliged to compensate 91.5% of the shortfall amount
5. No revenue guarantee applies if actual revenue are below 50 % of the toll revenue forecast
6. Weighted by investment commitment

MANAGEMENT FEES

- Manager's interests aligned with shareholders
- No performance – no performance fees
- Underperformance carried forward

Management fee calculated quarterly basis as:

- Base Fee
  - 1.25% pa falling to 1.10%[1] of Net Investment Value (NIV) of MKIF; plus (+)
  - 1.15% pa falling to 1.05%[1] per annum of Commitment[2] of MKIF
- Performance Fee
  - 20% sharing in cumulative total returns[3] over 8% pa

Net Investment Value for any quarter equals:

- The average market capitalisation of MKIF over all trading days in each calculation; plus (+)
- The amount of any external borrowings by MKIF; less (-)
- Cash held by MKIF

1. For NIV +Commitment in excess of KRW 1.5 trillion
2. Commitments means all amounts that MKIF has firmly committed for future investment contributions.
3. Total return to shareholders reflects both distributions from MKIF to its shareholders and share price performance over each calculation.

MACQUARIE FUNDS GROUP

MACQUARIE

Macquarie Funds Group ranks in the top 40 asset managers globally

Macquarie Investment Management ("MIM")	Macquarie Infrastructure and Real Assets ("MIRA")	Macquarie Specialised Investment Solutions ("MSIS")
Fixed Income, Currencies and Commodities Equities Funds of Funds	Infrastructure Real Estate Private Equity	Protected Lending Fund Linked Products Agricultural investments Lifetime income products

Operations

Legal and Compliance

Distribution

A$305bn	21	~1,500
AUM[1]	Countries worldwide[1]	Staff[1]

1. All numbers as at 31 March 2011

MACQUARIE WORLDWIDE INVESTMENTS

~105 portfolio businesses and ~120 properties[1]

MACQUARIE

UK
- Bristol Airport
- Airwave
- Arqiva
- CLP Envirogas
- Energy Power Resources
- Thames Water
- Wales & West Utilities
- M6 Toll
- Condor Group (ferry services)
- Moto (motorway services)
- National Car Parks
- Wightlink (ferry services)
- Red Bee Media

Spain
- Asset Energia Solar
- Solpex Energia Solar
- Itevelesa (vehicle inspections)

Czech Republic
- Ceske Radiokomunikace

Poland
- DCT Gdansk (container terminal)

Sweden
- EPR Sweden (wind farm)
- Varmevarden
- Arlanda Express

Russia
- Brunswick Rail

Canada
- AltaLink
- Amherstburg Solar Park
- Cardinal (power station)
- Chapais (biomass facility)
- Clean Power Hydro
- Erie Shores Wind Farm
- Whitecourt (biomass facility)
- A-25
- Fraser Surrey Docks
- Halterm Limited (port)

Mexico
- Decarred (highways)
- Oaxaca (wind farms)

USA
- Chicago Skyway
- Dulles Greenway
- Indiana Toll Road
- AIR-serv (tyre inflation)
- Harley Marine Services
- Icon Parking
- Penn Terminals
- Petermann (school buses)
- Sentient (private aviation)
- Smarte Carte
- Airport Services (fixed base operations)
- Total Terminals International (Hanjin Pacific Corporation)
- Global Tower Partners
- Aquarion Company
- Puget Energy
- District Energy
- Duquesne Light
- The Gas Company
- Broadrock Renewables
- Bulk Liquid Storage Terminal Business
- Waste Industries

Japan
- Hanjin Pacific Corporation (Tokyo, Osaka)

South Korea
- West Sea Power / West Sea Water
- Baekyang Tunnel
- Cheonan-Nonsan Expressway
- Daegu 4th Beltway East
- Gwangju 2nd Beltway Section 1
- Gwangju 2nd Beltway Section 3-1
- Incheon Grand Bridge
- Incheon International Airport Expressway
- Machang Bridge
- Seoul Chuncheon Expressway
- Soojungsan Tunnel
- Woomyunsan Tunnel
- Yongin-Seoul Expressway
- Busan New Port Phase 2-3
- Hanjin Pacific Corporation (ports)
- Seoul Subway Line 9, Section 1
- C&M (cable tv)
- North East Chemical

Belgium
- Brussels Airport

Denmark
- Copenhagen Airports

France
- Compteurs Farnier (water metering)
- EPR France (wind farm)
- RES (wind farm)
- Trois Sources & Lomont Windfarms
- Autoroutes Paris-Rhin-Rhône
- Pisto SAS (oil storage and distribution)

Germany
- GWE (heat & power)
- Techem (submetering)
- Thyssengas
- Warnow Tunnel
- TanQuid (tank storage business)

South Africa
- Neotel
- Kelvin Power Station
- Bakwena Platinum Corridor
- N3 Toll Concessions
- Trans African Concessions

Nigeria
- Lekki Concession Company

United Arab Emirates
- Al Ain Industrial City
- Industrial City of Abu Dhabi
- ICAD Effluent Treatment Plant

India
- Viom Networks
- Adhunik Power and Natural Resources
- MB Power (Madhya Pradesh)
- GMR Airports (Delhi and Hyderabad airports)

Puerto Rico
- Global Tower Partners

China
- MWREF
- Hua Nan Expressway
- Changshu Xinghua Port
- Star King (China) Food Group

Taiwan
- Miaoli Windpower
- Hanjin Pacific Corporation (Kaohsiung)
- Taiwan Broadband Communications

Australia
- Hobart International Airport
- Dampier to Bunbury Natural Gas Pipeline
- Multinet Gas Holdings
- United Energy Distribution
- WA Gas Networks
- 3P Learning
- Regis Group (aged care)
- Retirement Villages Group
- MREEFs

New Zealand
- Metlifecare
- Private Lifecare
- Retirement Care New Zealand

Real Estate | Airports | Communications | Utilities | Roads | Transport & Related Services | Other

1. As at 31 March 2011. Represents portfolio businesses which Macquarie Infrastructure and Real Assets manages on behalf of investors with various direct percentage stakes held in each. Above list of portfolio businesses is not exhaustive.

MACQUARIE INFRASTRUCTURE AND REAL ASSETS (MIRA)'S COMPETITIVE ADVANTAGE

Macquarie Infrastructure and Real Assets (previously Macquarie Capital Funds) is a leading global alternative asset manager specialising in infrastructure funds, other real asset funds and customised accounts

EXTENSIVE EXPERIENCE	— Since 1996, Macquarie has been a leading infrastructure and real asset manager — A$92 billion[1] of assets under management across 24 countries[2]
PROPRIETARY DEAL FLOW	— Access to the proprietary investment sourcing capability of the Macquarie Group
STRONG ALIGNMENT	— Macquarie and staff investment of ~A$1.8 billion in Macquarie Infrastructure and Real Assets managed funds
EFFECTIVE ASSET MANAGEMENT	— Local expertise, knowledge and relationships across 23 offices globally[2] — Sector specific infrastructure operational specialists with approximately 500 years experience[2]

1. Based on proportionate enterprise value, calculated as proportionate net debt and equity value at most recent valuation date, 31 December 2010 for the majority of assets.
2. As at 30 March 2011

MIRA INFRASTRUCTURE OVERVIEW

Extensive experience sourcing and managing infrastructure investments

			1996		March 2011
Funds/vehicles	Unlisted	No.	-	▸	24
	Listed	No.	2	▸	6
Portfolio businesses		No.	4	▸	97
Assets under management		A$b	1.6	▸	89[1]
Equity under management	Unlisted	A$b	-	▸	28[2]
	Listed	A$b	0.6	▸	4[2]

1. Based on proportionate enterprise value, calculated as proportionate net debt and equity value at most recent valuation date, 31 December 2010 for the majority of assets
2. Listed funds – market capitalisation plus fully underwritten or committed future capital raisings. Unlisted funds – committed capital less any called capital returned to investors. Invested capital for other MIRA businesses. For jointly managed funds, amount is representative of Macquarie's economic ownership of the JV manager. Adjustments have been made where MIRA managed funds have invested in other MIRA managed funds.