

Macquarie Infrastructure Corp
Form 10-K
February 21, 2018

**UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
Washington, D.C. 20549**

FORM 10-K

(Mark One)

**ACTUAL REPORT PURSUANT TO SECTION 13 OR 15(d)
OF THE SECURITIES EXCHANGE ACT OF 1934
For the Fiscal Year Ended December 31, 2017**

OR

**TRANSITION REPORT PURSUANT TO SECTION 13 OR 15(d)
OF THE SECURITIES EXCHANGE ACT OF 1934
For the transition period from _____ to _____**

Commission File Number: 001-32384

MACQUARIE INFRASTRUCTURE CORPORATION

(Exact Name of Registrant as Specified in Its Charter)

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Delaware
(Jurisdiction of Incorporation
or Organization)

43-2052503
(IRS Employer
Identification No.)

**125 West 55th Street
New York, New York 10019**

(Address of Principal Executive Offices) (Zip Code)

Registrant's Telephone Number, Including Area Code: **(212) 231-1000**

Securities registered pursuant to Section 12(b) of the Act:

Title of Each Class:	Name of Exchange on Which Registered:
Common stock, par value \$0.001 per share	New York Stock Exchange

Securities registered pursuant to Section 12(g) of the Act: **None**

Indicate by check mark if the registrant is a well-known seasoned issuer, as defined in Rule 405 of the Securities Act. Yes No

Indicate by check mark if the registrant is not required to file reports pursuant to Section 13 or Section 15(d) of the Act. Yes No

Indicate by check mark whether the registrant (1) has filed all reports required to be filed by Section 13 or 15(d) of the Securities Exchange Act of 1934 during the preceding 12 months (or for such shorter period that the registrant was required to file such reports), and (2) has been subject to such filing requirements for the past 90 days. Yes No

Indicate by check mark whether the registrant has submitted electronically and posted on its corporate Web site, if any, every Interactive Data File required to be submitted and posted pursuant to Rule 405 of Regulation S-T (§232.405 of this chapter) during the preceding 12 months (or for such shorter period that the registrant was required to submit and post such files). Yes No

Indicate by check mark if disclosure of delinquent filers pursuant to Item 405 of Regulation S-K is not contained herein, and will not be contained, to the best of registrant's knowledge, in definitive proxy or information statements incorporated by reference in Part III of this Form 10-K or any amendment to this Form 10-K.

Indicate by check mark whether the registrant is a large accelerated filer, an accelerated filer, a non-accelerated filer, smaller reporting company, or an emerging growth company. See the definitions of "large accelerated filer", "accelerated filer", "smaller reporting company", and "emerging growth company" in Rule 12b-2 of the Exchange Act.

Large Accelerated Filer
Non-accelerated Filer

Accelerated Filer
Smaller Reporting Company

Emerging Growth Company

If an emerging growth company, indicate by check mark if the registrant has elected not to use the extended transition period for complying with any new or revised financial accounting standards provided pursuant to Section 13(a) of the Exchange Act.

Indicate by check mark whether the registrant is a shell company (as defined in Rule 12b-2 of the Exchange Act). Yes No

The aggregate market value of the outstanding shares of stock held by non-affiliates of Macquarie Infrastructure Corporation at June 30, 2017 was \$6,061,193,768 based on the closing price on the New York Stock Exchange on that date. This calculation does not reflect a determination that persons are affiliates for any other purposes.

There were 84,819,268 shares of common stock, with \$0.001 par value, outstanding at February 16, 2018.

DOCUMENTS INCORPORATED BY REFERENCE

The definitive proxy statement relating to Macquarie Infrastructure Corporation's Annual Meeting of Stockholders for fiscal year ended December 31, 2017, to be held May 16, 2018 is incorporated by reference in Part III to the extent described therein.

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FORWARD-LOOKING STATEMENTS

We have included or incorporated by reference into this report, and from time to time may make in our public filings, press releases or other public statements, certain statements that may constitute forward-looking statements. These include without limitation those under Business in Part I, Item 1, Risk Factors in Part I, Item 1A, Legal Proceedings in Part I, Item 3, Management's Discussion and Analysis of Financial Condition and Results of Operations in Part II, Item 7, and Quantitative and Qualitative Disclosures about Market Risk in Part II, Item 7A. In addition, our management may make forward-looking statements to analysts, investors, representatives of the media and others. These forward-looking statements are not historical facts and represent only our beliefs regarding future events, many of which, by their nature, are inherently uncertain and beyond our control. We may, in some cases, use words such as project, believe, anticipate, plan, expect, estimate, intend, should, would, could, potentially, convey uncertainty of future events or outcomes to identify these forward-looking statements.

In connection with the safe harbor provisions of the Private Securities Litigation Reform Act of 1995, we are identifying important factors that, individually or in the aggregate, could cause actual results to differ materially from those contained in any forward-looking statements made by us. Any such forward-looking statements are qualified by reference to the following cautionary statements.

Forward-looking statements in this report are subject to a number of risks and uncertainties, some of which are beyond our control, including, among other things:

changes in general economic, business or demographic conditions or trends in the U.S. or changes in the political environment, including changes in GDP, interest rates and inflation;

any event or occurrence that may limit our ability to pay or increase our dividend;

our ability to conclude a sufficient number of attractive growth projects, deploy growth capital in amounts consistent with our objectives in the prosecution of those and achieve targeted risk-adjusted returns on any growth project;

our ability to make, finance and integrate acquisitions and the quality of financial information and systems of acquired entities;

changes in patterns of commercial or general aviation air travel, including variations in customer demand;

our ability to achieve targeted cost savings through the implementation of a shared services center;

the regulatory environment, including U.S. energy policy, and the ability to estimate compliance costs, comply with any changes thereto, rates implemented by regulators, and the relationships and rights under and contracts with governmental agencies and authorities;

disruptions or other extraordinary or force majeure events and the ability to insure against losses resulting from such events or disruptions;

sudden or extreme volatility in commodity prices;

changes in competitive dynamics affecting our businesses;

changes in demand for chemical, petroleum and vegetable and tropical oil products, the relative availability of tank storage capacity and the extent to which such products are imported or exported;

technological innovations leading to changes in energy production, distribution and consumption patterns;

fluctuations in fuel costs, or the costs of supplies upon which our gas processing and distribution business is dependent, and the ability to recover increases in these costs from customers;

our ability to service, comply with the terms of and refinance at maturity our indebtedness, including due to dislocation in debt markets;

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our ability to make alternate arrangements to account for any disruptions or shutdowns that may affect suppliers facilities or the operation of the barges upon which our gas processing and distribution business is dependent;
our ability to implement operating and internal growth strategies;
environmental risks, including the impact of climate change and weather conditions;
the impact of weather events, including potentially hurricanes, tornadoes and/or seasonal extremes, including the impact these may have on wind and solar resources;
changes in electricity or other energy costs, including natural gas pricing;
unplanned outages and/or failures of technical and mechanical systems;
payment of performance fees, if any, and base management fees to the Manager that could reduce distributable cash if paid in cash or could dilute existing stockholders if satisfied with the issuance of shares;
changes in U.S. income tax laws;
work interruptions or other labor stoppages;
the inability of principal off-takers in the Contracted Power businesses to take and/or pay for the energy supplied;
our Manager's affiliation with the Macquarie Group or equity market sentiment, which may affect the market price of our shares;
our limited ability to remove the Manager for underperformance and the Manager's right to resign;
unanticipated or unusual behavior of municipalities and states brought about by financial distress; and
the extent to which federal spending reduces the U.S. military presence in Hawaii or flight activity at airports at which Atlantic Aviation operates.

Our actual results, performance, prospects or opportunities could differ materially from those expressed in or implied by the forward-looking statements. A description of risks that could cause our actual results to differ appears under the caption "Risk Factors" in Part I, Item 1A and elsewhere in this report. It is not possible to predict or identify all risk factors and you should not consider that description to be a complete discussion of all potential risks or uncertainties that could cause our actual results to differ.

In light of these risks, uncertainties and assumptions, you should not place undue reliance on any forward-looking statements. The forward-looking events discussed in this report may not occur. These forward-looking statements are made as of the date of this report. We undertake no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events or otherwise. You should, however, consult further disclosures we may make in future filings with the Securities and Exchange Commission (SEC).

Macquarie Infrastructure Corporation is not an authorized deposit-taking institution for the purposes of the Banking Act 1959 (Commonwealth of Australia) and its 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 Macquarie Infrastructure Corporation.

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PART I

ITEM 1. BUSINESS

Macquarie Infrastructure Corporation (MIC) is the successor to Macquarie Infrastructure Company LLC (MIC LLC) pursuant to the conversion (the Conversion) of MIC LLC from a Delaware limited liability company to a Delaware corporation on May 21, 2015. MIC LLC was formed on April 13, 2004. Except as otherwise specified, all references in this Form 10-K to MIC, we, us and our refer (i) from and after the time of the Conversion, to Macquarie Infrastructure Corporation and its subsidiaries and (ii) prior to the Conversion, to the predecessor MIC LLC and its subsidiaries. Except as otherwise specified, all references in this Form 10-K to common stock or shares refer (i) from and after the time of the Conversion, to common stock and (ii) prior to the Conversion, to LLC interests.

MIC Level Strategy

We intend to own, efficiently operate and grow a diversified portfolio of infrastructure and infrastructure-like businesses with the aim of producing an attractive risk adjusted total stockholder return. We intend to achieve this by:

- providing optimal service levels while maintaining the highest safety, environmental and governance standards;
- prudently deploying and/or opportunistically recycling capital in efforts to:
 - grow our existing businesses; and
 - develop and acquire additional businesses;
 - optimizing price, volume and margin;
 - effectively managing expenses;
 - optimizing capital structures and tax planning; and
 - realizing both cross-selling and cost synergies across our businesses.

We expect these efforts over time, collectively, to produce growth in the amount of cash generated by our businesses and growth in our stockholder dividend.

General

We currently own and operate a diversified portfolio of businesses that provide services to other businesses, government agencies and individuals primarily in the U.S. The businesses we own and operate are organized into four segments:

International-Matex Tank Terminals (IMTT): a business providing bulk liquid terminalling to third parties at 17 terminals in the U.S. and two in Canada;

Atlantic Aviation: a provider of fuel, terminal, aircraft hangaring and other services primarily to owners and operators of general aviation (GA) jet aircraft at 70 airports throughout the U.S.;

Contracted Power (CP): comprising electricity generating assets including a gas-fired facility and controlling interests in wind and solar facilities in the U.S.; and

MIC Hawaii: comprising an energy company that processes and distributes gas and provides related services (Hawaii Gas) and several smaller businesses collectively engaged in efforts to reduce the cost and improve the reliability and sustainability of energy in Hawaii.

In addition to the businesses we own and operate in these segments, we also invest in the development of new businesses. These new businesses may be added to one of our existing segments or sold (with the resulting capital

redeployed into any or all of our existing operations), or may, over time, form the basis of entirely new segments. For example, we have invested in a joint venture with a developer of solar power facilities, Intersect Power, with the expectation that the projects that may result from this will be either sold or added to our portfolio of contracted power facilities. The majority of these activities are being reported as a

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component of the segment to which any new businesses would be added. If an appropriate segment does not exist, the activities are recorded as a component of Corporate and Other.

We buy, develop and invest in the growth of our businesses based on a general assumption that we will own them indefinitely. It is neither our intent nor our expectation that we will divest of a business at a particular point in our ownership or as a result of having achieved certain targets, financial or otherwise. This view of ownership as a long-term relationship does not preclude sales or recycling of assets when we believe that we have either maximized the amount of value in the asset relative to our capability, or the asset is more highly valued by another owner. We may, depending on our ability to access additional debt or equity capital on what we consider attractive terms, sell businesses or assets to generate capital for reinvestment in new or existing businesses at what we believe could be improved returns. With respect to new developments, sales may occur more opportunistically. In general, we have redeployed the proceeds from these asset sales in the development of our remaining businesses either through investment in growth projects or acquisitions of small, bolt-on operations consistent with our view of MIC as a long-term owner.

Deployment of growth capital has been and is expected to continue to be an important part of our strategy and the creation of stockholder value. Our sources of growth capital include the retained capital generated by our businesses but not distributed as a cash dividend to our stockholders, capital generated through the issuance of additional debt and/or equity securities, or the proceeds from the sale of entire or portions of certain businesses. Over time, we expect to deploy growth capital of approximately \$350.0 million per year in projects and bolt-on acquisitions across all of our businesses. Importantly, although we find value in diversification and the generally uncorrelated nature of the businesses in our current portfolio, we are not obligated to invest in the growth of any one business or segment or the addition of any new segment.

Equally important, we seek to drive stockholder value by focusing on business performance improvement. These efforts include upgrading systems, implementing data analytics tools, developing cross business efficiencies and deployment of enterprise-wide procurement strategies among others. In 2017, we formed MIC Global Services (MGS), a new entity into which we have begun to consolidate support functions across all of our businesses. We believe that MGS will generate significant savings relative to the cost of maintaining these functions separately in each of our operating companies. A portion of the costs associated with the operation of MGS are allocated to each of our operating companies. Any unallocated MGS costs are reported as a component of our Corporate and Other segment. We expect the implementation of MGS to deliver expense reductions (both *Cost of Services/Product Sales* and *Selling, General and Administrative expenses*) of between \$10.0 million and \$15.0 million in 2018 relative to a 2016 baseline.

Businesses

Our businesses, in general, are defined by a combination of the following characteristics:

- ownership of long-lived, high-value physical assets that are difficult to replicate or substitute around;
- a platform for the deployment of growth capital;
- broadly consistent demand for their services;
- scalability, such that relatively small amounts of growth can generate disproportionate increases in earnings before interest, taxes, depreciation and amortization (EBITDA);
- the provision of basic, often essential services;
- generally predictable maintenance capital expenditure requirements; and
- generally favorable competitive positions, largely due to high barriers to entry, including:

high initial development and construction costs;
difficulty in obtaining suitable land on which to operate;
high costs of customer switching long-term concessions, leases or customer contracts; and
lack of immediate, cost-effective alternatives for the services provided.

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The different businesses that comprise our Company exhibit these above characteristics to different degrees at different times. For example, macro-economically correlated businesses like Atlantic Aviation may exhibit more volatility during periods of economic downturn than businesses with substantially contracted revenue streams. While not every business that we own will meet all of the general criteria described above, we seek to own a diversified portfolio of businesses that possesses a balance of these characteristics.

In addition to the benefits associated with these characteristics, net margins generated by most of our businesses tend to keep pace with historically normal rates of inflation. The price escalators built into many customer contracts, and the inflation and cost pass-through adjustments that are typically included as part of pricing terms, serve to insulate our businesses to a significant degree from the negative effects of inflation and commodity price risk.

Our Manager

We are a party to a Management Services Agreement with Macquarie Infrastructure Management (USA) Inc. (Manager). Our Manager is a member of the Macquarie Group, a diversified international provider of financial, advisory and investment services. The Macquarie Group is headquartered in Sydney, Australia and is a global leader in the management of infrastructure investment vehicles on behalf of third-party investors and advising on the acquisition, disposition and financing of infrastructure assets.

We pay our Manager a monthly base management fee based primarily on our market capitalization and holding company net debt and excluding debt in support of specific operating entities. For this, in accordance with the Third Amended and Restated Management Services Agreement (Management Services Agreement), the Manager provides normal ongoing corporate center functions such as facilities, technology, employee benefits and access to services including human resources, legal, finance, tax and accounting among others. Our Manager is responsible for and oversees the management of our operating businesses, subject to the oversight and supervision of our board of directors. Our Manager compensates and has assigned, or seconded, to us employees to serve as our chief executive officer and chief financial officer on a full-time basis. It also compensates and seconds or makes other personnel available as required. MIC has no employees at the holding company level.

Our Manager may also earn a performance fee if the quarterly total return for our stockholders (capital appreciation plus dividends) is positive and exceeds the quarterly total return of a U.S. utilities index benchmark, both in the quarter and cumulatively. If payable, the performance fee is equal to 20% of the difference between the benchmark return and the total return for our stockholders during the quarter. Per the terms of the Management Services Agreement, our Manager currently reinvests its fees, whether base or performance fees, in shares of our common stock. The Manager may elect to receive either base or performance fee, if any, in cash but may only change its election during a 20 trading day window following our earnings release. Any change would apply to fees incurred thereafter.

Our Businesses

Use of Non-GAAP measures

In addition to our results under U.S. GAAP, we use certain non-GAAP measures to assess the performance and prospects of our businesses. In particular, we use EBITDA excluding non-cash items, Free Cash Flow and certain proportionately combined financial metrics. Proportionately combined financial metrics reflect our proportionate interest in our wind and solar facilities.

We measure EBITDA excluding non-cash items as it reflects our businesses' ability to effectively manage the volume of products sold or services provided, the operating margin earned on those transactions and the management of operating expenses independent of the capitalization and tax attributes of those businesses.

In analyzing the financial performance of our businesses, we focus primarily on cash generation and Free Cash Flow in particular. We believe investors use Free Cash Flow as a measure of our ability to sustain and potentially increase our quarterly cash dividend and to fund a portion of our growth.

See Management's Discussion and Analysis of Financial Condition and Results of Operations *Results of Operations - Consolidated Earnings Before Interest, Taxes, Depreciation and Amortization (EBITDA) excluding non-cash items, Free Cash Flow and Proportionately Combined Metrics* in Part II, Item 7, for

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further information on our calculation of EBITDA excluding non-cash items, Free Cash Flow and our proportionately combined metrics and for reconciliations of non-GAAP measures to the most comparable GAAP measures.

IMTT

Industry Overview

Bulk liquid terminals provide an important link in the supply chain for a broad range of liquid commodities (see below). Bulk liquid terminals provide vital logistics services to vertically integrated petroleum product producers and refiners, chemical manufacturers, food processors and commodity traders. Customers typically pay terminal operators such as IMTT on an availability basis to provide tank capacity, loading and unloading access, and pipeline and trans-loading capacity, and also pay additional fees for ancillary services such as heating and blending.

Both domestic and international factors influence demand for bulk liquid terminals in the U.S. Demand for storage rises and falls according to local and regional consumption. In addition, import and export activity accounts for a material portion of the business. Shippers require storage for the staging, aggregation and/or distribution of products before and after transport. The extent of import/export activity depends on macroeconomic trends, such as currency fluctuations, as well as industry-specific conditions, such as supply and demand imbalances in different geographic regions. Demand for storage is also driven by fluctuations in the current and perceived future price and demand for the product being stored and the resulting temporal price arbitrage.

Potential entrants into the bulk liquid terminals business face several barriers. Strict environmental regulations, availability of suitable land with connectivity to pipeline and transport logistics, including marine road and rail infrastructure, local community resistance and initial investment costs may limit the construction of new bulk liquid terminals. These barriers are typically higher around waterways near major urban centers. As a consequence, new tanks are generally built where existing docks, pipelines and other infrastructure can support them. However, restrictions on land use, difficulties in securing environmental permits, and the potential for operational bottlenecks due to constraints on related infrastructure may limit the ability of existing terminals to expand the storage capacity of their facilities.

Business Overview

IMTT is one of the larger independent providers of bulk liquid terminal services in the U.S., based on capacity. IMTT handles products for a diverse range of domestic and foreign markets and end users. IMTT stores or handles primarily refined petroleum products, various commodity and specialty chemicals, renewable fuels and vegetable and tropical oils (collectively liquid commodities). Crude oil constitutes an immaterial portion of IMTT's overall storage and handling operations. The business operates a network of 19 terminals including 17 in the U.S. and two in Canada (one partially owned) with principal operations in the New York Harbor market and on the Lower Mississippi River.

Since our initial investment in IMTT in May 2006, we have deployed capital in the growth and development of additional storage capacity, facilities and related infrastructure (pipes, pumps, docks, etc.) and acquisitions of facilities in Illinois and a portfolio of terminals primarily in the U.S. Southeast (Epic Midstream LLC (Epic)). Consistent with IMTT's strategy below, we expect to be able to continue to deploy capital in the growth and expansion of storage capacity and capabilities provided that they generate attractive risk-adjusted returns.

IMTT also owns OMI Environmental Solutions (OMI), an environmental emergency response, industrial services, waste transportation and disposal business.

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The table below summarizes the breakdown of revenue generated by IMTT for the year ended December 31, 2017:

Refined Products	Chemical	Renewable/Vegetable & Tropical Oil	Crude Oil	Other
55%	27 %	8 %	2 %	8 % ⁽¹⁾

(1) Includes 5% of revenues from OMI.
Following is summary financial information for IMTT (\$ in millions):

	As of, and for the Year Ended, December 31,		
	2017	2016	2015
Revenue	\$ 549.4	\$ 532.5	\$ 550.0
Net income ⁽¹⁾	363.0	83.1	74.7
EBITDA excluding non-cash items ⁽²⁾	326.2	321.9	302.1
Total assets	4,109.4	3,978.4	4,000.1

Net income for 2017 includes the impact of the Tax Cuts and Jobs Act. See Management's Discussion and Analysis (1) of Financial Condition and Results of Operations *Results of Operations - IMTT* in Part II, Item 7, for further discussions.

See Business *Our Businesses* in Part I, Item 1 and Management's Discussion and Analysis of Financial Condition (2) and Results of Operations *Results of Operations* in Part II, Item 7, for further information and a reconciliation of net income (loss) to EBITDA excluding non-cash items.

Strategy

IMTT is pursuing a strategy that has six principal components:

1. to continuously drive improvements in safety;
to grow revenue and cash flows by optimizing product mix and attracting and retaining customers who place a premium on quality, reliability of service, connectivity, flexibility, speed and efficiency in storage and handling of bulk liquid products;
2. to address changes in customer demand and market dynamics by repurposing tanks and related infrastructure;
to deploy growth capital in the development of existing and new locations by constructing new terminal assets (for example tanks, docks, rail offloading capacity, pipelines or other logistics infrastructure) when such construction is supported by customer demand and the returns are attractive;
3. to optimize the scale and performance of the business through acquisitions, developments, divestitures and partnerships; and
4. to improve business processes and systems with particular focus on cost and risk reduction, control of maintenance capital expenditures and revenue optimization.

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As of December 31, 2017, IMTT comprised the following facilities and storage capacity, not including tanks used in packaging, recovery tanks, and/or other storage capacity not typically leased.

Facility	Land	Aggregate Capacity of Storage Tanks in Service (Millions of Barrels)	Percent of Ownership
Facilities in the United States:			
Lower Mississippi River Terminals (4)	Owned	20.8	100.0 %
Bayonne Terminal	Owned	15.9	100.0 %
Other Terminals (12)	Owned	6.9	100.0 %
Facilities in Canada:			
Quebec City, Quebec	Leased	2.0	100.0 %
Placentia Bay, Newfoundland	Leased	3.0	20.1 %
Total		48.6	

IMTT facilities generally operate 24 hours a day providing customers with prompt access to a wide range of logistical services. In each of its two key markets, IMTT's scale ensures availability of sophisticated product capabilities. IMTT continues to improve its facilities' speed and flexibility of operations by investing in upgrades of its docks, pipelines and pumping infrastructure and facility management systems.

Lower Mississippi River Terminals (52% of gross profit)

On the Lower Mississippi River, IMTT currently operates four terminals (St. Rose, Gretna, Avondale and Geismar). With combined storage capacity of 20.8 million barrels, the four sites give IMTT substantial market share in the storage and handling of refined petroleum products, bulk liquid chemicals, vegetable and tropical oils on the strategically important Lower Mississippi River. These terminals serve a predominantly export market.

The Lower Mississippi River facilities also give IMTT a substantial presence in a key domestic transport hub. The Lower Mississippi River serves as a major transshipment point between the central U.S. and the rest of the world for agricultural products (such as vegetable and tropical oils) and commodity chemicals (such as methanol). The region also has substantial traffic related to the petroleum industry. Lower Mississippi River refiners and traders send products to other regions of the U.S. and overseas and use IMTT's Lower Mississippi River facilities to perform some of these functions. These facilities enjoy relatively unencumbered marine and road access when compared to other, more congested waterways such as the Houston Ship Channel. As oil production in North America has increased and refining has shifted to processing of lighter gravity feedstocks, exports of gasoline and distillates from the Lower Mississippi River region have increased.

Bayonne Terminal (37% of gross profit)

Located on the Kill Van Kull between New Jersey and Staten Island, New York, the 15.9 million barrel capacity terminal occupies an attractive position in New York Harbor where it has substantial market share. New York Harbor serves as the main petroleum trading hub in the northeast U.S. and a physical settlement site for certain futures contracts traded on the New York Mercantile Exchange. In addition to waterborne shipments, products reach New York Harbor through petroleum product pipelines from the U.S. Gulf region and elsewhere. New York Harbor also serves as the starting point for refined product pipelines linked to inland markets and as a key port for refined petroleum product imports and exports. IMTT-Bayonne has more dock capacity than other terminals in New York Harbor, connections to the Colonial, Buckeye and Harbor refined petroleum product pipelines as well as rail and road connections and blending capabilities. As a result, IMTT-Bayonne provides its customers with logistical flexibility.

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IMTT (continued)

IMTT-Bayonne has the capability to quickly load and unload the largest bulk liquid transport ships entering New York Harbor. The ability to provide scale terminal services to its customers is also an important competitive advantage. The U.S. Army Corp of Engineers has dredged the Kill Van Kull channel passing the IMTT-Bayonne docks to 50 feet (IMTT has dredged two of its docks to 47 feet). Most of IMTT's competitors in New York Harbor have facilities located on the southern portion of the Arthur Kill (water depth of approximately 37 feet) and force large ships to transfer a portion of their cargoes to barges (a process known as lightering) before docking. This technique increases the cost and time associated with loading and unloading.

Competition

The competitive environment in which IMTT operates varies by terminal location and product. The principal competition for each of IMTT's facilities comes from other bulk liquid terminals located in the same regional market. Secondary competition for IMTT's facilities comes from bulk liquid terminals located in the same broad geographic region as IMTT's terminals. For example, IMTT's Lower Mississippi River facilities indirectly compete with bulk liquid terminals located on the Houston Ship Channel.

Independent terminal operators generally compete on the basis of the location, connectivity and versatility of facilities, service and price. The services typically provided by the terminal include, among other things, the safe storage of the product at specified temperature, moisture and other conditions, as well as receipt and delivery from the terminal, all of which must be in compliance with applicable environmental regulations. A favorably located terminal will have access to various cost-effective transportation modes, both to and from the terminal. Transportation modes typically include waterways, railroads, roadways and pipelines. A terminal operator's ability to obtain attractive prices is often dependent on the quality, versatility and reputation of the facilities owned by the operator.

IMTT faces significant competition from a variety of international, national and regional energy companies, including large, diversified midstream entities, global terminal operators and large multi-national energy companies. We believe that IMTT is favorably positioned to compete in the industry due to the strategic location of terminals on the Gulf Coast and in New York Harbor and certain secondary markets, our reputation, the prices we charge for our services and the connectivity, quality and versatility of our services. In particular, we believe that IMTT's proximity to petroleum and chemical refineries in both of its key markets and to the very substantial end use market in the Northeast are sources of competitive advantage and provide diversity in our revenue drivers.

As noted above, we believe that significant barriers to entry exist in the terminalling business. These barriers include significant capital requirements and execution risk, a lengthy permitting and development cycle, financing challenges, a finite number of sites suitable for development, operating expertise and customer relationships.

Customers

IMTT provides bulk liquid terminal services primarily to vertically integrated petroleum product producers and refiners, chemical manufacturers, food processors and commodity traders. These customers, in turn, serve a range of end users in both domestic and foreign markets. Within its terminals, IMTT has the ability to repurpose tanks and related infrastructure for various bulk liquid products both to respond to and to anticipate changes in customer demand. IMTT does not depend on a single customer, the loss of which would have a material adverse effect on IMTT.

For the year ended December 31, 2017, approximately 50% of IMTT's revenue was generated by its top ten customers, of which seven were rated investment grade and three were not rated. Customers typically sign contracts which, among other things, provide for a fixed periodic payment (usually monthly) for access to and use of IMTT's facilities. This payment may be expressed in terms of cents per barrel of capacity, a dollar amount per unit of infrastructure, or a dollar amount per month. These amounts are payable whether the customer uses the facilities and services or not and does not include additional charges for throughput or ancillary services. In 2017, approximately 80% of IMTT's revenues were generated from these availability style payments for terminal capacity.

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IMTT (continued)

IMTT is responsible for ensuring appropriate care of products stored at its facilities and believes it maintains adequate insurance with respect to its exposure. IMTT does not have material exposure to commodity price fluctuations because it typically does not purchase or market the products that it handles. IMTT's customers retain title to products stored and have responsibility for securing insurance or self-insuring against loss or fluctuation in value.

Regulation

The rates that IMTT charges for its services are not subject to regulation. However, a number of regulatory agencies, including the United States Environmental Protection Agency, New Jersey Department of Environmental Protection, Louisiana Department of Environmental Quality, Department of Transportation, Department of Homeland Security and the United States Coast Guard, regulate IMTT's operations. IMTT must comply with numerous federal, state and local environmental, occupational health and safety, security, tax and planning statutes and regulations. These regulations require IMTT to obtain and maintain permits to operate its facilities and impose standards that govern the way IMTT operates its business. If IMTT does not comply with the relevant regulations, it could lose its operating permits and/or incur fines and increased liability. While changes in environmental, health and safety regulations pose a risk of higher operating costs, such changes are generally phased in over time to manage the impact on both the industry and the business.

Few of IMTT's facilities require significant environmental remediation. Those that do have such efforts are overseen by various state and federal agencies. Remediation efforts entail removal of the free product, groundwater control and treatment, soil treatment, repair/replacement of sewer systems, and the implementation of containment and monitoring systems. These remediation activities are expected to continue for an additional ten to twenty years, or more. See Legal Proceedings in Part I, Item 3, for further discussions.

Employees

As of December 31, 2017, IMTT (excluding the Newfoundland terminal) had a total of 1,100 employees, of which 270 employees were unionized. We believe relations with both union and non-union employees at IMTT are good.

The day-to-day operations of IMTT are managed by individual terminal managers who are responsible for most aspects of the operations. IMTT's operations are overseen by senior personnel with significant experience in the bulk liquid terminals industry. Management of the business is headquartered in New Orleans, Louisiana.

Atlantic Aviation

Industry Overview

Fixed based operations (FBOs) primarily service the GA segment of the air transportation industry. Local airport authorities own the airport properties and grant FBO operators a lease to provide fueling and other services pursuant to long-term ground leases. Fueling services provide the majority of an FBO's revenue and gross margin.

FBOs often operate in environments with high barriers to entry. Airports tend to have limited physical space for additional FBOs and airport authorities generally do not have an incentive to add FBOs unless there is a significant demand for additional services. Securing airport approvals and completing the design and construction of a new FBO

can take over a year and require significant capital expenditures. Furthermore, airports typically impose minimum standards with respect to the experience, capital investment and breadth of services provided by the FBO.

The ownership of FBOs in the U.S. is fragmented with the majority of facilities individually owned and operated rather than part of networks. Consolidation has been and is expected to continue to be an important feature of the industry as larger networks are able to achieve economies of scale in fuel and insurance purchasing, marketing and back office operations when acquiring locations from individual owners/operators.

TABLE OF CONTENTS**Atlantic Aviation (continued)**

Demand for FBO services is driven by the level of GA flight activity which is defined as the number of take-offs and landings in a given period. We believe GA flight activity will continue to expand at rates broadly consistent with overall economic activity in the U.S.

Business Overview

At December 31, 2017, Atlantic Aviation operated FBOs at 70 airports in the U.S. Atlantic Aviation's FBOs provide fuel, terminal, aircraft hangaring and other services to owners/operators of GA aircraft, but also to commercial, military, freight and government aviation customers.

Atlantic Aviation has been a part of the MIC portfolio since our IPO. In December 2004, the business owned and operated a total of 16 FBOs. Through a roll-up of FBOs, we have increased the size of the network to a total of 70 facilities. Consistent with our strategy of seeking to optimize the portfolio, we have exited markets we believe have limited growth potential in favor of entering those with better prospects. Since our IPO, we have deployed capital in Atlantic Aviation in the acquisition of FBOs and projects including the construction of terminals and aircraft hangars, fuel tank farms, aircraft parking (ramps) and a range of smaller projects.

Following is summary financial information for Atlantic Aviation (\$ in millions):

	As of, and for the Year Ended, December 31,		
	2017	2016	2015
Revenue	\$ 846.4	\$ 740.2	\$ 738.5
Net income ⁽¹⁾	124.4	59.5	22.8
EBITDA excluding non-cash items ⁽²⁾	247.2	225.1	203.6
Total assets	1,710.5	1,564.7	1,502.5

Net income for 2017 includes the impact of the Tax Cuts and Jobs Act. See Management's Discussion and Analysis (1) of Financial Condition and Results of Operations *Results of Operations Atlantic Aviation* in Part II, Item 7, for further discussions.

See Business *Our Businesses* in Part I, Item 1 and Management's Discussion and Analysis of Financial Condition (2) and Results of Operations *Results of Operations* in Part II, Item 7, for further information and a reconciliation of net income (loss) to EBITDA excluding non-cash items.

Strategy

Atlantic Aviation is pursuing a strategy that has five principal components:

1. to make Atlantic Aviation the preferred FBO provider at all of the airports at which it operates by providing the best service and safety in the industry;
2. to prudently deploy capital in equipment and leasehold improvements;
3. to optimize the network of FBOs through acquisitions, divestitures and lease extensions;
4. to manage the business to optimize its operating expenses; and
- 5.

to grow the business by leveraging the size of the Atlantic Aviation network and its information technology capabilities to identify marketing and cross-selling opportunities.

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Atlantic Aviation (continued)

Operations

Atlantic Aviation operates high-quality facilities and focuses on attracting customers who desire personalized service.

Fuel sales generated 63% of gross margin in 2017. Other services, including de-icing, aircraft parking and hangar rental, provided the balance. Fuel is stored in tank farms and each FBO operates refueling vehicles owned or leased by the FBO to move fuel from the tank farms to the aircraft being serviced. The FBO either owns or has access to the fuel storage tanks to support its fueling activities. At some of Atlantic Aviation's locations, services are also provided to commercial airlines, freight operators, and military and government users. Services provided to the airlines may include refueling from the airline's own fuel supplies, de-icing and/or ground and ramp handling services.

Atlantic Aviation buys fuel at a wholesale price and sells fuel to customers either at a contracted price, or at a price negotiated at the point of purchase. While wholesale fuel costs can vary, Atlantic Aviation generally passes changes in fuel costs through to customers and seeks to maintain and, when possible, increase its dollar-based margin per gallon. In general, the business has minimal exposure to commodity price fluctuations as it carries a limited inventory of jet fuel.

Atlantic Aviation is focused on managing costs effectively and continuously evaluates opportunities to reduce expenses. Such opportunities may include business reengineering, more efficient purchasing, partnering with service providers and/or capturing synergies in acquisitions.

Locations

Atlantic Aviation's FBOs operate pursuant to long-term leases from the airport authorities who own or manage the airport. Atlantic Aviation works with these airport authorities to optimize lease lengths through capital improvements or other enhancements to the airport.

Atlantic Aviation's EBITDA-weighted average remaining lease length (at Atlantic Aviation's discretion) was 20.3 years and 19.6 years at December 31, 2017 and 2016, respectively, notwithstanding the passage of one year. The increase reflects successful lease renewals and acquisition of facilities with leases longer than the current network-wide average. The leases at seven of Atlantic Aviation's FBOs, collectively accounting for approximately 9.0% of Atlantic Aviation's gross margin, are expected to be renegotiated and extended within the next five years. No individual FBO generated more than 10% of Atlantic Aviation's gross margin at December 31, 2017.

The airport authorities have certain termination rights in each of Atlantic Aviation's leases. Standard terms allow for termination if Atlantic Aviation defaults on the terms and conditions of the lease, abandons the property or becomes insolvent or bankrupt. Most of the leases allow for termination if liens are filed against the property. Fewer than twenty leases may be terminated for convenience or other similar reasons. In these cases, generally, there are compensation agreements based on amortization schedules or obligations of the airport authority to make best efforts to relocate the FBO.

Atlantic Aviation periodically evaluates its portfolio of FBOs and occasionally concludes that some of its sites do not have sufficient scale or do not serve a market with sufficiently strong growth prospects to warrant continued operations at these locations. In these cases, it may elect to sell the site or not renew the lease upon maturity.

Marketing

Atlantic Aviation has a number of marketing programs, each utilizing an internally-developed point-of-sale system that tracks GA flight movements. This program supports flight tracking and provides customer relationship management data that facilitates up-selling of fuel and optimization of revenue per customer.

Atlantic Aviation also maintains a loyalty program for pilots known as Atlantic Awards that provides an incentive to purchase fuel from Atlantic Aviation. These awards are recorded as a reduction in revenue in Atlantic Aviation's consolidated financial statements.

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Atlantic Aviation (continued)

Competition

Atlantic Aviation competes with other FBO operators at more than half of its locations, and its facilities may also face indirect competition from FBOs located at nearby airports. The FBOs compete on the basis of location of the facility relative to runways and street access, service, safety, value-added features, reliability and price. Each FBO also faces competitive pressure from the fact that aircraft may take on sufficient fuel at one location and not need to refuel at a specific destination.

Atlantic Aviation's main competitors are Signature Flight Support, Jet Aviation, Million Air, Sheltair Aviation and TAC Air. To our knowledge, other than the competitors listed, no competitor operated more than 20 FBOs in the U.S. at December 31, 2017.

Customers

Atlantic Aviation does not depend on a single customer, the loss of which would have a material adverse effect on the business.

Regulation

The aviation industry is overseen by a number of regulatory agencies, including the Department of Homeland Security, Department of Transportation and Environmental Protection Agency, but its primary regulator is the Federal Aviation Administration (FAA). In addition, local airport authorities also regulate the FBOs. The business must comply with federal, state and local environmental statutes and regulations associated in part with the operation of fuel storage tank systems and mobile fueling vehicles. These requirements include tank and pipe testing for tightness, soil sampling for evidence of leaking and remediation of detected leaks and spills.

Atlantic Aviation's FBOs are subject to regular inspection by federal and local environmental agencies as well as local fire departments and other agencies. The business does not expect that compliance and related remediation work, if any, will have a material negative impact on earnings or the competitive position of Atlantic Aviation. The business has not received notice requiring it to cease operations at any location or of any abatement proceeding by any government agency as a result of failure to comply with applicable environmental laws and regulations.

Employees

As of December 31, 2017, the business employed 1,961 people, of which 196 employees were subject to collective bargaining agreements. We believe relations with both union and non-union employees at Atlantic Aviation are good.

The day-to-day operations of Atlantic Aviation are managed by individual site managers who are responsible for most aspects of the operations at their site. Atlantic Aviation's operations are overseen by senior personnel with significant experience in the aviation industry.

Contracted Power

Industry Overview

The power industry represents a large and critical infrastructure market, both in terms of the number and value of facilities as well as their contribution to overall economic activity. In developed economies, capital spending in the sector is driven by aging infrastructure, new technologies, increased legislation regarding emissions, the use of renewable energy and modest demand growth.

The Energy Information Administration, an agency of the U.S. Federal Statistical System, forecasts the demand for electricity in the U.S. to grow at a compound annual rate of approximately 0.9% over the next thirty years. As aging and inefficient generating capacity is retired or replaced, opportunities for deployment of capital in the growth of our CP segment are expected to increase.

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Contracted Power (continued)

Growth in the electricity generating sector of the industry has been driven by a combination of portfolio optimization and a significant number of renewable power projects being developed as a result of the adoption of Renewable Portfolio Standards (RPS). RPS are state-level regulatory mandates that obligate utilities and other load-serving entities to provide a specific portion of their electricity generation from qualifying renewable technologies by a specified date.

Business Overview

At December 31, 2017, CP consisted of controlling interests in seven solar facilities, two wind facilities and a 100% interest in a gas-fired facility. Our portfolio of solar facilities consists of two facilities in Arizona, two in California, one in Texas, one in Minnesota and one in Utah. These facilities have an aggregate generating capacity of 142 megawatts (MW). Our wind facilities are located in Idaho and New Mexico and have a combined generating capacity of 203 MW. The gas-fired facility, Bayonne Energy Center (BEC), has a generating capacity of 512 MW with a further 130 MW under construction, and is located in Bayonne, New Jersey, adjacent to IMTT's Bayonne terminal.

The renewable facilities utilize arrays of photovoltaic solar panels or wind turbine generators to convert energy from sunlight or wind into electricity. The electricity is aggregated and fed directly into regional power grids. These technologies tend to produce a predictable amount of electricity within the bounds of seasonal and annual variability in insolation and wind. The business also generates Renewable Energy Certificates (RECs) based on the amount of electricity provided to off-takers. These RECs are either bundled with the electricity under the terms of the Power Purchase Agreements (PPA) or sold separately to third-parties. The BEC facility currently comprises eight natural gas turbine power generating sets (installed in 2012) and is being expanded by two additional sets. Power produced by BEC is transmitted via a dedicated cable beneath New York Harbor to a substation in Brooklyn, New York, from where it is distributed into the New York City power market.

The renewable facilities sell electricity to creditworthy off-takers, typically pursuant to multi-year contracts. Existing contracts include either long-term PPAs or subscription agreements whereby a counterparty has contracted with one of our projects for the sale of electricity and related services for a set period of time. These contracts provide a hedge against volatility in revenue from fluctuations in demand or price. The majority of BEC's output is contracted with a creditworthy power wholesaler that has entered into tolling agreements with BEC for 62.5% of the facility's capacity. The weighted average remaining life of the tolling agreements was approximately ten years at December 31, 2017. The tolling agreements generate revenue whether or not the facility is in use for power production. The remaining 37.5% of the facility's capacity that is currently untolled generates revenue from monthly capacity payments and ancillary services provided to support grid stability whether or not the facility is dispatched, and an energy margin when the facility is dispatched.

In late 2015, we commenced the process of expanding the generating capacity of BEC by two turbines totaling approximately 130 MW in incremental generating capacity. This expansion is expected to reach mechanical completion by the end of the first quarter of 2018 and is anticipated to begin producing revenue in the second quarter of 2018. In addition, we have made two investments in renewable energy development companies that each have a pipeline of either new wind and solar projects. We expect to continue to seek attractive investment opportunities in renewable energy production and distribution projects and to pursue expansion opportunities at our existing facilities.

TABLE OF CONTENTS**Contracted Power (continued)**

The financial results discussed in this Form 10-K reflect 100% of the performance of the wind and solar facilities within the CP segment since our acquisitions, not the contribution based on our economic interest, and the performance of BEC from the date of our acquisition on April 1, 2015, unless specified otherwise.

Following is summary financial information for the Contracted Power segment (\$ in millions):

	As of, and for the Year Ended, December 31,		
	2017	2016	2015
Revenue	\$ 145.9	\$ 150.0	\$ 123.8
Net income (loss)	21.2	14.1	(7.2)
EBITDA excluding non-cash items ⁽¹⁾	103.1	98.2	68.2
Total assets	1,617.7	1,516.6	1,411.2

See Business *Our Businesses* in Part I, Item 1 and Management's Discussion and Analysis of Financial Condition (1) and Results of Operations *Results of Operations* in Part II, Item 7, for further information and a reconciliation of net income (loss) to EBITDA excluding non-cash items.

Strategy

Our CP businesses are pursuing a strategy that has four principal components:

1. to deliver cost-competitive electricity in a safe and reliable manner;
2. to deploy additional capital at attractive risk-adjusted returns by developing or acquiring renewable energy projects across a range of technologies and geographies;
3. to improve productivity, reduce costs and increase efficiencies; and
4. to opportunistically recycle capital through the sale of selected facilities or assets.

Operations

Operation and maintenance (O&M) of the CP facilities is largely performed by our employees or by third-party service providers. Land for all our facilities is either leased under long-term contracts or owned by the facilities. Other costs such as insurance are based on annual contracts. Accordingly, a significant portion of the operating costs of these facilities is highly predictable. The business regularly evaluates which O&M services are best provided by employees or third-party service providers and has started to perform some of these O&M services itself in order to reduce costs and improve operational performance of its facilities.

Customers

The primary customers of the contracted power business are creditworthy counterparties including utilities and a power marketer. These customers have entered into long-term PPAs, subscription agreements or tolling agreements with remaining terms ranging from approximately 10 to 24 years as of December 31, 2017.

Seasonality

Each CP facility has a unique seasonality profile based on factors including weather and energy demand. The solar projects generate a disproportionate amount of their revenue in the summer months when insolation is highest, while wind energy revenues are generally stronger in the winter months. BEC is a peaking power plant that is dispatched when demand for power increases above the base generating capacity in New York City. This means that BEC is dispatched more often in the summer and winter months.

Competition

The contracted portion of CP's business is not subject to substantial direct competitive price pressure due to the long-term nature of the PPAs, subscription agreements and tolling agreements. However, our existing BEC facility has incremental generating capacity that is not tolled and is sold into the spot power market. After the expiration of the respective PPAs, subscription agreements or tolling agreements, such facilities may face greater competition. Once completed, the expansion units at BEC will also operate on an untolled basis and will be subject to market competition.

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Contracted Power (continued)

Regulation

The power and energy sectors are the subject of substantial and complex laws, rules and regulations. Sector regulators include the Federal Energy Regulatory Commission (FERC) and the North American Electric Reliability Corporation (NERC). The FERC has jurisdiction over the transmission and wholesale sale of electricity in interstate commerce and over the transportation, storage and certain sales of natural gas in interstate commerce, including the rates, charges and other terms and conditions for such services. The NERC serves to establish and enforce reliability standards applicable to all users, owners and operators of the bulk power system. The U.S. Environmental Protection Agency also oversees certain environmental matters related to the construction and operations of CP's electricity generating facilities.

The New York competitive wholesale electricity market in which BEC participates is administered by the New York Independent System Operator (NYISO). NYISO is a not-for-profit agency that serves to ensure regional grid reliability, comprehensive planning, and open and efficient markets. BEC is also subject to certain New York State and New York City regulations and to environmental regulations by the State of New Jersey's Department of Environmental Protection.

Each of the wind and solar facilities comprising CP is subject to regulation and oversight in the jurisdiction in which they operate.

Employees

At December 31, 2017, the CP businesses had six employees. We believe relations with employees of our CP businesses are good.

MIC Hawaii

Industry Overview

According to the Energy Information Administration, the Hawaii energy market consumes 282 trillion British Thermal Units (BTU) annually, split approximately equally between the transportation market and the industrial/commercial/residential markets. Gas in Hawaii has an approximately 2% share of the total energy market and serves primarily the residential and commercial markets with applications including water heating, drying, cooking, emergency power generation and other select uses.

Beginning in 2008 with the Hawaii Clean Energy Initiative (HCEI), the State of Hawaii embarked on a program to be a leader in the development and deployment of clean energy solutions. The HCEI's goals include energy independence and security, a transition away from imported fuels and the development of a green economic sector.

In 2017, over 25% of Hawaii's electricity was generated from renewable sources, where the primary sources were solar, wind, and biomass. Hawaii's geographic location, the high cost of electricity from oil-fired electric generation, and the States renewable portfolio standard offer the potential to increase the amount renewables-based electric and gas-fired generation. MIC Hawaii has invested in multiple renewable energy projects and expects to pursue further growth opportunities in line with Hawaii's energy goals.

Business Overview

MIC Hawaii comprises Hawaii Gas and several smaller businesses collectively engaged in efforts to reduce the cost and improve the reliability and sustainability of energy in Hawaii. From 2006 to 2015, our MIC Hawaii segment consisted solely of Hawaii Gas, a combination of Hawaii's only government-franchised gas utility and an unregulated liquefied petroleum gas (LPG) distribution business. Founded in 1904, Hawaii Gas serves Hawaii's 1.4 million residents and 9.4 million visitors across Oahu, Hawaii, Maui, Kauai, Molokai and Lanai (the main islands).

TABLE OF CONTENTS**MIC Hawaii (continued)**

Hawaii Gas comprises a regulated gas utility and an unregulated LPG distribution business. The utility business includes the processing, distribution and sale of synthetic natural gas (SNG) and renewable natural gas (RNG) and the distribution and sale of re-gasified liquefied natural gas (LNG) on the island of Oahu and the distribution and sale of LPG via pipeline on all of the main islands. The unregulated business distributes LPG by truck to individual tanks located on customer sites or distributes LPG in cylinders filled at central locations to customers on all the main islands. The gas distributed by Hawaii Gas has a wide range of commercial and residential applications and LPG is also used as a fuel for specialty vehicles such as forklifts. Users include residential customers and a wide variety of commercial, hospitality, military, public sector and wholesale customers.

In 2016, MIC Hawaii expanded its presence in the Hawaiian energy complex with the development of the 7 MW Waihonu Solar facilities on Oahu and an acquisition of a design-build mechanical contractor. In 2017, we expanded our investments, adding two distributed generation projects serving commercial users under long-term contracts.

Hawaii Gas primary products consist of:

Synthetic Natural Gas (SNG): The business converts a light hydrocarbon feedstock (naphtha) into SNG which has a similar heating value to natural gas. Hawaii Gas operates the only SNG processing capability in Hawaii at its plant located on the island of Oahu. SNG is delivered by underground pipelines to utility customers throughout Oahu.

Liquefied Petroleum Gas (LPG): LPG is a generic name for a mixture of hydrocarbon gases, typically propane and butane. LPG liquefies at a relatively low pressure under normal temperature conditions and can be efficiently transported in a range of quantities. LPG is typically stored in cylinders or tanks and Hawaii Gas maintains the largest network of LPG storage throughout Hawaii. Domestic and commercial applications of LPG are similar to those of natural gas and SNG.

Liquefied Natural Gas (LNG): LNG is transported to Hawaii in conventional intermodal cryogenic containers from the U.S. mainland. Hawaii Gas utilizes LNG to offset up to 30% of the naphtha used to produce SNG and to supply customers of the regulated utility on Oahu.

Renewable Natural Gas (RNG): In August 2016, the City and County of Honolulu awarded Hawaii Gas a contract for offtake of approximately 800,000 BTUs per year of biogas from the Honouliuli Wastewater Treatment Plant commencing in late 2018. The business continues to evaluate a range of additional renewable feedstock sources including other waste water treatment plants, landfills and locally produced biomass.

Following is summary financial information for MIC Hawaii (\$ in millions):

	As of, and for the Year Ended, December 31,		
	2017	2016	2015
Revenue	\$ 277.9	\$ 233.9	\$ 227.0
Net income	25.4	35.7	24.0
EBITDA excluding non-cash items ⁽¹⁾	60.6	62.8	60.1
Total assets	532.1	501.7	386.1

See Business *Our Businesses* in Part I, Item 1 and Management's Discussion and Analysis of Financial Condition (1) and Results of Operations *Results of Operations* in Part II, Item 7, for further information and a reconciliation of net income (loss) to EBITDA excluding non-cash items.

Strategy

Our MIC Hawaii businesses are pursuing a strategy that has four principal components:

1. to lower the cost of energy in Hawaii in a safe and environmentally sustainable manner;
2. to deploy capital to improve the security and reliability of energy in Hawaii;

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MIC Hawaii (continued)

3. to increase and diversify the customers served by the businesses of MIC Hawaii; and
4. to maintain positive relationships with regulators, government agencies, customers, the communities MIC Hawaii serves and other stakeholders.

Customers

The businesses of MIC Hawaii provide services to commercial, residential and governmental customers. MIC Hawaii does not depend on any single customer, the loss of which would have a material adverse effect on the business.

Utility Regulation

Hawaii Gas utility business is regulated by the Hawaii Public Utilities Commission (HPUC). The HPUC exercises broad regulatory oversight and investigative authority over all public utilities in Hawaii.

Rate Regulation. The HPUC establishes the rates that Hawaii Gas can charge its utility customers via cost of service regulation. Although the HPUC sets the base rate for the gas sold by Hawaii Gas utility business, Hawaii Gas is permitted to pass through changes in its fuel costs by means of a monthly fuel adjustment charge.

Hawaii Gas utility rates are established by the HPUC in periodic rate cases typically initiated by Hawaii Gas. The business initiates a rate case by submitting a request to the HPUC for an increase in rates based upon, for example, increased costs related to providing services. Following initiation of the rate increase request and submissions by other intervening parties of their positions on the rate request, and potentially an evidentiary hearing, the HPUC issues a decision establishing the revenue requirements and the resulting rates that Hawaii Gas will be allowed to charge. On August 1, 2017, Hawaii Gas filed a general rate case application with the HPUC requesting an annual increase in regulated revenues of \$15.0 million. To the extent that new rates are approved by regulators, we expect that interim rate increases, if any, could take effect in mid-2018.

Other Regulations. In addition to regulating utility rates, the HPUC acts on requests for the acquisition, sale, disposition or other exchange of utility properties, including mergers and consolidations; acts on requests for financings; and approves material supply contracts.

Competition

Depending upon the end-use, Hawaii Gas competes with conventional and renewable electric generators as well as other gas providers. Electricity in Hawaii is generated by four electric utilities and various independent power producers. In addition, residential and some commercial customers in Hawaii have increased the rate at which they are installing distributed solar photovoltaic generating capacity.

Hawaii Gas Utility Business. Hawaii Gas holds the only government franchise for utility gas services in Hawaii. This enables Hawaii Gas to utilize public easements for its pipeline distribution systems. This franchise also provides for the exclusive use of extensive below-ground distribution infrastructure that Hawaii Gas owns and maintains.

Hawaii Gas competes on the basis of price, reliability and the energy preferences of its customers.

Hawaii Gas Non-Utility Business. Hawaii Gas sells LPG in an unregulated market on the main islands of Hawaii. There are several other wholesale and small retail distributors that compete in the LPG market. Hawaii Gas believes it

has a competitive advantage because of its established customer base, storage facilities, distribution network and reputation for reliable service.

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MIC Hawaii (continued)

Fuel Supply, SNG Plant and Distribution System

Fuel Supply

Hawaii Gas sources naphtha feedstock for its SNG plant from Par Hawaii Refining, LLC pursuant to a feedstock supply agreement in place through December 31, 2020. The majority of Hawaii Gas LPG is purchased from an off-island supplier with the remainder purchased from the local refineries. Hawaii Gas sources LNG from a U.S. West Coast supplier pursuant to a contract through July 2021. RNG is purchased from the City and County of Honolulu under a fixed rate contract through December 31, 2024.

SNG Plant and Distribution System (Utility Business)

Hawaii Gas processes and distributes SNG from a plant located west of the Honolulu business district. The life of the plant continues to be extended through routine maintenance and additional capital investments. A 22-mile transmission pipeline links the SNG plant to a distribution system at Pier 38 in south Oahu. From Pier 38, a pipeline distribution system consisting of approximately 900 miles of distribution and service pipelines transports gas to customers. On islands other than Oahu, LPG is distributed by direct deliveries from an off-island supplier by ship and by barge from Oahu to holding facilities or base-yards on those islands. It is then distributed via pipelines to utility customers. Approximately 90% of the Hawaii Gas pipeline system is on Oahu.

Distribution System (Non-Utility Business)

The non-utility business of Hawaii Gas provides LPG to customers on each of the main islands who are not connected to Hawaii Gas utility pipeline system. The majority of Hawaii Gas non-utility customers are on islands other than Oahu. LPG is transported to these islands by direct deliveries from an off-island supplier by ship and by barge from Oahu. Hawaii Gas also owns the infrastructure by which it distributes LPG to its customers, including harbor pipelines, trucks, several holding facilities and storage base-yards on Kauai, Maui and Hawaii.

Environmental Permits

The businesses of MIC Hawaii require environmental operating permits, the most significant of which are air and wastewater permits required for the Hawaii Gas SNG plant.

Employees

As of December 31, 2017, MIC Hawaii had 599 employees, of which 417 are subject to the terms of various collective bargaining agreements. We believe relationships with both union and non-union employees are good.

Consolidated

Our Employees

As of December 31, 2017, our consolidated businesses employed approximately 3,800 people, of which approximately 23% of these were subject to collective bargaining agreements. The MIC holding company does not

have any employees.

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AVAILABLE INFORMATION

We file annual, quarterly and current reports, proxy statements and other information with the SEC. You may read and copy any document we file with the SEC at the SEC's public reference room at 100 F Street, NE, Washington, DC 20549. Please call the SEC at 1-800-SEC-0330 for information on the operations of the public reference room. The SEC maintains a website that contains annual, quarterly and current reports, proxy and information statements and other information that issuers (including Macquarie Infrastructure Corporation) file electronically with the SEC. The SEC's website is www.sec.gov.

Our website is www.macquarie.com/mic. You can access our Investor Center through this website. We make available free of charge, on or through our Investor Center, our proxy statements, annual reports on Form 10-K, quarterly reports on Form 10-Q, current reports on Form 8-K and any amendments to these filed or furnished pursuant to Section 13(a) or 15(d) of the Securities Exchange Act of 1934, or the Exchange Act, as amended, as soon as reasonably practicable after such material is electronically filed with, or furnished to, the SEC. We also make available through our Investor Center statements of beneficial ownership of the shares filed by our Manager, our directors and officers, any holders of 10% or more of our shares outstanding and others under Section 16 of the Exchange Act.

You can also find information on the Governance page on our website where we post documents including:

Amended and Restated Bylaws of Macquarie Infrastructure Corporation;
Third Amended and Restated Management Services Agreement;
Corporate Governance Guidelines;
Code of Business Conduct;

Charters for our Audit Committee, Compensation Committee and Nominating and Corporate Governance Committee; Policy for Stockholder Nomination of Candidates to Become Directors of Macquarie Infrastructure Corporation; and Information for Stockholder Communication with our Board of Directors, our Audit Committee and our Lead Independent Director.

Our Code of Business Conduct applies to all of our directors, officers and employees as well as all directors, officers and employees of our Manager involved in the management of the Company and its businesses. We will post any amendments to the Code of Business Conduct, and any waivers that are required to be disclosed by the rules of either the SEC or the New York Stock Exchange (NYSE), on our website. The information on our website is not incorporated by reference into this report.

You can request a copy of these documents at no cost, excluding exhibits, by contacting Investor Relations at 125 West 55th Street, New York, NY 10019 (212-231-1825).

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ITEM 1A. RISK FACTORS

An investment in our shares involves a number of risks. The occurrence of any of these risks could have a significant or material adverse effect on our results of operations, cash flows or financial condition and could cause a corresponding decline in the market price of our shares.

Risks Related to Our Business Operations

Fluctuations in economic, equity and credit market conditions may have a material adverse effect on our results of operations, our liquidity or our ability to obtain credit on acceptable terms.

Should the economic, equity and credit market conditions, collectively or individually, become disrupted, our ability to raise equity or obtain capital, to repay or refinance credit facilities at maturity, pay significant capital expenditures, pay, maintain or grow dividends or fund growth may be costly and/or impaired. Our access to debt financing in particular will depend on a variety of factors such as market conditions, the general availability of credit, the overall availability of credit to our industry, our credit history and credit capacity, as well as the historical performance of our businesses and lender perceptions of their and our financial prospects. In the event that we are unable to obtain debt financing, particularly as significant credit facilities mature, our internal sources of liquidity may not be sufficient.

Economic conditions may also increase our counterparty risk, particularly in those businesses whose revenues are determined under multi-year contracts, such as IMTT, and our renewables businesses. Should conditions deteriorate, we would expect to see increases in counterparty defaults and/or bankruptcies, which could result in an increase in bad debt expense and may cause our operating results to decline.

The volatility in the financial markets makes projections regarding future obligations under pension plans difficult. Two of our businesses, Hawaii Gas and IMTT, have defined benefit retirement plans. Future funding obligations under those plans depend in large part on the future performance of plan assets and the mix of investment assets. Our defined benefit plans hold a significant amount of equity securities as well as fixed income securities. If the market values of these securities decline or if interest rates decline, our pension expense and cash funding requirements would increase and, as a result, could materially adversely affect the results and liquidity of these businesses and our Company.

The documents governing our debt impose significant operating and financial restrictions, which may prevent us from pursuing certain business opportunities and taking certain actions.

Our senior secured revolving credit facilities impose, and future debt agreements may impose, operational and financial restrictions on us. These restrictions limit or prohibit, among other things, our ability to:

- incur additional indebtedness;
- pay dividends, redeem subordinated debt or make other restricted payments;
- make certain investments or acquisitions;
- grant or permit certain liens on our assets;
- enter into certain transactions with affiliates;

merge, consolidate or transfer substantially all of our assets; and transfer or sell assets, including capital stock of our subsidiaries.

These covenants could adversely affect our ability to finance our future operations or capital needs, withstand a future downturn in our business or the economy in general, engage in business activities, including future opportunities that may be in our interest, and plan for or react to market conditions or otherwise execute our business strategies. A breach of any of these covenants could result in a default in respect of the related indebtedness. If a default occurs, the relevant lenders or holders of such indebtedness could elect to declare the indebtedness, together with accrued interest and other fees, to be immediately due and payable and proceed against any collateral securing that indebtedness. Acceleration of our other indebtedness could result in a default under the terms of the senior secured revolving credit facility or our convertible senior notes. There is no guarantee that we would be able to satisfy our obligations if any of our indebtedness is accelerated.

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Our strategy includes an expectation that we will find, acquire or develop, and integrate, additional businesses.

Although our businesses tend to benefit from fundamental drivers of growth which are stable over time, we will attempt to augment that growth by finding, acquiring or developing, and integrating additional businesses. We anticipate that a significant portion of our future projected growth will be derived from inorganic sources which are contingent on our ability to successfully find and execute opportunities to deploy incremental capital. We may not find or acquire such opportunities on economically sensible terms. In addition, we may acquire businesses with financial reporting and control systems that are less sophisticated than ours. If we do make an acquisition, we may not be successful in integrating it into our portfolio and/or achieving the expected level of returns. If we invest capital in a development project, we may not be successful in the execution of the full project or in integrating it into our portfolio and/or achieving the expected level of performance. Failure to do any of these could result in higher indebtedness or expenses and/or in generating less cash flows than expected or generating growing amounts of cash flows at a slower than anticipated rate, either of which could result in a reduction in our share price.

Our inability to fully realize anticipated cost savings associated with implementation of shared services could negatively impact our business.

We have formed and staffed a shared service center that is providing common administrative functions, including payroll processing, health and benefit plan administration, information technology, procurement, tax, legal and certain finance and accounting functions to the businesses in our portfolio. If any of these shared service functions do not perform effectively, or if we fail to adequately monitor their performance, we may not be able to achieve expected cost savings or we may have to incur additional costs to correct errors made by such shared service functions and our reputation could be harmed. Depending on the function involved, such errors may also lead to business disruption, processing inefficiencies, effects on financial reporting, litigation or remediation costs. In addition, the concentration of processes in one shared service center means that any disruption at this facility could impact all or a substantial portion of our businesses. Any of these potential effects could have an adverse effect on our results of operations, cash flows and financial condition.

Decreasing the proportion of businesses in our portfolio that are not regulated or of a predominantly contracted nature increases the potential volatility in our financial results.

With the exception of our airport services business, our businesses generally possess characteristics including generally stable demand, long-term contracts, regulated operations and inflation linked revenue. Our airport services business generates revenue and cash flows in a way that is broadly reflective of the economic health of the country. To the extent we invest in or acquire or develop businesses with revenue and cash generating capacity that is similarly GDP sensitive or businesses that do not possess these characteristics, our financial results could become more volatile and our share price could decline as a result of an increase in the real or perceived risk.

If borrowing costs increase or if debt terms become more restrictive, the cost of refinancing and servicing our debt will increase, reducing our profitability and ability to freely deploy capital or pay dividends to stockholders.

The majority of our indebtedness matures within three to seven years. Refinancing this debt may result in substantially higher interest rates or credit margins or substantially more restrictive covenants. Each of these could limit operational flexibility or reduce dividends and/or distributions from our operating businesses to us, which would have an adverse impact on our ability to freely deploy capital and continue to pay, maintain or grow dividends to our stockholders. We cannot provide assurance that we or the other owners of any of our businesses will be willing or able to make capital contributions to repay some or all of the debt if required.

Our holding company level debt could adversely affect our results of operations, cash flows and financial condition, limit our operational and financing flexibility and negatively impact our business. As a holding company, we are dependent on the ability of our businesses to make distributions to us to pay our expenses, pay dividends and repay indebtedness.

At December 31, 2017, we had outstanding \$752.5 million of convertible senior notes and had available a \$410.0 million senior secured revolving credit facility (upsized to \$600.0 million in January 2018), of which

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\$143.5 million was drawn. These holding company level debt instruments increase our interest payments and could have significant adverse effects on our business, including:

we may be required to use a significant portion of our cash flow to pay interest on our indebtedness which will reduce the funds available for dividends to stockholders, additional acquisitions, pursuit of business opportunities or other business purposes;

our ability to obtain additional financing may be impaired;

it may be more difficult for us to satisfy our financial obligations under our contractual and commercial commitments; our increased level of indebtedness could place us at a competitive disadvantage compared with firms that may have proportionately less debt;

exposing us to risk of increased interest rates because any borrowings under the senior secured revolving credit facility are at variable rates of interest;

our flexibility in planning for, or reacting to, changes in our business and the industry in which we operate may be limited; and

our indebtedness may make us more vulnerable to economic downturns and adverse developments in our businesses.

We expect to obtain the funds to pay our operating expenses, pay dividends and to repay our indebtedness primarily from our operating businesses. Our ability to meet our expenses and make these payments therefore depends on the future performance of our businesses, which will be affected by financial, business, economic and other factors, many of which we cannot control. Our businesses may not generate sufficient cash flow from operations in the future, which could result in our inability to repay indebtedness, pay, maintain or grow dividends or to fund other liquidity needs.

As a holding company with no operations, we are dependent on the ability of our businesses to make distributions to us to pay our expenses, pay dividends and repay our indebtedness. In addition, the senior secured revolving credit facility is guaranteed by MIC Ohana Corporation, our direct, wholly owned subsidiary. MIC Ohana Corporation is a holding company whose only material asset is the capital stock of our other subsidiaries. If we do not have enough funds, we may be required to refinance all or part of our then existing debt, sell assets or borrow more funds, which we may not be able to accomplish on terms acceptable to us, or at all. In addition, the terms of existing or future debt agreements may restrict us from pursuing any of these alternatives.

We and any of our existing or future subsidiaries may incur substantially more indebtedness in the future. This could further exacerbate the risks to our business as described herein.

We and any of our existing and future subsidiaries may incur substantial additional indebtedness in the future. Although the terms of our senior secured revolving credit facility contain limitations on our ability to incur additional indebtedness, these restrictions are subject to a number of qualifications and exceptions. If we incur any additional indebtedness that ranks equally with the indebtedness under our senior secured revolving credit facility, the holders of that additional debt will be entitled to share ratably with the lenders or holders of the indebtedness under the senior secured revolving credit facility in any proceeds distributed in connection with any insolvency, liquidation, reorganization, dissolution or other winding up of our Company. If new debt is added to our or any of our subsidiaries current debt levels, the related risks that we now face could be exacerbated.

Development and investment in our businesses involve various construction, operational and regulatory risks that could materially adversely affect our financial results.

The development, construction, operation and maintenance of our businesses involve various operational risks, which can include mechanical and structural failure, accidents, labor issues or the failure of technology to perform as anticipated. Events outside our control, such as economic developments, changes in fuel prices or the price of other feedstocks, governmental policy changes, demand for energy and the like, could materially reduce the revenues generated or increase the expenses of constructing, operating or maintaining our businesses. Degradation of the performance of our facilities may reduce our revenues. Unanticipated

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capital expenditures associated with maintaining, upgrading or repairing our facilities may reduce profitability. We may also choose or be required to decommission a project or other asset. The decommissioning process could be protracted and result in the incurrence of significant financial and/or regulatory obligations or other uncertainties.

Our businesses may also face construction risks typical for infrastructure businesses, including, without limitation:

labor disputes, work stoppages or shortages of skilled labor;
shortages of fuels or materials;
slower than projected construction progress and the unavailability or late delivery of necessary equipment;
delays caused by or in obtaining the necessary regulatory approvals or permits;
adverse weather conditions and unexpected construction conditions;
accidents or the breakdown or failure of construction equipment or processes;
difficulties in obtaining suitable or sufficient financing; and
force majeure or catastrophic events such as explosions, fires and terrorist activities and other similar events beyond our control.

Such developments could result in substantial unanticipated delays or expenses and, under certain circumstances, could prevent completion of construction activities once undertaken. Construction costs may exceed estimates for various reasons, including inaccurate engineering and planning, labor and building material costs in excess of expectations and unanticipated problems with project start-up. Such unexpected increases may result in increased debt service costs and funds being insufficient to complete construction. Our facilities under development may receive little or no cash flow through the date of completion of development and may experience operating deficits after the date of completion. In addition, market conditions may change during the course of development that make such development less attractive than at the time it was commenced. Any events of this nature could severely delay or prevent the completion of, or significantly increase the cost of, the construction. In addition, there are risks inherent in the construction work which may give rise to claims or demands against us from time to time. Delays in the completion of any project may result in lost revenues or increased expenses.

We rely on third-party suppliers and contractors when developing our projects. The failure of those third parties to perform could adversely affect our results of operations, cash flows and financial condition.

We source engines, boilers, chillers, cogeneration systems, photovoltaic modules and other complex components from third-party suppliers and engage third-party contractors for the construction of power projects. We typically enter into contracts with our suppliers and contractors on a project-by-project basis and do not maintain long-term contracts with our suppliers or contractors. Therefore, we are generally exposed to price fluctuations and availability of products and components sourced from our suppliers and construction services procured from our contractors. In light of changing market dynamics and government policies, the price and availability of certain products have been subject to significant volatility in recent years. Increases in the prices of products and components, decreases in their availability, fluctuations in construction, labor and installation costs, or changes in the terms of our relationships with our suppliers and contractors may increase the cost of procuring equipment and engaging contractors and hence materially adversely affect our results of operations, cash flows and financial condition.

Furthermore, the delivery of defective products or construction services by our suppliers or contractors which are otherwise not in compliance with contract specifications, or the late supply of products or construction services, may cause construction delays or projects that fail to adhere to our quality and safety standards, which could have a material adverse effect on our business, results of operations, cash flows and financial condition.

We rely on third-party suppliers and contractors when developing our projects. The failure of those third parties to perform could adversely affect our results of operations, cash flows and financial condition.

We rely on third-party suppliers and contractors when developing our projects. The failure of those third parties to p

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Finally, we rely on third party contractors to help us develop new projects. If these contractors do not fulfill their contractual obligations we could incur additional expenses or lose part of the capital we invested in these new facilities.

Warranties provided by our suppliers and contractors may be limited or insufficient to compensate our losses, or may not cover the nature of our losses incurred.

We expect to benefit from various warranties, including product quality and performance warranties, provided by our suppliers and contractors. These suppliers and contractors, however, may file for bankruptcy, cease operations or otherwise become unable or unwilling to fulfill their warranty obligations. Even if a supplier fulfills its warranty obligations, the warranty may not be sufficient to compensate us for all of our losses. In addition, the warranty period generally expires several years after the date that the equipment is delivered or commissioned and is subject to liability limits. Where damages are caused by defective products provided by our suppliers or construction services delivered by our contractors, our suppliers or contractors may be unable or unwilling to perform their warranty obligations as a result of their financial condition or otherwise, or if the warranty period has expired or a liability limit has been reached, there may be a reduction or loss of warranty protection for the affected projects, which could have a material adverse effect on our business result of operations, cash flows and financial condition.

We are dependent on certain key personnel, and the loss of key personnel, or the inability to retain or replace qualified employees, could have an adverse effect on our consolidated businesses, results of operations, cash flows and financial condition.

We operate our consolidated businesses on a stand-alone basis, relying on existing management teams for day-to-day operations. Consequently, our operational success, as well as the success of our internal growth strategy, will be dependent on the continued efforts of the management teams of our consolidating businesses, who have extensive experience in the day-to-day operations of these businesses. Furthermore, we will likely be dependent on the operating management teams of businesses that we may acquire in the future. The loss of key personnel, or the inability to retain or replace qualified employees, could have an adverse effect on our business, results of operations, cash flows and financial condition.

Prolonged work stoppages by employees who are subject to a collective bargaining agreement could adversely affect our financial position.

As of December 31, 2017, approximately 23% of our businesses employees were covered by collective bargaining agreements. These agreements have staggered expirations over the next several years. Although we believe our employee relations to be generally good, a prolonged work stoppage, strike or other slowdown at any facility with union employees could significantly disrupt our operations and could have a material adverse effect on our business, results of operations, cash flows or financial condition. In addition, we cannot ensure that upon the expiration of existing collective bargaining agreements, new agreements will be reached without union action or that any such new agreements will be on terms satisfactory to us. Any renegotiation of labor agreements could significantly increase our costs for wages, healthcare and other benefits.

Warranties provided by our suppliers and contractors may be limited or insufficient to compensate our losses, or ma

We own, and may acquire in the future, investments in which we share voting control and, consequently, our ability to exercise significant influence over the business may be limited.

While it is our preference to own or control our businesses or to be able to exercise significant influence over our investments, including with respect to the timing and amount of distributions to us from those businesses, we may in some cases find the potential economic benefits of owning less than a controlling interest to be compelling. In such cases, we will attempt to co-invest with like-minded individuals/organizations. However, there can be no certainty that our interests with such co-investor(s) will always be aligned or that we will always be in a position to determine the amount and timing of distributions from such investments.

Our ability to influence a joint venture business is typically governed by (and may be limited to) our rights under a stockholders' agreement. We may not directly manage the day-to-day operations of a joint venture, and we may not be provided with notice of material events with respect to such joint venture.

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businesses (including, without limitation, potential liabilities for environmental, health and safety matters) in as timely a manner and with the same level of detail as we would if we were in such a day-to-day management role.

If we do not manage the day-to-day operations of a joint venture, we may not have complete visibility into operational and financial systems, controls or processes, including among others, as they relate to environmental, health and safety measures. We may not be able to evaluate whether such financial, operational, or environmental, health and safety systems or controls are sufficiently robust or executed appropriately.

Our businesses are subject to environmental risks that may impact our future profitability.

Our businesses (including businesses in which we invest) are subject to numerous statutes, rules and regulations relating to environmental protection. Atlantic Aviation is subject to environmental protection requirements relating to the storage, transport, pumping and transfer of jet fuel. Hawaii Gas is subject to risks and hazards associated with the refining, handling, storage and transportation of combustible products. The occurrence of any or all of these risks could result in substantial losses due to personal injury, loss of life, damage or destruction of property and equipment and environmental damage. Any losses we face could be greater than insurance levels maintained by our businesses, and could have an adverse effect on their and our financial results. In addition, disruptions to physical assets could reduce our ability to serve customers and adversely affect sales and cash flows.

IMTT's and BEC's operations in particular are subject to complex, stringent and expensive environmental regulations, including compliance with emission limitations and/or air permits, and future compliance costs are difficult to estimate with certainty. IMTT also faces risks relating to the handling and transportation of significant amounts of hazardous materials. Failure to comply with regulations or other claims may give rise to interruptions in operations and civil or criminal penalties and liabilities that could adversely affect the profitability of this business and the distributions it makes to us, as could significant unexpected compliance costs. Further, these rules and regulations are subject to change and compliance with any changes could result in a restriction of the activities of our businesses, significant capital expenditures and/or increased ongoing operating costs.

IMTT owns a number of properties that have been subject to environmental contamination in the past and require remediation for which IMTT is liable. These remediation obligations exist principally at IMTT's Bayonne and Lemont facilities and could cost more than anticipated or could be incurred earlier than anticipated, or both. In addition, IMTT may discover additional environmental contamination at its Bayonne, Lemont or other facilities that may require remediation at significant cost to IMTT. Further, the past contamination of the properties owned by IMTT, including by former owners or operators of such properties, could result in remediation obligations, personal injury, property damage, environmental damage or similar claims by third parties.

We may also be required to address other prior or future environmental contamination, including soil and groundwater contamination that results from the spillage of fuel, hazardous materials or other pollutants. Under various federal, state, local and foreign environmental statutes, rules and regulations, a current or previous owner or operator of real property may be liable for noncompliance with applicable environmental and health and safety requirements and for the costs of investigation, monitoring, removal or remediation of hazardous materials. These laws often impose liability, whether or not the owner or operator knew of, or was responsible for, the presence of hazardous materials. Persons who arrange for the disposal or treatment of hazardous materials may also be liable for the costs of removal or remediation of those materials at the disposal or treatment facility, whether or not that facility is or ever was owned or operated by that person and whether or not the original disposal or treatment activity accorded with all regulatory requirements. The presence of hazardous materials on a property could result in personal injury, loss of life, damage

or destruction of property and equipment, environmental damage and/or claims by third parties that could have a material adverse effect on our result of operations, cash flows and financial condition.

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Our income may be affected adversely if additional compliance costs are required as a result of new safety, health or environmental regulation.

Our businesses are subject to federal, state and local safety, health and environmental laws and regulations. These laws and regulations affect all aspects of their operations and are frequently modified. There is a risk that any one of our businesses may not be able to comply with some aspect of these laws and regulations, resulting in fines or penalties. Additionally, if new laws and regulations are adopted or if interpretations of existing laws and regulations change, we could be required to increase capital spending and/or incur increased operating expenses in order to comply. Because the regulatory environment frequently changes, we cannot predict when or how we may be affected by such changes. Environmental emissions and other compliance testing technologies continue to improve, which may result in more stringent, targeted environmental regulations and compliance obligations in the future, for example at IMTT, the costs of which could be material and adversely affect our results of operations, cash flows and financial condition.

Our businesses are dependent on our relationships, on a contractual and regulatory level, with government entities that may have significant leverage over us. Government entities may be influenced by political considerations to take actions adverse to us.

Our businesses generally are, and will continue to be, subject to substantial regulation by governmental agencies. In addition, our businesses rely on obtaining and maintaining government permits, licenses, concessions, leases or contracts. Government entities, due to the wide-ranging scope of their authority, have significant leverage over us in their contractual and regulatory relationships with us that they may exercise in a manner that causes us delays in the operation of our businesses or pursuit of our strategy, or increased administrative expense. Furthermore, government permits, licenses, concessions, leases and contracts are generally very complex, which may result in periods of non-compliance, or disputes over interpretation or enforceability. If we fail to comply with these regulations or contractual obligations, we could be subject to monetary penalties or we may lose our rights to operate the affected business, or both. Where our ability to operate a business is subject to a concession or lease from government entities, the concession or lease may restrict our ability to operate the business in a way that maximizes cash flows and profitability. Further, our ability to grow our current and future businesses will often require consent of numerous government regulators. Increased regulation restricting the ownership or management of U.S. assets by non-U.S. persons, given the non-U.S. ultimate ownership of our Manager, may limit our ability to pursue acquisitions. Any such regulation may also limit our Manager's ability to continue to manage our operations, which could cause disruption to our businesses and a decline in our performance. In addition, any required government consents may be costly to seek and we may not be able to obtain them. Failure to obtain any required consents could limit our ability to achieve our growth strategy.

Our contracts with government entities may also contain clauses more favorable to the government counterparty than a typical commercial contract. For instance, a lease, concession or general service contract may enable the government to terminate the agreement without adequate compensation. In addition, government counterparties also may have the discretion to change or increase regulation of our operations, or implement laws or regulations affecting our operations, separate from any contractual rights they may have. Governments have considerable discretion in implementing regulations that could impact these businesses. Governments may be influenced by political considerations to take actions that may hinder the efficient and profitable operation of our businesses.

Many of our contracts, especially those with government entities or quasi-governmental entities are long-term contracts. These long-term contracts may be difficult to replace if terminated. In addition, buy-out or other early termination provisions could adversely affect our results of operations, cash flows and financial condition if exercised before the end of the contract.

Governmental agencies may determine the prices we charge and may be able to restrict our ability to operate our businesses to maximize profitability.

Where our businesses are sole or predominant service providers in their respective service areas and provide services that are essential to the community, they are likely to be subject to rate regulation by governmental agencies that will determine the prices they may charge. We may also face fees or other charges

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imposed by government agencies that increase our costs and over which we have no control. We may be subject to increases in fees or unfavorable price determinations that may be final with no right of appeal or that, despite a right of appeal, could result in our profits being negatively affected. In addition, we may have very little negotiating leverage in establishing contracts with government entities, which may decrease the prices that we otherwise might be able to charge or the terms upon which we provide products or services. Businesses we acquire in the future may also be subject to rate regulation or similar negotiating limitations.

Failure to comply with government regulations could result in contract terminations or we may be unable to enter into future government contracts.

We enter into government contracts, from time to time, which are subject to various uncertainties, restrictions and regulations, which could result in withholding or delay of payments. In addition, government contracts are subject to specific regulations as well as various statutes related to employment practices, environmental protection, recordkeeping and accounting. These laws impact how we transact business with governmental clients and, in some instances, impose significant costs on business operations. If we fail to comply with any of these regulations, requirements or statutes, our existing government contracts could be terminated, and we could be temporarily suspended or even barred from government contracting or subcontracting. If one or more of our government contracts are terminated or if we are suspended or barred from government contract work, or if payment of our cost is disallowed, we could suffer a significant reduction in expected revenue and profits.

Unfavorable publicity or public perception of the industries in which we operate could adversely impact our operating results and our reputation.

Accidents and incidents involving the aviation industry, particularly those involving the airports and heliport at which we operate, whether or not directly related to our Company's services, and the media coverage thereof, can adversely impact our Company's reputation and the demand for our services. Similarly, negative publicity or public perception of the energy-related industries in which we operate, including through media coverage of environmental contamination and climate change concerns, could reduce demand for our services and harm our reputation. Any reduction in demand for the services our businesses provide or damage to our reputation could have a material adverse effect on our results of operations, cash flows and financial condition and business prospects.

A significant and sustained increase in the price of oil could have a negative impact on the revenue of a number of our businesses.

A significant and sustained increase in the price of oil could have a negative impact on the profitability of a number of our businesses. Higher prices for jet fuel could result in reduction in the use of aircraft by GA customers, which would have a negative impact on the profitability of Atlantic Aviation. Higher fuel prices could increase the cost of power to our businesses generally and they may not be able to fully pass the increase through to customers.

A sustained period of low energy prices may foreshadow a downturn in economic activity, and capital investment in particular, that could have a negative impact on the performance and prospects of one or more of our businesses.

A period of low energy prices, or what has been characterized as an oil or energy glut, may not drive an increase in economic activity and capital investment. If instead it constrains growth in economic activity and capital investment, and/or results in an economic slow down, demand for products and services provided by our airport services and/or bulk liquid terminal businesses may flatten or decline. A decline in the performance of these businesses could result in a decline in the value of our shares.

Fluctuations in commodity prices could adversely impact revenue, cost of services/goods sold and gross margin at our businesses.

Revenue at our Atlantic Aviation and Hawaii Gas businesses is generated primarily from the re-sale of a commodity. Accordingly, we may not be able to pass through all or any of the fluctuations to customers on a real time basis.

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Energy efficiency and technology advances, as well as conservation efforts and changes in the sources and types of energy produced in the U.S. may result in reduced demand for our products and services.

The trends toward increased conservation, as well as technological advances including installation of improved insulation, the development of more efficient heating and cooling devices and advances in energy generation technology, may reduce demand for certain of our products and services. During periods of high energy commodity costs, the prices of certain of our products and services generally increase, which may lead to increased conservation. In addition, federal and/or state regulation may require mandatory conservation measures, which would also reduce demand.

The discovery and development of new and unconventional energy sources in the U.S. may drive changes in related energy product logistics chains. The location and exploitation of these new energy sources could result in the dislocation of certain portions of some of our businesses. Either or both of these changes in energy supply chain logistics or trends toward increased conservation could reduce demand for our products and services and could adversely affect our results of operations, cash flows and financial condition.

Each of our businesses experience a measure of seasonality and such seasonality may cause fluctuations in our results of operations.

Although our businesses tend to produce stable financial results owing to a preponderance of contracted/concession based revenues and the provision of generally essential services, each operates in an environment which can generate seasonal variations in results. Our bulk liquid terminals business may generate incrementally more cash during cold weather months as a result of increased heating, thruput of certain products such as heating oil or the reduction in maintenance expenses. Our aviation services business may generate relatively more cash during cold weather months as a result of increased GA traffic into bases in Florida and intermountain West. Our BEC gas power facility generates more cash during periods of extreme temperature. Our solar facilities may generate incrementally more cash during summer months when the number of daylight hours increases. Our gas production and distribution business may generate incrementally more cash during the peak tourism periods in Hawaii between mid-December and the end of March and from mid-June through mid-September. To the extent that our businesses collectively appear to generate more cash flows in the first quarter of the year, such performance, if annualized, could result in an overly optimistic estimate of the value of our shares.

Security breaches or interruptions in our information systems, or the loss or misappropriation of confidential information could materially adversely affect our business.

We rely on information technology networks and systems to process, transmit and store electronic information used to operate our businesses, make operational decisions and manage inventory. We also share certain information technology networks with our Manager and we use third party information technology service providers. The information technology we use, as well as the information technology systems used by our Manager and third party providers, could be vulnerable to security breach, damage or interruption from computer viruses, cyber-attacks, cyber terrorism, natural disasters or telecommunications failures. If our technology systems, or those of the Manager or third party providers, were to fail or be breached and we were unable to recover in a timely manner, we may be unable to fulfill critical business functions and confidential data could be compromised, we may incur substantial repair or replacement costs, and our reputation could be damaged, any of which could have a material adverse effect on our

Fluctuations in commodity prices could adversely impact revenue, cost of services/goods sold and gross margin at c 58

business, results of operations, cash flows and financial condition.

We transmit confidential credit card information by way of secure private retail networks and rely on encryption and authentication technology licensed from third parties to provide the security and authentication necessary to effect secure transmission and storage of confidential information, such as customer credit card information. Any material failure by us to achieve or maintain compliance with the Payment Card Industry security requirements or to rectify a security issue may result in fines and the imposition of restrictions on our ability to accept credit cards as a form of payment. Any loss, disclosure or misappropriation of, or access to, customers', employees' or business partners' information or other breach of our information security can result in legal claims or legal proceedings, including regulatory investigations and actions, may have a negative impact on our reputation, could result in loss of customers, could lead to regulator enforcement actions against us, and could materially adversely affect our business, results of operations, cash flows and financial condition.

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Climate change, climate change regulations and greenhouse effects may adversely impact our operations and markets.

Climate change is receiving increased attention and the outcome of federal and state actions to address global climate change could result in significant new regulations, additional changes to fund energy efficiency activities or other regulatory actions. These actions could increase the costs of operating our businesses, reduce the demand for our products and services and impact the prices we charge our customers, any or all of which could adversely affect our results of operations. In addition, climate change could make severe weather events more frequent, which would increase the likelihood of capital expenditures to replace damaged physical property at our businesses.

Policies at the national, regional and state levels to regulate greenhouse gas emissions, as well as climate change, could adversely impact our results of operations, cash flows and financial condition.

Hazards customary to the power production industry include the potential for unusual weather conditions, which could affect fuel pricing and availability, as well as route to market or access to customers through transmission and distribution lines or to critical plant assets. To the extent that climate change contributes to the frequency or intensity of weather-related events, our operations could be affected.

Restrictions on emissions of methane or carbon dioxide that may be imposed could adversely impact the demand for, price of, and value of our products and reserves. As our operations also emit greenhouse gases directly, current and future laws or regulations limiting such emissions could increase our own costs. Future laws or regulations addressing greenhouse gas emissions could adversely impact our businesses.

CP operates generating units in New Jersey that are not subject to the Regional Greenhouse Gas Initiative (RGGI), which is a regional cap and trade system. Future state-level legislative changes may result in generating units in New Jersey being subject to RGGI. These new rules could adversely impact CP's results of operations, cash flows and financial condition.

Changes or new financial accounting standards may cause us to alter the reporting of our results or operations or cause us to change business practices.

Financial accounting standards are promulgated by the Financial Accounting Standards Board (FASB), and interpreted by the SEC and various regulatory bodies formed to interpret, modify and/or create new accounting policies. Changes in those policies can have a significant effect on our reported results of operations, cash flows and financial condition and may affect our reporting, in particular our reporting related to transactions completed prior to implementation of policy.

We may face greater exposure to terrorism than other companies because of the nature of our businesses.

Our businesses may face greater risk of terrorist attack than other businesses, particularly our operations within the immediate vicinity of metropolitan and suburban areas. Because our businesses provide basic or essential services

Climate change, climate change regulations and greenhouse effects may adversely impact our operations and markets.

relied on by many people, our facilities may be at greater risk for terrorism attacks than other businesses, which could affect our operations significantly. Any terrorist attacks that occur at or near our business locations would be likely to cause significant harm to our employees and assets. In recent years, insurers have significantly reduced the amount of insurance coverage available for liability to persons other than employees or passengers for claims resulting from acts of terrorism, war or similar events. A terrorist attack that makes use of our property, or property under our control, may result in liability far in excess of available insurance coverage. In addition, any terrorist attack, regardless of location, could cause a disruption to our business and a decline in earnings. Furthermore, such an attack would likely result in an increase in insurance premiums and a reduction in coverage and could reduce profitability.

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Risks Related to IMTT

IMTT's business is dependent on the demand for bulk liquid terminals capacity in the locations where it operates.

Demand for IMTT's bulk liquid terminal services is largely a function of demand for chemical, petroleum and vegetable and tropical oil products and the extent to which such products are imported into and/or exported out of the U.S. Demand for chemical, petroleum and vegetable and tropical oil products is influenced by a number of factors, including economic conditions, growth in the economy, the absolute and relative pricing of chemical, petroleum and vegetable and tropical oil products and their substitutes. Import and export volumes of these products to and from the U.S. are influenced by demand and supply imbalances in the U.S. and overseas, the cost of producing chemical, petroleum and vegetable and tropical oil products domestically versus overseas and the cost of transporting the products between the U.S. and overseas destinations.

Global demand for heavy oils has declined in recent years, and the demand for light transportation fuels, tropical oils and vegetable oils has increased. In addition, recent backwardation (meaning the futures prices for commodities are below the current, or spot, prices) has reduced the demand for storage by commodities traders. These trends have had, and are expected to continue to have, an adverse impact on the demand for IMTT's services. If IMTT is unable to successfully repurpose some of its capacity to accommodate the products for which demand is high, increase supply chain efficiencies and upgrade certain other capabilities to enhance service, the demand for IMTT's services may materially decrease and IMTT's results of operations, cash flows and financial condition may be materially adversely affected.

In addition, changes in government regulations that affect imports and exports of bulk chemical, petroleum, renewable fuels and vegetable and tropical oil products, including the imposition of surcharges or taxes on imported or exported products, could adversely affect import and export volumes to and from the U.S. A reduction in demand for bulk liquid terminals, particularly in New York Harbor or the Lower Mississippi River, as a consequence of lower demand for, or imports/exports of, chemical, petroleum or vegetable and tropical oil products, could lead to a decline in storage rates and tankage volumes leased out by IMTT and adversely affect IMTT's revenue and profitability and the distributions it makes to us.

IMTT's business could be adversely affected by a substantial change in bulk liquid terminal or refining capacity or demand in the locations where it operates or in other alternative or substitute locations.

An increase in available bulk liquid terminal capacity in excess of growth in demand for such storage in the key locations in which IMTT operates, such as New York Harbor and the Lower Mississippi River, or in Houston or other parts of the Gulf Coast could result in overcapacity and a decline in storage rates and tankage volumes leased out by IMTT. This could adversely affect IMTT's revenue and profitability and the distributions it makes to us.

Demand for products at IMTT's terminal locations may also drive pricing and utilization. Demand may be influenced by a range of factors including changes in petroleum product supply for demand patterns, forward-price structure, financial market conditions, regulations or other factors.

The interplay and proximity of terminal capacity, refining and end user demand is critical for the commercial viability of a terminal. Shifts in any of these factors may cause a decline in demand for our terminals or make other terminals

more attractive, which could adversely affect IMTT's revenue and profitability and the distributions it makes to us.

If IMTT does not deploy capital for growth or make such deployment on economically acceptable terms, any future growth of the business may be limited.

A portion of IMTT's historical growth has been dependent on the deployment of growth capital. IMTT faces significant uncertainties and competition in the pursuit of growth opportunities. For example, decisions regarding new growth projects rely on numerous estimates, including among other factors, predictions of future demand for IMTT's services, future supply shifts, crude oil production estimates, commodity price environments, economic conditions and potential changes in the financial condition of IMTT's customers. IMTT's predictions of such factors could cause it to forego certain investments or to lose opportunities to

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competitors who make investments based on more aggressive predictions. If IMTT cannot find projects with economically acceptable terms, future growth of this business may be limited.

A continued or sustained decrease in the global price of crude oil and its derivative products may negatively impact IMTT's operations.

A decrease in oil prices over a long period of time may result in reduced demand for the services IMTT provides. Uncertainty in the oil markets may also result in IMTT's customers entering into shorter term contracts for storage than they have previously. This would increase the frequency of customer contract renewals and negotiations and may result in more volatility in earnings.

Lower oil prices may negatively impact certain IMTT customers and cause them to seek to renegotiate contract pricing or storage capacity in order to reduce operating costs. Low oil prices may also result in a lower level of growth capital deployment by IMTT as its customers may not require additional storage or logistics assets and this may limit IMTT's future growth. IMTT's customer base includes large, multinational oil companies. If oil prices remain low or decline further, one or more of these companies could cease operations or be consolidated. This could result in a loss of customers and/or a consolidation among customers and may reduce IMTT's revenue or concentrate counterparties to the point where the loss of any one could be material to the performance or prospects of the business.

IMTT's agreements may be terminated or expire at the end of the current term upon requisite notice or renewed on different terms. If one or more of the current agreements is terminated and IMTT is unable to secure comparable alternative arrangements, its results of operations, cash flows and financial condition may be adversely affected.

Upon expiration, agreements can generally be terminated by either party, though some agreements require the giving of requisite notice. Changing market conditions, including changes in petroleum product supply or demand patterns, forward-price structure, financial market conditions, regulations, accounting rules or other factors could cause IMTT's customers to be unwilling to renew their storage agreements when those agreements terminate, or make them willing to renew only at lower rates or for shorter periods. If any of IMTT's agreements are terminated or expire and IMTT is unable to secure comparable alternative arrangements, IMTT may not be able to generate sufficient additional revenue from third parties to replace any shortfall. Additionally, IMTT may incur substantial costs if modifications to its terminals are required by a new or renegotiated agreement.

Recent trends in the demand for certain products stored at IMTT's facilities, as well as recent pricing trends in the commodities futures markets, have had, and are expected to continue to have, an adverse impact on the demand for IMTT's services. See risk factor *IMTT's business is dependent on the demand for bulk liquid terminals capacity in the locations where it operates* above. If IMTT is unable to successfully repurpose some of its capacity and upgrade certain of its other capabilities to address these trends, the level of contract renewals by IMTT customers may materially decrease, which may have a material adverse effect on IMTT's results of operations, cash flows and financial condition.

IMTT could incur significant costs and liabilities in responding to contamination that occurs at its facilities.

There is risk of incurring significant environmental costs and liabilities in IMTT's operations due to its handling of petroleum chemicals, hazardous substances and wastes, because of air emissions, water discharges and waste practices related to its operations, and as a result of historical operations and waste disposal practices of prior owners of IMTT's facilities. IMTT's pipeline and terminals have been used for transportation, storage and distribution of crude oil, refined petroleum products and chemicals for several decades. Although IMTT has utilized operating and disposal practices that were standard in the industry at the time, refined petroleum products or crude oil, chemicals, hazardous substances and wastes from time to time have been spilled or released on or under the terminal properties.

In addition, the terminal properties that were previously owned and operated by other parties and those parties from time to time also may have spilled or released refined petroleum products or crude oil, chemicals, hazardous substances or wastes. The terminal properties are subject to federal, state and local laws that impose

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investigatory, corrective action and remedial obligations, some of which are joint and several or strict liability obligations without regard to fault, to address and prevent environmental contamination. IMTT may incur significant costs and liabilities in responding to any soil and groundwater contamination that occurs on its properties, even if the contamination was caused by prior owners and operators of its facilities. IMTT may not be able to recover some or any of these costs from insurance or other sources of contractual indemnity. To the extent that the costs associated with meeting any or all of these requirements are substantial and not adequately provided for, there could be a material adverse effect on IMTT's business, results of operations, cash flows and financial condition.

IMTT may incur significant costs and liabilities in complying with environmental and occupational health and safety laws and regulations.

IMTT's operations involve the transportation and storage of petroleum, chemical and vegetable and tropical oil products which are subject to federal, state, and local laws and regulations governing release of materials and vapors into the environment, occupational health and safety aspects of our operations, and otherwise relating to the protection of the environment. Compliance with this array of federal, state, and local laws and regulations is difficult and may require significant capital expenditures and operating costs to mitigate or prevent pollution. Moreover, IMTT's business is subject to spills, discharges or other releases of petroleum or chemical products or other hazardous substances or wastes into the environment and neighboring areas, in which events joint and several, strict liability may be imposed against us under certain environmental laws for costs required to remediate and restore affected properties, for claims made by neighboring landowners and other third parties for personal injury, natural resource and property damages, and for costs required to conduct health studies. Failure to comply with applicable environmental, health, and safety laws and regulations may result in the assessment of sanctions, including fines, administrative, civil or criminal penalties, and permit revocations, the imposition of investigatory, corrective action, or remedial obligations and the issuance of injunctions limiting or prohibiting some or all of IMTT's operations.

New laws and regulations, amendment of existing laws and regulations, increased government enforcement or other developments could require IMTT to make additional expenditures. Many of these laws and regulations are becoming increasingly stringent, and the cost of compliance with these requirements can be expected to increase over time. IMTT is not able to predict the impact of new or changed laws or regulations or how such legal requirements are interpreted or enforced, but any such expenditures or costs for environmental and occupational health and safety compliance could have a material adverse effect on its results of operations, cash flows and financial condition.

IMTT's business involves hazardous activities and is partly located in a region with a history of significant adverse weather events and is potentially a target for terrorist attacks. We cannot assure that IMTT is, or will be in the future, adequately insured against all such risks.

The transportation, handling and storage of petroleum, chemical and vegetable and tropical oil products are subject to the risk of spills, leakage, contamination, fires and explosions. Any of these events may result in loss of revenue, loss of reputation or goodwill, fines, penalties and other liabilities. In certain circumstances, such events could also require IMTT to halt or significantly alter operations at all or part of the facility at which the event occurred. IMTT carries insurance to protect against most of the accident-related risks involved in the conduct of the business; however, the limits of IMTT's coverage mean IMTT cannot insure against all risks. Losses from terrorism or acts of war, which results in significant damage to one or more of IMTT's major facilities, may have a negative impact on IMTT's future cash flow and profitability and the distributions it makes to us. Further, future losses sustained by insurers during hurricanes and storms in the U.S. Gulf and Northeast regions may result in lower insurance coverage and/or increased

IMTT may incur significant costs and liabilities in complying with environmental and occupational health and safety

insurance premiums for IMTT's properties.

Many of IMTT's facilities have been in service for several decades. Costs of maintaining those facilities could adversely affect IMTT's results of operations.

IMTT's terminals are generally long-lived assets. Some of those assets have been in service for several decades. The age and condition of these terminals could result in increased maintenance or remediation expenditures and an increased risk of product releases and associated costs and liabilities. Any significant

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increase in these expenditures, costs or liabilities could materially adversely affect IMTT's results of operations, cash flows and financial condition.

IMTT's business is subject to federal, state and local laws and regulations that govern the product quality specifications of the products that it stores or handles. Changes in these regulations could impose costs on IMTT that would adversely affect its results of operations, cash flows and financial condition.

Petroleum and other products that IMTT stores and handles are consumed in various end markets. Various federal, state and local agencies have the authority to prescribe specific product quality specifications for commodities sold into the public market. Changes in product quality specifications or blending requirements could reduce IMTT's revenue, require IMTT to incur additional costs or require capital expenditures. If IMTT is unable to recover these costs through increased revenue, its cash flows could be adversely affected.

IMTT's business could be adversely affected by the insolvency or loss of large customers.

As of December 31, 2017, IMTT's ten largest customers by revenue generated approximately 50% of its revenue. The loss of one or more of these customers for any reason, including, but not limited to, insolvency, industry consolidation or deconsolidation or changes in market conditions, could result in a reduction in storage capacity utilization in the event such capacity is not leased to other customers and may adversely affect IMTT's revenue and profitability and the distributions it makes to us.

Risks Related to Atlantic Aviation

Deterioration in the economy in general or in the aviation industry that results in less air traffic at airports that Atlantic Aviation services would have a material adverse impact on our business.

A large part of the business's revenue is derived from fueling and other services provided to GA customers and, to a lesser extent, commercial, freight and military flights. An economic downturn could reduce the level of air travel, adversely affecting Atlantic Aviation as GA travel is primarily a function of economic activity. Consequently, during periods of financial market dislocation, FBO customers may be more likely to curtail air travel.

Air travel and air traffic volume can also be affected by events that have nationwide and industry-wide implications. Events such as wars, outbreaks of disease, severe weather and terrorist activities in the U.S. or overseas may reduce air travel. Local circumstances include downturns in the general economic conditions of the area where an airport is located or other situations in which the business's major FBO customers relocate their home base or preferred fueling stop to alternative locations.

In addition, changes to regulations governing the tax treatment relating to GA travel, either for businesses or individuals, may cause a reduction in GA travel. Increased environmental regulation restricting or increasing the cost of aviation activities could also cause the business's revenue to decline.

A decline in financial markets activity could have a negative impact on Atlantic Aviation's results of operations.

Atlantic Aviation may experience negative impacts to its results of operations due to a deterioration in the level of domestic and international financial markets activity. A deterioration in either equity or credit markets and its impact on the volume or value of debt or equity issuances and/or merger and acquisition activity may cause GA activity to decline and consequently impact our results of operations, cash flows and financial condition.

Atlantic Aviation is subject to a variety of competitive pressures, and the actions of competitors may have a material adverse effect on its revenue, market share, and fuel margins, causing a decline in the profitability of that business.

FBO operators at a particular airport compete based on a number of factors, including location of the facility relative to runways and street access, service, value added features, reliability and price. Many of Atlantic Aviation's FBOs compete with one or more FBOs at their respective airports and with FBOs at nearby airports. Furthermore, leases related to FBO operations may be subject to competitive bidding at the

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end of their term. Some present and potential competitors may have or may obtain greater financial and marketing resources than Atlantic Aviation, which may negatively impact Atlantic Aviation's ability to compete at each airport or for lease renewal. Some competitors may aggressively or irrationally price their bids for airport leases, which may limit the business's ability to grow or renew its portfolio. Excessive price discounting may cause fuel volume and market share decline, potential decline in hangar rentals and de-icing and may result in increased margin pressure, adversely affecting the profitability of this business.

Atlantic Aviation's FBOs do not have the right to be the sole provider of FBO services at any airport. The authority responsible for each airport has the ability to grant other leases to other operators and new competitors could be established at those airports. The addition of new competitors may reduce or impair Atlantic Aviation's ability to grow or improve its financial performance.

Airport leases may not be renewed on economically favorable terms.

Atlantic Aviation generates revenue pursuant to leases granted by airport authorities. Airport authorities may choose at the expiration of the current lease to not renew the lease at all or to only renew the lease on terms which are economically unfavorable to Atlantic Aviation. In addition, airport authorities may require Atlantic Aviation to participate in a bidding process to renew a lease, which could require unanticipated capital spending and could divert management's attention during the pendency of the process. The loss or modification of any of Atlantic Aviation's airport leases could adversely impact its results of operations, cash flows and financial condition.

The termination for cause or convenience of one or more of the FBO leases would damage Atlantic Aviation's operations significantly.

Atlantic Aviation's revenue is derived from long-term leases granted by airport authorities on 70 airports in the U.S. If Atlantic Aviation defaults on the terms and conditions of its leases, including upon insolvency, the relevant authority may terminate the lease without compensation. In this case, Atlantic Aviation would then lose the income from that location and potentially the expected returns from prior capital expenditures. Such an event could have a material adverse effect on Atlantic Aviation's results of operations, cash flows and financial condition.

The business may be exposed to sudden and extreme volatility in commodity prices directly or indirectly.

Aviation fuel is generally stored on site in fuel farms. In some instances these fuel farms are owned by the FBO operator and in other instances they are owned by a third party, usually the airport or a third party fuel provider. Extreme and sudden movements in underlying commodity prices may impact the value of an FBO operator's fuel inventory as well as the margin the FBO operator earns on fuel. In addition, extreme and sudden movements in commodity prices may impact overall GA activity levels.

Failure to adequately maintain the facilities comprising our FBOs or the integrity of our fuel supplies may have a material adverse impact on the revenue or market share of one or more of the FBOs in the network resulting in a decline in profitability of the business.

FBO operators compete in part on the basis of the overall quality and attractiveness as well as the safety of their operations. Inadequate maintenance of any of the hangars, terminals, ramps or other assets comprising Atlantic Aviation's FBOs could result in customers electing not to utilize Atlantic Aviation where another provider operates or to elect not to use a particular airport where an alternative in the same market exists. The resulting decline in customer visits or negative impact on reputation could adversely impact revenue from fuel sales, hangar/office rental, ramp and/or ramp services fees and could impact more than one facility.

Aircraft owners and operators rely on FBOs to control the quality of the fuel they sell. Failure to maintain the integrity of supplies as a result of inadequate or inappropriate maintenance of fuel farms (storage facilities), fuel trucks, or related equipment could result in the introduction of contaminants and could lead to damage or failure of aircraft and could adversely impact the reputation, revenue and/or profitability of the business.

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Failure to complete, or realize anticipated performance from acquisitions, expansions or developments could negatively impact Atlantic Aviation; the business increased indebtedness to fund such acquisitions, expansions or developments could reduce our operating flexibility.

Completing acquisitions, expansions or developments are subject to a number of conditions, and we may not complete such transactions on a timely basis or at all, which could have an adverse effect on the business and results of operations, cash flows and financial condition.

FBO industry participants are often smaller, private companies with less sophisticated information systems and financial reporting and control capabilities. If we complete the acquisitions, we may be unable to integrate the assets into our existing operations on a timely basis or to achieve expected efficiencies. The integration could be expensive and could be time consuming for our management.

We may not be able to achieve anticipated levels of financial performance at the acquired FBO within our expected time frames or at all. Atlantic Aviation may incur additional indebtedness to fund future acquisitions, expansions or developments. This increased level of indebtedness will increase interest expense and could reduce funds available for reinvestment or distribution to us.

Deterioration of GA air traffic at airports where Atlantic Aviation operates would decrease Atlantic Aviation's ability to refinance or service its debt.

As of December 31, 2017, Atlantic Aviation had total long-term debt outstanding of \$648.0 million, consisting of \$390.0 million in term loan debt and \$258.0 million drawn on its senior secured revolving credit facility. The terms of these debt arrangements require compliance with certain operating and financial covenants. The ability of Atlantic Aviation to meet its respective debt service obligations and to refinance or repay their outstanding indebtedness will depend primarily upon cash flows generated by this business.

Reductions in U.S. military spending could result in a reduction in demand for services provided by Atlantic Aviation at certain airports in the U.S.

The U.S. military operates aircraft that are serviced at Atlantic Aviation FBOs. Cuts in U.S. military spending, to the extent they result in a reduction in the number of flights by military aircraft, could reduce revenue and gross margin at Atlantic Aviation.

Atlantic Aviation is subject to extensive governmental regulations that could require significant expenditures. Regulators, such as the Transportation Security Administration (TSA), have and may continue to consider new regulations which could impair the relative convenience of GA and adversely affect demand for Atlantic Aviation's services.

FBOs are subject to extensive regulatory requirements that could result in significant costs. For example, the FAA, from time to time, issues directives and other regulations relating to the management, maintenance and operation of facilities. Compliance with those requirements may cause Atlantic Aviation to incur significant expenditures. The

Failure to complete, or realize anticipated performance from acquisitions, expansions or developments could negatively

proposal and enactment of additional laws and regulations, as well as any charges that Atlantic Aviation has not complied with any such laws and regulations, could significantly increase the cost of Atlantic Aviation's operations and reduce overall revenue. In addition, new regulations, if implemented, could decrease the convenience and attractiveness of GA travel relative to commercial air travel and, therefore, may adversely impact demand for Atlantic Aviation's services.

The lack of accurate and reliable industry data can result in unfavorable strategic planning, mergers and acquisitions and macro pricing decisions.

The business uses industry and airport-specific GA traffic data published by the FAA to identify trends in the FBO industry. The business also uses this traffic data as a key input to decision-making in strategic planning, mergers and acquisitions and macro pricing matters. However, as noted by the FAA on their website, the data has several limitations and challenges. As a result, the use of the FAA traffic data may result in conclusions in strategic planning, mergers and acquisitions or macro pricing decisions that are ultimately sub-optimal.

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Risks Related to CP

Changes in rules or policies by the governmental agencies that regulate the power and energy sectors could adversely affect operating results at our CP businesses.

The power and energy sectors are the subject of substantial and complex laws, rules and regulations. These regulators include the FERC, which has jurisdiction over the transmission and wholesale sale of electricity in interstate commerce and over the transportation, storage and certain sales of natural gas in interstate commerce, including the rates, charges and other terms and conditions for such services and the NERC, the purpose of which is to establish and enforce reliability standards applicable to all users, owners and operators of the bulk power system. The wholesale power markets are also subject to regulation by independent system operators, such as the NYISO, regional transmission operators and various state and local authorities. Changes in generation capacity requirements or other components of wholesale market design or other changes in regulation by these governmental agencies could adversely impact demand for the services provided by our CP businesses, and could adversely affect the prices our CP businesses are able to receive for such services. Significant changes in demand or price could adversely affect the results of operations, cash flows and financial condition at our CP businesses.

Some of our generating capacity and certain associated attributes of those facilities are not contracted and the price at which we can sell electricity, capacity and related services may be adversely effected by price fluctuations in the wholesale power and energy markets.

Market prices for electricity, capacity and ancillary services are unpredictable and may fluctuate substantially. Unlike most other commodities, power can only be stored on a very limited basis and generally must be produced concurrently with its use. As a result, power prices are subject to significant volatility due to supply and demand imbalances, especially in the day-ahead and spot markets. Similarly, capacity market pricing is impacted by a variety of factors including supply and demand imbalances and administratively set parameters which can drive period to period volatility. CP's results of operations, cash flows and financial condition may be negatively affected by lower prices for wholesale electricity, capacity and related products.

Generation underperformance at individual projects within CP could lead to financial penalties or contract terminations under existing off-take agreements.

Four solar projects and one wind project have minimum production clauses included in their respective PPAs or subscription agreements. These minimum production levels are specified in each respective contract. Failure to meet these minimum production levels, could result in liquidated damages, other financial penalties, or contract termination.

BEC participates in the NYISO Installed Capacity Market, directly realizing capacity payments associated with the 37.5% untolled portion of BEC's plant capacity. Failure to perform when called upon to do so by the system operator could result in penalties and other obligations as determined by the NYISO.

These liquidated damages or penalties could have a negative impact on the result of operations, cash flows and financial condition of the projects and their ability to comply with their respective debt covenant obligations.

The ownership and operation of our BEC facility exposes us to certain risks and hazards that could have an adverse effect on our revenues and results of operations and we may not have adequate insurance to cover these risks and hazards.

BEC connects to a 6.5 mile, 345-kilovolt submarine power line under the New York Harbor connecting with a Consolidated Edison substation in Brooklyn, New York.

In addition to natural risks such as earthquake, flood, lightning, hurricane and wind, the generation of power by BEC and its transmission of power from Bayonne to Brooklyn via the submarine cable, and its supply of fuel via natural gas laterals and tank-stored fuel oil exposes us to other hazards such as fire, explosion, structural collapse, equipment failure and other unplanned outages both in respect of BEC and our adjacent Bayonne operations at IMTT. The occurrence of any of these events may result in our being named as a defendant in lawsuits asserting claims for substantial damages, including for environmental cleanup costs,

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personal injury and property damage and fines and/or penalties. At a minimum, the occurrence of any of these events may result in a significant interruption to business operations, potentially for extended periods, which could have a material adverse effect on CP's result of operations, cash flows and financial condition.

While we maintain an amount of insurance protection that we consider adequate, we cannot provide any assurance that this insurance will be sufficient or effective under all circumstances and against all hazards or liabilities to which we may be subject to. A successful claim for which our Company is not fully insured could hurt our financial results and materially harm our financial condition. Further, due to rising insurance costs and changes in the insurance markets, we cannot provide any assurance that this insurance coverage will continue to be available at all or at rates or on terms similar to those presently available. Any losses not covered by insurance could have a material adverse effect on our results of operations, cash flows and financial condition.

As part of our acquisition of BEC, we announced our intention to add incremental generating capacity on land owned by our IMTT business adjacent to the existing facility. While we have received reports indicating that the existing submarine cable is capable of transmitting both the existing and incremental electricity to Brooklyn, BEC has not historically operated at this capacity. If we are not able to transmit some or all of the expected incremental power via the existing cable, it could have a material adverse effect on CP's results of operations, cash flows and financial condition.

CP depends on electric interconnection and transmission facilities that we do not own or control and that are potentially subject to transmission constraints. If these facilities fail to provide adequate transmission capacity, CP may be restricted in its ability to deliver electricity to customers.

CP depends on electric interconnection and transmission facilities owned and operated by others to deliver the power it generates. Certain off-taker contracts include limited provisions that allow for occasional curtailment of electricity generated by CP due to the limitations of the transmission system or electricity grid. Any constraints on, or the failure of, interconnections or transmission facilities could prevent CP from selling power and could adversely affect CP's results of operations, cash flows and financial condition.

CP depends on counterparties, including O&M providers and power purchasers, performing in accordance with their agreements. If they fail to so perform, our CP businesses could incur substantial losses of revenue or additional expenses and business disruptions.

Counterparties to long-term agreements within CP may not perform their obligations in accordance with such agreements. Should they fail to perform, due to financial difficulty or otherwise, CP may be required to seek alternative O&M providers or purchasers of the power produced. The failure of any of the parties to perform in accordance with these agreements could adversely affect CP's results of operations, cash flows and financial condition.

We are exposed to the risk of fuel price volatility and interruptions in supplies and our failure to have adequate contingencies in place could have an adverse impact on our results of operations, cash flows and financial condition.

The ownership and operation of our BEC facility exposes us to certain risks and hazards that could have a material adverse

For certain of CP's current and future generating facilities, including BEC, we may be responsible for the purchase of fuel and face the risks of supply interruptions and fuel price volatility, as fuel deliveries may not exactly match those required for energy sales. CP's fuel supply arrangements must be coordinated with transportation agreements, storage services, financial hedging transactions and other contracts so that the fuel is delivered to our facilities at the times, in the quantities and otherwise in a manner that meets CP's needs. In addition, CP faces risks with regard to the delivery to and the use of fuel including the following:

- transportation may be unavailable if pipeline infrastructure is damaged or disabled;
- pipeline tariff changes may adversely affect our ability to, or cost to, deliver fuel supply;
- third-party suppliers may default on supply obligations, and we may be unable to replace supplies currently under contract;
- market liquidity for fuel or availability of storage services may be insufficient or available only at unfavorable prices;
- and
- fuel quality variation may adversely affect our operations.

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The generation of electricity from our wind and solar facilities is dependent on meteorological conditions. If conditions are unfavorable, CP's facilities may underperform which could materially adversely affect CP's results of operations, cash flows and financial condition.

CP's wind and solar facilities are dependent on the available wind and solar resources. Historical solar insolation and wind speed data, combined with computer modeling, is used to project expected power generation. Actual conditions are beyond our control and may vary substantially from our projections. If actual conditions cause material underperformance, CP's result of operations, cash flows and financial condition may be materially adversely affected. This may cause a default under some or all of CP's debt facilities and/or limit CP's ability to pay distributions to MIC.

We may not be able to replace expiring PPAs or tolling agreements with contracts on similar terms. If we are unable to replace an expired contract with an acceptable new contract, we may experience lower than anticipated revenues.

We may not be able to replace an expiring PPA or tolling arrangement with a contract on equivalent terms and conditions, including at prices that permit operation of the related facility on a profitable basis. If we are unable to replace an expiring contract, the affected site may temporarily or permanently cease operations. In the case of a facility that ceases operations, the operating lease agreement may require that we remove the assets, including fixing or reimbursing the site owner for any damages caused by the assets or the removal of such assets. Alternatively, we may agree to sell the assets to the site owner, but we can offer no assurances as to the terms and conditions, including price, that we would receive in any sale, and the sale price may not be sufficient to replace the revenue previously generated by the project.

CP's failure to uphold its obligations as managing member at the relevant facilities could materially adversely affect CP's result of operations, cash flows and financial condition.

As managing member, CP is obligated to perform certain actions, including providing certain reporting items to its co-investor and the filing of correct and timely tax returns. As managing member, CP is also obligated to refrain from performing certain actions, including selling its interest to certain entities that would result in adverse economic outcomes to CP and its co-investor due to tax regulations. If CP were to cause an adverse tax outcome for its co-investor, CP could be liable. CP's failure to perform its obligations or to take any actions contrary to its obligations under any or all operating LLC agreements could adversely affect CP's results of operations, cash flows and financial condition.

Laws, governmental regulations and policies supporting renewable energy, and specifically wind and solar energy (including tax incentives), could change at any time, including as a result of new political leadership, and such changes may materially adversely affect our business and our growth strategy.

Renewable assets currently benefit from various federal, state and local governmental incentives. In the U.S., these incentives include investment tax credits (ITC) or production tax credits (PTC), loan guarantees, RPS programs, modified accelerated cost-recovery system of depreciation and bonus depreciation. In addition, many U.S. states have adopted RPS programs mandating that a specified percentage of electricity sales come from eligible sources of renewable energy. If these government incentives or RPS requirements are reduced or eliminated, it could lead to fewer future power contracts or lead to lower prices for the sale of power in future power contracts, which could have a material adverse effect on future projects.

CP is subject to environmental laws that impose extensive and increasingly stringent requirements on CP's ongoing operations, as well as potentially substantial liabilities arising out of environmental contamination. In addition, certain of CP's current and future facilities may be subject to operating restrictions and limitations by a variety of regulatory bodies.

CP is subject to the environmental laws of U.S., federal, state and local authorities. CP must comply with numerous environmental laws and obtain numerous governmental permits and approvals to build and operate CP's plants. Should CP fail to comply with any environmental requirements that apply to its operations, CP could be subject to administrative, civil and/or criminal liability and fines, and regulatory agencies could take other actions seeking to curtail operations. In addition, conventional power facilities, such as BEC, are subject

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to federal, state and local regulations which require certain permits to be obtained for their operations. Certain of these permits may restrict CP's power facilities from operating under certain conditions or for more than a set number of hours per year. These regulatory limitations could adversely affect CP's results of operations, cash flows and financial condition.

Policies at the national, regional and state levels to regulate greenhouse gas emissions, as well as climate change, could adversely impact CP's results of operations, cash flows and financial condition.

Hazards customary to the power production industry include the potential for unusual weather conditions, which could affect fuel pricing and availability, as well as route to market or access to customers through transmission and distribution lines or to critical plant assets. To the extent that climate change contributes to the frequency or intensity of weather-related events, CP's operations could be affected.

CP operates generating units in New Jersey that are not subject to the Regional Greenhouse Gas Initiative (RGGI), which is a regional cap and trade system. Future state-level legislative changes may result in generating units in New Jersey being subject to RGGI. These new rules could adversely impact CP's results of operations, cash flows and financial condition.

CP competes with both conventional power industries and renewable power industries, which could limit our returns and materially adversely affect our financial condition.

CP faces competition from both conventional and renewable energy providers. Other energy sources may benefit from innovations that reduce costs, increase safety or otherwise improve their competitiveness. New natural resources may be discovered, or global economic, business or political developments may disproportionately benefit certain energy sources.

Other companies with which CP competes may have greater liquidity, greater access to credit and other financial resources, lower cost structures, more effective risk management policies and procedures, greater ability to incur losses, longer-standing relationships with customers, greater potential for profitability from ancillary services or greater flexibility in the timing of their sale of generation capacity and ancillary services than CP does.

CP's competitors may be able to respond more quickly to new laws or regulations or emerging technologies, or to devote greater resources to the construction, expansion or refurbishment of their power generation facilities than CP can. In addition, current and potential competitors may make strategic acquisitions or establish cooperative relationships among current and new competitors and rapidly gain significant market share. There can be no assurance that CP will be able to compete successfully against current and future competitors, and any failure to do so could have a material adverse effect on CP's results of operations, cash flows and financial condition.

Risks Related to MIC Hawaii

See Risks Related to CP for risks related to our solar facilities within the MIC Hawaii segment.

Hawaii Gas is exposed to the effects of changing commodity prices that have a history of price volatility. To the extent that these costs cannot be passed on to customers, both in the short-term or the long-term, the business gross margin and cash flows will be adversely affected.

The profitability of Hawaii Gas is based on the margin of sales prices over costs. Since LPG and feedstock for the SNG plant are commodities, changes in global supply of and demand for these products can have a significant impact on costs. Hawaii Gas has no control over these costs, and, to the extent that these costs cannot be hedged or passed on to customers, the business results of operations, cash flows and financial condition could be adversely affected.

The operations of Hawaii Gas are subject to a variety of competitive pressures and the actions of competitors, particularly those involved in other energy sources, could have a materially adverse effect on operating results.

Other fuel sources such as electricity, diesel, solar energy, geo-thermal, wind, other gas providers and alternative energy sources may be substituted for certain gas end-use applications, particularly if the price of

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gas increases relative to other fuel sources, whether due to higher costs or otherwise. Customers could, for a number of reasons, including increased gas prices, lower costs of alternative energy or convenience, meet their energy needs through alternative sources. This could have an adverse effect on the business' revenues and cash flows.

Hawaii Gas relies on its SNG plant, including its transmission pipeline, for a significant portion of its sales. Disruptions at that facility could adversely affect the business' ability to serve customers.

Disruptions at the SNG plant resulting from mechanical or operational issues or power failures could affect the ability of Hawaii Gas to produce SNG. Most of the utility sales on Oahu are of SNG and all SNG is produced at the Oahu plant. Hawaii Gas has redundant production systems in place, however, disruptions to both the primary and redundant production systems could have a significant adverse effect on Hawaii Gas' revenues and cash flows.

Hawaii Gas obtains both LPG and the primary feedstock for its SNG plant from oil refineries located on Oahu. Disruptions or shutdowns at either of these may have an adverse effect on the operations of the business.

Hawaii Gas processes SNG and distributes SNG, regasified LNG and LPG. SNG feedstock or LPG supply disruptions could increase Hawaii Gas' costs as a result of an inability to source any of these at rates comparable to those being paid currently. The extended unavailability of one or both of the refineries that supply a portion of Hawaii Gas' SNG feedstock and LPG, both of which have experienced ownership changes in the past five years, or a disruption in crude oil supplies or feedstock to Hawaii could also result in an increased reliance on off-island sources. An inability to purchase LPG from off-island sources could adversely affect operations. The business has a limited ability to store LPG, and any disruption in supply may cause a depletion of LPG stocks. All supply disruptions of SNG or LPG, if occurring for an extended period, could adversely impact the business' gross margin and cash flows.

The MIC Hawaii businesses are subject to risks associated with volatility in the Hawaii economy.

Hawaii's economy, and demand for our business' products, is heavily influenced by economic conditions in the U.S. and Asia and their impact on tourism, as well as by government spending. If the local economy deteriorates, the volume of gas sold at Hawaii Gas could be negatively affected by business closures or lower usage which could adversely impact the business' financial performance. Additionally, a lack of growth in the Hawaiian economy could adversely impact gas volumes from new customers and reduce the level of new commercial construction. A reduction in government activity, particularly military activity could also have a negative impact on the MIC Hawaii businesses.

Changes in commodity market prices may have a negative effect on our liquidity.

Depending on the terms of our contracts with suppliers, as well as the extent and success of our use of financial instruments to reduce our exposure related to volatility in the cost of LPG, changes in the market price of Hawaii Gas fuel supplies could create payment obligations that expose the business to increased liquidity risk.

Hawaii Gas utility business is subject to regulation by the HPUC and actions by the HPUC or changes to the regulatory environment may constrain the operation or profitability of the business.

The HPUC regulates all franchised or certificated public service companies operating in Hawaii; prescribes rates, tariffs, charges and fees; determines the allowable rate of earnings in establishing rates; issues guidelines concerning the general management of franchised or certificated utility businesses; and acts on requests for the acquisition, sale, disposition or other exchange of utility properties, including mergers and consolidations.

Any adverse decision by the HPUC concerning the level or method of determining utility rates, the items and amounts that may be included in the rate base, the returns on equity or rate base found to be reasonable, the potential consequences of exceeding or not meeting such returns, or any prolonged delay in rendering a decision in a rate or other proceeding, could have an adverse effect on our business.

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As part of our acquisition, the business agreed to 14 regulatory conditions with the HPUC that address a variety of matters including: a requirement that Hawaii Gas and HGC's ratio of consolidated debt to total capital does not exceed 65%; and a requirement to maintain \$20.0 million in readily-available cash resources at Hawaii Gas, HGC or MIC.

The business is currently in compliance with these conditions, however, future non-compliance with these or other HPUC regulatory conditions, could adversely impact the business.

The RNG initiatives expose Hawaii Gas to new technology, supply, counterparty and regulatory risks.

Hawaii Gas continues to advance a range of renewable resources for conversion into pipeline quality gas in scalable quantities. These initiatives include ongoing commercial negotiations to source biogas from waste water treatment plants, landfills and biomass producers. Blending of RNG with existing fuels and integrating RNG into the Hawaii

Gas pipeline network could present technical challenges resulting in project delays, cost overruns or pipeline disruptions. Use of RNG also has the risk of supply fluctuations due to the organic digestion processes inherent in its production. Hawaii Gas must report annually to the HPUC the percentage of feedstock and quantity of gas produced from non-petroleum feedstock. The Hawaii legislature could impose a RPS on the business, resulting in significantly increased energy costs to the business and its customers.

Hawaii Gas LNG initiatives include regulatory, environmental, contractual and market based risks.

Hawaii Gas has invested in the evaluation and planning for a scalable statewide LNG import, storage and distribution program to supply various end markets including transportation. In August 2015, Hawaii's Governor announced that his administration is opposed to LNG for electricity generation, the largest potential LNG customer. This project is subject to ongoing implementation risks including but not limited to: the timely issuance of necessary permits; licenses and approvals by governmental agencies and third parties; unanticipated changes in market demand or supply; site difficulties; environmental conditions; delays of critical equipment and materials; and commercial arrangements to transport and distribute LNG. If the project is delayed or cancelled, the actual cost of planning and implementation may increase beyond the amounts currently estimated in our capital and operating budgets.

Because of its geographic location, Hawaii, and in turn the MIC Hawaii businesses, are subject to earthquakes and certain weather risks that could materially disrupt operations.

Hawaii is subject to earthquakes and certain weather risks, such as hurricanes, floods, heavy and sustained rains and tidal waves. Because MIC Hawaii's business properties, such as the SNG plant, SNG transmission line and several storage facilities, are close to the ocean, weather-related disruptions to operations are possible. In addition, earthquakes may cause disruptions. These events could damage the business's assets or could result in wide-spread damage to its customers, thereby reducing the volumes of gas sold and, to the extent such damages are not covered by insurance, the business's revenues and cash flows.

Reductions in U.S. military spending could result in a reduction in demand for gas in Hawaii.

The U.S. military has a significant presence in Hawaii, and Hawaii's economy has benefitted over recent decades as the military has pivoted towards Asia. To the extent that federal spending cuts, including voluntary or mandatory cuts in U.S. military spending, or a strategic shift away from Asia, resulted in a reduced military presence in Hawaii, such reductions could reduce the demand for gas and new construction in Hawaii.

Because of its geographic location and the unique economy of Hawaii, MIC Hawaii is subject to challenges in hiring and maintaining staff with specialized skill sets.

The changing nature of the Hawaiian energy complex has had an impact on our staffing requirements. Volatility in feedstock prices, together with the impact of the State of Hawaii's goals to reduce dependency on imported petroleum, requires staff with specialized knowledge of the energy sector. Because the resident labor pool in Hawaii is both small, and oriented mainly to Hawaii's basic industries, it is difficult to find individuals with these specialized skill sets. Unemployment rates in Hawaii are traditionally lower than those in the U.S. Mainland. Moreover, relocation to Hawaii is costly and often requires employees to make cultural and family adjustments not normally required for a change of employment. Despite the asset intensity of the Company's businesses in Hawaii, the inability to source and retain staff with appropriate skill sets could adversely impact their performance. In addition, dependence on skilled labor trades could result in constraints on growth and profitability as a result of competition for a limited labor pool.

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Hawaii Gas operations on the islands of Hawaii, Maui and Kauai rely on LPG that is transported to those islands by Jones Act qualified barges from Oahu and from non-Jones Act vessels from off-island ports. Disruptions to service by those vessels could adversely affect the financial performance of our business.

The Jones Act requires that all goods transported by water between U.S. ports be carried in U.S.-flag ships and that they meet certain other requirements. The business has time charter agreements allowing the use of two barges that currently have a cargo capacity of approximately 420,000 gallons and 490,000 gallons of LPG, respectively. The barges used by the business are the only two Jones Act qualified barges available in Hawaii capable of carrying large volumes of LPG. If the barges are unable to transport LPG from Oahu and the business is not able to secure off-island sources of LPG or obtain an exemption to the Jones Act that would permit importation of a sufficient quantity of LPG from the mainland U.S., the profitability of the business could be adversely affected. If the barges require refurbishment or repair at a greater frequency than forecast, cash outflows for capital costs could adversely impact Hawaii Gas results of operations, cash flows and financial condition.

MIC Hawaii's project backlog is subject to unexpected adjustments and cancellations and, therefore, may not be a reliable indicator of future revenue or earnings.

The project backlog at our mechanical contractor consists of projects for which we have an executed contract or commitment with a client and reflects expected revenue from the contract or commitment, which is often subject to revision over time. We cannot guarantee that the revenue projected in our backlog will be realized or profitable. Project cancellations, scope adjustments or deferrals may occur with respect to contracts reflected in our backlog and could reduce the dollar amount of our backlog and the revenue and profits that we actually earn. In addition, projects may remain in our backlog for an extended period of time. Finally, poor project or contract performance could also impact our backlog and profits. Such developments could have a material adverse effect on our business and our profits.

MIC Hawaii's project execution activities may result in liability for faulty engineering or similar professional services.

MIC Hawaii's mechanical contracting business involves professional judgments regarding the planning, design, development, and construction of facilities and infrastructure. While we do not generally accept liability for consequential damages, and although we have adopted a range of insurance, risk management and risk avoidance programs designed to reduce potential liabilities, an adverse event at one of our project sites or completed projects resulting from the services we have performed could result in significant liability, warranty or other claims against us as well as reputational harm. These liabilities could result in a material impact to our business. In addition, clients, subcontractors or suppliers who have agreed to indemnify us against any such liabilities or losses might refuse or be unable to pay us. An uninsured claim, either in part or in whole, if successful and of a material magnitude, could have a substantial impact on our operations.

Risks Related to Having an External Manager

We are subject to the terms and conditions of the Management Services Agreement between us and our Manager.

We cannot unilaterally amend the Management Services Agreement between us and our Manager. Changes in the compensation of our Manager, certain rights held by our Manager or other components of the Management Services Agreement require the approval of our Manager and limit our ability to make changes without the consent of the Manager that could be beneficial to stockholders generally.

Our Manager owns a significant portion of our outstanding stock. A sale of all or a portion of the common stock owned by our Manager could be interpreted by the equity markets as a lack of confidence in our prospects.

Our Manager, in its sole discretion, determines whether to reinvest base management and performance fees in shares of our common stock and whether to hold or sell those securities. Reinvestment of base management and performance fees in additional common stock would increase our Manager's ownership stake in our Company. At December 31, 2017, our Manager owned 6.41% of our outstanding shares. Our Manager

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has sold, and is expected to continue to sell from time to time, our common shares that it acquires upon reinvestment of fees. If our Manager decides to reduce its position in our Company, such sales may be interpreted by some market participants as a lack of confidence in our Company and put downward pressure on the market price of our common stock. Sales of shares of common stock by our Manager would increase the available supply and could decrease the price if demand is insufficient to absorb such sales.

Certain provisions of our Management Services Agreement, certificate of incorporation and bylaws make it difficult for third parties to acquire control of our Company and could deprive investors of the opportunity to obtain a takeover premium for their shares of common stock.

In addition to the limited circumstances in which our Manager can be terminated under the terms of the Management Services Agreement, the Management Services Agreement provides that in circumstances where our common stock ceases to be listed on a recognized U.S. exchange as a result of the acquisition of our common stock by third parties in an amount that results in our common stock ceasing to meet the distribution and trading criteria on such exchange or market, our Manager has the option to either propose an alternate fee structure and remain our Manager or resign, terminate the Management Services Agreement upon 30 days' written notice and be paid a substantial termination fee. The termination fee payable on our Manager's exercise of its right to resign as our Manager subsequent to a delisting of our common stock could delay or prevent a change in control that may favor our stockholders. Furthermore, in the event of such a delisting, any proceeds from the sale, lease or exchange of a significant amount of assets must be reinvested in new assets of our Company, subject to debt repayment obligations. We would also be prohibited from incurring any new indebtedness or engaging in any transactions with stockholders or our affiliates without the prior written approval of our Manager. These provisions could deprive stockholders of opportunities to realize a premium on the common stock owned by them.

Our certificate of incorporation and bylaws contain a number of provisions that could have the effect of making it more difficult for a third-party to acquire, or discouraging a third-party from acquiring, control of our Company. These provisions include:

restrictions on our ability to enter into certain transactions with our major stockholders, with the exception of our Manager; similar restrictions are also contained in Section 203 of the Delaware General Corporation Law; allowing only our board of directors to fill vacancies, including newly created directorships and requiring that directors may be removed with or without cause by a stockholder vote of 66 2/3%;
requiring that only the chairman or board of directors may call a special meeting of our stockholders;
prohibiting stockholders from taking any action by written consent;
establishing advance notice requirements for nominations of candidates for election to our board of directors or for proposing matters that can be acted upon by our stockholders at a stockholders' meeting; and
having a substantial number of additional shares of common stock authorized but unissued.

Our Manager's decision to reinvest its monthly base management fees and quarterly performance fees, as applicable, in common stock or retain the cash will affect stockholders differently.

Our Manager is paid a management fee based on our market capitalization and potentially performance fees based on the total return generated on behalf of equity holders relative to a U.S. utilities index benchmark. Our Manager, in its sole discretion, may elect to retain base management fees and performance fees, if applicable, paid in cash or to reinvest such payments in additional common stock. In the event our Manager chooses not to reinvest the fees to

Our Manager owns a significant portion of our outstanding stock. A sale of all or a portion of the common stock owned

which it is entitled in additional shares of common stock, the amount paid will reduce the cash that may otherwise be distributed as a dividend to all stockholders or used in our Company's operations. In the event our Manager chooses to reinvest the fees to which it is entitled in additional common stock, effectively returning the cash to us, such reinvestment and the issuance of new shares of common stock will dilute existing stockholders by the increase in the percentage of common stock owned by our Manager. Either option may adversely impact the market for our shares.

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In addition, our Manager has typically elected to invest its fees in shares of common stock, and, unless otherwise agreed with us, can only change this election during a 20-trading day window following our earnings release. Any change would apply to fees incurred thereafter. Accordingly, stockholders would generally have notice of our Manager's intent to receive fees in cash rather than reinvest before the change was effective.

The price of our stock and our ability to pay dividends could be adversely affected by our obligation to pay performance fees to our Manager, which in turn is dependent on the performance of our stock relative to a benchmark index which is unpredictable and beyond our control.

Under our Management Services Agreement, we are obligated to pay performance fees to our Manager if we outperform a benchmark index that reflects broader utility industry components. The amount of the performance fees can be substantial, and could adversely affect the price of our common stock and our ability to pay dividends. For example, if our absolute performance (as described in the Management Services Agreement) increases slightly and the benchmark index substantially decreases, we could be obligated to pay a significant performance fee. As a result, we may be obligated to pay our Manager a performance fee, which could be substantial, even when there has not been a substantial increase in the performance of our common stock. The benchmark index comprises numerous utility stocks, the performance of which may or may not correlate to our actual performance. Moreover, the benchmark index is unpredictable and variable. The Manager is entitled to select whether a performance fee will be settled in cash, shares of our common stock or a combination thereof, which could result in a material cash expense or dilution of our shares.

Our Manager is not required to offer all acquisition opportunities to us and may offer such opportunities to other entities. Our management may waive investment opportunities presented by our Manager.

Pursuant to our Management Services Agreement, we have first priority ahead of all current and future funds, investment vehicles, separate accounts and other entities managed by our Manager or by members of the Macquarie Group within the Macquarie Infrastructure and Real Assets division only with respect to four specific types of acquisition opportunities within the United States. The four specific type of acquisition opportunities where we have first priority include airport FBOs, airport parking, district energy and user pays, contracted and regulated assets that represent an investment of greater than AUD \$40.0 million. Other than these four specific types of opportunities, our Manager does not have an obligation to offer to us any particular acquisition opportunities, even if they meet our investment objectives, and the Manager and its affiliates can offer any or all other acquisition opportunities on a priority basis or otherwise to current and future funds, investment vehicles and accounts sponsored by the Manager or its affiliates. Our businesses may compete with these entities for investment opportunities, and there can be no assurance that we will prevail with respect to such investments.

In addition, our management may determine not to pursue investment opportunities presented to us by our Manager, including those presented on a priority basis. If our management waives any such opportunity, our Manager and its affiliates may offer such opportunity to any other entity, including any entities sponsored or advised by members of the Macquarie Infrastructure and Real Assets division of the Macquarie Group. As such, every acquisition opportunity presented to us by our Manager may not be pursued by us, and may ultimately be presented to entities with whom we compete for investments.

Our Manager can resign with 90 days notice, or our CEO or CFO could be removed by our Manager, and we may not be able to find a suitable replacement within that time, resulting in a disruption in our operations, which could adversely affect our financial results and negatively impact the market price of our common stock.

Our Manager has the right, under the Management Services Agreement, to resign at any time with 90 days notice, whether we have found a replacement manager or not. In addition, our Manager could re-assign or remove the CEO and/or the CFO from their positions and responsibilities at our Company without our board of directors approval and with little or no notice. If our Manager resigns or our CEO/CFO are removed, we may not be able to find a new external manager or hire internal management with similar expertise within 90 days to provide the same or equivalent services on acceptable terms, or at all. If we are unable to do so quickly, our operations are likely to experience a disruption, our financial results could be adversely affected, perhaps materially, and the market price of our common stock may decline substantially. In

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addition, the coordination of our internal management, acquisition activities and supervision of our businesses are likely to suffer if we were unable to identify and reach an agreement with a single institution or group of executives having the expertise possessed by our Manager and its affiliates.

Furthermore, if our Manager resigns, we and our subsidiaries will be required to cease use of the Macquarie brand entirely, and change their names to remove any reference to Macquarie. This may cause the value of our Company and the market price of our common stock to decline.

Our externally managed model may not be viewed favorably by investors.

We are externally managed by a member of the Macquarie Group. Our Manager receives a fee for its services that provides for a number of corporate center functions including the compensation of our management team and those who provide services to us on a shared basis, health and welfare benefits, the provision of facilities, technology and insurance (other than directors and officers). The fee is based on our market capitalization and thus increases as we grow. The size of the fee may bear no direct correlation with the actual cost of providing the agreed upon services and may be higher than the cost of managing our Company internally. Per the terms of the Management Services Agreement with our Manager, the current default election for satisfying any base management or performance fees to which our Manager may be entitled is the issuance of additional shares of common stock. To the extent the fees continue to be satisfied by reinvestment in our common stock, all stockholders will be diluted and our hurdle for growing distributable cash on a per share basis will be higher.

Our Manager's affiliation with Macquarie Group Limited and the Macquarie Group may result in conflicts of interest or a decline in the market price of our common stock.

Our Manager is an affiliate of Macquarie Group Limited and a member of the Macquarie Group. From time to time, we have entered into, and in the future we may enter into, transactions and relationships involving Macquarie Group Limited, its affiliates, or other members of the Macquarie Group. Such transactions have included and may include, among other things, the entry into debt facilities and derivative instruments with members of the Macquarie Group serving as lender or counterparty, and financial advisory or equity and debt underwriting services provided to us by the Macquarie Group.

Although our audit committee, all of the members of which are independent directors, is required to review and approve in advance of any related party transactions, including those involving members of the Macquarie Group or its affiliates, the relationship of our Manager to the Macquarie Group may result in conflicts of interest.

In addition, as a result of our Manager's being a member of the Macquarie Group, negative market perceptions of Macquarie Group Limited generally or of Macquarie's infrastructure management model, or Macquarie Group statements or actions with respect to other managed vehicles, may affect market perceptions of us and cause a decline in the price of our common stock unrelated to our financial performance and prospects.

In the event of the underperformance of our Manager, we may be unable to remove our Manager, which could limit our ability to improve our performance and could adversely affect the market price of our common stock.

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Under the terms of the Management Services Agreement, our Manager must significantly underperform in order for the Management Services Agreement to be terminated. Our board of directors cannot remove our Manager unless:

our common stock underperforms a weighted average of two benchmark indices by more than 30% in relative terms and more than 2.5% in absolute terms in 16 out of 20 consecutive quarters prior to and including the most recent full quarter, and the holders of a minimum of 66.67% of the outstanding shares of our common stock (excluding any shares owned by our Manager or any affiliate of the Manager) vote to remove our Manager;

our Manager materially breaches the terms of the Management Services Agreement and such breach has been unremedied within 60 days after notice;

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In the event of the underperformance of our Manager, we may be unable to remove our Manager, which could limit

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our Manager acts with gross negligence, willful misconduct, bad faith or reckless disregard of its duties in carrying out its obligations under the Management Services Agreement, or engages in fraudulent or dishonest acts; or our Manager experiences certain bankruptcy events.

Our board of directors cannot remove our Manager unless the market performance of our common stock also significantly underperforms the benchmark index. If we were unable to remove our Manager in circumstances where the absolute market performance of our common stock does not meet expectations, the market price of our common stock could be negatively affected.

Risks Related to Ownership of Our Stock

The performances of our businesses or our holding company structure may limit our ability to make regular dividends in the future to our stockholders because we are reliant upon the cash flows and distributions from our businesses.

Our Company is a holding company with no operations. Therefore, we are dependent upon the ability of our businesses to make distributions to our Company to enable it to meet its expenses, and to pay, maintain or grow dividends to stockholders in the future. The ability of our operating subsidiaries and the businesses we own to make distributions to our Company is subject to limitations based on their operating performance, the terms of their debt agreements and the applicable laws of their respective jurisdictions. In addition, the ability of each business to reduce its outstanding debt will be similarly limited by its operating performance, as discussed in Part II, Item 7, Management's Discussion and Analysis of Financial Condition and Results of Operations .

The guidance we may provide for our anticipated dividends, EBITDA excluding non-cash items, Free Cash Flow and other metrics is based on estimates. Circumstances may arise that lead to conflicts between using funds to pay anticipated dividends or to invest in our business, and our dividends could be reduced.

We periodically disclose our expected annual cash dividend growth rate and other financial metrics. This reflects our judgment at the time, but as with any estimate, it may be affected by known and unknown risks and uncertainties and inaccurate assumptions, many of which are beyond our control. See Forward-Looking Statements. If the payment of dividends at the anticipated level would leave us with insufficient cash to take timely advantage of growth opportunities (including through acquisitions), to meet any large unanticipated liquidity requirements, to fund our operations, or otherwise to address properly our business prospects, our board of directors, which determines our business strategy and our dividend policy, might have to choose between addressing those matters or reducing our anticipated dividends, and the board could determine to reduce our dividends. If dividends are reduced below anticipated levels, our stock price could be adversely affected.

The market price and marketability of our common stock may from time to time be significantly affected by numerous factors beyond our control, which may adversely affect our ability to raise capital through future equity financings.

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The market price of our common stock may fluctuate significantly. Many factors that are beyond our control may significantly affect the market price and marketability of our common stock and may adversely affect our ability to raise capital through equity financings. These factors include, but are not limited to:

- significant volatility in the market price and trading volume of securities of Macquarie Group Limited and/or vehicles managed by the Macquarie Group or branded under the Macquarie name or logo;
- significant volatility in the market price and trading volume of securities of registered investment companies, business development companies or companies in our sectors;
- changes in our earnings or variations in operating results;
- changes in our ratings from any of the ratings agencies;

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any shortfall in EBITDA excluding non-cash items or Free Cash Flow from levels expected by securities analysts;
changes in regulatory policies or tax law;
operating performance of companies comparable to us;
loss of funding sources; and
substantial sales of our common stock by our Manager or other significant stockholders.

The price of our stock may be vulnerable to actions of market participants whose strategies may not involve buying and holding our securities in pursuit of an attractive total return.

Our common stock has been the subject of short selling efforts by certain market participants. Short sales are transactions in which a market participant borrows, then sells a security that it does not own. The market participant is obligated to replace the security borrowed by purchasing the security at or before the time the security is recalled. If the price at the time of recall is lower than the price at which the security was originally sold by the market participant, then the market participant will realize a gain on the transaction. Thus, it is in the market participant's interest for the price of the security to decline during the period up to the time of recall.

Previous short selling efforts have had an impact on, and may in the future impact, the value of our stock in an extreme and volatile manner to our detriment and the detriment of our stockholders. In addition, market participants have published, and may in the future publish, negative, inaccurate or misleading information regarding our company and our management team. We believe that the publication of such information has led, and may in the future lead to, significant downward pressure on the price of our stock to our detriment and the further detriment of our stockholders. These and other efforts by certain market participants to unduly influence the price of our common stock for financial gain may cause value of our stockholders' investments to decline, may make it more difficult for us to raise equity capital when needed without significantly diluting existing stockholders, and may reduce demand from new investors to purchase our shares.

We may issue preferred stock with rights, preferences and privileges that may be superior to the common stock, and these could have negative consequences for holders of our common stock.

We may issue shares of preferred stock in one or more financing transactions. We may also use the authorized preferred stock for funding transactions, including, among other things, acquisitions, strategic partnerships, joint ventures, restructurings, business combinations and investments, although we have no immediate plans to do so. We cannot provide assurances that any such transaction will be consummated on favorable terms or at all, that they will enhance stockholder value, or that it will not adversely affect our business or the trading price of our common stock. Any shares of preferred stock could be issued with rights, preferences and privileges that may be superior to those of our common stock. In addition, preferred stock could be issued for capital raising, financing and acquisition needs or opportunities that have the effect of making an acquisition of our Company more difficult or costly, as could also be the case if the board of directors were to issue additional common stock.

Our reported Earnings per Share (EPS), as defined under GAAP, does not reflect the cash generated by our businesses and may result in unfavorable comparisons with other businesses.

Our businesses own and invest in high-value, long-lived assets that generate large amounts of depreciation and amortization. Depreciation and amortization are non-cash expenses that serve to reduce reported EPS. We pay our Manager base management fees and may pay performance fees both of which may be reinvested in additional shares thereby rendering them a non-cash expense. Whether the fees are settled in cash or reinvested in additional shares, they have the effect of reducing EPS. As a result, our financial performance may appear to be substantially worse compared with other businesses. To the extent that our results appear to be worse, we may have relatively greater difficulty attracting investors in our stock.

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Our inability, under GAAP, to consolidate the financial results of certain of our investments may make it relatively more difficult to analyze the cash generating capacity of our combined businesses.

We may make investments in certain businesses which we will be required to account for using the equity method rather than consolidate with the results of our other businesses. The equity method requires us to include the portion of the net income, as determined in accordance with GAAP, equal to our equity interest in the business in our consolidated statement of operations. The physical asset backed nature of the businesses in which we invest (and the higher levels of non-cash expenses including depreciation and amortization) may mean that the performance of these investments have relatively little impact on our consolidated statement of operations even where they generate positive cash flow and this cash flow may not be reflected in the valuation of our stock.

Our total assets include a substantial amount of goodwill and other intangible assets. The write-off of a significant portion of intangible assets would negatively affect our reported earnings.

Our total assets reflect a substantial amount of goodwill and other intangible assets. At December 31, 2017, goodwill and other intangible assets, net, represented 37.2% of our total assets. Goodwill and other intangible assets were primarily recognized as a result of the acquisitions of our businesses. Other intangible assets consist primarily of airport operating rights, customer relationships and trade names. On at least an annual basis we assess whether there has been any impairment in the value of goodwill and other intangible assets when there are triggering events or circumstances. If the carrying value of the tested asset exceeds its estimated fair value, impairment is deemed to have occurred. In this event, the intangible is written down to fair value. Under current accounting rules, this would result in a charge to reported earnings. We have recognized significant impairments in the past, and any future determination requiring the write-off of a significant portion of goodwill or other intangible assets would negatively affect our reported earnings and total capitalization, and could be material.

Our total assets include a substantial amount of intangible assets and fixed assets. The depreciation and amortization of these assets may negatively impact our reported earnings.

The high level of intangible and physical assets written up to fair value upon acquisition of our businesses generates substantial amounts of depreciation and amortization. These non-cash items serve to lower net income as reported in our consolidated statement of operations as well as our taxable income. The generation of net losses or relatively small net income may contribute to a net operating loss (NOL) carryforward that can be used to offset current taxable income in future periods. However, the continued reporting of little or negative net income may adversely affect the attractiveness of our Company among some potential investors and may reduce the market for our common stock.

Risks Related to Taxation

We have significant NOL carryforwards that may be fully utilized over the next several years thereby subjecting us to payment of substantial federal income taxes and reducing our distributable Free Cash Flow.

We may, without the acquisition of businesses with NOLs, incurring performance fees, investing in growth capital expenditures that qualify for 100% bonus depreciation, or implementing other strategies that provide us with additional tax shield, fully utilize our existing NOLs before we anticipate or have previously indicated. At that point we may be subject to federal income taxes in consolidation and any liability could be material. Any liability will reduce distributable Free Cash Flow and could prevent the growth or reduce the rate of growth of our dividends.

The current treatment of qualified dividend income and long-term capital gains under current U.S. federal income tax law may be adversely affected, changed or repealed in the future.

Under current law, qualified dividend income and long-term capital gains are taxed to non-corporate investors at a maximum U.S. federal income tax rate of 20%. In addition, certain holders that are individuals, estates or trusts are subject to 3.8% surtax on all or a portion of their net investment income, which may

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include all or a portion of their dividend income and net gains from the disposition of our shares. This tax treatment may be adversely affected, changed or repealed by future changes in tax laws at any time, which may affect market perceptions of our Company and the market price of our shares could be negatively affected.

Our ability to use our NOL carryforwards to offset future taxable income may be subject to certain limitations.

In general, under Section 382 of the Internal Revenue Code of 1986, as amended, or the Code, a corporation (or other entity taxable as a corporation, such as the Company) that undergoes an ownership change is subject to limitations on its ability to utilize its pre-change NOLs and certain other tax attributes to offset future taxable income. Generally speaking, an ownership change occurs if the aggregate percentage ownership of the stock of the corporation held by one or more five-percent stockholders (as defined in the Code) increases by more than fifty percentage points over such stockholders lowest percentage ownership during the testing period, which is generally the three year-period ending on the transaction date. If we undergo an ownership change, our ability to utilize NOLs and certain other tax attributes could be limited.

We have significant income tax NOLs, which may not be realized before they expire.

We have \$347.3 million in federal NOL carryforwards at December 31, 2017. While we have concluded that all of the NOLs will more likely than not be realized, there can be no assurance that we will utilize the NOLs generated to date or any NOLs we might generate in the future. In addition, we have incurred state NOLs and have provided a valuation allowance against a portion of those. As with our federal NOLs, there is also no assurance that we will utilize those state losses or future losses that may be generated. Further, the State of Louisiana has imposed limitations on the ability of NOL carryforwards to offset current year income. There can be no assurance that other states will not suspend or limit the use of NOL carryforwards.

Recent changes to U.S. tax laws may adversely affect our results of operations and financial condition and create the risk that we may need to adjust our accounting for these changes.

The Tax Cut and Jobs Act makes significant changes to U.S. tax laws and includes numerous provisions that affect businesses, including ours. For instance, as a result of lower corporate tax rates, the Tax Cut and Jobs Act tends to reduce both the value of deferred tax assets and the amount of deferred tax liabilities. It also limits interest rate deductions and the amount of NOLs that can be used each year and alters the expensing of capital expenditures. The Tax Cut and Jobs Act is unclear in certain respects and will require interpretations and implementing regulations by the IRS, as well as state tax authorities, and the Tax Cut and Jobs Act could be subject to amendments and technical corrections, any of which could lessen or increase the adverse (and positive) impacts of the Tax Cut and Jobs Act. The accounting treatment of these tax law changes is complex, and some of the changes may affect both current and future periods.

The treatment of depreciation and other tax deductions under current U.S. federal income tax law may be adversely affected, changed or repealed in the future.

The current treatment of qualified dividend income and long-term capital gains under current U.S. federal income tax

Under current law, certain capital expenditures are eligible for accelerated depreciation, including 100% bonus depreciation for qualifying assets purchased and placed in service after September 27, 2017 and prior to January 1, 2023, for U.S. federal income tax purposes. In addition, certain other expenses are eligible to be deducted for U.S. federal income tax purposes. This tax treatment may be adversely affected, changed or repealed by future changes in tax laws at any time, which may affect market perceptions of our Company and the market price of our shares could be negatively affected.

Our Company could be adversely effected by changes in tax laws and/or changes in the interpretation of existing tax laws

We are subject to various taxing regimes, including federal, state, local and foreign taxes such as income, excise, sales/use, payroll, franchise, property, gross receipts, withholding and ad valorem taxes. New tax laws and regulations and changes in existing tax laws and regulations or the interpretation thereof are continuously being enacted or proposed and could result in increased expenditures for tax in the future and could have a material adverse effect on our Company's results of operations, cash flows and financial condition.

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Our Company and our subsidiaries are subject to examinations and challenges by taxing authorities.

Periodic examinations or audits by taxing authorities could increase our tax liabilities and result in the imposition of interest and penalties. If challenges arising from such examinations and audits are not resolved in our Company's favor, they could have a material adverse effect on our Company's results of operations, cash flows and financial condition.

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ITEM 1B. UNRESOLVED STAFF COMMENTS

None.

ITEM 2. PROPERTIES

In general, the assets of our businesses, including real property, are pledged to secure the financing arrangements of each business on a stand-alone basis. See Management's Discussion and Analysis of Financial Condition and Results of Operations *Liquidity and Capital Resources* in Part II, Item 7, for a further discussion of these financing arrangements.

IMTT

IMTT operates 17 wholly-owned bulk liquid terminals in the U.S., one in Canada and has a minority interest in a company that owns a single bulk liquid terminal, also in Canada. The land on which the facilities are located is either owned or leased by IMTT with leased land comprising a small proportion of the total land in use. IMTT also owns the storage tanks, piping and transportation infrastructure such as truck and rail loading equipment located at the facilities and the majority of any related ship docks. Ship docks at facilities in Quebec and Geismar, L.A. are leased. Management believes the aforementioned equipment is generally well maintained and adequate for the present operations. For further details, see *Our Businesses IMTT Locations* in Part I, Item 1.

Atlantic Aviation

Atlantic Aviation does not own any real property. Its operations are carried out under various long-term leases. The business leases office space for its head office in Plano, Texas. For more information regarding Atlantic Aviation's FBO locations, see *Our Businesses Atlantic Aviation Locations* in Part I, Item 1.

Atlantic Aviation owns or leases a number of vehicles, including fuel trucks and other equipment needed to provide service to customers. Routine maintenance is performed on this equipment and a portion is replaced in accordance with a pre-determined schedule. Management believes the equipment is generally well maintained and adequate for present operations. Changes in market conditions allowed Atlantic Aviation to move to purchasing or procuring capital leases for larger equipment. Atlantic Aviation believes that these assets are a core part of the business and have long useful lives making ownership desirable if conditions permit.

Contracted Power

At December 31, 2017, the CP business owned seven operating solar facilities, two wind facilities and a gas-fired power facility. The business owns the solar panels and wind turbines and leases or owns the land. Both the plant and the land beneath the gas-fired facility is owned. For further details, see *Our Businesses Contracted Power Business Overview* in Part I, Item 1.

Project Name	Facility	Location	Ownership or Lease Information
Picture Rocks	Solar	Pima County, AZ	Long-term property lease until 2032.
Bryan	Solar	Presidio County, TX	

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			Long-term property leases until 2039 and 2040.
Davis Monthan Air Force Base	Solar	Pima County, AZ	Long-term property lease until 2039.
Valley Center	Solar	San Diego County, CA	Long-term property lease until 2038.
Ramona	Solar	San Diego County, CA	Long-term property lease until 2037.
Red Hills	Solar	Iron County, UT	Long-term property lease until 2039.
Brahms	Wind	Curry County, NM	Five long-term property leases until 2044.
Idaho Wind Partners 1	Wind	Cassia County, Twin Falls County and Elmore County/Jerome, ID	Eighteen long-term property leases until from 2038 to 2051.
Bayonne Energy Center	Gas-fired power generation	Hudson County, NJ	Long-term property lease with IMTT until 2045.
Equuleus	Solar	Dakota Country, MN	Land ownership.

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Hawaii Gas owns real property and equipment including: its SNG plant on Oahu and the land on which it sits; several LPG storage yards on other major islands; approximately 1,000 miles of underground piping, of which approximately 900 miles are on Oahu; and a 22-mile transmission pipeline from the SNG plant to Pier 38 in Honolulu. In addition, MIC Hawaii has controlling interests in operating solar facilities and distributed energy products and a design-build mechanical contractor.

A summary of selected properties follows for the MIC Hawaii businesses. For more information regarding MIC Hawaii's operations, see *Our Businesses MIC Hawaii Fuel Supply, SNG Plant and Distribution System* in Part I, Item 1.

The following represents the properties owned or leased by the Hawaii Gas business.

Island	Description	Use	Own/Lease
Oahu	SNG plant and land	Production of SNG	Own
Oahu	Kamakee Street buildings and maintenance yard	Engineering, maintenance facility, warehouse	Own
Oahu	LPG baseyard	Storage facility for tanks and cylinders	Lease
Oahu	Topa Fort Street Tower	Executive offices	Lease
Oahu	Various holding tanks	Store and supply LPG to utility customers	Lease
Maui	Office, tank storage facilities and baseyard	Island-wide operations	Lease
Kauai	Office	Island-wide operations	Own
Kauai	Tank storage facility and baseyard	Island-wide operations	Lease
Hawaii	Office, tank storage facilities and baseyard	Island-wide operations	Own

The following represents the properties leased by the other businesses within MIC Hawaii.

Project Name	Facility	Location	Ownership or Lease Information
Waihonu	Solar	Oahu, HI	Long-term property lease until 2036.
GWE Solar-Storage	Solar with Battery Storage	Hawaii, HI	Long-term site leases until 2037.
CPI	Design-Build Mechanical Contractor	Oahu, HI	Long-term property lease until 2024.

ITEM 3. LEGAL PROCEEDINGS

There are no legal proceedings pending that we believe will have a material adverse effect on us. We are involved in ordinary course legal, regulatory, administrative and environmental proceedings that are incidental to our businesses.

Typically, expenses associated with these proceedings are covered by insurance.

IMTT Bayonne Remediation

The Bayonne, New Jersey terminal, portions of which have been acquired over a 30-year period, contain pervasive remediation requirements that were assumed at the time of purchase from the various former owners. One former

owner retained environmental remediation responsibilities for a purchased site and shares in other remediation costs. These remediation requirements are documented in two memoranda of agreement and an administrative consent order with the State of New Jersey. Remediation efforts entail removal of free product, soil treatment, repair/replacement of sewer systems, and the implementation of containment and monitoring systems. These remediation activities are estimated to span a period of ten to twenty or more years and cost from \$30.0 million to \$65.0 million. The cost of the remediation activities at the terminal are estimated based on currently available information, in undiscounted U.S. dollars and is inherently subject to relatively large fluctuation.

IMTT Bayonne Department of Transportation

We received a letter, dated December 21, 2017, from the United States Department of Transportation Pipeline and Hazardous Materials Safety Administration concerning an investigation involving a pipeline within a small municipal park in Bayonne, New Jersey. The investigation, which occurred in 2016, relates to a release of ultra low sulfur diesel from an IMTT pipeline that was penetrated by subsurface steel. The relief sought included a penalty in the amount of \$144,000 and the development and documentation of procedures to comply with federal requirements concerning clearance between pipelines and subsurface structures. We paid the penalty in February 2018.

ITEM 4. MINE SAFETY DISCLOSURES

Not applicable.

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RELATED STOCKHOLDER MATTERS AND ISSUER
PURCHASES OF EQUITY SECURITIES****Market Information**

Our shares are traded on the NYSE under the symbol "MIC". The following table sets forth, for the fiscal periods indicated, the high and low sales prices per share on the NYSE:

	High	Low
Fiscal 2016		
First Quarter	\$ 71.82	\$ 51.83
Second Quarter	75.00	65.00
Third Quarter	84.51	71.79
Fourth Quarter	85.45	77.18
Fiscal 2017		
First Quarter	\$ 83.48	\$ 73.24
Second Quarter	81.74	75.79
Third Quarter	79.30	71.23
Fourth Quarter	73.63	63.08
Fiscal 2018		
First Quarter (through February 16, 2018)	\$ 67.84	\$ 61.55

As of February 16, 2018, we had 84,819,268 shares issued and outstanding that we believe were held by approximately 410 holders of record.

The following represents the Company's relative share price performance from January 1, 2013 through December 31, 2017.

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MIC has been structured to provide investors with an opportunity to generate an attractive total return and we intend to distribute the majority of the cash generated from operations by our businesses as a quarterly dividend.

Our board of directors regularly reviews our dividend policy and payout ratio. In determining whether to adjust the amount of our quarterly dividend, our board will take into account such matters as the state of the capital markets and general business and economic conditions, the Company's financial condition, results of operations, indebtedness levels, capital requirements, capital opportunities and any contractual, legal and regulatory restrictions on the payment of dividends by the Company to its stockholders or by its subsidiaries to the Company, and any other factors that it deems relevant, subject to maintaining a prudent level of reserves and without creating undue volatility in the amount of such dividends where possible. Moreover, the Company's senior secured credit facility and the debt commitments at our businesses contain restrictions that may limit the Company's ability to pay dividends. Although historically we have declared cash dividends on our shares, any or all of these or other factors could result in the modification of our dividend policy, or the reduction, modification or elimination of our dividend in the future.

Since January 1, 2016, MIC has paid or declared the following dividends:

Declared	Period Covered	\$ per Share	Record Date	Payable Date
February 19, 2018	Fourth quarter 2017	\$ 1.44	March 5, 2018	March 8, 2018
October 30, 2017	Third quarter 2017	1.42	November 13, 2017	November 16, 2017
August 1, 2017	Second quarter 2017	1.38	August 14, 2017	August 17, 2017
May 2, 2017	First quarter 2017	1.32	May 15, 2017	May 18, 2017
February 17, 2017	Fourth quarter 2016	1.31	March 3, 2017	March 8, 2017
October 27, 2016	Third quarter 2016	1.29	November 10, 2016	November 15, 2016
July 28, 2016	Second quarter 2016	1.25	August 11, 2016	August 16, 2016
April 28, 2016	First quarter 2016	1.20	May 12, 2016	May 17, 2016
February 18, 2016	Fourth quarter 2015	1.15	March 3, 2016	March 8, 2016

Fourth Quarter of 2017 Dividend

The MIC Board has authorized a quarterly cash dividend of \$1.44 per share for the quarter ended December 31, 2017, or a 1.4% increase over the dividend for the quarter ended September 30, 2017 and 9.9% increase over the dividend for the quarter ended December 31, 2016. Together with the dividends for the first three quarters for 2017, this represents a cumulative 2017 dividend of \$5.56 per share compared with \$5.05 per share for the year ended December 31, 2016, or an increase of 10.1%.

Tax Treatment of 2017 Dividends

The Company has determined that 38.4% of the dividends paid in the year ended December 31, 2017 were characterized as a dividend for U.S. federal income tax purposes. The remaining 61.6% of dividends paid were characterized as returns of capital.

Future dividends, if any, may be characterized as dividends or returns of capital depending on the earnings and profits of the Company as determined in accordance with the Internal Revenue Code. Holders of MIC shares are encouraged to seek their own tax advice with regard to their investment in MIC.

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The selected financial data includes the results of operations, cash flows and balance sheet data for the years ended, and as of, December 31, 2017, 2016, 2015, 2014 and 2013 for our consolidated group, with the results of businesses acquired during those five years being included from the date of each acquisition. The selected financial data for each of the five years in the period ended December 31, 2017 have been derived from the consolidated financial statements of the Company, which financial statements have been audited by KPMG LLP. The information below should be read in conjunction with the consolidated financial statements (and notes thereto) and Management's Discussion and Analysis of Financial Condition and Results of Operations in Part II, Item 7.

	Year Ended December 31,				
	2017	2016	2015	2014	2013
	(\$ In Thousands, Except Share and Per Share Data)				
Statement of operations data:					
Revenue					
Service revenue	\$1,445,832	\$1,288,562	\$1,288,501	\$1,064,682	\$770,360
Product revenue	368,881	363,169	350,749	284,400	267,096
Financing and equipment lease income				1,836	3,563
Total revenue	1,814,713	1,651,731	1,639,250	1,350,918	1,041,019
Cost and expenses					
Cost of services	624,214	524,423	551,029	546,609	434,177
Cost of product sales	164,311	142,731	168,954	192,881	185,843
Selling, general and administrative expenses	331,345	303,033	304,862	265,254	210,060
Fees to Manager related party	71,388	68,486	354,959	168,182	85,367
Depreciation	234,164	226,492	215,243	98,442	39,150
Amortization of intangibles	68,253	65,425	101,435	42,695	34,651
Total operating expenses	1,493,675	1,330,590	1,696,482	1,314,063	989,248
Operating income (loss)	321,038	321,141	(57,232)	36,855	51,771
Interest income	199	132	55	112	204
Interest expense	(110,602)	(116,933)	(123,079)	(73,196)	(37,044)
Equity in earnings and amortization charges of investee				26,391	39,115
Gain from acquisition/divestiture of businesses ⁽¹⁾				1,027,054	
Other income (expense), net	11,323	21,786	1,288	(2,307)	(7,923)
Net income (loss) before income taxes	221,958	226,126	(178,968)	1,014,909	46,123
Benefit (provision) for income taxes	234,154	(71,257)	65,161	24,374	(18,043)
Net income (loss)	\$456,112	\$154,869	\$(113,807)	\$1,039,283	\$28,080
Less: net income (loss) attributable to noncontrolling interests	4,910	(1,512)	(5,270)	(2,745)	(3,174)
Net income (loss) attributable to MIC	\$451,202	\$156,381	\$(108,537)	\$1,042,028	\$31,254
Basic income (loss) per share attributable to MIC	\$5.42	\$1.93	\$(1.39)	\$16.54	\$0.61
Weighted average number of shares outstanding: basic	83,204,404	80,892,654	77,997,826	62,990,312	51,381,003

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Diluted income (loss) per share attributable to MIC	\$5.13	\$1.85	\$(1.39) \$16.10	\$0.61
Weighted average number of shares outstanding: diluted	91,073,362	82,218,627	77,997,826	64,925,565	51,396,146
Cash dividends declared per share	\$5.56	\$5.05	\$4.46	\$3.8875	\$3.35

Includes the gain of \$948.1 million from the acquisition of the remaining 50% interest in IMTT from the (1)remeasuring to fair value of the Company's previous 50% ownership interest and the gain of \$78.9 million from the sale of the Company's interest in the district energy business.

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	Year Ended December 31,				
	2017	2016	2015	2014	2013
	(\$ In Thousands)				
Statement of cash flows data:					
Cash provided by operating activities	\$529,459	\$560,320	\$381,156	\$251,615	\$155,117
Cash used in investing activities	(566,116)	(376,845)	(448,816)	(1,068,806)	(139,636)
Cash provided by (used in) financing activities	38,500	(161,313)	42,896	632,422	76,516
Effect of exchange rate changes on cash and cash equivalents	511	211	(856)	(590)	
Net increase (decrease) in cash and cash equivalents	\$2,354	\$22,373	\$(25,620)	\$(185,359)	\$91,997
	As of December 31,				
	2017	2016	2015	2014	2013
	(\$ In Thousands)				
Balance sheet data:					
Total current assets	\$307,645	\$244,668	\$216,569	\$231,478	\$400,353
Property, equipment, land and leasehold improvements, net	4,659,614	4,346,536	4,116,163	3,362,585	854,169
Total assets	\$8,008,951	\$7,559,253	\$7,308,804	\$6,567,739	\$2,471,928
Total current liabilities	\$255,965	\$251,009	\$308,790	\$224,332	\$271,452
Long-term debt, net of current portion	3,530,311	3,039,966	2,746,525	2,332,829	808,287
Total liabilities	\$4,658,248	\$4,411,719	\$4,106,362	\$3,597,571	\$1,318,660
Stockholders' equity	\$3,153,692	\$2,952,894	\$3,030,190	\$2,787,163	\$1,042,228

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ITEM 7. MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION AND RESULTS OF OPERATIONS

The following discussion of the financial condition and results of operations of Macquarie Infrastructure Corporation should be read in conjunction with the consolidated financial statements and the notes to those statements included elsewhere herein.

Recent Developments

We are undertaking a review of strategic options available to us with respect to BEC and certain other, smaller businesses in our portfolio. We may, as a result of this review, undertake to sell, or otherwise divest of these businesses, although we cannot assure you as to whether, or on what terms, any such transaction will occur. We currently anticipate that proceeds, if any, from such sales would be available to support investment in any of the businesses or segments in which we currently operate or in any new line of business that we and our board of directors may deem appropriate.

Results of Operations

Consolidated

Our consolidated results of operations for the full year 2017 demonstrate the importance of maintaining a balance between driving performance improvement and investing prudently in the growth of our businesses. Our Atlantic Aviation business performed well versus our expectations as a result of increased GA flight activity, acquisitions of additional FBOs and the operational leverage inherent in the business. Effective cost control and the acquisition of Epic Midstream at IMTT offset weaker than anticipated revenue growth, particularly in the fourth quarter, and a negative contribution for the full year from OMI.

Full year results for Contracted Power were in line with our expectations. Unfavorable weather conditions and operational issues in the renewable portion of the portfolio, and mild weather and lower capacity prices affecting the thermal portion of the portfolio, were offset by contributions from an acquisition in 2016 and profit share from development of a renewable facility. MIC Hawaii generated results that were below expectations primarily driven by underperformance by our design-build mechanical contractor.

Cost increases related to the implementation of our shared services initiative and evaluation of various investment and acquisition opportunities offset reductions in procurement (cost of goods sold) and general and administrative expenses. We expect the cost savings associated with our shared services initiative to be visible in our consolidated results in 2018 as we do not anticipate incurring additional implementation costs.

Capital deployment in 2017, including various acquisitions, had a limited impact on our consolidated results. The majority of these were made late in the year and/or involved development projects that are not yet in operation. The acquired businesses were performing in line with expectations at year end.

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	Year Ended December 31,			Change (From 2016 to 2017)		Change (From 2015 to 2016)	
	2017	2016	2015	Favorable/(Unfavorable) \$	Favorable/(Unfavorable) %	Favorable/(Unfavorable) \$	Favorable/(Unfavorable) %
(\$ In Thousands, Except Share and Per Share Data) (Unaudited)							
Revenue							
Service revenue	\$ 1,445,832	\$ 1,288,562	\$ 1,288,501	157,270	12.2	61	
Product revenue	368,881	363,169	350,749	5,712	1.6	12,420	3.5
Total revenue	1,814,713	1,651,731	1,639,250	162,982	9.9	12,481	0.8
Costs and expenses							
Cost of services	624,214	524,423	551,029	(99,791)	(19.0)	26,606	4.8
Cost of product sales	164,311	142,731	168,954	(21,580)	(15.1)	26,223	15.5
Selling, general and administrative	331,345	303,033	304,862	(28,312)	(9.3)	1,829	0.6
Fees to Manager related party	71,388	68,486	354,959	(2,902)	(4.2)	286,473	80.7
Depreciation	234,164	226,492	215,243	(7,672)	(3.4)	(11,249)	(5.2)
Amortization of intangibles	68,253	65,425	101,435	(2,828)	(4.3)	36,010	35.5
Total operating expenses	1,493,675	1,330,590	1,696,482	(163,085)	(12.3)	365,892	21.6
Operating income (loss)	321,038	321,141	(57,232)	(103)		378,373	NM
Other income (expense)							
Interest income	199	132	55	67	50.8	77	140.0
Interest expense ⁽¹⁾	(110,602)	(116,933)	(123,079)	6,331	5.4	6,146	5.0
Other income, net	11,323	21,786	1,288	(10,463)	(48.0)	20,498	NM
Net income (loss) before income taxes	221,958	226,126	(178,968)	(4,168)	(1.8)	405,094	NM
Benefit (provision) for income taxes	234,154	(71,257)	65,161	305,411	NM	(136,418)	NM
Net income (loss)	\$ 456,112	\$ 154,869	\$ (113,807)	301,243	194.5	268,676	NM
Less: net income (loss) attributable to noncontrolling interests	4,910	(1,512)	(5,270)	(6,422)	NM	(3,758)	(71.3)
Net income (loss) attributable to MIC	\$ 451,202	\$ 156,381	\$ (108,537)	294,821	188.5	264,918	NM
Basic income (loss) per share attributable to MIC	\$ 5.42	\$ 1.93	\$ (1.39)	3.49	180.8	3.32	NM
Weighted average number of shares outstanding: basic	83,204,404	80,892,654	77,997,826	2,311,750	2.9	2,894,828	3.7

NM Not meaningful

(1) Interest expense includes gains on derivative instruments of \$3.0 million and losses on derivative instruments of \$5.0 million and \$28.5 million for the years ended December 31, 2017, 2016 and 2015, respectively.

Year Ended December 31, 2017 Compared with Year Ended December 31, 2016

Revenue

Consolidated revenues increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily as a result of an increase in the wholesale cost and the volume of jet fuel sold at Atlantic Aviation, contributions from acquisitions and an increase in the wholesale cost and volume of gas sold at MIC Hawaii. The increase in the consolidated revenue for the year ended December 31, 2017 also includes a contribution from IMTT from the recognition of deferred revenue resulting from termination of a construction project by a customer. These increases were partially offset by reduced revenue from BEC as a result of lower capacity prices and lower energy margins.

Cost of Services and Product Sales

Consolidated cost of services and product sales increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to an increase in the wholesale cost of jet fuel at Atlantic Aviation, the wholesale cost of gas at MIC Hawaii and contributions from acquisitions. The changes in consolidated cost of services and product sales were also attributable to unrealized losses on commodity hedges at Hawaii Gas in 2017 compared with unrealized gains in 2016 (see Results of Operations *MIC Hawaii* below).

TABLE OF CONTENTS**Results of Operations: Consolidated (continued)****Selling, General and Administrative Expenses**

Selling, general and administrative expenses increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to (i) \$9.3 million of costs incurred in connection with the evaluation of various investment and acquisition opportunities; (ii) \$8.5 million of costs incurred in connection with the implementation of our shared services initiative; and (iii) incremental costs associated with acquired businesses.

Fees to Manager

Our Manager is entitled to a monthly base management fee based primarily on our market capitalization and potentially a quarterly performance fee based on total stockholder returns relative to a U.S. utilities index. For the years ended December 31, 2017 and 2016, we incurred base management fees of \$71.4 million and \$68.5 million, respectively. No performance fees were generated in any of the above periods. The unpaid portion of base management fees and performance fees, if any, at the end of each reporting period is included in the line item *Due to Manager-related party* in our consolidated balance sheets.

In all of the periods shown below, our Manager elected to reinvest any fees to which it was entitled in additional shares, except as noted. In accordance with the Third Amended and Restated Management Services Agreement, our Manager has currently elected to reinvest future base management fees and performance fees, if any, in additional shares.

Period	Base Management Fee Amount (\$ in Thousands)	Performance Fee Amount (\$ in Thousands)	Shares Issued
<i>2017 Activities:</i>			
Fourth quarter 2017	\$ 16,778	\$	248,162 ⁽¹⁾
Third quarter 2017	17,954		240,674
Second quarter 2017	18,433		233,394
First quarter 2017	18,223		232,398
<i>2016 Activities:</i>			
Fourth quarter 2016	\$ 18,916	\$	230,773
Third quarter 2016	18,382		232,488
Second quarter 2016	16,392		232,835
First quarter 2016	14,796		234,179
<i>2015 Activities:</i>			
Fourth quarter 2015	\$ 17,009	\$	227,733
Third quarter 2015	18,118		226,914
Second quarter 2015	18,918	135,641	1,167,873 ⁽²⁾
First quarter 2015	16,545	148,728	2,068,038

Our Manager elected to reinvest all of the monthly base management fees for the fourth quarter of 2017 in shares.

(1) We issued 248,162 shares for the quarter ended December 31, 2017, including 83,395 shares that were issued in January 2018 for the December 2017 monthly base management fee.

In July 2015, our board requested, and our Manager agreed, that \$67.8 million of the performance fee for the quarter ended June 30, 2015 be settled in cash in July 2015 to minimize dilution. The remaining \$67.8 million (2) obligation was settled and reinvested in 944,046 shares by our Manager on August 1, 2016 using the June 2016 volume weighted average share price of \$71.84.

Depreciation

Depreciation expense increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to contributions from acquisitions, partially offset by the write-off of tanks and docks in 2016 at IMTT.

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Results of Operations: Consolidated (continued)

Amortization of Intangibles

Amortization of intangibles increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to contributions from acquisitions.

Interest Expense and Gains (Losses) on Derivative Instruments

Interest expense includes gains on derivative instruments of \$3.0 million and losses on derivative instruments of \$5.0 million for the years ended December 31, 2017 and 2016, respectively. Gains and losses on derivatives recorded in interest expense are attributable to the change in fair value of interest rate hedging instruments. For the year ended December 31, 2016, interest expense also included the non-cash write-off of deferred financing costs at Atlantic Aviation related to the October 2016 refinancing of its term loan and revolving credit facility and at Hawaii Gas related to the February 2016 refinancing of its \$80.0 million term loan and its \$60.0 million revolving credit facility. Excluding the derivative adjustments and deferred financing cost write-offs, interest expense decreased slightly for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to a reduction in the weighted average interest rate, partially offset by a higher average debt balance. Cash interest expense was \$107.5 million and \$107.9 million for the years ended December 31, 2017 and 2016, respectively. See discussions of interest expense for each of our operating businesses below.

As part of the refinancing of the Atlantic Aviation debt in October 2016, Atlantic Aviation paid \$17.8 million in interest rate swap breakage fees associated with the termination of out-of-the-money interest rate swap contracts related to prior debt facilities. In addition, the business entered into \$400.0 million of interest rate caps with a strike price of 1.0% to hedge the one month LIBOR floating rate interest exposure on the new Atlantic Aviation term loan facility. The business paid \$8.6 million in upfront premiums to enter into the caps.

Other Income, net

Other income, net, decreased for the year ended December 31, 2017 compared with year ended December 31, 2016 as 2016 included insurance recoveries associated with damage docks to IMTT's facilities and escrow proceeds related to the acquisition of BEC. This decrease was partially offset by our share of the development profit on the sale of certain renewable project assets by a developer and financing income from a credit facility provided to that developer in 2017.

Income Taxes

We file a consolidated federal income tax return that includes the financial results for IMTT, Atlantic Aviation, BEC, MIC Hawaii and our allocable share of the taxable income (loss) from our wind and solar facilities. The wind and solar facilities where we do not own 100% are held by limited liability companies treated as partnerships for tax purposes. Pursuant to a tax sharing agreement, the businesses included in our consolidated federal income tax return, pay MIC an amount equal to the federal income tax each would have paid on a standalone basis as if they were not part of the consolidated federal income tax return.

The change from income tax expense for the year ended December 31, 2016 to income tax benefit for the year ended December 31, 2017 is primarily due to the Tax Cut and Jobs Act (see further discussions below). The effects of the change in the corporate tax rate requires us to revalue the net deferred tax liability balances on the consolidated

balance sheet. The effect of revaluing the Company's net deferred tax liabilities to the new rate of 21% resulted in recording a tax benefit of \$312.3 million, primarily at IMTT and Atlantic Aviation, in the consolidated statement of operations.

For the year ended December 31, 2017, any consolidated federal income tax liabilities our businesses generated are expected to be fully offset by net operating loss (NOL) carryforwards. Our federal NOL balance at December 31, 2017 was \$347.3 million. We believe that we will be able to utilize all of our federal prior year NOLs and, together with planned tax strategies, we do not expect to make material regular federal income tax payments any earlier than 2020.

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Results of Operations: Consolidated (continued)

For the year ended December 31, 2017, current year taxable income is expected to be approximately \$63.0 million. For the year ended December 31, 2017, we expect that our available investment tax credits will offset any Alternative Minimum Tax liability.

For the year ended December 31, 2017, we expect our businesses collectively to pay state income taxes of approximately \$11.2 million. In calculating our consolidated state income tax provision, we have provided a valuation allowance for certain state income tax NOLs, the use of which is uncertain.

Valuation allowance:

At December 31, 2017 and 2016, we did not have a valuation allowance for our consolidated federal NOL carryforwards. In calculating our consolidated income tax provision, we have provided a valuation allowance of \$1.1 million for certain foreign tax credits and state income tax NOL carryforwards, the utilization of which is not assured beyond a reasonable doubt.

The Tax Cuts and Jobs Act

The Tax Cuts and Jobs Act was signed into law on December 22, 2017 and includes provisions that will have an impact on our federal taxable income. The most significant of these are 100% bonus depreciation on qualifying assets (which is scheduled to phase down ratably to 0% between 2023 and 2027) and a reduction in the federal corporate tax rate from 35% to 21%.

The Tax Cuts and Jobs Act also includes a new limitation on the deductibility of net interest expense that generally limits the deduction to 30% of adjusted taxable income. For years before 2022, adjusted taxable income is defined as taxable income computed without regard to certain items, including net business interest expense, the amount of any NOL deduction, tax depreciation and tax amortization. We do not expect to incur net interest expense that is greater than adjusted taxable income prior to 2022.

Year Ended December 31, 2016 Compared with Year Ended December 31, 2015

Revenue

Consolidated revenues increased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily reflecting improved results at CP, principally our renewables business, and contribution from acquisitions at Atlantic Aviation and within MIC Hawaii. In addition, consolidated revenues increased for the year ended December 31, 2016 due to the full year contribution from BEC. These increases were partially offset by a decrease in revenue from IMTT and a decline in the wholesale cost of fuel at Atlantic Aviation and wholesale cost of gas at MIC Hawaii.

Cost of Services and Product Sales

Consolidated cost of services and product sales decreased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to a decline in the wholesale cost of fuel at Atlantic Aviation, lower

costs at IMTT and unrealized gains on commodity hedges and a decline in wholesale cost of gas at Hawaii Gas. These decreases were partially offset by the full year contribution from BEC and acquisitions at Atlantic Aviation and within MIC Hawaii.

Selling, General and Administrative Expenses

Selling, general and administrative expenses decreased slightly for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to absence of transaction costs related to the BEC acquisition, costs associated with the Conversion and a decrease in costs at IMTT. The decrease was partially offset by incremental expenses associated with BEC for the first quarter of 2016, transactional and incremental costs from new acquisitions at both Atlantic Aviation and MIC Hawaii and professional fees associated with the implementation of a shared service center.

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Results of Operations: Consolidated (continued)

Fees to Manager

For the years ended December 31, 2016 and 2015, we incurred base management fees of \$68.5 million and \$70.6 million, respectively, and performance fees of \$284.4 million for the year ended December 31, 2015. No performance fees were incurred for the year ended December 31, 2016.

Depreciation

Depreciation expense increased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to the full year depreciation at BEC, the write-off of damaged tanks and docks at IMTT and the depreciation associated with FBOs acquired at Atlantic Aviation. The increase in depreciation expense was partially offset by the absence of non-cash impairments at Atlantic Aviation.

Amortization of Intangibles

Amortization of intangibles decreased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to the absence of non-cash impairments at Atlantic Aviation.

Interest Expense and Losses on Derivative Instruments

Interest expense includes losses on derivative instruments of \$5.0 million and \$28.5 million for the years ended December 31, 2016 and 2015, respectively. For the year ended December 31, 2016, interest expense also included the non-cash write-off of deferred financing costs at Atlantic Aviation related to the October 2016 refinancing of its term loan and revolving credit facility and at Hawaii Gas related to the February 2016 refinancing of its \$80.0 million term loan and its \$60.0 million revolving credit facility. For the year ended December 31, 2015, interest expense also included the non-cash write-off of deferred financing costs at IMTT related to the May 2015 refinancing.

Excluding the derivative adjustments and deferred financing cost write-offs, interest expense decreased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to an overall lower weighted average interest rate, partially offset by a higher average debt balance. Cash interest expense was \$107.9 million and \$112.4 million for the years ended December 31, 2016 and 2015, respectively.

As part of the refinancing of IMTT's debt in May 2015, IMTT paid \$31.4 million in interest rate swap breakage fees related to the termination of out-of-the-money interest rate swap contracts related to prior debt facilities. In July 2015, the Company fully repaid the outstanding debt balance at BEC and paid \$19.2 million in interest rate swap breakage fees.

Other Income, net

Other income, net, increased for the year ended December 31, 2016 compared with year ended December 31, 2015 primarily due to insurance recoveries on damaged docks at IMTT and escrow proceeds received during the year related to our acquisition of BEC.

Income Taxes

The change from income tax benefit for the year ended December 31, 2015 to income tax expense for the year ended December 31, 2016 is primarily due to the absence of any tax benefit associated with the performance fees incurred during the first half of 2015. For the years ended December 31, 2016 and 2015, we did not have any Federal Alternative Minimum Tax liability.

Valuation allowance:

At December 31, 2016 and 2015, we did not have a valuation allowance for our consolidated federal NOL carryforwards. In calculating our consolidated state income tax provision, we provided a valuation allowance for certain state income tax NOL carryforwards, the utilization of which is not assured beyond a reasonable doubt. During the year ended December 31, 2016, a significant portion of the state valuation allowance was reversed primarily due to the change in New York State tax law regarding consolidated filing requirements. As such, we decreased the valuation allowance by \$14.7 million.

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Results of Operations: Consolidated (continued)

Earnings Before Interest, Taxes, Depreciation and Amortization (EBITDA) excluding non-cash items, Free Cash Flow and Proportionately Combined Metrics

In addition to our results under U.S. GAAP, we use certain non-GAAP measures to assess the performance and prospects of our businesses. In particular, we use EBITDA excluding non-cash items, Free Cash Flow and certain proportionately combined financial metrics. Proportionately combined financial metrics reflect our proportionate interest in our wind and solar facilities.

We measure EBITDA excluding non-cash items as it reflects our businesses' ability to effectively manage the volume of products sold or services provided, the operating margin earned on those transactions and the management of operating expenses independent of the capitalization and tax attributes of those businesses. We believe investors use EBITDA excluding non-cash items primarily as a measure of the operating performance of MIC's businesses and to make comparisons with the operating performance of other businesses whose depreciation and amortization expense may vary widely from ours, particularly where acquisitions and other non-operating factors are involved. We define EBITDA excluding non-cash items as net income (loss) or earnings *the most comparable GAAP measure* before interest, taxes, depreciation and amortization and non-cash items including impairments, unrealized derivative gains and losses, adjustments for other non-cash items and pension expense reflected in the statements of operations. EBITDA excluding non-cash items also excludes base management fees and performance fees, if any, whether paid in cash or stock.

Given our varied ownership levels in our CP and MIC Hawaii segments, together with our obligations to report the results of these businesses on a consolidated basis, GAAP measures such as net income (loss) do not fully reflect all of the items we consider in assessing the amount of cash generated based on our proportionate interest in our wind and solar facilities. We note that the proportionately combined metrics used may be calculated in a different manner by other companies and may limit their usefulness as a comparative measure. Therefore, proportionately combined metrics should be used as a supplemental measure and not in lieu of our financial results reported under GAAP.

Our businesses are characteristically owners of high-value, long-lived assets capable of generating substantial Free Cash Flow. We define Free Cash Flow as cash from operating activities *the most comparable GAAP measure* which includes cash paid for interest, taxes and pension contributions, less maintenance capital expenditures, which includes principal repayments on capital lease obligations used to fund maintenance capital expenditures, and excluding changes in working capital.

We use Free Cash Flow as a measure of our ability to provide investors with an attractive risk-adjusted total return by sustaining and potentially increasing our quarterly cash dividend and funding a portion of our growth. GAAP metrics such as net income (loss) do not provide us with the same level of visibility into the performance and prospects of the business as a result of: (i) the capital intensive nature of our businesses and the generation of non-cash depreciation and amortization; (ii) shares issued to our external Manager under the Management Services Agreement; (iii) our ability to defer all or a portion of current federal income taxes; (iv) non-cash unrealized gains or losses on derivative instruments; (v) amortization of tolling liabilities; (vi) gains (losses) on disposal of assets; and (vii) pension expenses.

Pension expenses primarily consist of interest cost, expected return on plan assets and amortization of actuarial and performance gains and losses. Any cash contributions to pension plans are reflected as a reduction to Free Cash Flow.

We believe that external consumers of our financial statements, including investors and research analysts, use Free Cash Flow both to assess MIC's performance and as an indicator of its success in generating an attractive risk-adjusted total return.

In this Annual Report on Form 10-K, we have disclosed Free Cash Flow on a consolidated basis and for each of our operating segments and MIC Corporate. We believe that both EBITDA excluding non-cash items and Free Cash Flow support a more complete and accurate understanding of the financial and operating performance of our businesses than would otherwise be achieved using GAAP results alone.

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Results of Operations: Consolidated (continued)

Free Cash Flow does not take into consideration required payments on indebtedness and other fixed obligations or other cash items that are excluded from our definition of Free Cash Flow. We note that Free Cash Flow may be calculated differently by other companies thereby limiting its usefulness as a comparative measure. Free Cash Flow should be used as a supplemental measure and not in lieu of our financial results reported under GAAP.

Classification of Maintenance Capital Expenditures and Growth Capital Expenditures

We categorize capital expenditures as either maintenance capital expenditures or growth capital expenditures. As neither maintenance capital expenditure nor growth capital expenditure is a GAAP term, we have adopted a framework to categorize specific capital expenditures. In broad terms, maintenance capital expenditures primarily maintain our businesses at current levels of operations, capability, profitability or cash flow, while growth capital expenditures primarily provide new or enhanced levels of operations, capability, profitability or cash flows. We consider a number of factors in determining whether a specific capital expenditure will be classified as maintenance or growth.

We do not bifurcate specific capital expenditures into maintenance and growth components. Each discrete capital expenditure is considered within the above framework and the entire capital expenditure is classified as either maintenance or growth.

TABLE OF CONTENTS**Results of Operations: Consolidated (continued)**

A reconciliation of net income (loss) to EBITDA excluding non-cash items and a reconciliation from cash provided by operating activities to Free Cash Flow, on a consolidated basis, is provided below. Similar reconciliations for each of our operating businesses and MIC Corporate follow.

	Year Ended December 31,			Change (From 2016 to 2017)		Change (From 2015 to 2016)	
	2017	2016	2015	Favorable/ \$	(Unfavorable) %	Favorable/ \$	(Unfavorable) %
	(\$ In Thousands) (Unaudited)						
Net income (loss)	\$456,112	\$154,869	\$(113,807)				
Interest expense, net ⁽¹⁾	110,403	116,801	123,024				
(Benefit) provision for income taxes	(234,154)	71,257	(65,161)				
Depreciation	234,164	226,492	215,243				
Amortization of intangibles	68,253	65,425	101,435				
Fees to Manager-related party ⁽²⁾	71,388	68,486	354,959				
Pension expense ⁽³⁾	8,106	8,601	7,300				
Other non-cash (income) expense, net ⁽⁴⁾	(2,369)	(16,343)	792				
EBITDA excluding non-cash items ⁽⁵⁾	\$711,903	\$695,588	\$623,785	16,315	2.3	71,803	11.5
EBITDA excluding non-cash items ⁽⁵⁾	\$711,903	\$695,588	\$623,785				
Interest expense, net ⁽¹⁾	(110,403)	(116,801)	(123,024)				
Adjustments to derivative instruments recorded in interest expense ⁽¹⁾	(9,104)	(13,177)	1,509				
Amortization of debt financing costs ⁽¹⁾	8,700	21,041	9,075				
Amortization of debt discount ⁽¹⁾	3,266	1,007					
Interest rate swap breakage fees		(17,770)	(50,556)				
Interest rate cap premium		(8,629)					
(Provision) benefit for current income taxes ⁽⁶⁾	(11,160)	(7,310)	6,427				
Pension contribution		(3,500)					
Changes in working capital ⁽²⁾	(63,743)	9,871	(86,060)				
Cash provided by operating activities	529,459	560,320	381,156				
Changes in working capital ⁽²⁾	63,743	(9,871)	86,060				
	(35,202)	(58,203)	(68,596)				

Maintenance capital
expenditures⁽⁷⁾

Free cash flow	\$558,000	\$492,246	\$398,620	65,754	13.4	93,626	23.5
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Interest expense, net, includes adjustments to derivative instruments, non-cash amortization of deferred financing fees and non-cash amortization of debt discount related to the 2.00% Convertible Senior Notes due October 2023.

(1) Interest expense, net, also included a non-cash write-off of deferred financing fees related to the February 2016 refinancing at Hawaii Gas, the October 2016 refinancing at Atlantic Aviation and the May 2015 refinancing at IMTT.

Fees to Manager-related party includes base management fees and performance fees, if any. In July 2015, our board requested, and our Manager agreed, that \$67.8 million of the performance fee for the quarter ended June 30,

(2) 2015 be settled in cash in July 2015 to minimize dilution. The remaining \$67.8 million obligation was settled and reinvested in 944,046 shares by our Manager on August 1, 2016 using the June 2016 volume weighted average share price of \$71.84.

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TABLE OF CONTENTS**Results of Operations: Consolidated (continued)**

Pension expense primarily consists of interest cost, expected return on plan assets and amortization of actuarial and performance gains and losses. Any cash contributions to pension plans are not included in pension expense, but rather reflected as a reduction to Free Cash Flow, as noted in the table above.

Other non-cash (income) expense, net, primarily includes non-cash amortization of tolling liabilities, unrealized gains (losses) on commodity hedges, adjustments to asset retirement obligations and non-cash gains (losses) related to disposal of assets. See *Earnings Before Interest, Taxes, Depreciation and Amortization (EBITDA) excluding non-cash items, Free Cash Flow and Proportionately Combined Metrics* above for further discussion.

For the year ended December 31, 2016, EBITDA excluding non-cash items included \$16.5 million of insurance recoveries related to damaged docks at IMTT.

Includes \$6.9 million of tax refund received in the fourth quarter of 2015 relating to the election of bonus depreciation for the year ended December 31, 2014.

For the year ended December 31, 2016, maintenance capital expenditures included \$13.9 million associated with the rebuilding of damaged docks, the majority of which were insured losses, at IMTT.

Reconciliation from Consolidated Free Cash Flow to Proportionately Combined Free Cash Flow

See Results of Operations *Consolidated* above for a reconciliation of Free Cash Flow Consolidated basis to cash provided by operating activities, the most comparable GAAP measure. The following table is a reconciliation from Free Cash Flow on a consolidated basis to Free Cash Flow on a proportionately combined basis (our proportionate interest in our wind and solar facilities). See Results of Operations below for a reconciliation of Free Cash Flow for each of our segments to cash provided by (used in) operating activities for such segment.

	Year Ended December 31,			Change (From 2016 to 2017)		Change (From 2015 to 2016)	
	2017	2016	2015	Favorable/ \$(Unfavorable)	\$(Unfavorable)/ Favorable	Favorable/ \$(Unfavorable)	\$(Unfavorable)/ Favorable
	(\$ In Thousands) (Unaudited)			\$	%	\$	%
Free Cash Flow-Consolidated basis	\$558,000	\$492,246	\$398,620	65,754	13.4	93,626	23.5
100% of CP Free Cash Flow included in consolidated Free Cash Flow	(75,134)	(72,631)	(21,989)				
MIC's share of CP Free Cash Flow	67,342	64,234	16,005				
100% of MIC Hawaii Free Cash Flow included in consolidated Free Cash Flow	(38,715)	(36,311)	(44,118)				
MIC's share of MIC Hawaii Free Cash Flow	38,701	36,308	44,118				
Free Cash Flow Proportionately Combined basis	\$550,194	\$483,846	\$392,636	66,348	13.7	91,210	23.2

Results of Operations: IMTT

Effective cost control and the acquisition of Epic Midstream offset a negative contribution for the full year from OMI and weaker than anticipated revenue growth in terminal operations. Contributions from the storage and handling of chemical and vegetable and tropical oils were in line with expectations and the outlook for these product lines remains positive. Changing conditions in certain petroleum product categories and markets began to negatively impact contract renewals and IMTT's results late in the year. These changing conditions are reflective of several larger trends.

Global demand for light transportation fuels, including gasoline and distillates, has increased at a faster rate than global demand for heavy oils. In the U.S., demand for both heavy oil and gasoline has declined over the past decade, although the decline in gasoline demand has been modest. U.S. refiners have responded to the global trends by increasing production of gasoline and distillates relative to the production of residual and heavy oils to the extent possible. This has resulted in:

on the Lower Mississippi River, increased demand for gasoline and distillate storage and handling, mostly for export, and reduced demand for storage and handling of residual and heavy oil; and in New York Harbor, altered gasoline and distillate trade flows between Europe and North America and reduced demand for marine borne gasoline storage and handling services.

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Results of Operations: IMTT (continued)

Backwardation in futures markets (meaning the futures prices for the commodities are below the current, or spot, prices) for refined products have also impacted the bulk liquid terminals industry. While it persists, backwardation tends to reduce demand for storage and handling services by traders of these commodities.

The development of shale gas extraction in the U.S. has increased the amount of natural gas and natural gas liquids available in North America. The increase has been a driver of growing chemical production in the U.S. Gulf Coast region and has resulted in greater demand for storage and export of chemical products on the Lower Mississippi River.

Vegetable and agricultural oil products have benefitted from improved fundamental demand drivers. Tropical oils (e.g., coconut oil, palm kernel oil) have seen consumer-led, domestic demand growth leading to increased demand for the import and storage of these products. Vegetable oils (e.g., corn oil, soybean oil) have seen domestic production growth resulting in demand for the storage and export of these products on the Lower Mississippi River.

In response to these trends, and requests from customers, IMTT is currently both involved in and evaluating opportunities to:

repurpose a portion of its capacity away from residual and heavy oils to clean products on the Lower Mississippi River;

increase connectivity between its facilities and those of its customers to improve supply chain efficiency and better utilize IMTT's capabilities including privileged marine access; and

invest in enhancements of intermodal capabilities to increase flexibility with respect to product distribution.

The successful implementation of these initiatives is, over time, expected to contribute to improved utilization rates and pricing, to increase IMTT's exposure to growth markets and increase the proportion of contracted revenue, overall.

TABLE OF CONTENTS**Results of Operations: IMTT (continued)**

	Year Ended December 31,			Change		Change	
	2017	2016	2015	(From 2016 to 2017)		(From 2015 to 2016)	
				Favorable/(Unfavorable)		Favorable/(Unfavorable)	
	\$	\$	\$	\$	%	\$	%
	(\$ In Thousands) (Unaudited)						
Revenue	549,422	532,472	550,041	16,950	3.2	(17,569)	(3.2)
Cost of services	196,369	204,279	222,724	7,910	3.9	18,445	8.3
Selling, general and administrative expenses	36,406	32,687	33,903	(3,719)	(11.4)	1,216	3.6
Depreciation and amortization	126,463	134,385	132,002	7,922	5.9	(2,383)	(1.8)
Operating income	190,184	161,121	161,412	29,063	18.0	(291)	(0.2)
Interest expense, net ⁽¹⁾	(38,357)	(38,752)	(37,378)	395	1.0	(1,374)	(3.7)
Other income, net	1,758	18,509	2,212	(16,751)	(90.5)	16,297	NM
Benefit (provision) for income taxes	209,464	(57,736)	(51,520)	267,200	NM	(6,216)	(12.1)
Net income	363,049	83,142	74,726	279,907	NM	8,416	11.3
Less: net income attributable to noncontrolling interests		59	586	59	100.0	527	89.9
Net income attributable to MIC	363,049	83,083	74,140	279,966	NM	8,943	12.1
<i>Reconciliation of net income to EBITDA excluding non-cash items and a reconciliation of cash provided by operating activities to Free Cash Flow:</i>							
Net income	363,049	83,142	74,726				
Interest expense, net ⁽¹⁾	38,357	38,752	37,378				
(Benefit) provision for income taxes	(209,464)	57,736	51,520				
Depreciation and amortization	126,463	134,385	132,002				
Pension expense ⁽²⁾	6,996	7,219	6,063				
Other non-cash expense, net	767	657	378				
EBITDA excluding non-cash items ⁽³⁾	326,168	321,891	302,067	4,277	1.3	19,824	6.6
EBITDA excluding non-cash items ⁽³⁾	326,168	321,891	302,067				
Interest expense, net ⁽¹⁾	(38,357)	(38,752)	(37,378)				
Adjustments to derivative instruments recorded in interest expense ⁽¹⁾	(3,834)	(2,169)	(2,912)				
Amortization of debt financing costs ⁽¹⁾	1,647	1,654	2,344				
Interest rate swap breakage fees			(31,385)				
	(4,417)	(5,438)	(470)				

Provision for current income taxes							
Changes in working capital	(32,795)	(3,734)	(11,260)				
Cash provided by operating activities	248,412	273,452	221,006				
Changes in working capital	32,795	3,734	11,260				
Maintenance capital expenditures ⁽⁴⁾	(20,143)	(38,620)	(37,696)				
Free cash flow	261,064	238,566	194,570	22,498	9.4	43,996	22.6

NM Not meaningful

(1) Interest expense, net, includes adjustments to derivative instruments and non-cash amortization of deferred financing fees. For the year ended December 31, 2015, interest expense also included non-cash write-off of deferred financing costs related to the May 2015 refinancing.

(2) Pension expense primarily consists of interest cost, expected return on plan assets and amortization of actuarial and performance gains and losses.

(3) For the year ended December 31, 2016, EBITDA excluding non-cash items included \$16.5 million of insurance recoveries related to damaged docks. These insurance recoveries were used to repair damaged docks and recorded in *Other Income, net*. The cost of those repairs were recorded in *Maintenance Capital Expenditures*. Excluding insurance proceeds, EBITDA excluding non-cash items would have been \$305.4 million for the year ended December 31, 2016. On that basis, EBITDA excluding non-cash items would have increased by \$20.8 million, or 6.8%, for the year ended December 31, 2017 compared with the prior comparable period.

(4) For the year ended December 31, 2016, maintenance capital expenditures included \$13.9 million associated with the rebuilding of damaged docks, the majority of which were insured losses. Excluding these costs, maintenance capital expenditures would have been \$24.7 million for the year ended December 31, 2016. On that basis, maintenance capital expenditures would have decreased by \$4.6 million, or 18.6%, for the year ended December 31, 2017 compared with the prior comparable period.

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Results of Operations: IMTT (continued)

Year Ended December 31, 2017 Compared with Year Ended December 31, 2016

Revenue

IMTT generates the majority of its revenue from contracts typically comprising a fixed monthly charge (that typically escalates annually with inflation) for access to or use of its infrastructure. We refer to revenue generated from such contracts or fixed charges as firm commitments. Firm commitments are generally of medium term duration and at December 31, 2017, had a revenue weighted average remaining life of 2.3 years. Revenue from firm commitments comprised 80.2% of total revenue for the year ended December 31, 2017.

For the year ended December 31, 2017, total revenue increased by \$17.0 million compared with the year ended December 31, 2016. The increase in revenue for the year ended December 31, 2017 compared with the year ended December 31, 2016 was primarily due to an acquisition and the recognition of deferred revenue resulting from termination of a construction project by a customer, partially offset by lower utilization.

Capacity utilization for the quarter and year ended December 31, 2017 was 90.6% and 93.3%, respectively, compared with 96.6% and 96.4%, respectively, for the quarter and year ended December 31, 2016. The decrease in utilization reflects the non-renewal of a small number of primarily residual and heavy oil contracts late in the year. These non-renewals reflected both continuing changes in domestic and global demand for the product, and market conditions for trading customers.

Cost of Services and Selling, General and Administrative Expenses

Cost of services and selling, general and administrative expenses combined decreased for the year ended December 31, 2017 compared with the year ended December 31, 2016. The decrease was primarily the result of lower labor, healthcare and repair and maintenance expenses, partially offset by incremental costs from an acquisition and higher franchise taxes.

Depreciation and Amortization

Depreciation and amortization expense decreased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to the write-off of tanks and docks in 2016.

Interest Expense, net

Interest expense includes gains on derivative instruments of \$1.7 million for the year ended December 31, 2017 compared with losses on derivative instruments of \$2.1 million for the year ended December 31, 2016. Excluding the derivative adjustments, interest expense increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to increased debt balances. Cash interest expense was \$40.5 million for the year ended December 31, 2017 compared with \$39.3 million for the year ended December 31, 2016.

The interest rate for the Gulf Opportunity Zone Bonds (GO Zone Bonds) tax-exempt bonds at IMTT are expected to increase in 2018 by 0.6% due to the reduction in the corporate tax rate from 35% to 21% under the Tax Cuts and Jobs

Act.

Other Income, net

Other income, net, decreased for the year ended December 31, 2017 compared with the year ended December 31, 2016. The business incurred insured losses in connection with damage done to various docks in Bayonne and Gretna for which insurance recoveries of approximately \$16.5 million were recorded during the year ended December 31, 2016.

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TABLE OF CONTENTS**Results of Operations: IMTT (continued)****Income Taxes**

The taxable income generated by IMTT is reported on our consolidated federal income tax return. The business files state income tax returns in the states in which it operates. The *Provision for current income taxes* of \$4.4 million for the year ended December 31, 2017 in the above table includes \$3.2 million of state income tax expense and \$1.2 million of federal income tax expense. Any current federal income tax payable is expected to be offset in consolidation with the application of NOLs at the MIC holding company level.

The change from income tax expense for the year ended December 31, 2016 to income tax benefit for the year ended December 31, 2017 is primarily due to the Tax Cut and Jobs Act. The effects of the change in the corporate tax rate required a revaluation of the net deferred tax liability balances on the balance sheet. The effect of revaluing the net deferred tax liabilities to the new rate of 21% resulted in recording a tax benefit of approximately \$260.0 million in the statement of operations.

The majority of the difference between IMTT's book and federal taxable income relates to depreciation of terminal fixed assets. For book purposes, these fixed assets are depreciated primarily over 5 to 30 years using the straight-line method of depreciation. For federal income tax purposes, these fixed assets are depreciated primarily over 5 to 15 years using accelerated methods. In addition, most terminal fixed assets placed in service between 2012 through 2017 qualify for the federal 50% (or 100% in applicable periods) bonus tax depreciation. A significant portion of the Lower Mississippi River terminal fixed assets constructed in the period after Hurricane Katrina were financed with GO Zone Bonds. GO Zone Bond financed assets are depreciated, for tax purposes, primarily over 9 to 20 years using the straight-line depreciation method. Most of the states in which the business operates do not allow the use of 50% or 100% bonus tax depreciation. However, Louisiana has historically allowed the use of federal bonus depreciation except for assets financed with GO Zone Bonds.

EBITDA Excluding Non-Cash Items

For the year ended December 31, 2016, EBITDA excluding non-cash items included \$16.5 million of insurance recoveries for damaged docks. These insurance recoveries were used to repair damaged docks and recorded in *Other Income, net*. The cost of those repairs was recorded in *Maintenance Capital Expenditures*. Excluding insurance proceeds, EBITDA excluding non-cash items would have been \$305.4 million for the year ended December 31, 2016. On that basis, EBITDA excluding non-cash items would have increased by \$20.8 million, or 6.8%, for the year ended December 31, 2017 compared with the prior comparable period.

Maintenance Capital Expenditures

For the year ended December 31, 2017, IMTT incurred maintenance capital expenditures of \$20.1 million and \$23.0 million on an accrual basis and cash basis, respectively, compared with \$38.6 million and \$40.4 million on an accrual basis and cash basis, respectively, for the year ended December 31, 2016. For the year ended December 31, 2016, maintenance capital expenditures included \$13.9 million associated with the rebuilding of damaged docks at IMTT's Gretna and Bayonne terminals. The property insurance recoveries are recorded in *Other Income, net*, in the above statement of operations. Excluding these costs, maintenance capital expenditures would have been \$24.7 million for the year ended December 31, 2016. On that basis, maintenance capital expenditures would have decreased by \$4.6 million, or 18.6%, for year ended December 31, 2017 compared with the prior comparable period. The decrease for the year ended December 31, 2017 compared with the year ended December 31, 2016 is primarily as a result of the

timing of planned maintenance for the year. IMTT expects to incur between \$20.0 million and \$25.0 million of maintenance capital expenditures in 2018.

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Results of Operations: IMTT (continued)

Year Ended December 31, 2016 Compared with Year Ended December 31, 2015

Revenue

For the year ended December 31, 2016, total revenue decreased by \$17.6 million compared with the year ended December 31, 2015. The decrease reflects primarily a reduced level of spill response activity on the part of IMTT's subsidiary, OMI, and a decrease in rail services revenue principally in connection with the reduced demand for Canadian crude oil in the U.S. The decline in rail service was offset by an increase in other revenue from firm commitments. Revenue from firm commitments comprised approximately 81.9% of total revenue for the year ended December 31, 2016. The weighted average remaining life of firm commitments decreased to 2.3 years at December 31, 2016 compared with 2.6 years at December 31, 2015.

Consistent with strong demand patterns across petroleum product storage markets, capacity utilization was higher than historically normal levels at 96.4% for the year ended December 31, 2016 compared with 94.9% for the year ended December 31, 2015.

Cost of Services and Selling, General and Administrative Expenses

Costs were 7.7% lower for the year ended December 31, 2016 compared with the year ended December 31, 2015. The reduction in costs was primarily the result of lower costs associated with OMI as a result of a lower level of spill related activity, lower fuel costs, improved cost controls and the continued realization of efficiencies following our acquisition of the second half of IMTT in 2014.

Depreciation and Amortization

Depreciation and amortization expense increased in the year ended December 31, 2016 compared with year ended December 31, 2015 primarily due to the write-off of tanks and docks in 2016.

Interest Expense, net

Interest expense includes losses on derivative instruments of \$2.1 million and \$7.4 million for the years ended December 31, 2016 and 2015, respectively. For the year ended December 31, 2015, interest expense also included the non-cash write-off of deferred financing costs related to the May 2015 refinancing. Excluding the derivative adjustments and deferred financing cost write-offs, interest expense increased for the year ended December 31, 2016 compared with the year ended December 31, 2015 due to a higher average debt balance, partially offset by lower interest rates. Cash interest expense was \$39.3 million and \$37.9 million for the years ended December 31, 2016 and 2015, respectively.

As part of the refinancing of its debt in May 2015, IMTT paid \$31.4 million in interest rate swap breakage fees related to the termination of out-of-the-money interest rate swap contracts related to prior debt facilities.

Other Income, net

IMTT maintains insurance against the loss of use or damage to IMTT's facilities. The business incurred insured losses in connection with damage done to docks in Bayonne and Gretna for which insurance proceeds of approximately \$16.5 million were recorded during the year ended December 31, 2016.

Income Taxes

The *Provision for current income taxes* of \$5.4 million for the year ended December 31, 2016 in the above table includes \$3.8 million of state income tax expense and \$1.6 million of federal income tax expense. The *Provision for current income taxes* of \$470,000 for the year ended December 31, 2015 relates to state income tax expense.

Maintenance Capital Expenditures

For the year ended December 31, 2016, IMTT incurred maintenance capital expenditures of \$38.6 million and \$40.4 million on an accrual basis and cash basis, respectively, compared with \$37.7 million and \$34.9 million on an accrual basis and cash basis, respectively, for the year ended December 31, 2015. The increase in maintenance capital expenditures for the year ended December 31, 2016 was primarily a result of \$13.9 million of expenditures associated with the rebuilding of damaged docks at IMTT's Gretna and Bayonne terminals.

TABLE OF CONTENTS**Results of Operations: Atlantic Aviation**

Industry-wide, domestic GA take-offs and landings increased by 3.6% in 2017 compared with 2016 according to data reported by the FAA. GA take-off and landings at airports where Atlantic Aviation operates increased by 4.3% during 2017. The growth in flight activity resulted in an increase in the volume of fuel sold and an increase in hangar and ramp rental income.

In addition to fundamental growth driven by increases in flight activity, Atlantic Aviation completed acquisitions of two additional FBOs and deployed growth capital at existing locations in terminal and hangar improvements and expansions. We expect these trends to continue in 2018.

	Year Ended December 31,			Change (From 2016 to 2017) Favorable/(Unfavorable)		Change (From 2015 to 2016) Favorable/(Unfavorable)	
	2017	2016	2015	\$	%	\$	%
	\$	\$	\$	\$	%	\$	%
	(\$ In Thousands) (Unaudited)						
Revenue	846,431	740,209	738,460	106,222	14.4	1,749	0.2
Cost of services (exclusive of depreciation and amortization shown separately below)	378,494	303,899	328,305	(74,595)	(24.5)	24,406	7.4
Gross margin	467,937	436,310	410,155	31,627	7.2	26,155	6.4
Selling, general and administrative expenses	222,205	212,331	207,062	(9,874)	(4.7)	(5,269)	(2.5)
Depreciation and amortization	100,190	90,659	126,351	(9,531)	(10.5)	35,692	28.2
Operating income	145,542	133,320	76,742	12,222	9.2	56,578	73.7
Interest expense, net ⁽¹⁾	(14,512)	(33,961)	(35,735)	19,449	57.3	1,774	5.0
Other (expense) income, net	(151)	68	(2,121)	(219)	NM	2,189	103.2
Provision for income taxes	(6,509)	(39,889)	(16,081)	33,380	83.7	(23,808)	(148.1)
Net income	124,370	59,538	22,805	64,832	108.9	36,733	161.1
Reconciliation of net income to EBITDA excluding non-cash items and a reconciliation of cash provided by operating activities to Free Cash Flow:							
Net income	124,370	59,538	22,805				
Interest expense, net ⁽¹⁾	14,512	33,961	35,735				
Provision for income taxes	6,509	39,889	16,081				
Depreciation and amortization	100,190	90,659	126,351				
Pension expense ⁽²⁾	20	110	112				
Other non-cash expense, net	1,642	905	2,533				
EBITDA excluding non-cash items	247,243	225,062	203,617	22,181	9.9	21,445	10.5
EBITDA excluding non-cash items	247,243	225,062	203,617				
Interest expense, net ⁽¹⁾	(14,512)	(33,961)	(35,735)				

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Convertible senior notes interest ⁽³⁾	(7,782)	(1,969)					
Adjustments to derivative instruments recorded in interest expense ⁽¹⁾	429	(4,158)	3,617				
Amortization of debt financing costs ⁽¹⁾	1,170	14,195	3,221				
Interest rate swap breakage fees		(17,770)					
Interest rate cap premium		(8,629)					
Provision for current income taxes	(14,457)	(2,137)	(242)				
Changes in working capital	(7,240)	11,164	(2,635)				
Cash provided by operating activities	204,851	181,797	171,843				
Changes in working capital	7,240	(11,164)	2,635				
Maintenance capital expenditures	(7,965)	(10,632)	(21,455)				
Free cash flow	204,126	160,001	153,023	44,125	27.6	6,978	4.6

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Results of Operations: Atlantic Aviation (continued)

NM Not meaningful

- Interest expense, net, includes adjustments to derivative instruments and non-cash amortization of deferred
- (1) financing fees. For the year ended December 31, 2016, interest expense also included non-cash write-off of deferred financing costs related to the October 2016 refinancing.
 - (2) Pension expense primarily consists of interest cost, expected return on plan assets and amortization of actuarial and performance gains and losses.
- Represents the cash interest expense reclassified from MIC Corporate related to the 2.00% Convertible Senior
- (3) Notes due October 2023, proceeds of which were used to pay down a portion of Atlantic Aviation's credit facility in October 2016.

Year Ended December 31, 2017 Compared with Year Ended December 31, 2016

Atlantic Aviation generates a significant portion of its revenue from the sale of jet fuel. Accordingly, revenue can fluctuate based on the cost of jet fuel to Atlantic Aviation and reported revenue may not reflect the business ability to effectively manage volume and price. For example, an increase in revenue may be attributable to an increase in the cost of the jet fuel and not an increase in the volume sold or price per gallon to the customer. Conversely, a decline in revenue may be attributable to a decrease in the cost of jet fuel and not a reduction in the volume sold or price.

Gross margin, which we define as revenue less cost of services, excluding depreciation and amortization, is the effective top line for Atlantic Aviation as it is reflective of the business ability to drive growth in the volume of products and services sold and the margins earned on those sales over time. We believe that our investors view gross margin as reflective of our ability to manage volume and price throughout the commodity cycle. Gross margin can be reconciled to operating income *the most comparable GAAP measure* by subtracting selling, general and administrative expenses and depreciation and amortization in the table above.

Revenue and Gross Margin

The majority of the revenue and gross margin earned by Atlantic Aviation is generated through fueling GA aircraft at facilities located on the 70 U.S. airports at which the business operates. Atlantic Aviation seeks to maintain and, where appropriate, increase dollar-based margins on fuel sales. Generally, fluctuations in the cost of jet fuel are passed through to the customer.

Revenue and gross margin are driven, in part, by the volume of fuel sold and the dollar-based margin/fee per gallon on those sales. Revenue increased by 14.4% for the year ended December 31, 2017 compared with the year ended December 31, 2016 as a result of higher wholesale cost of fuel, an increase in the volume of fuel sold and contributions from acquisitions. The higher wholesale cost of fuel was largely offset by a corresponding increase in cost of services, resulting in an increase in gross margin of 7.2% for the year ended December 31, 2017 compared with the year ended December 31, 2016.

Atlantic Aviation seeks to extend FBO leases prior to their maturity to improve our visibility into the cash generating capacity of these assets. Atlantic Aviation calculates a weighted average remaining lease life based on EBITDA excluding non-cash items in the prior calendar year adjusted for the impact of acquisitions/dispositions. The weighted

average remaining lease life was 20.3 years at December 31, 2017 compared with 19.6 years at December 31, 2016. Notwithstanding the passage of one year, the length of the remaining lease life increased as a result of acquisitions and successful extensions of certain leaseholds.

Selling, General and Administrative Expenses

Selling, general and administrative expenses increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to higher salaries and benefit costs and incremental costs associated with acquisitions.

Depreciation and Amortization

Depreciation and amortization expense increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily as a result of assets placed in service and contributions from acquisitions.

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Results of Operations: Atlantic Aviation (continued)

Operating Income

Operating income increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 due to the increase in gross margin, partially offset by the increase in selling, general and administrative expenses and the increase in depreciation and amortization expense.

Interest Expense, Net

Interest expense includes gains on derivative instruments of \$120,000 for the year ended December 31, 2017 compared with losses on derivative instruments of \$2.2 million for the year ended December 31, 2016. For the year ended December 31, 2016, interest expense also included the non-cash write-off of deferred financing costs at Atlantic Aviation related to the October 2016 refinancing of its term loan and revolving credit facility. Excluding the derivative adjustments and deferred financing costs, interest expense decreased for the year ended December 31, 2017 compared with the year ended December 31, 2016 due to a lower weighted average interest rate and a lower average debt balance resulting from the October 2016 refinancing.

Cash interest expense was \$20.7 million for the year ended December 31, 2017 compared with \$25.9 million for the year ended December 31, 2016. Cash interest expense is inclusive of the interest expense related to the \$402.5 million of 2.00% Convertible Senior Notes due October 2023, proceeds of which were used in part to reduce the drawn balance of Atlantic Aviation's revolving credit facility.

As part of the refinancing of the Atlantic Aviation debt in October 2016, Atlantic Aviation paid \$17.8 million in interest rate swap breakage fees associated with the termination of out-of-the-money interest rate swap contracts related to prior debt facilities. In addition, the business entered into \$400.0 million of interest rate caps with a strike price of 1.0% to hedge the one month LIBOR floating rate interest exposure on the new Atlantic Aviation term loan facility. The business paid \$8.6 million in upfront premiums to enter into the caps.

Income Taxes

The taxable income generated by Atlantic Aviation is reported on our consolidated federal income tax return. The business files state income tax returns in the states in which it operates. The tax expense in the table above includes both state taxes and the portion of the consolidated federal tax liability attributable to the business.

The *Provision for current income taxes* of \$14.5 million for the year ended December 31, 2017 in the above table includes \$7.6 million of federal income tax expense and \$6.9 million of state income tax expense. Any current federal income tax payable is expected to be offset in consolidation with the application of NOLs at the MIC holding company level.

The decrease in income tax expense for the year ended December 31, 2017 compared with the year ended December 31, 2016 is primarily due to the Tax Cut and Jobs Act. The effects of the change in the corporate tax rate required a revaluation of the net deferred tax liability balances on the balance sheet. The effect of revaluing the net deferred tax liabilities to the new rate of 21% resulted in recording a tax benefit of approximately \$46.0 million in the statement of operations.

At December 31, 2017, Atlantic Aviation had \$22.6 million of state NOL carryforwards. State NOL carryforwards are specific to the state in which the NOL was generated and various states impose limitations on the utilization of NOL carryforwards. Therefore, the business may incur state income tax liabilities in the future, even if its consolidated state taxable income is less than \$22.6 million.

Maintenance Capital Expenditures

For the year ended December 31, 2017, Atlantic Aviation incurred maintenance capital expenditures of \$8.0 million both on an accrual basis and cash basis compared with \$10.6 million and \$10.2 million on an accrual basis and cash basis, respectively, for the year ended December 31, 2016.

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Results of Operations: Atlantic Aviation (continued)
Year Ended December 31, 2016 Compared with Year
Ended December 31, 2015

Revenue and Gross Margin

Revenue increased by 0.2% for the year ended December 31, 2016 compared with the year ended December 31, 2015 as a result of an increase in the volume of fuel sold and higher rental and ancillary services revenue, partially offset by a decline in the wholesale cost of fuel. The decline in the wholesale cost of fuel was largely offset in cost of services, resulting in an increase in gross margin of 6.4% for the year ended December 31, 2016 compared with the year ended December 31, 2015.

Selling, General and Administrative Expenses

Selling, general and administrative expenses increased by 2.5% for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to costs associated with acquired FBOs, higher salaries and benefit costs and higher rent expense.

Depreciation and Amortization

Depreciation and amortization expense decreased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to the absence of non-cash impairments. The non-cash impairments incurred during the first quarter of 2015 were attributable to the reassessment of the useful lives of contractual arrangements and leasehold and land improvements related to leases at certain airports and a change in the lease terms at one base.

Operating Income

Operating income increased for the year ended December 31, 2016 compared with the year ended December 31, 2015 due to the increase in gross margin and decrease in depreciation and amortization expense, partially offset by an increase in selling, general and administrative expenses.

Interest Expense, Net

Interest expense includes losses on derivative instruments of \$2.2 million and \$12.1 million for the years ended December 31, 2016 and 2015, respectively. For the year ended December 31, 2016, interest expense also included the non-cash write-off of deferred financing costs at Atlantic Aviation related to the October 2016 refinancing of its term loan and revolving credit facility. Excluding the derivative adjustments and deferred financing costs, interest expense decreased for the year ended December 31, 2016 compared with the year ended December 31, 2015 due to lower average interest rates. Cash interest expense was \$25.9 million and \$28.9 million for the years ended December 31, 2016 and 2015, respectively. Cash interest expense for the year ended December 31, 2016 is inclusive of the cash interest expense related to the \$402.5 million of 2.00% Convertible Senior Notes due October 2023, the proceeds of which were used in part to reduce the drawn balance of Atlantic Aviation's revolving credit facility.

Income Taxes

The *Provision for current income taxes* of \$2.1 million for the year ended December 31, 2016 includes \$1.4 million of state income tax expense and \$703,000 of federal income tax expense. The *Provision for current income taxes* of \$242,000 for the year ended December 31, 2015 relates to \$139,000 of state income tax expense and \$103,000 related to federal income tax expense.

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Results of Operations: Atlantic Aviation (continued)

Maintenance Capital Expenditures

For the year ended December 31, 2016, Atlantic Aviation incurred maintenance capital expenditures of \$10.6 million and \$10.2 million on an accrual basis and cash basis, respectively, compared with \$21.5 million on both an accrual basis and cash basis for the year ended December 31, 2015. As disclosed in our 2015 filing on Form 10-K, the business accelerated its maintenance capital expenditures for the year ended December 31, 2015 due to the strong performance of the business and the availability of capital. The acceleration was intended to increase Atlantic Aviation's future financial flexibility. Maintenance capital expenditures for the periods presented were primarily to fund replacement of equipment. For the year ended December 31, 2016, maintenance capital expenditures include the full repayment on all of the business' capital lease obligations.

Results of Operations: Contracted Power

Full year results for Contracted Power were in line with our expectations. Unfavorable weather conditions and operational issues in the renewable portion of the portfolio, and mild weather and lower capacity prices affecting the thermal portion of the portfolio, were offset by contributions from an acquisition in 2016, profit share from development of a renewable facility and the installation of additional tariff-based ancillary services in Bayonne. Particularly mild summer weather in New York City led to a significant decline in the number of cooling degree days the hours during which air conditioning systems are typically in use and reduced demand for peaking power generators.

During the year, we completed various cost saving initiatives including changing the operations and maintenance provider for five of our existing solar facilities and by insourcing asset management and balance of plant maintenance activities at our largest wind facility.

TABLE OF CONTENTS**Results of Operations: Contracted Power (continued)**

The financial results below reflect 100% of the performance of the wind and solar facilities within the CP segment since our acquisitions, not the contribution based on our economic interest, and the performance of BEC from the date of our acquisition on April 1, 2015, unless specified otherwise.

	Year Ended December 31,			Change		Change	
	2017	2016	2015	(From 2016 to 2017)		(From 2015 to 2016)	
				Favorable/(Unfavorable)		Favorable/(Unfavorable)	
	\$	\$	\$	\$	%	\$	%
	(\$ In Thousands) (Unaudited)						
Product revenue	145,926	150,010	123,797	(4,084)	(2.7)	26,213	21.2
Cost of product sales	20,524	23,302	18,901	2,778	11.9	(4,401)	(23.3)
Selling, general and administrative expenses	25,703	25,474	30,847	(229)	(0.9)	5,373	17.4
Depreciation and amortization	60,300	55,548	48,990	(4,752)	(8.6)	(6,558)	(13.4)
Operating income	39,399	45,686	25,059	(6,287)	(13.8)	20,627	82.3
Interest expense, net ⁽¹⁾	(23,487)	(21,286)	(28,390)	(2,201)	(10.3)	7,104	25.0
Other income, net	11,465	4,021	1,066	7,444	185.1	2,955	NM
Provision for income taxes	(6,169)	(14,328)	(4,887)	8,159	56.9	(9,441)	(193.2)
Net income (loss)	21,208	14,093	(7,152)	7,115	50.5	21,245	NM
Less: net income (loss) attributable to noncontrolling interest	5,058	2,092	(5,856)	(2,966)	(141.8)	(7,948)	(135.7)
Net income (loss) attributable to MIC	16,150	12,001	(1,296)	4,149	34.6	13,297	NM
<i>Reconciliation of net income (loss) to EBITDA excluding non-cash items and a reconciliation of cash provided by operating activities to Free Cash Flow:</i>							
Net income (loss)	21,208	14,093	(7,152)				
Interest expense, net ⁽¹⁾	23,487	21,286	28,390				
Provision for income taxes	6,169	14,328	4,887				
Depreciation and amortization	60,300	55,548	48,990				
Other non-cash income, net ⁽²⁾	(8,103)	(7,047)	(6,959)				
EBITDA excluding non-cash items	103,061	98,208	68,156	4,853	4.9	30,052	44.1
EBITDA excluding non-cash items	103,061	98,208	68,156				
Interest expense, net ⁽¹⁾	(23,487)	(21,286)	(28,390)				
Adjustments to derivative instruments recorded in interest expense ⁽¹⁾	(5,301)	(4,762)	819				
Amortization of debt financing costs ⁽¹⁾	1,516	1,489	686				
Interest rate swap breakage fees			(19,171)				
Provision for current income taxes	(129)	(6)	(4)				

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Changes in working capital	(3,480)	(1,129)	(2,331)				
Cash provided by operating activities	72,180	72,514	19,765				
Changes in working capital	3,480	1,129	2,331				
Maintenance capital expenditures	(526)	(1,012)	(107)				
Free cash flow	75,134	72,631	21,989	2,503	3.4	50,642	NM

NM Not meaningful

(1) Interest expense, net, includes adjustments to derivative instruments and non-cash amortization of deferred financing fees.

Other non-cash income, net, primarily includes amortization of tolling liabilities. See *Earnings Before Interest, Taxes, Depreciation and Amortization (EBITDA) excluding non-cash items, Free Cash Flow and Proportionately Combined Metrics* above for further discussion.

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Results of Operations: Contracted Power (continued)
Year Ended December 31, 2017 Compared with Year
Ended December 31, 2016

Revenue

Revenue decreased by \$4.1 million for the year ended December 31, 2017 compared with the year ended December 31, 2016. Revenue from BEC decreased driven by reduced capacity prices and lower energy margins tied to mild weather, partially offset by additional tariff-based ancillary services provided to the grid operator. Revenue at the wind and solar facilities increased primarily due to contributions from acquired solar facilities, partially offset by lower wind and solar generation.

Cost of Product Sales

Cost of product sales decreased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to a reduction in gas consumed at BEC as a result of reduced generation and lower natural gas costs, including from the recently completed gas lateral, partially offset by incremental costs from acquired solar facilities.

Selling, General and Administrative Expenses

Selling, general and administrative expenses increased slightly for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to incremental costs associated with the improvement projects constructed at BEC, incremental costs from acquisitions and development-related expenses at the wind and solar facilities, partially offset by lower costs related to leased engines and insurance savings at BEC.

Depreciation and Amortization

Depreciation and amortization expense increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to incremental expenses associated with acquisitions completed in 2017 and 2016 and projects placed in service during the year.

Other Income, net

Other income, net, increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to our share of the development profit on the sale of certain renewable project assets by a developer. In addition, other income, net, includes financing income from a credit facility provided to that developer. The increase in other income, net, was partially offset by the absence of escrow proceeds related to the BEC acquisition received during the year ended December 31, 2016.

Interest Expense, Net

Interest expense includes gains on derivative instruments of \$716,000 for the year ended December 31, 2017 compared with losses on derivative instruments of \$2.5 million for the year ended December 31, 2016. Excluding the derivative adjustments, interest expense increased for the year ended December 31, 2017 compared with the year

ended December 31, 2016 primarily due to debt assumed in an acquisition completed in December 2016, partially offset by lower average debt balances on all other facilities. Cash interest expense was \$27.3 million for the year ended December 31, 2017 compared with \$24.6 million for the year ended December 31, 2016.

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Results of Operations: Contracted Power (continued)

Income Taxes

Our wind and solar facilities where we do not own 100% are held in limited liability companies that are treated as partnerships for tax purposes. As such, these entities do not pay federal or state income taxes on a standalone basis, but each partner pays federal and state income taxes based on their allocated share of taxable income. For the year ended December 31, 2017, MIC expects its allocated share of the federal taxable income from these facilities to be a loss of approximately \$10.7 million. For 2016, MIC's allocated share of the federal taxable income from these facilities was a loss of approximately \$20.0 million.

The taxable income generated by BEC is reported on our consolidated federal income tax return and is subject to New York state income tax as part of a combined return. For the year ended December 31, 2017, the business does not expect to have a federal or a state income tax liability. Future current federal taxable income attributable to BEC may be offset in consolidation with the application of NOLs at the MIC holding company level.

Year Ended December 31, 2016 Compared with Year Ended December 31, 2015

Revenue

Total revenue increased for the year ended December 31, 2016 compared with the year ended December 31, 2015 as a result of improved output from wind and solar facilities as well as full-year contribution from BEC, which was acquired on April 1, 2015. During the year ended December 31, 2016, solar resources were approximately 99% of long-term historical average. For the year ended December 31, 2016, the wind resource was approximately 94% of long-term historical average.

At BEC, revenue for the year ended December 31, 2016 was higher than the year ended December 31, 2015 as a result of an additional quarter of ownership. Lower capacity prices in the year ended December 31, 2016 compared with the year ended December 31, 2015 were largely offset by higher utilization in the year ended December 31, 2016. Higher utilization was driven by higher than expected summer temperatures, which resulted in an average capacity factor of approximately 26% for the year ended December 31, 2016 compared with approximately 24% for the year ended December 31, 2015.

Cost of Product Sales

Cost of product sales increased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to the full year contribution from BEC.

Selling, General and Administrative Expenses

The decrease in selling, general and administrative expenses for the year ended December 31, 2016 compared with the year ended December 31, 2015 was primarily due to absence of transaction costs related to the BEC acquisition, partially offset by incremental costs incurred from BEC related to the first quarter of 2016.

Depreciation and Amortization

Depreciation and amortization expense increased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily related to incremental depreciation and amortization associated with BEC for the first quarter of 2016.

Other Income, net

Other income, net, increased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to escrow proceeds received in 2016 related to our acquisition of BEC.

Interest Expense, Net

Interest expense includes losses on derivative instruments of \$2.5 million and \$8.6 million for the years ended December 31, 2016 and 2015, respectively. Excluding the derivative adjustments, interest expense decreased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to lower interest rates, principally on the BEC debt facilities, and lower average debt balances on all facilities. Cash interest expense was \$24.6 million and \$26.9 million for the years ended December 31, 2016 and 2015, respectively.

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Results of Operations: Contracted Power (continued)

In connection with the BEC acquisition in April 2015, the business assumed \$509.1 million of debt facilities, of which \$257.6 million was repaid on June 12, 2015 and the remaining balance of \$251.5 million was repaid on July 20, 2015. As part of the repayment, BEC paid \$19.2 million in interest rate swap breakage fees associated with the termination of out-of-the-money interest rate swap contracts. On August 10, 2015, BEC entered into new debt agreements.

Income Taxes

For the year ended December 31, 2016, our allocated share of the federal taxable income from these facilities was a loss of approximately \$20.0 million. For the year ended December 31, 2015, MIC's allocated share of the taxable income from the wind and solar facilities was a loss of approximately \$50.0 million.

For the year ended December 31, 2016, BEC did not have a federal or a state income tax liability.

Maintenance Capital Expenditures

For the year ended December 31, 2016, CP incurred maintenance capital expenditures of \$1.0 million and \$673,000 on an accrual basis and cash basis, respectively. Maintenance capital expenditures were primarily to fund system upgrades.

Results of Operations: MIC Hawaii

MIC Hawaii generated results that were below expectations primarily driven by underperformance by our design-build mechanical contractor as a result of cost overruns on projects with fixed revenue. The largest of the MIC Hawaii businesses, Hawaii Gas, recorded an increase in the volume of gas sold of 1.7%. Each of the MIC Hawaii businesses experienced price pressure in 2017, including price declines in the unregulated LPG distribution portion of the business.

The MIC Hawaii businesses continued to support the State's clean energy goals by taking steps to diversify our feedstocks to include fuels which are cleaner burning and have the potential to lower energy costs, such as renewable natural gas (RNG) and liquefied natural gas (LNG). Alongside Waihonu Solar, we added additional clean energy and distributed generation projects in this segment.

In August 2017, Hawaii Gas filed a general rate case with the HPUC. The rate case seeks an increase in revenue of \$15.0 million per year and, if approved, is expected to be implemented in mid-2018.

TABLE OF CONTENTS**Results of Operations: MIC Hawaii (continued)**

	Year Ended December 31,			Change		Change	
	2017	2016	2015	(From 2016 to 2017)		(From 2015 to 2016)	
				Favorable/ (Unfavorable)		Favorable/ (Unfavorable)	
	\$	\$	\$	\$	%	\$	%
	(\$ In Thousands) (Unaudited)						
Product revenue	222,955	213,159	226,952	9,796	4.6	(13,793)	(6.1)
Service revenue	54,913	20,762		34,151	164.5	20,762	NM
Total revenue	277,868	233,921	226,952	43,947	18.8	6,969	3.1
Cost of product sales (exclusive of depreciation and amortization shown separately below)	143,787	119,429	150,053	(24,358)	(20.4)	30,624	20.4
Cost of services (exclusive of depreciation and amortization shown separately below)	49,365	16,335		(33,030)	NM	(16,335)	NM
Cost of revenue total	193,152	135,764	150,053	(57,388)	(42.3)	14,289	9.5
Gross margin	84,716	98,157	76,899	(13,441)	(13.7)	21,258	27.6
Selling, general and administrative expenses	26,938	24,276	21,475	(2,662)	(11.0)	(2,801)	(13.0)
Depreciation and amortization	15,303	11,325	9,335	(3,978)	(35.1)	(1,990)	(21.3)
Operating income	42,475	62,556	46,089	(20,081)	(32.1)	16,467	35.7
Interest expense, net ⁽¹⁾	(7,041)	(5,559)	(7,279)	(1,482)	(26.7)	1,720	23.6
Other expense, net	(731)	(812)	(556)	81	10.0	(256)	(46.0)
Provision for income taxes	(9,287)	(20,441)	(14,261)	11,154	54.6	(6,180)	(43.3)
Net income	25,416	35,744	23,993	(10,328)	(28.9)	11,751	49.0
Less: net loss attributable to noncontrolling interests	(148)	(3,663)		(3,515)	(96.0)	3,663	NM
Net income attributable to MIC	25,564	39,407	23,993	(13,843)	(35.1)	15,414	64.2
<i>Reconciliation of net income to EBITDA excluding non-cash items and a reconciliation of cash provided by operating activities to Free Cash Flow:</i>							
Net income	25,416	35,744	23,993				
Interest expense, net ⁽¹⁾	7,041	5,559	7,279				
Provision for income taxes	9,287	20,441	14,261				
Depreciation and amortization	15,303	11,325	9,335				
Pension expense ⁽²⁾	1,090	1,272	1,125				
Other non-cash expense (income), net ⁽³⁾	2,494	(11,539)	4,090				
EBITDA excluding non-cash items	60,631	62,802	60,083	(2,171)	(3.5)	2,719	4.5
EBITDA excluding non-cash items	60,631	62,802	60,083				
Interest expense, net ⁽¹⁾	(7,041)	(5,559)	(7,279)				

Adjustments to derivative instruments recorded in interest expense ⁽¹⁾	(398)	(2,088)	(15)				
Amortization of debt financing costs ⁽¹⁾	403	948	483				
(Provision) benefit for current income taxes	(8,312)	(8,353)	184				
Pension contribution		(3,500)					
Changes in working capital	(6,364)	9,342	(1,570)				
Cash provided by operating activities	38,919	53,592	51,886				
Changes in working capital	6,364	(9,342)	1,570				
Maintenance capital expenditures	(6,568)	(7,939)	(9,338)				
Free cash flow	38,715	36,311	44,118	2,404	6.6	(7,807)	(17.7)

NM Not meaningful

Interest expense, net, includes adjustments to derivative instruments related to interest rate swaps and non-cash (1) amortization of deferred financing fees. For the year ended December 31, 2016, interest expense, net, also included a non-cash write-off of deferred financing fees related to the February 2016 refinancing at Hawaii Gas.

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Results of Operations: MIC Hawaii (continued)

Pension expense primarily consists of interest cost, expected return on plan assets and amortization of actuarial and (2) performance gains and losses. Any cash contributions to pension plans are not included in pension expense, but rather reflected as a reduction to Free Cash Flow, as noted in the table above.

Other non-cash expense (income), net, primarily includes non-cash adjustments related to unrealized gains (losses) (3) on commodity hedges and asset retirement obligations. See *Earnings Before Interest, Taxes, Depreciation and Amortization (EBITDA) excluding non-cash items, Free Cash Flow and Proportionately Combined Metrics* above for further discussion.

Year Ended December 31, 2017 Compared with Year Ended December 31, 2016

Hawaii Gas generates a significant portion of its revenue from the sale of gas. Accordingly, revenue can fluctuate based on the wholesale cost of the commodity to Hawaii Gas and may not reflect the business ability to effectively manage volume and price. For example, an increase in revenue may be attributable to an increase in the wholesale cost of gas and not an increase in the volume sold or price per BTU. Conversely, a decline in revenue may be attributable to a decrease in the wholesale cost of gas and not a reduction in volume sold or price per BTU.

Gross margin, which we define as revenue less cost of product sales and services, excluding depreciation and amortization, is the effective top line for Hawaii Gas as it is reflective of the business ability to drive growth in the volume of products and services and the margins earned on those sales over time. We believe that investors utilize gross margin as it is reflective of our performance in managing volume and price throughout the commodity cycle. Gross margin is reconciled to operating income *the most comparable GAAP measure* by subtracting selling, general and administrative expenses and depreciation and amortization in the table above.

Revenue and Gross Margin

Revenue increased by \$43.9 million for the year ended December 31, 2017 compared with the year ended December 31, 2016. The increase is primarily attributable to contributions from acquisitions, an increase in the wholesale cost of gas and an increase of 1.7% in the volume of gas sold by Hawaii Gas for the year ended December 31, 2017. On an underlying basis, adjusting for changes in customer inventory, the volume of gas sold increased by 1.2% in the year ended December 31, 2017 compared with the year ended December 31, 2016.

Gross margin decreased by \$13.4 million for the year ended December 31, 2017 compared with the year ended December 31, 2016. The decrease for the year ended December 31, 2017 is primarily attributable to unrealized losses on commodity hedges of \$94,000 compared with unrealized gains on commodity hedges of \$15.0 million for the year ended December 31, 2016, partially offset by contribution from acquisitions.

Gross margin, excluding the impact of unrealized gains and losses on commodity hedges, increased by \$1.6 million, or 2.0%, for the year ended December 31, 2017 compared with the year ended December 31, 2016. The increase was primarily as a result of contributions from acquisitions and lower transmission and distribution expenses, partially offset by a decrease in gross margin from the non-utility business at Hawaii Gas.

Selling, General and Administrative Expenses

Selling, general and administrative expenses increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to incremental costs from acquisitions.

Depreciation and Amortization

Depreciation and amortization expense increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to incremental expenses associated with acquisitions.

Operating Income

Operating income decreased for the year ended December 31, 2017 compared with the year ended December 31, 2016 due to the decrease in gross margin, an increase in depreciation and amortization expense and an increase in selling, general and administrative expenses.

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Results of Operations: MIC Hawaii (continued)

Interest Expense, Net

Interest expense includes gains on derivative instruments of \$409,000 and \$1.8 million for the years ended December 31, 2017 and 2016, respectively. For the year ended December 31, 2016, interest expense also included the non-cash write-off of deferred financing costs at Hawaii Gas related to the refinancing of its \$80.0 million term loan and its \$60.0 million revolving credit facility. Excluding the derivative adjustments and the write-off of the deferred financing costs, interest expense increased for the year ended December 31, 2017 compared with the year ended December 31, 2016 primarily due to debt assumed from an acquisition and the financing of solar facilities constructed in the past year. Cash interest expense was \$7.0 million for the year ended December 31, 2017 compared with \$6.7 million for the year ended December 31, 2016.

Income Taxes

The taxable income generated by the MIC Hawaii businesses is reported on our consolidated federal income tax return and is subject to Hawaii state income tax on a stand-alone basis. The tax expense in the table above includes both state tax and the portion of the consolidated federal tax liability attributable to the businesses. The *Provision for current income taxes* of \$8.3 million for the year ended December 31, 2017 in the above table includes \$7.6 million of federal income tax expense and \$680,000 of state income tax expense. Any current federal income tax payable is expected to be offset in consolidation with the application of NOLs at the MIC holding company level.

Maintenance Capital Expenditures

For the year ended December 31, 2017, MIC Hawaii incurred maintenance capital expenditures of \$6.6 million and \$7.0 million on an accrual basis and cash basis, respectively, compared with \$7.9 million and \$8.4 million on an accrual basis and cash basis, respectively, for the year ended December 31, 2016.

Other Matters

The Tax Cuts and Jobs Act is expected to have both positive and negative impacts on the businesses of MIC Hawaii. The positive aspects primarily benefit the non-regulated MIC Hawaii businesses and include the reduction in federal corporate tax rates and the expensing of a portion of capital expenditures. On the other hand, the regulated MIC Hawaii business expects a reduction in revenues as a result of the lower federal corporate tax rate. The HPUC determines the allowable rate of return Hawaii Gas can earn and therefore the rates it charges for its services. As a result of the reduction in federal corporate tax rate, Hawaii Gas requires a smaller amount of revenue to generate the same allowable return. We expect the application of the new laws to reduce revenue generated by Hawaii Gas with a corresponding reduction in federal income tax expense. The HPUC has opened a proceeding that is expected to result in a determination of the final impact of the new tax law on regulated utilities in Hawaii, including the treatment of accumulated deferred taxes as of the date of the change in federal corporate tax rate.

Hawaii Gas utility gas rates are regulated by the HPUC. On August 1, 2017, Hawaii Gas filed a general rate case application with the HPUC requesting an annual increase in regulated revenues of \$15.0 million. To the extent that new rates are approved by regulators, we expect that interim rate increases, if any, could take effect in mid-2018.

Year Ended December 31, 2016 Compared with Year Ended December 31, 2015

Revenue and Gross Margin

The increase in revenue and gross margin includes contributions from acquisitions during the year ended December 31, 2016. The volume of gas sold by Hawaii Gas increased by 3.6% for the year ended December 31, 2016. On an underlying basis, adjusting for changes in customer inventory, the volume of gas sold increased by 4.2% for the year ended December 31, 2016.

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Results of Operations: MIC Hawaii (continued)

Gross margin, excluding the impact of unrealized gains and losses on commodity hedges, increased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to acquisitions and an increase in the volume of gas sold, partially offset by lower margin per BTU. The business defines margin per BTU as product revenue less the cost of product sales excluding production, transmission and distribution costs as a percentage of volume of gas sold.

Selling, General and Administrative Expenses

Selling, general and administrative expense increased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily due to transactional and operating costs from new acquisitions, partially offset by lower sales and promotion, vehicle and legal costs.

Operating Income

Operating income increased for the year ended December 31, 2016 compared with the year ended December 31, 2015 due to the increase in gross margin, partially offset by the increase in selling, general and administrative expenses and an increase in depreciation and amortization expense.

Interest Expense, Net

Interest expense includes gains on derivative instruments of \$1.8 million for the year ended December 31, 2016 compared with losses on derivative instruments of \$351,000 for the year ended December 31, 2015. For the year ended December 31, 2016, interest expense also included the non-cash write-off of deferred financing costs at Hawaii Gas related to the refinancing of its \$80.0 million term loan and its \$60.0 million revolving credit facility. Excluding the derivative adjustments and the write-off of the deferred financing costs, interest expense decreased for the year ended December 31, 2016 compared with the year ended December 31, 2015 primarily attributable to the refinancing of Hawaii Gas \$80.0 million term loan and \$60.0 million revolving credit facility at rates that are lower by 0.50% and 0.25%, respectively. The decrease was partially offset by the increase in debt assumed from the acquisitions and financing of the solar facilities during the year ended December 31, 2016. Cash interest expense was \$6.7 million and \$6.8 million for the years ended December 31, 2016 and 2015, respectively.

Income Taxes

The *Provision for current income taxes* of \$8.4 million for the year ended December 31, 2016 in the above table includes \$7.1 million of federal income tax expense and \$1.3 million of state income tax expense. The *Benefit for current income taxes* of \$184,000 for the year ended December 31, 2015 includes \$10,000 of federal income tax benefit and \$174,000 of state income tax benefit.

Maintenance Capital Expenditures

For the year ended December 31, 2016, MIC Hawaii incurred maintenance capital expenditures of \$7.9 million and \$8.4 million on an accrual basis and cash basis, respectively, compared with \$9.3 million and \$7.3 million on an accrual basis and cash basis, respectively, for the year ended December 31, 2015. Maintenance capital expenditures for the periods presented were primarily for transmission line modifications (net of customer reimbursements) and vehicle replacements.

TABLE OF CONTENTS**Results of Operations: Corporate and Other**

The financial results below reflect Corporate and Other's performance during the periods below.

	Year Ended December 31,			Change		Change	
	2017	2016	2015	(From 2016 to 2017)		(From 2015 to 2016)	
				Favorable/ (Unfavorable)		Favorable/ (Unfavorable)	
	\$	\$	\$	\$	%	\$	%
	(\$ In Thousands) (Unaudited)						
Fees to Manager-related party ⁽¹⁾	71,388	68,486	354,959	(2,902)	(4.2)	286,473	80.7
Selling, general and administrative expenses ⁽²⁾	25,013	13,056	11,575	(11,957)	(91.6)	(1,481)	(12.8)
Depreciation	161			(161)	NM		
Operating loss	(96,562)	(81,542)	(366,534)	(15,020)	(18.4)	284,992	77.8
Interest expense, net ⁽³⁾	(27,006)	(17,243)	(14,242)	(9,763)	(56.6)	(3,001)	(21.1)
Other (expense) income, net	(1,018)		687	(1,018)	NM	(687)	(100.0)
Benefit for income taxes	46,655	61,137	151,910	(14,482)	(23.7)	(90,773)	(59.8)
Net loss	(77,931)	(37,648)	(228,179)	(40,283)	(107.0)	190,531	83.5
<i>Reconciliation of net loss to EBITDA excluding non-cash items and a reconciliation of cash used in operating activities to Free Cash Flow:</i>							
Net loss	(77,931)	(37,648)	(228,179)				
Interest expense, net ⁽³⁾	27,006	17,243	14,242				
Benefit for income taxes	(46,655)	(61,137)	(151,910)				
Depreciation	161						
Fees to Manager-related party ⁽¹⁾	71,388	68,486	354,959				
Other non-cash expense	831	681	750				
EBITDA excluding non-cash items	(25,200)	(12,375)	(10,138)	(12,825)	(103.6)	(2,237)	(22.1)
EBITDA excluding non-cash items	(25,200)	(12,375)	(10,138)				
Interest expense, net ⁽³⁾	(27,006)	(17,243)	(14,242)				
Convertible senior notes interest ⁽⁴⁾	7,782	1,969					
Amortization of debt financing costs ⁽³⁾	3,964	2,755	2,341				
Amortization of debt discount ⁽³⁾	3,266	1,007					
Benefit for current income taxes	16,155	8,624	6,959				
Changes in working capital ⁽¹⁾	(13,864)	(5,772)	(68,264)				
Cash used in operating activities	(34,903)	(21,035)	(83,344)				
Changes in working capital ⁽¹⁾	13,864	5,772	68,264				
Free cash flow	(21,039)	(15,263)	(15,080)	(5,776)	(37.8)	(183)	(1.2)

NM Not meaningful

(1)

Fees to Manager-related party includes base management fees and performance fees, if any. In July 2015, our board requested, and our Manager agreed, that \$67.8 million of the performance fee for the quarter ended June 30, 2015 be settled in cash in July 2015 to minimize dilution. The remaining \$67.8 million obligation was settled and reinvested in shares by our Manager on August 1, 2016.

(2) For the year ended December 31, 2017, selling, general and administrative expenses included \$8.5 million of costs related to the implementation of a shared service initiative and \$9.3 million of costs incurred in connection with the evaluation of various investment and acquisition opportunities.

(3) Interest expense, net, included non-cash amortization of deferred financing fees and non-cash amortization of debt discount related to the 2.00% Convertible Senior Notes due October 2023.

(4) Represents the cash interest expense reclassified to Atlantic Aviation related to the 2.00% Convertible Senior Notes due October 2023, proceeds of which were used to pay down a portion of Atlantic Aviation's credit facility in October 2016.

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TABLE OF CONTENTS**Liquidity and Capital Resources****General**

Our primary cash requirements include normal operating expenses, debt service, debt principal payments, payments of dividends and capital expenditures. Our primary source of cash is operating activities, although we may draw on credit facilities for capital expenditures, issue new equity or debt or sell assets to generate cash.

At December 31, 2017, our consolidated debt outstanding totaled \$3,638.8 million (excluding adjustments for unamortized debt discounts), our consolidated cash balance totaled \$47.1 million and consolidated available capacity under our revolving credit facilities totaled \$853.5 million, excluding letter of credits outstanding of \$60.7 million.

The following table shows MIC's proportionate debt obligations at February 20, 2018 (\$ in thousands):

Business	Debt	Weighted Average Remaining Life (in years)	Balance Outstanding ⁽¹⁾	Weighted Average Rate ⁽²⁾	
MIC Corporate	Revolving Facility	3.9	\$ 107,500	3.34	%
	Convertible Senior Notes	3.7	752,451	2.41	%
IMTT	Senior Notes	8.2	600,000	3.97	%
	Tax-Exempt Bonds	4.2	508,975	3.31	%
	Revolving Facility	2.2	205,000	3.09	%
Atlantic Aviation	Term Loan	3.6	390,000	2.50	%
	Revolving Facility	3.6	274,000	3.09	%
CP	Renewables Project Finance	14.3	261,166	4.82	%
	BEC Term Loan	4.5	251,000	3.91	%
MIC Hawaii ⁽³⁾	Term Loan	5.6	96,511	2.85	%
	Senior Notes	4.5	100,000	4.22	%
	Revolving Facility	5.0	14,000	2.84	%
Total		5.3	\$ 3,560,603	3.28	%

(1) Proportionate to MIC's ownership interest.

(2) Reflects annualized interest rate on all facilities including interest rate hedges.

(3) Excludes \$2.6 million of equipment loans at MIC Hawaii business.

TABLE OF CONTENTS**Liquidity and Capital Resources (continued)**

The following table profiles each revolving credit facility at our businesses and at MIC Corporate as of February 20, 2018 (\$ in thousands):

Business	Debt	Weighted Average Remaining Life (in years)	Undrawn Amount	Interest Rate ⁽¹⁾
MIC Corporate ⁽²⁾	Revolving Facility	3.9	\$492,500	LIBOR + 1.750%
IMTT	USD Revolving Facility	2.2	345,000	LIBOR + 1.500%
	CAD Revolving Facility	2.2	50,000	Bankers' Acceptance Rate + 1.500%
Atlantic Aviation	Revolving Facility	3.6	76,000	LIBOR + 1.500%
CP BEC	Revolving Facility	4.5	25,000	LIBOR + 2.125%
CP Renewables	Revolving Facility	1.8	19,980	LIBOR + 2.000%
MIC Hawaii ⁽³⁾	Revolving Facility	5.0	46,000	LIBOR + 1.250%
Total ⁽⁴⁾		3.3	\$1,054,480	

(1) Excludes commitment fees.

(2) On January 3, 2018, the Company completed the refinancing and upsizing of its senior secured revolving credit facility and extended its maturity to January 2022.

(3) On February 12, 2018, Hawaii Gas completed the refinancing of its existing \$60.0 million revolving credit facility and extended its maturity to February 2023.

(4) Excludes letters of credits outstanding of \$43.2 million.

We will, in general, apply available cash to the repayment of revolving credit facility balances as a means of minimizing interest expense and draw on those facilities to fund growth projects and for general corporate purposes.

We use revolving credit facilities at each of our operating companies and the holding company as a means of maintaining access to sufficient liquidity to meet future requirements, managing interest expense and funding growth projects. We base our assessment of the sufficiency of our liquidity and capital resources on the assumptions that:

our businesses overall generate, and are expected to continue to generate, significant operating cash flow; the ongoing capital expenditures associated with our businesses are readily funded from their respective operating cash flow or available debt facilities; and we will be able to refinance, extend and/or repay the principal amount of maturing long-term debt on terms that can be supported by our businesses.

We capitalize our businesses in part using floating rate bank debt with medium-term maturities between five and seven years. In general, we hedge the floating rate exposure for the majority of the term of these facilities. We also use longer dated private placement debt and other forms of capital including bond or hybrid debt instruments to capitalize our businesses. In general, the debt facilities at our businesses are non-recourse to the holding company and there are no cross-collateralization or cross-guarantee provisions in these facilities.

Our wind and solar facilities are financed primarily with fully amortizing non-recourse project finance style debt with maturities prior to or coterminous with the expiration of the underlying PPAs.

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TABLE OF CONTENTS**Liquidity and Capital Resources (continued)****COMMITMENTS AND CONTINGENCIES**

The following table summarizes our future obligations, by period due, as of December 31, 2017, under our various contractual obligations and commitments. We had no other off-balance sheet arrangement at that date or currently.

	Payments Due by Period				
	Total	Less than One Year	1 3 Years	3 5 Years	More than 5 Years
	(\$ In Thousands)				
Long-term debt ⁽¹⁾	\$3,638,767	\$50,835	\$674,697	\$1,597,777	\$1,315,458
Interest obligations ⁽²⁾	672,313	125,338	230,861	166,725	149,389
Operating lease obligations ⁽³⁾	697,603	50,028	88,237	82,690	476,648
Pension and post-retirement benefit obligations ⁽⁴⁾	131,562	12,379	24,591	25,048	69,544
Purchase commitments	74,488	35,749	37,711	1,028	
Service commitments	73,968	11,163	16,123	9,378	37,304
Capital expenditure commitments	143,636	108,297	30,807	3,100	1,432
Other	67,742	10,318	16,635	6,767	34,022
Total contractual cash obligations ⁽⁵⁾	\$5,500,079	\$404,107	\$1,119,662	\$1,892,513	\$2,083,797

(1) The long-term debt represents the consolidated principal obligations to various lenders and reflects the refinancing of the MIC senior secured revolving credit facility and the extension of Hawaii Gas term loan and revolving credit facility subsequent to December 31, 2017. The primary debt facilities are subject to certain covenants, the violation of which could result in acceleration of the maturity dates. For a description of the material terms and debt covenants of MIC and its businesses, see Note 7, Long-Term Debt, in our consolidated financial statements in Financial Statements and Supplementary Data in Part II, Item 8, of this Form 10-K.

(2) The variable rate portion on the interest obligation on long-term debt was calculated using three months LIBOR forward spot rate at December 31, 2017.

(3) This represents the minimum annual rentals required to be paid under non-cancellable operating leases with terms in excess of one year.

(4) The pension and post-retirement benefit obligation is forecasted payments, by actuaries, for the next ten years.

(5) The above table does not reflect certain long-term obligations, such as deferred taxes, for which we are unable to estimate the period in which the obligation will be incurred.

In addition to these commitments and contingencies, we typically incur capital expenditures on a regular basis. See Management's Discussion and Analysis of Financial Condition and Results of Operations *Classification of Maintenance Capital Expenditures and Growth Capital Expenditures* and Investing Activities below for further discussion of growth capital expenditures. Maintenance capital expenditures are discussed above in Results of Operations for each of our businesses.

We also have other contingencies, including pending or threatened legal and administrative proceedings that are not reflected above as amounts at this time are not ascertainable. See Legal Proceedings in Part I, Item 3.

Our sources of cash to meet these obligations are:

cash generated from our operations (see Operating Activities below);
the issuance of shares or debt securities (see Financing Activities below);
refinancing of our current credit facilities on or before maturity (see Financing Activities below);
cash available from our undrawn credit facilities (see Financing Activities below); and
if advantageous, the sale of all or part of any of our businesses (see Investing Activities below).

TABLE OF CONTENTS**Liquidity and Capital Resources (continued)****ANALYSIS OF CONSOLIDATED HISTORICAL CASH FLOWS**

The following section discusses our sources and uses of cash on a consolidated basis. All intercompany activities such as corporate allocations, capital contributions to our businesses and distributions from our businesses have been excluded from the tables as these transactions are eliminated on consolidation.

	Year Ended December 31,			Change		Change	
	2017	2016	2015	(From 2016 to 2017)		(From 2015 to 2016)	
				Favorable/ (Unfavorable)		Favorable/ (Unfavorable)	
(\$ In Thousands)	\$	\$	\$	\$	%	\$	%
Cash provided by operating activities	529,459	560,320	381,156	(30,861)	(5.5)	179,164	47.0
Cash used in investing activities	(566,116)	(376,845)	(448,816)	(189,271)	(50.2)	71,971	16.0
Cash provided by (used in) financing activities	38,500	(161,313)	42,896	199,813	123.9	(204,209)	NM

NM Not meaningful

Operating Activities

Cash provided by (used in) operating activities is generally comprised of EBITDA excluding non-cash items (as defined by us), less cash interest, tax and pension payments, and changes in working capital. See Management's Discussion and Analysis of Financial Condition and Results of Operations *Results of Operations* for discussions around the components of EBITDA excluding non-cash items on a consolidated basis and for each of our businesses above.

The decrease in consolidated cash provided by operating activities for the year ended December 31, 2017 compared with the year ended December 31, 2016 was primarily due to:

- increase in the cost of jet fuel at Atlantic Aviation and the increase in the cost of gas at MIC Hawaii;
- timing of payment of insurance premium; and
- an increase in current state taxes; partially offset by

an absence of interest rate swap breakage fees and interest rate cap premiums paid in connection with the Atlantic Aviation refinancing;

- improved operating results from existing businesses and contributions from acquisitions; and
- an absence of any voluntary pension contributions.

The increase in consolidated cash provided by operating activities for the year ended December 31, 2016 compared with the year ended December 31, 2015 was primarily due to:

- an increase in EBITDA excluding non-cash items;
- an absence of a portion of a performance fee settled in cash in 2015; and

a decrease in interest rate swap breakage fees and interest rate cap premiums paid in connection with refinancings;
partially offset by

an increase in current state taxes.

We believe our operating activities overall provide a source of sustainable and stable cash flows over the long-term
with the opportunity for future growth as a result of:

consistent customer demand driven by the basic nature of the services provided;
our strong competitive position due to factors including:
high initial development and construction costs;

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Liquidity and Capital Resources (continued)

difficulty in obtaining suitable land on which to operate (for example, airports, waterfront near ports);
long-term concessions, leases or customer contracts;
required government approvals, which may be difficult or time-consuming to obtain;
lack of immediate cost-effective alternatives for the services provided; and
product/service pricing that we expect will keep pace with cost increases as a result of:
consistent demand;
limited alternatives;
contractual terms; and
regulatory rate setting.

Investing Activities

Cash provided by investing activities include proceeds from divestitures of businesses and fixed assets. Cash used in investing activities include acquisitions of businesses in new and existing segments and capital expenditures. Acquisitions of businesses are generally funded by raising additional equity and/or drawings on credit facilities.

In general, maintenance capital expenditures are funded by cash from operating activities and growth capital expenditures are funded by drawing on our available credit facilities or with equity capital. See Management's Discussion and Analysis of Financial Condition and Results of Operations *Results of Operations* for maintenance capital expenditures for each of our businesses.

The increase in consolidated cash used in investing activities for the year ended December 31, 2017 compared with the year ended December 31, 2016 was primarily due to:

larger acquisitions in 2017, primarily 7 terminals at IMTT (Epic) and two FBOs at Atlantic Aviation;
an increase in capital expenditures primarily for BEC expansion project;
the absence of insurance proceeds received by IMTT during 2016; and
net borrowings by a third party renewables developer on a revolving credit facility provided by our CP business.
The decrease in consolidated cash used in investing activities for the year ended December 31, 2016 compared with the year ended December 31, 2015 was primarily due to:

larger acquisitions in 2015, primarily BEC on April 1, 2015; partially offset by an increase in capital expenditures primarily for BEC expansion project and at Atlantic Aviation and MIC Hawaii during the year ended December 31, 2016.

Growth Capital Expenditures

We invested \$302.4 million, \$257.6 million and \$132.6 million of growth capital expenditures in our existing businesses during the years ended December 31, 2017, 2016 and 2015, respectively.

We continuously evaluate opportunities to deploy capital in both growth projects and in acquisitions of additional businesses, whether as part of our existing businesses or in new lines of business. These opportunities can be significant. We are expanding BEC by 130 MW on adjacent land and have deployed approximately \$120.0 million growth capital on the project in 2017. In aggregate, we have deployed approximately \$640.0 million in these types of activities in 2017. In 2018, we expect to undertake a number of growth capital projects as part of our continued repurposing of our terminals at IMTT and the improvement in capacity and capabilities of the businesses in our other segments. As of February 21, 2018, our backlog of approved growth capital projects was approximately \$240.0

million.

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Liquidity and Capital Resources (continued)

In addition, we maintain a backlog of projects that we expect to complete in subsequent periods. We consider projects to be a part of our backlog when we have committed to the deployment of capital for the underlying project, and have, where relevant, received all requisite approvals/authorizations for the deployment of such capital. The inclusion of a project in our backlog does not guarantee that the project will commence, be completed or ultimately generate revenue.

Financing Activities

Cash provided by financing activities primarily includes new equity issuance and debt issuance related to acquisitions and capital expenditures. Cash used in financing activities primarily includes dividends to our stockholders and the repayment of debt principal balances on maturing debt.

The change in consolidated cash provided by financing activities for the year ended December 31, 2017 compared with the cash used in financing activities for the year ended December 31, 2016 was primarily due to:

higher net debt borrowings during 2017 to partially fund acquisitions, growth capital expenditures and general corporate purposes; and
the absence of the purchase of the remaining 33.3% interest in IMTT's Quebec terminal that it did not previously own in March 2016; partially offset by
cash proceeds from the issuance of the 2.00% Convertible Senior Notes due October 2023, net of deferred financing costs paid, in 2016;
an increase in dividends paid to stockholders during 2017; and
a decrease in contributions received from noncontrolling interests during 2017.

The change in consolidated cash used in financing activities for the year ended December 31, 2016 compared with the cash provided by financing activities for the year ended December 31, 2015 was primarily due to:

an absence of cash proceeds from the equity offering completed in March 2015, net of offering costs paid;
net borrowing on IMTT credit facilities upon refinancing its debt in May 2015, net of deferred financing costs paid;
an increase in dividends paid to stockholders during 2016; and
the purchase of the remaining 33.3% interest in IMTT's Quebec marine terminal that it did not previously own in March 2016; partially offset by
cash proceeds from the issuance of the 2.00% Convertible Senior Notes due October 2023, net of deferred financing costs paid, in 2016;
the net repayment of term loan at BEC, net of deferred financing costs paid, in 2015; and
borrowings on the Atlantic Aviation and IMTT revolving credit facility for growth capital expenditures and the MIC revolving credit facility for general corporate purposes during 2016.

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Liquidity and Capital Resources (continued)

IMTT

During the year ended December 31, 2017, IMTT drew down \$285.0 million on its USD revolving credit facility for general corporate purposes, to fund capital expenditures and to fund a portion of the Epic acquisition, of which \$107.0 million was repaid. IMTT had \$1.3 billion of debt outstanding consisting of \$600.0 million of senior notes, \$509.0 million of tax-exempt bonds and \$210.0 million drawn on its unsecured revolving credit facility. IMTT has access to \$600.0 million of revolving credit facilities, of which \$390.0 million remained undrawn at December 31, 2017. For the years ended December 31, 2017, 2016 and 2015, cash interest expense, excluding any interest rate swap breakage fees, was \$40.5 million, \$39.3 million and \$37.9 million, respectively. At December 31, 2017, IMTT was in compliance with its financial covenants.

Through February 21, 2018, IMTT repaid \$5.0 million drawn on its revolving credit facility resulting in an outstanding balance of \$205.0 million.

Atlantic Aviation

During the year ended December 31, 2017, the business borrowed \$330.5 million on its senior secured revolving credit facility for general corporate purposes and to partially fund acquisitions of FBOs during the year, of which \$120.5 million was repaid. At December 31, 2017, Atlantic Aviation had total debt outstanding of \$648.0 million comprising \$390.0 million senior secured, first lien term loan facility and \$258.0 million outstanding on its senior secured, first lien revolving credit facility. Atlantic Aviation has access to a \$350.0 million revolving credit facility, of which \$92.0 million remained undrawn at December 31, 2017.

For the years ended December 31, 2017, 2016 and 2015, cash interest expense, excluding any interest rate swap breakage fees and interest rate cap premium, was \$20.7 million, \$25.9 million and \$28.9 million, respectively. Cash interest expense for the years ended December 31, 2017 and December 31, 2016 are inclusive of the cash interest expense related to the \$402.5 million of 2.00% Convertible Senior Notes due October 2023, the proceeds of which were used in part to reduce the drawn balance of Atlantic Aviation's revolving credit facility. See MIC Corporate below. At December 31, 2017, Atlantic Aviation was in compliance with its financial covenants.

Through February 21, 2018, Atlantic Aviation borrowed an additional \$16.0 million for general corporate purposes on its revolving credit facility resulting in an outstanding balance of \$274.0 million.

CP

At December 31, 2017, the CP segment had \$576.6 million in term loans outstanding. For the years ended December 31, 2017, 2016 and 2015, cash interest expense, excluding any interest rate swap breakage fees, was \$27.3 million, \$24.6 million and \$26.9 million, respectively.

BEC

At December 31, 2017, BEC had \$251.0 million of an amortizing term loan facility outstanding and access to a revolving credit facility of \$25.0 million that was undrawn. For the years ended December 31, 2017, 2016 and 2015, cash interest expense, excluding any interest rate swap breakage fees, was \$10.5 million, \$10.9 million and \$12.0 million, respectively. At December 31, 2017, BEC was in compliance with its financial covenants.

Wind and Solar Facilities

At December 31, 2017, the wind and solar facilities had an aggregate \$325.6 million in term loan debt outstanding.

Cash interest expense was \$16.8 million, \$13.7 million and \$14.9 million for the years ended December 31, 2017, 2016 and 2015, respectively. At December 31, 2017, all of the wind and solar facilities were in compliance with their respective financial covenants.

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Liquidity and Capital Resources (continued)

MIC Hawaii

At December 31, 2017, MIC Hawaii had total debt outstanding of \$199.3 million in term loans and senior secured note borrowings and access to a revolving credit facility of \$60.0 million that was undrawn. Cash interest expense was \$7.0 million, \$6.7 million and \$6.8 million for the years ended December 31, 2017, 2016 and 2015, respectively.

Hawaii Gas

At December 31, 2017, Hawaii Gas had total debt outstanding of \$180.0 million in term loan and senior secured note borrowings and a revolving credit facility of \$60.0 million that was undrawn. Cash interest expense was \$6.3 million, \$6.3 million and \$6.8 million for the years ended December 31, 2017, 2016 and 2015, respectively. At December 31, 2017, Hawaii Gas was in compliance with its financial covenants.

Through February 21, 2018, Hawaii Gas borrowed \$17.0 million for general corporate purposes and repaid \$3.0 million drawn on its revolving credit facility resulting in an outstanding balance of \$14.0 million.

In February 2018, Hawaii Gas exercised the second of two one-year extensions related to its \$80.0 million secured term loan facility and its \$60.0 million revolving credit facility. The maturities have been extended to February 2023.

Other Businesses

At December 31, 2017, the other businesses within MIC Hawaii had \$19.3 million in outstanding debt, consisting primarily of \$16.7 million term loan debt related to our solar facilities. At December 31, 2017, these businesses were in compliance with their financial covenants.

MIC Corporate

During the year ended December 31, 2017, MIC drew down \$315.5 million and repaid \$172.0 million on its senior secured revolving credit facility primarily for general corporate purposes. At December 31, 2017, the outstanding balance on the senior secured revolving credit facility was \$143.5 million resulting in an undrawn balance of \$266.5 million. At December 31, 2017, MIC also had \$350.0 million and \$402.5 million in convertible senior notes outstanding that bear interest at 2.875% and 2.00%, respectively. Cash interest expense was \$12.0 million, \$11.5 million and \$11.9 million for the years ended December 31, 2017, 2016 and 2015, respectively. Cash interest expense for the years ended December 31, 2017 and 2016 exclude the cash interest expense related to the \$402.5 million of 2.00% Convertible Senior Notes due October 2023, the proceeds of which were used in part to reduce the drawn balance of Atlantic Aviation's revolving credit facility. See Atlantic Aviation above. At December 31, 2017, MIC Corporate was in compliance with its financial covenants.

On January 3, 2018, the Company completed the refinancing and upsizing of its senior secured revolving credit facility to \$600.0 million and extended the maturity through January 3, 2022.

Through February 21, 2018, the Company borrowed an additional \$1.5 million for general corporate purposes and repaid \$37.5 million drawn on its revolving credit facility resulting in an outstanding balance of \$107.5 million.

For a description of the material terms and debt covenants of MIC and its businesses, see Note 7, Long-Term Debt, in our consolidated financial statements in Financial Statements and Supplementary Data in Part II, Item 8, of this Form 10-K.

CRITICAL ACCOUNTING POLICIES AND ESTIMATES

The preparation of our financial statements requires management to make estimates and judgments that affect the amounts reported in the financial statements and accompanying notes. We base our estimates on historical experience and on various other assumptions that we believe to be reasonable under the circumstances. Actual results could differ from these estimates under different assumptions and judgments and uncertainties, and potentially could result in materially different results under different conditions. Our critical accounting policies and estimates are discussed below. These estimates and policies are consistent with the estimates and accounting policies followed by the businesses we own and operate.

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Business Combinations

Our acquisitions of businesses that we control are accounted for under the purchase method of accounting. The amounts assigned to the identifiable assets acquired and liabilities assumed in connection with acquisitions are based on estimated fair values as of the date of the acquisition, with the remainder, if any, recorded as goodwill. The fair values are determined by our management, taking into consideration information supplied by the management of acquired entities and other relevant information. Such information includes valuations supplied by independent appraisal experts for significant business combinations. The valuations are generally based upon future cash flow projections for the acquired assets, discounted to present value. The determination of fair values require significant judgment both by management and outside experts engaged to assist in this process.

Goodwill, Intangible Assets and Property, Plant and Equipment

Significant assets acquired in connection with our acquisition of businesses include contractual arrangements, customer relationships, non-compete agreements, trademarks, property and equipment and goodwill.

Trademarks are generally considered to be indefinite life intangibles. Trademarks and goodwill are not amortized in most circumstances although it may be appropriate to amortize some trademarks. We are required to perform annual impairment reviews (or more frequently in certain circumstances) for unamortized intangible assets.

ASU No. 2011-08, *Intangibles – Goodwill and Other (Topic 350): Testing Goodwill for Impairment*, permits an entity to make a qualitative assessment of whether it is more likely than not that a reporting unit's fair value is less than its carrying amount before applying the two-step goodwill impairment test, as discussed below. If an entity concludes it is not more likely than not that the fair value of a reporting unit is less than its carrying amount, it need not perform the two-step impairment test.

If an entity concludes that it is more likely than not that the fair value of a reporting unit is less than its carrying amount, it needs to perform the two-step impairment test. This requires management to make judgments in determining what assumptions to use in the calculation. The first step of the process consists of estimating the fair value of each reporting unit based on a discounted cash flow model using revenue and profit forecasts and comparing those estimated fair values with the carrying values, which includes the allocated goodwill. If the estimated fair value is less than the carrying value, a second step is performed to compute the amount of the impairment by determining an implied fair value of goodwill. The determination of a reporting unit's implied fair value of goodwill requires the allocation of the estimated fair value of the reporting unit to the assets and liabilities of the reporting unit. Any unallocated fair value represents the implied fair value of goodwill, which is compared with its corresponding carrying value. IMTT, Atlantic Aviation, CP and the MIC Hawaii businesses are separate reporting units for purposes of this analysis. The impairment test for trademarks, which are not amortized, requires the determination of the fair value of such assets. If the fair value of the trademarks is less than their carrying value, an impairment loss is recognized in an amount equal to the difference. We cannot predict the occurrence of certain future events that might adversely affect the reported value of goodwill and/or intangible assets. Such events include, but are not limited to, strategic decisions made in response to economic and competitive conditions, the impact of the economic environment on our customer base, or material negative change in relationship with significant customers.

Property and equipment is initially stated at cost. Depreciation of property and equipment is computed using the straight-line method over the estimated useful lives of the property and equipment after consideration of historical results and anticipated results based on our current plans. Our estimated useful lives represent the period the asset remains in service assuming normal routine maintenance. We review the estimated useful lives assigned to property

and equipment when our business experience suggests that they do not properly reflect the consumption of economic benefits embodied in the property and equipment nor result in the appropriate matching of cost against revenue. Factors that lead to such a conclusion may include physical observation of asset usage, examination of realized gains and losses on asset disposals and consideration of market trends such as technological obsolescence or change in market demand.

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Significant intangibles, including contractual arrangements, customer relationships, non-compete agreements and technology are amortized using the straight-line method over the estimated useful lives of the intangible asset after consideration of historical results and anticipated results based on our current plans. With respect to contractual rights at Atlantic Aviation, the useful lives will generally match the remaining lease terms plus extensions under the business control.

We perform impairment reviews of property and equipment and intangibles subject to amortization when events or circumstances indicate that assets are less than their carrying amount and the undiscounted cash flows estimated to be generated by those assets are less than the carrying amount of those assets. In this circumstance, the impairment charge is determined based upon the amount by which the net book value of the assets exceeds their fair market value.

Any impairment is measured by comparing the fair value of the asset to its carrying value.

The implied fair value of reporting units and fair value of property and equipment and intangible assets is determined by our management and is generally based upon future cash flow projections for the acquired assets, discounted to present value. We use outside valuation experts when management considers that it is appropriate to do so.

We test for goodwill and indefinite-lived intangible assets annually as of October 1st or when there is an indicator of impairment. See Note 4, Property, Equipment, Land and Leasehold Improvements, and Note 5, Intangible Assets, in our consolidated financial statements in Financial Statements and Supplementary Data in Part II, Item 8, of this Form 10-K for financial information and further discussions.

Revenue Recognition

We recognize revenue when persuasive evidence of an arrangement exists, delivery has occurred or services have been rendered, the seller's price to the buyer is fixed and determinable and collectability is probable.

IMTT

Revenue from IMTT is recorded in service revenue. Services provided by IMTT include: (i) Contracts for the use of storage capacity at the various terminals which predominantly have non-cancelable terms of generally one to three years. These contracts generally provide for payments for providing storage capacity and product movement (thruput) throughout their term based on a fixed rate per barrel of capacity leased, with a majority of contract adjusted annually for inflation indices. These contracts are accounted for as operating leases and the related rental income is recognized in service revenue over the term of the contract based upon the rate specified in the contract; (ii) Revenue from the rendering of ancillary services includes activities such as heating, mixing, and blending, and is recognized as the related services are performed based on contract rates; (iii) Payments received prior to the related services being performed or as a reimbursement for specific fixed asset additions or improvements related to a customer's contract are recorded as deferred revenue and ratably recognized as revenues over the contract term; and (iv) Environmental response services revenues are recognized as services are rendered.

Atlantic Aviation

Revenue from Atlantic Aviation is recorded in service revenue. Services provided by Atlantic Aviation include: (i) Fuel services are recognized when fuel has been delivered to the customer, collection of the resulting receivable is probable, persuasive evidence of an arrangement exists and the fee is fixed or determinable. Fuel services are recorded net of volume discounts and rebates; (ii) Contracted hangar rental revenue is recognized over the term of the customer contract; and (iii) Other FBO services consisting principally of de-icing services, landing, concession, terminal use

and fuel distribution fees are recognized as the services are rendered to the customer. FBO services also includes fueling fees for fueling certain carriers with fuel owned by such carriers. Revenue from these transactions are recorded based on the service fee earned and does not include the cost of the carriers' fuel.

CP

BEC

BEC's revenues are derived from contracts that are accounted for as an operating lease that does not have minimum lease payments. These revenues are recorded within product revenue.

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With respect to BEC's contracted capacity, revenue is recognized as energy, capacity and ancillary services are sold to the off-taker under the third-party tolling agreements, which are based on a fixed rate per MW of capacity and not subject to dispatch or utilization. A portion of the revenues under the tolling agreements are subject to annual increases. Revenues under the tolling agreements are subject to availability of capacity (subject to a historical rolling average forced outage factor). Variable operating and major maintenance revenues under the tolling agreements are a function of net plant output and a negotiated rate, which is adjusted annually based on historical plant experience.

With respect to BEC's residual capacity, revenue is recognized as energy, capacity and ancillary services are sold into the NYISO energy market, which are based on prevailing market rates at the time such services are sold. Volumes of energy and ancillary services sold are subject to BEC's market based dispatch from NYISO.

Wind and solar facilities

Owners of the wind and solar facilities sell substantially all of the electricity generated at a fixed price to customers pursuant to long-term (typically 20–25 years) PPAs. Substantially all of the PPAs are accounted for as operating leases, have no minimum lease payments and all of the rental income under these leases is recorded within product revenue when the electricity is delivered.

MIC Hawaii

Hawaii Gas

Revenue from Hawaii Gas is recorded in product revenue. Hawaii Gas recognizes revenue when products are delivered. Sales of gas to customers are billed on a monthly-cycle basis. Earned but unbilled revenue is accrued and included in accounts receivable and revenue based on the amount of gas that is delivered but not billed to customers from the latest meter reading or billed delivery date to the end of an accounting period. The related costs are charged to expense.

Other businesses

The other businesses within MIC Hawaii primarily consist of a mechanical contractor focused on designing and constructing energy efficient building infrastructure and controlling interests in renewable and distributed power facilities including two facilities on Oahu. Revenue generated by the mechanical contractor business is recognized from long-term construction contracts on the percentage-of-completion method recorded in service revenue. At December 31, 2017, the signed contract backlog from the mechanical contractor business totaled approximately \$42.0 million, which primarily is expected to be recognized into revenue within two to three years. PPAs at the renewable facilities are accounted for as operating leases and the related rental income is recorded in product revenues when the electricity is delivered.

Hedging

From time to time we enter into interest rate agreements to minimize potential variations in cash flows resulting from fluctuations in interest rates and their impact on its variable-rate debt. In addition, Hawaii Gas enters into commodity price hedges to mitigate the impact of fluctuations in propane prices on its cash flows.

Our derivative instruments are recorded on the balance sheet at fair value with changes in fair value of interest rate swap contracts recorded directly through earnings. We measure derivative instruments at fair value using the income

approach, which discounts the future net cash settlements expected under the derivative contracts to a present value. See Note 8, *Derivative Instruments and Hedging Activities*, in our consolidated financial statements in *Financial Statements and Supplementary Data* in Part II, Item 8, of this Form 10-K for financial information and further discussions.

Income Taxes

We account for income taxes using the asset and liability method of accounting. Under this method, deferred tax assets and liabilities are recognized for the future tax consequences attributable to differences between the financial statement carrying amounts of existing assets and liabilities and their respective tax basis and for operating loss and tax credit carryforwards. Deferred tax assets and liabilities are measured using enacted tax rates expected to apply to taxable income in the years in which those temporary differences are expected to be recovered or settled.

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In assessing the need for a valuation allowance, management considers whether it is more likely than not that some portion or all of the deferred tax assets will not be realized. The ultimate realization of deferred tax assets is dependent upon the generation of future taxable income during the periods in which those temporary differences become deductible. Management considers the scheduled reversal of deferred tax liabilities, projected future taxable income and tax planning strategies in making this assessment.

Accounting Policies, Accounting Changes and Future Application of Accounting Standards

See Note 2, Summary of Significant Accounting Policies, in our consolidated financial statements in Financial Statements and Supplementary Data in Part II, Item 8, of this Form 10-K for financial information and further discussions, for a summary of the Company's significant accounting policies, including a discussion of recently adopted and issued accounting pronouncements.

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ITEM 7A. QUANTITATIVE AND QUALITATIVE DISCLOSURES ABOUT MARKET RISK

The discussion that follows describes our exposure to market risks and the use of derivatives to address those risks. See Critical Accounting Policies and Estimates *Hedging* for a discussion of the related accounting.

Interest Rate Risk

We are exposed to interest rate risk in relation to the borrowings of our businesses. Our current policy is to enter into derivative financial instruments to fix variable-rate interest payments covering a portion of the interest rate risk associated with the borrowings of our businesses, subject to the requirements of our lenders. As of December 31, 2017, we had \$3.6 billion of current and long-term debt, of which \$1.4 billion was economically hedged with interest rate contracts, \$1.6 billion was fixed rate debt and \$608.6 million was unhedged.

Changes in interest rates impact our interest expense on both the hedged and unhedged portion of our debt. Interest expense on the unhedged portion of our debt changes by the variation in interest rates applied to the outstanding balance of the debt. This has a corresponding impact on the amount of cash interest we pay and our effective cash interest rate. Interest expense on the hedged portion of our debt changes by the variation in the fair value of the underlying interest rate contracts. This has no impact on the amount of cash interest we pay or our effective cash interest rate.

IMTT

At December 31, 2017, IMTT had \$509.0 million in tax exempt bonds outstanding. The floating rate has been fully fixed at a weighted average of 2.70% using interest rate swap contracts through June 2021, approximately one year before the tax exempt bonds are subject to mandatory tender. A 10% decrease in interest rates would result in a \$2.7 million decrease in the fair market value of the interest rate swaps and a corresponding 10% increase would result in a \$3.2 million increase in the fair market value.

At December 31, 2017, IMTT also had \$210.0 million outstanding under its revolving credit facility, which floats at LIBOR plus 1.50%. A 10% decrease in interest rate on this debt would result in a \$328,000 decrease in interest expense per year and a corresponding 10% increase would result in a \$328,000 increase in interest expense per year.

Atlantic Aviation

At December 31, 2017, Atlantic Aviation had \$390.0 million of term loan debt and \$258.0 million of revolving credit facility debt outstanding. At December 31, 2017, the interest rate on the term loan and revolving credit facility debt floats at LIBOR plus 1.50% based on a leverage based interest grid. This floating rate has been partially hedged with \$400.0 million of interest rate cap agreements with a strike price of 1.0% through September 2021, approximately the maturity of the debt. A 10% decrease in interest rates would result in a \$3.2 million decrease in the fair market value of the interest rate caps and a corresponding 10% increase would result in a \$4.0 million increase in the fair market value. A 10% decrease in interest rate on the revolving credit facility would result in a \$404,000 decrease in interest expense per year and a corresponding 10% increase would result in a \$404,000 increase in interest expense per year.

CP

BEC

At December 31, 2017, BEC had \$251.0 million of term loan debt outstanding. The interest rate on the term loan debt floats at LIBOR plus 2.125% at December 31, 2017. This floating rate has been fixed at 3.91% using amortizing interest rate swap contracts that are expected to equal the total principal balance outstanding on the term loan debt through August 2021, approximately one year prior to maturity. A 10% decrease in interest rates would result in a \$1.8 million decrease in the fair market value of the interest rate swaps and a corresponding 10% increase would result in a \$2.2 million increase in the fair market value.

Wind facility

At December 31, 2017, one of the wind facilities had \$132.5 million of term loan debt outstanding. The interest rate on this term loan facility floats at LIBOR plus 1.625% at December 31, 2017. This floating rate has been fixed at a weighted average rate of 4.763% using amortizing interest rate swap contracts that are

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expected to equal the total principal balance outstanding on the term loan facility through maturity in December 2027. A 10% decrease in interest rates would result in a \$1.7 million decrease in the fair market value of the interest rate swaps and a corresponding 10% increase would result in a \$1.4 million increase in the fair market value.

Solar facilities

At December 31, 2017, one of the solar facilities had \$7.1 million of floating term loan debt outstanding. The interest rate on this term loan facility floats at LIBOR plus 2.00% through maturity in September 2023. A 10% decrease in interest rate on this debt would result in an \$11,000 decrease in interest expense per year and a corresponding 10% increase would result in an \$11,000 increase in interest expense per year.

MIC Hawaii

Hawaii Gas

At December 31, 2017, Hawaii Gas had \$80.0 million of term loan debt outstanding. The interest rate on this term loan facility floats at LIBOR plus 1.75% at December 31, 2017. This floating rate has been fixed at 2.74% using interest rate swap contract through February 2020, approximately three years prior to maturity. A 10% decrease in interest rates would result in a \$346,000 decrease in the fair market value of the interest rate swaps and a corresponding 10% increase would result in a \$441,000 increase in the fair market value.

Other businesses

At December 31, 2017, the solar facilities in Hawaii had \$16.7 million of term loan debt outstanding. The interest rate on this term loan facility floats at LIBOR plus 2.00%. This floating rate has been fixed at 3.38% using an interest rate swap contract through June 2026. A 10% decrease in interest rates would result in a \$217,000 decrease in the fair market value of the interest rate swaps and a corresponding 10% increase would result in a \$263,000 increase in the fair market value.

MIC Corporate

At December 31, 2017, MIC Corporate had \$143.5 million outstanding under its revolving credit facility, which floats at LIBOR plus 1.75%. A 10% decrease in interest rate on this debt would result in a \$224,000 decrease in interest expense per year and a corresponding 10% increase would result in a \$224,000 increase in interest expense per year.

Commodity Price Risk

MIC Hawaii

Hawaii Gas

The risk associated with fluctuations in the prices at Hawaii Gas pays for propane is principally a result of market forces reflecting changes in supply and demand for propane and other energy commodities. Hawaii Gas gross margin is sensitive to changes in propane supply costs and Hawaii Gas may not always be able to pass through product cost increases fully or on a timely basis, particularly when product costs rise rapidly. In order to reduce the volatility of the business propane market price risk, Hawaii Gas has used and expects to continue to use over-the-counter commodity derivative instruments including price swaps. Hawaii Gas does not use commodity derivative instruments for

speculative or trading purposes. Over-the-counter derivative commodity instruments utilized by Hawaii Gas to hedge forecasted purchases of propane are generally settled at expiration of the contract. The fair value of unsettled commodity price risk sensitive instruments at December 31, 2017 was an asset of \$10.5 million. A 10% increase in the market price of propane would result in an increase in such fair value of approximately \$2.3 million. A 10% decrease in the market price of propane would result in a decrease in such fair value of approximately \$2.5 million.

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**ITEM 8. FINANCIAL STATEMENTS AND SUPPLEMENTARY
DATA**

MACQUARIE INFRASTRUCTURE CORPORATION

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Report of Independent Registered Public Accounting Firm

The Board of Directors and Stockholders
Macquarie Infrastructure Corporation:

Opinion on the Consolidated Financial Statements

We have audited the accompanying consolidated balance sheets of Macquarie Infrastructure Corporation and subsidiaries (the Company) as of December 31, 2017 and 2016, the related consolidated statements of operations, comprehensive income (loss), stockholders' equity, and cash flows for each of the years in the three-year period ended December 31, 2017, and the related notes (collectively, the consolidated financial statements). In our opinion, the consolidated financial statements present fairly, in all material respects, the financial position of the Company as of December 31, 2017 and 2016, and the results of its operations and its cash flows for each of the years in the three-year period ended December 31, 2017, in conformity with U.S. generally accepted accounting principles.

We also have audited, in accordance with the standards of the Public Company Accounting Oversight Board (United States) (PCAOB), the Company's internal control over financial reporting as of December 31, 2017, based on criteria established in *Internal Control - Integrated Framework (2013)* issued by the Committee of Sponsoring Organizations of the Treadway Commission, and our report dated February 21, 2018 expressed an unqualified opinion on the effectiveness of the Company's internal control over financial reporting.

Basis for Opinion

These consolidated financial statements are the responsibility of the Company's management. Our responsibility is to express an opinion on these consolidated financial statements based on our audits. We are a public accounting firm registered with the PCAOB and are required to be independent with respect to the Company in accordance with the U.S. federal securities laws and the applicable rules and regulations of the Securities and Exchange Commission and the PCAOB.

We conducted our audits in accordance with the standards of the PCAOB. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the consolidated financial statements are free of material misstatement, whether due to error or fraud. Our audits included performing procedures to assess the risks of material misstatement of the consolidated financial statements, whether due to error or fraud, and performing procedures that respond to those risks. Such procedures included examining, on a test basis, evidence regarding the amounts and disclosures in the consolidated financial statements. Our audits also included evaluating the accounting principles used and significant estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements. We believe that our audits provide a reasonable basis for our opinion.

/s/ KPMG LLP

We have served as the Company's auditor since 2004.

Dallas, Texas
February 21, 2018

TABLE OF CONTENTS**MACQUARIE INFRASTRUCTURE CORPORATION****CONSOLIDATED BALANCE SHEETS
(\$ in Thousands, Except Share Data)**

	As of December 31,	
	2017	2016
ASSETS		
Current assets:		
Cash and cash equivalents	\$47,121	\$44,767
Restricted cash	24,963	16,420
Accounts receivable, less allowance for doubtful accounts of \$895 and \$1,434, respectively	158,152	124,846
Inventories	36,955	31,461
Prepaid expenses	14,685	14,561
Fair value of derivative instruments	11,965	5,514
Other current assets	13,804	7,099
Total current assets	307,645	244,668
Property, equipment, land and leasehold improvements, net	4,659,614	4,346,536
Investment in unconsolidated business	9,526	8,835
Goodwill	2,068,668	2,024,409
Intangible assets, net	914,098	888,971
Fair value of derivative instruments	24,455	30,781
Other noncurrent assets	24,945	15,053
Total assets	\$8,008,951	\$7,559,253
LIABILITIES AND STOCKHOLDERS' EQUITY		
Current liabilities:		
Due to Manager related party	\$5,577	\$6,594
Accounts payable	60,585	69,566
Accrued expenses	89,496	83,734
Current portion of long-term debt	50,835	40,016
Fair value of derivative instruments	1,710	9,297
Other current liabilities	47,762	41,802
Total current liabilities	255,965	251,009
Long-term debt, net of current portion	3,530,311	3,039,966
Deferred income taxes	632,070	896,116
Fair value of derivative instruments	4,668	5,966
Tolling agreements noncurrent	52,595	60,373
Other noncurrent liabilities	182,639	158,289
Total liabilities	4,658,248	4,411,719
Commitments and contingencies		

See accompanying notes to the consolidated financial statements.

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MACQUARIE INFRASTRUCTURE CORPORATION

**CONSOLIDATED BALANCE SHEETS (continued)
(\$ in Thousands, Except Share Data)**

	As of
	December 31,
	2017 2016
Stockholders' equity ⁽¹⁾ :	
Common stock (\$0.001 par value; 500,000,000 authorized; 84,733,957 shares issued and outstanding at December 31, 2017 and 82,047,526 shares issued and outstanding at December 31, 2016)	\$85 \$ 82