



Macquarie Infrastructure Group

Management Information Report

**For the quarter ended
31 March 2008**

Macquarie Infrastructure Group (MIG) comprises Macquarie Infrastructure Trust (I) ARSN 092 863 780 (MIT(I)), Macquarie Infrastructure Trust (II) ARSN 092 863 548 (MIT(II)) and Macquarie Infrastructure Group International Limited ARBN 112 684 885 (MIGIL).

Macquarie Infrastructure Investment Management Limited ACN 072 609 271 (MIIML) is the responsible entity of MIT(I) and MIT(II). MIIML is a wholly owned subsidiary of Macquarie Group Limited ACN 008 583 542 (MGL).

Macquarie Capital Funds (Europe) Limited (MCFEL) registered number 3976881 is the adviser of MIGIL. MCFEL is a wholly owned subsidiary of MGL.

None of the entities noted in this document is an authorised deposit-taking institution 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 provide assurance in respect of the obligations of MIIML or any other entity noted in this document.

This report 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 MIG, 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.

MIIML, as responsible entity of the trusts comprised by MIG and MCFEL as the adviser of MIGIL are entitled to fees for so acting. MGL and its related corporations (including MIIML and MCFEL) together with their officers and directors and officers and directors of MIGIL may hold stapled securities in MIG from time to time.

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Overview of MIG

Assets

Macquarie Infrastructure Group (MIG) is one of the largest developers and owners of toll roads in the world. As at 31 March 2008 MIG's portfolio of toll road assets and percentage interest were as follows:

Asset	Location	Reporting currency	Date of initial acquisition	MIG's interest as at:	
				31 Mar 08	31 Mar 07
407 ETR	Canada	CAD	Oct 2004	30.0	30.0
M6 Toll	UK	GBP	Oct 1999	100.0	100.0
APRR	France	EUR	Feb 2006	20.4	20.4
Westlink M7	Australia	AUD	Feb 2003	47.5	47.5
Dulles Greenway ¹	USA	USD	Sep 2005	50.0	50.0
Indiana Toll Road ¹	USA	USD	Jun 2006	25.0	25.0
Chicago Skyway ¹	USA	USD	Jan 2005	22.5	22.5
Tagus River Crossings	Portugal	EUR	Oct 1999	30.6	30.6
South Bay Expressway ¹	USA	USD	Sep 2002	50.0	50.0
Warnow Tunnel	Germany	EUR	Dec 2000	70.0	70.0
Eastern Distributor ²	Australia	AUD	Aug 1997	-	-
M5 South-West Motorway ²	Australia	AUD	Dec 1996	-	-
M4 Motorway ²	Australia	AUD	Dec 2002	-	-

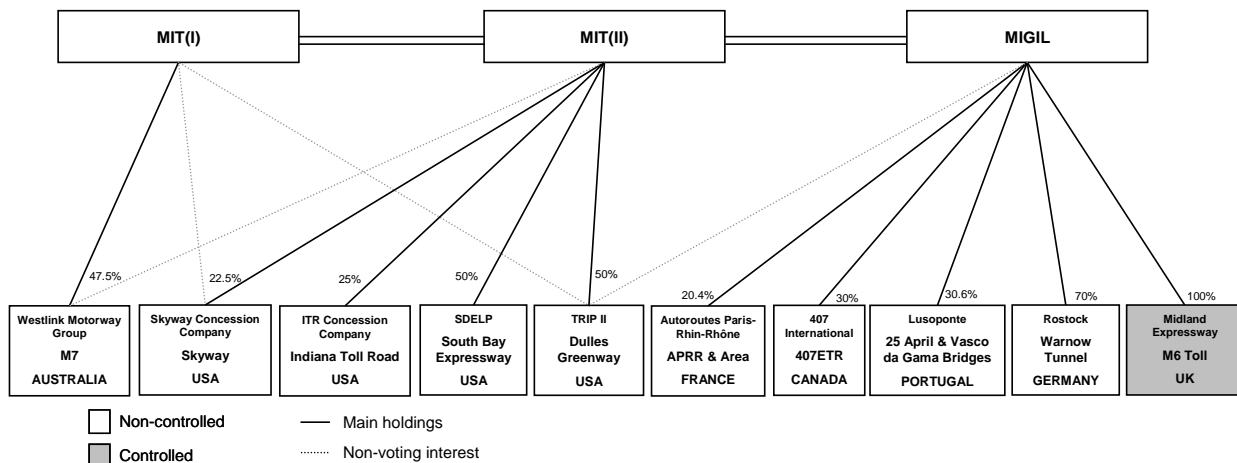
1. MIG divested 50% of its interests in the Dulles Greenway, Indiana Toll Road, Chicago Skyway and South Bay Expressway during the December 06 quarter.

2. The Eastern Distributor, M5 South-West Motorway and M4 Motorway were demerged as Sydney Roads Group (SRG) during the September 06 quarter.

Structure

MIG is a triple stapled security listed on the Australian Securities Exchange. Stapled securities are two or more securities that are quoted and traded as if they were a single security. A MIG stapled security consists of a unit in Macquarie Infrastructure Trust (I) (MIT(I)), a unit in Macquarie Infrastructure Trust (II) (MIT(II)) and a share in Macquarie Infrastructure Group International Limited (MIGIL).

The diagram below shows the split of MIG's portfolio of assets between the three MIG stapled entities.



Report Summary

This Report contains MIG's Proportionate Earnings and Proportionate Net debt for the period ended 31 March 2008. It has been prepared using policies adopted by the directors of Macquarie Infrastructure Investment Management Limited (MIIML) and, unless stated otherwise, these policies have been consistently applied to all periods presented in this Report.

The purpose of this Report is to provide information supplementary to the MIG financial report. This Report has been prepared on a different basis to the MIG financial report. The information contained within this Report does not, and cannot be expected to, provide as full an understanding of the financial performance of MIG as detailed in the financial reports. This Report should be read in conjunction with the financial reports of MIG.

Further details in relation to the preparation of this Report are set out below and in the notes on pages 9 to 12.

Management Information Report

For the quarter ended 31 March 2008

Proportionate Earnings

QUARTER	Actual Results 3 months to 31 Mar 08 AUDm	Proforma Results 3 months to 31 Mar 07 AUDm	Actual Results 3 months to 31 Mar 07 AUDm
Operating revenue	273.9	252.6	260.0
Operating expenses	(73.5)	(69.4)	(71.2)
EBITDA from road assets	200.4	183.2	188.8
Maintenance capex	(12.0)	(12.6)	(13.2)
Net interest expense	(117.8)	(119.1)	(123.6)
Net tax expense	(21.8)	(12.0)	(9.4)
Proportionate earnings from road assets	48.8	39.5	42.6
Corporate net interest income	13.4	27.1	27.1
Corporate net expense	(22.0)	(25.0)	(25.0)
MIG proportionate earnings	40.2	41.6	44.7
Net debt amortisation	(25.3)	(21.8)	(22.1)
MIG proportionate earnings less allowance for debt repayment	14.9	19.8	22.6

YEAR TO DATE (YTD)	Actual Results 9 months to 31 Mar 08 AUDm	Proforma Results 9 months to 31 Mar 07 AUDm	Actual Results 9 months to 31 Mar 07 AUDm
Operating revenue	860.0	792.1	880.6
Operating expenses	(235.7)	(225.1)	(246.8)
EBITDA from road assets	624.3	567.0	633.8
Maintenance capex	(40.7)	(40.9)	(49.1)
Net interest expense	(314.4)	(370.4)	(382.1)
Net tax expense	(47.3)	(37.3)	(40.4)
Proportionate earnings from road assets	221.9	118.4	162.2
Gain on sale of road assets	-	-	711.8
Corporate net interest income	50.9	60.7	60.7
Corporate net expense	(63.8)	(82.3)	(82.3)
MIG proportionate earnings	209.0	96.8	852.4
Net debt amortisation	(73.9)	(64.5)	(67.1)
MIG proportionate earnings less allowance for debt repayment	135.1	32.3	785.3

The above Proportionate Earnings have been prepared in accordance with Note 1

Proportionate Net Debt

	Actual as at 31 Mar 08 \$m	Actual as at 30 Jun 07 \$m
Road assets net debt	10,473.8	10,262.3
Corporate net debt	(854.9)	(1,589.5)
Total net debt	9,618.9	8,672.8

The above Proportionate Net Debt has been prepared as the basis described in Note 1.2

Operational Discussion and Analysis

Summary

MIG's underlying traffic, revenue and EBITDA from road assets increased 3.6%, 8.4% and 9.4% respectively against pcp for the quarter ended 31 March 2008. These results were positively impacted by the continued traffic growth at the Autoroutes Paris-Rhin-Rhône (APRR), 407 ETR and Westlink M7, being partially offset by the negative impact across the portfolio by an early Easter break and harsher winter weather conditions affecting MIG's North American assets. On a YTD basis, MIG's underlying traffic, revenue and EBITDA from road assets was up 2.4%, 8.6% and 10.1% respectively.

Movements in actual results include the impact of foreign currency exchange rate movements. YTD actual results reflect primarily the impact of the Sydney Roads Group demerger which occurred on 1 August 2006 and 50% divestment of MIG's interests in its four US road assets to MIP on 15 December 2006.

Traffic

Underlying revenue weighted average traffic increased 3.6% for the quarter and 2.4% YTD. Key factors contributing to the underlying growth for the quarter include the continued growth on the APRR, the full opening of South Bay Expressway to tolled traffic on 14 January 2008, the additional capacity on 407 ETR and the continued ramp up of traffic at the Westlink M7. This growth has been partially offset by lower traffic on the M6 Toll, an earlier Easter break and adverse weather conditions in North America as compared to the pcp. Toronto's total snowfall this winter season was the third highest on record.

Actual revenue weighted average traffic increased 3.3% for the quarter, whilst YTD actual revenue weighted average traffic decreased 4.7% as a result of the SRG demerger and the 50% divestment of US road assets to MIP.

Operating revenue

Underlying operating revenue increased AUD21.2m (8.4%) for the quarter as driven by the APRR, 407 ETR, the full opening of South Bay Expressway and Westlink M7. Operating revenue increased AUD67.9m (8.6%) on a YTD basis.

Actual revenue for the quarter was affected by adverse foreign exchange movements from the strengthening AUD against EUR, GBP and USD as compared to the pcp. YTD operating revenue decreased AUD20.6m (2.3%) reflecting the SRG demerger and 50% divestment of US road assets.

MIG experienced effective average underlying toll growth of 4.6% (1.6% real) for the quarter and 6.1% YTD (3.5% real). This growth was largely the result of increases in toll rates, but is also impacted by other factors including changes to the mix of vehicle types and trip patterns.

Operating expenses

Underlying operating expenses increased AUD4.1m (5.9%) for the quarter following the commencement of operations at South Bay Expressway and higher expenses at APRR, partially offset by the continued cost savings achieved at M6 Toll.

Actual YTD operating expenses decreased AUD11.2m (4.5%), reflecting the impact of the SRG demerger and 50% divestment of US road assets.

EBITDA from road assets

Underlying EBITDA from road assets increased AUD17.2m (9.4%) for the quarter and AUD57.3m (10.1%) YTD. Underlying EBITDA margin of road assets improved to 73.2% from 72.5% for the quarter, and to 72.6% from 71.6% YTD. The increase in EBITDA margin has been achieved through revenue growth and cost control across the MIG portfolio.

Maintenance capex

Underlying maintenance capex decreased 4.8% for the quarter, reflecting a lower provision for maintenance capex associated with Indiana Toll Road due to lower traffic in the current period being offset by a higher provision for APRR. YTD underlying maintenance capex decreased 0.5%. The basis of calculation of maintenance capex is outlined in Note 1 of this Report.

Operational Discussion and Analysis (cont)

Net interest and tax expense

Underlying net interest expense decreased AUD1.3m (1.1%) for the quarter as a result of residual payment of regearing costs at M6 Toll in the pcp, partially offset by higher interest expense in the current quarter at APRR. The underlying YTD decrease of AUD56.0m in net interest expense relates to one off expenses incurred in the pcp in connection with the regearing of M6 Toll.

The decrease in YTD actual net interest expense of AUD67.7m reflects the aforementioned regearing expenses associated with the M6 Toll in the pcp, the impact of 50% divestment of the US road assets and the SRG demerger.

Underlying tax expense for the quarter increased AUD9.8m (81.7%) due to lower expense recognised in the pcp as a result of a large tax payment made in 2006 at APRR.

Actual YTD tax expenses increased AUD6.9m (17.1%) due to APRR, offset by the reduction resulting from the SRG demerger.

Gain on sale of road assets

No gain on sale of road assets has been recorded for either the current nor pcp quarters as there have been no sales during those periods.

A gain on sale of road assets of AUD711.8m was recognised in the YTD actual pcp comprising the gain on the 50% divestment of MIG's four US road assets (AUD205.8m) and the SRG demerger (AUD506.0m). Further detail on these transactions can be found in the December 2007 Management Information Report and the MIG Financial Report for the year ended 30 June 2007.

Corporate net interest income and expense

Corporate net interest income decreased AUD13.7m (50.6%) for the quarter as a result of a lower cash balance in the current period. The YTD decrease of AUD9.8m (16.1%) reflects lower interest income for the current period as partially offset by an interest expense incurred in the pcp in relation to the AUD500.0m standby facility drawdown used to fund MIG's investment in the Indiana Toll Road. The AUD500m facilities were repaid in full on 25 August 2006, subsequent to completion of the M6 Toll regearing. Details on major corporate cash movements are provided in the proportionate net debt section below.

Corporate net expense decreased AUD3.0m (12.0%) for the quarter due to a reduction in management fee expense as a result of MIG's lower market capitalisation in the current period than the pcp.

YTD corporate net expense was AUD18.5m (22.5%) lower due to one off expenses associated with the 50% divestment of US assets in the pcp, the receipt of one off GST refunds and a smaller management fee expense in the current period.

Net debt amortisation

Underlying net debt amortisation increased AUD3.5m (16.1%) for the quarter and AUD9.4m (14.6%) YTD as a result of higher proportionate net debt and EBITDA from road assets as compared to the pcp. The calculation of net debt amortisation is outlined in Note 1 of this Report.

Proportionate net debt (refer p.6)

Actual road asset net debt has increased 2.1% overall across the road asset portfolio since 30 June 2007. Excluding the impact of foreign exchange MIG's actual road asset net debt increased 2.8% for the same period.

The movement in corporate net debt was AUD734.6m (46.2%) reflecting a lower cash balance in the current period. Major cash outflows since 30 June 2007 include the on-market buyback of MIG securities (AUD363.8m) and the distribution payments for periods ended 30 June 2007 (AUD251.7m) and 31 December 2007 (AUD241.5m). Cash inflows in the same period include asset distributions and returns made on short-term money market investments.

Notes to MIG Management Information Report

1. Summary of Significant Policies

The significant policies used in the preparation of this Report are stated to assist in a general understanding of this Report. Unless stated otherwise, these policies have been consistently applied to all periods presented in this Report.

All information contained in this Report is disclosed in Australian dollars unless stated otherwise.

1.1 Proportionate Earnings

The Proportionate Earnings information contained in this Report involves the aggregation of MIG's proportionate share of the financial results of each road asset based on MIG's beneficial ownership interests. Beneficial ownership interests do not take into account control considerations, unlike MIG's financial report. Assets in which MIG has management involvement are proportionally consolidated in this Report. Proportionate Earnings are calculated as road assets' operating revenues less operating expenses, maintenance capital expenditure (maintenance capex), net interest expense, net tax expense, plus earnings or expenses at the MIG corporate level including any gain on sale of road assets, corporate net interest income and corporate expenses including management fees. Road assets results are sourced from unaudited asset management accounts prepared under local generally accepted accounting standards applicable to the assets and are periodically reconciled to the most recently published asset financial statements.

Proportionate Earnings are disclosed for the current period and the prior corresponding period (pcp). These Earnings are referred to as 'Actual Results'.

Proportionate Earnings information for the pcp is also disclosed under a proforma approach. Proforma Earnings for the pcp have been restated with the beneficial ownership percentages and foreign currency exchange rates for the current period. Proforma results are produced to allow comparisons of the operational performance of road assets between periods, as it removes the impact of changes in ownership interests and foreign currency exchange rates. The term 'underlying' used in the Operational Discussion and Analysis on pages 7 and 8 refers to movements under the Proforma approach.

The principal policies adopted in the preparation of Proportionate Earnings contained in this Report include:

Foreign exchange rates

Actual results are reported at quarterly average foreign currency exchange rates for the respective quarters.

Under the proforma approach, pcp results are restated with quarterly average exchange rates from the current period to remove the impact of changes in foreign currency exchange rates.

MIG's beneficial ownership interest

The beneficial ownership interest of MIG for each of the relevant road assets is calculated on a weighted average basis according to the number of days in the reporting period ('the period') during which MIG held a beneficial ownership interest. Where assets have been sold during the period the beneficial ownership interest is calculated on a weighted average basis according to the number of days from the beginning of the period up to the date of sale. Where assets have been acquired during the period beneficial ownership interest is calculated according to the number of days from the date of initial acquisition to the end of the period.

The beneficial ownership interests of MIG in the roads used in the calculation of Proportionate Earnings for the current quarter, YTD and pcp are as set out overleaf:

Notes to MIG Management Information Report (cont'd)

1. Summary of Significant Policies (cont'd)

MIG's beneficial ownership interest (cont'd)

Asset	Ref	MIG's actual weighted average beneficial ownership interest for:			
		31 Mar 08 QTR	31 Mar 07 QTR	31 Mar 08 YTD	31 Mar 07 YTD
		%	%	%	%
407 ETR		30.0	30.0	30.0	30.0
M6 Toll		100.0	100.0	100.0	100.0
APRR		20.4	20.4	20.4	20.4
Westlink M7	1	47.5	47.5	47.5	45.8
Dulles Greenway	2	50.0	50.0	50.0	80.5
Indiana Toll Road	2	25.0	25.0	25.0	40.2
Chicago Skyway	2	22.5	22.5	22.5	36.2
Tagus River Crossings		30.6	30.6	30.6	30.6
South Bay Expressway	2	50.0	50.0	50.0	80.5
Warnow Tunnel		70.0	70.0	70.0	70.0
Eastern Distributor	3	-	-	-	8.1
M5 South-West Motorway	3	-	-	-	5.7
M4 Motorway	3	-	-	-	5.7

References:

- 1) MIG acquired an additional 2.5% interest in Westlink M7 on 28 September 2006.
- 2) The divestment of 50% of MIG's interests in its four US roads: Dulles Greenway, Chicago Skyway, Indiana Toll Road and South Bay Expressway occurred on 15 December 2006. Up to 14 December 2006, results of the four roads have been reported at MIG's pre-divestment proportionate ownerships.
- 3) Results of the Eastern Distributor, M5 South-West Motorway and M4 Motorway have been included on a pro-rata basis up to and including 31 July 2006.

Maintenance capex

Due to its nature, maintenance capex of road assets may fluctuate significantly from period to period and therefore this report does not reflect the actual timing of cash outflows for maintenance capex. Rather, the Proportionate Earnings includes a provision for future maintenance capex in each period.

The level of maintenance capex required is a function of road usage and therefore traffic volume is the driver for determining the provision charged to each period. The calculation allocates the total forecast future maintenance capex for a particular road over the current and all future periods to the end of the toll concession, on the basis of forecast traffic on that road (i.e. not on a straight line basis). Forecasts are reviewed and updated semi-annually to ensure appropriateness of the calculation.

Net interest and tax expenses

Net interest expense includes all contractual interest expense, borrowing expense and interest income payable to/from third parties aside from those amounts capitalised and/or amortised in a given period. The amount therefore reflects the cash interest payable/receivable in respect of a particular period. Amounts in respect of shareholder loans or similar agreements are excluded from the definition of net interest expense.

Net tax expense includes the aggregate of MIG's proportionate share in the current net tax expense of each of its road assets. Deferred tax amounts are excluded.

Gain on sale of road assets

As a global investor in toll roads, MIG derives income from the management of its portfolio of road assets which includes the sale of investments. Unless otherwise stated, the gain on sale of road assets is calculated as sales proceeds less the cost of acquisition adjusted for the road assets' Proportionate Earnings recognised in the Management Information Report from acquisition. Gain on sale of road assets is reported net of any tax arising on the capital gain relevant to the transaction.

Notes to MIG Management Information Report (cont'd)

1. Summary of Significant Policies (cont'd)

Corporate net interest income and expense

Corporate net interest income reflects the cash amounts receivable/payable on cash balances/corporate level borrowings in respect of the period.

Corporate net expense includes management fees, performance fees (to the extent that either or both are not reinvested in MIG securities) and other expenses incurred in running the business such as registry and custodian fees.

The results of Transtoll, in which MIG has a total interest of 59.5% (61.0% pcp), have been included below 'EBITDA from road assets' in the 'corporate expenses' and 'corporate net interest income' lines.

Net debt amortisation

Reflective of the fact that net debt at each asset must be repaid prior to concession end, a charge is made to amortise the net debt over the concession life. Net debt amortisation as shown does not reflect actual cash debt repayments for the period, rather, it represents a provision for amounts that will be payable at a later date, prior to concession end. The amortisation charge for each period is determined on a pro-rata basis, with EBITDA as the allocation driver. That is, the net debt, less any amortisation and maintenance capex to date, is allocated over current and future periods to the end of the concession on the basis of forecast EBITDA. Maintenance capex to date is deducted from the net balance in order to avoid a double count, given that funding of maintenance capex increases net debt. EBITDA forecasts are reviewed and updated semi-annually to ensure appropriateness of the calculation. Corporate net debt is not amortised.

1.2 Proportionate Net Debt

Net debt, being total debt less cash balances, is reported at both asset and the corporate level. Included in cash balances are restricted cash holdings. MIG corporate net debt includes the net debt of Transtoll.

Where the profile of a debt instrument is either amortising or accretive, no adjustment is made to the principal balance presented at reporting dates which fall between specified interest capitalisation or debt amortisation dates. Therefore net debt represents principal amounts inclusive of capitalised interest only unless otherwise stated below.

Where interest rate swaps are structured to mirror a series of capital accretion bonds (e.g. Skyway), a calculation of the notional principal outstanding on these bonds is undertaken. This notional principal is incorporated in net debt consistent with the treatment above.

Net debt in relation to Real Return Bonds reflects the present value of expected future cash flows on the bonds discounted at the internal rate of return. This is as recorded in the financial statements of 407 ETR.

Where interest rate swaps have been structured to better match the payment of interest with increasing revenue (e.g. M6 Toll and Indiana Toll Road), an effective interest rate for the swap is calculated. An interest accrual is included within net debt, reflecting the difference between the cumulative interest charge using this effective interest rate and the fixed payments made to date under the interest rate swap.

Notes to MIG Management Information Report (cont'd)

2. Traffic

	QUARTER (000')			YEAR TO DATE (000')		
	Current	Pcp	Growth	Current	Pcp	Growth
407 ETR¹						
Av Daily Rev (CAD)	1,319	1,190	10.9%	1,457	1,265	15.2%
VKT	501,807	479,526	4.6%	1,702,357	1,597,274	6.6%
Av Workday Trips	353	336	5.1%	375	358	4.9%
Av Daily Trips	286	279	2.7%	308	293	5.2%
M6 Toll						
Av Daily Rev (GBP)	149	148	1.0%	159	158	0.5%
Av Workday Traffic	44	47	(7.7%)	49	54	(9.9%)
Av Non-workday Traffic	26	29	(12.4%)	33	39	(14.8%)
Av All day Traffic	38	42	(9.9%)	44	49	(11.3%)
APRR (Group)						
Toll Revenue (EUR)	436,200	407,400	7.1%	1,348,800	1,257,200	7.3%
LV (VKM) ²	3,995,000	3,780,000	5.7%	13,205,000	12,714,000	3.9%
HV (VKM) ²	914,000	913,000	0.1%	2,667,000	2,623,000	1.7%
Westlink M7³						
Av Daily Rev	459	412	11.2%	455	396	15.0%
Av Workday Trips	130	116	12.0%	128	113	13.9%
Av Daily Trips	113	103	9.4%	113	100	12.9%
Av Daily Tolloed VKT	1,448	1,326	9.2%	1,450	1,288	12.6%
Av Daily Travelled VKT	1,751	1,611	8.7%	1,754	1,562	12.3%
Dulles Greenway						
Av Daily Rev (USD)	150	142	6.2%	156	147	5.9%
Av Workday Traffic	60	64	(4.8%)	62	66	(5.5%)
Av Non-workday Traffic	33	34	(2.1%)	34	35	(2.3%)
Av All day Traffic	51	54	(5.2%)	53	56	(5.0%)
Indiana Toll Road⁴						
Av Daily Rev (USD)	340	316	7.5%	391	362	7.8%
All Days - Ticket	20	21	(3.7%)	24	25	(2.7%)
All Days - Barrier	73	82	(10.6%)	90	94	(4.7%)
Chicago Skyway						
Av Daily Rev (USD)	152	132	15.4%	151	149	0.8%
Av Workday Traffic	40	44	(9.9%)	47	49	(4.9%)
Av Non-workday Traffic	40	42	(6.8%)	49	51	(3.6%)
Av All day Traffic	40	44	(9.0%)	47	50	(4.5%)
Lusoponte						
Av Northbound Vasco da Gama	31	31	(0.9%)	32	31	0.8%
Av Northbound 25th April	74	75	(0.5%)	78	77	0.8%
South Bay Expressway⁵						
Av Daily Rev (USD)	55	n/a	n/a	55	n/a	n/a
Av Workday Traffic	30	n/a	n/a	35	n/a	n/a
Av Non-workday Traffic	20	n/a	n/a	26	n/a	n/a
Av All day Traffic	26	n/a	n/a	32	n/a	n/a
Warnow Tunnel						
Av All day Traffic	10	9	4.2%	10	10	2.7%

1 With regard to 407 ETR, note that average daily revenue is based on total revenues.

2 Rounded to the nearest million as per APRR press release.

3 With regard to Westlink M7, average daily revenue is inclusive of GST.

4 With regard to Indiana Toll Road, note that the ticket system is reported in terms of full-length equivalent trips, and the barrier system is reported in terms of total transactions.

5 With regard to South Bay Expressway, traffic data reported relates to period from 14 January to 31 March 2008, i.e. the period for which full tolls were implemented for all vehicles.