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越秀交通基建有限公司

YUEXIU TRANSPORT INFRASTRUCTURE LIMITED

(Incorporated in Bermuda with limited liability)

(Stock Code: 01052)

UNAUDITED OPERATING INFORMATION FOR JULY 2025

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

	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
Projects	July	M-O-M Change	Y-O-Y Change	Year-to date cumulative	Aggregate YoY Change	July	M-O-M Change	Y-O-Y Change	Year-to date cumulative	Aggregate YoY Change
Subsidiaries										
GNSR Expressway	330,736	3.2%	0.3%	299,455	1.6%	95,721	6.4%	-1.4%	603,326	-0.7%
Cangyu Expressway	17,003	8.4%	-2.1%	18,911	1.6%	8,606	7.4%	-1.1%	59,580	1.3%
Changzhu Expressway	75,061	2.6%	-2.9%	71,344	1.5%	23,931	6.2%	-1.3%	154,377	3.3%
Weixu Expressway	27,303	10.6%	5.0%	26,105	2.8%	28,944	12.1%	-0.7%	190,972	-7.1%
Lanwei Expressway	35,102	8.5%	6.4%	32,102	2.7%	25,284	14.4%	8.1%	161,415	-3.1%
Pinglin Expressway*	40,972	4.2%	-1.8%	37,790	-1.5%	49,096	9.9%	1.6%	312,299	-0.1%
Suiyuenan Expressway	34,343	15.6%	-2.9%	32,393	1.3%	66,641	8.2%	-1.1%	435,860	5.1%
Hancai Expressway	56,414	6.5%	2.6%	54,438	7.6%	31,731	19.8%	36.7%	178,933	20.4%
Han'e Expressway	65,974	7.7%	5.4%	58,882	26.7%	30,905	11.1%	4.7%	189,379	44.9%
Daguangnan Expressway	31,210	12.2%	38.0%	28,553	11.6%	33,331	14.0%	-0.2%	229,054	-10.3%
Associates and Joint Ventures										
Han-Xiao Expressway	35,097	6.5%	2.0%	34,467	6.1%	19,622	8.9%	-1.3%	132,233	-1.2%
Humen Bridge	95,416	18.5%	-2.6%	82,929	-21.7%	80,725	23.8%	-1.5%	477,526	-23.6%
GWSR Expressway	105,601	6.6%	-0.2%	93,933	0.2%	47,866	11.6%	-1.1%	293,616	-0.9%
Shantou Bay Bridge	20,120	4.9%	-2.1%	17,856	1.8%	9,903	7.7%	-2.3%	60,657	0.4%
Qinglian Expressway	59,334	17.0%	6.8%	53,244	4.9%	66,250	22.2%	7.0%	404,425	1.4%

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

BRIEF DESCRIPTION:

1. Each of the Group's projects benefited from higher summer traffic, with average daily traffic volume and toll revenue increased month-on-month

Since July, as the nationwide expressway network entered the summer peak travel season, there was a marked increase in passenger travel. As a result, the Group's projects generally recorded a month-on-month increase in both average daily traffic volume and toll revenue.

2. Most projects in Guangdong recorded a year-on-year decline in average daily traffic volume and toll revenue due to relatively high number of rainy days in July

In July, typhoon conditions brought heavier rainfall in Guangdong compared with the corresponding period of the previous year, leading to a year-on-year decrease in average daily traffic volume and toll revenue for most of the Group's projects in the Guangdong region.

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

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

(2) The commencement of operation of Wuhan-Yangxin Expressway (which competes with Han'e Expressway and Daguangnan Expressway) on 20 October 2023 caused a diversion impact on Daguangnan Expressway. However, such diversion impact has been gradually narrowed currently;

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

(4) The Shenzhen-Zhongshan Link (which competes with Humen Bridge) commenced operation on 30 June 2024, which caused a diversion impact on Humen Bridge. Nevertheless, such impact has been gradually narrowing since July;

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

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

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

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

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

5. Gradual narrowing of diversion impact on Weixu Expressway and Lanwei Expressway arising from reconstruction works of adjacent sections and differentiated toll policy

The diversion impact (primarily trucks) on Weixu Expressway and Lanwei Expressway due to the combined effect of the differentiated toll policy of the Anluo Expressway and the traffic restrictions implemented on the northern Hubei section of the Beijing-Hong Kong-Macao Expressway for the reconstruction, maintenance and expansion of the relevant section has been gradually narrowing since July. Average daily traffic volume resumed year-on-year growth during the month, with toll revenue on the Weixu Expressway recorded only a slight year-on-year decline, while the Lanwei Expressway achieved year-on-year growth.

6. Substantial increase in traffic volume on Daguangnan Expressway due to exemption from tolls on a point-to-point basis for part sections

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

7. Average daily traffic volume and toll revenue on Qinglian Expressway increased year-on-year due to a lower diversion baseline of expressway network during the corresponding period of the previous year

During the corresponding period of 2024, the closure of the southbound of the Shaoyang-Huaihua section adjacent the G60 Shanghai-Kunming Expressway for construction works had caused medium and long-distance traffic diversions on Qinglian Expressway. As a result, the average daily traffic volume and toll revenue base in the corresponding period of 2024 was relatively low.

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

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

10. Please refer to pages 14-15 of the Company's 2025 Interim Report for the Group's proportionate interest in each project.

CAUTION STATEMENT

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

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

Hong Kong, 11 September 2025

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

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