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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 AUGUST 2025

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

	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
Projects	August	M-O-M Change	Y-O-Y Change	Year-to date cumulative	Aggregate YoY Change	August	M-O-M Change	Y-O-Y Change	Year-to date cumulative	Aggregate YoY Change
Subsidiaries										
GNSR Expressway	322,566	–2.5%	–1.6%	302,404	1.2%	96,280	–1.9%	–2.5%	697,206	–0.9%
Cangyu Expressway	18,698	10.0%	–7.7%	18,884	0.3%	9,418	5.4%	–3.7%	68,653	0.6%
Changzhu Expressway	81,790	9.0%	2.2%	72,677	1.6%	25,350	9.7%	3.5%	180,626	3.3%
Weixu Expressway	32,992	20.8%	4.8%	26,983	3.1%	31,405	9.7%	1.1%	222,729	–6.0%
Lanwei Expressway	40,400	15.1%	5.8%	33,160	3.2%	27,191	9.7%	2.0%	189,149	–2.4%
Pinglin Expressway*	45,843	11.9%	–6.3%	38,818	–2.3%	54,272	10.2%	–0.3%	366,416	–0.1%
Suiyuenan Expressway	34,730	1.1%	–5.7%	32,691	0.3%	69,928	0.8%	–4.0%	503,020	3.8%
Hancai Expressway	53,659	–4.9%	–4.1%	54,338	6.0%	23,876	–1.4%	31.1%	210,223	21.8%
Han'e Expressway	68,673	4.1%	10.2%	60,131	24.0%	29,031	3.9%	10.6%	221,498	38.7%
Daguangnan Expressway	35,551	13.9%	45.1%	29,446	15.7%	35,231	18.9%	12.5%	268,690	–7.5%
Associates and Joint Ventures										
Han-Xiao Expressway	38,625	10.1%	3.8%	34,997	5.8%	21,275	8.4%	0.0%	153,501	–1.0%
Humen Bridge	96,876	1.5%	–4.8%	84,709	–19.6%	86,876	1.8%	–5.4%	559,688	–21.4%
GWSR Expressway	103,078	–2.4%	–1.7%	95,099	–0.1%	48,453	–2.6%	–3.8%	340,240	–1.3%
Shantou Bay Bridge	21,646	7.6%	–1.4%	18,339	1.3%	10,775	7.4%	–1.3%	71,297	0.1%
Qinglian Expressway	61,859	4.3%	7.2%	54,343	5.2%	63,650	3.6%	7.9%	473,074	2.3%

* 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. Most of the Group's projects benefited from higher summer traffic, with average daily traffic volume and toll revenue increasing month-on-month

Since August, as the nationwide expressway network entered the summer peak travel season, most of the Group's projects recorded a further month-on-month increase in both average daily traffic volume and toll revenue.

2. Most projects in Guangdong and project in Guangxi recorded a year-on-year decline in average daily traffic volume and toll revenue due to the impact of the typhoon

In August, typhoon conditions brought heavier rainfall in Guangdong and Guangxi 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 several of the Group's projects in the Guangdong region, such as GNSR Expressway, GWSR Expressway, Shantou Bay Bridge and Humen Bridge, as well as project in the Guangxi region, such as Cangyu Expressway.

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

(1) 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;

(2) 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, such impact has been gradually narrowing;

(3) 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: Hancai Expressway, Weixu Expressway, Lanwei Expressway, Daguangnan Expressway, etc.

5. Cangyu Expressway recorded a year-on-year decline in average daily traffic volume and toll revenue due to expressway network factor

Save as stated in paragraph 2 of this announcement, it was mainly due to (i) the diversion impact of the opening of Pingcen Expressway (which competes with Cangyu Expressway); (ii) the diversion impact of the construction of the Shiyashan Tunnel on the G80 Yunwu Expressway (which connects with Cangyu Expressway) from 1 August to 12 August 2025; (iii) a reduction of far-end traffic flow as a result of the partial closure of the G80 Guangkun Expressway (which connects with Cangyu Expressway) in the Sanshui section from 13 August to 23 August 2025 for construction.

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

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 that is subject to toll collection and toll revenue resumed growth during the month.

7. Substantial year-on-year and month-on-month increase in average daily traffic volume and toll revenue of Daguangnan Expressway due to exemption from tolls on a point-to-point basis for part sections and the closure of on-ramps in competing 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 rate for short-distance passenger vehicles was low.

Due to a fire accident, the Mugang Tunnel on the Wuhan-Yangxin Expressway (which competes with Daguangnan Expressway) requires reinforcement construction. The closure of some on-ramps at the Yangxinnan hub commencing on 2 August (expected to expire in early November) diverted some vehicles to Daguangnan Expressway.

8. Average daily traffic volume and toll revenue of 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.

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

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

11. 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, 23 October 2025

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

Executive Directors:	*LIU Yan (Chairman), YAO Xiaosheng, 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*