

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)

## 2025 INTERIM RESULTS ANNOUNCEMENT

The board of directors (the “Directors” or the “Board”) of Yuexiu Transport Infrastructure Limited (the “Company”) is pleased to announce the unaudited condensed consolidated results of the Company and its subsidiaries (the “Group”) for the six months ended 30 June 2025 (the “Reporting Period”), as follows:

### INTERIM CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS FOR THE SIX MONTHS ENDED 30 JUNE 2025

		(Unaudited) Six months ended 30 June	
	Note	2025 RMB'000	2024 RMB'000
Revenue	4	2,099,133	1,826,884
Cost of services	5	(1,117,558)	(910,964)
Construction income from construction and upgrade services		427,073	138,653
Construction costs of construction and upgrade services		(427,073)	(138,653)
Other income, gains and losses – net	6	17,249	10,075
General and administrative expenses	5	(148,180)	(135,475)
<b>Operating profit</b>		<b>850,644</b>	<b>790,520</b>
Finance income	7	13,841	17,199
Finance costs	7	(221,681)	(249,352)
Share of result of a joint venture, net of tax		33,909	35,313
Share of results of associates, net of tax		39,113	41,038
<b>Profit before income tax</b>		<b>715,826</b>	<b>634,718</b>
Income tax expense	8	(172,484)	(167,123)
<b>Profit for the period</b>		<b>543,342</b>	<b>467,595</b>
<b>Attributable to:</b>			
Shareholders of the Company		360,764	313,938
Non-controlling interests		182,578	153,657
		<b>543,342</b>	<b>467,595</b>
Earnings per share for profit attributable to shareholders of the Company	9	RMB	RMB
Basic earnings per share		0.2156	0.1876
Diluted earnings per share		0.2156	0.1876

**INTERIM CONDENSED CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME**  
**FOR THE SIX MONTHS ENDED 30 JUNE 2025**

	<b>(Unaudited)</b>	
	<b>Six months ended 30 June</b>	
	<b>2025</b>	<b>2024</b>
	<b>RMB'000</b>	<b>RMB'000</b>
<b>Profit for the period</b>	<b>543,342</b>	<b>467,595</b>
<b>Other comprehensive (loss)/income</b>		
<i>Items that may be reclassified to profit or loss in subsequent periods:</i>		
Currency translation differences	(319)	178
Other comprehensive (loss)/income for the period	(319)	178
<b>Total comprehensive income for the period</b>	<b>543,023</b>	<b>467,773</b>
<b>Attributable to:</b>		
Shareholders of the Company	360,445	314,116
Non-controlling interests	182,578	153,657
	<b>543,023</b>	<b>467,773</b>

**INTERIM CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION**  
**AS AT 30 JUNE 2025**

		(Unaudited) <b>30 June 2025</b> <i>RMB'000</i>	(Audited) 31 December 2024 <i>RMB'000</i>
	Note		
<b>ASSETS</b>			
<b>Non-current assets</b>			
Intangible operating rights		<b>31,154,797</b>	31,626,346
Goodwill		<b>514,577</b>	514,577
Property, plant and equipment		<b>48,601</b>	53,392
Investment properties		<b>33,894</b>	34,205
Right-of-use assets		<b>17,514</b>	22,686
Other intangible assets		<b>15,799</b>	18,792
Investment in a joint venture		<b>481,551</b>	485,281
Investments in associates		<b>1,469,160</b>	1,526,599
Prepayments	11	<b>1,059,965</b>	967,494
Loan to an associate		<b>6,406</b>	6,406
		<u><b>34,802,264</b></u>	<u>35,255,778</u>
<b>Current assets</b>			
Trade receivables	11	<b>211,088</b>	187,508
Other receivables, deposits and prepayments	11	<b>107,123</b>	84,244
Amounts due from associates		<b>89,954</b>	829
Cash and cash equivalents		<b>2,168,706</b>	1,978,432
		<u><b>2,576,871</b></u>	<u>2,251,013</u>
<b>Total assets</b>		<u><b>37,379,135</b></u>	<u>37,506,791</u>
<b>EQUITY</b>			
Equity attributable to the shareholders of the Company			
Share capital		<b>147,322</b>	147,322
Reserves		<b>11,860,243</b>	11,700,984
		<u><b>12,007,565</b></u>	<u>11,848,306</u>
<b>Non-controlling interests</b>		<u><b>3,737,870</b></u>	<u>3,557,831</u>
<b>Total equity</b>		<u><b>15,745,435</b></u>	<u>15,406,137</u>

		(Unaudited) 30 June 2025 RMB'000	(Audited) 31 December 2024 RMB'000
	Note		
<b>LIABILITIES</b>			
<b>Non-current liabilities</b>			
Borrowings		8,411,743	9,247,828
Notes payable		5,083,205	3,815,984
Corporate bonds		499,397	499,667
Contract liabilities and deferred revenue		261,867	272,975
Deferred income tax liabilities		2,960,714	2,988,563
Lease liabilities		8,273	12,670
		<u>17,225,199</u>	<u>16,837,687</u>
<b>Current liabilities</b>			
Borrowings		2,492,083	2,015,121
Notes payable		85,860	1,872,993
Corporate bonds		502,918	12,268
Amount due to a non-controlling interest of a subsidiary		—	50,772
Trade and other payables and accrued charges	12	1,213,023	1,184,286
Contract liabilities and deferred revenue		27,569	24,714
Lease liabilities		10,056	10,429
Current income tax liabilities		76,992	92,384
		<u>4,408,501</u>	<u>5,262,967</u>
<b>Total liabilities</b>		<u>21,633,700</u>	<u>22,100,654</u>
<b>Total equity and liabilities</b>		<u>37,379,135</u>	<u>37,506,791</u>

# NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION

## 1 BASIS OF PREPARATION

This financial information for the six months ended 30 June 2025 has been prepared in accordance with Hong Kong Accounting Standard (“HKAS”) 34, *Interim Financial Reporting*. The financial information does not include all the information and disclosures required in the annual financial statements, and should be read in conjunction with the Group’s annual financial statements for the year ended 31 December 2024, which have been prepared in accordance with HKFRS Accounting Standards.

As at 30 June 2025, the Group’s current liabilities exceeded its current assets by RMB1,831,630,000. The Group’s current liabilities primarily comprise current portion of borrowings, corporate bonds and trade and other payables and accrued charges of RMB2,492,083,000, RMB502,918,000 and RMB1,213,023,000, respectively. Notwithstanding the above, the directors of the Company are confident that the Group will be able to meet its liabilities as they fall due in the next twelve months, taking into account the forecast cash flows including the banking facilities, unutilised quota for the issuance of corporate bonds and multiple types of debt financing instruments available to the Group and the internally generated funds from operations. Accordingly, these consolidated financial statements have been prepared on a going concern basis.

## 2 CHANGES IN ACCOUNTING POLICIES

The accounting policies adopted in the preparation of the interim condensed consolidated financial information are consistent with those applied in the preparation of the Group’s annual consolidated financial statements for the year ended 31 December 2024, except for the adoption of the following amended HKFRS Accounting Standard for the first time for the current period’s financial information.

Amendments to HKAS 21

*Lack of Exchangeability*

The above amended HKFRS Accounting Standard effective for the financial year beginning 1 January 2025 does not have a material impact on the Group.

## 3 SIGNIFICANT ACCOUNTING ESTIMATES AND ASSUMPTIONS

The preparation of the financial information requires management to make judgements, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets and liabilities, income and expenses. Actual results may differ from these estimates.

In preparing the financial information, the significant judgements made by management in applying the Group’s accounting policies and the key sources of estimation uncertainty were the same as those that applied to the consolidated financial statements for the year ended 31 December 2024.

#### 4 REVENUE AND SEGMENT INFORMATION

The Group is principally engaged in the investment, construction and development, operation and management of expressways and bridges in Guangdong Province and other high-growth provinces in the People's Republic of China ("PRC").

The chief operating decision-maker (the "CODM") has been identified as the Executive Directors. The Executive Directors review the Group's internal reporting in order to assess performance of the Group's main reporting segment – Toll highways and bridges projects in the PRC. The Executive Directors assess the performance of this main reporting segment based on measurement of profit after income tax for the period. Other operations mainly comprise investment and others. None of these operations constitutes a separate segment. There have been no sales carried out between segments. The financial information provided to the CODM is measured in a manner consistent with that of the financial information.

The following tables present revenue and profit information regarding the Group's operating segments for the six months ended 30 June 2025 and 2024 respectively.

##### Six months ended 30 June 2025

	<b>Toll roads operations RMB'000</b>	<b>All other segments RMB'000</b>	<b>Total RMB'000</b>
Revenue (from external customers)			
– Toll revenue	2,059,330	—	2,059,330
– Income from service area and gas station	19,109	—	19,109
– Entrusted road management service income	16,554	—	16,554
– Other toll operating income	4,140	—	4,140
Total	<b>2,099,133</b>	<b>—</b>	<b>2,099,133</b>
Amortisation of			
– Intangible operating rights	(884,751)	—	(884,751)
– Other intangible assets	(3,606)	—	(3,606)
Depreciation of			
– Property, plant and equipment	(8,292)	(33)	(8,325)
– Right-of-use assets	(5,598)	—	(5,598)
Other compensation income	6,372	—	6,372
Government subsidy	568	—	568
Operating profit	850,458	186	850,644
Finance income	13,841	—	13,841
Finance costs	(221,681)	—	(221,681)
Share of result of a joint venture, net of tax	33,909	—	33,909
Share of results of associates, net of tax	46,073	(6,960)	39,113
Profit/(loss) before income tax	722,600	(6,774)	715,826
Income tax expense	(172,484)	—	(172,484)
<b>Profit/(loss) for the period</b>	<b>550,116</b>	<b>(6,774)</b>	<b>543,342</b>

## Six months ended 30 June 2024

	Toll roads operations RMB'000	All other segments RMB'000	Total RMB'000
Revenue (from external customers)			
– Toll revenue	1,787,552	—	1,787,552
– Income from service area and gas station	19,197	—	19,197
– Entrusted road management service income	17,508	—	17,508
– Other toll operating income	2,627	—	2,627
Total	<u>1,826,884</u>	<u>—</u>	<u>1,826,884</u>
Amortisation of			
– Intangible operating rights	(700,470)	—	(700,470)
– Other intangible assets	(3,116)	—	(3,116)
Depreciation of			
– Property, plant and equipment	(6,060)	(33)	(6,093)
– Right-of-use assets	(5,641)	—	(5,641)
Government subsidy	<u>948</u>	<u>—</u>	<u>948</u>
Operating profit	790,272	248	790,520
Finance income	17,199	—	17,199
Finance costs	(249,352)	—	(249,352)
Share of result of a joint venture, net of tax	35,313	—	35,313
Share of results of associates, net of tax	<u>49,090</u>	<u>(8,052)</u>	<u>41,038</u>
Profit/(loss) before income tax	642,522	(7,804)	634,718
Income tax expense	<u>(167,123)</u>	<u>—</u>	<u>(167,123)</u>
<b>Profit/(loss) for the period</b>	<u>475,399</u>	<u>(7,804)</u>	<u>467,595</u>

The following tables present assets and liabilities information regarding the Group's operating segments as at 30 June 2025 and 31 December 2024 respectively.

	Toll roads operations RMB'000	All other segments RMB'000	Total RMB'000
<b>Assets and liabilities</b>			
<b>As at 30 June 2025</b>			
Total segment assets	37,337,054	42,081	37,379,135
Addition to non-current assets	510,591	—	510,591
Total segment assets include:			
Investment in a joint venture	481,551	—	481,551
Investments in associates	1,456,907	12,253	1,469,160
Total segment liabilities	<u>(21,514,120)</u>	<u>(119,580)</u>	<u>(21,633,700)</u>

	Toll roads operations <i>RMB'000</i>	All other segments <i>RMB'000</i>	Total <i>RMB'000</i>
<b>Assets and liabilities</b>			
As at 31 December 2024			
Total segment assets	37,457,455	49,336	37,506,791
Addition to non-current assets	1,108,220	—	1,108,220
Acquisition of a subsidiary	2,151,388	—	2,151,388
Total segment assets include:			
Investment in a joint venture	485,281	—	485,281
Investments in associates	1,507,385	19,214	1,526,599
Total segment liabilities	<u>(21,980,373)</u>	<u>(120,281)</u>	<u>(22,100,654)</u>

All major operating entities are domiciled in the PRC. All revenues of the Group from external customers are generated in the PRC. Besides, most of the assets of the Group are located in the PRC. Thus, no geographic information is presented.

Information about the Group's performance obligations is summarised below:

#### **Toll revenue and other toll operating income**

The performance obligation is satisfied when the relevant services have been provided upon the completion of passing through the road and bridge. Payment is due immediately when the service is provided.

#### **Income from service area and gas station**

The performance obligation is satisfied over time on a straight-line basis over the service period. Payment in advance is normally required for income from service area and gas station.

#### **Entrusted road management service income**

The performance obligation is satisfied over time as services are rendered and short-term advances are normally required before rendering the services. Management service contracts are billed based on the time incurred.

## 5 EXPENSES BY NATURE

Expenses included in cost of services and general and administrative expenses are analysed as follows:

	Six months ended 30 June	
	2025 RMB'000	2024 RMB'000
Taxes and surcharges	11,850	10,495
Amortisation of		
– Intangible operating rights	884,751	700,470
– Other intangible assets	3,606	3,116
Depreciation of		
– Property, plant and equipment	8,325	6,093
– Right-of-use assets	5,598	5,641
Toll highways and bridges maintenance expenses	56,982	65,908
Toll highways and bridges operating expenses	54,797	45,209
Staff costs (including directors' emoluments)		
– Wages and salaries	162,077	139,061
– Pension costs (defined contribution plan)	22,195	19,519
– Social security costs	20,064	19,529
– Staff welfare and other benefits	15,836	15,608
– Equity-settled share option expense	(2,751)	(1,380)
Auditor's remuneration	1,575	1,526
Legal and professional fees	8,103	4,233

## 6 OTHER INCOME, GAINS AND LOSSES – NET

	Six months ended 30 June	
	2025 RMB'000	2024 RMB'000
Compensation for expressways and bridges damages	7,276	4,881
Other compensation income (note a)	6,372	—
Management service income	2,704	3,058
Government subsidy	568	948
Gain on disposal of property, plant and equipment	—	31
Others	329	1,157
Total	17,249	10,075

*Note:*

- (a) During the reporting period, compensation of RMB6,372,000 was received from third parties for the land occupation.

## 7 FINANCE INCOME/COSTS

	Six months ended 30 June	
	2025 RMB'000	2024 RMB'000
Bank interest income	13,739	17,072
Interest income on loan to an associate	102	127
Finance income	<u>13,841</u>	<u>17,199</u>
Interest expenses:		
– Bank borrowings	(146,013)	(156,432)
– Bank facility fees	(34)	(280)
– Loan from the immediate holding company	(1,232)	(1,542)
– Notes payable	(70,640)	(67,640)
– Corporate bonds	(10,194)	(25,020)
– Lease liabilities	(374)	(542)
Net other exchange (loss)/gain	(528)	42
Others	<u>(5,106)</u>	<u>(5,829)</u>
Subtotal	(234,121)	(257,243)
Less: Interest capitalised in respect of intangible operating rights	<u>12,440</u>	<u>7,891</u>
Finance costs	<u>(221,681)</u>	<u>(249,352)</u>

## 8 INCOME TAX EXPENSE

- (a) No provision for Hong Kong profits tax has been made in the financial information as the Group had no assessable income subject to Hong Kong profits tax during the period (30 June 2024: Nil).
- (b) During the six months ended 30 June 2025, PRC enterprises income tax was provided on the profits of the Group's subsidiaries, associates and joint venture in the PRC in accordance with the Corporate Income Tax Law of China. The applicable principal income tax rate for the six months ended 30 June 2025 is 25% (30 June 2024: 25%). Guangzhou North Second Ring Transport Technology Company Limited ("GNSR Company"), a subsidiary of the Group, has been recognised as an eligible entity in 2019 to enjoy three years' preferential tax treatment of income tax, at a preferential income tax rate of 15%, started from 2018. During the year ended 31 December 2021 and 2024, the preferential tax treatment of income tax has been extended to the year ended 31 December 2023 and 2026. In 2013, Guangxi Yuexiu Cangyu Expressway Company Limited, a subsidiary of the Group, was recognised as an eligible entity to enjoy 18 years' preferential tax treatment of income tax, at a preferential income tax rate of 15%, started from 2013, and the preferential tax treatment of income tax was extended to the year ended 31 December 2030 in 2020.

In addition, dividend distribution out of profit of foreign-invested enterprises earned after 1 January 2008 is subject to withholding income tax at a rate of 5% or 10%. During the period, withholding income tax was provided for dividend distributed for reinvestment and undistributed profits of certain of the Group's subsidiaries and associates in the PRC at a rate of 5% or 10% (30 June 2024: 5% or 10%).

- (c) The amount of income tax charged/(credited) to the interim condensed consolidated statement of profit or loss represents:

	Six months ended 30 June	
	2025	2024
	<i>RMB'000</i>	<i>RMB'000</i>
Current income tax		
PRC enterprise income tax	200,333	178,985
Deferred income tax	(27,849)	(11,862)
	<u>172,484</u>	<u>167,123</u>
Total		

## 9 EARNINGS PER SHARE FOR PROFIT ATTRIBUTABLE TO SHAREHOLDERS OF THE COMPANY

Basic earnings per share are calculated by dividing the profit for the period attributable to shareholders of the Company by the weighted average number of ordinary shares outstanding during the period.

	Six months ended 30 June	
	2025	2024
Earnings		
Profit attributable to shareholders of the Company (RMB'000)	<u>360,764</u>	<u>313,938</u>
Shares		
Weighted average number of ordinary shares outstanding during the period ('000)	<u>1,673,162</u>	<u>1,673,162</u>

The diluted earnings per share for the six months ended 30 June 2025 equals to the basic earnings per share as there are no potential dilutive ordinary shares outstanding during the period (30 June 2024: same).

## 10 DIVIDENDS

	Six months ended 30 June	
	2025	2024
	<i>RMB'000</i>	<i>RMB'000</i>
Final declared and paid – HK\$0.13 equivalent to approximately RMB0.12 (2024: HK\$0.15 equivalent to approximately RMB0.1401) per share	<u>198,435</u>	<u>234,424</u>

On 15 August 2025, the board of directors has resolved to declare an interim dividend of HK\$0.12 per share (equivalent to approximately RMB0.1091) (30 June 2024: HK\$0.12 per share (equivalent to approximately RMB0.1097)), amounting to a total of approximately RMB182,575,000 (30 June 2024: RMB183,534,000).

## 11 TRADE AND OTHER RECEIVABLES, DEPOSITS AND PREPAYMENTS

	<b>30 June 2025 RMB'000</b>	31 December 2024 RMB'000
Trade receivables	<b>211,088</b>	187,508
Other receivables, deposits and prepayments	<b>1,167,088</b>	1,051,738
Total	<b>1,378,176</b>	1,239,246
Less: non-current portion ( <i>note</i> )	<b>(1,059,965)</b>	(967,494)
Current portion	<b>318,211</b>	271,752

*Note:* Non-current portion refers to prepayments made by the Group for the GNSR Expressway reconstruction and expansion project.

An ageing analysis of the trade receivables as at the end of the reporting period, based on the date when trade receivables are recognised (i.e. date on which services are rendered), is as follows:

	<b>30 June 2025 RMB'000</b>	31 December 2024 RMB'000
Within 1 month	<b>117,709</b>	116,999
1 to 3 months	<b>12,121</b>	12,315
3 to 6 months	<b>19,062</b>	20,259
6 months to 1 year	<b>36,335</b>	37,935
Over 1 year	<b>25,861</b>	—
Total	<b>211,088</b>	187,508

The Group's revenue is generally settled in cash and it usually does not maintain any account balances owing. The trade receivables represented amounts due from local transport departments which collected the toll revenue for all operating entities due to the implementation of unified toll collection policy on expressways and highways in China. No expected credit losses were provided as the directors consider that the expected credit risks of toll road revenue receivables are minimal.

The carrying amounts of trade and other receivables and deposits approximated to their fair values and were mainly denominated in RMB. The trade and other receivables are measured at amortised cost.

**12 TRADE AND OTHER PAYABLES AND ACCRUED CHARGES**

	<b>30 June 2025 RMB'000</b>	<b>31 December 2024 RMB'000</b>
Trade payables	<b>58,491</b>	52,091
Other payables and accrued charges	<b>498,153</b>	496,397
Construction related accruals and payables	<b>656,379</b>	635,798
	<hr/>	<hr/>
Total	<b>1,213,023</b>	1,184,286
	<hr/>	<hr/>

The ageing analysis of trade payables and construction related accruals and payables by invoice date is as follows:

	<b>30 June 2025 RMB'000</b>	<b>31 December 2024 RMB'000</b>
Within 1 month	<b>284,613</b>	260,208
1 to 3 months	<b>24,009</b>	108,052
Over 3 months	<b>406,248</b>	319,629
	<hr/>	<hr/>
Total	<b>714,870</b>	687,889
	<hr/>	<hr/>

## MANAGEMENT DISCUSSION AND ANALYSIS

### BUSINESS REVIEW

#### Summary Information of Operating Toll Roads, Bridges and Port

	Toll Mileage (km)	Width (lanes)	Toll Station(s)	Road Type	Attributable Interests (%)	Approved Last Date for Toll Collection (Year/Month/Day) <sup>(4)</sup>
<b>SUBSIDIARIES</b>						
GNSR Expressway	42.5	6/8 <sup>(2)</sup>	6	Expressway	60.00	2032/01/10 <sup>(5)</sup>
Cangyu Expressway	22.0	4	0	Expressway	100.00	2030/12/28
Changzhu Expressway	46.5	4	5	Expressway	100.00	2040/08/30
Weixu Expressway	64.3	4	2	Expressway	100.00	2035/11/18
Lanwei Expressway	61.0	4	3	Expressway	100.00	2034/07/01
Pinglin Expressway <sup>(1)</sup>	106.5	4	6	Expressway	55.00	2033/10/24
Suiyuanan Expressway	98.1	4	4	Expressway	70.00	2040/03/09
Hancai Expressway	36.0	4/6 <sup>(2)</sup>	3 <sup>(7)</sup>	Expressway	67.00	2038/08/27
Han'e Expressway	54.8	4	5	Expressway	100.00	2042/06/30
Daguangnan Expressway	109.7 <sup>(8)</sup>	4	7 <sup>(8)</sup>	Expressway	90.00	2042/04/29
<b>ASSOCIATES AND JOINT VENTURE</b>						
Han-Xiao Expressway	38.5	4/6 <sup>(2)</sup>	2	Expressway	30.00	2036/12/09
GWSR Expressway	42.1	6	2	Expressway	35.00	2030/12/19
Humen Bridge	15.8	6	4	Suspension Bridge	27.78 <sup>(3)</sup>	2029/05/08
Northern Ring Road <sup>(6)</sup>	22.0	6/8 <sup>(2)</sup>	8	Expressway	24.30 <sup>(6)</sup>	2024/03/22 <sup>(6)</sup>
Shantou Bay Bridge	6.5	6	3	Suspension Bridge	30.00	2028/12/23
Qinglian Expressway	215.2	4	15	Expressway	23.63	2034/06/30
			<b>No. of berths</b>	<b>Passenger ferries in use</b>	<b>Attributable Interests (%)</b>	
<b>ASSOCIATE</b>						
Pazhou Port			5	2 (self-owned)	45.00	

*Notes:*

- (1) The Group completed the acquisition of 55% of the equity interest in Pinglin Expressway on 26 November 2024.
- (2)
  - a. GNSR Expressway: 8 lanes for the section from Huocun to Luogang, and 6 lanes for other sections.
  - b. Hancai Expressway: 6 lanes for the section from Miliang Shan to Wuhan Outer Ring Road, and 4 lanes for other sections.
  - c. Han-Xiao Expressway: 6 lanes for the sections of Airport North Extension and from Taoyuanji interchange to Hengdian interchange, and 4 lanes for other sections.
  - d. Northern Ring Road: 8 lanes for the section from Shabei to Bainihe Bridge, and 6 lanes for other sections.
- (3) The profit-sharing ratio was 18.446% from 2010 onwards.
- (4)
  - a. Projects within Guangdong Province: Pursuant to the supporting and protective policies from the relevant authorities in the Guangdong Province regarding waiver of tolls on toll roads during the COVID-19 pandemic, the operators of toll roads for the Group's projects within Guangdong Province shall submit compensation applications one year before the original toll collection deadline of the project. In which: Northern Ring Road has met the above requirements and has completed the relevant application process, and the adjusted and approved toll collection deadline is 22 March 2024.
  - b. Projects within Guangxi Autonomous Region, Hunan Province, Hubei Province and Henan Province: Pursuant to the supporting and protective policies from the relevant authorities in the Guangxi Autonomous Region, Hunan Province, Hubei Province and Henan Province regarding waiver of tolls on toll roads during the COVID-19 pandemic, the original approved toll collection deadline for the Group's projects within Guangxi Autonomous Region, Hunan Province, Hubei Province and Henan Province were postponed for 79 days.
- (5) According to provision 14 of the Regulations on the Administration of Toll Roads (《收費公路管理條例》) promulgated by the State Council, the toll collection deadline shall be reviewed and approved by people's governments of provinces, autonomous regions and municipalities directly under the central government in accordance with the following standards: other than provinces, autonomous regions and municipalities directly under the central government in the central and western region determined by the State, the toll collection period for highways under operation shall be determined in accordance with the principle of recovery of investment with reasonable return, with a maximum of 25 years. Based on the new investment in the GNSR Expressway under the GNSR Expressway R&E Project and the information in feasibility report, the Board expected that the toll operating period of the GNSR Expressway would be extended for a period of up to 25 years from the completion date of the GNSR Expressway R&E Project. The extension of toll period (which is expected to be finalised after the completion of GNSR Expressway R&E Project and the reconstructed and expanded GNSR Expressway open to traffic) will be subject to the final approval by the People's Government of Guangdong Province after the submission of the application for assessment of the operating period of GNSR Expressway and the completion of the technical valuation by a qualified valuer appointed by the Department of Transport of Guangdong Province.
- (6) The toll collection right of Northern Ring Road expired at 24:00 on 22 March 2024. The project is currently in the process of being transferred to the government.
- (7) The Caidian toll station of Hancai Expressway opened to traffic in June 2025.
- (8) The Huangshi toll station of Daguanngnan Expressway opened to traffic in January 2025. Upon opening to traffic, the toll station extended the toll mileage of Daguanngnan Expressway to 109.7 km.

# TOLL SUMMARY OF TOLL ROADS, BRIDGES AND PORT

For the six months ended 30 June 2025

	Average daily toll revenue <sup>(1)</sup>		Average daily toll traffic volume	
	First half of 2025 (RMB/day)	Y-O-Y Change %	First half of 2025 (Vehicle/day)	Y-O-Y Change %
<b>SUBSIDIARIES</b>				
GNSR Expressway	2,722,765	0.0%	294,098	1.8%
Cangyu Expressway	273,413	2.3%	19,238	2.1%
Changzhu Expressway	699,704	4.8%	70,708	2.4%
Weixu Expressway	869,103	-7.6%	25,899	2.4%
Lanwei Expressway	730,194	-4.4%	31,588	2.0%
Pinglin Expressway <sup>(2)</sup>	1,411,806	0.1%	37,245	-1.5%
Suiyuan Expressway	1,981,048	6.9%	32,059	2.1%
Hancai Expressway	789,586	18.0%	54,099	8.5%
Han'e Expressway	850,045	57.5%	57,667	31.8%
Daguangnan Expressway	1,049,851	-11.3%	28,098	7.7%
<b>ASSOCIATES AND JOINT VENTURE</b>				
Han-Xiao Expressway	604,255	-0.6%	34,359	6.8%
GWSR Expressway	1,318,188	-0.3%	91,934	0.2%
Humen Bridge	2,128,420	-26.5%	80,791	-24.7%
Shantou Bay Bridge	272,242	1.5%	17,468	2.6%
Qinglian Expressway	1,813,948	0.9%	52,201	4.5%
	Average daily ticket business revenue		Average daily passenger volume	
	First half of 2025 (RMB/day)	Y-O-Y Change %	First half of 2025 (People/day)	Y-O-Y Change %
<b>ASSOCIATE</b>				
Pazhou Port	126,312	-9.7%	338	-21.1%

Notes:

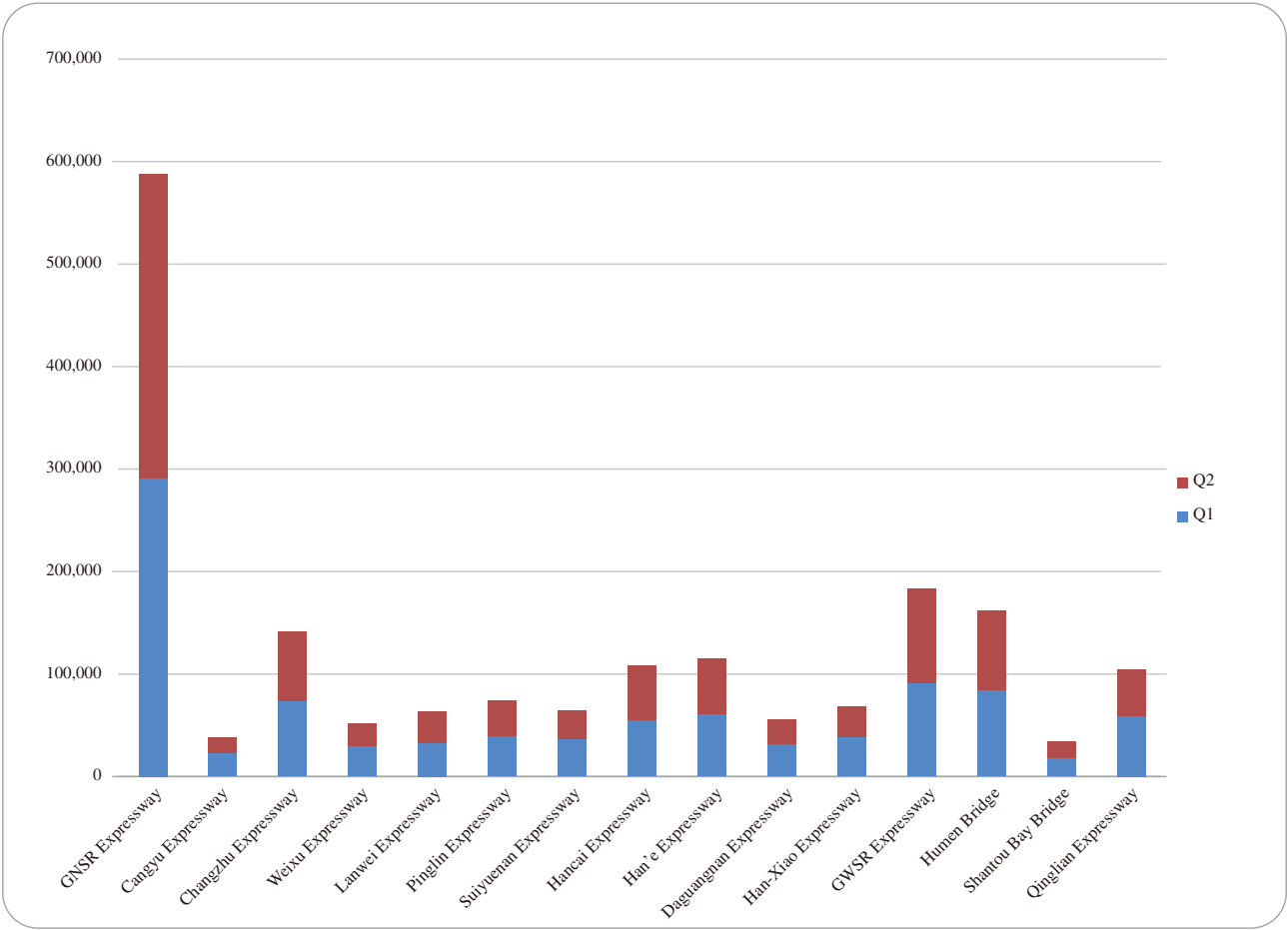
- (1) Average daily toll revenue does not include value-added tax.
- (2) The Group completed the acquisition of 55% of the equity interest in Pinglin Expressway on 26 November 2024. The figures of average daily toll revenue and the average daily toll traffic volume for the years 2024 and 2025 were both for the period from 1 January to 30 June. The figures for the same period in 2024 were recorded prior to the Group's acquisition. These figures were external in nature and not attributable to the Group, therefore were provided for information purposes only.

## TOLL ROADS AND BRIDGES

### Quarterly analysis of average daily toll traffic volume for 2025

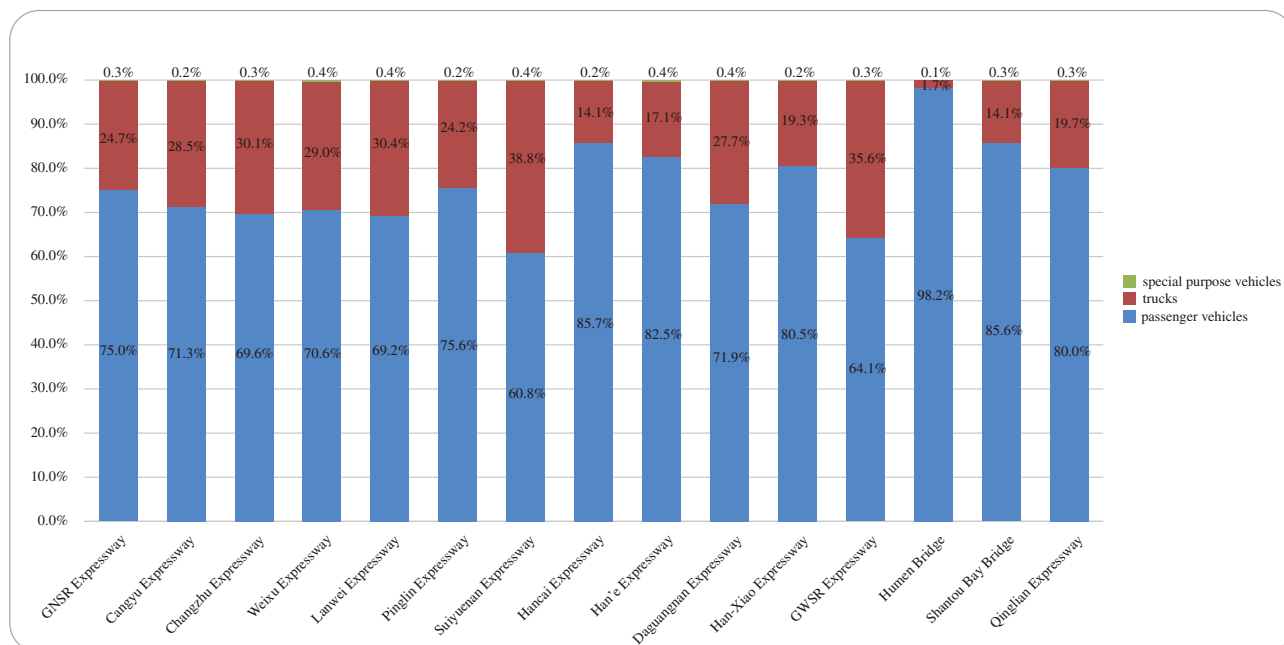
	Average daily toll traffic volume of the first quarter in 2025 (Vehicle/day)	Average daily toll traffic volume of the second quarter in 2025 (Vehicle/day)
<b>SUBSIDIARIES</b>		
GNSR Expressway	290,497	297,659
Cangyu Expressway	22,296	16,214
Changzhu Expressway	73,030	68,412
Weixu Expressway	28,533	23,295
Lanwei Expressway	32,773	30,416
Pinglin Expressway	38,221	36,281
Suiyuenan Expressway	36,058	28,104
Hancai Expressway	54,139	54,060
Han'e Expressway	59,661	55,696
Daguangnan Expressway	30,263	25,957
<b>ASSOCIATES AND JOINT VENTURE</b>		
Han-Xiao Expressway	38,009	30,748
GWSR Expressway	90,428	93,424
Humen Bridge	83,486	78,125
Shantou Bay Bridge	17,419	17,516
Qinglian Expressway	59,073	45,404

Unit: Vehicle/day



## Vehicle Type Analysis (by Traffic Volume)

During the Reporting Period, the Group's operating projects were primarily located in the following five provinces/autonomous region: Guangdong, Guangxi, Hunan, Hubei and Henan. In accordance with the industry standard of "Vehicle Classification of the Toll Highway" implemented on 1 January 2020, in the regions where the Group's investment and operating projects are located, all vehicles are classified into the following three categories in a standardised manner: passenger vehicles, trucks and special purpose vehicles.



### Note:

Special purpose vehicles refer to cars that have special equipment or apparatus installed, and used in engineering special projects, health care and other operations.

## SUMMARY OF OPERATING PERFORMANCE

### Macro-economic Environment

The PRC stayed true to the general principle of pursuing progress while ensuring stability. By fully, accurately and comprehensively implementing the new development philosophy, and accelerating the establishment of a new development pattern, the economy has sustained generally stable operations with measured progress. Since the beginning of this year, faced with changes and pressures in the external environment, the Chinese government has responded actively and taken proactive measures, placing greater emphasis on strengthening the domestic economic cycle and intensifying efforts to implement more proactive macro-economic policies to expand domestic demand and stimulate consumption. According to the information released by the National Bureau of Statistics, the gross domestic product (GDP) for the first half of 2025 amounted to RMB66,053.6 billion, representing a year-on-year increase of 5.3%; and by quarter, the GDP for the first quarter and the second quarter recorded a year-on-year increase of 5.4% and 5.2%, respectively.

According to the Ministry of Public Security, domestic car ownership maintained a steady growth momentum; as of 30 June 2025, domestic car ownership reached 359 million vehicles, representing a year-on-year increase of 4.1%; and new energy vehicle ownership reached 36.89 million, representing a year-on-year increase of 49.2% and reaching 10.3% of total number of vehicles.

During the Reporting Period, the projects invested and operated by the Group are distributed throughout Guangdong, Guangxi, Hunan, Hubei and Henan. According to the National Bureau of Statistics and bureaus of statistics of provinces, or autonomous region, the GDP of these regions for the first half of 2025 increased by 4.2%, 5.5%, 5.6%, 6.2% and 5.7% year-on-year, respectively.

(Unit: RMB100 million)

	National	Guangdong Province	Guangxi Autonomous Region	Hunan Province	Hubei Province	Henan Province
GDP for the first half of 2025	660,536	68,725	13,851	26,167	29,643	31,684
GDP changes for the first half of 2025	5.3%	4.2%	5.5%	5.6%	6.2%	5.7%
GDP changes for the year of 2024	5.0%	3.9%	3.6%	4.5%	5.8%	4.9%

Source: National Bureau of Statistics and bureaus of statistics of provinces or autonomous region

## **Regulatory Environment of the Sector**

On 30 July 2025, the Political Bureau of the Central Committee of the Communist Party of China convened a meeting to analyze and study the current economic situation and economic work. The meeting held that since the beginning of this year, China's economy has maintained steady progress, with new achievements in high-quality development, sound performance in major economic indicators, active development of new quality productive forces and continued deepening of reform and opening-up, demonstrating strong vitality and resilience. The meeting pointed out that the operation of China's economy still faces multiple risks and challenges, it is necessary to accurately assess the situation, strengthen awareness of potential risks, adhere to bottom-line thinking and leverage development opportunities, potential, and advantages to consolidate and expand the momentum of economic recovery and growth.

On 22 May 2025, the Ministry of Transport issued the 2025 Legislative Work Plan (《二〇二五年立法工作計劃》). The amendments to the Highway Law (《公路法》) and the Regulations on the Administration of Toll Roads (《收費公路管理條例》) were included in the legislative projects to be completed or announced by the Ministry of Transport during the year.

Local governments across the PRC continued to promote the implementation of differentiated highway tolls, adhering to government guidance and encouraging independent participation by operators, with the aims of improving road network efficiency, reducing logistics costs, and effectively protecting the legitimate rights of highway investors. Up to now, relevant policies have had no significant impact on the toll revenue of the Group's projects.

## **Business Improvements and Innovations**

During the Reporting Period, the Group focused on “improving efficiency, effectiveness, cost reduction and services”, proactively implemented refined management, and steadily enhanced the operation and management quality of the Company. The Group achieved significant improvement in maintenance and finance cost control, operational efficiency and increasing revenue of certain subsidiaries.

During the Reporting Period, the Group proactively expanded revenue sources. For toll revenue, the Group firstly continued to implement measures, including “navigating and introducing traffic, linking scenic spots, improving road signage, ensuring smooth traffic flow, promoting brands and new media promotions” to attract traffic and increase toll revenue. Secondly, the Group strived to prevent toll evasion and avoidance to ensure that all tolls were collected. In particular, an intelligent inspection system dedicated to prevent toll avoidance has been deployed across the routes of all subsidiaries, and its processing efficiency was enhanced through the advanced automation of the inspection work order system. Thirdly, a travel service online platform was rolled out by the Group to all its subsidiaries, which has accumulated a total of about 340,000 registered vehicle-owner members, laying a solid foundation for further tapping into the value of customer resources. For other revenues, the Group continued to reinforce the concept of “Expressway+” and promote the use of resources such as service areas on expressways, ancillary lands and facilities along expressways and billboards to diversify its sources of revenue. Secondly, the Group developed and utilised auxiliary assets and resources of roads to promote the implementation of projects such as photovoltaic power generation (with an aggregate installed capacity of approximately 6.6 MW and a power generation capacity of approximately 3.4 million kWh for the first half of 2025, reducing carbon dioxide emissions by about 3,388 tons for the first half of 2025, which was approximately 132% of the carbon dioxide emissions reduction in the same period of the previous year. Thirdly, the transformation and upgrade of service areas was completed. In particular, the “Zero-Carbon Service Area” project of Changsha East on Changzhu Expressway has become one of the first seven “Zero-Carbon Service Area” pilot projects recognised by the Ministry of Transport in 2024. Fourthly, the Group adhered to the concept of green development and transportation, realising the full coverage of charging and switching facilities in the service areas under our management. In the service areas under the Group’s management, the proportion of passenger vehicle parking spaces equipped with charging facilities has reached 20% of all passenger vehicle parking spaces. The Group effectively responded to the requirements of low-carbon development of the industry and the demand for new energy vehicles, which could also generate economic benefits.

During the Reporting Period, the Group actively embraced China's vision of building a strong transportation network featuring "enjoyable travel for passengers and smooth transport of goods" and advocated the concept of "creating excellent values" with its action. Firstly, through continuous investments in maintenance and careful operation and management, the Group strived to make sure the technological standards of highways were in line with the industry standards, provided the public with a "green, clean, smooth, beautiful and safe" traveling environment. Secondly, the Group enhanced service quality of its tolling business and optimised the efficiency and service level of the expressways and toll stations. Thirdly, it continued to maintain, adjust and optimise key toll collection facilities and equipment, rolling out an intelligent control platform for mechanical and electrical assets across the routes of all subsidiaries to ensure stable operation of facilities. As a result, the average ETC calculation success rate and car plate automatic identification rate in the first half of the year were 99.68% and 98.54% respectively, which were better than the industry averages. Fourthly, the Group continued to enhance its foundational safety capabilities and improve the safety management standards and build a safety management system with the characteristics of the transportation industry. All subsidiaries have obtained certificates of Work Safety Standardisation Grade 2 or above.

During the Reporting Period, the Group continued to advance its application of innovative technology. In particular, (i) the Group implemented preventive maintenance measures by promoting new technology, materials, processes, equipment and applications to improve the quality of work effectively and save maintenance costs, (ii) the Group effectively improved the level of safety control, intelligent operation and maintenance and intelligent management of the road sections under the Group's management, (iii) the Group carried out digital transformation of its business model and increased its investment in technology to lay a solid foundation for the construction of smart expressways. In particular, the GNSR Expressway and the Changzhu Expressway have been included in the first batch of pilot projects for the infrastructure digital transformation and upgrading recognised by the Ministry of Transport, while the Daguangnan Expressway has been included in the second batch of pilot projects for the infrastructure digital transformation and upgrading recognised by the Ministry of Transport; (iv) the Group built an integrated smart traffic system platform that deploys big data technology with technical features such as "all-round monitoring, accurate detection and rapid early warning", with AI detection accuracy rate reaching 98% and accident handling efficiency improving by approximately 8%, further enhancing road traffic efficiency; (v) the Group further promoted the intelligent toll collection technology, and deployed intelligent toll collection equipment with proprietary intellectual property rights on the road sections of all its subsidiaries to effectively enhance the efficiency of vehicular traffic.

During the Reporting Period, the Group newly obtained 1 invention patent and 9 utility patents. GNSR Company remained the sole enterprise in the industry to be simultaneously certified as a "High-tech Enterprise", an "Innovative Enterprise" and a "Specialised and Sophisticated Enterprise with Unique and Innovative Technologies" since 2023.

During the Reporting Period, the Group is committed to improving its management and control and level of talent development. It continued to optimise organisational management mechanisms and further enhanced management efficiency. It also expanded the vision of talents and improved their compound management capacities through solid implementation of measures on talent cultivation and development. By optimising and improving its incentive scheme, the Group guides and inspires its cadres and staff to assume responsibilities and make new achievements. Meanwhile, it disseminates the "Way of Faith" corporate culture of Yue Xiu, concentrating on promoting the operation and development of the Company.

## **Progress of Investment**

During the Reporting Period, the Group continued to grasp the strategic opportunity period for expressway investment and mergers and acquisitions. Gaining its foothold in Guangdong-Hong Kong-Macau Greater Bay Area and Central and Eastern China, expanding its presence in other developing areas benefiting from continued urbanisation and industrialisation going forward, making full use of the incubation platform model and exploring opportunities of investing in reconstruction and expansion of quality assets, the Group insisted on strengthening and expanding its infrastructure business mainly based on toll roads.

### **GNSR Expressway R&E Project**

The GNSR Expressway R&E Project is a strategic construction project of the Group with the largest investment and that is the most difficult in recent years, which will help strengthen the Group's most important revenue generating asset, enhance premium assets in the Greater Bay Area, and ensure sustainable development. Following the approval of the Land Expropriation Works Agreements for Huangpu District and Baiyun District in connection with the GNSR Expressway R&E Project at the special general meeting on 10 January 2023, GNSR Company has completed the signing of the Land Expropriation Works Agreements for Huangpu District and Baiyun District. During the process of the project, the Guangzhou Transportation Work Leading Group Office formally formed a special team for the construction of the GNSR Expressway R&E Project headed by the deputy mayor, and successfully established a normalised coordination mechanism at the municipal level to provide strong support for the smooth progress of the project. With the support of the government and the unremitting efforts of the Group, on 3 November 2023, GNSR Company entered into construction works agreements with relevant contractors for the main works sections. On 24 November 2023, relevant construction works agreements entered into for the main works sections under the GNSR Expressway R&E Project were approved at the special general meeting of the Company. On 29 April 2024, the land for the GNSR Expressway R&E Project has obtained the approval from the Ministry of Natural Resources of the PRC. On 20 June 2024, the construction permit has been granted by the Department of Transport of Guangdong Province, and the project commenced in full swing. On 16 June 2025, GNSR Company and Guangzhou-Shenzhen-Zhuhai Superhighway Company Limited (廣深珠高速公路有限公司) entered into the entrusted construction management agreement for the purpose of facilitating the implementation of the improvement project for the huocun interchange common ramps. As of the end of June 2025, the land expropriation, relocation and engineering construction and installation both went well under way. The next step for the Group will be to fully advance the remaining land expropriation, relocation and on-site construction. For more details of the entering into of the land expropriation works agreements for Huangpu District and Baiyun District, construction works agreements for the main works sections of the GNSR Expressway R&E Project and the improvement project for the huocun interchange common ramps, please refer to the announcements of the Company dated 17 October 2022, 28 November 2022, 10 January 2023, 28 February 2023, 20 March 2023, 17 October 2023, 3 November 2023, 24 November 2023 and 16 June 2025 and the circulars of the Company dated 22 December 2022 and 8 November 2023, respectively.

## POSSIBLE RISK EXPOSURE:

### **(I) *Risk of Competition from Parallel Expressways***

#### *Risk analysis*

In the first half of 2025, the average daily toll revenue from some of the Group's subsidiary/associated projects recorded a year-on-year decrease due to the impact of parallel expressways in the surrounding areas (e.g., Weixu Expressway and Lanwei Expressway were affected by the diversion impact resulting from the combined effect of the differentiated toll policy of the Anluo Expressway and the traffic restrictions brought by the reconstruction and expansion works on the Northern Hubei section of the Beijing-Hong Kong-Macao Expressway; Daguangnan Expressway was affected by the opening of Wuyang Expressway and the closure of Wuhuang Expressway which connects to it for construction; Humen Bridge was affected by the opening to traffic of Shenzhen-Zhongshan Link).

#### Counter measures:

The Company continues to implement measures such as attracting traffic, actively striving for the return of vehicles and mitigating the diversion effects of parallel road sections.

### **(II) *Possible Risk Exposure Faced by GNSR Expressway R&E Project***

#### *1. Construction risks faced:*

As the GNSR Expressway R&E Project involves a wide spectrum of works and processes at different stages including expropriation, demolition and relocation of lands, buildings and structures along the expressway, relocation of pipelines, construction tendering, field construction and completion settlements, and the GNSR Expressway R&E Project involves sophisticated construction processes. There are a number of unforeseen factors which could affect the progress and scheduled completion time of and investment amount into the GNSR Expressway R&E Project, including but not limited to disputes arising under land expropriation arrangements and relocation of pipelines, technical complications arising from the construction works, risks involving compliance with environmental protection policies and impact of public health incidents.

Counter measures:

- (1) At present, the handover of land for the project has completed more than 97% of the total area, with only a small portion of land remaining outstanding for handover, which is being steadily progressed. In terms of the relocation of pipelines, GNSR Company is in the course of employing professional design and construction companies for the implementation of on-site projects as necessary. In addition, for the potential issues during the implementation process of the project, the Guangzhou municipal government has established a special team led by the deputy mayor to help coordinate and resolve issues encountered during the construction process of the project.
- (2) In terms of the complexity of project technology, GNSR Company has conducted a number of feasibility and technical studies during the implementation phase of the GNSR Expressway R&E Project with a view to minimising any unforeseen technical construction complications.
- (3) For production safety, the Group has established relevant response mechanisms, improved its organisational structure, prepared and completed safety management measures, and formed a complete safety management system.
- (4) As for compliance with environmental protection policies, the environmental impact report for the GNSR Expressway R&E Project has been approved by the competent authority, and GNSR Company has supervised and ensured that the relevant construction units would undertake environmental protection measures based on relevant laws and regulations during the construction phase and cooperate with any supervision and guidance from the respective governmental authorities during the construction phase.

2. *Operational risks faced:*

During the R&E construction period, the driving environment and traffic speed may be affected due to traffic control, enclosure operations, etc., thereby resulting in an impact on the toll revenue of the original road section of the GNSR Expressway. In addition, in terms of road maintenance and construction, production safety accidents may occur due to the possible failure by related parties to fulfill their responsibility for safety production or inadequate safety production measures.

Counter measures:

With regard to ensuring smooth operation, during the preliminary design stage of the project, the Group optimised the reconstruction and expansion method of the project according to the review opinions of the Ministry of Transport to mainly adopt two-side separation or one-side separation with overall widening construction as complement. The separation of the newly built section has basically no impact on the traffic of the original road section of the GNSR Expressway, and the overall widening construction is carried out on the side of the original road section of the GNSR Expressway, which has relatively limited impact on the traffic of the original road section. During the design stage of construction drawing, GNSR Company, based on the preliminary design, kept improving traffic organisation plans by way of conducting special research on traffic organisation and engaging experts to carry out repeated internal review and optimization; at the preparation stage of construction, GNSR Company has established an integrated coordination mechanism for operation and expansion work to ensure the coordination of operation and construction; during the process of construction, GNSR Company will continue to carry out dynamic adjustment and optimisation according to the on-site traffic organisation to minimise the impact of construction on the operation of original road.

3. *Investment risks faced:*

The total investment amount estimated by the Company may be subject to change due to the changes in external environment, such as interest rate changes, changes in project construction costs, increases in land expropriation and demolition costs, fluctuating raw materials and equipment prices and modifications of the construction plans as the project progresses.

Counter measures:

The Group will undertake risk mitigation measures, such as accelerating the implementation of land expropriation and demolition, optimising the project plan to reduce project costs, properly handling budget control, close-monitoring of on-site management of construction sites, and reasonable lowering of financing costs.

4. *Integrity risks faced:*

During the construction process of the project, there may be integrity risks at key links such as tendering, land expropriation, construction management, settlement, etc.

Counter measures:

Strictly strengthen integrity supervision and management and integrity education through various means such as launching whole-process tracking audit and consultation, external special audits, and disciplinary supervision, so as to prevent corruption.

## **Expressways, Bridges and Port**

During the Reporting Period, most projects under the Group recorded a year-on-year increase in the average daily toll traffic volume and the average daily toll revenue, mainly due to: ① the continuing growth of passenger volume; ② the relatively low base number as affected by the widespread rain, snow, cold and freezing weather in China's central and eastern regions (such as Hubei Province, Henan Province and Hunan Province) around the Chinese New Year last year; ③ the relatively low base number as affected by rainy weather in surrounding regions in which Cangyu Expressway and Qinglian Expressway are located in the second quarter of last year. Some projects recorded a year-on-year decrease in the average daily toll revenue as affected by continuous traffic diversion, such as Weixu Expressway, Lanwei Expressway, Daguangnan Expressway and Humen Bridge, etc.

### **Subsidiaries**

#### *GNSR Expressway*

During the Reporting Period, the average daily toll revenue was RMB2,723,000, remaining basically at a similar level compared to the first half of 2024. The average daily toll traffic volume was 294,098 vehicles, representing a year-on-year increase of 1.8% from the first half of 2024.

The average daily toll traffic volume recorded a year-on-year increase and the average daily toll revenue remained basically unchanged, mainly due to the opening of the adjacent section of the project, namely Congpu Expressway, from 28 October 2023 onwards, which still has a slight impact on this road section mainly in terms of shortening of some of the travel routes.

#### *Cangyu Expressway*

During the Reporting Period, the average daily toll revenue was RMB273,000, representing a year-on-year increase of 2.3% from the first half of 2024. The average daily toll traffic volume was 19,238 vehicles, representing a year-on-year increase of 2.1% from the first half of 2024.

The year-on-year increases of the average daily toll revenue and the average daily toll traffic volume were mainly due to the continuing growth of passenger volume, as well as the relatively low base number as affected by rainy weather in the second quarter of last year.

#### *Changzhu Expressway*

During the Reporting Period, the average daily toll revenue was RMB700,000, representing a year-on-year increase of 4.8% from the first half of 2024. The average daily toll traffic volume was 70,708 vehicles, representing a year-on-year increase of 2.4% from the first half of 2024.

The year-on-year increases of the average daily toll revenue and the average daily toll traffic volume were mainly due to the continuing growth of passenger volume, as well as the relatively low base number as affected by the widespread rain, snow, cold and freezing weather around the Chinese New Year last year.

### *Weixu Expressway*

During the Reporting Period, the average daily toll revenue was RMB869,000, representing a year-on-year decrease of 7.6% from the first half of 2024. The average daily toll traffic volume was 25,899 vehicles, representing a year-on-year increase of 2.4% from the first half of 2024.

The year-on-year increase of the average daily toll traffic volume was mainly due to the relatively low base number as affected by the widespread rain, snow, cold and freezing weather around the Chinese New Year last year. The year-on-year decrease of the average daily toll revenue was mainly due to the diversion impact (mainly for trucks) resulting from the combined effect of the differentiated toll policy of the Anluo Expressway and the traffic restrictions brought by the reconstruction and expansion works on the Northern Hubei section of the Beijing-Hong Kong-Macao Expressway, and the toll rates for trucks are higher than those for passenger vehicles.

### *Lanwei Expressway*

During the Reporting Period, the average daily toll revenue was RMB730,000, representing a year-on-year decrease of 4.4% from the first half of 2024. The average daily toll traffic volume was 31,588 vehicles, representing a year-on-year increase of 2.0% from the first half of 2024.

The year-on-year increase of the average daily toll traffic volume was mainly due to the relatively low base number as affected by the widespread rain, snow, cold and freezing weather around the Chinese New Year last year. The year-on-year decrease of the average daily toll revenue was mainly due to the diversion impact (mainly for trucks) resulting from the combined effect of the differentiated toll policy of the Anluo Expressway and the traffic restrictions brought by the reconstruction and expansion works on the Northern Hubei section of the Beijing-Hong Kong-Macao Expressway, and the toll rates for trucks are higher than those for passenger vehicles.

### *Pinglin Expressway*

The Group completed the acquisition of 55% of the equity interest in Pinglin Expressway on 26 November 2024. The figures of average daily toll revenue and the average daily toll traffic volume for the years 2024 and 2025 were both for the period from 1 January to 30 June. The figures for the same period in 2024 were recorded prior to the Group's acquisition. These figures were external in nature and not attributable to the Group, therefore were provided for information purposes only.

During the Reporting Period, the average daily toll revenue was RMB1,412,000, representing a year-on-year increase of 0.1% from the first half of 2024. The average daily toll traffic volume was 37,245 vehicles, representing a year-on-year decrease of 1.5% from the first half of 2024.

The year-on-year decrease of the average daily toll traffic volume and the slight year-on-year increase of the average daily toll revenue were mainly due to the decrease in traffic volume of short-distance vehicles and the increase in traffic volume of long-distance vehicles.

### *Suiyuenan Expressway*

During the Reporting Period, the average daily toll revenue was RMB1,981,000, representing a year-on-year increase of 6.9% from the first half of 2024. The average daily toll traffic volume was 32,059 vehicles, representing a year-on-year increase of 2.1% from the first half of 2024.

The year-on-year increases of the average daily toll revenue and the average daily toll traffic volume were mainly due to the continuing growth of passenger volume, as well as the relatively low base number as affected by the widespread rain, snow, cold and freezing weather around the Chinese New Year last year. The year-on-year increase of the average daily toll revenue was higher than that of the average daily toll traffic volume, mainly due to the increase in the traffic volume of long-distance trucks.

### *Hancai Expressway*

During the Reporting Period, the average daily toll revenue was RMB790,000, representing a year-on-year increase of 18.0% from the first half of 2024. The average daily toll traffic volume was 54,099 vehicles, representing a year-on-year increase of 8.5% from the first half of 2024.

The year-on-year increases of the average daily toll revenue and the average daily toll traffic volume were mainly due to the relatively low base number as affected by the widespread rain, snow, cold and freezing weather around the Chinese New Year last year and some vehicles (mainly trucks) being detoured to Hancai Expressway as a result of the reconstruction and expansion works on Hanyi Expressway commencing from 23 February 2025. The year-on-year increase of the average daily toll revenue was higher than that of the average daily toll traffic volume, mainly due to the increase in the traffic volume of long-distance passenger vehicles.

### *Han'e Expressway*

During the Reporting Period, the average daily toll revenue was RMB850,000, representing a year-on-year increase of 57.5% from the first half of 2024. The average daily toll traffic volume was 57,667 vehicles, representing a year-on-year increase of 31.8% from the first half of 2024.

The significant year-on-year increases of the average daily toll revenue and the average daily toll traffic volume were mainly due to some vehicles (mainly trucks) being detoured to Han'e Expressway as a result of the closure of Wuhuang Expressway, the competitive section, for construction commencing from 10 May 2024. The year-on-year increase of the average daily toll revenue was higher than that of the average daily toll traffic volume, mainly due to the fact that the increase in truck traffic was relatively high and the toll rates for trucks are higher than those for passenger vehicles.

### *Daguangnan Expressway*

During the Reporting Period, the average daily toll revenue was RMB1,050,000, representing a year-on-year decrease of 11.3% from the first half of 2024. The average daily toll traffic volume was 28,098 vehicles, representing a year-on-year increase of 7.7% from the first half of 2024.

The year-on-year increase of the average daily toll traffic volume was mainly due to the fact that from 28 April 2025 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 was 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, which led to an increase in the toll traffic volume for short-distance passenger vehicles of this project, but the toll revenue from short-distance passenger vehicles was low. The year-on-year decrease in the average daily toll revenue was mainly due to the diversion impact on this project (mainly for trucks) of the opening of Wuyang Expressway, the competitive section, from 20 October 2023 and the closure of Wuhuang Expressway which connects to this project for construction starting from 10 May 2024, while the toll rates for trucks are higher than those for passenger vehicles.

### **Associates and Joint Venture**

#### *Han-Xiao Expressway*

During the Reporting Period, the average daily toll revenue was RMB604,000, representing a year-on-year decrease of 0.6% from the first half of 2024. The average daily toll traffic volume was 34,359 vehicles, representing a year-on-year increase of 6.8% from the first half of 2024.

The year-on-year increase of the average daily toll traffic volume was mainly due to the relatively low base number as affected by the widespread rain, snow, cold and freezing weather around the Chinese New Year last year. The slight year-on-year decrease of the average daily toll revenue was mainly due to the diversion impact (mainly for trucks) resulting from the traffic restrictions brought by the reconstruction and expansion works on the Northern Hubei section of the Beijing-Hong Kong-Macao Expressway, and the toll rates for trucks are higher than those for passenger vehicles.

### *GWSR Expressway*

During the Reporting Period, the average daily toll revenue was RMB1,318,000, representing a year-on-year decrease of 0.3% from the first half of 2024. The average daily toll traffic volume was 91,934 vehicles, representing a year-on-year increase of 0.2% from the first half of 2024.

The slight year-on-year increase of the average daily toll traffic volume was mainly due to the continuing growth of passenger volume. The slight year-on-year decrease of the average daily toll revenue was mainly due to the slight year-on-year decrease in trucks, which contributed higher toll rates than passenger vehicles.

### *Humen Bridge*

During the Reporting Period, the average daily toll revenue was RMB2,128,000, representing a year-on-year decrease of 26.5% from the first half of 2024. The average daily toll traffic volume was 80,791 vehicles, representing a year-on-year decrease of 24.7% from the first half of 2024.

The year-on-year decreases of the average daily toll revenue and the average daily toll traffic volume were mainly due to Shenzhen-Zhongshan Link, the competitive section, opening to traffic on 30 June 2024, causing in a diversion impact on the Humen Bridge.

### *Shantou Bay Bridge*

During the Reporting Period, the average daily toll revenue was RMB272,000, representing a year-on-year increase of 1.5% from the first half of 2024. The average daily toll traffic volume was 17,468 vehicles, representing a year-on-year increase of 2.6% from the first half of 2024.

The year-on-year increases of the average daily toll revenue and the average daily toll traffic volume were mainly due to the continuing growth of passenger volume.

### *Qinglian Expressway*

During the Reporting Period, the average daily toll revenue was RMB1,814,000, representing a year-on-year increase of 0.9% from the first half of 2024. The average daily toll traffic volume was 52,201 vehicles, representing a year-on-year increase of 4.5% from the first half of 2024.

The year-on-year increases of the average daily toll revenue and the average daily toll traffic volume were mainly due to the continuing growth of passenger volume, as well as the relatively low base number as affected by rainy weather in the second quarter of last year.

#### *Pazhou Port Project*

During the Reporting Period, the average daily ticket business revenue was RMB126,000, representing a year-on-year decrease of 9.7% from the first half of 2024. The average daily passenger volume was 338 person-time, representing a year-on-year decrease of 21.1% from the first half of 2024.

The year-on-year decreases of the average daily ticket business revenue and the average daily passenger volume were mainly due to the fact that urban routes were suspended during non-holiday periods in the first half of 2025 and outside the Canton Fair period which resulted in a decrease in ferry services (11.6 ferry services were operated daily on average during the first half of 2024, while 7.0 ferry services were operated daily on average during the first half of 2025).

## FINANCIAL REVIEW

### Key operating results figures

	Six months ended 30 June		
	2025	2024	Change
	RMB'000	RMB'000	%
Revenue	2,099,133	1,826,884	14.9
Gross profit	981,575	915,920	7.2
Operating profit	850,644	790,520	7.6
Earnings before interests, tax, depreciation and amortisation (“EBITDA”) <sup>(1)</sup>	1,839,255	1,599,230	15.0
Finance costs	(221,681)	(249,352)	-11.1
Share of result of a joint venture, net of tax	33,909	35,313	-4.0
Share of results of associates, net of tax	39,113	41,038	-4.7
Profit attributable to shareholders of the Company	360,764	313,938	14.9
Basic earnings per share	RMB0.2156	RMB0.1876	14.9
Diluted earnings per share	RMB0.2156	RMB0.1876	14.9
Dividend	182,575	183,534	-0.5

<sup>(1)</sup> EBITDA includes share of results of associates and a joint venture, net of tax, and excludes non-cash gains and losses.

### I. Overview of Operating Results

In the Reporting Period and as compared with the previous reporting period, the Group's revenue increased by 14.9 percent to RMB2.1 billion; operating profit increased by 7.6 percent to RMB851 million; and profit attributable to shareholders of the Company increased by 14.9 percent to RMB361 million.

The increase in the Group's revenue of RMB272 million during the Reporting Period primarily because of the combined impact of the consolidation of Pinglin Expressway's financial performance (consolidated into the financial statements of the Group since 27 November 2024), which resulted in the increase in toll revenue of RMB256 million; the increment in toll revenue of RMB55.63 million of Han'e Expressway as compared with the previous reporting period as a result of the closure of Wuhuang Expressway, the competitive section, for construction commencing from 10 May 2024; and the absence of revenue contribution from Jinxiong Expressway which was disposed in December 2024 (same period in 2024: RMB38.83 million).

In the Reporting Period, the profit attributable to shareholders of the Company increased by 14.9 percent as compared with the same period in 2024. Apart from the impact of the consolidation of Pinglin Expressway's financial performance since November 2024 and the increase in profit of Han'e Expressway as a result of the closure of Wuhuang Expressway, the competitive section, for construction commencing from 10 May 2024, the increase in profit attributable to shareholders of the Company was also attributable to the decrease in finance cost due to the management's continuous effort in optimising the overall debt structure and lowering debts' interest rate, and the decline in market interest rates.

The Board resolved to declare an interim dividend for 2025 is HK\$0.12 which is equivalent to approximately RMB0.1091 (2024 interim dividend: HK\$0.12 which was equivalent to approximately RMB0.1097) per share, representing an interim dividend payout ratio of 50.6 percent (2024 interim dividend payout ratio: 58.5 percent).

## II. Analysis of Operating Results

### *Revenue*

The Group recorded total revenue of RMB2.1 billion in the Reporting Period, which comprised total toll revenue of RMB2.06 billion and other revenue related to normal toll roads operation of RMB39.8 million.

### *Toll revenue*

The Group recorded a total toll revenue of RMB2.06 billion in the Reporting Period, representing an increase of 15.2 percent from RMB1.79 billion as compared with the same period in 2024. The increase was mainly because of the combined impact of the consolidation of Pinglin Expressway's financial performance (consolidated into the financial statements of the Group since 27 November 2024), the increment in toll revenue of Han'e Expressway as compared with the previous reporting period as a result of the closure of Wuhuang Expressway, the competitive section, for construction commencing from 10 May 2024 and the absence of revenue contribution from Jinxiong Expressway which was disposed in December 2024. Further details on the toll revenue of each expressway and bridge are set out in the "Business Review – Expressways, Bridges and Port" section of this announcement.

### **Analysis of toll revenue by each controlled project**

<b>Controlled Projects</b>	<b>Reporting Period RMB'000</b>	<b>Percentage of total toll revenue %</b>	<b>First half of 2024 RMB'000</b>	<b>Percentage of total toll revenue %</b>	<b>Change %</b>
GNSR Expressway	492,821	23.9	495,442	27.7	-0.5
Suiyuanan Expressway	358,570	17.4	337,349	18.9	6.3
Pinglin Expressway <sup>(1)</sup>	255,537	12.4	–	–	N/A
Daguangnan Expressway	190,023	9.2	215,501	12.0	-11.8
Weixu Expressway	157,308	7.7	171,213	9.6	-8.1
Han'e Expressway	153,858	7.5	98,231	5.5	56.6
Hancai Expressway	142,915	7.0	121,803	6.8	17.3
Lanwei Expressway	132,165	6.4	138,962	7.8	-4.9
Changzhu Expressway	126,647	6.1	121,563	6.8	4.2
Cangyu Expressway	49,488	2.4	48,655	2.7	1.7
Jinxiong Expressway <sup>(2)</sup>	–	–	38,833	2.2	N/A
<b>Total toll revenue</b>	<b>2,059,332</b>	<b>100.0</b>	<b>1,787,552</b>	<b>100.0</b>	<b>15.2</b>

<sup>(1)</sup> The Group completed the acquisition of 55% of the equity interest in Pinglin Expressway in November 2024.

<sup>(2)</sup> The Group completed the disposal of 60% of the equity interest in Jinxiong Expressway in December 2024.

## Other revenue

In the Reporting Period, the Group recorded other revenue related to normal toll roads operation of RMB39.8 million (same period in 2024: RMB39.33 million), mainly comprising income from service area and gas station of RMB19.11 million (same period in 2024: RMB19.2 million) and entrusted road management service income of RMB16.55 million (same period in 2024: RMB17.51 million).

## Cost of services

In the Reporting Period, the Group's total cost of services amounted to RMB1.12 billion, representing an increase of 22.7 percent from RMB911 million as compared with the same period in 2024. In the Reporting Period, the total cost of services of the Group's controlled projects amounted to RMB1.11 billion. The increase was mainly due to the impact of the consolidation of Pinglin Expressway's financial performance (consolidated into the financial statements of the Group since 27 November 2024) and the increase in the amortisation of intangible operating rights. Overall cost ratio (cost of services/revenue) was 53.2 percent in the Reporting Period, which was 3.3 percentage points higher than that of the same period in 2024.

## Analysis of cost of services by each controlled project

Controlled Projects	Reporting Period RMB'000	Percentage of total %	First half of 2024 RMB'000	Percentage of total %	Change %
GNSR Expressway	198,740	17.9	187,322	20.7	6.1
Suiyuan Expressway	169,033	15.2	138,559	15.3	22.0
Pinglin Expressway <sup>(1)</sup>	139,736	12.6	–	–	N/A
Daguangnan Expressway	155,078	14.0	129,762	14.4	19.5
Weixu Expressway	83,704	7.5	81,716	9.0	2.4
Han'e Expressway	63,989	5.8	56,155	6.2	14.0
Hancai Expressway	97,654	8.8	91,187	10.1	7.1
Lanwei Expressway	102,472	9.2	96,193	10.7	6.5
Changzhu Expressway	74,604	6.7	71,257	7.9	4.7
Cangyu Expressway	25,432	2.3	23,355	2.6	8.9
Jinxiong Expressway <sup>(2)</sup>	–	–	27,749	3.1	N/A
Total	1,110,442	100.0	903,255	100.0	22.9

<sup>(1)</sup> The Group completed the acquisition of 55% of the equity interest in Pinglin Expressway in November 2024.

<sup>(2)</sup> The Group completed the disposal of 60% of the equity interest in Jinxiong Expressway in December 2024.

## Analysis of controlled projects' cost of services by nature

	Reporting Period RMB'000	Percentage of total %	First half of 2024 RMB'000	Percentage of total %	Change %
Amortisation of intangible operating rights	884,751	79.7	700,470	77.6	26.3
Staff costs	99,866	9.0	83,477	9.2	19.6
Toll highways and bridges maintenance expenses	56,982	5.1	65,908	7.3	-13.5
Toll highways and bridges operating expenses	54,435	4.9	42,521	4.7	28.0
Taxes and surcharges	8,674	0.8	7,265	0.8	19.4
Depreciation of other fixed assets	5,734	0.5	3,614	0.4	58.7
Total	<u>1,110,442</u>	<u>100.0</u>	<u>903,255</u>	<u>100.0</u>	22.9

## Gross Profit

Gross profit in the Reporting Period was RMB982 million, representing an increase of 7.2 percent from RMB916 million in the same period in 2024. The total gross profit of the Group's controlled projects in the Reporting Period was RMB972 million. Overall gross profit margin in the Reporting Period was 46.8 percent, which was 3.3 percentage points lower than that of the same period in 2024, mainly due to the increase in the amortisation of intangible operating rights.

## Analysis of gross profit by each controlled project

Controlled Projects	Reporting Period		First half of 2024	
	Gross Profit RMB'000	Gross Margin <sup>(1)</sup>	Gross Profit RMB'000	Gross Margin <sup>(1)</sup>
GNSR Expressway	297,710	60.0%	310,496	62.4%
Suiyuan Expressway	196,132	53.7%	204,353	59.6%
Pinglin Expressway <sup>(2)</sup>	115,861	45.3%	–	–
Daguangnan Expressway	40,527	20.7%	91,684	41.4%
Weixu Expressway	74,910	47.2%	90,718	52.6%
Han'e Expressway	93,892	59.5%	46,623	45.4%
Hancai Expressway	46,882	32.4%	31,707	25.8%
Lanwei Expressway	29,693	22.5%	42,769	30.8%
Changzhu Expressway	52,453	41.3%	50,712	41.6%
Cangyu Expressway	24,078	48.6%	25,300	52.0%
Jinxiong Expressway <sup>(3)</sup>	–	–	11,744	29.7%
Total	<u>972,138</u>	<u>46.7%</u>	<u>906,106</u>	50.1%

<sup>(1)</sup> Gross margin = Gross profit/revenue

<sup>(2)</sup> The Group completed the acquisition of 55% of the equity interest in Pinglin Expressway in November 2024.

<sup>(3)</sup> The Group completed the disposal of 60% of the equity interest in Jinxiong Expressway in December 2024.

### ***General and administrative expenses***

The Group's general and administrative expenses in the Reporting Period amounted to RMB148 million, representing an increase of 9.4 percent from RMB135 million in the same period in 2024. The increase is mainly due to the increase in staff cost of RMB6.98 million during the Reporting Period.

### ***Other income, gains and losses – net***

The Group's other income, gains and losses – net was RMB17.25 million in the Reporting Period (same period in 2024: RMB10.08 million). The increase was mainly due to the compensation from third parties for land occupation of RMB6.37 million during the Reporting Period.

### ***Finance income/Finance costs***

The Group's finance income in the Reporting Period amounted to RMB13.84 million (same period in 2024: RMB17.2 million), which was 19.5 percent lower than that of the same period in 2024, mainly due to the decline in market deposit interest rates.

The Group's finance costs in the Reporting Period decreased by 11.1 percent to RMB222 million (exclusive of amount capitalized in construction in progress of RMB12.44 million) as compared with RMB249 million in the same period in 2024, mainly due to management's continuous effort in optimising the overall debt structure and lowering debts' interest rate, and the decline in market interest rates. The Group's overall weighted average interest rate in the Reporting Period was 2.57 percent (same period in 2024: 3.05 percent).

### ***Share of results of associates and a joint venture, net of tax***

The Group's share of results of associates and a joint venture, net of tax, decreased by 4.4 percent to RMB73.02 million in the Reporting Period (same period in 2024: RMB76.35 million).

Share of post-tax profit of Humen Bridge in the Reporting Period decreased by 37.9 percent to RMB28.68 million mainly due to Shenzhen-Zhongshan Link (which competes with the project) opening to traffic on 30 June 2024, causing in a diversion impact on the Humen Bridge. Share of post-tax profit of Qinglian Expressway in the Reporting Period decreased by 0.5 percent to RMB11.94 million. Share of post-tax profit of Huaxia Yuexiu Expressway REIT in the Reporting Period decreased by 37.3 percent to RMB4.74 million, mainly due to the diversion of traffic brought by the reconstruction and expansion works on the Northern Hubei section of the Beijing-Hong Kong Macao Expressway. Share of post-tax profit of Shantou Bay Bridge in the Reporting Period decreased by 11.2 percent to RMB3.4 million. The decrease was mainly due to the increase in the amortisation of intangible operating rights during the Reporting Period. Share of post-tax loss of Pazhou Port in the Reporting Period amounted to RMB6.96 million (same period in 2024: RMB8.05 million). Share of post-tax loss of Northern Ring Road in the Reporting Period amounted to RMB2.68 million (same period in 2024:

RMB20.43 million), the change was mainly due to the decrease in the expense incurred before its return to the government. Share of post-tax profit of GWSR Expressway in the Reporting Period decreased by 4.0 percent to RMB33.91 million.

More details of the toll revenue of each expressway and bridge and the ticket business revenue of port are stated in the “Business Review – Expressways, Bridges and Port” section of this announcement.

### **Analysis of share of results of associates and a joint venture, net of tax, and the revenue of their respective entities**

	Profit Sharing ratio %	Revenue Reporting Period RMB'000	YoY change %	Share of results, net of tax Reporting Period RMB'000	YoY change %
<b>Associates</b>					
Humen Bridge	18.446	402,025	-26.3	28,679	-37.9
Qinglian Expressway	23.63	331,927	0.2	11,940	-0.5
Huaxia Yuexiu Expressway REIT	30.0	111,499	-1.2	4,735	-37.3
Shantou Bay Bridge	30.0	49,403	0.9	3,396	-11.2
Pazhou Port	45.0	23,366	-8.8	(6,960)	loss decreased
Northern Ring Road <sup>(1)</sup>	24.3	-	-100.0	(2,677)	loss decreased
<b>Joint venture</b>					
GWSR Expressway	35.0	241,346	-0.8	33,909	-4.0

<sup>(1)</sup> Toll collection right was expired on 22 March 2024.

### ***Income tax expense***

Total income tax expense of the Group in the Reporting Period increased by 3.2 percent to RMB172 million (same period in 2024: RMB167 million). The increase was mainly due to the increase in profit before tax mainly brought by the increase in the revenue during the Reporting Period.

### ***Profit attributable to shareholders of the Company***

The Company recorded a profit attributable to its shareholders of RMB361 million in the Reporting Period, representing an increase of 14.9 percent from RMB314 million in the same period in 2024. The increase was driven by the impact of the consolidation of Pinglin Expressway's financial performance, the increase in Han'e Expressway's profit as a result of the closure of Wuhuang Expressway, the competitive section, for construction commencing from 10 May 2024 and the decrease in finance cost during the Reporting Period.

The management team continues to optimise the Group's overall debt structure. As part of such optimisation, inter-company loans were incurred between the holding companies level and the controlled projects level. Such interests would be ultimately eliminated at the consolidated level.

**Analysis of the profit attributable to shareholders of the Company (after elimination of inter-company loan interests)**

	Reporting Period RMB'000	Percentage of total %	First half of 2024 RMB'000	Percentage of total %	Change %
Net profit from controlled projects	500,722	87.3	452,111	85.6	10.8
Net profit from non-controlled projects <sup>(1)</sup>	73,022	12.7	76,351	14.4	-4.4
Net profit from projects	573,744	100.0	528,462	100.0	8.6
Withholding tax on PRC dividend/ interest income	(14,883)		(15,495)		-3.9
Holding companies expenses	(108,789)		(95,113)		14.4
Holding companies income/gains, net	6,615		8,043		-17.8
Holding companies finance income	10,403		12,024		-13.5
Holding companies finance costs	(106,326)		(123,983)		-14.2
Profit attributable to shareholders of the Company	360,764		313,938		14.9

<sup>(1)</sup> Representing share of results of associates and a joint venture, net of tax

**Analysis of net profit by each controlled project (after elimination of inter-company loan interests)**

Controlled Projects	Reporting Period RMB'000	Percentage of total net profit from projects %	First half of 2024 RMB'000	Percentage of total net profit from projects %	Change %
GNSR Expressway	158,257	27.7	161,202	30.5	-1.8
Suiyuan Expressway	97,569	17.0	100,702	19.1	-3.1
Han'e Expressway	56,809	9.9	5,225	1.0	987.3
Weixu Expressway	52,827	9.2	65,459	12.4	-19.3
Pinglin Expressway <sup>(1)</sup>	42,389	7.4	–	–	N/A
Changzhu Expressway	32,829	5.7	24,038	4.5	36.6
Cangyu Expressway	18,967	3.3	19,818	3.8	-4.3
Hancai Expressway	18,509	3.2	15,760	3.0	17.4
Lanwei Expressway	12,800	2.2	18,486	3.5	-30.8
Daguangnan Expressway	9,766	1.7	37,749	7.1	-74.1
Jinxiong Expressway <sup>(2)</sup>	–	–	3,672	0.7	N/A
Total	500,722	87.3	452,111	85.6	10.8

<sup>(1)</sup> The Group completed the acquisition of 55% of the equity interest in Pinglin Expressway in November 2024.

<sup>(2)</sup> The Group completed the disposal of 60% of the equity interest in Jinxiong Expressway in December 2024.

**Analysis of net profit by each controlled project (before elimination of inter-company loan interests)**

Controlled Projects	Reporting Period RMB'000	Percentage of total net profit from projects <sup>(1)</sup> %	First half of 2024 RMB'000	Percentage of total net profit from projects <sup>(1)</sup> %	Change %
GNSR Expressway	158,257	29.5	161,202	33.3	-1.8
Suiyuan Expressway	97,489	18.2	100,702	20.8	-3.2
Han'e Expressway	51,298	9.6	(2,573)	-0.5	turned profit
Weixu Expressway	53,781	10.0	66,043	13.7	-18.6
Pinglin Expressway <sup>(2)</sup>	42,390	7.9	–	–	N/A
Changzhu Expressway	33,101	6.2	23,166	4.8	42.9
Cangyu Expressway	19,449	3.6	20,513	4.2	-5.2
Hancai Expressway	13,852	2.6	4,388	0.9	215.7
Lanwei Expressway	13,007	2.4	18,775	3.9	-30.7
Daguan Expressway	(19,346)	-3.6	10,601	2.2	turned losses
Jinxiong Expressway <sup>(3)</sup>	–	–	4,185	0.9	N/A
Total	<b>463,278</b>	<b>86.4</b>	<b>407,002</b>	<b>84.2</b>	<b>13.8</b>

<sup>(1)</sup> Representing net profit from projects before elimination of inter-company loans interests.

<sup>(2)</sup> The Group completed the acquisition of 55% of the equity interest in Pinglin Expressway in November 2024.

<sup>(3)</sup> The Group completed the disposal of 60% of the equity interest in Jinxiong Expressway in December 2024.

In the Reporting Period, net profit from non-controlled projects decreased by 4.4 percent to RMB73.02 million (same period in 2024: RMB76.35 million) as compared with same period in 2024.

During the Reporting Period and at the holding companies level, the withholding tax on PRC dividend/interest income decreased by RMB612,000; holding companies expenses increased by RMB13.68 million; holding companies income/gains, net decreased by RMB1.43 million during the Reporting Period; and holding companies finance income decreased by RMB1.62 million during the Reporting Period. In addition, holding companies finance cost decreased by RMB17.66 million, mainly due to management's continuous effort in optimising the overall debt structure and lowering debts' interest rate, and the decline in market interest rates during the Reporting Period.

***Interim dividend***

The Board resolved to declare an interim dividend for 2025 of HK\$0.12 which is equivalent to approximately RMB0.1091 (2024 interim dividend: HK\$0.12 which was equivalent to approximately RMB0.1097) per share payable on or about 27 November 2025 to shareholders whose names appear on the register of members of the Company on 5 November 2025. Interim dividend payout ratio is 50.6 percent (2024 interim dividend payout ratio: 58.5 percent).

Dividend payable to shareholders will be paid in Hong Kong dollars (“HK\$”). The exchange rate adopted by the Company for its dividend payable is the average middle rate of HK\$ to RMB, as announced by the People’s Bank of China, for the five business days preceding the date of declaration of dividend.

### III. Analysis of Financial Position

#### Key financial position figures

	(Unaudited) 30 June 2025 RMB’000	31 December 2024 RMB’000	Change %
Total assets	<b>37,379,135</b>	37,506,791	-0.3
Total liabilities	<b>21,633,700</b>	22,100,654	-2.1
Cash and cash equivalents	<b>2,168,706</b>	1,978,432	9.6
Total debts	<b>17,021,475</b>	17,387,700	-2.1
of which: Bank borrowings*	<b>10,796,213</b>	11,153,548	-3.2
Corporate bonds*	<b>999,183</b>	499,667	100.0
Notes payable*	<b>5,107,750</b>	5,611,386	-9.0
Current ratio	<b>0.6 times</b>	0.4 times	
EBITDA interest coverage	<b>8.5 times</b>	6.9 times	
Equity attributable to the shareholders of the Company	<b>12,007,565</b>	11,848,306	1.3

\* *excluding interest payable*

#### *Assets, Liabilities and Equity*

As at 30 June 2025, the Group’s total assets amounted to RMB37.38 billion, which was 0.3 percent lower than the balance as at 31 December 2024. The Group’s total assets consisted mainly of intangible operating rights of RMB31.15 billion (31 December 2024: RMB31.63 billion); investments in a joint venture and associates of RMB1.95 billion (31 December 2024: RMB2.01 billion); and cash and cash equivalents of RMB2.17 billion (31 December 2024: RMB1.98 billion).

As at 30 June 2025, the Group’s total liabilities amounted to RMB21.63 billion, which was 2.1 percent lower than the balance as at 31 December 2024. The Group’s total liabilities consisted mainly of bank borrowings of RMB10.8 billion (31 December 2024: RMB11.15 billion); corporate bonds of RMB999 million (31 December 2024: RMB500 million); notes payable of RMB5.11 billion (31 December 2024: RMB5.61 billion); loan from the immediate holding company of RMB100 million (31 December 2024: RMB100 million); and deferred income tax liabilities of RMB2.96 billion (31 December 2024: RMB2.99 billion).

As at 30 June 2025, the Group's total equity increased by RMB339 million to RMB15.75 billion (31 December 2024: RMB15.41 billion), of which RMB12.01 billion was equity attributable to the shareholders of the Company (31 December 2024: RMB11.85 billion).

### Analysis of major assets, liabilities and equity items

Items	(Unaudited) 30 June 2025 RMB'000	31 December 2024 RMB'000	Change %
<b>Total assets</b>	<b>37,379,135</b>	37,506,791	-0.3
Approximately 90.0% of which:			
Intangible operating rights	<b>31,154,797</b>	31,626,346	-1.5
Investments in a joint venture and associates	<b>1,950,711</b>	2,011,880	-3.0
Cash and cash equivalents	<b>2,168,706</b>	1,978,432	9.6
<b>Total liabilities</b>	<b>21,633,700</b>	22,100,654	-2.1
Approximately 90.0% of which:			
Bank borrowings* – due within 1 year	<b>2,384,470</b>	1,905,720	25.1
– long-term portion	<b>8,411,743</b>	9,247,828	-9.0
Corporate bonds* – due within 1 year	<b>499,786</b>	–	N/A
– long-term portion	<b>499,397</b>	499,667	-0.1
Notes payable* – due within 1 year	<b>24,545</b>	1,795,402	-98.6
– long-term portion	<b>5,083,205</b>	3,815,984	33.2
Loan from the immediate holding company*			
– due within 1 year	<b>100,000</b>	100,000	–
Deferred income tax liabilities	<b>2,960,714</b>	2,988,563	-0.9
<b>Total equity</b>	<b>15,745,435</b>	15,406,137	2.2
Of which: Equity attributable to the shareholders of the Company	<b>12,007,565</b>	11,848,306	1.3

\* *excluding interest payable*

### Cash flows

The Group's primary objective is focused on preventing risks and improving liquidity. The Group has maintained an appropriate level of cash on hand so as to prevent liquidity risks. As at the end of the Reporting Period, the Group's cash and cash equivalents amounted to RMB2.17 billion (31 December 2024: RMB1.98 billion), of which 99.8 percent are RMB-denominated and the rest are denominated in HKD. The Group's cash was deposited in commercial banks, with no deposit in non-bank institutions.

## Analysis of cash flow movement

	(Unaudited)	
	Six months ended 30 June	
	2025	2024
	RMB'000	RMB'000
Net cash generated from operating activities	1,447,584	1,183,705
Net cash used in investing activities	(385,176)	(220,861)
Net cash used in financing activities	(871,965)	(757,594)
Increase in cash and cash equivalents	190,443	205,250
Cash and cash equivalents at 1 January	1,978,432	2,380,785
Effect of exchange rate changes on cash and cash equivalents	(169)	110
Cash and cash equivalents at 30 June	2,168,706	2,586,145

Net cash generated from operating activities during the Reporting Period amounted to RMB1.45 billion (same period in 2024: RMB1.18 billion), which was the sum of cash generated from operations of RMB1.65 billion (same period in 2024: RMB1.36 billion) less PRC enterprise income tax and withholding tax paid of RMB203 million (same period in 2024: RMB172 million).

Net cash used in investing activities during the Reporting Period amounted to RMB385 million (same period in 2024: RMB221 million). The outflow mainly consisted of capital expenditures of RMB444 million (same period in 2024: RMB337 million). The inflow mainly consisted of dividend distributions from associates and a joint venture of RMB45.02 million (same period in 2024: dividend distributions from associates of RMB98.91 million) and interest received in aggregate of RMB14.22 million (same period in 2024: RMB17.41 million).

Net cash used in financing activities during the Reporting Period amounted to RMB872 million (same period in 2024: RMB758 million). The outflow mainly included repayment of notes payable of RMB1.8 billion (same period in 2024: RMB970 million); repayment of bank borrowings of RMB691 million (same period in 2024: RMB611 million); dividend paid to the shareholders of the Company of RMB198 million (same period in 2024: RMB234 million); payment of interests and related financing fees of RMB252 million (same period in 2024: RMB319 million); dividend paid to non-controlling interests of RMB245 million (same period in 2024: RMB254 million) and payment for lease liabilities (including interest) of RMB3.49 million (same period in 2024: RMB5.68 million). There was no repayment of corporate bonds (same period in 2024: RMB2.0 billion) and no repayment of loan from a non-controlling interest of a subsidiary (same period in 2024: RMB10.0 million). The inflow mainly included the net proceeds from notes payable of RMB1.29 billion (same period in 2024: RMB2.49 billion); net proceeds from corporate bonds of RMB499 million (same period in 2024: Nil); drawdown of bank borrowings of RMB334 million (same period in 2024: RMB1.16 billion) and capital contribution from non-controlling interests of RMB192 million (same period in 2024: Nil).

### ***Current ratio***

The current ratio (current assets over current liabilities) as at 30 June 2025 was 0.6 times (31 December 2024: 0.4 times). As at 30 June 2025, the current assets balance was RMB2.58 billion (31 December 2024: RMB2.25 billion) and current liabilities balance was RMB4.41 billion (31 December 2024: RMB5.26 billion). Cash and cash equivalents were the major components of the Group's current assets and the balance amounted to RMB2.17 billion as at 30 June 2025 (31 December 2024: RMB1.98 billion). As at 30 June 2025, the Group's current liabilities mainly included external debts with maturities within one year (excluding interest payable) of RMB2.91 billion (31 December 2024: RMB3.7 billion), which consisted of bank borrowings of RMB2.38 billion, corporate bonds of RMB500 million and notes payable of RMB24.55 million (31 December 2024: bank borrowings of RMB1.91 billion and notes payable of RMB1.8 billion). The management will continue to take a prudent approach to effectively match capital and debt commitments with existing cash, future operating cash flow and cash return from investments, in order to manage liquidity risks. Taking into account the additional financing facilities available to the Group and the internally generated funds from operations, the management is confident that the Group will be able to meet its liabilities as they fall due in the next twelve months.

### ***EBITDA interest coverage and other financial ratios***

EBITDA interest coverage for the period ended 30 June 2025 was 8.5 times (30 June 2024: 6.6 times), which was measured as the ratio of earnings before interests, tax, depreciation and amortisation ("EBITDA") to interest expenses (profit and loss impact).

EBITDA to total external debt ratio for the period ended 30 June 2025 was 10.9 percent (30 June 2024: 9.5 percent), which was measured as the ratio of EBITDA to the aggregate balance of bank borrowings, corporate bonds and notes payable ("total external debts").

Profit before interest and income tax interest coverage for the period ended 30 June 2025 was 4.3 times (30 June 2024: 3.6 times), which was measured as the ratio of profit before interest and income tax to interest expenses (profit and loss impact).

Cash interest coverage for the period ended 30 June 2025 was 7.7 times (30 June 2024: 5.2 times), which was measured as the ratio of cash generated from operating activities and interest expenses (cash flow impact) to interest expenses (cash flow impact).

### ***Capital expenditures and investments***

During the Reporting Period, total capital expenditures amounted to RMB444 million (same period in 2024: RMB337 million). Capital expenditures related to intangible operating rights and fixed assets included: (1) payments of construction costs of toll highways and bridges upgrade services of RMB344 million (same period in 2024: RMB163 million); (2) payments of prepayment related to GNSR Expressway R&E

Project of RMB92.47 million (same period in 2024: RMB162 million); and (3) purchase of property, plant and equipment of RMB7.55 million (same period in 2024: RMB12.36 million). Apart from the aforementioned, no material capital expenditure was incurred during the Reporting Period. Going forward, the management believes that the Group's operating cash flow and appropriate financing arrangements can satisfy its future capital expenditures and investment needs.

### ***Capital structures***

It is one of the Group's financing policies to maintain a balanced capital structure, which aims to strike a balance between enhancing profitability and ensuring financial leverage ratios to remain at safe levels.

### **Analysis of capital structures**

	(Unaudited) 30 June 2025 RMB'000	31 December 2024 RMB'000
External debts*		
Bank borrowings	10,796,213	11,153,548
Corporate bonds <sup>(1)</sup>	999,183	499,667
Notes payable <sup>(2)</sup>	5,107,750	5,611,386
Loan from the immediate holding company*	100,000	100,000
Lease liabilities	18,329	23,099
	<hr/>	<hr/>
Total debts	17,021,475	17,387,700
Less: cash and cash equivalents	(2,168,706)	(1,978,432)
	<hr/>	<hr/>
Net debt	14,852,769	15,409,268
Total equity	15,745,435	15,406,137
	<hr/>	<hr/>
Total capitalisation (net debt + total equity)	30,598,204	30,815,405
	<hr/>	<hr/>

\* excluding interest payable

### ***Financial ratios***

Gearing ratio (net debt/total capitalisation)	48.5%	50.0%
Debt to equity ratio (net debt/total equity)	94.3%	100.0%
Total liabilities/total assets ratio	57.9%	58.9%

(1) As at 30 June 2025, the details of the corporate bonds issued in the Shanghai Stock Exchange:

	<b>Drawdown date:</b>	<b>Principal:</b>	<b>Principal repayment date:</b>	<b>Coupon rate (per annum):</b>	<b>Next interest payment date:</b>
<b>RMB500 million seven-year corporate bonds (2021 Phase 2)</b>	13 May 2021	RMB500 million	13 May 2028	3.84%	13 May 2026
<b>RMB500 million three-year corporate bonds (2025 Phase 1)</b>	9 June 2025	RMB500 million	9 June 2028	1.80%	9 June 2026

(2) As at 30 June 2025, the details of the notes payable issued in the Beijing Financial Assets Exchange:

	<b>Drawdown date:</b>	<b>Principal:</b>	<b>Principal repayment date:</b>	<b>Coupon rate (per annum):</b>	<b>Next interest payment date:</b>
<b>RMB1,000 million five-year medium term notes (2021 Phase 1)</b>	28 January 2021	RMB30 million	28 January 2026	2.70%	28 January 2026
<b>RMB500 million three-year medium term notes (2023 Phase 1)</b>	7 August 2023	RMB500 million	7 August 2026	2.87%	7 August 2025
<b>RMB1,000 million ten-year medium term notes (2024 Phase 1)</b>	17 April 2024	RMB1,000 million	17 April 2034	2.84%	17 April 2026
<b>RMB500 million three-year medium term notes (2024 Phase 2)</b>	27 June 2024	RMB500 million	27 June 2027	2.16%	27 June 2026
<b>RMB500 million five-year medium term notes (2024 Phase 3)</b>	5 July 2024	RMB500 million	5 July 2029	2.27%	5 July 2025
<b>RMB700 million three-year medium term notes (2024 Phase 4)</b>	26 August 2024	RMB700 million	26 August 2027	2.14%	26 August 2025
<b>RMB600 million two-year medium term notes (2024 Phase 5)</b>	10 December 2024	RMB600 million	10 December 2026	1.93%	10 December 2025
<b>RMB1.3 billion five-year medium term notes (2025 Phase 1)</b>	15 January 2025	RMB1.3 billion	15 January 2030	1.98%	15 January 2026

## *Financing structures*

In a way to ensure that the Group is carrying out its financing activities at a safe leverage level, the Company is keeping a close watch on the Group's overall borrowing structure from time to time, so as to further optimise its debt portfolio. In order to effectively maintain cost-efficient funding, the Group will: (1) continue to maintain a close banking relationship with financial institutions both in Hong Kong and China, to capitalise on the different levels of liquidity offered by, and to take advantage of the cost differentials, in these two markets and in international markets; and (2) strike a balance between lowering interest rate and mitigating exchange risk exposure. During the Reporting Period, the Company redeemed notes payable issued by the Company on the Beijing Financial Assets Exchange, in an aggregate principal amount of RMB1.0 billion (same period in 2024: corporate bonds and notes payable in an aggregate principal amount of RMB2.0 billion and RMB97.0 million respectively), at 100% of their aggregate nominal value. As at the end of the Reporting Period, the Group's total debts comprised bank borrowings, corporate bonds, notes payable, loan from the immediate holding company and lease liabilities. There was no debt with material foreign exchange risk exposure as at 30 June 2025 (31 December 2024: Nil).

As at 30 June 2025, the Group's total external debts (excluding interest payable) in aggregate were RMB16.9 billion (31 December 2024: RMB17.26 billion), which consisted of bank borrowings of RMB10.8 billion (31 December 2024: RMB11.15 billion), corporate bonds of RMB999 million (31 December 2024: RMB500 million) and notes payable of RMB5.11 billion (31 December 2024: RMB5.61 billion). Onshore and offshore debts ratio was 99.7 percent and 0.3 percent (31 December 2024: 99.7 percent and 0.3 percent). Secured external debt ratio was 48.9 percent (31 December 2024: 50.9 percent). The effective interest rate of total external debts at 30 June 2025 was 2.5 percent (31 December 2024: 2.72 percent). Of the bank borrowings, RMB10.52 billion was at floating rates and RMB277 million was at fixed rates with the overall effective interest rate of 2.48 percent as at 30 June 2025 (31 December 2024: 2.7 percent). Corporate bonds (in two types) were at fixed rate with coupon rate of 3.84 percent and 1.8 percent with the overall effective interest rate at 2.91 percent as at 30 June 2025 (31 December 2024: 3.97 percent). Notes payable included medium term notes (in eight tranches) were at fixed rates with coupon rates ranged from 1.93 percent to 2.87 percent, respectively with overall effective interest rate of 2.45 percent as at 30 June 2025 (31 December 2024: 2.64 percent).

**Analysis of total external debts\* (bank borrowings, corporate bonds and notes payable)**

	(Unaudited) 30 June 2025 Percentage of total	31 December 2024 Percentage of total
Source		
Onshore	99.7%	99.7%
Offshore	0.3%	0.3%
	<u>100.0%</u>	<u>100.0%</u>
Repayment term		
Within 1 year	17.2%	21.4%
Over 1 year but within 2 years	21.8%	20.7%
Over 2 years but within 5 years	33.7%	30.6%
Over 5 years	27.3%	27.3%
	<u>100.0%</u>	<u>100.0%</u>
Currency		
RMB	<u>100.0%</u>	<u>100.0%</u>
Interest rate		
Fixed	37.8%	37.0%
Floating	62.2%	63.0%
	<u>100.0%</u>	<u>100.0%</u>
Terms of credit		
Secured	48.9%	50.9%
Unsecured	51.1%	49.1%
	<u>100.0%</u>	<u>100.0%</u>
Financing method		
Direct financing	36.1%	35.4%
Indirect financing	63.9%	64.6%
	<u>100.0%</u>	<u>100.0%</u>

\* *excluding interest payable*

As at 30 June 2025, loan from the immediate holding company was unsecured, interest-bearing at an annual rate of 2.45 percent (31 December 2024: 3.05 percent), denominated in RMB and repayable in 2025.

***Foreign-currency-denominated assets and liabilities***

The Group's businesses are principally conducted in the PRC and its functional currency is RMB. All of its major revenue, operating expenses, capital expenditures and its external debts (31 December 2024: 100.0 percent) are denominated in RMB. As at the end of the Reporting Period, the Group has no material foreign-currency-denominated assets and liabilities. As the foreign exchange market is still volatile, the Group will continue to keep track of developments in the foreign exchange market, strike a balance between interest rate cost and foreign exchange risk, optimise its debt structure and control its foreign currency exposure.

**IV. Contractual Commitments and Contingent Liabilities**

As at 30 June 2025, the Group had contractual commitments of approximately RMB8.84 billion, which related to intangible operating rights and property, plant and equipment.

Except for the aforementioned, the Group had no material contractual commitments as at 30 June 2025. There were no significant contingent liabilities as at 30 June 2025.

**V. Employees**

As at 30 June 2025, the Group had approximately 2,272 employees, of whom about 2,053 were directly engaged in the daily operation, management and supervision of toll, bridges and port projects. The Group remunerates its employees largely based on industry practice, including social insurance expense, contributory provident funds, share options and other staff benefits.

## **FUTURE PROSPECTS**

### **Outlook of Macro-Economy and Future Regulatory Environment of the Sector**

The first half of 2025 witnessed a complex and volatile global landscape, where significant and frequent adjustments to the U.S. tariff policies and severe disruptions to the international economic and trading order heightened instability and uncertainty. The world's economy showed sluggish recovery, and the uncertainty of the external environment, especially the U.S. tariff policies remaining highly uncertain, had exerted certain pressure on the stable operation of China's economy. According to the World Economic Outlook issued by the International Monetary Fund (IMF) in July 2025, global economic growth is projected to be at 3.0% in 2025 and 3.1% in 2026. In particular, benefiting from the stronger-than-expected economic activities in China in the first half of the year, the growth forecast for China's economy for 2025 is revised upward to 4.8 percent. China will still maintain resilient economic growth.

During the “May Day” holiday in 2025, nationwide passenger turnover and average daily passenger turnover were 1,467 million and over 293 million, respectively, representing an increase of approximately 8% compared to the same period of 2024. During the “Dragon Boat Festival” holiday, nationwide passenger turnover were 687 million, representing an increase of approximately 7.7% compared to the same period of 2024. In particular, the total average daily traffic volume on national expressways was expected to be approximately 40.7 million vehicles, representing an increase of approximately 3% compared to the same period of last year. Benefiting from the recovery and growth of macro-economy, passenger volume kept recovering and growing.

On 28 March 2024, the Administrative Measures for Infrastructure and Public Utilities Concession (《基礎設施和公用事業特許經營管理辦法》) were promulgated by the National Development and Reform Commission, the Ministry of Finance, the Ministry of Housing and Urban-Rural Development, the Ministry of Transport, the Ministry of Water Resources, and the People's Bank of China, which was effective from 1 May 2024 and applicable to transportation and other infrastructure within China. According to the measures, among others, the maximum term of the concession granted by the government to concessionaires for investments in new construction or reconstruction and expansion and operation of infrastructures shall be adjusted to “not exceeding 40 years in principle”, and the concession projects with large scale of investment and long cycle of return can be appropriately extended according to the actual situation. In May 2025, the General Office of the State Council issued the Legislative Work Plan of the State Council for the Year 2025 (《國務院二〇二五年度立法工作計劃》), which emphasizes key legislative areas, serves and protects the overall situation of the Communist Party of China and the state and supports the high-quality development with high-quality legislation, thereby advancing Chinese modernization. The Regulations on the Administration of Toll Roads (《收費公路管理條例》) is listed as “Administrative Laws and Regulations Scheduled for Enactment and Amendment in 2025”.

## **Development Strategies**

The Group's major project, GNSR Expressway, has become substantially saturated with traffic volume, which has affected the service level of GNSR Expressway. In order to meet greater traffic demand, the Group is carrying out reconstruction and expansion work. The GNSR Expressway R&E Project is in line with the Company's investment and development strategy of "setting its foothold in Guangdong, Hong Kong and Macau Greater Bay Area". The reconstruction and expansion is expected to significantly improve the current traffic conditions, road service quality and traffic capacity of the GNSR Expressway, while reducing traffic accidents to secure travel safety. Meanwhile, it is expected that the reconstruction and expansion will help extend the toll operating period of the GNSR Expressway, which in turn allows the Company to continue to benefit from the development of the Greater Bay Area, helps the Company to enhance the future development capacity of its principal toll road business, amplify its influence in the industry and improve its capabilities in investment, construction and operation, thereby scaling up its core business on an ongoing basis. In addition, the Group will continue to improve the integrated business strategy of "investment, financing, management and divestment", under which it may acquire quality assets by establishing incubation platforms at the front end and take advantage of the positive effects of publicly traded domestic infrastructure REITs at the back end. It will also leverage on the positive interaction between the incubation platforms, publicly traded domestic infrastructure REITs and listed companies to realise asset inflow and outflow, and thereby further optimise the Group's asset portfolio and create greater value for shareholders.

Going forward, the Group will firmly grasp the strategic opportunity period for expressway investment and mergers and acquisitions. Gaining its foothold in Guangdong, Hong Kong and Macau Greater Bay Area and Central and Eastern China and expanding its presence in the regions benefiting from urbanisation process and rapid industrialisation development, with full utilisation of a model featuring the interaction between its three platforms, the Group continues to strengthen and expand its infrastructure business, with a particular focus on toll roads. The Group is committed to becoming a leading transport infrastructure asset management company in China under the guidance of the "3331" development strategy, which includes building and improving the three platforms (listed platform, REITs platform, incubation platform), enhancing the three core abilities (investment ability, operation and maintenance and construction management ability, capital operation ability), and adhering to the focus on three directions (expressway main business, key areas, expansion of related auxiliary businesses).

## **Corporate Governance**

Mr. He Baiqing resigned as an executive Director, deputy chairman of the Board, general manager of the Company and a member of the environmental, social and governance committee of the Board with effect from 28 February 2025 due to retirement. The Company is in the process of selecting a new general manager and the Board is responsible for overseeing the management of the Group until the appointment of a new general manager. All major decisions of the Company have been made after full consultation with the Board, relevant board committees and/or senior management. Accordingly, the Board considers that the balance of power and authority is ensured by the operations of the Board which comprises experienced and high caliber individuals who meet regularly to discuss issues affecting the operations of the Group and the current arrangement prevents undue concentration of power in any single individual.

Save for the disclosure in relation to code provision C.2.1 of the Corporate Governance Code above, the Company has complied with the code provisions as set out in the Corporate Governance Code for the six months ended 30 June 2025. The Company continued to maintain high standards of corporate governance and business ethics, and ensured the full compliance of our operations with applicable laws and regulations.

### **Review of Interim Results**

The results of the Group for the six months ended 30 June 2025 have been reviewed by the audit committee of the Board and by the Company's auditor in accordance with Hong Kong Standard on Review Engagements 2410 Review of Interim Financial Information Performed by the Independent Auditor of the Entity issued by the Hong Kong Institute of Certified Public Accountants.

### **Purchase, Sale or Redemption of the Company's Listed Securities**

Save as disclosed in this announcement, the Company has not redeemed any of its listed securities during the six months ended 30 June 2025. Neither the Company nor any of its subsidiaries has purchased or sold any of the Company's listed securities during the Reporting Period.

### **Closure of Register of Members**

The register of members of the Company will be closed from Monday, 3 November 2025 to Wednesday, 5 November 2025, both days inclusive, during which period no transfer of shares will be registered. In order to qualify for the interim dividend, all transfers of shares accompanied by the relevant share certificates must be lodged for registration with the Company's Hong Kong branch share registrar, Tricor Investor Services Limited at 17/F, Far East Finance Centre, 16 Harcourt Road, Hong Kong, no later than 4:30 p.m. on Friday, 31 October 2025.

By order of the Board  
**Yuexiu Transport Infrastructure Limited**  
**LIU YAN**  
*Chairman*

Hong Kong, 15 August 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*