Hong Kong Exchanges and Clearing Limited and The Stock Exchange of Hong Kong Limited take no responsibility for the contents of this announcement, make no representation as to its accuracy or completeness and expressly disclaim any liability whatsoever for any loss howsoever arising from or in reliance upon the whole or any part of the contents of this announcement.

越秀交通基建有限公司
Yuexiu Transport Infrastructure Limited

(Incorporated in Bermuda with limited liability)

(Stock Code: 01052)

UNAUDITED OPERATING INFORMATION FOR JUNE 2025

The unaudited operating information of the Group for June 2025 is set out below:

	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
Projects	June	M-O-M Change	Y-O-Y Change	Year-to-date Cumulative	Aggregate YoY Change	June	M-O-M Change	Y-O-Y Change	Year-to-date Cumulative	Aggregate YoY Change
Subsidiaries										
GNSR Expressway	320,631	15.7%	1.9%	294,098	1.8%	89,933	7.5%	–0.8%	507,605	–0.5%
Cangyu Expressway	15,682	6.2%	9.6%	19,238	2.1%	8,010	8.5%	8.4%	50,974	1.7%
Changzhu Expressway	73,139	12.5%	–1.1%	70,708	2.4%	22,529	4.2%	–1.5%	130,446	4.2%
Weixu Expressway	24,684	11.0%	–0.3%	25,899	2.4%	25,813	–1.6%	–9.4%	162,028	–8.1%
Lanwei Expressway	32,355	11.2%	–0.5%	31,588	2.0%	22,110	–1.8%	–5.1%	136,131	–4.9%
Pinglin Expressway*	39,329	15.4%	–3.4%	37,245	–1.5%	44,654	4.8%	–2.1%	263,203	–0.4%
Suiyuenan Expressway	29,719	9.7%	–4.5%	32,059	2.1%	61,563	2.4%	4.2%	369,219	6.3%
Hancai Expressway	52,971	1.2%	–3.1%	54,099	8.5%	26,483	5.9%	20.3%	147,202	17.3%
Han'e Expressway	61,251	19.4%	–3.1%	57,667	31.8%	27,817	12.8%	–4.4%	158,474	56.6%
Daguangnan Expressway	27,824	9.8%	26.4%	28,098	7.7%	29,238	–0.2%	–5.2%	195,723	–11.8%
Associates and Joint Ventures										
Han-Xiao Expressway	32,947	16.2%	–3.5%	34,359	6.8%	18,021	8.0%	–7.7%	112,611	–1.1%
Humen Bridge	80,518	9.9%	–30.3%	80,791	–24.7%	65,191	5.3%	–32.1%	396,801	–26.9%
GWSR Expressway	99,061	13.9%	–1.4%	91,934	0.2%	42,888	5.4%	–3.7%	245,750	–0.9%
Shantou Bay Bridge	19,172	17.8%	0.0%	17,468	2.6%	9,196	12.3%	0.3%	50,754	0.9%
Qinglian Expressway	50,710	27.6%	4.8%	52,201	4.5%	54,201	33.9%	10.4%	338,175	0.3%

* The figures of Pinglin Expressway for the same period in 2024 were recorded prior to the completion of the acquisition of Pinglin Expressway by the Group on 26 November 2024. These figures were external in nature and not attributable to the Group, therefore were provided for information purposes only.

BRIEF DESCRIPTION:

1. Reason for the year-on-year decrease in average daily toll traffic volume and toll revenue of most projects of the Group during the month

Since the Dragon Boat Festival in 2025 was from 31 May to 2 June, and Dragon Boat Festival in 2024 was from 9 June to 11 June, considering the large number of tourists during the holiday period and the toll roads were charged as usual on Dragon Boat Festival, the Dragon Boat Festival in the relevant month is 1 day less than that of corresponding period of the previous year, resulting in a year-on-year decrease in average daily toll traffic volume and toll revenue of most projects of the Group.

2. Reason for the month-on-month increase in average daily toll traffic volume and toll revenue of most projects of the Group during the month

During the Labour Day Holiday (from 1 May to 5 May) last month, passenger vehicles with 7 seats or less (including 7 seats) ("Passenger Vehicle(s)") were exempted from tolls for running through expressways nationwide. The number of toll-charging days for the Passenger Vehicles in the relevant month is 4 days more than that of the previous month, resulting in the month-on-month increase in average daily toll traffic volume and toll revenue of majority projects of the Group.

However, the toll revenue from Weixu Expressway and Lanwei Expressway decreased slightly month-on-month due to a decrease in the toll traffic volume of trucks as the relevant month was a local quieter month for cargo.

3. Influences of changes in expressway network on the average daily toll traffic volume and toll revenue of the projects

(1) The commencement of operation of Conghua-Huangpu Expressway (which connects with GNSR Expressway) on 28 October 2023 still had a slight diversion impact on GNSR Expressway;

(2) The commencement of operation of Wuhan-Yangxin Expressway (which competes with Han'e Expressway and Daguangnan Expressway) on 20 October 2023 caused a diversion impact on Daguangnan Expressway;

(3) The closure of Wuhuang Expressway during the construction period commencing on 10 May 2024 diverted some vehicles (primarily trucks) to Han'e Expressway, and caused a far-end diversion impact on Daguangnan Expressway;

(4) The Shenzhen-Zhongshan Link (which competes with Humen Bridge) commenced operation on 30 June 2024, which caused a diversion impact on Humen Bridge;

(5) The reconstruction and expansion works on the northern section of Beijing-Hong Kong-Macao Expressway in Hubei caused a diversion impact (primarily trucks) on Han-Xiao Expressway;

(6) The reconstruction and expansion works on Hanyi Expressway commencing on 23 February 2025 diverted vehicles (primarily trucks) to Hancai Expressway.

The Group will pay close attention to the follow-up of the above expressway network changes.

4. Explanation on the inconsistency in the extent of changes in average daily toll traffic volume and toll revenue of certain projects

As the toll rates for trucks are higher than those for passenger vehicles, the monthly average daily toll traffic volume of different vehicle types does not always change uniformly, which would usually lead an inconsistency in the extent of changes in average daily toll traffic volume and toll revenue during the relevant month. For instance, this month, the following expressways had such experience: GNSR Expressway, Changzhu Expressway, Weixu Expressway, Lanwei Expressway, Pinglin Expressway, Suiyuenan Expressway, Hancai Expressway, Han'e Expressway, Daguangnan Expressway, Han-Xiao Expressway, GWSR Expressway, Qinglian Expressway, etc.

5. Reason for the year-on-year increase in average daily toll traffic volume and toll revenue of Cangyu Expressway

The toll traffic volume in the areas surrounding the Cangyu Expressway was reduced due to rainfall during the corresponding period of the previous year, resulting in the relatively low base figures for the corresponding period of the previous year.

6. Reason for the year-on-year decrease in average daily toll traffic volume and toll revenue of Weixu Expressway and Lanwei Expressway

It is due to the combined effect of the differentiated toll policy of the Anluo Expressway and the traffic restrictions implemented on the northern Hubei section of the Beijing-Hong Kong–Macao Expressway for the reconstruction, maintenance and expansion of the relevant section which caused a diversion impact (primarily trucks) on Weixu Expressway and Lanwei Expressway.

7. Reason for the year-on-year increase in average daily toll traffic volume and the year-on-year decrease in toll revenue of Daguangnan Expressway

From 28 April onwards, Class 1 passenger vehicles (9 seats and less) installed with ETC were exempted from tolls on a point-to-point basis between Huangshi Station of Daguangnan Expressway and Huangshi North Station of E'Dong Changjiang Bridge. For the above eligible vehicles, the toll revenue were prepaid by the local state-owned enterprise responsible for the point-to-point exemption to the project company, and drivers did not need to pay. Affected by this, the toll traffic volume for short-distance passenger vehicles on Daguangnan Expressway increased, but the toll revenue from short-distance passenger vehicles was low, failing to offset the negative impact on toll revenue from the closure for construction of Wuhuang Expressway.

8. Reason for the year-on-year and month on month increase in average daily toll traffic volume and toll revenue of Qinglian Expressway

From 17 June to 19 June, the Er'guang Expressway was closed to traffic in both directions due to a landslide, and some toll traffic volume was diverted to Qinglian Expressway via the Lianzhou Connecting Line.

9. The toll revenue referred to in this announcement includes value-added tax, and is rounded to the nearest thousand (RMB'000).

10. The average daily toll traffic volume mentioned in this announcement refers to the average daily traffic volume that is subject to toll collection.

11. Please refer to pages 22-23 of the Company's 2024 Annual Report for the Group's proportionate interest in each project.

CAUTION STATEMENT

The Company hereby reminds shareholders and investors of the Company that the above statistics are based on the Group's internal records which are unaudited. Differences may arise between such statistics and the data to be disclosed in periodic reports due to completion of certain steps on sorting out the toll traffic volume and toll revenue and confirming the results of sorting out such data, as well as the toll traffic volume and toll revenue statistics of certain projects being recorded on the basis of estimation at the date of monthly settlement and disclosure under the circumstance of inter-network toll collection for expressways. In addition, the Company adjusts monthly forecast statistics in accordance with the difference between the estimated statistics and the actual settlement statistics for the previous month, resulting in a certain degree of year-on-year/month-on-month deviation. As such, the toll traffic volume and toll revenue in this announcement are only for reference by shareholders and investors of the Company as phasic statistics. Shareholders and investors of the Company are advised to use such statistics cautiously.

By order of the Board
Yuexiu Transport Infrastructure Limited
Yu Tat Fung
Company Secretary

Hong Kong, 29 July 2025

As at the date of this announcement, the Board comprises:

Executive Directors:	*LIU Yan (Chairman), CHEN Jing, CAI Minghua and PAN Yongqiang*
Independent Non-executive Directors:	*FUNG Ka Pun, LAU Hon Chuen Ambrose, CHEUNG Doi Shu and PENG Vincent Shen*