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Chengdu Expressway Co., Ltd.
成都高速公路股份有限公司

(a joint stock company incorporated in the People's Republic of China with limited liability)

(Stock Code: 01785)

**SUPPLEMENTAL ANNOUNCEMENT IN RELATION TO
THE PRECAST CONCRETE COMPONENT PROCUREMENT CONTRACT
OF YZ BIDDING SECTION**

Reference is made to the announcement of Chengdu Expressway Co., Ltd. (the “**Company**”, together with its subsidiaries, the “**Group**”) dated 15 July 2026 (the “**Announcement**”) in relation to the entering into of a procurement contract between Chengwenqiong Expressway Company, a subsidiary of the Company, and the successful bidder for procurement of precast components of YZ bidding section. Unless the context otherwise requires, terms used in this supplemental announcement shall have the same meanings as those defined in the Announcement. The Board wishes to provide further information on the contract price as follows.

Chengwenqiong Expressway Company conducted open tender procedures for the procurement of precast concrete components of YZ bidding section through the Sichuan Provincial Public Resources Trading Center* (四川省公共資源交易中心). Given that precast concrete small box girders, precast pier columns and precast cap beams were determined by expert assessment to be non-generic materials with high precision requirements and complex construction processes, the “lowest evaluated bidding price method” was not applicable. Accordingly, in accordance with the Implementation Rules for the Management of Tendering and Bidding of Highway Construction Projects in Sichuan Province (《四川省公路工程建設項目招標投標管理實施細則》) and other relevant provisions, the “reasonable low price method” was adopted as the bid evaluation method (i.e., for bidders that have passed the qualification and compliance review, no separate scoring is conducted for their construction organisation plan, project management structure, technical capabilities and other factors; instead, scoring is based solely on the bidding price against the bid evaluation benchmark price, and bid candidates are ranked by score; and a below-cost review mechanism (see below) is also in place to prevent malicious low-price bidding), and a bid award separation mechanism was adopted (i.e., bid evaluation and bid award are separated).

Chengwenqiong Expressway Company accordingly prepared the relevant tender documents and set the tender control price (i.e., the maximum bidding price) at RMB249,168,361, and published the open tender announcement after filing with the relevant authorities. According to the open tender announcement, bidders were required to meet the following key qualification criteria: (i) having three or more similar material supply contracts with a single contract amount of not less than RMB30 million in the past five years; (ii) the above three contracts must include cumulative performance of not less than RMB20 million for precast small box girders, not less than RMB3 million for precast pier columns and not less than RMB3 million for precast cap beams; and (iii) submission of audited financial reports for the year 2024. A total of four tender documents were received for this open tender.

Chengwenqiong Expressway Company established a bid evaluation committee with five members in accordance with the requirements of relevant laws and regulations to determine the bid candidates. As the reasonable low price method and the bid award separation mechanism were adopted, the bid evaluation committee scored each bidder's bidding price solely based on the bid evaluation benchmark price, and recommended bid candidates ranked by score. The bid evaluation benchmark price was calculated using the "random weighting method" with the following formula: Bid evaluation benchmark price = $A \times K1 \times Q1 + B \times K2 \times Q2$, where A is the arithmetic mean of the bidding prices of bidders within the calculation scope (if the number of bidding prices exceeds a certain threshold, the highest and lowest bidding prices are excluded before taking the mean), B is the maximum bidding price, Q1 and Q2 are the weighting coefficients for A and B respectively ($Q1 + Q2 = 1$), and K1 and K2 are the downward adjustment coefficients for A and B respectively. The specific values of the above coefficients were determined by random draw at the bid opening site to ensure that the bid evaluation benchmark price was not subject to human intervention. The bidding price score of each bidder was then calculated based on the deviation rate of its bidding price from the bid evaluation benchmark price in accordance with the scoring formula set out in the tender documents; the lower the deviation rate, the higher the score.

To ensure the reasonableness of the bidding prices, the tender documents included a "below-cost review mechanism": when the ratio of a bidder's bidding price to the tender control price is 85% or lower, or when the ratio is 90% or lower and the ratio to the arithmetic mean of the bidding prices of all valid bidders is 95% or lower, the bid evaluation committee is required to review whether the bid is below cost.

The bid determination committee consisted of five members, who assessed the bid candidates based on the following four factors: (1) price factor: reasonableness of the bidding price; (2) enterprise capability: completed or ongoing similar precast component contracts; (3) bid proposal: resource input plan, production plan, supply plan, proposed production site and equipment, production process and plans for each category of precast components, transportation plan and information systems; and (4) product and service quality: production quality, progress, safety and environmental protection measures.

After review by the bid determination committee, Chengdu Chengtou Urban Construction was selected as the successful bidder, with the main considerations being: (1) its bidding price is the closest to the bid evaluation benchmark price among all candidates, making it the most competitive in terms of pricing; (2) it has five similar precast component supply contracts, with the total contract value far exceeding the tender requirements, and it has the largest number of performance categories among all candidates; (3) it has an established precast component production site with corresponding equipment, and its bid proposal is complete, reasonable and feasible; (4) its registered address is in Chengdu, providing advantages in transportation costs and timeliness for future supply; and (5) its production quality, progress, safety and environmental protection measures are comprehensive and feasible.

The contract price of RMB234,218,772 (inclusive of tax) was determined based on the bidding price submitted by Chengdu Chengtou Urban Construction in the above open tender process, and is consistent with its bidding price.

Given that this tender was conducted openly through the Sichuan Provincial Public Resources Trading Center* (四川省公共資源交易中心) in strict compliance with PRC tendering and bidding laws and regulations and relevant Sichuan provincial administrative requirements, and the tender process was lawful, compliant, open and transparent; the bid evaluation committee conducted reviews in accordance with the established bid evaluation method and cost reasonableness threshold, ensuring that the winning bid price was within a reasonable range (the ratio of Chengdu Chengtou Urban Construction's bidding price to the tender control price was approximately 94%, which did not trigger the below-cost review threshold); and the bid determination committee, after comprehensive assessment, unanimously recommended Chengdu Chengtou Urban Construction as the successful bidder, which possesses sufficient similar project performance, production capacity and local supply advantages, and its bid proposal and service quality assurance measures all meet the project requirements, the Board (including the independent non-executive Directors) considers that the contract price is fair and reasonable, and the Precast Concrete Component Procurement Contract of YZ Bidding Section was entered into on normal commercial terms, in the interests of the Company and the Shareholders as a whole.

Save for the supplementary information disclosed above, all other contents of the Announcement remain unchanged.

On behalf of the Board
Chengdu Expressway Co., Ltd.
Ding Dapan
Chairman

Chengdu, the PRC, 4 August 2026

As at the date of this announcement, the Board of the Company comprises Mr. Ding Dapan and Mr. Pan Xin as executive Directors; Ms. Wu Haiyan and Mr. Jiang Xinliang as non-executive Directors; and Mr. Leung Chi Hang Benson, Mr. Qian Yongjiu and Mr. Wang Peng as independent non-executive Directors.

* *For identification purpose only*