Shenzhen International Holdings Limited
深圳國際控股有限公司
(incorporated in Bermuda with limited liability)
(Stock Code: 00152)

2025 INTERIM RESULTS ANNOUNCEMENT

The Board of Directors (the "Board") of Shenzhen International Holdings Limited (the "Company") is pleased to announce the unaudited interim consolidated results and interim consolidated balance sheet of the Company and its subsidiaries (the "Group") for the six months ended 30 June 2025 (the "Period") together with comparative figures of consolidated results for the corresponding period in 2024 and consolidated balance sheet as of the year end of 2024 as follows:

INTERIM CONSOLIDATED INCOME STATEMENT - UNAUDITED

		Six months ended 30 June	
		2025	2024
	Notes	***HK$'000***	*HK$'000*
Revenue	(4), (5)	**6,669,585**	6,610,182
Cost of sales and services		**(4,938,917)**	(4,822,313)
Gross profit		**1,730,668**	1,787,869
Other gains - net	(6)	**31,712**	573,566
Other income		**82,753**	64,922
Distribution costs		**(58,762)**	(51,133)
Administrative expenses		**(480,331)**	(544,696)
Impairment losses on trade receivables and contract assets		**(97,161)**	(144,798)
Operating profit		**1,208,879**	1,685,730
Share of results of associates	(12)	**669,958**	335,591
Share of results of joint ventures		**192,628**	220,496
Profit before finance costs and income tax		**2,071,465**	2,241,817
Finance income	(7)	**69,613**	91,325
Finance costs	(7)	**(740,617)**	(949,697)
Finance costs – net	(7)	**(671,004)**	(858,372)
Profit before income tax		**1,400,461**	1,383,445
Income tax expense	(8)	**(289,375)**	(217,352)
Profit for the period		**1,111,086**	1,166,093

INTERIM CONSOLIDATED INCOME STATEMENT - UNAUDITED (continued)

	Note	Six months ended 30 June 2025 HK$'000	2024 HK$'000
Profit for the period attributable to:			
Ordinary shareholders of the Company		**490,179**	652,695
Non-controlling interests		**620,907**	513,398
		1,111,086	1,166,093
Earnings per share attributable to ordinary shareholders of the Company (expressed in HK dollars per share)			
– Basic	(9(a))	**0.20**	0.27
– Diluted	(9(b))	**0.20**	0.27

INTERIM CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME - UNAUDITED

	Six months ended 30 June 2025 HK$'000	2024 HK$'000
Profit for the period	**1,111,086**	1,166,093
Other comprehensive income (expenses):		
Items that may be reclassified to profit or loss:		
Share of other comprehensive income (expenses) of associates and joint ventures	**17,139**	(759)
Exchange difference arising on translation of foreign operations	**63,982**	(174,881)
	81,121	(175,640)
Items that will not be reclassified to profit or loss:		
Currency translation differences from functional currency to presentation currency	**1,363,010**	(1,411,115)
Fair value loss on equity securities designated at fair value through other comprehensive income, net of tax	-	(76)
	1,363,010	(1,411,191)
Other comprehensive income (expenses) for the period	**1,444,131**	(1,586,831)
Total comprehensive income (expenses) for the period	**2,555,217**	(420,738)
Total comprehensive income (expenses) attributable to:		
Ordinary shareholders of the Company	**1,496,882**	(633,815)
Non-controlling interests	**1,058,335**	213,077
	2,555,217	(420,738)

INTERIM CONSOLIDATED BALANCE SHEET - UNAUDITED

	Notes	As at 30 June 2025 HK$'000	As at 31 December 2024 HK$'000
ASSETS			
Non-current assets			
Investment properties		**19,969,451**	18,519,634
Property, plant and equipment		**21,289,609**	20,391,880
Land use rights		**4,110,270**	4,056,454
Construction in progress		**4,490,585**	3,410,613
Intangible assets	(11)	**26,536,171**	26,187,883
Goodwill		**530,272**	515,097
Interests in associates	(12)	**19,864,880**	19,043,706
Interests in joint ventures		**10,977,448**	10,496,736
Other investments	(13)	**1,282,773**	1,209,394
Deferred tax assets		**658,518**	598,201
Other non-current assets		**8,264,329**	7,821,845
		117,974,306	112,251,443
Current assets			
Inventories and other contract costs	(14)	**4,536,648**	4,587,818
Contract assets		**369,857**	394,285
Other investments	(13)	**3,730,375**	637,956
Trade and other receivables	(15)	**5,194,500**	4,783,595
Other asset		**3,638,758**	3,534,628
Derivative financial instruments		**142,178**	138,110
Restricted bank deposits		**286,969**	329,644
Deposits in banks with original maturities over three months		**814,259**	620,745
Cash and cash equivalents		**7,585,579**	8,719,336
		26,299,123	23,746,117
Total assets		**144,273,429**	135,997,560
EQUITY AND LIABILITIES			
Equity attributable to ordinary shareholders of the Company			
Share capital and share premium		**13,643,493**	13,389,982
Other reserves and retained earnings		**19,531,947**	19,109,757
Equity attributable to ordinary shareholders of the Company		**33,175,440**	32,499,739
Non-controlling interests		**26,523,135**	22,023,419
Total equity		**59,698,575**	54,523,158

INTERIM CONSOLIDATED BALANCE SHEET – UNAUDITED (continued)

		As at	
		30 June	31 December
		2025	2024
	Note	***HK$'000***	*HK$'000*
Liabilities			
Non-current liabilities			
Borrowings		**45,558,227**	41,057,761
Lease liabilities		**886,172**	872,235
Deferred tax liabilities		**2,540,844**	2,439,497
Other non-current liabilities		**1,694,830**	1,626,394
		50,680,073	45,995,887
Current liabilities			
Trade and other payables	(16)	**12,572,638**	13,730,276
Contract liabilities		**135,111**	250,414
Income tax payable		**1,279,264**	2,047,910
Borrowings		**19,855,055**	19,391,125
Lease liabilities		**52,713**	58,790
		33,894,781	35,478,515
Total liabilities		**84,574,854**	81,474,402
Total equity and liabilities		**144,273,429**	135,997,560

Notes:

(1) General Information

The principal activities of the Group include the following businesses:

- Toll roads and general-environmental protection business; and
- Logistics business.

The Group's operations are mainly in the People's Republic of China (the "PRC").

The Company is a limited liability company incorporated in Bermuda and is an investment holding company. The address of its registered office is Clarendon House, 2 Church Street, Hamilton HM11, Bermuda.

(1) General Information (continued)

The Company is listed on The Stock Exchange of Hong Kong Limited (the "Hong Kong Stock Exchange"). One of the major subsidiaries of the Company, Shenzhen Expressway Company Limited ("Shenzhen Expressway"), is listed both on the Hong Kong Stock Exchange and Shanghai Stock Exchange.

As at 30 June 2025, Ultrarich International Limited ("Ultrarich") directly owned 1,058,717,983 ordinary shares of the Company, representing approximately 43.323% of the issued share capital of the Company. As Shenzhen Investment Holdings Company Limited ("SIHCL") held the 100% equity interest in Ultrarich, it had an indirect interest of approximately 43.323% of the Company's equity held by Ultrarich. SIHCL directly owned 364,500 ordinary shares of the Company, representing approximately 0.015% of the issued share capital of the Company. SIHCL effectively held approximately 43.338% of the issued share capital of the Company and is the largest shareholder of the Company. SIHCL is supervised and managed by Shenzhen Municipal People's Government State-owned Assets Supervision and Administration Commission ("Shenzhen SASAC"). The directors of the Company regard Shenzhen SASAC as having control of the Company's relevant activities and is the de facto controller of the Company due to the voting power it held in the Company.

In preparing the condensed consolidated financial statements, the directors of the Company have given careful consideration to the future liquidity of the Group in light of the fact that the Company's current liabilities exceeded its current assets by HKD7,595,658,000 and capital commitments as at 30 June 2025.

In order to improve the Group's financial position, to provide liquidity and cash flows and to sustain the Group as a going concern, the Group has been implementing a number of measures. These measures include but not limited to considering usage of existing banking facilities, in which unutilised banking facilities amounted to HKD124,636,093,000 (31 December 2024: HKD110,731,356,000) as at 30 June 2025.

The directors of the Company have, at the time of approving the condensed consolidated financial statements, a reasonable expectation that the Group has adequate resources to continue in operational existence for the foreseeable future. Thus, they continue to adopt the going concern basis of accounting in preparing the condensed consolidated financial statements.

This unaudited interim financial information has been reviewed by Deloitte Touche Tohmatsu 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 Certified Public Accountants ("HKICPA").

(2) Basis of preparation

This interim financial information for the six months ended 30 June 2025 has been prepared in accordance with the applicable disclosure provisions of the Rules Governing the Listing of Securities (the "Listing Rules") on the Hong Kong Stock Exchange, including compliance with Hong Kong Accounting Standard ("HKAS") 34, Interim financial reporting, issued by the HKICPA. This interim financial information should be read in conjunction with the annual financial statements for the year ended 31 December 2024 ("2024 Financial Statements"), which have been prepared in accordance with HKFRS Accounting Standards.

(3) Changes in accounting policies

The Group has applied the following amendments to HKFRS Accounting Standards issued by the HKICPA to this interim financial statements for the current accounting period:

- Amendments to HKAS 21 Lack of Exchangeability

The application of the amendments to HKFRS Accounting Standards in the current interim period has had no material impact on the Group's financial positions and performance for the current and prior periods and/or on the disclosures set out in this financial information.

(4) Segment information

The Group's operations are organised in two main business segments:

– Toll roads and general-environmental protection business; and

– Logistics business.

Head office functions include corporate management functions and investment and financial activities of the Group. It also includes one-off and non-recurring activities of the Group.

The chief operating decision-maker has been identified as the Board of the Company. The Board reviews the Group's internal reporting in order to assess performance and allocate resources. Management has determined the operating segments based on these reports.

Toll roads and general-environmental protection business includes: (i) development, operation and management of toll highway; and (ii) sales of wind turbine equipment, kitchen waste disposal projects construction, operation and equipment sales, and operations of wind power stations;

Logistics business includes: (i) logistics parks which mainly include the construction, operation and management of logistics centres and integrated logistics hubs; (ii) logistics services which include the provision of third party logistics services, logistics information services and financial services to customers; (iii) port and related services (including sales of material); and (iv) logistics park transformation and upgrading business (including sales of properties).

The Board assesses the performance of the operating segments based on a measure of profit for the period.

(4) Segment information (continued)

Disaggregation of revenue from contracts with customers by the timing of revenue recognition, as well as information regarding the Group's reportable segments as provided to the Board for the purposes of resource allocation and assessment of segment performance for the period ended 30 June 2025 and 2024 is set out below.

For the six months ended 30 June 2025 (unaudited)

	Toll roads and general-environmental protection business	*Logistics business*					*Head Office functions*	*Total*
		Logistics parks	*Logistics services*	*Port and related service*	*Logistics park transformation and upgrading business*	*Sub-total*		
	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000
Revenue from contracts with customers within the scope of HKFRS 15								
- Point in time	**3,456,695**	**187**	**201,587**	**1,394,106**	**-**	**1,595,880**	**-**	**5,052,575**
- Over time	**763,158**	**153,227**	**-**	**-**	**13,916**	**167,143**	**-**	**930,301**
Sub-total	**4,219,853**	**153,414**	**201,587**	**1,394,106**	**13,916**	**1,763,023**	**-**	**5,982,876**
Revenue from lease	**-**	**631,883**	**-**	**-**	**54,826**	**686,709**	**-**	**686,709**
Revenue	**4,219,853**	**785,297**	**201,587**	**1,394,106**	**68,742**	**2,449,732**	**-**	**6,669,585**
Operating profit (loss)	**1,352,455**	**113,683**	**(41,469)**	**38,737**	**(80,128)**	**30,823**	**(174,399)**	**1,208,879**
Share of results of joint ventures	**176,200**	**15,477**	**-**	**1,100**	**-**	**16,577**	**(149)**	**192,628**
Share of results of associates	**247,789**	**-**	**(1)**	**-**	**289,812**	**289,811**	**132,358**	**669,958**
Finance income	**45,116**	**7,285**	**117**	**2,228**	**457**	**10,087**	**14,410**	**69,613**
Finance costs	**(464,501)**	**(56,162)**	**(1,026)**	**(12,862)**	**(38,070)**	**(108,120)**	**(167,996)**	**(740,617)**
Profit (loss) before income tax	**1,357,059**	**80,283**	**(42,379)**	**29,203**	**172,071**	**239,178**	**(195,776)**	**1,400,461**
Income tax (expense) credit	**(242,908)**	**(30,748)**	**(1,246)**	**(10,731)**	**17,324**	**(25,401)**	**(21,066)**	**(289,375)**
Profit (loss) for the period	**1,114,151**	**49,535**	**(43,625)**	**18,472**	**189,395**	**213,777**	**(216,842)**	**1,111,086**
Non-controlling interests	**(629,967)**	**6,378**	**(4,358)**	**(6,437)**	**13,424**	**9,007**	**53**	**(620,907)**
Profit (loss) attributable to ordinary shareholders of the Company	**484,184**	**55,913**	**(47,983)**	**12,035**	**202,819**	**222,784**	**(216,789)**	**490,179**
Depreciation and amortisation	**1,245,334**	**222,062**	**12,889**	**51,674**	**6,453**	**293,078**	**125,655**	**1,664,067**
Capital expenditure								
- Additions in investment properties, property, plant and equipment, construction in progress, land use rights and intangible assets	**637,834**	**1,806,926**	**38,921**	**32,986**	**4,982**	**1,883,815**	**931,867**	**3,453,516**
- Additions in interests in a joint venture	**-**	**-**	**-**	**-**	**-**	**-**	**1,124**	**1,124**

(4) Segment information (continued)

For the six months ended 30 June 2024 *(unaudited)*

	Toll roads and general-environmental protection business	*Logistics business*					*Head Office functions*	*Total*
		Logistics parks	*Logistics services*	*Port and related service*	*Logistics park transformation and upgrading business*	*Sub-total*		
	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000
Revenue from contracts with customers within the scope of HKFRS 15								
- Point in time	3,554,303	523	137,467	1,601,736	-	1,739,726	-	5,294,029
- Over time	509,011	88,769	-	-	21,306	110,075	-	619,086
Sub-total	4,063,314	89,292	137,467	1,601,736	21,306	1,849,801	-	5,913,115
Revenue from lease	-	655,256	-	-	41,811	697,067	-	697,067
Revenue	4,063,314	744,548	137,467	1,601,736	63,117	2,546,868	-	6,610,182
Operating profit (loss)	1,339,331	601,883	(32,411)	87,541	(198,919)	458,094	(111,695)	1,685,730
Share of results of joint ventures	207,202	12,215	-	(1,518)	-	10,697	2,597	220,496
Share of results of associates	247,306	72	262	-	-	334	87,951	335,591
Finance income	46,619	6,619	460	3,004	5,973	16,056	28,650	91,325
Finance costs	(651,388)	(48,682)	(1,471)	(6,334)	(41,695)	(98,182)	(200,127)	(949,697)
Profit (loss) before income tax	1,189,070	572,107	(33,160)	82,693	(234,641)	386,999	(192,624)	1,383,445
Income tax (expense) credit	(268,752)	(4,651)	(2,069)	(20,906)	95,233	67,607	(16,207)	(217,352)
Profit (loss) for the period	920,318	567,456	(35,229)	61,787	(139,408)	454,606	(208,831)	1,166,093
Non-controlling interests	(489,321)	(4,760)	(44)	(18,118)	606	(22,316)	(1,761)	(513,398)
Profit (loss) attributable to ordinary shareholders of the Company	430,997	562,696	(35,273)	43,669	(138,802)	432,290	(210,592)	652,695
Depreciation and amortisation	1,211,450	221,705	12,348	26,116	16,793	276,962	71,521	1,559,933
Capital expenditure								
- Additions in investment properties, property, plant and equipment, construction in progress, land use rights and intangible assets	368,832	1,601,872	70,522	147,744	133,944	1,954,082	907,217	3,230,131
- Additions in interests in associates	885,980	-	757	-	-	757	497,360	1,384,097

All revenues are derived from external customers located in the PRC. The Group's non-current assets, other than financial instruments and related deferred tax assets, are mainly located in the PRC. Revenues derived from non-current assets located in other countries and regions are not material.

(5) Revenue

	Six months ended 30 June	
	2025	2024
	HK$'000	*HK$'000*
Revenue from contracts with customers within the scope of HKFRS 15		
Toll roads and general-environmental protection business		
- Toll revenue	**2,637,768**	2,632,943
- Entrusted construction management service and construction consulting service revenue	**146,028**	126,262
- Construction service revenue under service concession arrangements	**496,050**	311,003
- General-environmental protection service	**807,591**	794,784
- Others	**132,416**	198,322
	4,219,853	4,063,314
Logistics business		
- Logistics parks	**153,414**	89,292
- Logistics services	**201,587**	137,467
- Port and related services	**1,394,106**	1,601,736
- Logistics park transformation and upgrading service	**13,916**	21,306
	1,763,023	1,849,801
	5,982,876	5,913,115
Revenue from other sources		
- Leases	**686,709**	697,067
	6,669,585	6,610,182

(6) Other gains - net

	Six months ended 30 June	
	2025	2024
	HK$'000	*HK$'000*
Gain on disposal of subsidiaries	**-**	783,349
Change in fair value of investment properties	**(9,330)**	(209,423)
Change in fair value of other financial assets	**114,771**	(71,536)
Change in fair value of derivative financial instruments	**3,275**	25,949
Impairment loss recognized on property, plant and equipments	**(106,259)**	(22,232)
Others	**29,255**	67,459
	31,712	573,566

(7) Finance income and costs

	Six months ended 30 June	
	2025	2024
	HK$'000	*HK$'000*
Finance income		
Interest income from bank deposits	**(49,789)**	(63,039)
Other interest income	**(19,824)**	(28,286)
Total finance income	**(69,613)**	(91,325)
Finance costs		
Interest expenses		
- Bank borrowings and other borrowings	**491,229**	623,741
- Medium-term notes	**51,508**	32,383
- Corporate bonds	**128,983**	91,922
- Panda bonds	**126,537**	165,789
- Super short-term commercial paper	**15,753**	21,082
- Interest on lease liabilities	**19,437**	20,817
- Borrowings from finance lease companies	**-**	3,694
- Other interest costs	**75,200**	66,565
Net foreign exchange (gains) losses	**(14,794)**	26,198
Less: finance costs capitalised on qualified assets	**(153,236)**	(102,494)
Total finance costs	**740,617**	949,697
Net finance costs	**671,004**	858,372

(8) Income tax expense

Hong Kong profits tax has not been provided as the Group did not generate any assessable profits in Hong Kong during the period.

The PRC Corporate Income Tax charged to the consolidated income statement was calculated based on the assessable profits of the Company's subsidiaries located in the PRC for the period at a rate of 25% (six months ended 30 June 2024: 25%) applicable to the respective companies.

PRC Land Appreciation Tax ("LAT") is levied at progressive rates ranging from 30% to 60% on the appreciation of land value, being the proceeds from sales of properties less deductible expenditures including amortization of land use rights, borrowing costs and all property development expenditures.

	Six months ended 30 June	
	2025	2024
	HK$'000	*HK$'000*
Current income tax		
- PRC Corporate Income Tax	**298,072**	305,444
- Land appreciation tax	**-**	(61,706)
Deferred tax	**(8,697)**	(26,386)
	289,375	217,352

(9) Earnings per share

(a) Basic

Basic earnings per share is calculated by dividing the profit attributable to ordinary shareholders of the Company by the weighted average number of ordinary shares in issue during the period.

	Six months ended 30 June	
	2025	2024
Profit attributable to ordinary shareholders of the Company (HK$'000)	**490,179**	652,695
Weighted average number of ordinary shares in issue (thousands)	**2,411,711**	2,394,146
Basic earnings per share (HK dollars per share)	**0.20**	0.27

(b) Diluted

Diluted earnings per share is calculated by adjusting the weighted average number of ordinary shares outstanding to assume conversion of all dilutive potential ordinary shares. The Company has one category of dilutive potential ordinary shares: share options. A calculation is done to determine the number of shares that could have been acquired at fair value (determined as the average annual market share price of the Company's shares) based on the monetary value of the subscription rights attached to outstanding share options. The number of shares calculated as below is compared with the number of shares that would have been issued assuming the exercise of the share options.

	Six months ended 30 June	
	2025	2024
Profit attributable to ordinary shareholders of the Company (HK$'000)	**490,179**	652,695
Weighted average number of ordinary shares in issue (thousands)	**2,411,711**	2,394,146
Adjustments - share options	**15,242**	9,405
Weighted average number of ordinary shares for diluted earnings per share (thousands)	**2,426,953**	2,403,551
Diluted earnings per share (HKD per share)	**0.20**	0.27

(10) Dividends

The Board has resolved not to declare any interim dividend in respect of the period (six months ended 30 June 2024: Nil). The 2024 final dividend of HKD1,440,964,000 in aggregate (consisting of HKD0.598 per ordinary share of final dividend) were settled in June 2025.

According to the scrip dividend scheme approved by shareholders in the annual general meeting held on 9 May 2025, 34,096,520 new shares were issued at a price of HKD7.102 per share, amounted to HKD242,154,000 and the remaining dividend of HKD1,198,810,000 was paid in cash in June 2025.

(11) Intangible assets

	Six months ended 30 June	
	2025	2024
	HK$'000	*HK$'000*
Opening net book amount	**26,187,883**	29,280,325
Additions	**515,807**	325,213
Disposals	**(308)**	(25,790)
Disposal of subsidiaries	**-**	(2,263,403)
Depreciation/amortisation	**(931,644)**	(924,401)
Impairment	**-**	(6,127)
Exchange difference	**764,433**	(678,447)
Closing net book value	**26,536,171**	25,707,370

Concession intangible assets represent the rights to operate the respective toll roads granted by the relevant local government authorities in the PRC to the Group. The remaining periods of rights to operate the respective toll roads are from 0.6 to 21.5 years. According to the relevant governments' approval documents and the relevant regulations, the Group is responsible for the construction of the toll roads and the acquisition of the related facilities and equipment. It is also responsible for the operations and management, maintenance and overhaul of the toll roads during the approved operating periods. The toll fees collected and collectible during the operating periods are attributable to the Group. The relevant toll roads assets are required to be returned to the local government authorities when the operating rights periods expire without any consideration payable to the Group. According to the relevant regulations, these operating rights are not renewable and the Group does not have any termination options.

(12) Interests in associates

	Six months ended 30 June	
	2025	2024
	HK$'000	*HK$'000*
Beginning of the period	**19,043,706**	17,493,560
Additions	**-**	1,384,097
Partial disposals without losing of significant influence	**(20,532)**	(240)
Capital reduction	**(77,207)**	-
Share of results of associates	**669,958**	335,591
Share of other comprehensive income of associates	**15,860**	925
Share of reserves movement of associates	**(7,676)**	(268)
Dividends	**(324,602)**	(176,663)
Exchange difference	**565,373**	(427,841)
End of the period	**19,864,880**	18,609,161

The ending balance comprises the following:

	As at	
	30 June 2025	31 December 2024
	HK$'000	*HK$'000*
Unlisted investments		
Share of net assets, other than goodwill	**18,211,789**	17,437,921
Goodwill on acquisition	**1,653,091**	1,605,785
	19,864,880	19,043,706

Based on the assessment made by the directors of the Company, there were no impairment losses for the interests in associates as at 30 June 2025 (31 December 2024: Nil).

(13) Other investments

	As at	
	30 June 2025	31 December 2024
	HK$'000	*HK$'000*
Equity securities designated at fair value through other comprehensive income ("FVOCI")		
- Unlisted equity securities	**48,322**	46,939
Financial assets measured at fair value through profit or loss ("FVTPL")		
- Listed securities in the PRC (Note (a))	**797,403**	639,162
- Listed securities in HK (Note (b))	**52,358**	50,838
- Unlisted equity securities (Note (c))	**291,781**	261,605
- Unlisted fund investments (Note (d))	**752,131**	848,806
- Structured deposit (Note (e))	**3,071,153**	-
	5,013,148	1,847,350
Less: non-current portion	**(1,282,773)**	(1,209,394)
Current portion	**3,730,375**	637,956

(a) As at 30 June 2025 and 31 December 2024, listed equity investments in the PRC represent the Group's interest in listed real estate investment trusts ("REITs") and Shenzhen Water Planning and Design Institute Co., Ltd. ("SZ Water").

(b) As at 30 June 2025, listed equity investments stated at market price represent 58,200,000 shares of a listed bank amounting to HKD52,358,000 (2024: HKD 50,838,000).

(c) As at 30 June 2025 and 31 December 2024, unlisted equity investments mainly represent the Group's interests in Guangdong United Electronic Services Co., Ltd..

(d) As at 30 June 2025 and 31 December 2024, the amount represents investments in the Yuanzhi Credit Suisse Smart Airport Logistics Industry Private Equity Fund and investments in Shenzhen SASAC Cooperative Development Private Investment Fund.

(e) As at 30 June 2025, the Group's structured deposits represent financial products issued by banks, with deposit period of 90 to 270 days and expected returns at 0.60% to 2.30% per annum. These investments are classified as financial assets at FVTPL.

(14) Inventories and other contract costs

	As at 30 June 2025	As at 31 December 2024
	HK$'000	*HK$'000*
Land held for future development	**387,564**	373,021
Land and properties under development for sale	**2,751,566**	2,638,760
Completed properties for sale	**1,060,358**	1,032,387
Wind turbine equipment	**384,333**	373,334
Bunker	**207,672**	401,986
Others	**185,640**	198,564
Write-down	**(440,485)**	(430,234)
	4,536,648	4,587,818

(15) Trade and other receivables

The settlement period of the toll revenue from toll road operations is normally within a month due to the implementation of unified toll collection policy on expressways of the Group in the PRC. Trade receivables other than toll revenue generally are due within 120 days from the date of billing. The ageing analysis of the trade receivables of the Group based on revenue recognition date was as follows:

	As at 30 June 2025	As at 31 December 2024
	HK$'000	*HK$'000*
0 - 90 days	**947,335**	706,121
91 - 180 days	**324,857**	226,068
181 - 365 days	**322,818**	524,506
Over 365 days	**1,240,112**	774,557
	2,835,122	2,231,252

(16) Trade and other payables

The ageing analysis of the trade payables based on the date of invoices was as follows:

	As at 30 June 2025	As at 31 December 2024
	HK$'000	*HK$'000*
0 - 90 days	**566,117**	2,217,907
91 - 180 days	**966,988**	571,125
181 - 365 days	**455,461**	217,941
Over 365 days	**2,218,468**	2,154,245
	4,207,034	5,161,218

MANAGEMENT DISCUSSION AND ANALYSIS

OVERALL REVIEW

Operating results	For the six months ended 30 June **2025** ***HK$'000***	 2024 *HK$'000*	 Increase/ (Decrease)
Revenue (excluding construction service revenue from toll roads)	**6,173,535**	6,299,179	(2%)
Construction service revenue from toll roads	**496,050**	311,003	60%
Total revenue	**6,669,585**	6,610,182	1%
Operating profit	**1,208,879**	1,685,730	(28%)
Profit before tax and finance costs	**2,071,465**	2,241,817	(8%)
Profit attributable to shareholders	**490,179**	652,695	(25%)
Basic earnings per share (HK dollars)	**0.20**	0.27	(26%)

In the first half of 2025, persistent global geopolitical tensions and complex trade conditions continued to exert pressure on the Group's operations. Despite these challenges, the Group maintained its operational resilience through its solid business foundation and diversified business portfolio, supported by cost reduction, efficiency improvements, and optimized resource allocation.

For the six months ended 30 June 2025 (the "Period"), the Group recorded a total revenue of approximately HK$6,670 million, remaining flat compared to the same period last year. Profit attributable to shareholders decreased by 25% to approximately HK$490 million, mainly due to the recognition of profit after tax of approximately HK$587 million in the same period last year from the transfer of the Group's two logistics hub projects to the ChinaAMC-Shenzhen International Warehousing & Logistics Close-end Infrastructure Securities Investment Fund ("ChinaAMC-Shenzhen International REIT"), which was absent during the Period.

During the Period, the logistics business recorded revenue of approximately HK$987 million, representing an increase of 12% as compared to the same period last year, mainly driven by the revenue contribution from certain newly operational logistics hub projects. However, profit attributable to shareholders decreased by 98% to approximately HK$7.93 million, mainly due to the absence of gains arising from the injection of logistics hub projects into the fund under the Group's "Investment, Construction, Financing and Operation" business model during the Period.

In recent years, the Group has continued to expand its core logistics business through prudent investment strategy. By prioritizing excellence, the Group has selectively focused on core regions with high operational efficiency and strong risk resistance, thereby further consolidating its competitiveness. In the first half of 2025, all Group's ongoing construction projects advanced as scheduled. The Group's logistics hub projects such as Foshan Shunde, Nanjing Jiangning and Nanchang Changbei Projects commenced operations successively, driving continued expansion of the scale of its logistics business. As at 30 June 2025, the Group has established its presence in 41 cities nationwide, managing and operating 53 logistics hub projects with a total operating area of approximately 6.71 million square meters. The overall occupancy rate of mature logistics parks was approximately 87%.

During the Period, the logistics park transformation and upgrading business recorded revenue of approximately HK$68.74 million, representing an increase of 9% as compared to the same period last year, primarily due to the improved leasing condition since the commencement of full operations of the office section at SZI South China Digital Valley. During the Period, profit attributable to shareholders amounted to approximately HK$203 million, primarily due to an increase in the Group's share of profit of approximately HK$290 million from its associate, Shenzhen International Qianhai Business Development (Shenzhen) Co., Ltd, resulting from property sales revenue recognized in the Qianhai residential project.

In addition, the transformation and upgrading of SZI South China Logistics Park has made significant progress. In July 2025, the Group successfully signed a land use rights transfer agreement in relation to the phase I of the reserved land, marking another significant breakthrough in the long closed-loop "Investment, Construction, Operation and Transformation" business model. The Group will endeavour to expedite the development and construction of the phase I of the reserved land and is committed to creating a high-quality flagship residential project to facilitate timely recovery of sales proceeds and cash flows.

During the Period, the port and related services business recorded revenue of approximately HK$1,394 million, representing a decrease of 13% as compared to the same period last year, mainly due to the decrease in revenue from the port supply chain business amid declining coal prices and overall slowdown in market demand. Profit attributable to shareholders during the Period was approximately HK$12.04 million, representing a decrease of 72% as compared to the same period last year, primarily due to the higher depreciation and amortization costs from newly operational projects, coupled with a reduced gross profit margin caused by intensified competition in the domestic port sector.

The Group's toll road business and general-environmental protection business are managed and operated by Shenzhen Expressway Corporation Limited ("Shenzhen Expressway"), a non-wholly owned subsidiary of the Group. During the Period, the overall revenue of Shenzhen Expressway was approximately HK$4,220 million, representing an increase of 4% as compared to the same period last year. Benefiting from the fair value gains on financial assets and significant reduction in finance costs, Shenzhen Expressway recorded a net profit of approximately HK$1,114 million, representing an increase of 21% as compared to the same period last year. During the Period, the Group's share of profit from Shenzhen Expressway was approximately HK$484 million, representing an increase of 12% as compared to the same period last year.

During the Period, the Group rigorously monitored the movement of foreign exchange rate. By deploying a series of targeted measures, the Group persistently optimized its debt maturity and currency structure, strictly controlled the scale of its foreign currency loans and successfully secured preferential loan interest rates, further reducing its finance costs. The Group's finance costs during the Period were approximately HK$671 million, representing a decrease of 22% as compared to approximately HK$858 million for the same period last year. Meanwhile, the Group significantly mitigated exchange rate risks through proactive foreign exchange risk management. During the Period, the Group recorded net foreign exchange gains of approximately HK$14.79 million, compared to net foreign exchange losses of approximately HK$26.20 million for the same period last year. The Group will continue to strengthen its financial management, optimize its debt structure, and enhance market risk resilience, thereby ensuring sustainable development amidst complex and volatile market landscape.

LOGISTICS BUSINESS

Analysis of Operating Environment

In the first half of 2025, global economic recovery was restrained by multiple factors, such as the complex international political landscape and uncertain trade policies. Despite the manifold challenges, China's economy maintained a steady and progressive trajectory exhibiting strong resilience, supported by its comprehensive industrial structure and institutional innovation. As a crucial pillar of the national economy, the logistics industry was undergoing a critical transition towards structural optimization and high-quality development, marked by the constantly high demand from traditional leading sectors such as B2C e-commerce, cold chain logistics and cross-border e-commerce, the accelerated commercialization of emerging sectors such as low-altitude logistics and digital logistics, as well as the widespread application of advanced technologies, such as artificial intelligence and internet of things, that boost operational efficiency and service quality of the logistics industry. Meanwhile, the hastened integration of regions, such as the Greater Bay Area and the Yangtze River Delta, led to an exponential increase in the market demand for efficient intelligent logistics networks, thereby creating extensive development opportunities for the logistics and warehousing industries in which the Group principally operates.

Responding to the complex and volatile external environment, the Group adhered to the development principle of "Striving for Progress while Maintaining Stability" and drove high-quality development with multipronged initiatives. In respect of strategic layout, the Group followed the development philosophy of prioritizing excellence and focused on core districts in first-tier and top second-tier cities with high operational efficiency and risk resistance, with a special emphasis on premium projects in key cities such as Shenzhen and Beijing. In respect of business models, it capitalized on its nationwide logistics park network to advance its dual closed-loop business models of "Investment, Construction, Operation and Transformation" and "Investment, Construction, Financing and Operation", aiming to continuously releasing the value of its assets. In respect of technology-driven transformation, it comprehensively advanced technological innovations and digitalization at full throttle, by systematically advancing digitalization across operations to achieve quality improvement, cost reduction and operational efficiency. On the sustainability front, the Group has embedded the ESG principles throughout the project lifecycles and established a robust sustainability management framework so as to solidify the foundation for strengthening the Group's long-term competitiveness.

Analysis of Operating Performance

Logistics Park Business

I. Guangdong Province (Including the Greater Bay Area)

Guided by the strategy of “Establishing a Foothold in Shenzhen and Focusing on the Greater Bay Area” and capitalizing on the synergistic advantage of the Dual-zone Development Initiative (integrating both the Greater Bay Area and Shenzhen Pilot Demonstration Zone), the Group continued to focus on Shenzhen while establishing the “Second Home Base” in Foshan and expanding its footprint to other cities such as Zhongshan, Zhaoqing, Zhanjiang and Jieyang, thereby building an intelligent logistics network covering Guangdong Province. These interconnected logistics hubs collaborate synergistically to enhance logistics service efficiency, address the needs of the real economy, and further solidify the Group’s leading market position in Guangdong Province.

As at 30 June 2025, the Group has established a total of 16 logistics hub projects in Guangdong Province (including the Greater Bay Area), among which a total of 11 projects (including 7 projects in Shenzhen) are in operation/under management, and 5 projects (including 2 projects in Shenzhen) are under construction. Approximately 1.545 million square meters have been put into operation, with mature logistics parks achieving an occupancy rate of approximately 89%.

Projects in Shenzhen

SZI Intelligent Logistics Hub (SZ Liguang), located in Longhua District of Shenzhen, has a site area of approximately 45,000 square meters and a gross floor area of approximately 217,000 square meters. It has a high plot ratio comprising six aboveground floors and two underground floors and has commenced operations in 2023. The park is equipped with various warehousing facilities, including cold storage, ambient storage and automated stereoscopic warehouses, along with e-commerce incubation and operation centers and ancillary service centers. Leveraging cutting-edge information technologies such as 5G, the park integrates intelligent hardware with a digital management platform, establishing itself as a modern logistics complex that combines diverse business formats and serves as a model of being “ecological, intelligent and innovative”.

SZ Liguang Project serves as a pioneering initiative of the Group, establishing itself as a flagship smart platform project that enables fully digitalized, intelligent and visualized operations in the logistics park. It covers various aspects, including operational management, asset management, logistics services and green zero-carbon initiatives. The project was awarded the Second Prize in “2024 Smart City Pioneer List – Outstanding Cases”. Key customers of this project include pharmaceuticals and logistics enterprises.

SZI Intelligent Logistics Hub (SZ Yantian), located in Yantian District of Shenzhen, has a site area of approximately 32,000 square meters and a gross floor area of approximately 91,000 square meters, and commenced operations in early 2024. The project has served as one of the Group’s modern and premium-standard “Multi-story Warehouses” and “Bonded Logistics+” demonstration projects. Leveraging the distinct regional advantages of Yantian Port and Yantian Comprehensive Bonded Zone, the project focuses on high-value-added comprehensive logistics services such as bonded warehousing, cold chain logistics, international distribution and cross-border e-commerce, aiming to become an international leading bonded logistics complex that is digitalized, intelligent and sustainable. The project was selected as one of "Shenzhen's Key Projects for 2023" and was honored of "Guangdong Province Green Demonstration Project". Key customers of this project include retail chains and top-tier logistics enterprises.

SZI Intelligent Logistics Hub (SZ Pingshan), located in Pingshan District of Shenzhen, has a site area of approximately 120,000 square meters and a gross floor area of approximately 286,000 square meters, and commenced operations in December 2024. The project is a "Demonstration Base for Deep Integration of Manufacturing and Logistics Industries" within Shenzhen's "20+8" strategic emerging industry clusters. It is also acting as an "Intelligent Logistics Shared Service Center" for "9+2" strategic emerging industries in Pingshan District that helps to address the shortage of high-standard logistics facilities in Pingshan District and promote the deep integration of manufacturing and logistics industries in the area. SZ Pingshan Project has successfully been selected as one of "Shenzhen's Key Projects for 2024" and has already attracted numerous high-growth enterprises to move in. Key customers of this project include retail chains, food companies and logistics enterprises.

SZI Intelligent Logistics Hub (SZ Pingshan East), located in Pingshan District of Shenzhen, has a site area of approximately 267,000 square meters and a gross floor area of approximately 94,000 square meters. The project benefits from cluster synergies with adjacent logistics hub projects operated by the Group, enabling opportunity for collaborative development within the area. Key customers of this project include Walmart and other retail chains and leading logistics enterprises.

SZI Kanghuai E-commerce Center, located in Longhua District of Shenzhen, has an operating area of approximately 143,000 square meters. It is the first asset-light management service project operated by the Group. In this project, the Group actively explores the development model of green freight distribution, and has built an "intensified, efficient, green and intelligent" urban freight distribution service system. It is one of Shenzhen's Model City Programs for Green Urban Freight Distribution. It provides a wide range of services, such as logistics and warehousing services, large-scale data centers, office towers, dormitories and restaurants. The project also supports interactive sharing and intelligent interchange of data across the park with an intelligent park information management system. This project has successfully attracted multiple branded logistics enterprises.

SZI Western Logistics Park, located in Qianhai Pilot Free Trade Zone of Shenzhen, has an operating area of approximately 91,000 square meters. The project is operated by the Group through government lease after realizing the benefits of land consolidation and preparation in Qianhai. Leveraging Qianhai's comprehensive advantages including its pioneering policy benefits, prime location, mature logistics infrastructure, efficient customs clearance environment, and professional operations team, it provides comprehensive services including bonded logistics, warehousing and storage, loading and unloading, customs declaration and on-site value added services. It has been recognized as an advanced certified enterprise under the Authorized Economic Operator (AEO) Program. Key customers of this project include a number of top-tier logistics enterprises.

SZI Western Highway Freight Logistics Hub (SZ Bao'an), located in Bao'an District of Shenzhen, has a site area of approximately 75,000 square meters and a planned gross floor area of approximately 159,000 square meters. The project is a National Production Service-oriented Logistics Hub in Shenzhen and one of the seven major gateway-type logistics hubs planned by the Shenzhen Municipal People's Government. It is also the first successfully launched highway logistics hub project under Shenzhen's three-tier "7+30+N" logistics station layout plan. The project is building a modern cluster of comprehensive and modern intelligent logistics facilities, including intelligent logistics centers, smart logistics cloud warehouses, and cold chain centers in accordance with both China's Green Building Evaluation Standard 3-Star Grade and the internationally recognized LEED Platinum standards. The project has also been included in the "Major Project List of Shenzhen 2024". The main structure of the project was topped out in April 2025, and it is expected to commence operations at the beginning of 2026.

Projects in the Greater Bay Area

SZI Intelligent Logistics Hub (Foshan Nanhai), located in Nanhai District of Foshan, has a site area of approximately 76,000 square meters and a gross floor area of over 89,000 square meters, and commenced operations in the second half of 2024. The project has successfully attracted a leading cross-border e-commerce enterprise by virtue of its operational intensification, smart technologies and green practices, along with its excellent market reputation. This has effectively driven the optimization of quality and efficiency within the local e-commerce industry.

SZI Intelligent Logistics Hub (Foshan Shunde), located in Shunde District of Foshan, has a site area of approximately 200,000 square meters and a gross floor area of approximately 329,000 square meters, and officially commenced operations in March 2025. Capitalizing on Foshan's prime location, transportation network and industrial foundation, the project is positioned to become a high-standard and digitalized modern comprehensive logistics hub that integrates a variety of functions, including high-standard warehousing, intelligent logistics and cold chain logistics services. It has successfully secured tenancy from leading cross-border e-commerce enterprises.

SZI Intelligent Logistics Hub (Zhongshan Torch), located in Zhongshan Torch Hi-tech Industrial Development Zone, has a site area of approximately 58,000 square meters and a gross floor area exceeding 66,000 square meters. The official opening of the Shenzhen-Zhongshan Bridge in 2024 has fostered further integration of the cities along the east and west banks of the Pearl River, promoting further development of local manufacturing and logistics industries in Zhongshan while also injecting fresh momentum into the steady operation of the project. The project has successfully secured tenants from third-party logistics, pharmaceutical and home appliance sectors while providing integrated logistics solutions for the surrounding automotive supply chain industry.

SZI Intelligent Logistics Hub (Foshan Gaoming), located in Gaoming District of Foshan, has a site area of approximately 157,000 square meters and a planned gross floor area of approximately 185,000 square meters. Leveraging the excellent regional transportation, industrial and logistics market environment, the project emphasizes "Intensification" and "Intelligence" and aims to develop a modern logistics park that integrates warehousing, distribution, freight forwarding, trading, after-sales services and e-commerce. It is expected to commence operations in the second half of 2025.

SZI Intelligent Logistics Hub (Zhaoqing Gaoyao), located in Gaoyao District of Zhaoqing, has a site area of approximately 100,000 square meters and a planned gross floor area of approximately 108,000 square meters. The project is set to be developed into a supply chain industrial park that integrates multiple functions, including supply chain finance center and trade clearing center, thereby fostering synergistic connectivity with the Group's other projects in Guangdong Province, such as those in Foshan, Zhongshan, etc. The project's construction is proceeding on schedule and is expected to commence operations in 2026.

Other Key Projects in Guangdong Province

SZI Logistics Hub (Zhanjiang), located in Mazhang District of Zhanjiang, has a site area of approximately 110,000 square meters and a gross floor area exceeding 90,000 square meters. As the first modern high-standard warehousing facility in Zhanjiang and the largest of its kind in western Guangdong, the project commenced operations in the second half of 2024. The project features a consolidation and distribution center as well as a modern warehousing center, positioning itself as an integrated urban logistics hub serving western Guangdong region and the Beibu Gulf region, while extending its reach to Southeast Asia. It will coordinate with Hainan Chengmai Project and Haikou Gaoxin Project to act as the Group's strategic footholds in its expansion into the Beibu Gulf Economic Zone and its layout along the western Guangdong logistics corridor. Key customers of this project include third-party logistics providers, express delivery operators, and industrial manufacturers.

SZI Logistics Hub (Jieyang), located in the High-tech Industrial Development Zone of Jieyang, has a site area of approximately 96,000 square meters and a planned gross floor area of approximately 109,000 square meters. The project is strategically located at the junction of Chaozhou, Shantou and Jieyang, with superior transportation connectivity that serves all three cities. The project aims at building an "Air Logistics Service Center + Cross-border E-commerce Service Center", which will significantly enhance Jieyang Airport's freight consolidation and distribution capacity and is expected to commence operations in 2026.

II. Other Regions of the PRC

While deepening its presence in Guangdong Province, the Group has optimized its nationwide network configuration through a "prioritizing excellence" strategy, focusing on key cities of economically affluent regions such as the Yangtze River Delta and the Beijing-Tianjin-Hebei region, so as to boost its market share, enhance penetration rate and project density in key cities, solidify the foundation of its high-standard warehouse network, and create nationwide synergies.

As at 30 June 2025, the Group has extended its network of logistics hubs to 35 cities in other regions across the PRC, among which a total of 42 projects have been put into operation with an operating area of approximately 5.17 million square meters. The mature logistics parks achieved an occupancy rate of approximately 86%, indicating a stable overall leasing condition.

Key Projects in Other Regions of the PRC

SZI Logistics Hub (Shijiazhuang Zhengding), located in Zhengding County, Shijiazhuang, Hebei Province, has a site area of approximately 310,000 square meters and a gross floor area of over 500,000 square meters. It is the first integrated complex in the PRC that combines the two major industries of logistics and commerce. Guided by the construction objectives of "Premium Standard with Artistic Excellence", the Group through this project aims to establish a "Winter Sports + Business + Cultural Tourism + Residential Living" closed-loop ecosystem that integrates diverse business formats, including intelligent logistics parks, ice-and-snow sports venues, international hotels, cultural districts, commercial complexes and startup incubators.

The logistics park section of the project has a site area of approximately 200,000 square meters and a gross floor area exceeding 100,000 square meters, and is positioned as an intelligent cold chain logistics base for pharmaceuticals. Currently, approximately 70,000 square meters (including approximately 40,000 square meters of pharmaceutical industrial park) have been put into operations, offering high-standard, full-temperature-range facilities capable of storing pharmaceuticals, fresh food, pre-made meals and frozen products through integrated freezing, refrigeration, cooling and temperature-control functions. The park, leveraging intelligent technologies and automated equipment, has achieved fully intelligent and visualized management across all processes, significantly improving logistics efficiency and contributing to the high-quality development and industrial advancement of the "Pharmaceutical Hub of Northern China". Having been certified as a member of the national "Pharmaceutical Chain Circle", the park serves as the Hebei regional warehouse of China Resources Pharmaceuticals and has attracted several renowned domestic enterprises from the pharmaceutical and food industries, including Sinopharm Le-Ren-Tang, Kinghey and Yonghui, thereby fostering a clustering effect in the pharmaceutical and food cold chain industries. Moreover, the A1 intelligent pharmaceutical cold chain warehouse, with a gross floor area of approximately 30,000 square meters, is expected to commence operations in the second half of 2025, this will further enhance the quality and expand the scale of the park's pharmaceutical cold chain operations.

The commercial section of the project is a large-scale complex that blends cultural, sports, commerce and tourism offerings. It covers a site area of approximately 110,000 square meters and has a planned gross floor area of approximately 320,000 square meters. Through proactive business promotions, the project has secured partnership with several renowned domestic and international brands, such as Sunac Resort, Hampton by Hilton, Radisson Hotels, SEZ Construction, PH Alpha, JERDE, etc., collectively shaping it into a distinctive modern integrated complex for cultural and tourism activities, as well as a micro-vacation destination within the Beijing-Tianjin-Hebei Capital Economic Circle. The commercial section was fully topped out in December 2024 and is progressing on schedule. In particular, the "Sunac Snow Park", currently the largest indoor ski resort in northern China, officially commenced operations in early July 2025. It pioneered China's first integrated model combining winter sports venues with cultural IP experiences, while achieving global recognition as the first BREEAM-certified indoor ski resort. The international business hotel and commercial complex are expected to commence operations in phases starting from 2026.

SZI Logistics Hub (Jinhua Yiwu), located in Jinhua, Zhejiang Province, has a site area of approximately 417,000 square meters and a gross floor area of approximately 558,000 square meters. It is comprised of high-standard warehouse and industrial park. The high-standard warehouse primarily serves customers in e-commerce cloud warehousing, modern storage, and consolidation and distribution sectors, while the industrial park focuses on attracting mediumto-large e-commerce enterprises, international trading companies, as well as upstream and downstream industry chains enterprises. The project aims to develop a comprehensive cross-border trade hub that integrates business offices, warehousing logistics, staff residential facilities, and public service facilities.

SZI Logistics Hub (Ningbo), located in Ningbo, Zhejiang Province, has a site area of approximately 92,000 square meters and a gross floor area of approximately 57,000 square meters. With considerable advantages in terms of superior transportation connectivity, comprehensive facilities and quality services, the project is positioned as a multi-functional modern logistics park that facilitates e-commerce development while serving as an important pillar and driving force for the logistics industry in Ningbo and surrounding regions. This project has successfully attracted large-scale customer from the express delivery industry.

SZI Logistics Hub (Changsha), located in Changsha, Hunan Province, has a site area of approximately 298,000 square meters and a gross floor area of approximately 227,000 square meters. It is the largest and most advanced logistics park in Changsha. Being a flagship project under Hunan Province's 14th Five-Year Plan for the development of comprehensive transportation hubs, the project is anchored in Changsha while extending its service coverage across Hunan Province and the broader Central China region. Leveraging its integrated logistics infrastructure, the project delivers a comprehensive suite of services encompassing e-commerce warehousing, urban distribution and express delivery. This project has successfully attracted a diverse range of tenants, including e-commerce retailers, express delivery services, pharmaceutical companies and third-party logistics providers.

SZI Logistics Hub (Zhengzhou Erqi), located in Zhengzhou, Henan Province, has a site area of approximately 110,000 square meters and a gross floor area of over 117,000 square meters. Fully capitalizing on its prime location, the project successfully integrates industrial processing with urban distribution functions, establishing an innovative "Supply Chain Infrastructure Platform + Industry Chain Servicing Platform" system. By developing a modern intelligent logistics ecosystem featuring close upstream-downstream collaboration, the project achieves comprehensive industrial integration, operational synergy, and clustered development. This project has successfully attracted customers from e-commerce, express delivery services, food, third-party logistics and pharmaceutical sectors.

SZI Logistics Hub (Hefei Feixi), located in Hefei, Anhui Province, has a site area of approximately 422,000 square meters and a gross floor area of approximately 325,000 square meters. The project integrates multiple critical functions including transportation, warehousing, freight forwarding, information service and supply chain financing into one unified operation. It has established three core business platforms, namely "Park Operation, Warehousing Services, Consolidation and Distribution", to create a modern logistics complex that combines high-standard warehousing facilities and intelligent services. It offers efficient and convenient integrated logistics solutions to manufacturing, trading, express delivery and supply chain enterprises.

SZI Logistics Hub (Kunming), located in Kunming, Yunnan Province, has a site area of approximately 172,000 square meters and a gross floor area exceeding 119,000 square meters. As a pivotal component of the Group's southwestern China expansion strategy, the project achieves seamless connectivity and resource integration with the Group's adjacent logistics hubs. Leveraging the Group's nationwide logistics network, it establishes a modern logistics infrastructure and service platform in Kunming, forming an integrated logistics hub featuring consolidation, distribution and modern warehousing as its core functions, supplemented by service support center. Key customers of this project are from e-commerce, fresh food cold chain sectors.

Management Service Projects

Leveraging its proven expertise in logistics park operation, the Group has successfully undertaken several management service projects nationwide, accumulating extensive experience in recent years. The Group's management services have extended from initial business promotion and operation to comprehensive multi-phase management spanning investment, business promotion and operations, delivering sustained value to our partners.

At present, the Group's management service business has taken initial shape, with operational projects including Yueyang Project, Hainan Yangpu Project and Wuxi Xishan Project, encompassing a total operating area of approximately 312,000 square meters. In the first half of 2025, the Group expanded its portfolio to include Foshan Shunde (Jun'an) Project and Shaoxing Zhuji Project. Notably, the Shaoxing Zhuji Project is the Group's venture into providing management services during the investment phase, marking a significant enhancement to our service offering. Furthermore, the Group has also initiated the pre-leasing and operational preparations for several projects under construction, such as Guangdong Huiyang Project, Guangdong Conghua Project, Guangdong Chaoshan Project and Foshan Shunde (Jun'an) Project, so as to enhance their value and competitiveness upon becoming operational.

Moving forward, the Group intends to extend its management service business by extending service offerings, scaling up operational capabilities and broadening the geographical coverage to deliver the high-quality development.

III. Expanding the Short Closed-loop "Investment, Construction, Financing and Operation" Business Model

With the development of the logistics and warehousing sector, the intrinsic resilience of the logistics hubs continued to strengthen. The Group is actively exploring the securitization of its logistics hub assets and implementing the short closed-loop "Investment, Construction, Financing and Operation" business model. By issuing logistics real estate investment funds, the Group can expedite the recoupment of the upfront capital investment, shorten project return cycles, optimize its capital structure, lower its gearing ratio, and realize asset appreciation returns ahead of schedule during the development, construction, incubation and operation phases of its logistics hubs. This initiative will significantly drive the expansion of the Group's logistics hub management scale and profitability, thereby injecting new momentum into the Group's long-term stable development. The Group continues to refine its short closed-loop "Investment, Construction, Financing and Operation" business model, leveraging diverse approaches to maximize value through the securitization of logistics assets.

In 2024, the Group has successfully completed the issuance of its first logistics and warehousing REIT, ChinaAMC-Shenzhen International REIT, through asset securitization of both the Hangzhou Phase I Project and Guizhou Longli Project, thereby realizing the closed-loop "Investment, Construction, Financing and Operation" business model. Through this issuance, the Group has effectively revitalized its premium logistics hub assets, accelerated the recoupment of its capital investment, further strengthened its positive investment cycle, and enhanced its reputation in the domestic capital market.

On 9 July 2024, ChinaAMC-Shenzhen International REIT was successfully listed on the Shenzhen Stock Exchange. Since then, it has demonstrated strong market performance and stable dividend payout, earning widespread recognition from the capital market. As at 30 June 2025, the Group held 30% of the total units of the ChinaAMC-Shenzhen International REIT and has received cumulative dividend payouts totaling approximately RMB17.30 million.

In May 2025, the Company and ChinaAMC-Shenzhen International REIT were awarded the "Innovative Organization of the Year" and the "Outstanding Public REITs Project of the Year", respectively, from the China Securitization Forum. These prestigious recognitions highlight the overall market recognition of the Group's proven capabilities in logistics park operation and management, as well as its innovative practice in asset securitization.

In the meantime, the Group provides operational and management services to the underlying assets of ChinaAMC-Shenzhen International REIT, namely Hangzhou Phase I Project and Guizhou Longli Project. During the Period, these projects achieved stable operation and maintained decent occupancy rate.

In respect of private funds, the Group established Shenshi (Shenzhen) Smart Logistics Infrastructure Private Fund Partnership (Limited Partnership) ("Shenshi Fund") with Goldstone Investment Limited, a subsidiary of CITIC Securities Co., Ltd., in 2021, and transferred logistics hub projects located in Nanchang, Hefei and Hangzhou to Shenshi Fund in 2021 and 2022 under the Shenshi Fund. The fund is currently operating normally. The Group retains the rights to manage the operations of these projects and receives service fees for providing the operational and maintenance services to the above-mentioned logistics hub projects.

The Group will take further steps to develop a logistics real estate fund system that primarily focuses on public REITs, supplemented by private funds and flexibly allocated quasi-REITs products. Concurrently, the Group is advancing the establishment of a logistics warehousing Pre-REITs private fund, through which it will nurture premium logistics hub projects to build a pipeline of high-quality assets for potential portfolio expansion of ChinaAMC-Shenzhen International REIT.

In addition, in accordance with the market conditions and the Group's prudent investment and financial management strategies, the Group is concurrently researching into development-type funds and buyout funds. Subsequently, it will promote fund-type investments in response to market conditions in a timely manner, fostering the integration of industry operations and capital markets while further advancing the development of its "Investment, Construction, Financing and Operation" business model.

IV. Railway Integrated Logistics Hub

<u>Shenzhen International Integrated Logistics Hub Center (the "Pinghunan Project")</u>

In August 2021, the Group partnered with China Railway Guangzhou Group Co., Ltd. to establish a joint venture company, Shenzhen Municipal Shenzhen International Railway Logistics Development Company Limited, with the purpose of investing in and developing the Pinghunan Project.

In September 2019, the Pinghunan Project was selected by China's National Development and Reform Commission and the Ministry of Transport as one of 23 logistics hubs in the first batch of national logistics hub projects. It has also been selected as a key construction project in Guangdong for three consecutive years and as a major project in Shenzhen for four consecutive years.

The Group pioneered the model of obtaining strata titles for multi-level logistics and warehousing development constructed over a railway freight yard in the Pinghunan Project, optimizing the utilization of railway yard space by vertically expanding and developing modern logistics facilities, thereby achieving integrated "Rail Transportation + Modern Logistics" development. As China's sole exemplary project that utilizes stratified land rights for multi-level development above traditional railway yards, the Pinghunan Project was honorably selected by the Planning and Natural Resources Bureau of Shenzhen Municipality for inclusion in the first batch of "Top 10 Intensive Land Use Case Studies in Shenzhen" in June 2025.

The Pinghunan Project will develop a multi-functional logistics complex with a gross floor area of approximately 850,000 square meters constructed above an operational railway yard. The complex will feature 11 logistics warehouses, 2 auxiliary facilities and 4 roundabouts for transportation. It will accommodate multiple business modes, such as high-standard warehousing, freight consolidation and distribution, urban delivery, cross-border e-commerce, cold storage and intelligent warehouse, establishing the world's first intelligent logistics park built atop a traditional railway yard. The Group is fully committed to driving forward the construction of the Pinghunan Project. The steel structure of the main building has been successfully topped out in May 2025, and the entire project is expected to be completed by the end of 2025.

Leveraging the Pinghunan railway freight yard/stacking yard, the Group has expanded its operations to include freight train services, value-added services and bulk commodity operations. In terms of express freight train services, the Group has launched multiple express lines connecting Shenzhen with major economic regions, including the Yangtze River Delta, the Beijing-Tianjin-Hebei Region, the Chengdu-Chongqing Economic Circle, the Changsha-Zhuzhou-Xiangtan City Cluster and Xinjiang. The Group has also implemented several multi-modal transportation projects to provide stable and cost-effective logistics channels for enterprises in the Greater Bay Area. In the first half of 2025, the container volume handled on domestic train routes reached 64,000 standard containers. In terms of value-added services, the Group has pioneered an innovative "Lease + Value-added" operational model, delivering integrated solutions including warehousing, port-connected container yard operations, terminal drayage and cargo screening. This synergistic approach drives concurrent growth in both operational scale and service value. In terms of bulk commodity operations, capitalizing on the advantages of railway trunk line transportation and hub-based consolidation and distribution functions, the Group has developed end-to-end solutions covering gravel sourcing and procurement, multi-modal rail-truck transportation and last-mile delivery, thereby paving the way for new business models such as integrated gravel trading and logistics.

Once completed and operational, the Pinghunan Project will become Asia's largest single-site integrated "Rail-Sea-Road" multi-modal transportation hub, featuring comprehensive business models, advanced digital capabilities, and benchmark-setting operational standards. The project aims at establishing a new smart logistics and transportation model that realizes seamless connection among "Rail-Sea-Road" multi-modal transportation and urban delivery, thereby expanding the Group's operational scale and further increasing the Group's share in Shenzhen's logistics market.

SZI Beijing Southwest Integrated Logistics Hub (Phase I) Intelligent Logistics Center (“Beijing Fangshan Project”)

Beijing Fangshan Project, located in Doudian Logistics Base, Fangshan District of Beijing, has a site area of approximately 118,000 square meters and a planned gross floor area of approximately 143,000 square meters. Capitalizing on its prime location within the Capital Economic Circle, this project will integrate intelligent cloud warehousing center, intelligent cold chain center and logistics distribution center. It is positioned as a logistics hub encompassing high-end warehousing and cold chain logistics services, and is poised to become a central hub linking Beijing with Harbin and Beijing-Hong Kong-Macau.

As the debut made by the Group in the capital city’s market, the implementation of this project represents a significant breakthrough in the Group’s presence in first-tier cities in the PRC. The project is expected to support the Group in promoting the collaborative development of its operations in the northern and southern areas of the PRC, strengthening its nationwide network layout, and effectively enhancing its industry influence. In 2025, Beijing Fangshan Project was selected for inclusion in three major municipal initiatives: the Beijing’s Signature “Three 100” Key Project, the “List of Key Tasks from the 2025 Beijing Municipal Government Work Report”, and the “Beijing’s Social Logistics Cost Reduction Initiative”. The construction of the project commenced in April 2025 and is expected to be completed and commence operations in 2026.

International Railway Express

The Group and Sinotrans Limited have jointly established a joint venture responsible for operating the international routes, such as China-Europe Railway Express (Shenzhen) and the China-Laos Railway Express (Shenzhen), principally engaged in the international railway freight forwarding services, which contributes to the stabilization of global industry chains and supply chains as well as promoting the high-quality development of the “Belt and Road Initiative”.

Departing from Shenzhen, the China-Europe Railway Express (Shenzhen) is currently one of the PRC’s longest routes running between China and Europe. With 27 routes in operation connecting 47 countries, it delivers stable and reliable international logistics services for more than 7,000 enterprises across Shenzhen and neighboring regions. In the first half of 2025, the China-Europe Railway Express (Shenzhen) made 87 trains, representing a cumulative total of 858 trains since its launch, with a trading amount exceeding US$2,900 million. In addition, international route services have expanded to include the China-Laos Railway Express (Shenzhen) , China-Laos-Thailand Railway Express, and other international routes. In January 2025, the first Trans-Caspian international rail-and-sea intermodal freight service of the China-Europe Railway Express (Shenzhen) was successfully launched, establishing a new logistics corridor that enables Shenzhen-based enterprises to expand into the markets along the Caspian Sea and the Black Sea regions. In April 2025, the first “E-commerce Express Line” for the Greater Bay Area of the China-Europe Railway Express (Shenzhen) was launched, optimizing logistics for cross-border e-commerce. With the Pinghunan Project as its originating hub, all these railway services help boost the cargo throughput and optimize the warehouse utilization efficiency, as well as strengthen the operational synergies across the Group’s logistics hubs, thereby creating new opportunities for the expansion of value-added services for the Group’s logistics business.

Logistics Services Business

I. Intelligent and Cold Chain Business

With the gradual maturation of technologies such as artificial intelligence, big data and 5G, alongside the widespread adoptions of new applications including automated sorting, precise delivery and contactless distribution, the logistics industry is transitioning from traditional manual operations to a new era that emphasizes technological equipment and intelligent upgrades. Intelligent logistics and cold chain logistics have emerged as critical trends shaping the future of the logistics industry. The Group seizes such opportunity and is actively exploring development in intelligent warehouse and cold chain logistics, with the goal of creating a comprehensive logistics service system that integrates cold chain logistics, intelligent logistics and logistics operation services. By empowering traditional warehousing businesses and pioneering new digital and intelligent logistics, the Group is poised to become an influential and well-known cold chain logistics service provider, intelligent warehousing integrator and operator.

The Group continues to advance the implementation of its “Inland Port Networking, Logistics Parks, Air Cargo and Railway Freight Logistics Infrastructure + Intelligent and Cold Chain Logistics” strategy. Leveraging its nationwide logistics infrastructure network, the Group is focusing on key hub cities in the Greater Bay Area, the Yangtze River Delta and the Beijing-Tianjin-Hebei Region. It has established cold storage and intelligent warehouses in multiple logistics hub projects across cities, including Shenzhen, Shanghai, Nanjing, Shijiazhuang, Chengdu, through various approaches such as construction, acquisition, and converting dry warehouse to cold storage, serving customers in the food, pharmaceuticals, computer, communication and consumer (3C) electronics, etc.

As at 30 June 2025, the Group’s operating cold storage area was 251,000 square meters (including approximately 28,000 square meters of intelligent cold storage). A further 242,000 square meters of cold and intelligent facilities are currently under construction, planned, or in the proposed phase. The Group is poised to significantly strengthen its leading position in the cold chain storage and intelligent logistics sectors upon all these projects commencing operations. Moving forward, the Group will continue to expand and develop its cold storage and intelligent warehouse business.

The cold storage warehouse with an operating area of approximately 65,000 square meters in **SZ Liguang Project** commenced full operations in 2024. It has successfully attracted customers from industries such as catering, supermarkets, and retail chains. **Shijiazhuang Zhengding Project** features cold storage warehouses of approximately 49,000 square meters that have been completed and commenced operations, and has successfully attracted customers from sectors such as pharmaceuticals, food and supermarkets. An additional pharmaceutical cold storage warehouse of approximately 31,000 square meters is currently under construction and is expected to commence operations in the second half of 2025.

Shanghai Minhang Project represents the Group’s first project that transforms entire dry warehouses into cold storage warehouses. The project, covering an area of approximately 52,000 square meters, commenced operations in 2024. The project adopts a “Leasing + Self-operated” business model and has successfully attracted customers from pharmaceutical and logistics sectors.

Nanjing Jiangning Project marks the Group's inaugural cold storage partnership with VX Logistics. With a cold storage area of approximately 33,000 square meters, the project commenced operations in February 2025, incorporating photovoltaic power generation systems as part of the Group's commitment to green, low-carbon development. The project has successfully attracted customers from food and logistics sectors.

Project W9 of Hangzhou Phase I and **Project W2 of Hangzhou Phase II** are cold storage warehouses located within Hangzhou Project. Project W9 of Hangzhou Phase I has a cold storage area of approximately 7,000 square meters and commenced operations in July 2025, it has successfully attracted customers from catering and logistics sectors. Project W2 of Hangzhou Phase II has a cold storage area of approximately 31,000 square meters and is expected to be completed and commence operations in 2026.

While vigorously developing its self-operated businesses, the Group has been proactively seeking high-quality targets for acquisition in the logistics industry. By pursuing external investment opportunities through equity investment, the Group is committed to creating new engines for growth. Since 2021, the Group has been the third-largest shareholder of China Comservice Supply Chain Company Ltd., a subsidiary of China Communications Services Corporation Limited, which is a leader in the domestic telecommunication logistics industry. The two parties are conducting in-depth cooperation to provide warehouse leasing and supply chain services for various projects across multiple locations including Shenzhen and Zhengzhou. Moving forward, the parties plan to develop high-end logistics value-added services in emerging industries such as information technology and communications, data centers, carbon peaking and carbon neutrality as well as new energy. In addition, the Group joined hands with Shenzhen Airport Co., Ltd. and Shenzhen Capital Holdings Co., Ltd. in 2021 to establish the Intelligent Airport Logistics Industry Fund, which focuses on investments in the intelligent logistics and airport industry chains.

II. Marine Container Logistics Integrated Information Service

EDI Co.

Shenzhen EDI Co., Ltd. ("EDI Co."), a subsidiary of the Company, is dedicated to empowering the container transportation and cross-border trading industries with digital technologies, and has emerged as a comprehensive digital service platform for international trade with the functions of "port trucking services + logistics warehousing and distribution services + customs declaration and tax and financing services + cross-border logistics services + logistics transaction services".

EDI Co. continuously strengthens its industry-leading digital servicing capability. The SAAS public service platform of EDI Co. is the largest digitalized container transport service platform in the southern area of the PRC and has integrated numerous core functions including EDI and EIR. During the Period, EDI Co. continued to develop and operate its EDI network information exchange platform for the Shenzhen Port. The market share of its EDI and EIR maritime fundamental services in Shenzhen remained stable. Besides, EDI Co. continued to undertake the operation and maintenance of the China (Shenzhen) International Trade Single Window to provide foreign trade enterprises in Shenzhen with convenient and efficient online import and export customs clearance services. As at 30 June 2025, the "Single Window" had an aggregate of over 180,000 registered enterprises and served more than 610,000 enterprises, consistently maintaining an exceptional 99% customer satisfaction rate.

Simultaneously, EDI Co. has accelerated its technological advancement and business model innovation, achieving stable growth across various emerging business segments. The container allocation and trading business has maintained strong growth momentum while steadily expanding its market share in Shenzhen. The “AI Easy-Trucking” solution has undergone further product optimization, resulting in continuous improvements in both market recognition and the number of registered users. Meanwhile, the shared warehouse initiative has progressed steadily and has entered the business model validation phase.

III. “Logistics +” Projects

During the Period, the Group has fully leveraged its prime location advantage, asset-heavy operations, industry-leading customer resources and cutting-edge multi-modal business to innovate “Logistics +” cooperation projects. The Group has introduced two urban delivery modes, namely “Bus + Logistics” and “Metro + Logistics”, converting bus stops and metro depots into regional logistics hubs. By integrating road transport, rail transport and low-altitude logistics, the Group has established a comprehensive three-dimensional urban logistics system that converges “logistics network, transportation network and emergency support service network”. These “Logistics +” initiatives not only effectively utilize surplus urban transportation infrastructure to optimize urban resource allocation and enhance overall urban logistics efficiency, but also intensify the Group’s logistics network in Shenzhen and strengthen its competitiveness edge. As the first “Bus + Logistics” project, the Qianhai Yinli bus stop project enlisted SF Express to serve as its regional operational center and commenced operations in June 2025. The first “Metro + Logistics” project, namely Qiaocheng East metro project, enlisted Yunda Express to serve as its regional distribution center and commenced operations in July 2025.

Furthermore, the Group is proactively exploring the new “Low-altitude + Logistics” model. By integrating low-altitude aviation with logistics and warehousing scenarios, the Group will provide customers with tailored low-altitude logistics support service or solution, formulating a comprehensive industrial ecosystem for the “Low-altitude Economy” and support the development of new quality productive forces.

Financial Analysis

Revenue and profit attributable to shareholders of each business unit of the logistics business

For the six months ended 30 June

	Revenue		Profit attributable to shareholders	
	2025 ***HK$'000***	Change over 2024 Increase/ (Decrease)	**2025** ***HK$'000***	Change over 2024 Increase/ (Decrease)
Logistics Parks in Guangdong Province*	**334,540**	23%	**(62,675)**	(31%)
Logistics Parks in Other Regions of China	**450,757**	(5%)	**118,588**	(82%)
Sub-total of Logistics Parks Business	**785,297**	5%	**55,913**	(90%)
Logistics Services Business	**201,587**	47%	**(47,983)**	36%
Total	**986,884**	12%	**7,930**	(98%)

** The logistic parks in Guangdong province include those in the Greater Bay Area*

During the Period, revenue from the logistics business amounted to approximately HK$987 million, representing an increase of 12% as compared to the same period last year. Profit attributable to shareholders was approximately HK$7.93 million, representing a decrease of 98% as compared to the same period last year.

The performance of each business unit of the logistics business during the Period was as follows:

Regarding the logistics park business, revenue for the Period was approximately HK$785 million, representing an increase of 5% as compared to the same period last year. The increase was mainly driven by revenue contribution from certain newly operational logistics hub projects in the Greater Bay Area. However, profit attributable to shareholders decreased by 90% as compared to the same period last year to approximately HK$55.91 million. This was due to the recognition of profit after tax of approximately HK$587 million in the same period last year from the transfer of the Group's two logistics hub projects to ChinaAMC-Shenzhen International REIT, which was absent during the Period. Furthermore, profitability growth in the logistics park business continues to face challenges, as several logistics hub projects in Guangdong Province remain in their incubation phase.

Regarding the logistics services business, revenue for the Period was approximately HK$202 million, representing an increase of 47% as compared to the same period last year, mainly attributable to higher revenue from intelligent and cold chain projects and increased service fee income from property management. However, loss attributable to shareholders of approximately HK$47.98 million was recorded for the Period, due to a combination of factors, including ongoing adjustments to the business structure, intensified market competition and rising operating costs.

LOGISTICS PARK TRANSFORMATION AND UPGRADING BUSINESS

Analysis of Operating Performance

SZI Qianhai Project ("Qianhai Project")

The Qianhai Project has successfully implemented the long closed-loop "Investment, Construction, Operation and Transformation" business model. Through land consolidation and preparation in Qianhai, the Group was compensated through a land swap from which it received a land parcel with a total site area of approximately 120,000 square meters and a total gross floor area of approximately 390,000 square meters (comprising a residential area of approximately 190,000 square meters and an apartment area of approximately 25,000 square meters), valued at approximately RMB8,373 million under the new land use arrangement. The appreciation of land value signifies the initial benefit derived from the land consolidation and preparation in Qianhai. With the gradual development of the swapped land parcels and the successful launch of completed properties to the market, the Qianhai Project generated profits before tax eight times over the past few years, with a total of approximately RMB14,717 million. This has supported the steady growth of the Group's financial performance. Furthermore, the Qianhai Project has provided the Group with valuable experience and laid a solid foundation for the smooth execution of its forthcoming transformation and upgrading initiatives.

As the Shenzhen International Qianhai Industrial-City Complex that integrates an industrial digital economy town, modern commercial and residential amenities, the Qianhai Project promotes the development of Qianhai by encouraging industrial upgrading, resource consolidation and functional integration, thereby fostering synergy between industrial and urban resources.

Residential Projects

Yicheng Zhenwanyue is a residential project jointly developed by the Group and a renowned property developer, in which the Group holds 50% interest. Phase I of the project has a plot ratio-based gross floor area of approximately 45,200 square meters, comprising a residential gross floor area of approximately 40,000 square meters and a commercial gross floor area of approximately 3,500 square meters, with all residential units delivered at the end of 2024. Phase II of the project has a plot ratio-based gross floor area of approximately 80,000 square meters, comprising a residential gross floor area of approximately 50,000 square meters (inclusive of residential and talent housing), an apartment gross floor area of approximately 25,000 square meters and a commercial gross floor area of approximately 5,000 square meters, with all residential units delivered in June 2025.

All other residential projects of the Qianhai Project have been fully delivered. Among these, Parkview Bay, a residential project jointly developed by the Group and Shum Yip Land Co., Ltd., was delivered in June 2021. Yicheng Qiwanli, a residential project independently developed and operated by the Group, was delivered in December 2023.

Commercial and Office Projects

Regarding the commercial projects, the Group and SCPG（印力集團）have leveraged their respective strengths to jointly develop a distinctive boutique commercial project known as "Qianhai Yinli" in the Mawan area of Qianhai. Qianhai Yinli commenced operations in September 2022 and has a total gross floor area of approximately 25,000 square meters. This project integrates high-quality living, culture and arts, community networking and digital ecosystems, establishing itself as one of the rare "courtyard-style" slow-living areas in Qianhai and even across Shenzhen. As at 30 June 2025, the overall occupancy rate of Qianhai Yinli was approximately 72%.

Regarding the office projects, the Group jointly manages and operates "SZI Properties (Shenzhen Yidu Building)" with China Center for Information Industry Development ("CCID"), a company directly controlled by the Ministry of Industry and Information Technology of the PRC. Yidu Building commenced operations in July 2021 and has a total gross floor area of approximately 35,000 square meters. It has obtained the LEED-CS Platinum certification from the U.S. Green Building Council. Capitalizing on Qianhai's unique geographical location and policy support advantage in the Greater Bay Area, Yidu Building has positioned itself as an artificial intelligence of things (AIoT) + ecological courtyard with industrial operation services. With the Group's expertise in supply chain management and CCID's strong capability in offering information technology services, the project focuses on the development of supply chain services and intelligent manufacturing services and has successfully attracted a variety of digital economy enterprises as tenants. The project has been recognized by the Qianhai Administrative Bureau of Shenzhen Municipality as an industrial carrier for fostering industry agglomeration for three consecutive years. In addition, Yidu Building was designated as the "Shenzhen-Singapore Qianhai Smart City Cooperation and Innovation Demonstration Park (Pilot Zone)", further promoting the cooperation between Shenzhen and Singapore, while introducing new functions to the regional economy. As at 30 June 2025, the occupancy rate of Yidu Building was approximately 75%, with most of its tenants being high-potential digital economy enterprises, resulting in an industry agglomeration of approximately 92%.

In addition, the Group owns two separate land parcels for office and commercial uses in Qianhai, with a site area of approximately 21,800 square meters. Given that the two land parcels are situated within the bonded area, the Group is currently communicating with relevant departments of the Shenzhen Municipal People's Government regarding land swap and development matters.

SZI South China Logistics Park Transformation Project

With the advancement of China's regional economic integration strategy, the Greater Bay Area is experiencing greater collaborative development, and the high-quality growth in metropolitan areas is gathering pace. As the core city of the Greater Bay Area, Shenzhen has taken the lead in embarking on a phase of significant transformation and upgrading.

SZI South China Logistics Park was the largest traditional warehousing and logistics park of the Group in Shenzhen. It is located at a core intersection along Shenzhen's central axis and adjacent to the transportation hub of Shenzhen North Station. However, as Shenzhen seeks to optimize urban space, the original single-function logistics park no longer meets the development needs of the region. In recent years, the Group has been fully committed to the high-quality transformation and upgrading of the SZI South China Logistics Park. In 2020, the Group entered into a strategic cooperation framework agreement with Longhua District's government to establish a cooperation mechanism between the parties, with the aim of jointly advancing this initiative and transforming it into a "South China Digital Economy Super Headquarters Base". This not only represents an important move in improving Shenzhen's industrial space layout but also marks another milestone in the Group's long closed-loop "Investment, Construction, Operation and Transformation" business model following the Qianhai Project.

In October 2023, the Group entered into a land consolidation and preparation supervision agreement (the "Land Preparation Agreement") with the Shenzhen Longhua City Renewal and Land Development Bureau（深圳市龍華區城市更新和土地整備局）, the Longhua Administration of Planning and Natural Resources Bureau of Shenzhen Municipality（深圳市規劃和自然資源局龍華管理局）("Longhua Administration Bureau"), and the Shenzhen Longhua Minzhi Sub-district Office（深圳市龍華區民治街道辦事處）regarding the consolidation and preparation of the land parcel for phase I of SZI South China Logistics Park with a site area of approximately 530,000 square meters. It was agreed that the project would be implemented by way of a combination of land reservation and monetary compensation. As the original holder of the land use rights, the Group is allowed to reserve for use a land of 108,749 square meters (the "Reserved Land") within the SZI South China Logistics Park. The planned capacity of the Reserved Land is 694,160 square meters, of which 28,950 square meters would be used for supporting facilities and 665,210 square meters would be reserved for use by the Group, including 577,610 square meters for residential use (with a portion of co-owned housing to be implemented according to relevant government policies), and 87,600 square meters for commercial, office, and hotel buildings.

In July 2025, pursuant to the relevant terms of the Land Preparation Agreement, the Group entered into a land use right transfer agreement (the "Land Transfer Agreement") with the Longhua Administration Bureau in relation to the transfer of the phase I of the Reserved Land (plot number 02-20-04). Such land parcel has an area of approximately 21,968 square meters and a stipulated gross floor area of approximately 126,520 square meters. The transfer price for the land use right is approximately RMB266 million (approximately HK$292 million). Given that the Group has recognized profit after tax of approximately HK$2,367 million in 2024 from the land consolidation and preparation and the final land use right transfer price is lower than originally estimated, the profits from the land consolidation and preparation of this land parcel will increase accordingly. It is expected that such adjustment will contribute an additional profit after tax of approximately RMB49.89 million (equivalent to approximately HK$53.72 million) to the Group's financial results for 2025. The signing of the Land Transfer Agreement marks the fulfillment of all pre-construction requirements for the phase I of the Reserved Land and signifies the substantive commencement of the transformation and upgrading works. The Group will expedite the development and construction of phase I of the Reserved Land and endeavor to develop a high-quality residential flagship project, so as to facilitate the timely receipt of sale proceeds and recovery of cash flow.

The Group will actively expedite the confirmation and acquisition of the land use rights for the remaining Reserved Land, while proceeding with the orderly development and construction of the Reserved Land. It will gradually unleash the potential of the land value appreciation, so as to realize the closed-loop "Investment, Construction, Operation and Transformation" business model, with the goal of providing strong momentum to the Group's long-term sustainable development.

SZI South China Digital Valley

SZI South China Digital Valley, with a site area of approximately 62,000 square meters and a gross floor area of approximately 200,000 square meters, is an intelligent industrial-city complex integrating Grade-A offices, ancillary apartments and commercial functions. Aligning with Longhua District's "Digital Longhua" development strategy, the project is dedicated to attracting and fostering the development of industry-leading enterprises in four key sectors, including artificial intelligence, 5G technology, industrial internet, and software information. It also aims to empower regional growth through the digital industry. In 2024, the HarmonyOS Ecosystem Park (鴻蒙生態園) (including SZI South China Digital Valley) in Longhua District was recognized by the Industry and Information Technology Bureau of Shenzhen Municipality as one of the first batch of "Shenzhen HarmonyOS Native Application Characteristic Industrial Parks" (深圳市鴻蒙原生應用特色產業園), further accelerating the agglomeration of artificial intelligence and related information technology industries. Currently, its digital economy industry agglomeration has reached about 98%, comprising state-owned and central enterprises, Fortune 500 companies, listed companies, national high-tech enterprises and provincial-level "specialized, refined and innovative" enterprises, which has an annual output value exceeding RMB6,500 million. As at 30 June 2025, the overall leasing rate for office section of SZI South China Digital Valley was approximately 65%.

SZI South China Digital Valley, which was developed and constructed in two stages, is now fully operational. The first stage comprises one 22-storey office building and two detached villa-style office buildings. The second stage comprises one 19-storey office building, six detached villa-style office buildings and one ancillary apartment building. The ancillary apartments were certified as a Shenzhen Guaranteed Rental Housing Project, aiming to address the housing issues facing young talents.

In March 2025, the smart park project of SZI South China Digital Valley was awarded the Second Prize in the 2024 Intelligent Building Design Competition (2024年度智能建築設計大賽二等獎), demonstrating industry recognition for the design and operational capabilities of the smart park.

Financial Analysis

During the Period, the logistics park transformation and upgrading business recorded revenue of approximately HK$68.74 million, representing an increase of 9% as compared to the same period last year, primarily due to the improved leasing condition since the commencement of full operations of the office section at SZI South China Digital Valley in March 2024. Profit attributable to shareholders amounted to approximately HK$203 million, primarily due to an increase in the Group's share of profit of approximately HK$290 million from its associate, Shenzhen International Qianhai Business Development (Shenzhen) Co., Ltd, resulting from the property sales revenue recognized in Qianhai residential project "Yicheng Zhenwanyue" during the Period.

PORT AND RELATED SERVICES BUSINESS

Analysis of Operating Performance

In the first half of 2025, the Group's port segment faced numerous challenges due to factors such as declining coal prices and intense domestic market competition. Nevertheless, as a critical infrastructure for national economic development, ports possess inherent monopolistic advantages and strong counter-cyclical resilience, ensuring stable long-term prospects. To address short-term challenges and reinforce long-term competitiveness, the Group will continue to refine its "Port Connection" layout with focused development in key strategic regions such as the lower reaches of the Yangtze River, the Xijiang River Basin, and the Greater Bay Area. Simultaneously, the Group will actively explore investment opportunities in non-coal terminals to diversify cargo structure, thereby strengthening the segment's risk resilience.

Projects in Operation

SZI Port (Nanjing Xiba)

Nanjing Xiba Port, in which the Group holds 70% equity interest, is located in the New Materials Industrial Park in Jiangbei New District of Nanjing. It commenced operations in 2010 and serves as a hub port designed for river-sea intermodal transportation and rail-water multimodal transportation. It is currently the only public bulk cargo terminal north of the Yangtze River in the Port of Nanjing capable of handling over 10,000-ton-class vessels. With a designed annual throughput of 50 million tonnes, Nanjing Xiba Port currently operates one general bulk cargo berth with a capacity of 50,000 tonnes, two general bulk cargo berths each with a capacity of 70,000 tonnes, and two general bulk cargo berths each with a capacity of 100,000 tonnes. It also has a depot area of approximately 400,000 square meters, connected to the port area by a rail link. The port benefits from unique regional advantages and favorable conditions for river-sea, rail-water and road-water intermodal transportation, enabling a range of various services including vessel loading and unloading, lightering, train loading and unloading, and warehousing.

In the first half of 2025, Nanjing Xiba Port encountered unprecedented operational challenges due to sluggish demand, intensifying competition within the port industry and escalating price wars. Despite its efforts to alleviate some of the pressure by tapping into the potential demand of its key customers and offering innovative solutions of rail-water intermodal transportation for general logistics contracting, its business volume has been significantly impacted by the dual pressure of industry-wide downturn and fierce price competition. In the first half of 2025, Nanjing Xiba Port handled 173 seagoing vessels and achieved a throughput of approximately 10.86 million tonnes, of which approximately 2.19 million tonnes were transported by rail.

SZI Port (Jiangsu Jingjiang)

Jiangsu Jingjiang Port, in which the Group holds 70% equity interest, is located in the Economic Development Zone of Jingjiang and commenced operations in December 2023. It is an important river-sea intermodal transshipment hub in the lower reaches of the Yangtze River and a bulk cargo port with substantial berth capacity along the Yangtze River trunk line. Currently, the port features two main berths for bulk carriers, each with a capacity of 100,000 tonnes (with hydraulic structure for vessels of 150,000 tonnes), and five inland berths for vessels, each with a capacity of 5,000 tonnes. With a designed annual throughput of 34.7 million tonnes, the port primarily engages in the river-sea intermodal transshipment of commodities such as coal and ore, and is capable of accommodating 50,000-tonne-class seagoing vessels for continuous berth around the clock.

The Group is dedicated to developing Jiangsu Jingjiang Port into a top-notch green, intelligent, efficient and safe river-sea intermodal hub in the PRC. It serves as a modern energy storage and distribution center, as well as a comprehensive trading center. With advanced environmental facilities and equipment, including fully-enclosed greenhouse yards, rooftop photovoltaic systems and advanced shore power systems, Jiangsu Jingjiang Port aims to set the standard for a "nearly zero-carbon green port". In the first half of 2025, the photovoltaic project was officially grid-connected and commenced operations, resulting in significant energy savings, environmental benefits, and economic returns. In addition, Jiangsu Jingjiang Port serves as the Group's benchmark for digital and intelligent transformation of ports with its leading position in smart infrastructure development. In the first half of 2025, Jiangsu Jingjiang Port completed the scheduled commissioning and validation of its intelligent transformation works, and the "Bucket-wheel Excavator Intelligent Control and Digital Stockyard System (斗輪機智能操控及數字堆場系統)" was awarded the Third Prize in the Inland Port Science and Technology Innovation Competition of the China Ports and Harbours Association. Theses successful initiatives will serve as replicable models to drive progressive, point-to-area digital and intelligent transformation across the Group's entire port segment in the future.

In January 2025, Jiangsu Jingjiang Port successfully obtained approvals for its 11.8-meter draft upgrade and provisional international opening, marking its official transition into a new era as a deep-water international port. These enhancements have substantially improved its navigation capacity and customer service capabilities. In the first half of 2025, the operational efficiency of Jiangsu Jingjiang Port gradually unfolded, as demonstrated by a significant year-on-year growth in business volume. There were 127 seagoing vessels berthed at the port, with a throughput of approximately 10.77 million tonnes, representing an increase of approximately 72% as compared to same period last year.

SZI Port (Henan Shenqiu)

Henan Shenqiu Port, in which the Group holds 55.32% equity interest, is located along the Shaying River in Shenqiu County of Zhoukou. It enjoys distinct advantages in waterways as being an important water transportation hub on the new sea route from the central plains of China. The port serves as a demonstration project for "port-industry-city integration" that radiates out to regions in Henan and Anhui provinces. The Group is dedicated to developing the project into a high-efficiency, environmental-friendly and technologically advanced bulk cargo terminal and a new hub for comprehensive water-to-land exchange between the coal-producing areas in western China and end users in the middle and lower reaches of the Yangtze River. The Group's overall plan for the project is to construct 26 berths, each with a capacity of 1,000 tonnes, along with supporting depot facilities. The port has a designed annual throughput of 30 million tonnes.

Phase I of the Henan Shenqiu Port, which commenced operations in March 2023, features four general-purpose berths and is designed to handle an annual throughput of 4.4 million tonnes. The port primarily serves Henan Angang Zhoukou Iron and Steel Co., Ltd. However, it also actively broadens its cargo sources to diversify its business structure. In the first half of 2025, Henan Shenqiu Port focused on enhancing the tiered service for core customers and successfully expanded into steel plate and coal loading businesses, resulting in a year-on-year surge in business volume and a throughput of approximately 1.25 million tonnes.

Jiangxi Fengcheng Port

Jiangxi Fengcheng Port, in which the Group holds 20% equity interest, serves as an important distribution node along the Gan River. The port is to be developed in phases, featuring 10 berths for bulk carriers, each with a capacity of 1,000 tonnes (with hydraulic structure for bulk carriers of 3,000 tonnes).

Phase I of Jiangxi Fengcheng Port, which has six berths with a designed annual throughput of 6 million tonnes, commenced operations in July 2023. In the first half of 2025, Jiangxi Fengcheng Port and Jiangsu Jingjiang Port established "interconnected synergies" for their asset-heavy ports, constantly providing fuel transportation services by water for large power plants and have completed a throughput of approximately 1.15 million tonnes.

Project under Planning

SZI Port (Foshan Fuwan)

Foshan Fuwan Port, in which the Group holds 97.1% equity interest, is located in Hecheng Sub-district, Gaoming District of Foshan. Situated along the national-class golden waterway - the main navigation channel of the Xijiang River, the port benefits from distinct geographical advantages and excellent hydrological conditions. The Group plans to construct two general-purpose berths, each with a capacity of 3,000 tonnes (with hydraulic structure for vessels of 5,000 tonnes), featuring a designed annual throughput of 4 million tonnes.

In the first half of 2025, the Group was fully committed to advancing the regulatory approval and construction planning for Foshan Fuwan Port. The Group has made satisfactory progress with the shoreline application process and expects the port to become operational by 2027. The Group aims to develop Foshan Fuwan Port into a benchmark for bulk cargo terminals across Foshan and the entire Xijiang River basin. Upon completion, it will effectively address the water transportation needs for bulk materials such as sand, gravel, steel and grain in the region. Being the Group's first project entering the Pearl River Basin in the Greater Bay Area, Foshan Fuwan Port highlights the Group's efforts in expanding its port segment from the Yangtze-Huaihe River Basin to the Pearl River Basin, which is significant for the Group's continued market expansion and optimization of its strategic layout.

Port Supply Chain Business

The port supply chain business is an important backbone of the Group's port segment in implementing its "Port Connection Action" strategy. By integrating information flow, logistics flow and commerce flow, it aggregates high-quality upstream and downstream customer resources for asset-heavy port projects, fostering resource synergies and complementary strengths. This business has effectively accelerated the transformation and upgrading of asset-heavy ports from basic cargo-handling transshipment ports into large-scale integrated service platforms, while supporting the Group in establishing a whole-process logistics service system and achieving synergistic development between asset-light and asset-heavy operations, thereby enhancing the overall competitiveness of the port segment.

Financial Analysis

During the Period, revenue from the port and related services business decreased by 13% as compared to the same period last year to approximately HK$1,394 million. This was mainly due to the decrease in revenue from the port supply chain business, which was negatively impacted by declining coal prices, and the decrease in port business volume resulting from overall slowdown in market demand. Profit attributable to shareholders saw a decline of 72% as compared to the same period last year to approximately HK$12.04 million, primarily due to the higher depreciation and amortization costs from newly operational projects, coupled with a reduced gross profit margin caused by intensified competition in the domestic port sector.

TOLL ROAD BUSINESS

The Group's toll road business is managed and operated by Shenzhen Expressway, a subsidiary owned by the Group as to approximately 47.30%. The H shares of Shenzhen Expressway are listed on The Stock Exchange of Hong Kong Limited (the "Stock Exchange") and its A shares are listed on the Shanghai Stock Exchange. The Group currently has invested in or operated a total of 16 expressway projects across the PRC, which are mainly located in Shenzhen, the Greater Bay Area and other economically-developed regions, with favorable geographical advantages. The total toll length of the controlling interest in the toll roads operated or invested in by the Group in Shenzhen, other regions in Guangdong province and other provinces in the PRC are approximately 191 km, 350 km and 72 km, respectively.

Analysis of Operating Performance

During the Period, the weather conditions across the locations of the Group's toll road projects were generally favourable, which was conducive to public travel and logistics transportation. Meanwhile, the opening of the Phase II of the Shenzhen Coastal Expressway in late June 2024 generated additional toll revenue and created positive network synergies. These contributed to year-on-year growth in average daily toll revenue for the Group's toll road projects in the Shenzhen region.

In addition, the operating performance of the toll road projects was also influenced by the changes in competing or complementary road networks in surrounding areas, as well as the construction or maintenance work on the projects themselves, including:

- The synchronized opening of the connecting line on the Shenzhen side of the Shenzhen-Zhongshan Bridge of Phase II of Shenzhen Coastal Expressway and the Shenzhen-Zhongshan Bridge has established direct connectivity among the Shenzhen-Zhongshan Bridge, Shenzhen Coastal Expressway, Guangshen Expressway, Shenzhen Bao'an International Airport and the Jihe Expressway. This has fostered deeper integration between Shenzhen and the eastern and western banks of the Pearl River Estuary, contributing to the growth of traffic flow of Shenzhen Coastal Expressway and Jihe Expressway, while diverting some traffic towards the Shenzhen Outer Ring Project and Longda Expressway. Overall, these developments have positively impacted the Group's toll revenue.

- The Kengzi east interchange under Phase II of the Shenzhen Outer Ring Project opened to traffic in March 2025, facilitating rapid connectivity between local roads and the expressways network. In addition, the Xinwei toll station of the Shenzhen Outer Ring Project commenced operations in April 2025, establishing interchange between the Shenzhen Outer Ring Project and the Longlan Avenue, which is the major arterial road in the city. The sequential opening of these two key nodes has positively impacted the operational performance of the Shenzhen Outer Ring Project.

- Road enhancement works were carried out on certain sections of the Qinglian Expressway during the Period, which adversely affected traffic flows. By optimizing construction plans and implementing effective traffic management measures, Qinglian Expressway Company mitigated the negative impacts of the enhancement works on road capacity, resulting in relatively stable overall operational performance of Qinglian Expressway during the Period.

- Guangshen Expressway is an important artery connecting Guangzhou and Shenzhen. Following the opening of the Shenzhen-Zhongshan Bridge, some of the traffic previously travelling between eastern and western regions of Guangdong through the Humen Bridge or the Nansha Bridge has been redirected to the Shenzhen-Zhongshan Bridge. This has resulted in shorter travel distances on the Guangshen Expressway. Although the volume of short-distance traffic has increased, toll revenue has been negatively impacted. In addition, construction works on certain sections of Guangshen Expressway have adversely affected traffic flow. As a result of these factors, the average daily traffic volume on the Guangshen Expressway increased year-on-year during the Period, while the average daily toll revenue saw a slight year-on-year decline.

- GZ West Expressway is an integral part of the ring expressway in the Pearl River Delta region, connecting Guangzhou and Zhuhai. Following the opening of both the Shenzhen-Zhongshan Bridge and the Zhongshan section of Zhongkai Expressway (Zhongshan-Kaiping) on 30 June 2024 as well as the enhancement of the connecting road networks, the GZ West Expressway experienced an increase in short-distance traffic volume. However, this has also led to some diversions of long-distance traffic that previously traveled between eastern and western regions of Guangdong. During the Period, the average daily traffic volume on the GZ West Expressway increased slightly year-on-year, while the average daily toll revenue declined.

Key Business Developments

With respect to the construction of major projects, the Group is actively promoting investments in new construction, reconstruction and expansion projects, including Phase III of Shenzhen Outer Ring Project and Jihe Expressway, with the aim of continuously expanding its high-quality expressway assets.

Shenzhen Outer Ring Project is a crucial transportation infrastructure in the Greater Bay Area. Upon full completion, it will establish vital connectivity with 10 expressways and 8 first-class highways in Shenzhen, serving as a crucial conduit for east-west interconnectivity in the northern part of Shenzhen. The Shenzhen Outer Ring Project is being constructed in three phases, Phase I comprises the sections from Shajing to Guanlan and Longcheng to Pingdi, with a total length of approximately 51 km, and was completed and opened to traffic in December 2020. Phase II comprises the section from Pingdi to Kengzi, with a total length of approximately

9.35 km, and was completed and opened to traffic in January 2022. Phase III comprises the section from Kengzi to Dapeng, with a total length of approximately 16.8 km. Upon the completion of Phase III of the Shenzhen Outer Ring Project, it will enrich the Group's core expressway assets portfolio and optimize the economic and social benefits of the entire Shenzhen Outer Ring Project. It will also contribute to increasing traffic flows of other toll roads of the Group through optimized regional road network integration. During the Period, Shenzhen Expressway completed the issuance of A Shares to the specific targets to support the construction funds of the Shenzhen Outer Ring Project. Currently, Phase III of the Shenzhen Outer Ring Project has commenced full-scale construction and has attained approximately 20% of physical completion.

Jihe Expressway is an integral part of the G15 Shenyang-Haikou National Expressway. It starts from He'ao Interchange in Longgang District, Shenzhen to the east, and ends at Hezhou Interchange in Bao'an District, Shenzhen to the west with a total length of approximately 43 km. It is a two-way 6-lane expressway. Jihe Expressway is an important east-west corridor in Shenzhen's expressway network, and a core corridor for rapid connection between the eastern, central, and western part of Shenzhen. It has been in operation for over 20 years. Shenzhen Expressway intends to invest approximately RMB19,230 million in the reconstruction and expansion project of the section from He'ao to Shenzhen Airport of Shenyang-Haikou National Expressway (the "Jihe Expressway R&E Project"). As an important transportation infrastructure under the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (《粵港澳大灣區發展規劃綱要》), the Jihe Expressway R&E Project adopts a three-dimensional composite channel model and the construction would be divided into ground-level and three-dimensional layers, both of which would be built in the standard of a two-way 8-lane expressway. Following the completion of Jihe Expressway R&E Project, the existing transportation capacity of Jihe Expressway will be effectively enhanced, which will meet the integrated transportation demand from the Greater Bay Area and the Pearl River Delta. The Group can also expand the scale of its expressway assets and further consolidate its core competence in the investment in and construction and operation of toll roads. Currently, the construction of Jihe Expressway R&E Project has attained approximately 12% of physical completion.

Guangshen Expressway is the Guangzhou-Shenzhen section of the Beijing-Hong Kong-Macao Expressway. It is a major expressway connecting three major cities of Guangzhou, Dongguan and Shenzhen in the PRC, and is an essential integral part of the Beijing-Hong Kong-Macao Expressway and the Shenyang-Haikou Expressway within the national expressway network. It has a total length of 122.8 km and is a fully-closed-system expressway with a total of 6 lanes in dual directions. With traffic volumes nearing capacity limits, reconstruction and expansion work have commenced to address growing transportation demands. The reconstruction and expansion works consist of two sections, which are the Guangzhou Huocun to Dongguan Chang'an section of Beijing-Hong Kong-Macao Expressway and the Guangzhou Huangcun to Huocun section of Guangfo Expressway (the "Guangzhou to Dongguan Section"), and the Shenzhen section of the Beijing-Hong Kong-Macao Expressway (the "Shenzhen Section"). Among these, the reconstruction and expansion work of the Guangzhou to Dongguan Section, with a total length of approximately 71.13 km, was approved by the government in 2023 and commenced construction at the end of 2023. The tenders for the construction of multiple road sections have been completed and the construction work is under full implementation. The reconstruction and expansion work of the Shenzhen Section, with a total length of approximately 47.07 km, was approved by the Guangdong Provincial Development and Reform Commission in June 2025.

Completion of the issuance of A shares to specific targets by Shenzhen Expressway

Shenzhen Expressway has completed the issuance of an aggregate of 357,085,801 A shares to the specific targets (including Xin Tong Chan Development (Shenzhen) Co., Ltd., ("XTC Company"), a wholly-owned subsidiary of the Group) under specific mandate on 27 March 2025. The issue price was RMB13.17 per share, with the net proceeds of approximately RMB4,679 million. Among these, XTC Company subscribed for 75,930,144 A shares at the issue price. Following the completion of the A shares issuance, the Company's indirect shareholding in Shenzhen Expressway decreased from approximately 51.56% to approximately 47.30%. The Group continues to have control over Shenzhen Expressway through controlling Shenzhen Expressway's financial and operational policies, in accordance with the existing HKFRS Accounting Standards, Shenzhen Expressway continues to be accounted for as a subsidiary in the accounts of the Company and its financial results continue to be consolidated into the consolidated financial statements of the Group.

Financial Analysis

During the Period, the toll road business recorded toll revenue of approximately HK$2,638 million, remaining flat as compared to the same period last year. Excluding the impact of deconsolidation of the Yichang Expressway project company from the Group's financial statements since 21 March 2024, the toll revenue increased by 4% as compared to the same period last year. Net profit was approximately HK$1,053 million, similar to the same period last year. Although the maintenance costs, depreciation and amortization expenses of the toll road projects increased during the Period, this was partially offset by a reduction in financial costs.

GENERAL-ENVIRONMENTAL PROTECTION BUSINESS

The Group's general-environmental protection business is managed and operated by Shenzhen Expressway. While consolidating and enhancing its core toll road operations, Shenzhen Expressway has prioritized solid waste treatment and clean energy power generation as its second core business in the environmental protection sector. The Group has designated two wholly-owned subsidiaries, Shenzhen Expressway Environmental Co., Ltd. and Shenzhen Expressway New Energy Holdings Co., Ltd., as the primary investment and management platforms for this sector. Furthermore, the Group will continue to enhance the management and integration of the acquired enterprises and improve operational efficiency, thereby promoting the stable development of the general environmental protection business.

Analysis of Operating Performance

Solid Waste Treatment

Capitalizing on China's supportive national environmental protection policies for the organic waste treatment sector, the Group has positioned the organic waste treatment as a key focus of its general-environmental protection business. The Group aims to become a segment leader by utilizing its cutting-edge technologies and advantages of scale. Currently, the Group's designed organic waste treatment capacity exceeds 6,300 tonnes per day, ranking among the top in its domestic industry. 18 organic waste treatment projects with a total designed treatment capacity of 5,126.5 tonnes per day have commenced commercial operations. These projects primarily operate under BOT (Build-Operate-Transfer) and similar models, providing public sectors customers with decontamination treatment for organic solid waste and domestic waste (including catering waste, kitchen waste, garden waste, etc.), while also selling the recycled by-products derived from the treatment process to downstream customers.

Shenzhen Expressway Bioland Environmental Technologies Corp., Ltd. ("Bioland Environmental Company"), in which the Group holds 92.29% equity interest, is a leading comprehensive organic waste treatment enterprise in the PRC. Currently, Bioland Environmental Company manages a total of 19 organic waste treatment projects, with a designed capacity of kitchen waste treatment exceeding 4,600 tonnes per day, amongst which 15 projects are in commercial operations and the remaining 4 projects are undergoing trial operations. During the Period, Bioland Environmental Company has seen year-on-year growth in both average daily waste treatment volume and oil production output, while reducing the per-tonne collection and transportation cost through optimization of its waste collection and transportation management system. This includes enhanced overall supervision and the promotion of outsourcing of the collection and transportation operations. Furthermore, Bioland Environmental Company has also effectively enhanced the operational quality and efficiency of its projects by strengthening internal management and enhancing cost control measures.

In addition, the Group has invested in and operated three organic waste treatment projects located in Shenzhen and Shaoyang respectively, namely the Guangming Environmental Park Project, the Lisai Environmental Project and the Shaoyang Project. The Guangming Environmental Park Project officially commenced commercial operation in February 2025 and is currently the largest monomer kitchen waste treatment project in Shenzhen, with a daily treatment capacity of 1,000 tonnes of organic waste, 100 tonnes of bulky waste (discarded furniture) and 100 tonnes of garden waste. It can simultaneously carry out decontamination treatment and resource utilization for catering waste and kitchen waste. The Lisai Environmental Project has been in commercial operation since December 2017, with a daily kitchen waste treatment capacity of 500 tonnes. The Shaoyang Project commenced commercial operation in September 2024, with a designed daily kitchen waste treatment capacity of 200 tonnes.

The Group also holds 63.33% equity interest in Shenzhen Shenshan Special Cooperation Zone Qiantai Technology Co., Ltd. ("Qiantai Company"), which is certified as a national high-tech enterprise and a "specialized, refined and innovative" enterprise in Shenzhen. During the Period, Qiantai Company was further designated as a national-level green factory. With dual qualifications for end-of-life new energy vehicle recycling/dismantling and battery cascade utilization (as listed on the Ministry of Industry and Information Technology's Whitelist), Qiantai Company provides comprehensive services including traditional vehicle retirement recycling and integrated resource utilization solutions for retired new energy vehicles and their power batteries.

Clean Energy

As at 30 June 2025, the Group invested in and operated grid-connected wind power generation projects with a total installed capacity of approximately 668 megawatts (MW). In addition, the Group's first self-developed distributed photovoltaic pilot project, the Shengneng Qiantai Project, was successfully connected to the grid for power generation in July 2024 with a total installed capacity of 3.40 MW.

Other Environmental Protection Businesses

The Group holds 20% equity interest in Chongqing Derun Environment Co., Ltd., which in turn owns two subsidiaries listed on the Shanghai Stock Exchange, namely Chongqing Water Group Co., Ltd. (Stock Code: 601158) and Chongqing Sanfeng Environment Group Corp., Ltd. (Stock Code: 601827). These entities are principally engaged in, among other things, water supply and sewage treatment, power generation from waste incineration, environmental restoration, etc.

The Group also holds 11.25% equity interest in Shenzhen Water Planning & Design Institute Co., Ltd. (Stock Code: 301038), whose shares are listed on the ChiNext board of the Shenzhen Stock Exchange, and is a water and environmental engineering service provider specializing in systematic solutions to water issues.

Financial Analysis

During the Period, revenue from the general-environmental protection business increased by 2% as compared to the same period last year to approximately HK$808 million. Net profit was approximately HK$95.32 million (2024: net loss of approximately HK$157 million), this improvement was mainly driven by an increase in the share of profit from associates and a decrease in the credit impairment losses on accounts receivable and the assets impairment losses.

AIR TRANSPORTATION SERVICES

Shenzhen Airlines

In the first half of 2025, the global civil aviation market continued to experience a gradual recovery and the Chinese civil aviation market demonstrated strong performance, as evidenced by the steady growth in both passenger traffic and flight operations. During the Period, Shenzhen Airlines Company Limited ("Shenzhen Airlines") carried approximately 20.37 million passengers and recorded approximately 32,700 million of revenue passenger kilometers, representing an increase of approximately 7% and 8%, respectively, as compared to the same period last year.

During the Period, Shenzhen Airlines' total revenue increased by 2% as compared to the same period last year to RMB16,402 million (HK$17,663 million), and passenger revenue increased by 2% to RMB15,327 million (HK$16,505 million). Nevertheless, Shenzhen Airlines remained loss-making due to adverse factors such as intensifying competition in the domestic civil aviation market, a shift in passenger demographics to more budget-conscious travelers and the substitution pressure from high-speed rail network. During the Period, Shenzhen Airlines recorded a net loss of RMB834 million (HK$898 million), with losses narrowing by RMB541 million (HK$589 million) as compared to the same period last year. In accordance with the Hong Kong Accounting Standards, the Group's investment in Shenzhen Airlines, an associate of the Group, is accounted for under the equity method. As the Group's share of accumulated losses in Shenzhen Airlines has exceeded its equity interest in this associate since 2023, the Group did not recognize any further losses during the Period.

Air China Cargo

In 2021, the Group became a strategic shareholder of Air China Cargo Co., Ltd. ("Air China Cargo") through a capital contribution of approximately RMB1,565 million, acquiring 1,069 million shares in it. The acquisition allowed the Group to establish a foothold in the air logistics industry, which is highly monopolistic and has significant entry barriers.

The shares of Air China Cargo successfully listed on the main board of the Shenzhen Stock Exchange (Stock Code: 001391) in 2024, further boosting the Group's assets value. As at 30 June 2025, the Group held approximately 8.76% of the equity interest in Air China Cargo. In July 2025, Air China Cargo announced the implementation of its 2024 annual dividend distribution plan, distributing a cash dividend of RMB0.65 for every 10 shares to its shareholders. Accordingly, the Group received approximately RMB69.48 million in cash dividends based on its shareholding. This further validates Air China Cargo's sound operational performance and investment value, while clearly demonstrating the Group's foresight and strategic efficiency in planning and investment decisions.

Going forward, the Group will deepen its strategic cooperation with Air China Cargo under the principle of complementary strengths and mutual benefits. Both the Group and Air China Cargo will proactively foster cooperation in air logistics projects in key cities including Shenzhen and Beijing, jointly secure scarce resources and strive to establish an integrated logistics system encompassing air logistics, high-standard warehousing and cold chain logistics, thereby injecting new vitality and momentum into the Group's long-term development.

OUTLOOK FOR THE SECOND HALF OF 2025

Looking ahead to the second half of 2025, the global economic landscape remains uncertain, while China's economy is expected to maintain its recovery momentum driven by the macroeconomic policies emphasizing "Sustained Efforts for Quality and Efficiency Enhancement". Policy measures on "Boosting Domestic Demand, Promoting Industrial Upgrading and Preventing Risks" will be further intensified, particularly through large-scale equipment upgrades and the consumer goods replacement program, which are expected to revitalize the market and facilitate economic circulation. As a fundamental, strategic and leading industry in the national economy, the logistics industry plays a vital role in strengthening the supply chain resilience and fostering the growth of new-quality productive forces. The Group will leverage these policy-driven opportunities, stay committed to its core business development strategy, uphold the principle of "Striving for Progress while Maintaining Stability", concentrate on enhancing its core competitiveness and operational efficiency, implement targeted measures, and make every effort to accomplish all annual targets, ultimately delivering sustainable, long-term value to shareholders.

Improving Quality and Efficiency of Core Businesses and Laying Solid Foundation for High-Quality Development

With the objective of enhancing quality while maintaining stable operations in its core logistics business, firstly, the Group is focusing on operational optimization and efficiency enhancement by prudently managing existing assets to unlock their potential value while strengthening cooperation with strategic customers to precisely capture emerging demand from cross-border e-commerce and smart manufacturing. Concurrent efforts are also made on improving business promotion effectiveness and customer retention, accelerating development of critical logistics network nodes and operational capabilities, pioneering innovative applications in low-altitude economy and integrated photovoltaic-energy storage-charging (PV-ESC) systems within its logistics parks to expand high-value-added services, collectively enhancing profitability through these diversified measures. Secondly, the Group maintains prudent investment practices and upholds "prioritizing excellence" strategy by selectively investing in projects with strong cash flow potential and strategic synergies. Priority initiatives include ensuring timely completion of the Shenzhen International Integrated Logistics Hub Center in high-quality, piloting innovative "Bus/ Metro + Logistics" models as industry benchmarks for integrated logistics services, continuously optimizing operational efficiencies and services capacity of mature projects, such as Foshan Project and Zhongshan Project, and orderly advancing the developments of Beijing Fangshan Project and Shunyi Project through rigorous feasibility studies. Thirdly, the Group is accelerating technological advancement and green development through digitalization of its logistics business by utilizing the internet of things and big data technologies to optimize intelligent park management systems and resource allocation efficiency. The Group will also proactively promote the application of integrated PV-ESC technologies and actively pursue green, low-carbon development. By continuously optimizing its operations, the Group aims to establish benchmark-setting demonstration parks that embody intelligent systems, green practices, and low-carbon solutions.

In line with its long-term development strategy, the Group is expediting the capacity expansion and reconstruction of Nanjing Xiba Port to strengthen and empower its Port Business, while ensuring the full operational efficiency of the main terminal of Jiangsu Jingjiang Port to unlock the Phase II capacity and drive higher throughput and revenue contribution. Preparatory work for Foshan Fuwan Port, including regulatory approvals and construction planning, is progressing on schedule. The Group is concurrently evaluating strategic investment opportunities in the Greater Bay Area and the Yangtze River Economic Belt under rigorous risk controls to identify potential projects that enhance network synergies and overall competitiveness.

Pushing Ahead Closed-loop Strategies and Facilitating Asset and Capital Circulation

To advance the long closed-loop "Investment, Construction, Operation and Transformation" business model, the Group will expedite the transformation of phase I of SZI South China Logistics Park by securing the signing of the second land transfer agreement within the year.

To unleash the power of the short closed-loop "Investment, Construction, Financing and Operation" business model, the Group is executing a threefold approach. Firstly, the Group will further solidify the position of ChinaAMC-Shenzhen International REIT as a core capital platform by ensuring the high-quality operation of its underlying assets to meet or exceed target performance metrics, thereby delivering stable returns to investors and laying a solid foundation for future expansion. Secondly, the Group will advance dual-track asset securitization by proactively identifying and cultivating premium warehousing and logistics assets suitable for public REITs expansion, while simultaneously establishing a new phase of logistics real estate holding private equity funds to accomplish sustainable operation of the short closed-loop business model. Thirdly, the Group will refine its fund cluster strategy, actively developing both development-type or M&A-type logistics real estate funds in alignment with prevailing market conditions and its strategic development objectives.

Consolidating Core Strengths of Toll Road Business and Optimizing Business Structure of General-Environmental Protection Business

To achieve lean operations and steady expansion of its toll road business, the Group is leveraging the Shenzhen Expressway platform to consolidate its core competitive advantages. Through comprehensive digital transformation, the Group will implement smart toll collection, smart management and maintenance system to reduce operating costs while enhancing the traffic efficiency and user experience. The Group will prioritize the construction of major projects, including Phase III of Shenzhen Outer Ring Project and the reconstruction and expansion of Jihe Expressway, ensuring strict adherence to safety protocols, quality standards and schedule requirements. While actively evaluating industry consolidation opportunities for potential premium toll road acquisitions under the disciplined financial management and rigorous risk control frameworks, the Group will simultaneously leverage highway expansion and reconstruction projects to develop adjacent land resources, thereby maximizing the overall investment returns.

To achieve specialized focus and quality enhancement in its general-environmental protection business, the Group will focus on enhancing operational quality and integrating the existing projects, while actively pursuing acquisition of the high-quality wind farms and photovoltaic power plants. The Group will also explore developing integrated clean energy projects that combine expressway toll plazas and industrial parks to establish an efficient "industrial-financial ecosystem" with internal synergies. Regarding the solid waste treatment segment, the Group will implement structural reforms and smart system upgrades while exploring advanced grease processing technologies and commercializing recycled scrap materials. Concurrently, the Group will intensify the development and application of power storage projects, drive standardization initiatives, and advance innovative research and development to enhance product competitiveness, collectively optimizing both the business model and financial performance of this segment.

Strengthening Governance and Risk Control and Securing Sustainable Value Creation

To deepen reforms and enhance corporate governance, the Group will intensify its state-owned enterprise reform initiative by optimizing its corporate governance structure and decision-making mechanism. It will strengthen group-wide oversight, reinforce centralized financial management, establish a comprehensive risk control system (covering market, credit, operational and ESG risks), and reinforce its compliance management system to solidify its development foundation. The Group will also intensify its brand-building efforts to elevate the market influence and reputation of the "SZI" brand.

To ensure stable operations and deliver consistent shareholder returns, the Group will uphold stability as its fundamental principle while implementing comprehensive operational initiatives to enhance quality, improve efficiency and reduce costs across all operations. Through rigorous cost management, the Group will strictly control non-productive expenditures while optimizing the financing structure to minimize financing costs. By fully leveraging the synergies and value creation potential of the dual closed-loop business models, the Group will dynamically optimize cash flow management and maintain its gearing ratio within a prudent range. The Group remains committed to delivering consistent shareholder returns through a stable and competitive dividend policy, ensuring that investors' interests are safeguarded while benefiting from the Group's growth.

To expand its ESG practices, the Group will fully embed sustainability into its operations by advancing green and low-carbon development models, including exploration of the application of clean photovoltaic energy to establish demonstration green and low-carbon park projects. The Group will actively fulfill its corporate social responsibilities through strengthening employee welfare initiatives, community engagement, and responsible supply chain practices, thereby enhancing comprehensive value creation. ESG principles will be thoroughly integrated into the Group's corporate strategies and daily operations, with continuous improvements made to ESG governance framework and information disclosure standards.

Looking ahead to the second half of 2025, the Group will navigate a landscape of both challenges and opportunities with unwavering strategic focus and confidence. Through pragmatic execution and targeted measures, the Group is determined to achieve its annual targets, drive sustained performance growth, and deliver greater value to all shareholders.

FINANCIAL POSITION

	30 June 2025 *HK$ million*	31 December 2024 *HK$ million*	**Increase/ (Decrease)**
Total Assets	**144,273**	135,998	**6%**
Total Liabilities	**84,575**	81,475	**4%**
Total Equity	**59,698**	54,523	**9%**
Net Asset Value attributable to shareholders	**33,175**	32,500	**2%**
Net Asset Value per share attributable to shareholders (HK dollar)	**13.6**	13.5	**1%**
Cash	**8,687**	9,670	**(10%)**
Bank borrowings	**38,203**	35,505	**8%**
Notes and bonds	**27,210**	24,944	**9%**
Total Borrowings	**65,413**	60,449	**8%**
Net Borrowings	**56,726**	50,779	**12%**
Debt-asset Ratio (Total Liabilities/Total Assets)	**59%**	60%	**(1)** #
Ratio of Total Borrowings to Total Assets	**45%**	44%	**1** #
Ratio of Net Borrowings to Total Equity	**95%**	93%	**2** #
Ratio of Total Borrowings to Total Equity	**110%**	111%	**(1)** #

\# *Change in percentage points*

Key Financial Indicators

As at 30 June 2025, the Group's total assets and total equity amounted to approximately HK$144,273 million and HK$59,698 million, respectively, while net asset value attributable to shareholders was approximately HK$33,175 million. Net asset value per share was HK$13.6, reporting an increase of 1% as compared to the end of last year, mainly due to the increase in profits attributable to shareholders for the Period. The debt-to-asset ratio was 59%, a decrease of 1 percentage point as compared to the end of last year. The gearing ratio (calculated on the basis of net borrowings to total equity) was 95%, representing an increase of 2 percentage points as compared with that at the end of last year. Such increase was primarily due to the additional borrowings incurred as a result of increased investment activities during the Period.

Cash Flow and Financial Ratios

During the Period, net cash generated from operating activities amounted to approximately HK$1,431 million. Net cash used in investing activities amounted to approximately HK$7,670 million. Net cash generated from financing activities amounted to approximately HK$4,855 million. The Group's core businesses continued to generate a stable cash inflow. The Group closely monitors changes in total borrowings to maintain its financial ratios at a stable and healthy level.

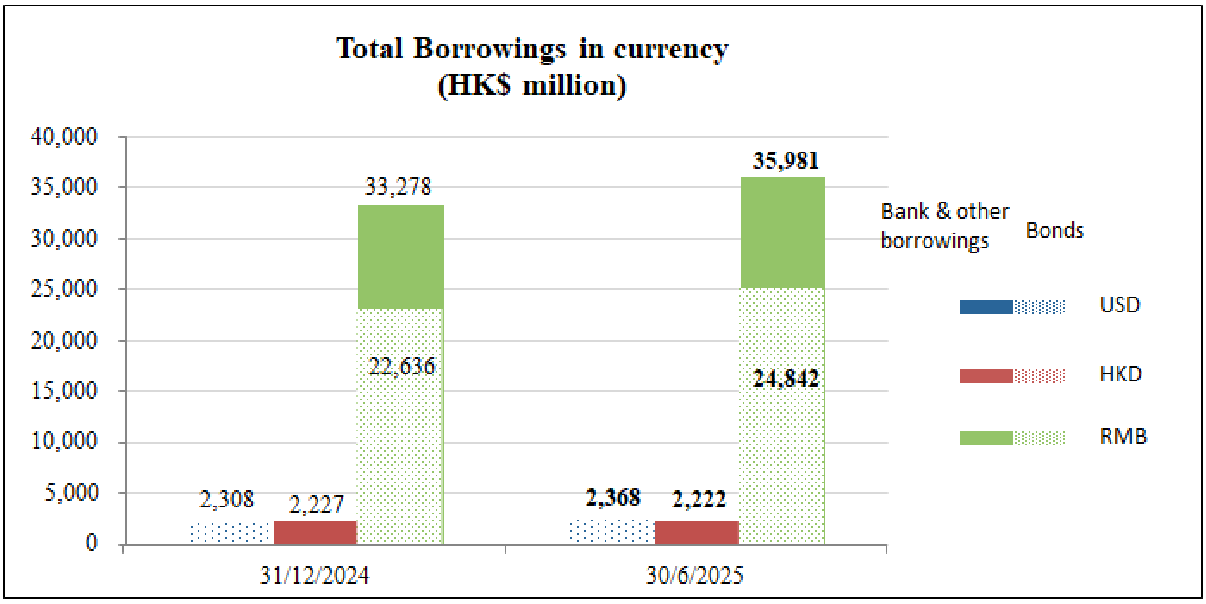
Cash Balance

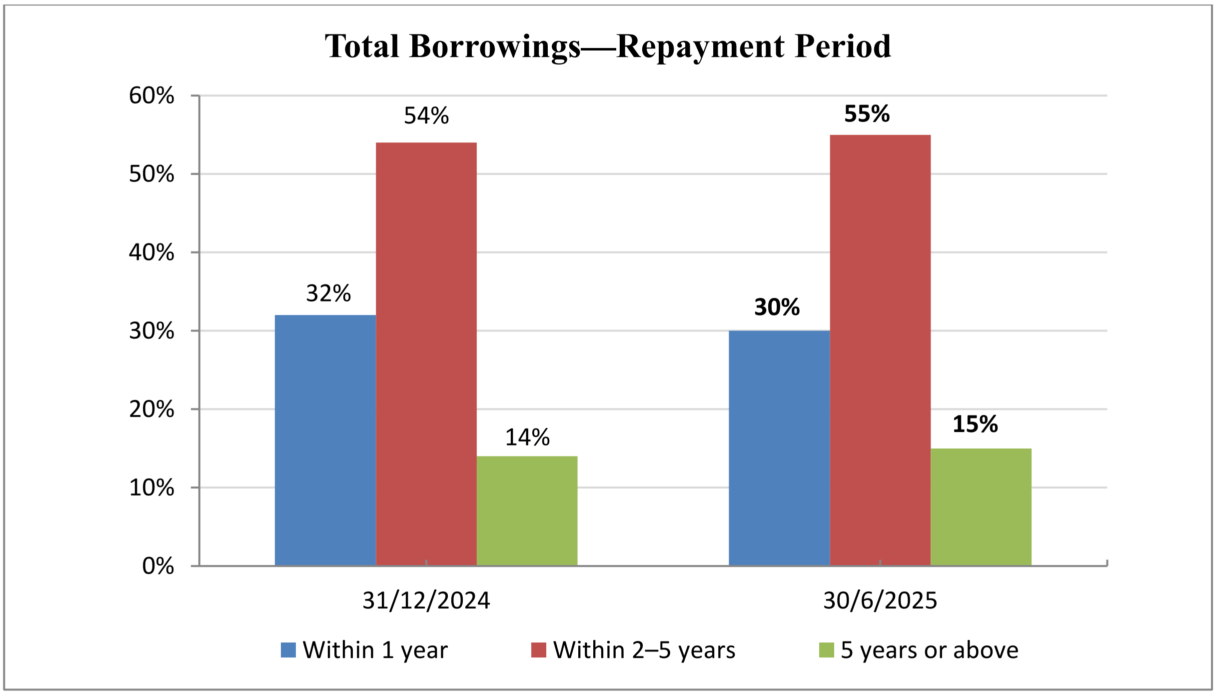
As at 30 June 2025, cash held by the Group amounted to approximately HK$8,687 million (31 December 2024: HK$9,670 million), representing a decrease of 10% as compared to the end of last year, mainly due to the payment for investment projects. To facilitate the Group's operation and development in the PRC, cash held by the Group is mainly denominated in RMB. The Group maintains an effective treasury policy to manage its cash on hand that centralizes the allocation of funds with the aim of reducing idle funds and achieving higher return on its cash portfolio in order to provide strong support for the development of its business.

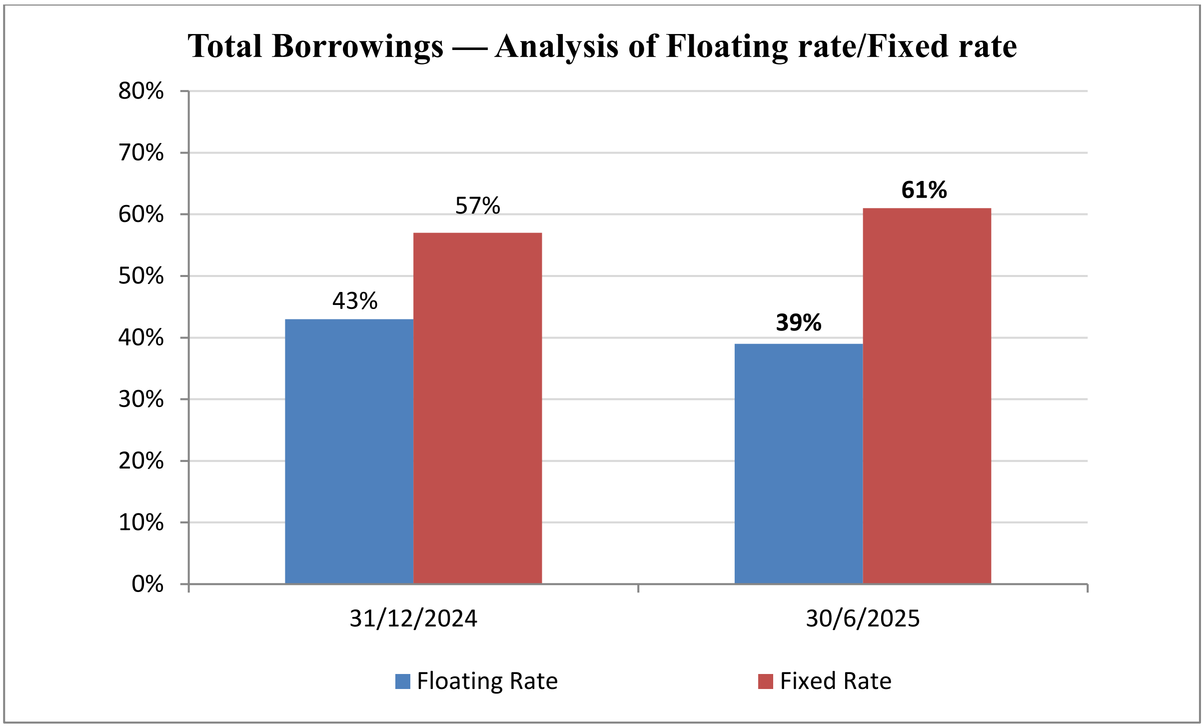
Capital Expenditures

The Group's capital expenditures for the Period amounted to approximately RMB4,700 million (equivalent to HK$5,200 million), primarily comprising investments of approximately RMB1,360 million in the logistics park projects, investments of approximately RMB1,970 million in Shenzhen Expressway's projects and investments of approximately RMB1,040 million in the Pinghunan Project. The Group expects that capital expenditures for the second half of 2025 will amount to approximately RMB7,700 million (equivalent to HK$8,400 million), including approximately RMB2,100 million for the logistics park projects, approximately RMB3,700 million for Shenzhen Expressway's projects, approximately RMB1,500 million for the Pinghunan Project and approximately RMB300 million for the SZI South China Logistics Park transformation and upgrading projects.

Borrowings


Total Borrowings in currency
(HK$ million)
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
33,278
22,636
2,308
2,227
35,981
24,842
2,368
2,222
31/12/2024
30/6/2025
Bank & other borrowings
Bonds
USD
HKD
RMB


Total Borrowings—Repayment Period
60%
50%
40%
30%
20%
10%
0%
54%
32%
14%
55%
30%
15%
31/12/2024
30/6/2025
Within 1 year
Within 2–5 years
5 years or above



As at 30 June 2025, the Group's total borrowings amounted to approximately HK$65,413 million, representing an increase of 8% as compared with the end of last year. During the Period, Shenzhen Expressway, a subsidiary of the Group, issued corporate bonds and medium-term notes totaling RMB3,800 million. 30%, 55% and 15% of the Group's total borrowings are due for repayment within 1 year, within 2 to 5 years and after 5 years or later, respectively.

The Group maintained close business relationships with financial institutions in the PRC and Hong Kong, China. It seized favorable market opportunities in both the PRC and Hong Kong, China by conducting several financing activities to capitalize on cost differences. It further optimized its debt portfolio and struck a balance between its interest rate and foreign exchange risks. The Group closely monitored its overall borrowing structure and effectively maintained funds with high cost efficiency in order to meet its overall capital needs.

The Group's Financial Policy

Except for the updates as stated below, the Group's financial policies were in line with those disclosed in the annual report 2024 and set out in those statements.

Exchange Rate Risk

The cash flows, cash on hand and assets of the businesses operated by the Group are mainly denominated in RMB, while our loans are mainly in RMB, with some also in HK$ and US$. During the Period, RMB/US$ exchange rates fluctuated rather considerably as economic growth was subject to uncertainties amid geopolitical conflicts facing the global economy and the complex, ever-changing and challenging environment. The Group will continue to monitor the foreign exchange market and manage its exchange rate risks by adjusting the currency structure of its borrowings and utilizing hedging instruments in a timely manner. As at 30 June 2025, the ratio between the Group's borrowings in RMB and in other currencies was around 93%:7%.

Liquidity Risk Management

As at 30 June 2025, the Group had cash on hand and standby banking facilities of approximately HK$133,300 million. It maintained adequate funds and credit facilities and optimized its capital structure continuously to ensure that its capability to operate as a going concern while expanding its business, and to mitigate liquidity risk.

PURCHASE, REDEMPTION OR SALE OF LISTED SECURITIES OF THE COMPANY

On 10 January 2022, the Company issued the corporate bonds (First tranche 2022) in the amount of RMB1,000 million with an initial coupon rate of 2.95% and for a term of 6 years (with a bondholder sell-back option and an issuer coupon rate adjustment option at the end of the third year), which was listed on the Shenzhen Stock Exchange. As the bondholders exercised the sell-back option, the Company repurchased the corporate bonds in full at par on 10 January 2025, and paid the interests as required. For details of the above repurchase, please refer to the relevant overseas regulatory announcement of the Company dated 8 January 2025.

Save as disclosed above, neither the Company nor any of its subsidiaries purchased, redeemed or sold any of the Company's listed securities during the Period.

CORPORATE GOVERNANCE

During the Period, the Company has complied with the code provisions set out in "Corporate Governance Code", Appendix C1 of the Rules Governing the Listing of Securities on the Stock Exchange. The Company aims to enhance its corporate governance practices, thereby promoting the Company's sustainable development and enhancing value for the shareholders.

OTHER INFORMATION

The Company has engaged Messrs. Deloitte Touche Tohmatsu, the auditor of the Company, to review the unaudited condensed consolidated financial statements of the Group for the six months ended 30 June 2025.

A meeting has also been held between the Company's auditor and the Audit Committee of the Company in connection with the review of the unaudited condensed consolidated financial statements of the Group for the six months ended 30 June 2025. The review report of the auditor of the Company will be included in the interim report to be despatched to the shareholders of the Company.

This announcement and other related information of the Company's 2025 interim results will be published on the websites of the Stock Exchange (www.hkexnews.hk) and the Company (www.szihl.com).

By Order of the Board
Shenzhen International Holdings Limited
Li Haitao
Chairman

27 August 2025

As at the date of this announcement, the Board consists of Messrs. Li Haitao, Liu Zhengyu and Wang Peihang as executive directors, Mr. Cai Xiaoping as non-executive director and Mr. Pan Chaojin, Dr. Zeng Zhi, Dr. Wang Guowen and Professor Ding Chunyan as independent non-executive directors.

In this announcement, the English names of the PRC entities are translations of their Chinese names and included herein for identification purpose only. In the event of any inconsistency, the Chinese names shall prevail.