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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 2024

The unaudited operating information of the Group for July 2024 is set out below:

Projects	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
	June	M-O-M Change	Y-O-Y Change	Year-to date cumulative	Aggregate YoY Change	June	M-O-M Change	Y-O-Y Change	Year-to date cumulative	Aggregate YoY Change
<b>Subsidiaries</b>										
GNSR Expressway	329,660	4.8%	1.2%	294,728	0.7%	97,056	7.1%	-7.8%	607,361	-7.4%
Jinxiong Expressway	49,021	7.3%	22.7%	38,211	6.1%	8,656	-0.7%	11.6%	48,654	-3.0%
Cangyu Expressway	17,370	21.5%	-6.2%	18,620	-5.3%	8,700	17.8%	-7.4%	58,815	-2.0%
Changzhu Expressway	77,263	4.4%	0.5%	70,269	-1.2%	24,238	5.9%	0.4%	149,448	-0.3%
Weixu Expressway	26,013	5.1%	-8.6%	25,387	-6.5%	29,136	2.2%	-13.6%	205,485	-9.1%
Lanwei Expressway	32,979	1.4%	-9.9%	31,254	-6.8%	23,384	0.4%	-17.3%	166,515	-10.2%
Suiyuanan Expressway	35,383	13.7%	-3.8%	31,971	-8.4%	67,359	14.0%	6.7%	414,629	-2.4%
Hancai Expressway	54,990	0.6%	-17.5%	50,590	-17.4%	23,208	5.4%	-8.3%	148,665	-10.9%
Han'e Expressway	62,583	-1.0%	53.9%	46,487	32.0%	29,517	1.5%	81.6%	130,694	39.7%
Daguangnan Expressway	22,613	2.7%	-22.5%	25,577	-15.7%	33,413	8.4%	-15.4%	255,379	-8.7%
<b>Associates and Joint Ventures</b>										
Han-Xiao Expressway	34,418	0.8%	-0.4%	32,494	-2.9%	19,874	1.8%	-8.5%	133,790	-7.0%
Humen Bridge	97,954	-15.2%	-18.1%	105,873	3.6%	81,955	-14.6%	-24.1%	624,792	2.6%
GWSR Expressway	105,765	5.3%	-5.0%	93,760	2.7%	48,382	8.6%	-0.1%	296,332	3.3%
Shantou Bay Bridge	20,546	7.1%	-1.8%	17,540	-3.3%	10,138	10.6%	-2.9%	60,437	-4.8%
Qinglian Expressway	55,574	14.8%	-5.1%	50,773	-4.3%	61,906	26.1%	-6.8%	398,969	-5.4%

## **BRIEF DESCRIPTION:**

1. Since entering the summer peak in July 2024, the toll traffic volume and toll revenue of most of the Group's projects increased on a month-on-month basis. However, due to the optimisation of COVID-19 prevention and control measures and the recovery and growth of the macro-economy, the willingness of the public to travel had been stronger in 2023, which led to a higher base for the same period last summer peak, the toll traffic volume and toll revenue of most of the Group's projects thus decreased on a year-on-year basis.
2. The commencement of operation of Conghua-Huangpu Expressway (which connects with GNSR Expressway) on 28 October 2023 caused a diversion impact on GNSR Expressway. 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 Han'e Expressway and Daguangnan Expressway. The closure of the Wuhuang Expressway, during the construction period from 10 May 2024, diverted some toll traffic volume to Han'e Expressway and caused a far-end diversion impact on Daguangnan Expressway at the same time. The commencement of operation of Shenzhen-Zhongshan Link (which competes with Humen Bridge) accomplished on 30 June 2024. The Group will closely monitor the subsequent progress related to the abovementioned matters.
3. GNSR Expressway: The toll traffic volume of the month recorded a slight year-on-year increase, while the toll revenue recorded a year-on-year decrease. This was mainly due to the commencement of operation of Conghua-Huangpu Expressway (which connects with GNSR Expressway) on 28 October 2023, which had the main impact of shortening the driving path of some vehicles on this project.
4. Jinxiong Expressway: The toll traffic volume of the month recorded a month-on-month increase, while the toll revenue recorded a month-on-month decrease. The month-on-month increase in toll traffic volume was mainly due to higher toll traffic volume of passenger vehicles during summer peak in July as compared to June, while the month-on-month decrease in the toll revenue was mainly due to a compensation of approximately RMB957,900 for out-of-station mileage, which was included in the toll revenue of June. The toll traffic volume and the toll revenue of the month recorded a year-on-year increase. This was mainly due to the construction on the 104 National Highway nearby in May 2024, leading to a significant number of short-distance vehicles diverting to Jinxiong Expressway.
5. Weixu Expressway and Lanwei Expressway: The toll traffic volume and the toll revenue of the month recorded a year-on-year decrease. This was mainly due to higher revenue base of same period of last year. The higher year-on-year decrease in the toll revenue compared with that in the toll traffic volume was mainly due to the relatively high base of the toll traffic volume of trucks during the same period last year, while the travel frequency of trucks decreased in July 2024, which are subject to higher toll rates than passenger vehicles. Thus, the toll revenue recorded a significant year-on-year decrease.

6. Suiyuenan Expressway: The toll traffic volume of the month recorded a year-on-year decrease. This was mainly due to the higher increase in toll traffic volume of passenger vehicles during last summer peak and the smaller increase in toll traffic volume of passenger vehicles of this year as compared to last year. The toll revenue of the month recorded a year-on-year increase. This was due to the construction on the nearby 351 National Highway starting on 17 May 2024, redirecting some trucks to Suiyuenan Expressway, resulting in a year-on-year increase in the toll traffic volume of trucks, while the truck toll rates are higher than those for passenger vehicles.
7. Hancui Expressway: The toll traffic volume and the toll revenue of the month recorded a year-on-year decrease. This was mainly due to the positive impact of the closure during the construction period of the Changfeng Bridge in the same period last year, resulting in a relatively high base.
8. Han'e Expressway: The toll traffic volume and the toll revenue of the month recorded a year-on-year increase. This was mainly due to the closure of Wuhuang Expressway (which competes with Han'e Expressway) during the construction period from 10 May 2024, diverting some toll traffic volume to Han'e Expressway; the year-on-year increase in toll revenue exceeds the year-on-year increase in toll traffic volume of the month, mainly due to vehicles diverted from Wuhuang Expressway (which competes with Han'e Expressway) to Han'e Expressway are primarily trucks, which are subject to higher toll rates than passenger vehicles.
9. Daguangnan Expressway: The toll traffic volume and the toll revenue of the month recorded a year-on-year decrease. This was mainly due to the closure of Wuhuang Expressway for construction and the diversion impact of the commencement of operation of Wuhan-Yangxin Expressway as mentioned in paragraph 2 in this announcement, together with the impact of higher base last year as mentioned in paragraph 1 in this announcement. The year-on-year decrease in the toll revenue was smaller than the year-on-year decrease in the toll traffic volume. This was mainly due to the higher increase in toll traffic volume of passenger vehicles during last summer peak and the smaller increase in toll traffic volume of passenger vehicles during this year as compared to last year, which are subject to lower toll rates than trucks.
10. Han-Xiao Expressway: The toll traffic volume and the toll revenue of the month recorded a year-on-year decrease. This was mainly due to: firstly, the volume of water inflow from the upper reaches of the Yangtze River and the precipitation being higher than the historical level for the same period, and coupled with the transit of Typhoon Gaemi, which led to the alternation of high temperatures and torrential rainfall weathers in Hubei Province and adversely affected the travelling of passenger vehicles and trucks in summer peak; secondly, the reconstruction, maintenance and expansion of part of the pavement of the Beijing-Hong Kong-Macao Expressway, which is adjacent to the project, resulting in a decrease in the toll traffic volume of trucks ever diverted to the Han-Xiao Expressway. The falling rate of the year-on-year decrease in the toll revenue was higher than that in the toll traffic volume, which was mainly attributable to the decrease in the toll traffic volume of trucks as a result of the impact of above reconstruction, maintenance and expansion, which are subject to higher toll rates than passenger vehicles.

11. Humen Bridge: The toll traffic volume and the toll revenue of the month recorded a month-on-month and a year-on-year decrease. This was mainly due to Shenzhen-Zhongshan Link, which competes with the project, opened to traffic from 30 June 2024, resulting a diversion impact on the Humen Bridge.
12. The toll revenue referred to in this announcement includes value-added tax, and is rounded to the nearest thousand (RMB'000).
13. The toll traffic volume mentioned in this announcement refers to the average daily toll traffic volume.
14. Please refer to pages 14-15 of the Company's 2024 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, 15 September 2024

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

*Executive Directors:* *LIU Yan (Chairman), HE Baiqing, 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*