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**ANE (Cayman) Inc.**

**安能物流集團有限公司**

*(A company incorporated in the Cayman Islands with limited liability)*

**(Stock code: 9956)**

## **ANNOUNCEMENT OF INTERIM RESULTS FOR THE SIX MONTHS ENDED JUNE 30, 2025**

The board (the “**Board**”) of directors (the “**Director(s)**”) of ANE (Cayman) Inc. (the “**Company**” or “**ANE**”) is pleased to announce the unaudited consolidated results of the Company and its subsidiaries (together, the “**Group**”, “**we**”, “**our**” or “**us**”) for the six months ended June 30, 2025 (the “**Reporting Period**”), together with comparative figures for the same period of 2024. Unless otherwise defined herein, capitalised terms used in this announcement shall have the same meanings as those defined in the prospectus of the Company dated October 30, 2021 (the “**Prospectus**”).

### **FINANCIAL HIGHLIGHTS**

For the six months ended June 30, 2025, the Group recorded the following unaudited results:

	<b>For the six months ended June 30,</b>		
	<b>2025</b>	<b>2024</b>	
	<b>RMB'000</b>	<b>RMB'000</b>	<b>Period-to-period change</b>
	<b>(Unaudited)</b>	<b>(Unaudited)</b>	
Revenue	5,625,019	5,288,871	6.4%
Gross profit	879,851	877,972	0.2%
<b>Adjusted pre-tax profit</b>	<b>654,500</b>	<b>577,825</b>	<b>13.3%</b>
<b>Adjusted net profit</b>	<b>476,059</b>	<b>429,961</b>	<b>10.7%</b>
Profit for the Reporting Period	423,380	402,423	5.2%
Net cash flows from operating activities	675,437	952,151	-29.1%

Mr. Qin Xinghua, Co-chairman of ANE, commented:

“In 2025, we have continued to adhere to our strategy of “effective scaled growth with equal emphasis on quality and profitability”, focusing on expanding our network outlets, strengthening talent investment and capability building in digital intelligence, and advancing a high-quality growth path aimed at achieving “most dense network coverage, most optimal cost, most superior service quality, most stable timeliness, and most timely service response”, thereby enhancing product competitiveness. Our network outlets expansion delivered significant results in the first half of 2025, with the total number of freight partners and agents exceeding 38,000. Total freight volume reached 6.82 million tonnes, up 6.2% year-on-year, while total shipments grew 25.2% to 90.6 million. Meanwhile, the freight weight mix structure continued to optimize and we recorded adjusted pre-tax profit and adjusted net profit of RMB655 million and RMB476 million, respectively. Looking ahead, we remain committed to expanding our network outlets and strengthening product competitiveness, with a focus on enhancing network coverage, timeliness, and quality. Through leveraging the power of digital intelligence, we will unlock business potential, empower freight partners and agents with precise operational and management capabilities, and energize our outlet ecosystem – delivering greater value to customers and sustainable returns to shareholders.”

## MANAGEMENT DISCUSSION AND ANALYSIS

### I. BUSINESS OVERVIEW

We operate a leading express freight network in China’s less-than-truckload (“LTL”) market. Express freight network operators, like us, are LTL service providers who have nationwide coverage, and deliver timely and comprehensive freight transportation services. In the first half of 2025, we have completed shipment of a total LTL freight volume of 6.8 million tonnes, compared to 6.4 million tonnes for the same period in 2024. With the growth of our mini and light freight segments, our total number of shipments increased by 25.2% to 90.6 million, compared with 72.4 million in 2024, while the average freight weight per shipment decreased from 89 kg in the first half of 2024 to 75 kg in the first half of 2025.

We mainly provide transportation services, value-added services and dispatch services to our freight partners, our direct customers. We, together with our freight partners and agents, served over 6.8 million shippers, our end-customers, across China as of June 30, 2025, compared to over 5.8 million as of June 30, 2024.

#### **Our Market and Industry**

With the accelerated digitalization of commerce and trade in domestic market of China and the rapid rise of cross border e-commerce, the full spectrum of the supply chain, from manufacturers to distributors, merchants and retailers, requires fast and high frequency inventory turnover. This could only be achieved through efficient and comprehensive freight transportation solutions to bring merchandise to warehouses and stores closer to end consumers. This in turn generates significant demand for timely, comprehensive and reliable LTL services with nationwide coverage. We are well-positioned for this opportunity by leveraging our nationwide network with comprehensive and diverse product offerings tailored to different shipper preferences regarding network coverage, timeliness, service quality and price.

Historically, China’s LTL market was highly fragmented and inefficient with a large number of regional direct line and freight operators providing local logistics services in their respective areas. Such freight operators struggle to capture the opportunities and meet the challenges brought by B2C (business-to-consumer) e-commerce growth and evolution in supply chains that have ensued. We have created the freight partner platform model to draw such local operators to our platform as freight partners and agents, empowering them and our entire network to serve as the infrastructure for China’s new commerce landscape.

## **Our Freight Partner Platform**

Under our freight partner platform model, we directly operate and control all mission-critical sorting and line-haul processes while our freight partners and agents are responsible for investing and operating the outlets at their own costs and providing feeder service, pickup and dispatch services. We enable and empower tens of thousands of local freight operators to connect with more shippers and to provide digitalised, nationwide, reliable, timely, efficient and comprehensive LTL services to shippers. We deliver unique values to freight partners, agents and shippers. We will continuously invest in sorting centres and line-haul transportation as the freight volume increases to optimise operational efficiency while keep improving our service quality.

We are dedicated to creating more value to our freight partners and agents while benefiting from their growth. As a result, we believe we are best positioned to further increase our market share in this broad yet fragmented market. We continue to enjoy strong relationships with our top freight partners. As of June 30, 2025, we had over 38,000 freight partners and agents, as compared to over 31,000 freight partners and agents as of June 30, 2024, enabling us to better serve shippers while expanding nationwide coverage.

## **Our Service Quality**

We mainly provide transportation services, value-added services and dispatch services to our freight partners and agents, our direct customers. As of June 30, 2025, we, together with our freight partners and agents, served over 6.8 million shippers, our end-customers, across the entire commerce landscape in China.

With the implementation of our quality growth strategy and adhering to the brand proposition of “ANE is the go-to brand for 3-300kg shipments – fast and efficient!” (“**3-300KG 用安能! 快!**”), we continuously upgrade our service to better fulfill the demand of our end customers. In the first half of 2025, we continued to steadily advance the “3300-product policy” (3300 產品政策) for freights weighting 3 kg to 300 kg to receive full exemption from special dispatch charges, which further eliminated blind spots and enhanced our product competitiveness. As of timeliness, the average shipment time decreased by 5.3% from the first half of 2024 to within 64 hours for the same period of 2025. The timely fulfillment rate (number of shipments completed within guaranteed duration per total number of completed shipments) increased from 73.5% in the first half of 2024 to 76.3% in the same period of 2025, indicating the enhancement of steadiness of our service timeliness. Further, we reiterated the importance of our service quality. As a result, our loss rate (number of lost units per hundred thousand units) decreased by 50%, from 0.04 unit in the first half of 2024 to 0.02 unit in the same period of 2025. In 2025, we revised the statistical standard for damage rate (number of damaged units per hundred thousand units), so the damage rate for the first half of 2025 were 13.1 units. Besides, better service also leads to lower complaint rate (number of complaints per hundred thousand shipments), which decreased by 46%, from 51 shipment in the first half of 2024 to 28 shipment in the same period of 2025.

## Our Network and Infrastructure

We continuously improve our operational efficiency through managing, optimizing and investing in our critical infrastructure, mainly comprising our sorting centres and line-haul transportation.

### Sorting Centres

As of June 30, 2025, we had 81 self-operated sorting centres across China, allowing us, together with our network outlets, to cover approximately 99.6% of the counties and townships in China. We directly operate our sorting centres mostly on leased premises. Our sorting centres are connected by the line-haul transportation network that we operate. The consolidation sorting centres receive and sort the freight and dispatch them to the destination sorting centres, which deconsolidate the freight and assign the freight to dispatching freight partners and agents.

We have further optimized our sorting centre network to optimize our line-haul routing and reduce sorting costs. We have taken measures such as: (1) extending our direct line-haul route while transporting freight from our key sorting centres/hubs to our freight partners (or vice versa); (2) improving labour force allocation to optimize sorting efficiency; and (3) precisely planning sorting areas and upgrading sorting system to enhance sorting centre operational efficiency. Such measures allow us to enhance our operational efficiency while maintaining our national footprint and coverage.

The following map illustrates our nationwide sorting centre network as of June 30, 2025:



Based on the functions, operating freight volume and line-haul connectivity, our sorting centres include key transit hubs, transit hubs and other sorting centres. Out of our 81 sorting centres as of June 30, 2025, we had 37 key transit hubs with full coverage of China and 18 transit hubs, which are primarily responsible for interprovincial transfer of freight. The following table sets forth details of our sorting centres as of June 30, 2025:

	Number	Average Area (m <sup>2</sup> )	Average daily handling volume in the six months ended June 30, 2025 (tonnes)	Functionality
Key hubs	37	36,655	4,669	Nationwide full connectivity
Transit hubs	18	15,419	1,629	Inter-provincial connectivity
Other sorting centres	26	3,367	361	Regional connectivity

Our key transit hubs are located in key commercial centres in China such as Shanghai, Hangzhou, Guangzhou, Shenzhen, Chengdu, Suzhou, etc. Compared to June 30, 2024, we further improved our network layout by leveraging key hubs to reduce transit ratios and improve operational efficiency and service quality of sorting centres. In total, our key transit hubs handled a freight volume of approximately 26.7 million tonnes in the first half of 2025.

***Line-Haul Network***

We directly manage all the line-haul transportation in our network. Our sorting centres are connected with over 2,460 well-planned line-haul routes as of June 30, 2025, among which approximately 84.3% are two-way routes.

As of June 30, 2025, our self-operated fleets consisted of over 3,800 high-capacity line-haul trucks and over 6,400 trailers. All of our self-operated fleets are operated by our approximately 5,300 contracted drivers.

***Network Outlets***

As of June 30, 2025, all of the network outlets are owned and operated by over 38,000 freight partners and freight agents across China, covering approximately 99.6% of counties and townships in China.

***Our Technology***

Technology is at the core of our operations. It is critical to our platform, network and service offerings. We have digitalised every process of our operations through self-developed IT systems to achieve real-time data tracking, smart outlet management, route planning, sorting management and automated customer service to shippers, which in turn contributes to our superior network capabilities. In the meantime, with the accelerated development of e-commerce in both domestic market of China and cross-border markets, we will customise sorting systems based on the type of cargos and gradually pilot them in sorting centres to improve sorting efficiency.

## II. FINANCIAL REVIEW

### Overview

The following discussion is based on, and should be read in conjunction with, the financial information and notes included elsewhere in this announcement.

Our results of operations are affected by the total freight volume. The following table sets forth our total freight volume and unit economics of our key operating and financial metrics for the periods indicated:

	For the six months ended June 30,		Period- to-period change
	2025 (Unaudited)	2024 (Unaudited)	
<b>Total freight volume (000 tonnes)</b>	<b>6,821</b>	6,421	6.2%
Total shipments (000)	<b>90,572</b>	72,365	25.2%
Freight weight per shipment (kg)	<b>75</b>	89	-15.7%
Unit price for transportation services (RMB/tonne)	<b>413</b>	441	-6.3%
Unit price for value-added services (RMB/tonne)	<b>188</b>	167	12.6%
Unit price for dispatch services (RMB/tonne)	<b>224</b>	216	3.7%
<b>Unit price for total services (RMB/tonne)</b>	<b>825</b>	824	0.1%
Unit line-haul transportation cost (RMB/tonne)	<b>295</b>	306	-3.6%
Unit sorting centre cost (RMB/tonne)	<b>146</b>	144	1.4%
Unit cost of value-added services (RMB/tonne)	<b>49</b>	35	40.0%
Unit cost of dispatch services (RMB/tonne)	<b>206</b>	202	2.0%
<b>Unit cost of revenues (RMB/tonne)</b>	<b>696</b>	687	1.3%
Unit gross profit for value-added services (RMB/tonne)	<b>139</b>	132	5.3%
Unit gross profit for dispatch services (RMB/tonne)	<b>18</b>	14	28.6%
<b>Unit gross profit (RMB/tonne)</b>	<b>129</b>	137	-5.8%
Unit adjusted pre-tax profit (RMB/tonne)	<b>96</b>	90	6.7%
Unit adjusted net profit (RMB/tonne)	<b>70</b>	67	4.5%

In the first half of 2025, our total freight volume increased by 6.2% to 6.8 million tonnes, compared to 6.4 million tonnes in the first half of 2024, while our total number of shipments increased by 25.2% to 90.6 million, compared with 72.4 million in the first half of 2024. In terms of freight weight mix structure, the freight volume of mini freight ( $\leq 70$  kg)<sup>1</sup> and light freight (70 – 300 kg)<sup>2</sup> increased by 23.9% and 14.0% respectively. The growth of our mini and light freight segments lead to 25.2% growth of our total number of shipments, while the average freight weight per LTL shipment decreased from 89 kg in the first half of 2024 to 75 kg in the first half of 2025. The above trend reflects our strategy to optimize our freight weight mix structure, as lighter freight has higher unit price and higher margins and requires higher quality and more value-added services. With our focus on service quality and profitability, complemented by our more precise pricing scheme, we were able to provide better service quality and attract high-quality customers, and pursue high margin and the sustainable growth of such business.

## Revenue

During the Reporting Period, we derived our revenues from transportation services, value added services and dispatch services. The following table sets forth a breakdown of our revenue for the periods indicated:

	For the six months ended June 30,			
	2025		2024	
	(Unaudited)		(Unaudited)	
	RMB	%	RMB	%
	<i>(in thousands, except percentages)</i>			
Transportation	2,816,448	50.1	2,828,200	53.5
Value-added services	1,281,573	22.8	1,075,149	20.3
Dispatch services	1,526,998	27.1	1,385,522	26.2
<b>Total revenues</b>	<b>5,625,019</b>	<b>100.0</b>	<b>5,288,871</b>	<b>100.0</b>

The price level of our transportation services is determined by various factors, including the volume and weight of the freight, transportation distance, product types, market conditions and competition. We will continue to optimize our dynamic pricing system which supports our periodically evaluation and pricing levels adjustments, allowing us to optimize our capacity management and operational efficiency constantly. We primarily rely on freight partners and agents to fulfill dispatch services, while undertaking dispatch services by ourselves in certain circumstances.

<sup>1</sup> Freight that weights less than or equal to 70 kg.

<sup>2</sup> Freight that weights more than 70 kg and less than or equal to 300 kg.

Our total revenue increased by 6.4% from RMB5,288.9 million for the six months ended June 30, 2024 to RMB5,625.0 million for the six months ended June 30, 2025, primarily driven by the increase in our total freight volume and shipments from 6.4 million tonnes and 72.4 million shipments for the six months ended June 30, 2024 to 6.8 million tonnes and 90.6 million shipments for the six months ended June 30, 2025 respectively, while our unit price for total service remained stable over the same period.

The unit price for total service remained stable, while (i) the unit price for transportation services decreased from RMB441/tonne for the six months ended June 30, 2024 to RMB413/tonne for the six months ended June 30, 2025 as a result of our proactive pricing strategy; (ii) the unit price of value added service and the unit price of dispatch service increased from RMB 167/tonne and RMB 216/tonne for the six months ended June 30, 2024 to RMB188/tonne and RMB224/tonne for the six months ended June 30, 2025 respectively.

Our transportation revenues remained stable, and our value added services revenues and dispatch services revenues increased, due to (i) the increase in total freight volume from 6.4 million tonnes for the six months ended June 30, 2024 to 6.8 million tonnes for the six months ended June 30, 2025, offsetting the impact of the decrease in the unit price of transportation services; (ii) the continued growth in the freight volume of the mini freight and light freight has resulted in a rapid increase in the number of shipments, thereby driving up revenue from value-added and dispatch services.

In the long run, since we will keep strategic focus on LTL business and the FTL business will only remain as a supplement of LTL business to better utilize our fleet, we will disclose the revenue as a whole including both LTL business and FTL business, in the same way as this announcement.



## Cost of revenues

Our cost of revenues primarily consists of costs for (i) line-haul transportation, (ii) sorting centre, (iii) value-added services, and (iv) dispatch services. The following table sets forth a breakdown of our cost of revenues and as a percentage of our total cost of revenues for the periods indicated:

	For the six months ended June 30,			
	2025		2024	
	(Unaudited)		(Unaudited)	
	RMB	%	RMB	%
	<i>(in thousands, except percentages)</i>			
Line-haul transportation	2,009,143	42.3	1,964,532	44.5
Sorting centre	994,723	21.0	927,072	21.0
Value-added services	336,407	7.1	223,433	5.1
Dispatch services	1,404,895	29.6	1,295,862	29.4
<b>Total</b>	<b>4,745,168</b>	<b>100.0</b>	<b>4,410,899</b>	<b>100.0</b>

Our cost of revenues increased by 7.6% from RMB4,410.9 million for the six months ended June 30, 2024 to RMB4,745.2 million for the six months ended June 30, 2025, which was mainly due to (i) the increase in our line-haul transportation costs from RMB1,964.5 million for the six months ended June 30, 2024 to RMB2,009.1 million for the six months ended June 30, 2025, (ii) the increase in our sorting centre costs from RMB927.1 million for the six months ended 30 June, 2024 to RMB994.7 million for the six months ended 30 June, 2025; (iii) the increase in our value-added services cost from RMB223.4 million for the six months ended June 30, 2024 to RMB336.4 million for the six months ended June 30, 2025, and (iv) the increase in our dispatch services cost from RMB1,295.9 million for the six months ended June 30, 2024 to RMB1,404.9 million for the six months ended June 30, 2025. These increases in the cost of revenues are in line with the growth trend of total revenues and the optimization of our freight weight mix structure. Meanwhile, our unit cost of revenues increased by 1.3% from RMB687/tonne for the six months ended June 30, 2024 to RMB696/tonne for the six months ended June 30, 2025.

Line-haul transportation cost primarily includes (i) service costs for third-party fleet operators and (ii) operating costs incurred by our self-operated fleets such as truck fuel costs, road tolls, driver compensation and depreciation costs.

Our line-haul transportation costs increased from RMB1,964.5 million for the six months ended June 30, 2024 to RMB2,009.1 million for the six months ended June 30, 2025, while the unit cost of line-haul transportation decreased from RMB306/tonne for the six months ended June 30, 2024 to RMB295/tonne for the six months ended June 30, 2025. This reflects the improvement of our fleet efficiency, which is mainly attributed to (i) the decrease of oil price and cost optimization brought about by centralized procurement; and (ii) the continuing optimization of line-haul routes, which improves operational efficiency.

Sorting centre cost includes (i) labour costs, (ii) depreciation of right-of-use assets in relation to leased sorting centres, (iii) property management fees and utility costs, (iv) equipment rental costs, and (v) operation and maintenance costs.

Our sorting centre costs increased from RMB927.1 million for the six months ended June 30, 2024 to RMB994.7 million for the six months ended June 30, 2025, while the unit cost of sorting centre increased from RMB144/tonne for the six months ended June 30, 2024 to RMB146/tonne for the six months ended June 30, 2025, mainly due to the increase in labour costs and equipment rental costs, driven by the growth in total freight volume.

Costs of value-added services are costs directly incurred in relation to our provision of value-added services, such as the cost of digital devices, shipment waybill and consumables.

The increase in our costs of value-added services from RMB223.4 million for the six months ended June 30, 2024 to RMB336.4 million for the six months ended June 30, 2025 was substantially consistent with the trends of changes in our value-added services revenues. The increase in our unit costs of value-added services from RMB35/tonne for the six months ended June 30, 2024 to RMB49/tonne for the same period in 2025 was mainly because the increase of freight shipments, which led to higher unit cost on a weight basis, as the cost of value-added services was recorded by the number of shipments instead of weight.

Costs of dispatch services primarily represent (i) fees of dispatch services paid to our freight partners, the price of which is determined based on the cost structure of freight partners and market conditions, and (ii) costs incurred by our self-operated dispatch services.

The increase in our costs of dispatch services from RMB1,295.9 million for the six months ended June 30, 2024 to RMB1,404.9 million for the six months ended June 30, 2025, which was consistent with the growth of total freight volume. Our unit dispatch costs increased from RMB202/tonne for the six months ended June 30, 2024 to RMB206/tonne for the six months ended June 30, 2025, which was mainly caused by the increase in the freight volume of mini and light freight segment.

Our total cost of revenues was RMB4,745.2 million for the six months ended June 30, 2025, compared to RMB4,410.9 million for the six months ended June 30, 2024, mainly due to the above reasons.

## Gross Profit and Gross Profit Margin

For the six months ended June 30, 2025, the gross profit and gross profit margin was RMB879.9 million and 15.6%, respectively, as compared to RMB878.0 million and 16.6%, respectively, for the six months ended June 30, 2024. The increase in gross profit was mainly driven by (i) the increase in total freight volume and revenue in the first half of 2025; and (ii) we continued to promote the implementation of the “3300 product policy”, alongside ongoing optimization of our partner ecosystem, which has contributed to a robust growth in our mini and light freight segment, our high margin business, thus leading to an increase of RMB7/tonne and RMB4/tonne in the unit gross profit of value-added services and dispatch services respectively. The decrease in gross profit margin was mainly influenced by the unit price of transportation. As a result, our unit gross profit decreased from RMB137/tonne for the six months ended June 30, 2024 to RMB129/tonne for the six months ended June 30, 2025.

## General and Administrative Expenses

The following table sets forth a breakdown of the major components of our general and administrative expenses both in absolute amount and as a percentage of total general and administrative expenses for the periods indicated:

	For the six months ended June 30, 2025		2024	
	(Unaudited) RMB	%	(Unaudited) RMB	%
	<i>(in thousands, except percentages)</i>			
Salaries and other benefits	187,088	62.3	232,746	68.2
Business operation expenses	30,091	10.0	28,013	8.2
Professional service fees	14,674	4.9	32,837	9.7
Depreciation and amortization	15,493	5.2	19,929	5.8
Share-based payment expenses	52,679	17.6	27,538	8.1
<b>Total</b>	<b>300,025</b>	<b>100.0</b>	<b>341,063</b>	<b>100.0</b>

Our general and administrative expenses decreased from RMB341.1 million for the six months ended June 30, 2024 to RMB300.0 million for the six months ended June 30, 2025. The main changes include (i) the decrease in salaries and other benefits from RMB232.7 million for the six months ended June 30, 2024 to RMB187.1 million for the six months ended June 30, 2025; (ii) the decrease in professional service fees; and (iii) the increase in share-based payment expenses due to the effect of share reward amortisation up to the first half of 2025.

## Other Income and Gains, Net

The following table sets forth a breakdown of the components of our other income and gains, net for the periods indicated:

	For the six months ended June 30,	
	2025	2024
	(Unaudited)	(Unaudited)
	<i>(RMB in thousands)</i>	
Government grants	9,240	44,669
Foreign exchange gain/(loss)	7,579	(1,925)
Interest income	7,515	8,773
Gain on disposal of long-term assets	1,719	3,553
Asset impairment	1,504	(5,925)
Others	4,845	(6,234)
<b>Total</b>	<b>32,402</b>	<b>42,911</b>

We recorded other income and gains of RMB32.4 million for the six months ended June 30, 2025, as compared to other income and gains of RMB42.9 million for the six months ended June 30, 2024.

## Operating Profit and Operating Profit Margin

As a result of the foregoing, our operating profit of RMB579.8 million for the six months ended June 30, 2024 increased to an operating profit of RMB612.2 million for the six months ended June 30, 2025. Our operating profit margin of 11.0% for the six months ended June 30, 2024 changed to an operating profit margin of 10.9% for the six months ended June 30, 2025, which was mainly due to the above-mentioned reasons.

## Finance Costs

The following table sets forth a breakdown of the components of our finance costs for the periods indicated:

	For the six months ended June 30,	
	2025	2024
	(Unaudited)	(Unaudited)
	<i>(RMB in thousands)</i>	
Interest on lease liabilities	19,545	23,625
Interest on bank and other loans	546	8,778
<b>Total</b>	<b>20,091</b>	<b>32,403</b>

Our finance costs decreased by 38.0% from RMB32.4 million for the six months ended June 30, 2024 to RMB20.1 million for the six months ended June 30, 2025, mainly because we paid part of the loans by using the excess cash accumulated from operations.

## Fair Value Change of Financial Assets at Fair Value through Profit or Loss

The fair value change of financial assets at fair value through profit or loss for the six months ended June 30, 2025 was RMB9.7 million, as compared to RMB2.9 million for the six months ended June 30, 2024.

## Income Tax Expense

We recorded income tax expense of RMB178.4 million for the six months ended June 30, 2025, as compared to income tax expense of RMB147.9 million for the six months ended June 30, 2024, primarily because the increase of current income tax which was in line with our profit growth.

## Profit for the Reporting Period

As a result of the foregoing, we recorded a profit of RMB423.4 million with a net profit margin of 7.5% for the six months ended June 30, 2025, as compared to a profit of RMB402.4 million with a net profit margin of 7.6% for the same period of 2024.

## Non-HKFRS Measures

To supplement our consolidated financial statements that are presented in accordance with HKFRS, we also use adjusted net profit for the period (a non-HKFRS measure), adjusted pre-tax profit (a non-HKFRS measure) and adjusted EBITDA (a non-HKFRS measure), as additional financial measures, which are not required by, or presented in accordance with, HKFRS. We believe that these non-HKFRS measures facilitate comparisons of operating performance from period to period and company to company by eliminating potential impacts of items that our management does not consider to be indicative of our operating performance. We believe that these measures provide useful information to investors and others in understanding and evaluating our consolidated results of operations in the same manner as they help our management. However, our presentation of these non-HKFRS measures may not be comparable to similarly titled measures presented by other companies. The use of these non-HKFRS measures has limitations as an analytical tool, and you should not consider them in isolation from, or as a substitute for analysis of, our results of operations or financial condition as reported under HKFRS.

The following table sets out our non-HKFRS measures, and a reconciliation from profit for the period to adjusted net profit, adjusted pre-tax profit and adjusted EBITDA for the period (three non-HKFRS measures) for the periods indicated.

	<b>For the six months ended June 30,</b>	
	<b>2025</b>	<b>2024</b>
	<b>(Unaudited)</b>	<b>(Unaudited)</b>
	<i>(RMB in thousands)</i>	
Profit for the period	<b>423,380</b>	402,423
Add:		
Shares-based payment expenses <sup>(1)</sup>	<b>52,679</b>	27,538
<b>Adjusted net profit for the period</b>	<b><u>476,059</u></b>	<b><u>429,961</u></b>
Add:		
Income tax expense	<b>178,441</b>	147,864
<b>Adjusted pre-tax profit for the period</b>	<b><u>654,500</u></b>	<b><u>577,825</u></b>
Add:		
Depreciation	<b>430,689</b>	423,639
Amortisation of other intangible assets	<b>694</b>	1,908
Interest income	<b>(7,515)</b>	(8,773)
Finance costs	<b>20,091</b>	32,403
<b>Adjusted EBITDA</b>	<b><u>1,098,459</u></b>	<b><u>1,027,002</u></b>

Note:

- (1) Share-based payment expenses relates to the share rewards we granted to our employees, which is a non-cash item.

	<b>For the six months ended June 30,</b>	
	<b>2025</b>	<b>2024</b>
	<b>(Unaudited)</b>	<b>(Unaudited)</b>
	<i>(%)</i>	
Net profit margin	<b>7.5</b>	7.6
<b>Adjusted net profit margin</b>	<b>8.5</b>	8.1
<b>Adjusted pre-tax profit margin</b>	<b>11.6</b>	10.9
<b>Adjusted EBITDA margin</b>	<b>19.5</b>	19.4

### **Capital Management**

The primary objectives of the Group's capital management are to safeguard the Group's ability to continue as a going concern and to maintain healthy capital ratios in order to support its business and maximise shareholders' value. The Group manages its capital structure and makes adjustments to it in light of changes in economic conditions and the risk characteristics of the underlying assets. To maintain or adjust the capital structure, the Group may adjust the dividend payment to shareholders, return capital to shareholders or issue new shares. The Group is not subject to any externally imposed capital requirements. No changes were made in the objectives, policies or processes for managing capital during the Reporting Period.

### **Depreciation**

The following table sets forth a breakdown of the components of our depreciation for the periods indicated:

	<b>For the six months ended June 30,</b>	
	<b>2025</b>	<b>2024</b>
	<b>(Unaudited)</b>	<b>(Unaudited)</b>
	<i>(RMB in thousands)</i>	
Depreciation of right-of-use assets	<b>238,329</b>	220,867
Depreciation of motor vehicles	<b>171,540</b>	180,907
Others	<b>20,820</b>	21,865
<b>Total</b>	<b>430,689</b>	423,639

### **Liquidity and Financial Resources**

The Group's cash and cash equivalent increased from RMB2,046.2 million as at December 31, 2024 to RMB2,178.5 million as at June 30, 2025.

The Group's liquidity remains strong. During the Reporting Period, the Group's primary source of funds was from its ordinary course of business, including payments received from its customers.

## **Borrowings and Gearing Ratio**

As at June 30, 2025, the Group had outstanding secured borrowings of approximately RMB1.28 million, and had no outstanding unsecured borrowings. The Group's borrowings carried interest at prevailing market rates.

As at June 30, 2025, our gearing ratio, calculated as total borrowings divided by total equity attributable to equity holders of the Company, was approximately 0.03% (December 31, 2024: 1.50%).

The borrowings of the Group are all held in Renminbi. And the cash and cash equivalents of the Group are held in Renminbi, U.S. dollars and Hong Kong dollars. During the Reporting Period, the Group has not used any derivatives and other instruments for hedging purposes.

## **Significant Investment Held**

During the Reporting Period, the Group did not have any significant investments.

## **Material Acquisition and Disposal of Subsidiaries, Associates and Joint Ventures**

During the Reporting Period, the Group did not have any material acquisition and disposal of subsidiaries, associates and joint ventures.

## **Future Plans for Material Investments and Capital Assets**

As of June 30, 2025, the Group did not have plans for material investments and capital assets.

## **Charge on Assets**

As at June 30, 2025, certain of our bank loans and other borrowings were secured by mortgages over certain of our motor vehicles with a net carrying amount of RMB63.0 million.

## **Contingent Liabilities**

As of June 30, 2025, we did not have any other material contingent liabilities.

## **Capital Commitment**

As of June 30, 2025, the capital commitment of the Group amounted to RMB20.5 million.



## Foreign Exchange Exposure

We have transactional currency exposures. We conduct our businesses mainly in Renminbi, with certain transactions denominated in other currencies, such as U.S. dollars. Certain of our cash and bank balances, other financial assets and other payables are denominated in foreign currency which are exposed to foreign currency risk. During the Reporting Period, we did not use any derivative financial instruments to hedge against the volatility associated with foreign currency transactions and other financial assets and liabilities arising in the ordinary course of business. We currently do not have a foreign currency hedging policy. However, our management monitors foreign exchange exposure and will consider appropriate hedging measures in the future should the need arise.

## Share Pledge

During the Reporting Period, there is no pledge by our controlling shareholders of their interests in the shares of the Company (the “**Share(s)**”) to secure the Company’s debts or to secure guarantees or other support of its obligation before and the Company had no controlling shareholder as at June 30, 2025.

## III. OUTLOOK AND PROSPECTS

### Future Strategy

As we continue to implement the “effective scaled growth with equal emphasis on quality and profitability” to enhance our brand strength, we will continue to deepen channel empowerment and upgrades, and leverage the power of digital intelligence to achieve the the Five Most goals of “most dense network coverage, most optimal cost, most superior service quality, most stable timeliness, and most timely service response”. We are rigorously implementing the following measures to continue to ensure high quality and sustainable growth.

#### *(i) Improve operational efficiency and quality of our service*

- Leverage digital intelligence and new energy solutions, we strive to enhance operational quality in sorting centres and improve transportation efficiency to maintain and boost product competitiveness
- Focus on achieving the Five Most goals with the “outlets” as the smallest units, and optimize performance standards at all stages and continuously enhance quality of service and customer experience

#### *(ii) Focus on customer value continually and strengthen network ecosystem*

- Foster long-term growth and sustainable profitability by continuing to empower our freight partners and agents through digital intelligence systems
- Leverage pricing tools to deliver precise, targeted subsidies, providing greater room for business expansion while ensuring sustainable growth
- Drive further optimization of our key account business, advancing the quality and effectiveness of both customized and standardized services

***(iii) Accelerate investment in digital intelligence***

- Sustain investment in digital and intelligent infrastructure, nurture digital intelligence talent, and improve the accuracy and application of digital intelligence throughout business operations and management
- Deeply integrate digital and intelligent intelligence systems across all operational processes, enabling frontline execution through coordinated mid-and-back office empowerment to further elevate quality and service experience

***(iv) Focus on sustainable growth***

- Integrate “green transportation” into the guidelines of daily operations to consistently reduce carbon emission
- Improve public disclosure of ESG-relevant information
- Promote and protect interests of shareholders and other stakeholders

We believe that above strategies are crucial to the next stage of ANE’s brand development allowing us to strengthen our competitive edges and grow together with our outlets, while promoting the efficient and high-quality development of the industry.

**IV. RISK MANAGEMENT**

We are exposed to various risks during our operations. We have scientifically established and continued to optimize risk management and internal control systems consisting of policies and procedures that we consider to be appropriate for our business operations. Adhering to the philosophy of continuous improvement, we are dedicated to continually improving these systems by benchmarking against advanced standards and best practices in the industry. We have adopted and implemented scientific and systematic risk management policies in various aspects of our business operations such as information technology, financial reporting, investment management, internal control and climate risk, etc., and achieved continuous improvement of risk management effectiveness through dynamic optimization mechanism, so as to provide a strong guarantee for the sustainable development of the Company.

## INTERIM RESULTS

The Board is pleased to announce the unaudited consolidated interim results of the Group for the six months ended June 30, 2025 with comparative figures for the six months ended June 30, 2024, as follows:

### INTERIM CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS

For the six months ended 30 June 2025

	<i>Notes</i>	<b>2025</b> <b>(Unaudited)</b> <b>RMB'000</b>	2024 (Unaudited) RMB'000
Revenue	4	<b>5,625,019</b>	5,288,871
Cost of revenue		<b>(4,745,168)</b>	(4,410,899)
Gross profit		<b>879,851</b>	877,972
Other income and gains, net	5	<b>32,402</b>	42,911
General and administrative expenses		<b>(300,025)</b>	(341,063)
Operating profit		<b>612,228</b>	579,820
Finance costs	6	<b>(20,091)</b>	(32,403)
Fair value changes of financial assets at fair value through profit or loss	7	<b>9,684</b>	2,870
PROFIT BEFORE TAX	8	<b>601,821</b>	550,287
Income tax expense	9	<b>(178,441)</b>	(147,864)
PROFIT FOR THE PERIOD		<b>423,380</b>	402,423
Attributable to:			
Owners of the parent		<b>420,136</b>	390,662
Non-controlling interests		<b>3,244</b>	11,761
		<b>423,380</b>	402,423
EARNINGS PER SHARE ATTRIBUTABLE TO ORDINARY EQUITY HOLDERS OF THE PARENT	11		
Basic (RMB)		<b>0.37</b>	0.34
Diluted (RMB)		<b>0.37</b>	0.34

# INTERIM CONDENSED CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

For the six months ended 30 June 2025

	2025 (Unaudited) <i>RMB'000</i>	2024 (Unaudited) <i>RMB'000</i>
PROFIT FOR THE PERIOD	<u>423,380</u>	<u>402,423</u>
OTHER COMPREHENSIVE INCOME		
Other comprehensive loss that may be reclassified to profit or loss in subsequent periods:		
Exchange differences on translation of foreign operations	<u>(33,249)</u>	<u>(27,157)</u>
Other comprehensive income that will not be reclassified to profit or loss in subsequent periods:		
Exchange differences on translation of the financial statements of the Company	<u>20,617</u>	<u>32,745</u>
OTHER COMPREHENSIVE (LOSS)/INCOME FOR THE PERIOD, NET OF TAX	<u>(12,632)</u>	<u>5,588</u>
TOTAL COMPREHENSIVE INCOME FOR THE PERIOD	<u>410,748</u>	<u>408,011</u>
Attributable to:		
Owners of the parent	407,504	396,250
Non-controlling interests	<u>3,244</u>	<u>11,761</u>
	<u>410,748</u>	<u>408,011</u>

**INTERIM CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION**

30 June 2025

	<i>Notes</i>	<b>30 June 2025 (Unaudited) RMB'000</b>	31 December 2024 (Audited) RMB'000
<b>NON-CURRENT ASSETS</b>			
Property, plant and equipment		<b>958,887</b>	1,009,818
Prepayments for property, plant and equipment		<b>1,945</b>	3,480
Right-of-use assets		<b>1,025,530</b>	1,126,210
Goodwill		<b>113,910</b>	113,910
Other intangible assets		<b>3,281</b>	2,098
Deferred tax assets		<b>55,145</b>	61,900
Restricted cash		<b>1,077</b>	4,196
Other non-current assets		<b>61,363</b>	60,381
		<hr/>	<hr/>
Total non-current assets		<b>2,221,138</b>	2,381,993
		<hr/>	<hr/>
<b>CURRENT ASSETS</b>			
Inventories		<b>7,017</b>	8,320
Trade receivables	<i>12</i>	<b>130,325</b>	90,433
Prepayments		<b>64,296</b>	66,531
Other receivables and other assets		<b>853,271</b>	779,377
Financial assets at fair value through profit or loss		<b>914,082</b>	843,280
Restricted cash		<b>13,430</b>	13,373
Cash and cash equivalents		<b>2,178,491</b>	2,046,179
		<hr/>	<hr/>
Total current assets		<b>4,160,912</b>	3,847,493
		<hr/>	<hr/>
<b>CURRENT LIABILITIES</b>			
Trade payables	<i>13</i>	<b>312,665</b>	355,427
Other payables and accruals		<b>951,943</b>	1,139,511
Interest-bearing borrowings		<b>1,280</b>	50,623
Tax payable		<b>280,191</b>	158,797
Lease liabilities		<b>415,997</b>	411,770
		<hr/>	<hr/>
Total current liabilities		<b>1,962,076</b>	2,116,128
		<hr/>	<hr/>
<b>NET CURRENT ASSETS</b>		<b>2,198,836</b>	1,731,365
		<hr/>	<hr/>
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>		<b>4,419,974</b>	4,113,358
		<hr/>	<hr/>

	<i>Notes</i>	<b>30 June 2025 (Unaudited) RMB'000</b>	31 December 2024 (Audited) RMB'000
<b>NON-CURRENT LIABILITIES</b>			
Lease liabilities		589,170	697,816
Deferred tax liabilities		5,337	6,370
		<hr/>	<hr/>
Total non-current liabilities		594,507	704,186
		<hr/>	<hr/>
<b>Net assets</b>		<b>3,825,467</b>	<b>3,409,172</b>
		<hr/> <hr/>	<hr/> <hr/>
<b>EQUITY</b>			
<b>Equity attributable to owners of the parent</b>			
Share capital		150	149
Treasury shares		(115,506)	(62,956)
Reserves		3,823,893	3,357,946
		<hr/>	<hr/>
<b>Non-controlling interests</b>		<b>3,708,537</b>	<b>3,295,139</b>
		116,930	114,033
		<hr/>	<hr/>
<b>Total equity</b>		<b>3,825,467</b>	<b>3,409,172</b>
		<hr/> <hr/>	<hr/> <hr/>

# NOTES TO INTERIM CONDENSED CONSOLIDATED FINANCIAL INFORMATION

30 June 2025

## 1. CORPORATE INFORMATION

ANE (CAYMAN) INC. (“the Company”) is an exempted company incorporated in the Cayman Islands. The registered address of the Company is PO Box 309, Ugland House, Grand Cayman, KY1-1104, Cayman Islands.

The Company is an investment holding company. During the reporting period, the Company’s subsidiaries were mainly involved in the less-than-truckload services (“LTL Services”) in the People’s Republic of China (hereafter, the “PRC”).

## 2. BASIS OF PREPARATION AND ACCOUNTING POLICIES

### 2.1 BASIS OF PREPARATION

The interim condensed consolidated financial information for the six months ended 30 June 2025 has been prepared in accordance with HKAS 34 Interim Financial Reporting. The interim condensed consolidated 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 consolidated financial statements for the year ended 31 December 2024.

### 2.2 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 nature and impact of the amended HKFRS Accounting Standard are described below:

Amendments to HKAS 21 specify how an entity shall assess whether a currency is exchangeable into another currency and how it shall estimate a spot exchange rate at a measurement date when exchangeability is lacking. The amendments require disclosures of information that enable users of financial statements to understand the impact of a currency not being exchangeable. As the currencies that the Group had transacted with and the functional currencies of group entities for translation into the Group’s presentation currency were exchangeable, the amendments did not have any impact on the interim condensed consolidated financial information.

## 3. OPERATING SEGMENT INFORMATION

No operating segment information is presented as the Group’s revenue and reported results during the reporting period, and the Group’s total assets as at the end of the reporting period were derived from one single operating segment, i.e., provision of transportation and related services.

### Geographical information

As the Group generates all of its revenues and all the non-current assets are located in the PRC during the reporting period, no geographical segments are presented.

### Information about major customers

The Group has a large number of customers and no revenue from a single customer accounted for more than 10% of the Group’s total revenue for the reporting period.

#### 4. REVENUE

An analysis of revenue is as follows:

	<b>For the six months ended 30 June</b>	
	<b>2025</b>	<b>2024</b>
	<b>RMB'000</b>	<b>RMB'000</b>
	<b>(Unaudited)</b>	<b>(Unaudited)</b>
<b>Revenue from contracts with customers</b>		
Transportation	2,816,448	2,828,200
Dispatch services	1,526,998	1,385,522
Value-added services	1,281,573	1,075,149
	<u>5,625,019</u>	<u>5,288,871</u>
Total	<u><u>5,625,019</u></u>	<u><u>5,288,871</u></u>

(i) **Disaggregated revenue information for revenue from contracts with customers**

	<b>For the six months ended 30 June</b>	
	<b>2025</b>	<b>2024</b>
	<b>RMB'000</b>	<b>RMB'000</b>
	<b>(Unaudited)</b>	<b>(Unaudited)</b>
<b>Timing of revenue recognition</b>		
Over time:		
Transportation	2,816,448	2,828,200
Dispatch services	1,526,998	1,385,522
Value-added services	83,802	59,005
	<u>4,427,248</u>	<u>4,272,727</u>
Subtotal	<u>4,427,248</u>	<u>4,272,727</u>
At a point in time:		
Value-added services	1,197,771	1,016,144
	<u>1,197,771</u>	<u>1,016,144</u>
Total revenue from contracts with customers	<u><u>5,625,019</u></u>	<u><u>5,288,871</u></u>

(ii) **Performance obligations**

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

*Transportation and dispatch services*

The Group provides sorting and line-haul transportation services between its sorting centres and then dispatches the goods for its customers. The performance obligations for transportation and dispatch services are satisfied over time when the goods are transported from one location to another. Performance obligations are generally short-term in nature with transit days being less than a week for each shipment. Payment in advance is normally required.

*Value-added services*

The performance obligations for value-added services are satisfied upon delivery of the related consumables or upon completion of the services. Payment in advance is normally required.

The following table shows the amounts of revenue recognised during the reporting period that were included in the contract liabilities at the beginning of the respective periods:



	For the six months ended 30 June	
	2025 RMB'000 (Unaudited)	2024 RMB'000 (Unaudited)
Transportation and dispatch services	82,010	81,353
Value-added services	10,626	8,866
Total	<u>92,636</u>	<u>90,219</u>

## 5. OTHER INCOME AND GAINS, NET

An analysis of other income and gains, net is as follows:

	For the six months ended 30 June	
	2025 RMB'000 (Unaudited)	2024 RMB'000 (Unaudited)
Provision for impairment of		
– Trade receivables and other receivables	1,504	(5,925)
Government grants*	9,240	44,669
Foreign exchange differences, net	7,579	(1,925)
Gain on disposal of long-term assets	1,719	3,553
Interest income	7,515	8,773
Others	4,845	(6,234)
Total	<u>32,402</u>	<u>42,911</u>

\* Government grants mainly represent various supports awarded by the governments to support the Group's operation.

## 6. FINANCE COSTS

An analysis of finance costs is as follows:

	For the six months ended 30 June	
	2025 RMB'000 (Unaudited)	2024 RMB'000 (Unaudited)
Interest on bank loans and other loans	546	8,778
Interest on lease liabilities	19,545	23,625
Total	<u>20,091</u>	<u>32,403</u>

## 7. FAIR VALUE CHANGES OF FINANCIAL ASSETS AT FAIR VALUE THROUGH PROFIT OR LOSS

	For the six months ended 30 June	
	2025 RMB'000 (Unaudited)	2024 RMB'000 (Unaudited)
Fair value changes of financial products	<u>9,684</u>	<u>2,870</u>

## 8. PROFIT BEFORE TAX

The Group's profit before tax is arrived at after charging/(crediting):

	For the six months ended 30 June	
	2025 RMB'000 (Unaudited)	2024 RMB'000 (Unaudited)
Cost of revenue*	4,210,230	3,879,312
Depreciation of property, plant and equipment	192,360	202,772
Depreciation of right-of-use assets	238,329	220,867
Amortisation of other intangible assets	694	1,908
Fair value changes of financial products	(9,684)	(2,870)
Government grants	(9,240)	(44,669)
Auditors' remuneration	1,280	1,280
Employee benefit expenses (including directors' and chief executive's remuneration):		
Wages, salaries and allowances	287,548	259,542
Pension scheme contributions and other welfare	38,232	32,885
Share-based payment expenses	52,679	27,538
Total	<u>378,459</u>	<u>319,965</u>
Impairment losses on trade receivables and other receivables, net	(1,504)	5,925
Lease expenses**	33,708	37,314
Utility fee	19,132	18,055
Interest income	(7,515)	(8,773)
Gain on disposal of long-term assets	(1,719)	(3,553)

\* The amount of cost of revenue excludes those included in the depreciation of property, plant and equipment, depreciation of right-of-use assets, employee benefit expenses, lease expenses and utility fee.

\*\* The Group applies the available practical expedients of HKFRS 16 wherein it applies the short-term lease exemption to leases with a lease term that ends within 12 months from the lease commencement date.

## 9. INCOME TAX

Pursuant to the rules and regulations of the Cayman Islands, the Group is not subject to any income tax in the Cayman Islands.

No Hong Kong profits tax has been provided as there was no assessable profit earned in or derived from Hong Kong during the reporting period.

All of the Group's subsidiaries registered in the PRC, except for certain subsidiaries which enjoy a tax rate of 5% or 15%, are subject to PRC enterprise income tax ("EIT") at a rate of 25%.

	For the six months ended 30 June	
	2025 RMB'000 (Unaudited)	2024 RMB'000 (Unaudited)
Current income tax	172,719	97,721
Deferred income tax	5,722	50,143
Tax charge for the period	<u>178,441</u>	<u>147,864</u>

## 10. DIVIDEND

On 19 August 2025, the board of directors declared an interim dividend of HK\$0.1572 (six months ended 30 June 2024: Nil) per ordinary share for the six months ended 30 June 2025 and a special dividend of HK\$0.0393 (six months ended 30 June 2024: Nil) per ordinary share.

## 11. EARNINGS PER SHARE ATTRIBUTABLE TO ORDINARY EQUITY HOLDERS OF THE PARENT

The calculation of the basic earnings per share amounts is based on the profit for the period attributable to ordinary equity holders of the parent, and the weighted average number of ordinary shares of 1,150,607,069 (six months ended 30 June 2024: 1,162,605,486) outstanding during the period.

The Group had no potentially dilutive ordinary shares outstanding during the period ended 30 June 2025 and 2024.

The calculations of basic and diluted earnings per share are based on:

	For the six months ended 30 June	
	2025	2024
	RMB '000	RMB '000
	(Unaudited)	(Unaudited)
<b>Earnings</b>		
Earnings attributable to ordinary equity holders of the parent	<u>420,136</u>	<u>390,662</u>
	Number of shares	
	2025	2024
<b>Shares</b>		
Weighted average number of ordinary shares outstanding during the period used in the basic earnings per share calculation	<u>1,150,607,069</u>	<u>1,162,605,486</u>
Earnings per share (RMB)	<u>0.37</u>	<u>0.34</u>

## 12. TRADE RECEIVABLES

	30 June 2025	31 December 2024
	RMB '000	RMB '000
	(Unaudited)	(Audited)
Trade receivables	186,154	146,412
Impairment	<u>(55,829)</u>	<u>(55,979)</u>
Net carrying amount	<u>130,325</u>	<u>90,433</u>

The Group generally requires payment in advance from its customers and seeks to maintain strict control over its outstanding receivables and overdue balances are reviewed regularly by senior management. Trade receivables are non-interest-bearing. The credit terms granted by the Group are generally within 90 days. An ageing analysis of the Group's trade receivables, based on the transaction date and net of loss allowance, as at the end of the reporting period is as follows:

	30 June 2025	31 December 2024
	RMB '000	RMB '000
	(Unaudited)	(Audited)
Within 1 year	129,917	89,840
1 to 2 years	<u>408</u>	<u>593</u>
Total	<u>130,325</u>	<u>90,433</u>

### 13. TRADE PAYABLES

	<b>30 June 2025 RMB'000 (Unaudited)</b>	31 December 2024 RMB'000 (Audited)
Trade payables	<b>312,665</b>	355,427

An ageing analysis of the trade payables as at the end of the reporting period, based on the invoice date, is as follows:

	<b>30 June 2025 RMB'000 (Unaudited)</b>	31 December 2024 RMB'000 (Audited)
Within 3 months	<b>304,919</b>	348,293
3 to 6 months	<b>476</b>	47
6 to 12 months	<b>487</b>	110
Over 1 year	<b>6,783</b>	6,977
Total	<b>312,665</b>	355,427

The trade payables are non-interest-bearing and are normally settled on 30-day terms.

## **CORPORATE GOVERNANCE AND OTHER INFORMATION**

### **Amendments to Memorandum and Articles of Association**

At the annual general meeting of the Company held on June 19, 2025 (the “**AGM**”), the shareholders of the Company (the “**Shareholders**”) passed a special resolution in relation to the amendment and restatement of the twenty-first amended and restated memorandum and articles of association of the Company currently in effect by the deletion in their entirety and the substitution in their place of the twenty-second amended and restated memorandum and articles of association. For further details, please refer to the Company’s circular dated May 28, 2025.

### **Change of Directors and Composition of Board Committees**

During the Reporting Period and up to the date of this announcement, the composition of the Nomination Committee was changed. Ms. Sha Sha has been appointed as an additional member of the Nomination Committee with effective from August 19, 2025.

Save as disclosed above, during the Reporting Period and up to the date of this announcement, there are no changes of Directors and the composition of Board Committees of the Company.

### **Re-election of Directors**

At the annual general meeting of the Company held on June 19, 2025, the Shareholders passed ordinary resolutions in relation to re-election of Mr. Qin Xinghua, Mr. Wei Bin and Mr. Geh George Shalchu as executive Director, non-executive Director and independent non-executive Director respectively. For further details, please refer to the Company’s circular dated May 28, 2025.

### **Compliance with the Corporate Governance Code**

The Company is committed to ensuring high standards of corporate governance and has adopted the code provisions set out in the Corporate Governance Code (the “**CG Code**”) in Appendix C1 to the Listing Rules. Save as disclosed below, during the Reporting Period, the Company has complied with all the applicable code provisions set out in Part 2 of the CG Code.

Code provision C.2.1 of the CG Code stipulates that the roles of chairman and chief executive should be separate and should not be performed by the same individual. Mr. Qin Xinghua (“**Mr. Qin**”) serves as both the co-chairman of the Board and the chief executive officer. The Board believes that vesting the roles of both co-chairman and chief executive officer in Mr. Qin has the benefit of ensuring consistent and continuous planning and execution of the Company’s strategies. The Board considers that the balance of power and authority, accountability and independent decision-making under the present arrangement will not be impaired in light of the diverse background and experience of the Board, with not less than one third of them being independent non-executive directors. The Board will continue to review and consider splitting the

roles of chairman of the Board and the chief executive officer of the Company at a time when it is appropriate by taking into account the circumstances of the Group as a whole.

In order to maintain high standards of corporate governance, the Board will continuously review and monitor its corporate governance practices.

### **Compliance with the Model Code**

The Company has adopted a code of conduct regarding Directors' securities transactions on terms no less exacting than the required standard set out in the Model Code for Securities Transactions by Directors of Listed Issuers set out in Appendix C3 to the Listing Rules (the "**Model Code**"). Specific enquiries have been made to all the Directors and they have confirmed that they have complied with the Model Code during the Reporting Period.

### **Employees and Remuneration**

The Group had 3,032 employees as at June 30, 2025 compared to 3,031 employees as at December 31, 2024. The Group enters into employment contracts with its employees to cover matters such as wages, benefits, and grounds for termination.

Remuneration of the Group's employees includes salary, bonus and allowance elements. The compensation programs are designed to remunerate the employees based on their performance, measured against specified objective criteria. We also provide our employees with welfare benefits in accordance with applicable regulations and our internal policies. We provide periodic training to our employees in order to improve their quality, skills and knowledge, including introductory training for new employees, technical training, professional and management training and health and safety training, as well as extensive training to our sales and marketing team. The Group also has in place incentive schemes for its employees.

### **Use of Proceeds from the Global Offering**

On November 11, 2021, upon the Company's listing on the Stock Exchange, the Company issued 80,220,000 ordinary shares with a par value of US\$0.00002 at HK\$13.88 each, and raised gross proceeds of approximately HK\$1,113,454,000 (equivalent to approximately RMB916,606,000). The Company obtained net proceeds of approximately HK\$1,009.2 million (equivalent to RMB830.8 million) (after deducting the underwriting commissions and other estimated expenses in connection with the exercise of the Global Offering). The net price to the Company (which was calculated by dividing the net proceeds by the number of shares issued in connection with the Global Offering after taking account of the exercise of overallotment option) was approximately HK\$12.58 per Share.

The table below sets forth a detailed breakdown and description of the use of net proceeds from the date of the Listing to June 30, 2025. The Company intends to use the net proceeds in the same matter and proportion as set out in the section headed "Future Plans and Use of Proceeds" in the Prospectus.

Use of Proceeds	Percentage	Amount	Unutilized	Amount	Amount	Expected	
	of total net proceeds (in the same proportion as stated in the Prospectus) (%)	of net proceeds or the relevant use (in the same proportion as stated in the Prospectus) (HK\$ million)	amount of net proceeds at the beginning of the Reporting Period (HK\$ million)	of net proceeds utilized during the Reporting Period (HK\$ million)	of net proceeds utilized as of June 30, 2025 (HK\$ million)	Amount not yet utilized as of the date of June 30, 2025 (HK\$ million)	timeframe for utilizing the remaining unutilized net proceeds
(A) building, upgrading and potential acquisitions of 5 to 10 key transit hubs in strategic locations to accommodate our high-volume growth, improve our network structure and ensure stability and long-term planning	40.0	403.7	170.5	44.6	277.8	125.8	By December 2025
(B) investment in our line-haul truck fleet to further improve our operation efficiency	30.0	302.8	-	-	-	-	
(i) purchase approximately 2,000 to 3,000 modern and high-capacity truck tractors and trailers, and to partner with major trucking manufacturers to customise their models to fit our operational needs	25.0	252.3	-	-	-	-	
(ii) repay our borrowings for the purchase of trucks of our sorting network	5.0	50.5	-	-	-	-	
(C) investment in technology innovations	20.0	201.8	157.6	19.9	64.1	137.7	By December 2025
(i) upgrade the technologies and automated facilities of our sorting network	10.0	100.9	72.6	19.2	47.5	53.4	
(a) Deploy AI-enabled autonomous decision-making systems in our management of sorting network to reduce human error and reliance on individual workers	2.0	20.2	-	-	-	-	
(b) Sorting automation, with focuses on AI vision monitoring systems, dynamic volume weighing devices, unmanned forklift, IoT devices and automated cross-belts tailored for freight sorting, which enable us to further improve sorting capacity and efficiency	8.0	80.7	72.6	19.2	27.3	53.4	

Use of Proceeds	Percentage	Amount	Unutilized	Amount of net	Amount	Amount	Expected
	of total net	of net					
	proceeds	proceeds	proceeds	proceeds	proceeds	utilized	for utilizing
	(in the same	(in the same	at the	utilized during	utilized	as of	the
	proportion	proportion	beginning of	the Reporting	as of	the date of	remaining
	as stated	as stated	the Reporting	Period	June 30,	June 30,	unutilized
	in the	in the	Period	Period	2025	2025	net
	Prospectus)	Prospectus)			(HK\$ million)	(HK\$ million)	proceeds
	(%)	(HK\$ million)	(HK\$ million)	(HK\$ million)	(HK\$ million)	(HK\$ million)	
(ii) invest in intelligent transportation management systems and autonomous driving technologies	10.0	100.9	85.0	0.7	16.6	84.3	
(a) Intelligent transportation management to further optimize our route planning and enhance our transportation efficiency	8.0	80.7	64.8	0.7	16.6	64.1	
(b) Autonomous driving technologies to improve transportation safety and reduce transportation cost	2.0	20.2	20.2	-	-	20.2	
<b>(D) Working capital and other general corporate purposes</b>	<b>10.0</b>	<b>100.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

*Note:*

The expected timeframe for utilizing the remaining unutilized net proceeds is based on the best estimation of the factual business needs and future business development of the Group. It will be subject to change based on the current and future developments of market conditions and future business needs of the Group.

## Purchase, Sale or Redemption of Listed Securities

Neither the Company nor any of its subsidiaries purchased, redeemed or sold any of the Company's listed securities during the Reporting Period.

As of June 30, 2025, 1,191,000 Shares repurchased in 2024 were held as treasury shares (as defined in the Listing Rules). No treasury shares (as defined in the Listing Rules) of the Company had been sold during the Reporting Period.

## Material Litigation

As of June 30, 2025, as far as the Company is aware, the Company and its subsidiaries were not involved in any material litigation or arbitration and no material litigation or claim of material importance was pending or threatened against or by the Company.

## Audit Committee and Auditor

As of the date of this announcement, the Audit Committee has four members comprising four independent non-executive Directors, being Mr. Li Wilson Wei (chairman of the Audit Committee), Mr. Geh George Shalchu, Ms. Sha Sha and Mr. Hung Cheung Fuk, with terms of reference in compliance with the Listing Rules.



The Audit Committee has considered and reviewed the unaudited interim financial results for the six months ended June 30, 2025, the accounting principles and practices adopted by the Company and the Group and discussed matters in relation to internal control, risk management and financial reporting with the management. The Audit Committee considers that the unaudited interim financial results for the six months ended June 30, 2025 are in compliance with the relevant accounting standards, rules and regulations and appropriate disclosures have been duly made.

In addition, the Company's independent auditor, Ernst & Young, has performed an independent review of the Group's interim financial information for the six months ended June 30, 2025 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 and consequently no assurance has been expressed by Ernst & Young on the preliminary announcement.

### **Other Board Committees**

In addition to the Audit Committee, the Company has also established a remuneration committee, a nomination committee, an environmental, social and governance committee and a strategy committee.

### **EVENTS AFTER THE END OF THE REPORTING PERIOD**

Save as disclosed in this announcement, the Directors are not aware of any significant event requiring disclosure that has taken place subsequent to June 30, 2025 and up to the date of this announcement.

### **INTERIM DIVIDEND AND SPECIAL DIVIDEND**

The Board has resolved to declare (i) an interim dividend of HK\$0.1572 per Share (the "**2025 Interim Dividend**") for the six months ended June 30, 2025 payable on or around October 10, 2025 to shareholders whose names appear on the register of members of the Company on September 5, 2025; and (ii) a special dividend of HK\$0.0393 per Share (the "**2025 Special Dividend**") payable on or around December 12, 2025 to shareholders whose names appear on the register of members of the Company on November 17, 2025.

The 2025 Interim Dividend and the 2025 Special Dividend will be payable in cash to each shareholder in Hong Kong Dollars.

Shareholders should seek professional advice with their own tax advisers regarding the possible tax implications of the dividend payment.

## **CLOSURE OF REGISTER OF MEMBERS**

The register of members of the Company will be closed (i) in respect of 2025 Interim Dividend, from September 3, 2025 to September 5, 2025 (both days inclusive) and (ii) in respect of 2025 Special Dividend, from November 13, 2025 to November 17, 2025 (both days inclusive) during which period no transfer of shares will be effected. In order to qualify for the 2025 Interim Dividend and the 2025 Special Dividend, all transfer documents accompanied by the relevant share certificates must be lodged for registration with the Hong Kong branch share registrar of the Company, Tricor Investors Services Limited, at 17/F, Far East Finance Centre, 16 Harcourt Road, Hong Kong for registration not later than (i) 4:30 p.m. on September 2, 2025 (in respect of the 2025 Interim Dividend) and (ii) 4:30 p.m. on November 12, 2025 (in respect of the 2025 Special Dividend).

## **PUBLICATION OF INTERIM RESULTS ANNOUNCEMENT AND INTERIM REPORT**

This announcement is published on the websites of the Stock Exchange ([www.hkexnews.hk](http://www.hkexnews.hk)) and the Company ([www.ane56.com](http://www.ane56.com)).

The interim report for the six months ended June 30, 2025 containing all the information required by the Listing Rules will be despatched to the Shareholders and published on the websites of the Stock Exchange and the Company in due course.

## **APPRECIATION**

The Board would like to express its sincere gratitude to the Shareholders, management team, employees, business partners and customers of the Company for their support and contribution to the Group.

By Order of the Board  
**ANE (Cayman) Inc.**  
**Mr. Chen Weihao and Mr. Qin Xinghua**  
*Co-Chairmen*

Hong Kong, August 19, 2025

*As at the date of this announcement, the Board comprises Mr. Qin Xinghua and Mr. Jin Yun as executive Directors; Mr. Chen Weihao, Mr. Zhang Yinghao and Mr. Wei Bin as non-executive Directors; and Mr. Li Wilson Wei, Mr. Geh George Shalchu, Ms. Sha Sha and Mr. Hung Cheung Fuk as independent non-executive Directors.*