FUTURE PLANS

See "Business — Our Growth Strategies" for a detailed description of our future plans.

USE OF [REDACTED]

We estimate that we will receive net [**REDACTED**] from the [**REDACTED**] of approximately HK$[**REDACTED**], after deducting [**REDACTED**], fees and estimated expenses payable by us in connection with the [**REDACTED**], assuming no [**REDACTED**] is exercised at the [**REDACTED**] of HK$[**REDACTED**] per Share, being the midpoint of the indicative [**REDACTED**] stated in this Document. We currently intend to apply these net [**REDACTED**] for the following purposes:

- Approximately [**REDACTED**]% of the net [**REDACTED**] or approximately HK$[**REDACTED**], for enhancing research and development of our driving assistance solutions and products through investments in new technologies, procurement of advanced hardware and equipment and recruitment of engineers and industry field experts, including (i) approximately [**REDACTED**]% of the net [**REDACTED**] or approximately HK$[**REDACTED**] for expanding and upgrading our driving assistance solution and product portfolio, (ii) approximately [**REDACTED**]% of the net [**REDACTED**] or approximately HK$[**REDACTED**] for further developing the *ODIN* architecture, reinforcing our competitive edge in R&D and product delivery capabilities, integrating both software and hardware, and (iii) approximately [[**REDACTED**]%] of the net [**REDACTED**] or approximately HK$[**REDACTED**] for recruiting experienced engineers with the detailed breakdown of the net [**REDACTED**] to be allocated over the next three years as follows:

  (i) Approximately [**REDACTED**]% of the net [**REDACTED**] or approximately HK$[**REDACTED**] will be used over the next three years for expanding and upgrading our driving assistance solution and product portfolio. On one hand, we aim to strengthen competitive advantage of our FT Max solutions and continue to promote the widespread adoption of driving assistance solutions in diversified market applications within this category. On the other hand, for our FT Ultra solutions, we plan to support more comprehensive and advanced driving assistance functions and complex application scenarios through iterations of key modules, which is expected to enable the mass production and broad application of advanced features.

  To accomplish these dual objectives, we plan to mobilize our camera function algorithm engineers, radar data processing engineers, hardware development engineers, domain control software development engineers, and domain control hardware development engineers. At the same time, we will enhance our testing capabilities through laboratory upgrades, improved information gathering, and rigorous regulatory verification testing.

  We are committed to advancing the next-generation product iterations to further solidify our competitive advantage in FT Pro and FT Max solutions and drive the widespread adoption of driving assistance solutions in the market. To achieve this, we plan to allocate [[**REDACTED**]%] of the net [**REDACTED**] or approximately HK$[**REDACTED**] to advance FT Pro and FT Max solution iterations and are focusing on:

  - ***Next-generation integrated controllers***: These will feature enhanced perception capabilities, integrate new functions, and achieve a higher level of functional safety. By further reducing chip replacement costs and increasing integration efficiency, we aim to enhance the overall cost-effectiveness of our integrated controllers.

- ***Next-generation 4D imaging millimeter-wave radar***: With extended detection range, improved accuracy, and higher resolution, our next-generation 4D imaging millimeter-wave radar will be capable to serve as a backup for visual perception capabilities and offer a cost-effective alternative to LiDAR.

With respect to FT Ultra solutions, we plan to allocate [**REDACTED**]% of the net [**REDACTED**] or approximately HK$[**REDACTED**] to advance FT Ultra solution iterations and are focusing on:

- ***Next-generation product***: We plan to continue to upgrade the ADC25 mid-level HPC platform, which is designed to support highway and urban NOA functions, as well as an integrated driving and parking solution with memory parking. With a cost-effective approach, ADC25 is designed to enable large-scale deployment of Door-to-Door ("D2D") driving assistance, reinforcing our advancements in FT Ultra solutions.

- ***New chip platform development***: We plan to further upgrade BEV-based lightweight perception algorithms to enhance AI-driven environmental modeling and cognition. By adopting a new approach, we aim to seamlessly enable a "map-free driving experience while enhancing performance with maps." Additionally, we are developing a large end-to-end algorithm to improve the system's ability to handle diverse and complex driving scenarios, ensuring greater adaptability and robustness.

Furthermore, we will continue investing in R&D to support mass production for both existing and future design win projects. We will continue to develop technologies aligned with overseas market demands as part of our future global sales strategy. We believe our growth strategies — particularly diversifying our solution portfolio and driving commercialization — are well aligned with the proposed use of [**REDACTED**].

(ii) Approximately [**REDACTED**]% of the net [**REDACTED**] or approximately HK$[**REDACTED**] will be used over the next three years to further develop the *ODIN* architecture, reinforcing our competitive edge in R&D and product delivery capabilities, integrating both software and hardware. Particularly in terms of algorithm and data-driven capabilities, we plan to continuously enhance the innovation and engineering capabilities, expanding into higher-level in-house development, more comprehensive functions, and more diverse application scenarios. Our key investments will focus on: (1) building and upgrading the simulation capabilities of software-hardware integrated systems; and (2) enhancing data mining capabilities and end-to-end large language model training.

With the support of our current team and planned new hires, we intend to deploy a dedicated R&D workforce of 236 personnel, all based in China, to drive the continued development of our *ODIN* architecture. This team will be responsible for core R&D functions, including hardware development (covering cameras, radar, and domain controllers), software algorithms, and testing. By upgrading our capabilities and fostering deeper collaboration among our algorithm engineers, software testing experts, and toolchain developers, we aim to significantly advance our driving assistance technology. This functional deployment is expected to be carried out over 2026 and 2027 to support the staged rollout and enhancement of our *ODIN* platform, in particular with the following key areas:

- ***Next-generation product developments***: Facilitating the development of our next-generation products, including advanced integrated controllers, ADC25, and next-generation 4D imaging millimeter-wave radar, to enhance driving assistance capabilities.

- ***Software Algorithms***: Strengthening high-level algorithm development and deployment, including upgrades in end-to-end perception models, lightweight/no-map algorithms, and high-precision ground-truth construction algorithms.

- ***Closed-Loop Data Platform***: Optimizing and expanding our closed-loop data platform to support continuous iteration of driving assistance algorithms through data collection, classification, automated labeling, and model training, accelerating the development of advanced intelligent algorithms.

By enhancing the *ODIN* architecture, we aim to fully integrate highway and urban NOA functions, memory parking, and end-to-end autonomous driving, ensuring comprehensive, scalable, and commercially viable D2D autonomous solutions.

(iii) Approximately [[**REDACTED**]%] of the net [**REDACTED**] or approximately HK$[**REDACTED**] will be allocated over the next three years to recruiting experienced engineers from the global driving assistance and automotive industries, as well as experts in data science, and computer science. This will strengthen our development capabilities, fostering deeper collaboration with chip manufacturers, tech companies, and automakers.

- Approximately [**REDACTED**]% of the net [**REDACTED**] or approximately HK$[**REDACTED**] will be allocated over the next three years for capital expenditure in relation to expanding and upgrading our production and manufacturing capabilities, including:

(i) Approximately [[**REDACTED**]%] of the net [**REDACTED**] or approximately HK$[**REDACTED**] will be used over the next three years to enhance our mass production and delivery capabilities. In particular, we plan to use our net [**REDACTED**] in (1) expanding new camera module automated production lines at our Wuzhen facility and purchasing testing equipment to increase our camera module production capacity in order to meet the growing demand from customers; and (2) expanding new production sites and facilities domestically to expand our sensor and controller automated production lines, including the renovation of new production workshops and corresponding supporting infrastructure. By building multiple sensor and controller production lines, we expect to increase production capacity. Establishing an in-house camera module production line is expected to reduce sales costs, thereby improving gross profit margins while ensuring product quality. Furthermore, we anticipate that automated production lines will lower labor costs, enhance production efficiency, and improve inventory turnover.

(ii) Approximately [[**REDACTED**]%] of the net [**REDACTED**] or approximately HK$[**REDACTED**] will be used over the next three years for the iteration and upgrade of the intelligent manufacturing system, which is expected to significantly improve the management capabilities of the entire value chain from order to delivery within the manufacturing and supply chain system. Specifically, We plan to upgrade our iD&MS system software to further enhance the intelligence level of our existing production lines, driving a comprehensive digital transformation. This includes establishing a multi-dimensional management system covering supply chain, production, quality control, delivery, software repository, and smart warehousing to achieve end-to-end traceability, stringent process control, and efficient delivery management. With iD&MS, we expect to shorten delivery time, completing finished product tasks as fast as five days, while reducing inventory levels by approximately 30%. Additionally, we intend to invest in robots and autonomous forklifts to further increase automation levels within our production

lines, complementing our existing Automated Guided Vehicles (AGVs) and enhancing overall operational efficiency. It is expected that the iteration and upgrade will effectively enhance inventory turnovers and working capital efficiency.

- Approximately [**REDACTED**]% of the net [**REDACTED**] or approximately HK$[**REDACTED**] will be allocated over the next three years for expanding our sales and service network. Specifically, we plan to expand our sales network domestically, strengthen relationships with existing customers, and broaden our customer base. At the same time, we intend to establish sales networks and offices in Europe, Southeast Asia, and South America, extending our business reach beyond the Chinese market. Additionally, we aim to enhance our sales and marketing efficiency through a combination of strategic new hires and internal redeployment of existing personnel. Between 2026 and 2027, we plan to allocate a total of 41 sales and service professionals, including 11 serving the European market, 20 serving Southeast Asia, and 10 serving South America. These team members will be responsible for business development, customer support, pre-sales and post-sales services, and product marketing. By strengthening our regional presence and improving service responsiveness, this team structure will facilitate closer collaboration with global OEMs and Tier-1 suppliers, supporting our international expansion strategy. For details, please see "Business — Our Growth Strategies — Advancing International Expansion." Furthermore, approximately one quarter of our net [**REDACTED**] allocated for sales and marketing purpose will be used to public relations initiatives, including participating in exhibitions and trade shows, sponsoring or attending industry conferences, hosting product launches, running advertising campaigns, and collaborating with media, businesses, and academic institutions to enhance brand visibility and market presence.

- Approximately [**REDACTED**]% of the net [**REDACTED**] or approximately HK$[**REDACTED**], for working capital and general corporate purposes.

If the [**REDACTED**] is set at HK$[**REDACTED**] per [**REDACTED**], being the high end of the indicative [**REDACTED**], the net [**REDACTED**] from the [**REDACTED**] will increase by approximately HK$[**REDACTED**]. If the [**REDACTED**] is set at HK$[**REDACTED**] per [**REDACTED**], being the low end of the indicative [**REDACTED**], the net [**REDACTED**] from the [**REDACTED**] will decrease by approximately HK$[**REDACTED**]. [**REDACTED**] may be fixed at a higher or lower level compared to the midpoint of the indicative [**REDACTED**] stated in this Document.

If the [**REDACTED**] is exercised in full, the net [**REDACTED**] that we will receive will be approximately HK$[**REDACTED**], assuming an [**REDACTED**] of HK$[**REDACTED**] per [**REDACTED**] (being the midpoint of the indicative [**REDACTED**]). In the event that the [**REDACTED**] is exercised in full, we intend to apply the additional net [**REDACTED**] to the aforementioned purposes in the proportions stated above.

We expect to finance the shortfall if the net [**REDACTED**] of the [**REDACTED**] are less than our expected expenditure by using our internal funds and/or funds to be obtained from other financing activities, as appropriate.

To the extent that the net [**REDACTED**] are not immediately applied to the above purposes, the unused net [**REDACTED**] will only be held in short-term interest-bearing accounts at licensed commercial banks and/or other authorized financial institutions (as defined under the Securities and Futures Ordinance or the applicable laws in other relevant jurisdictions). We will make an appropriate announcement if there is any change to the above proposed use of [**REDACTED**].