

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



China Infrastructure & Logistics Group Ltd.

中國通商集團有限公司

(Incorporated in the Cayman Islands with limited liability)

(Stock Code: 1719)

INTERIM RESULTS ANNOUNCEMENT FOR THE SIX MONTHS ENDED 30 JUNE 2025

The board (the “**Board**”) of directors (the “**Director(s)**”) of China Infrastructure & Logistics Group Ltd. (the “**Company**”) is pleased to announce the condensed consolidated results of the Company and its subsidiaries (collectively, the “**Group**”) for the six months ended 30 June 2025 (the “**Period**”), together with the comparative figures for the corresponding period in 2024 (the “**Last Period**”) as follows.

HIGHLIGHTS

Comparison of the Period with the Last Period:

- Revenue increased by approximately 0.5% to approximately HK\$157,939,000 (the Last Period: approximately HK\$157,177,000).
- Gross profit increased by approximately 2.6% to approximately HK\$38,406,000 (the Last Period: approximately HK\$37,420,000). Gross profit margin slightly increased to 24.3% (the Last Period: 23.8%).
- Profit for the Period increased by approximately 3.6% to approximately HK\$3,514,000 (the Last Period: approximately HK\$3,393,000).
- Profit attributable to owners of the Company decreased by approximately 28.7% to approximately HK\$2,473,000 (the Last Period: approximately HK\$3,468,000).

Profit attributable to owners of the Company

- Earning per share attributable to owners of the Company was approximately HK0.14 cents (the Last Period: approximately HK0.2 cents).
- The Board does not recommend the payment of an interim dividend for the Period (the Last Period: Nil).

CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME

For the six months ended 30 June 2025

		Six months ended 30 June	
		2025	2024
	Note	HK\$'000	HK\$'000
Revenue	4	157,939	157,177
Cost of services rendered and goods sold		<u>(119,533)</u>	<u>(119,757)</u>
Gross profit		38,406	37,420
Other income, net	5	3,010	8,128
Change in fair value of investment properties	11	(1,615)	(1,298)
Change in fair value of other financial assets		233	(30)
General and administrative expenses		(17,475)	(16,238)
Other operating expenses		<u>(12,125)</u>	<u>(16,100)</u>
Profit from operations		10,434	11,882
Finance costs	6	<u>(3,923)</u>	<u>(6,393)</u>
Profit before taxation	7	6,511	5,489
Income tax expense	8	<u>(2,997)</u>	<u>(2,096)</u>
Profit for the period		<u>3,514</u>	<u>3,393</u>
Other comprehensive income for the period			
<i>Items that may be reclassified subsequently to profit or loss:</i>			
Exchange differences on translation of financial statements of foreign operations		<u>23,907</u>	<u>(16,692)</u>
Other comprehensive income for the period		<u>23,907</u>	<u>(16,692)</u>
Total comprehensive income for the period		<u>27,421</u>	<u>(13,299)</u>

		Six months ended 30 June	
		2025	2024
	Note	HK\$'000	HK\$'000
Profit for the period attributable to:			
— Owners of the Company		2,473	3,468
— Non-controlling interests		<u>1,041</u>	<u>(75)</u>
		<u>3,514</u>	<u>3,393</u>
Total comprehensive income attributable to:			
— Owners of the Company		24,774	(12,006)
— Non-controlling interests		<u>2,647</u>	<u>(1,293)</u>
		<u>27,421</u>	<u>(13,299)</u>
Earnings per share (HK cents)			
	9		
— Basic		0.14	0.2
— Diluted		<u>0.14</u>	<u>0.2</u>

CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

At 30 June 2025

		30 June 2025	31 December 2024
	<i>Note</i>	<i>HK\$'000</i>	<i>HK\$'000</i>
Non-current assets			
Investment properties	11	819,734	798,251
Property, plant and equipment	12	314,235	317,701
Land use rights		15,646	15,451
Other financial assets		12,385	11,806
Deferred tax assets		2,930	2,406
		1,164,930	1,145,615
Current assets			
Inventories	13	16,174	5,802
Trade and other receivables	14	96,702	80,095
Amounts due from related companies		9,769	9,574
Government subsidy receivables		6,849	4,502
Income tax recoverable		2,259	3,135
Cash and cash equivalents		37,190	58,662
		168,943	161,770

		30 June 2025	31 December 2024
	<i>Note</i>	<i>HK\$'000</i>	<i>HK\$'000</i>
Current liabilities			
Trade and other payables	15	120,313	111,750
Contract liabilities		9,141	2,309
Deferred government subsidies		865	841
Bank borrowings	16	146,016	141,979
Loans from immediate holding company	18	—	7,000
Loans from ultimate holding company	18	23,856	23,342
Lease liabilities		2,630	2,507
Income tax payable		4,589	3,686
		<u>307,410</u>	<u>293,414</u>
Net current liabilities		<u>(138,467)</u>	<u>(131,644)</u>
Total assets less current liabilities		<u>1,026,463</u>	<u>1,013,971</u>
Non-current liabilities			
Deferred government subsidies		7,562	7,854
Bank borrowings	16	62,993	79,293
Lease liabilities		4,081	5,271
Deferred tax liabilities		110,117	107,264
		<u>184,753</u>	<u>199,682</u>
Net assets		<u><u>841,710</u></u>	<u><u>814,289</u></u>
EQUITY			
Share capital		172,507	172,507
Reserves		<u>610,874</u>	<u>586,100</u>
Equity attributable to owners of the Company		<u>783,381</u>	<u>758,607</u>
Non-controlling interests		<u>58,329</u>	<u>55,682</u>
Total equity		<u><u>841,710</u></u>	<u><u>814,289</u></u>

NOTES TO THE CONDENSED CONSOLIDATED INTERIM FINANCIAL INFORMATION

For the six months ended 30 June 2025

1. CORPORATE INFORMATION

China Infrastructure & Logistics Group Ltd. (the “**Company**”) is a limited liability company incorporated in the Cayman Islands. The Company’s registered office is located at P.O. Box 309, Ugland House, Grand Cayman, KY1-1104, Cayman Islands. The principal place of business of the Company is Unit A, 7/F., On Hing Building, No. 1 On Hing Terrace, Central, Hong Kong.

The Company’s immediate holding company is Hubei Port (Hong Kong) International Limited (“**Hubei Port**”), a company incorporated in Hong Kong with limited liability and is 100% owned by Hubei Port Group Company Limited (湖北港口集團有限公司, “**Hubei Port Group**”) and ultimately controlled by the State-owned Assets Supervision and Administration Commission of the People’s Government of Hubei Province (湖北省人民政府國有資產監督管理委員會, “**Hubei SASAC**”).

The Company is an investment holding company (together with its subsidiaries, the “**Group**”). Its subsidiaries are principally engaged in the investment in and development, operation and management of container and other ports, and the provision of port related logistics and other services including integrated logistics, port and warehouse leasing and the supply chain management and trading services. The Group’s operations are based in Hong Kong and the People’s Republic of China (the “**PRC**”).

The condensed consolidated statement of financial position as of 30 June 2025 and the related condensed consolidated statement of profit or loss and other comprehensive income, the condensed consolidated statement of changes in equity and the condensed consolidated statement of cash flows for the six months ended 30 June 2025, and other explanatory notes (collectively the “**Interim Financial Information**”) of the Group were approved for issue by the Board on 28 August 2025. The Interim Financial Information has not been audited but has been reviewed by the Audit Committee.

The Interim Financial Information is presented in Hong Kong dollars (“**HK\$**”), unless otherwise stated.

2. BASIS OF PREPARATION

Such Interim Financial Information have been prepared in accordance with the International Accounting Standard (“**IAS**”) 34, “Interim Financial Reporting” issued by the International Accounting Standards Board (“**IASB**”). The Interim Financial Information also comply with the applicable disclosure requirements of the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited (the “**Listing Rules**”).

The accounting policies and methods of computation used in the preparation of the Interim Financial Information are consistent with those used in the annual financial statements for the year ended 31 December 2024 except for the adoption of the new and amended International Financial Reporting Standards (“**IFRSs**”) as disclosed below.

The Interim Financial Information does not include all the information and disclosures required in the annual financial statements, and should be read in conjunction with the Group’s annual financial statements for the year ended 31 December 2024.

Going concern

In preparing the Interim Financial Information, Directors of the Company have given consideration to the future liquidity of the Group in light of its net current liabilities of approximately HK\$138,000,000 as at 30 June 2025. This indicates a condition which may cast significant doubt about the Group's ability to continue as a going concern.

Directors of the Company had made an assessment and concluded that the Group is able to continue as a going concern and will have sufficient financial resources to support its current operations and to meet its financial obligations as and when they fall due for at least the next twelve months from the end of the reporting period, having regard to the following:

- i. after assessing the Group's current and forecasted cash positions, the Group expects to generate sufficient cash flows for the next twelve months from the end of the reporting period; and
- ii. the Group has obtained confirmation from Hubei Port Group that Hubei Port Group will continue to provide financial support to the Group as and when needed for the next twelve months from the end of the reporting period.

Accordingly, the Interim Financial Information has been prepared on a going concern basis.

Amended IFRSs adopted by the Group

The Group has applied for the first time the following amended IFRSs issued by IASB, which are relevant to the Group's operations and applicable for the Group's Interim Financial Information for the period beginning on 1 January 2025.

Amendments to IAS 1	<i>Classification of Liabilities as Current or Non-current</i>
Amendments to IAS 1	<i>Non-current Liabilities with Covenants</i>
Amendments to IFRS 16	<i>Lease liability in Sale and Leaseback</i>
Amendments to IAS 7 and IFRS 7	<i>Supplier Finance Arrangements</i>
Amendments to IAS 12	<i>Deferred Tax related to Assets and Liabilities arising from a Single Transaction</i>

The adoption of these amended IFRSs had no material impact on how the Group's results and financial position for the current and prior periods have been prepared and presented.

The Group has not applied any new standard or interpretation that is not yet effective for the current accounting period.

3. CRITICAL ACCOUNTING ESTIMATES AND JUDGMENTS

The preparation of the Interim Financial Information requires the management to make judgments, estimates and assumptions that affect the application of accounting policies, as well as the reported amounts of assets and liabilities, income and expense. Actual results may differ from these estimates.

In preparing this Interim Financial Information, the significant judgments made by the management in applying the Group's accounting policies and the key sources of estimation uncertainty were the same as those applied to the annual financial statements for the year ended 31 December 2024.

4. SEGMENT INFORMATION

The Group has four (2024: four) reportable segments as follows:

Property business:	Port and warehouse leasing.
Terminal & related business:	Provision of terminal service, container handling, storage and other service, general and bulk cargoes handling service.
Integrated logistics business:	Rendering agency and integrated logistics services, including provision of freight forwarding, customs clearance, transportation of containers and logistics management.
Supply chain management and trading business:	Sourcing, procurement and trading of commodities.

No other operating segments have been aggregated to form the above reportable segments.

The accounting policies of the reportable segments are consistent with those used in the annual financial statements for the year ended 31 December 2024.

Segment results represent the profit/loss by each segment without allocation of corporate income and expenses and directors' emoluments. The measure used for reporting segment profit is adjusted profit before interest, taxes, net change in fair value of investment properties, net change in fair value of other financial assets and share of results of associates. Total segment assets include all assets with the exception of corporate assets. Total segment liabilities include all liabilities with the exception of corporate liabilities. This is the measure reported to the Group's most senior executive management for the purposes of resource allocation and assessment of segment performance. Inter-segment sales are priced with reference to prices charged to external parties for similar orders.

All revenue for each of the six months ended 30 June 2025 and 2024 were sourced from external customers located in the PRC. In addition, all (2024: over 99%) of the non-current assets of the Group as at the reporting dates were physically located in the PRC and therefore, no geographical information is presented.

Information regarding the Group's reportable segments is set out below.

2025

Segment revenue and results

For the six months ended 30 June 2025

	Property business <i>HK\$'000</i>	Terminal & related business <i>HK\$'000</i>	Integrated logistics business <i>HK\$'000</i>	Supply chain management and trading business <i>HK\$'000</i>	Elimination <i>HK\$'000</i>	Total <i>HK\$'000</i>
Revenue from external customers	6,774	76,275	40,492	34,398	—	157,939
Inter-segment revenue	—	18,007	—	—	(18,007)	—
Reportable segment revenue	6,774	94,282	40,492	34,398	(18,007)	157,939
Reportable segment results	1,040	14,130	1,736	(2,136)	—	14,770
Change in fair value of investment properties						(1,615)
Change in fair value of other financial assets						233
Interest income						100
Interest expenses						(3,923)
Corporate income						35
Corporate and other unallocated expense						(3,089)
Profit before taxation						6,511
Income tax						(2,997)
Profit for the period						3,514

2024

Segment revenue and results

For the six months ended 30 June 2024

	Property business <i>HK\$'000</i>	Terminal & related business <i>HK\$'000</i>	Integrated logistics business <i>HK\$'000</i>	Supply chain management and trading business <i>HK\$'000</i>	Elimination <i>HK\$'000</i>	Total <i>HK\$'000</i>
Revenue from external customers	6,262	74,269	28,141	48,505	—	157,177
Inter-segment revenue	—	13,626	39	—	(13,665)	—
Reportable segment revenue	<u>6,262</u>	<u>87,895</u>	<u>28,180</u>	<u>48,505</u>	<u>(13,665)</u>	<u>157,177</u>
Reportable segment results	<u>2,445</u>	<u>13,060</u>	<u>1,731</u>	<u>(1,784)</u>	<u>—</u>	<u>15,452</u>
Change in fair value of investment properties						(1,298)
Change in fair value of other financial assets						(30)
Interest income						53
Interest expenses						(6,393)
Corporate income						1,602
Corporate and other unallocated expense						(3,897)
Profit before taxation						5,489
Income tax						(2,096)
Profit for the period						<u>3,393</u>

5. OTHER INCOME, NET

	Six months ended 30 June	
	2025	2024
	HK\$'000	HK\$'000
Rental receivable from operating leases, other than those relating to investment properties	243	220
Government subsidies (<i>note</i>)	2,591	1,340
Gain on disposal of a subsidiary (<i>note 17</i>)	—	4,901
Net foreign exchange (loss)/gain	(8)	1,602
Sundry income	84	12
Bank interest income	100	53
	<u>3,010</u>	<u>8,128</u>

Note: Government subsidies mainly relates to the subsidies granted by the government in respect of operating and development activities and to provide financial support to the Group's subsidiaries which are either unconditional grants or grants with conditions having been satisfied.

6. FINANCE COSTS

	Six months ended 30 June	
	2025	2024
	HK\$'000	HK\$'000
Finance costs		
— Interests on bank and other borrowings	3,233	4,784
— Interest on lease liabilities	162	183
— Interest on loans from immediate holding company	123	128
— Interest on loans from ultimate holding company	377	1,298
— Bank charge	28	—
	<u>3,923</u>	<u>6,393</u>

7. PROFIT BEFORE TAXATION

Profit before taxation is arrived at after charging/(crediting):

	Six months ended 30 June	
	2025	2024
	HK\$'000	HK\$'000
Staff costs (including directors' emoluments)		
— Salaries and allowances	24,678	22,109
— Pension contributions	7,256	5,780
	<u>31,934</u>	<u>27,889</u>
Cost of services rendered and goods sold	119,533	119,757
Depreciation:		
— Owned assets	11,337	12,486
— Right-of-use assets	1,284	1,268
Amortisation of land use rights	249	243
Provision for impairment loss on trade and other receivables and government subsidy receivables, net	3,531	2,489
Net foreign exchange loss/(gain)	8	(1,602)
Lease charges on short-term leases	<u>243</u>	<u>220</u>

8. INCOME TAX

	Six months ended 30 June	
	2025	2024
	HK\$'000	HK\$'000
Current tax		
— Hong Kong profits tax	—	—
— PRC enterprise income tax	<u>3,789</u>	<u>3,040</u>
	<u>3,789</u>	<u>3,040</u>
Deferred tax		
Origination and reversal of temporary difference	<u>(792)</u>	<u>(944)</u>
	<u>2,997</u>	<u>2,096</u>

No provision for Hong Kong profits tax has been provided during the six months ended 30 June 2025 and 2024 as the Company and its subsidiaries, which are subject to Hong Kong profits tax, incurred a loss for taxation purpose.

The Group's PRC subsidiaries are subject to the PRC enterprise income tax at the standard rate of 25% (2024: 25%) on the estimated assessable profits.

According to relevant laws and regulations in the PRC, the Group's subsidiaries, namely Wuhan Yangluo Logistic Company Limited (武漢陽邏港物流有限公司) and Tongshang Supply Chain Management (Wuhan) Company Limited (通商供應鏈管理(武漢)有限公司) are qualified as small and low-profit enterprises and are entitled to enterprise income tax rate of 5% during the six months ended 30 June 2025 (six months ended 30 June 2024: 5%).

9. EARNINGS PER SHARE

(a) Basic earnings per share

The calculation of the basic earnings per share attributable to owners of the Company is based on the following data:

	Six months ended 30 June	
	2025	2024
	HK\$'000	HK\$'000
Earnings		
Profit for the period attributable to owners of the Company	<u>2,473</u>	<u>3,468</u>
Number of shares		
Weighted average number of ordinary shares in issue for basic earnings per share	<u>1,725,066,689</u>	<u>1,725,066,689</u>

(b) Diluted earnings per share

There are no dilutive potential ordinary shares in issue for the six months ended 30 June 2025 and 2024. The diluted earnings per share are equal to the basic earnings per share.

10. DIVIDEND

Directors do not recommend the payment of a dividend for the six months ended 30 June 2025 (2024: nil).

11. INVESTMENT PROPERTIES

Reconciliation of carrying amount

	Six months ended 30 June 2025 HK\$'000	Year ended 31 December 2024 HK\$'000
Opening net carrying amount	798,251	824,480
Net change in fair value recognised in profit or loss	(1,615)	(1,734)
Exchange realignment	23,098	(24,495)
Closing net carrying amount	<u>819,734</u>	<u>798,251</u>

The Group's investment properties include leasehold lands, berth, commercial buildings, pontoon, stacking yard, warehouses and buildings under construction located in the PRC.

12. PROPERTY, PLANT AND EQUIPMENT

	Port facilities HK\$'000	Terminal equipment HK\$'000	Furniture, fixtures and equipment HK\$'000	Motor vehicles HK\$'000	Right-of-use assets HK\$'000	Total HK\$'000
Six months ended 30 June 2025						
Opening net book amount	285,522	24,542	111	—	7,526	317,701
Additions	—	—	179	—	—	179
Disposals	—	—	—	—	—	—
Depreciation	(6,665)	(4,547)	(125)	—	(1,284)	(12,621)
Exchange realignment	7,998	791	11	—	176	8,976
Closing net book amount	<u>286,855</u>	<u>20,786</u>	<u>176</u>	<u>—</u>	<u>6,418</u>	<u>314,235</u>
Year ended 31 December 2024						
Opening net book amount	306,936	37,625	214	39	9,321	354,135
Additions	130	213	153	—	982	1,478
Disposals	(1,169)	(12)	(20)	(38)	—	(1,239)
Depreciation	(11,672)	(12,236)	(225)	—	(2,549)	(26,682)
Exchange realignment	(8,703)	(1,048)	(11)	(1)	(228)	(9,991)
Closing net book amount	<u>285,522</u>	<u>24,542</u>	<u>111</u>	<u>—</u>	<u>7,526</u>	<u>317,701</u>

13. INVENTORIES

	As at 30 June 2025 HK\$'000	As at 31 December 2024 HK\$'000
Trading goods, at cost	10,235	—
Consumables, at cost	5,939	5,802
	<u>16,174</u>	<u>5,802</u>

14. TRADE AND OTHER RECEIVABLES

	As at 30 June 2025 HK\$'000	As at 31 December 2024 HK\$'000
Trade and bills receivables		
Trade receivables	97,493	78,405
Bills receivables	2,464	1,777
	<u>99,957</u>	<u>80,182</u>
Less: loss allowance	(10,717)	(6,928)
	<u>89,240</u>	<u>73,254</u>
Other receivables		
Deposits, prepayment and other receivables	7,155	6,702
Prepayments to suppliers	4,701	5,017
Value-added tax receivables	1,595	942
	<u>13,451</u>	<u>12,661</u>
Less: loss allowance	(5,989)	(5,820)
	<u>7,462</u>	<u>6,841</u>
	<u>96,702</u>	<u>80,095</u>

Note

(a)

Note:

(a) Trade and bills receivables

Management of the Group considers that the fair values of the trade and bills receivables which are expected to be recovered within one year are not materially different from their carrying amounts because these balances have short maturity periods on their inception.

The Group allows a credit period of 0 to 90 days to its customers. The following is the ageing analysis of the trade and bills receivables, net of loss allowance, based on the invoice date or transaction date:

	As at 30 June 2025 <i>HK\$'000</i>	As at 31 December 2024 <i>HK\$'000</i>
0 — 30 days	23,718	14,166
31 — 60 days	13,626	30,046
61 — 90 days	9,043	7,072
Over 90 days	42,853	21,970
	<u>89,240</u>	<u>73,254</u>

15. TRADE AND OTHER PAYABLES

	As at 30 June 2025 <i>HK\$'000</i>	As at 31 December 2024 <i>HK\$'000</i>
Trade payables	25,346	19,155
Other payables		
— Payables to subcontractors	50,001	50,253
— Accruals and sundry payables	44,966	42,342
	<u>94,967</u>	<u>92,595</u>
	<u>120,313</u>	<u>111,750</u>

The average credit period granted by the suppliers is 90 days. The following is the ageing analysis of the Group's trade payables based on the invoice/incurred date:

	As at 30 June 2025 <i>HK\$'000</i>	As at 31 December 2024 <i>HK\$'000</i>
0 — 30 days	8,770	6,180
31 — 60 days	4,081	4,988
61 — 90 days	4,748	582
Over 90 days	7,747	7,405
	<u>25,346</u>	<u>19,155</u>

16. BANK BORROWINGS

	As at 30 June 2025 <i>HK\$'000</i>	As at 31 December 2024 <i>HK\$'000</i>
Bank borrowings		
— Unsecured	108,820	105,830
— Secured	100,189	115,442
	<u>209,009</u>	<u>221,272</u>
Less: Amount due within one year shown under current liabilities	<u>(146,016)</u>	<u>(141,979)</u>
	<u>62,993</u>	<u>79,293</u>

At 30 June 2025 and 31 December 2024, certain of the Group's bank borrowings were guaranteed by Hubei Port Group and a subsidiary of the Group and secured by the following assets of the Group:

	As at 30 June 2025 <i>HK\$'000</i>	As at 31 December 2024 <i>HK\$'000</i>
— Property, plant and equipment — port facilities and terminal equipment	3,604	3,681
— Land use rights	15,646	15,451
	<u>19,250</u>	<u>19,132</u>

17. DISPOSAL OF A SUBSIDIARY

On 24 November 2023, the Group entered into a sale and purchase agreement with Hubei Port Group Hanjiang Co., Ltd. (湖北港口集團漢江有限公司) (“**Hubei Port Hanjiang**”), a limited liability company established in the PRC. Pursuant to the sale and purchase agreement, the Group agreed to sell its entire 60% equity interests in Zhongxiang City Port Co. (“**Zhongxiang City Port Co.**”) to Hubei Port Hanjiang at a cash consideration of RMB69,576,900, subject to the terms and conditions in the sale and purchase agreement (the “**Disposal**”). Accordingly, the assets and liabilities of Zhongxiang City Port Co. are presented as disposal group held for sale in 2023 annual report. The Disposal was completed on 18 June 2024.

Summary of the Disposal

18 June 2024

HK\$'000

Assets

Property, plant and equipment	115,046
Intangible assets	6,203
Deferred tax assets	3,170
Inventories	30
Trade and other receivables	2,930
Cash and cash equivalents	12
	<hr/>
	127,391
	<hr/> <hr/>

Liabilities

Trade and other payables	5,109
Contract liabilities	332
Income tax payable	153
Deferred tax liabilities	1,416
	<hr/>
	7,010
	<hr/> <hr/>

Net assets disposed of	120,381
	<hr/> <hr/>

Gain on the Disposal

Consideration received	74,733
Net assets disposed of	(120,381)
Amounts due to the Group upon disposal	14,464
Non-controlling interests	40,618
Release of reserve upon disposal	(4,533)
	<hr/>
Gain on disposal	4,901
	<hr/> <hr/>

18 June 2024

HK\$'000

Net cash inflows arising from the Disposal

Cash consideration received during the reporting period	74,733
Cash and cash equivalents disposed of	<u>(12)</u>

Net cash inflows during the reporting period	<u><u>74,721</u></u>
--	----------------------

18. LOANS FROM IMMEDIATE AND ULTIMATE HOLDING COMPANIES

The amounts as at 30 June 2025 were unsecured, interest bearing at 3.5% (31 December 2024: 3.65%) per annum and repayable within one year.

MANAGEMENT DISCUSSION AND ANALYSIS

INDUSTRY DEVELOPMENT

Currently, there are two channels for sea freight from Wuhan. The first channel, opened in March 2016, is the river-sea route that the cargoes sent from Wuhan to other parts of the world will be reloaded in Shanghai for sea freight. The second channel is the near-sea direct route, which has eliminated the link of cargo transit in Shanghai, reduced the transportation time and improved the quality of service. Wuhan opened direct routes from Wuhan to Japan, from Wuhan to South Korea and from Wuhan to Russia in November 2019, on 27 October 2021 and on 30 September 2022 respectively. Hubei opened the first direct ASEAN container shipping route from Wuhan to Ho Chi Minh City on 15 November 2023.

On 30 November 2024, the WIT Port launched the first international breakbulk liner service in the middle reaches of the Yangtze River, providing a direct shipping route between Indonesia Labota Port (印尼拉博塔港) and the WIT Port, and thus forging a new trade bridge between China and Indonesia.

In recent years, Yangluo Port has been expanding the radiation area of its terminals and vigorously developing “inter-regional logistics”, “rail-water transportation”, “river-sea route” and “direct shipment to the river and sea”. At the same time, Yangluo Port continued to promote the construction of a green and smart port, has built the first public terminal with the function of online container business in the middle and upper reaches of Yangtze River and Central China. Green energy-saving, safe and efficient new energy vehicles, gantry crane remote control system and other new technologies are gradually applied. We have developed and promoted the “one ship, one peg” service model to significantly improve port operation efficiency, reduce vessel standby time and effectively reduce operating costs.

In the first half of 2025, the Sino-US tariff war persisted, continuing to weigh on the domestic market. While there has been some recent easing, additional tariffs on certain goods have triggered order cancellations and factory closures, dampening recovery of Sino-US routes and long-term growth prospects for those sectors. Other shipping routes saw minimal impact, yet they still grapple with considerable pressure to recover and grow amid the broader economic climate. Overall, the foreign trade landscape remains challenging.

REVIEW OF OPERATIONS

Overall business environment

The principal activities of China Infrastructure & Logistics Group Ltd. are investment in and the development, operation and management of container and other ports (including the WIT Port (武漢陽邏港), the Multi-Purpose Port (通用港口) and the Hannan Port (漢南港), all located along main line of the Yangtze River in Hubei Province, the PRC), and the provision of port-related integrated logistics, leasing of warehouses, supply chain management, trading services and other businesses.

As the core asset of CIL, the WIT Port serves as a central hub in the middle reaches of the Yangtze River and a strategic pivot for the “Port Economic Belt” of Hubei Province, and is transitioning from a traditional port to an “green intelligent + industrial” comprehensive hub, benefiting from both policy support and geographic positioning. According to the data from the China Port & Harbors Association, in 2024, the comprehensive business environment evaluation of the WIT Port ranked 3rd among China’s inland river ports, climbing two positions compared with 2023.

China completed a port cargo throughput of 8,903.48 million tons in January - June 2025, representing an increase of 3.8% over the same period last year. Among them, the cargo throughput of coastal ports was 570,278 tons, representing an increase of 2.5% over the same period last year; the throughput of foreign trade goods was 2,738.13 million tons, representing an increase of 1.8% over the same period last year; and the throughput of container was 172.98 million TEUs, representing an increase of 6.9% over the same period last year.

Since Hubei Port became the immediate holding company of the Company in January 2022, the integration of phase I, II and III terminals of Yangluo Port has been completed so as to further optimize port logistics resources, all of which were conducive to the synergy and development of the Group’s port business.

CIL has vigorously developed new projects and new source of goods. It has developed the international breakbulk business with GEM (格林美), achieving, by June 2025, 17 inbound voyages with 88,400 tonnes and 15 outbound voyages with 130,100 cubic meters. The Group has intensified efforts in breakbulk, bulk cargo, and bulk-to-container business. It efficiently managed the loading and unloading of breakbulk and bulk cargo projects, including Daming steel coils (大明鋼卷), Shandong corn starch, potassium fertilizer, and raw sugar, enhancing port service capabilities and boosting loading and unloading revenues. Concurrently, it is actively pursuing suitable projects to promote bulk-to-container business, aiming to establish new container sources and stable flow patterns, thereby driving simultaneous growth in port container volume and revenue. Additionally, the Group has launched the CKD parts export business for XPeng Inc., commencing operations in June and completing 300 TEUs to date. It has also forged a partnership with Shanghai Zhuyunshang International Logistics Co., Ltd. (上海駐韻尚公司) to handle customs clearance, bonded warehousing, distribution and other businesses for its imported pulp cargo, resulting in an estimated monthly increase of

500 TEUs. As the designated port for operations of international direct shipping vessels, Yangluo Port adhered to the concept of “priority berthing, efficient and safe” in loading and unloading services as a way to provide “logistics” support for the development of international direct shipping vessel business.

The WIT Port and the Multi-Purpose Port

The WIT Port and the Multi-Purpose Port are located in the Yangluo Economic Development Zone, Wuhan, Hubei Province, the PRC, which are the core ports of maritime centre along middle reaches of the Yangtze River in China.

Wuhan has a solid and developed industrial base, and is where various major industrial operators have commenced operations in, including operators of automobile and parts, petrochemical products, steel, grain, wood, textile, machinery and equipment as well as construction material businesses. They have been and will continue to be the major suppliers of gateway cargo containers transportation service in the WIT Port.

There are many ports opened. Due to the channel passage capacity limitations along the upstream regions of the Yangtze River, large ships are precluded from navigating directly between those areas and Shanghai. The trans-shipment service provided by the WIT Port offers a more economical alternative for customers in these areas, namely the trans-shipment of container cargoes to Shanghai or direct shipping overseas upon amalgamation at Yangluo Port. The economic hinterlands which are serviced by the WIT Port include Hunan, Guizhou, Chongqing, Sichuan, Shanxi, Henan, Hubei and Shaanxi Provinces. In 2023, the regional routes of “Wuhan-Huanggang” and “Wuhan-Ezhou”, rail-water route of “Macheng-Wuhan-Shanghai-Ethiopia”, rail-water route of “Yingcheng-Wuhan-Shanghai/Guangdong”, river-sea route of “Russia-Shanghai-Yangluo Port” and the direct shipping route of “Yangluo Port to Kailai Port in Vietnam” were newly opened. The direct shipping route of “Yangluo Port to Kailai Port in Vietnam” is the fourth river-sea direct international shipping route opened by Wuhan. ASEAN is China’s largest trading partner in terms of cargoes. The route is the most convenient transportation channel between Hubei and ASEAN region, which will help promote business and trade between Hubei and ASEAN, and help Hubei to build a modern comprehensive traffic and transportation system leading central China, radiating the whole country, and reaching the whole world. In addition, two new ships were put into operation on the international direct route of “Wuhan-Japan, South Korea and Russia”, forming a regular export schedule of two shipments per week. Enriching shipping routes and increasing the number of shipments are beneficial to the further enhancement of the turnover rates of import and export goods in Hubei, marking the further enhancement of the position of Wuhan International Port as a hub and taking the construction of the Wuhan maritime centre along the middle reaches of the Yangtze River to a new stage.

In November 2024, the WIT Port launched a direct international breakbulk shipping route to Indonesia Labota Port. This route bolstered the global competitiveness of affiliated companies, streamlined industrial distribution, expedited alignment with China’s dual-circulation national strategy, and enhanced the WIT Port’s service reach and influence.

The Group has expanded and improved the functions and level of port services. Water-gate inspection points have been established. In order to meet the customer demand for container inspection services, the Group has set up container inspection service points at water-gates to further reduce the turnover of empty containers in the field, and thus lower operating costs and improve customer satisfaction. The source of empty containers at ports has been enriched. The Group has strengthened business cooperation with main line carriers such as Shandong SITC, increased the transportation of imported empty containers by utilizing direct shipments to Japan and South Korea, and established an empty container distribution center. The Group has signed respective container management agreements with Jiangsu Changyue (江蘇長越), Russian Railway Jiangsu Xinhelu Shipping Co., Ltd. (俄鐵江蘇新合路航運有限公司), and Summit Shipping Co., Ltd. (薩米特航運有限公司), to further enrich the source of empty containers at ports, which brings 340-600 TEUs of new containers per month. The coverage of port container management has been extended. The Group has signed the Regional Container Management Agreement with CMA CGM Group to extend our port container management service to Yichang, Huangshi and Jiangxi. By doing this, the Group has further extended the coverage of port container management. This attracted various agent customers to assemble and disassemble containers outside the port in our CFS to ensure the stable growth of CFS business. The CFS of Yangluo Port has cooperated with Zhonggang Logistics (中港物流) on assembling and disassembling business as a way to reasonably allocate existing resources, and enhance market competitiveness.

The Group has also developed port related services, including agency and integrated logistics services to expand its revenue sources. Such agency and integrated logistics services include bonded warehousing, customs clearance, break bulk and distribution at the WIT Port.

The Hannan Port

The Hannan Port is located along the Yangtze River in economic and technological development zone, Wuhan, adjacent to the Shanghai-Chengdu Expressway, Beijing-Zhuhai Expressway and is within 80 kilometers of the Beijing-Guangzhou and Beijing-Kowloon rail link.

Wuhan, the provincial capital of Hubei, is an important transport hub in the PRC. In terms of riverway traffic, Wuhan is linked through the Yangtze River with eight provinces (namely Jiangsu, Anhui, Hubei, Sichuan, Jiangxi, Hunan, Yunnan and Guizhou) and Shanghai. Given the important role of Wuhan in the development of the Yangtze River Economic Belt, the Directors consider that it is in the interests of the Group to make further investments in its port businesses in the Wuhan area.

The Hannan Port will create synergies with the WIT Port, particularly because the management team of the WIT Port has extensive experience in the construction, development and management of ports in the PRC. Being the feeder port of the WIT Port, the Hannan Port can increase the throughput capacity of the WIT Port to satisfy the demand for logistics services in Wuhan. The WIT Port, together with the Hannan Port, can provide more cost effective solutions to the Group's customers. The Hannan Port will be developed into a multi-purpose service platform in several phases, providing terminal, warehousing and logistics services and other services including RORO (Roll on Roll off), bulk cargo transportation and storage, automobile spare parts processing, as well as related logistics services.

The Group is committed to transforming the Hannan Port into the largest port in Central China, integrating supply chain design and operations, waterway logistics distribution, O2O automotive transactions, multi-modal transportation, logistics finance, distribution and delivery, customs brokerage, and so on. The port will primarily focus on automotive logistics and transactions, complemented by general cargo and container services, blending specialization with comprehensive services. It aims to become a regional economic hub and a key logistics node, establishing itself as the most important logistics center in the southwest of Wuhan, a crucial automotive transaction center in the "Wuhan Metropolitan Area", and a significant modern, comprehensive logistics service base.

The Hanjiang logistics centre

The Hanjiang logistics centre adjacent to the Shayang Port and is owned by the Group. It comprises 7 blocks of warehouses and an ancillary office building and it is intended to be held as investment property for generating rental income.

Tongshang Supply Chain

The WIT Port is the main hub of China's grain logistics core network and the nationally designated emergency grain supply center in Central China. Leveraging the Group's extensive experience in the operation and management of various ports and terminals located within the Yangtze River Basin in Hubei Province, coupled with its solid customer and supplier network cultivated during its many years of business operation, Tongshang Supply Chain Management (Wuhan) Co., Ltd.* (通商供應鏈管理(武漢)有限公司) ("**Tongshang Supply Chain**") serves as the principal supply chain service provider and trader for up-stream suppliers and down-stream customers through the supply chain management and trading business of the Group. The development of supply chain management and trading business will enable the Group to establish deeper connections with both supply and demand sides of the supply chain, positioning in various business such as trading, logistics, storage and delivery of bulk grain commodities domestically and internationally and enhance efficiency of integrated services. At the same time, it will enable the Group to consolidate and optimise flows of commodities, capital and information for the supply chain, which will facilitate trading among enterprises, reduce costs and strengthen competitiveness of the Group, striving to build a bulk grain trading and distribution centre which centered around Wuhan, Hubei and relying on the port.

Leveraging the Group's resources in the operation and management of various ports and terminals located within the Yangtze River Basin in Hubei Province, coupled with its solid customer and supplier network cultivated during its many years of business operation, Tongshang Supply Chain has integrated and optimized the information flow, logistics and capital flow of upstream and downstream customers through its supply chain business to obtain a more obvious competitive advantage with stable and deeper cooperative relationships. Relying on the unique geographical location and the function as a port of the Yangluo Port as well as the strong hinterland economy, Tongshang Supply Chain focuses on the livelihood fields such as grain, rubber and agricultural and sideline products, and provides customers with integrated comprehensive logistics services such as logistics, warehousing, distribution, and supply chain finance. It vigorously develops the hub economy, and strives to build a modern port-surrounding supply chain system featured “port + trading + warehousing + logistics” to promote closer integration of port, industry and city. Tongshang Supply Chain aims to build a bulk commodity trading center with Yangluo Port as the core.

Operating results

Revenue

	Six months ended 30 June					
	2025		2024		Increase/(Decrease)	
	<i>HK\$'000</i>	<i>Percentage</i>	<i>HK\$'000</i>	<i>Percentage</i>	<i>HK\$'000</i>	<i>Percentage</i>
	(Unaudited)		(Unaudited)			
Revenue from contracts with customers within scope of IFRS 15						
Terminal service	53,255	33.7%	56,361	35.9%	(3,106)	(5.5%)
Container handling, storage & other service	17,211	10.9%	16,380	10.4%	831	5.1%
General and bulk cargoes handling service	5,809	3.7%	1,528	1.0%	4,281	280.2%
	<u>76,275</u>	<u>48.3%</u>	<u>74,269</u>	<u>47.3%</u>	<u>2,006</u>	<u>2.7%</u>
Integrated logistics service	40,492	25.6%	28,141	17.9%	12,351	43.9%
Supply chain management and trading business	34,398	21.8%	48,505	30.8%	(14,107)	(29.1%)
	<u>151,165</u>	<u>95.7%</u>	<u>150,915</u>	<u>96.0%</u>	<u>250</u>	<u>0.2%</u>
Revenue from other sources						
Property business	6,774	4.3%	6,262	4.0%	512	8.2%
	<u>157,939</u>	<u>100%</u>	<u>157,177</u>	<u>100.0%</u>	<u>762</u>	<u>0.5%</u>

During the Period, the Group's revenue amounted to approximately HK\$157,939,000 (the Last Period: approximately HK\$157,177,000), representing an increase of approximately HK\$762,000 or approximately 0.5% as compared to the Last Period. The increase in revenue was mainly driven by the offsetting effects of (i) the decrease in revenue of approximately HK\$14,107,000 from the supply chain management and trading business; (ii) the increase in integrated logistics service of approximately HK\$12,351,000; (iii) the increase in revenue from terminal and related services of approximately HK\$2,006,000; and (iv) the increase in rental income from investment properties of approximately HK\$512,000.

Terminal service

Container throughput

	Six months ended 30 June					
	2025		2024		Increase/(Decrease)	
	TEUs	Percentage	TEUs	Percentage	TEUs	Percentage
Gateway cargo containers	176,969	39.3%	186,336	41.8%	(9,367)	(5.0%)
Trans-shipment containers	273,310	60.7%	259,469	58.2%	13,841	5.3%
	<u>450,279</u>	<u>100%</u>	<u>445,805</u>	<u>100%</u>	<u>4,474</u>	1.0%

The throughput of the WIT Port during the Period was 450,279 TEUs, representing an increase of 4,474 TEUs or approximately 1% compared to 445,805 TEUs for the Last Period. Of the 450,279 TEUs handled, 176,969 TEUs or approximately 39.3% (the Last Period: 186,336 TEUs or approximately 41.8%) and 273,310 TEUs or approximately 60.7% (the Last Period: 259,469 TEUs or approximately 58.2%) were attributable to gateway cargo containers and trans-shipment containers, respectively.

The increase in overall container throughput was mainly driven by a 5.3% increase in trans-shipment containers, which compensated for the decline in gateway cargo containers. This surge in trans-shipment containers was largely due to the heightened frequency of Sichuan-Chongqing trans-shipment routes, rising from two weekly sailings last year to three weekly sailings this year, and a significant rise in trans-shipment volume on these routes. Moreover, the introduction of new routes, including services to Huangshi, Rizhao, and Ezhou, also fueled the growth in trans-shipment containers.

Market share

In terms of market share of Yangluo Port area, the Group's market share was approximately 43.4% during the Period (the Last Period: approximately 47.9%). The decrease in market share was mainly attributable to our handling of GEM's breakbulk cargo and the decline in the volume of our container throughput due to the Sino-US tariff war.

Integrated logistics service

The integrated logistics service business of the Group provides agency and integrated logistics services, including provision of freight forwarding, customs clearance, transportation of containers and logistics management services. Revenue generated from the integrated logistics service business increased to approximately HK\$40,492,000 during the Period (the Last Period: approximately HK\$28,141,000), which accounted for approximately 25.6% of the Group's total revenue during the Period (the Last Period: approximately 17.9%).

The increase in revenue was mainly attributable to the increase in business volume from the freight forwarding at the WIT Port during the Period.

Supply chain management and trading business

The revenue of the Group's supply chain management and trading business decreased by 29.1% to HK\$34,398,000 (the Last Period: HK\$48,505,000), which accounted for approximately 21.8% of the Group's total revenue during the Period (the Last Period: 30.8%).

The decrease mainly due to the comparative lesser demand for the rice and broken rice trading business during the Period.

Property business

Income for the property business is mainly generated from the port and warehouse leasing business of the Hannan Port, which owns investment properties of leasehold lands, berth, commercial buildings and pontoon, as well as the leasing out of a stacking yard and certain warehouses at the WIT Port. The port and warehouse leasing income increased to approximately HK\$6,774,000 (the Last Period: approximately HK\$6,262,000), which accounted for approximately 4.3% of the Group's total revenue during the Period (the Last Period: approximately 4.0%).

The increase in revenue was mainly attributable to the increase in warehouse leasing income in the Hannan Port.

Gross profit and gross profit margin

Gross profit during the Period was approximately HK\$38,406,000, representing an increase of approximately HK\$986,000 as compared with approximately HK\$37,420,000 for the Last Period. Gross profit margin increased to 24.3% (the Last Period: 23.8%). The increase in gross profit was mainly due to the increase in revenue from the increasing business volume from integrated logistics service.

Other income

Other income during the Period decreased by approximately 62.9% to approximately HK\$3,018,000 (the Last Period: approximately HK\$8,128,000). The decrease was mainly attributable to the disposal of equity interest in a subsidiary by the Group with a gain of approximately HK\$4,901,000 during the Last Period.

Change in fair value of investment properties

The Group holds certain investment properties, including (i) port and warehouses in the Hannan Port; (ii) a logistics centre adjacent to the Shayang Port; and (iii) a stacking yard and certain warehouses at the WIT Port. The Group's investment properties are revalued at the end of the reporting period on an open market value basis by an independent property valuer. Changes in fair value arising from such revaluations are accounted for as "change in fair value of investment properties" through the consolidated statement of profit or loss and other comprehensive income.

During the Period, the Group recorded a fair value loss in investment properties of approximately HK\$1,615,000 (the Last Period: fair value loss of approximately HK\$1,298,000). The decrease in fair value loss of investment properties is mainly due to a decrease in market rent of the warehouse properties in the logistics centre adjacent to the Shayang Port as compared to the Last Period.

Profit attributable to owners of the Company

Profit attributable to owners of the Company decreased by approximately HK\$995,000 or approximately 28.7% to approximately HK\$2,473,000 (the Last Period: approximately HK\$3,468,000). The decrease in profit attributable to owners of the Company was mainly driven by the offsetting effects of (i) the increase in gross profit of approximately HK\$986,000; (ii) the increase in a fair value loss from investment properties of approximately HK\$1,615,000 as compared to the corresponding period; (iii) the decrease in other income of approximately HK\$3,018,000 which was mainly due to the one-off non-recurring gain of approximately HK\$4,901,000 recorded by the Group on disposal of equity interest in a subsidiary during the Last Period; (iv) the decrease in net finance costs of approximately HK\$2,606,000; and (v) an income tax expense of approximately HK\$2,997,000 during the Period (the Last Period: an income tax expense of approximately HK\$2,096,000).

Earning per share attributable to owners of the Company during the Period was approximately HK0.14 cents (the Last Period: approximately HK0.2 cents).

OUTLOOK

In the second half of 2025, under the strategic guidance and resource collaboration of Hubei Port Group, CIL will focus on achieving high-quality development. Taking reform and innovation as the core impetus, it will systematically advance five key tasks: industrial upgrading, management transformation, technological innovation, risk management, and value enhancement. This approach aims to ensure the successful fulfillment of the 14th Five-Year Plan objectives and lay a solid foundation for new growth drivers and competitive edges to support the development of the 15th Five-Year Plan.

In terms of port operations, Yangluo Port will advance intelligent and green port development across various fronts, including port management, customer service, safety and environmental protection, and production operations. It will also deepen international cooperation to boost competitiveness and expand its “Belt and Road” route network. Additionally, Yangluo Port will strengthen ties with cities along the Yangtze River to foster coordinated development of port, industry, and city, further solidifying its position as a shipping hub in the middle reaches of the Yangtze River. Hannan Port will capitalize on its status as a national first-tier port, prioritizing finished vehicle logistics, high-end equipment bonded services, and supply chain integration. It aims to create a modern port-vicinity industrial demonstration zone serving Central China, providing strong logistical backing for the development of the “China Auto Valley”.

In terms of domestic and overseas supply chain operations, CIL will stay focused on its core businesses, harnessing Hubei Port Group’s strengths in multi-modal transportation – combining ports, railways, and shipping – to steadily conduct business and reinforce its position in the bulk commodity supply chain. By optimizing global resource deployment, innovating service offerings, and strengthening risk controls, CIL aims to enhance the resilience and value-generating potential of its industrial and supply chains, thereby fueling sustained high-quality development.

SHARE OPTION SCHEME

The Company approved and adopted a share option scheme (the “**Share Option Scheme**”) on 25 May 2018. The Share Option Scheme is subject to the requirements under Chapter 17 of the Listing Rules.

Since the adoption of the Share Option Scheme and up to the date of this announcement, no option was granted or agreed to be granted, exercised, lapsed or cancelled by the Company under the Share Option Scheme. There was no outstanding share option under the Share Option Scheme as at the date of this announcement.

As at 1 January 2025 and 30 June 2025, the aggregate number of options available for grant under the Share Option Scheme were 172,506,668 and 172,506,668, respectively. There was no service provider sublimit set under the Share Option Scheme.

DIRECTOR’S RIGHT TO ACQUIRE SHARES OR DEBENTURES

During the Period, none of Directors was granted any options to subscribe for the Shares.

FINANCIAL RESOURCES AND LIQUIDITY

The Group funded its operations and capital expenditure with internal financial resources, shareholder loans, long-term and short-term bank and other borrowings.

As at 30 June 2025, the Group had total outstanding interest-bearing borrowings of approximately HK\$232,865,000 (31 December 2024: approximately HK\$251,614,000). The Group also had total cash and cash equivalents of approximately HK\$37,190,000 (31 December 2024: approximately HK\$58,662,000) and consolidated net assets of approximately HK\$841,710,000 (31 December 2024: approximately HK\$814,289,000).

As at 30 June 2025, the Group’s net gearing ratio was 0.3 time (31 December 2024: 0.3 time). The calculation of the gearing ratio was based on the total interest-bearing borrowings net of cash and cash equivalents over equity attributable to owners of the Company.

As at 30 June 2025, the Group’s net current liabilities was approximately HK\$138,467,000 (31 December 2024: approximately HK\$131,644,000), and current assets was approximately HK\$168,943,000 (31 December 2024: approximately HK\$161,770,000) and current liabilities was approximately HK\$307,410,000 (31 December 2024: approximately HK\$293,414,000), representing a current ratio of 0.6 time (31 December 2024: 0.6 time).

EXCHANGE RATE RISK

The Group operates in the PRC and its principal activities are mainly transacted in RMB. Therefore, Directors consider that the Group had no significant foreign currency risk during the Period.

SIGNIFICANT INVESTMENTS HELD, MATERIAL ACQUISITIONS AND DISPOSALS OF SUBSIDIARIES, ASSOCIATES AND JOINT VENTURES

There were no other significant investments, material acquisitions and disposals of subsidiaries, associates or joint ventures during the Period.

CAPITAL COMMITMENTS

As at 30 June 2025, the Group had capital commitments in respect of the construction of port facilities contracted but not provided for amounting to approximately HK\$41,817,000 (31 December 2024: approximately HK\$40,640,000).

CONTINGENT LIABILITIES

As at 30 June 2025, the Group had no material contingent liabilities (31 December 2024: Nil).

PLEDGE OF ASSETS

As at 30 June 2025, the Group has pledged certain port facilities and terminal equipment, as well as land use rights with carrying amount of approximately HK\$3,604,000 (31 December 2024: approximately HK\$3,681,000) and approximately HK\$15,646,000 (31 December 2024: approximately HK\$15,451,000), respectively, to secure bank and other borrowings granted to the Group.

CAPITAL STRUCTURE

As at 30 June 2025, the Group's total equity amounted to approximately HK\$841,710,000 (31 December 2024: approximately HK\$814,289,000).

EMPLOYEE INFORMATION

As at 30 June 2025, the Group had employed 314 employees (31 December 2024: 328 full-time employees). The Group participates in retirement insurance, medicare, unemployment insurance and housing funds schemes according to the applicable laws and regulations of the PRC for its employees in the PRC and makes contributions to the Mandatory Provident Fund Scheme of Hong Kong and medical benefits for its employees in Hong Kong. The Group also adopts a remuneration policy similar to its peers in the same industry. The Group remunerates its employees in accordance with their work performance and experience, which is fixed by reference to their respective duties and the prevailing market rates in the region.

In addition, in response to the pandemic, the Group provided contingency manual and trainings to the employees regarding the proper handling of COVID-19 related matters. The Company has also adopted the Share Option Scheme to recognise and acknowledge the contributions of eligible employees and Directors of the Company or its subsidiaries. Further details of the Share Option Scheme have been set out in this announcement.

FUTURE PLANS FOR MATERIAL INVESTMENTS OR CAPITAL ASSETS

There is no plan authorised by the Board for any material investments or additions of capital assets during the Period. The Group will continue to look for suitable opportunities for investments or acquisition of material capital assets to enhance its profitability in the ordinary course of its business.

INTERIM DIVIDEND

The Board has resolved not to declare any interim dividend for the Period (the Last Period: Nil).

PURCHASE, REDEMPTION OR SALE OF LISTED SECURITIES

During the Period, neither the Company nor any of its subsidiaries has purchased, sold or redeemed any of the Company's listed securities (including sale of treasury shares). As at 30 June 2025, the Company did not hold any treasury shares.

COMPLIANCE WITH CODE ON CORPORATE GOVERNANCE PRACTICE

The Company has been in compliance with the code provisions as set out in the Corporate Governance Code (the “**CG Code**”) in Part 2 of Appendix C1 to the Listing Rules during the Period.

COMPLIANCE WITH MODEL CODE FOR SECURITIES TRANSACTIONS BY DIRECTORS

The Company has adopted the Model Code for Securities Transactions by Directors of Listed Issuers (the “**Model Code**”) as set out in Appendix C3 to the Listing Rules as the code for dealing in securities of the Company by Directors.

Specific enquiry has been made to all Directors, who have confirmed that, during the Period, each of them has been in compliance with the required standard as set out in the Model Code in respect of dealings in securities of the Company.

SIGNIFICANT EVENTS AFTER THE PERIOD

The Group did not have any other significant events subsequent to the Period and up to the date of this announcement.

REVIEW BY THE AUDIT COMMITTEE

The audit committee of the Company (the “**Audit Committee**”) has been established in compliance with Rules 3.21 and 3.22 of the Listing Rules with written terms of reference in compliance with the CG Code. The primary responsibilities of the Audit Committee are to review and monitor the financial reporting, internal control and risk management principles of the Company and to assist the Board to fulfill its responsibilities over audit. The condensed consolidated results of the Group for the Period is unaudited and have not been reviewed by external auditors but have been reviewed by the Audit Committee. The Audit Committee has reviewed and confirmed the accounting principles and practices adopted by the Group and has discussed the auditing, internal control, risk management and financial reporting matters.

The Audit Committee consists of one non-executive Director: Ms. Yu Ling and three independent non-executive Directors: Mr. Chau Kwok Keung, Mr. Fu Xinping and Dr. Mao Zhenhua. Mr. Chau Kwok Keung serves as the chairman of the Audit Committee.

By order of the Board
China Infrastructure & Logistics Group Ltd.
Mr. Fei Benjun
Executive Director and Chairman

Hong Kong, 28 August 2025

As at the date of this announcement, the Board comprises Mr. Fei Benjun and Mr. Qiao Yun as executive Directors; Mr. Li Wei and Ms. Yu Ling as non-executive Directors; and Mr. Chau Kwok Keung, Mr. Fu Xinping and Dr. Mao Zhenhua as independent non-executive Directors.

** For identification purpose only*