珠江船務企業(股份)有限公司
Chu Kong Shipping Enterprises (Group) Co., Ltd.
（Incorporate in Hong Kong with limited liability）
(Stock Code：00560)

ANNOUNCEMENT OF 2024 ANNUAL RESULTS

CHAIRMAN’S STATEMENT

On behalf of the Board of Directors of the Company (the “**Board**”), I hereby present the annual results of Chu Kong Shipping Enterprises (Group) Company Limited (the “**Company**”) and its subsidiaries (the “**Group**”) for the year ended 31 December 2024 to the shareholders of the Company (the “**Shareholders**”). The Group recorded a consolidated revenue of HK$2,716,471,000 (2023: HK$2,553,835,000), representing an increase of 6.4% as compared with last year, profit attributable to the Shareholders amounted to HK$117,027,000 (2023: HK$114,069,000), representing an increase of 2.6% as compared with last year.

REVIEW

In 2024, the Group has strived to seize the opportunities arising from the synergistic development of the Greater Bay Area, continued to cultivate the core business areas, committed to creating greater value for the investors. In the freight transportation logistics sector, the Group has actively promote business transformation and upgrading by extending its industrial chain and exploring market opportunities. Gradually, it will develop a modern logistics service system covering terminal logistics, warehousing logistics, integrated logistics, cross-border e-commerce and air freight logistics, thereby continuously enhancing its market competitiveness. In the passenger transportation industry, benefiting from the recovery of the regional economy and the rebound in the demand for cross-border travel, the Group has optimised its route layout, innovated its service model and enhanced its operational efficiency, which have not only strengthened the transportation interconnectivity within the Greater Bay Area but also catalysed a recovery in the waterway passenger transportation. Regarding green innovation, the Group has introduced 10 liquefied natural gas (“**LNG**”) multipurpose vessels, contributing to the advancement of Hong Kong's sustainable energy initiatives. In addition to deepening its presence in the Hong Kong market, the Group has been actively fostering diversified profit growth opportunities through innovative business models, integration of advantageous resources and other strategic initiatives, thereby injecting new driving force into the Group's sustainable development.

Promoting innovation and transformation of logistics business to facilitate a high-quality development of the Group. In 2024, the Group consistently advanced the construction of key projects, achieving notable progress across its core business areas, demonstrating good development momentum. Grasping the opportunities from Hong Kong's infrastructure development, the Group successfully undertook a large-scale material supply logistics and transportation project at the Hong Kong International Airport, as well as a local steel logistics project, and integrated internal resources to cultivate the engineering logistics market in the Greater Bay Area, contributing to the steady enhancement of its engineering logistics business. Meanwhile, through innovative marketing mechanisms and the establishment of a high-quality professional freight cargo team, the Group significantly improved the gross profit of the freight cargo logistics business, further strengthening its market competitiveness. By fully leveraging the resource advantages of Tuen Mun Godown Wharf resources in Hong Kong, the Group launched a joint operation for the loading and unloading of new energy vehicles, and expanded to undertake a wide range of entire transportation projects for the export of various branded new energy vehicle parts, further enhancing the synergies across its business segments. In addition, the Group successfully secured the tender for the China-Laos railway transportation project and completed the cross-border railway transportation support tasks with exceptional quality. With significant breakthroughs and industrial chains extension and expansion, the Group's overall logistics business has gained strong momentum, driving its future development.

Integrating passenger transportation resources and optimising platform efficiency. The Group continuously improved the layout of cross-border routes, resumed and optimised the routes of Hong Kong airport and urban areas, and successfully launched the new Zhongshan passenger terminal. Meanwhile, the Group continued to innovate marketing and promotion strategies by exploring the "Passenger Transportation+" sales model to enhance service quality and brand recognition effectively. Moreover, the Group continued its integration into the Hong Kong International Airport ecosystem by successfully renewing multiple customer services operation projects at Hong Kong International Airport, further consolidating its leading position in the Hong Kong International Airport service sector. The Group continued to enhance local ferry business in Hong Kong by introducing six new ferries throughout the year, delivering an improved travel experience and better services quality for passengers. Besides, waterway passenger transportation resources were effectively integrated, further demonstrating the efficiency and benefits of the Group's unified platform management.

Enhancing synergies and deepening market presence in Hong Kong. In the oil bunkering sector, the business successfully transitioned to high-value-added lubricants, becoming the largest marine lubricant supply chain service provider in Hong Kong and further reinforcing its industry leadership. The water cultural tourism business leveraged differentiated operations on routes such as the "Oriental Pearl" to effectively cater to diverse consumer segments and enhance market competitiveness. In the meantime, the Group collaborated with airline companies in Hong Kong to launch the first-ever live-streaming event aboard "Victory Harbour Cruise", pioneering an innovative marketing model. Throughout the year, synergies among business segments were significantly enhanced, underscoring the Group's strategic advantages and laying a solid foundation for sustained growth in the Hong Kong market.

While efficiently promoting several key projects, the Group has maintained close alignment with the strategic direction of large-scale development, leveraging the unique advantages of "Attribute of Hong Kong's Terminal Navigation Industry and Attribute of Hong Kong and Macao Area". By proactively addressing different challenges, the Group has seized national and regional strategic opportunities. Through reform and innovation, the Group has driven transformation and upgrading, advanced key projects to build development momentum, enhanced operational efficiency by resource integration, and fueled the breakthrough in its core terminal navigation business using technological innovation. Committed to achieving a balance among environmental, social, and economic benefits, the Group continued to make steady progress toward high-quality corporate development. In recognition of the Group's outstanding Environmental, Social, and Governance ("**ESG**") management this year, it was honored with the "Best ESG Practice Award" at the Hong Kong International ESG Annual Awards Ceremony, further highlighting its leadership in sustainable development and corporate social responsibility.

OUTLOOK

In 2025, the Group will maintain strategic resilience in response to market dynamics, aligning closely with national strategic priorities and regional development opportunities. Guided by the targets of "seeking progress while ensuring stability, expanding scale, driving innovation, and pursuing global expansion", the Group will fully leverage the unique advantages of Hong Kong and Macao, strengthen its core business in Hong Kong, and accelerate its strategic expansion along the "Belt and Road" initiative. By deepening the "industry + investment" dual-core strategy, enhancing regional synergies, and optimising global resource allocation, the Group aims to establish a new development model that emphasising quality and efficiency as well as promoting scale and value, driving the Group toward new heights of success.

Building a specialised logistics platform for core business development. By integrating resources, the Group will establish a dedicated business division to actively expand entire transportation and comprehensive logistic supply chain services. Leveraging the existing warehouses as strategic hubs, the Group aims to develop a logistics network within industrial parks across the Greater Bay Area. The Group's strategy will focus on strengthening warehousing and logistics by constructing an integrated platform consolidated with specialised logistics parks and centers. Through the innovation of the "unification of warehouse and terminal" model, the Group will enhance synergies across the upstream and downstream industrial chains. In addition, we will seize the infrastructure development opportunities in the Greater Bay Area, actively engage in cross-border engineering logistics projects, and delve into the potential of engineering logistic market. By establishing a regional terminal-centered domestic trading logistics network, the Group will further enhance its market competitiveness and regional influence.

Expanding global presence along the "Belt and Road" initiative. The Group is committed to accelerating its strategic expansion in Southeast Asia and the Middle East, focusing on strengthening investment, mergers and acquisitions while enhancing overseas logistics infrastructure. By developing overseas warehouses and logistics support systems along the "Belt and Road" initiative, the Group will seize international investment opportunities, deepen overseas business development, and intensify the progress of internationalisation. Steadily expanding overseas strategic growth points, the Group aims to enhance regional competitiveness along the "Belt and Road" initiative.

Coordinating terminal resources for greater efficiency and synergies. To strengthen the terminal navigation operations, the Group will expand its presence in the Pearl River Delta and northern Guangdong, further enhancing its core shipping and terminal navigation activities. The Group will leverage the strategic integration of inland river terminal and shipping resources within Guangdong Province, and adopt diverse approaches including diversified modern management methods and innovative business model. These efforts will improve resource efficiency, enhance coordination between ports, and reinforce control over core assets, ultimately increasing market competitiveness and operational synergies.

Optimising the integration of cross-border passenger transportation for nurturing a new business model. The Group will refine its cross-border passenger transportation network, prioritising key routes such as the Pazhou Airport Line and Nansha City Line, while ensuring a smooth transition of Zhongshan passenger terminal operations following its relocation. Efforts will be made to optimise the route efficiency, integrate seamlessly into the airport logistics ecosystem, and expand transportation services to Southeast Asian islands. By fostering new strategic business models in international passenger transport, the Group aims to drive strategic breakthroughs and unlock new opportunities for long-term growth.

APPRECIATION

On behalf of the Board, I would like to take this opportunity to express my heartfelt thanks to all of our investors and partners who have shown tremendous support to the Group, as well as to our management and staff who have worked hard to strive toward better results for the Group. We will "**strengthen confidence in development and strategically plan the layout**", strive to create value for Shareholders, and make further contributions to the prosperity of the Greater Bay Area economy.

Liu Guanghui
Chairman

Hong Kong, 25 March 2025

ANNUAL RESULTS

The Board is pleased to announce the consolidated results of the Group for the year ended 31 December 2024, together with the comparative figures for the corresponding period in 2023 as follows:

CONSOLIDATED STATEMENT OF PROFIT OR LOSS
FOR THE YEAR ENDED 31 DECEMBER 2024

	Note	**2024** *HK$'000*	2023 *HK$'000*
Revenue	*4*	**2,716,471**	2,553,835
Cost of sales/services rendered		**(2,501,218)**	(2,268,367)
Gross profit		**215,253**	285,468
Other income		**199,633**	158,958
Other (losses)/gains, net	*8*	**(3,062)**	1,699
General and administrative expenses		**(298,326)**	(316,013)
Operating profit		**113,498**	130,112
Finance income		**15,117**	15,726
Finance cost		**(19,122)**	(23,251)
Share of profits less losses of :			
- Joint ventures		**12,178**	11,586
- Associates		**25,137**	20,283
Profit before income tax	*7*	**146,808**	154,456
Income tax expense	*9*	**(21,128)**	(31,825)
Profit for the year		**125,680**	122,631
Attributable to:			
Equity holders of the Company		**117,027**	114,069
Non-controlling interests		**8,653**	8,562
		125,680	122,631
Earnings per share (HK cents)	*11*		
Basic and diluted		**10.44**	10.17

CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
FOR THE YEAR ENDED 31 DECEMBER 2024

	2024	2023
	HK$'000	*HK$'000*
Profit for the year	**125,680**	122,631
Other comprehensive income for the year:		
Item that will not be reclassified to profit or loss		
Unlisted equity security at fair value through other comprehensive income – changes in fair value, net of HK$nil tax effect	**1,136**	-
Items that have been reclassified or may be reclassified subsequently to profit or loss		
Currency translation differences, net of HK$nil tax effect:		
- Subsidiaries	**(50,626)**	(33,205)
- Joint ventures and associates	**(7,299)**	(4,984)
Other comprehensive income for the year	**(56,789)**	(38,189)
Total comprehensive income for the year	**68,891**	84,442
Attributable to:		
Equity holders of the Company	**66,412**	87,039
Non-controlling interests	**2,479**	(2,597)
	68,891	84,442

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

AS AT 31 DECEMBER 2024

	Note	**2024**	2023
		HK$'000	*HK$'000*
ASSETS			
Non-current assets			
Property, plant and equipment		**2,901,884**	1,983,891
Investment properties		**17,187**	44,510
Land use rights		**391,649**	325,374
Intangible assets		**242,677**	232,296
Investments in joint ventures		**294,307**	302,488
Investments in associates		**125,876**	122,468
Deferred income tax assets		**1,306**	1,306
Other non-current assets		**64,284**	16,851
		4,039,170	3,029,184
Current assets			
Inventories and spare parts		**20,400**	21,225
Trade and other receivables	*5*	**600,128**	457,099
Bank deposits and cash and cash equivalents		**845,459**	1,038,838
		1,465,987	1,517,162
Total assets		**5,505,157**	4,546,346
EQUITY			
Share capital		**1,415,118**	1,415,118
Reserves		**1,755,717**	1,771,788
		3,170,835	3,186,906
Non-controlling interests		**428,856**	311,136
Total equity		**3,599,691**	3,498,042

CONSOLIDATED STATEMENT OF FINANCIAL POSITION *(Continued)*
AS AT 31 DECEMBER 2024

	Note	**2024**	2023
		HK$'000	*HK$'000*
LIABILITIES			
Non-current liabilities			
Deferred income tax liabilities		**84,360**	91,295
Deferred income		**697,782**	-
Lease liabilities		**38,556**	50,487
Long term borrowings		**100,920**	118,125
Other payables		**16,675**	10,174
		938,293	270,081
Current liabilities			
Trade payables, accruals and other payables	*6*	**509,599**	486,937
Amounts due to the non-controlling interests		**200,187**	40,360
Income tax payables		**16,223**	15,064
Lease liabilities		**23,757**	18,460
Short-term borrowings		**200,000**	200,000
Current portion of long-term borrowings		**17,407**	17,402
		967,173	778,223
Total liabilities		**1,905,466**	1,048,304
Total equity and liabilities		**5,505,157**	4,546,346
Net current assets		**498,814**	738,939
Total assets less current liabilities		**4,537,984**	3,768,123

NOTES:

1. Statement of compliance

The financial information relating to the years ended 31 December 2024 and 2023 included in this preliminary announcement of annual results does not constitute the Company's statutory annual consolidated financial statements for those years but is derived from those financial statements. Further information relating to these statutory financial statements required to be disclosed in accordance with section 436 of the Hong Kong Companies Ordinance (Cap. 622) is as follows:

The Company has delivered the financial statements for the year ended 31 December 2023 to the Registrar of Companies as required by section 662(3) of, and part 3 of Schedule 6 to, the Hong Kong Companies Ordinance (Cap. 622) and will deliver the financial statements for the year ended 31 December 2024 in due course.

The Company's auditor has reported on the financial statements of the Group for both years. The auditor's reports were unqualified; did not include a reference to any matters to which the auditor drew attention by the way of emphasis without qualifying its reports; and did not contain a statement under sections 406(2), 407(2) or (3) of the Hong Kong Companies Ordinance (Cap. 622).

The figures in respect of the Group's consolidated statement of financial position, consolidated statement of profit or loss, consolidated statement of profit or loss and other comprehensive income, and the related notes thereto for the year ended 31 December 2024 as set out in the preliminary announcement have been compared by the Group's auditor, KPMG, Certified Public Accountants, to the amounts set out in the Group's consolidated financial statements for the year and the amounts were found to be in agreement. The work performed by KPMG in this respect did not constitute an assurance engagement in accordance with Hong Kong Standards on Auditing, Hong Kong Standards on Review Engagements or Hong Kong Standards on Assurance Engagements issued by the Hong Kong Institute of Certified Public Accountants (the "**HKICPA**") and consequently no assurance has been expressed by KPMG on the preliminary announcement.

2. Basis of preparation

The consolidated financial statements of the Group have been prepared in accordance with all applicable Hong Kong Financial Reporting Standards ("**HKFRSs**"), which collective term includes all applicable individual Hong Kong Financial Reporting Standards, Hong Kong Accounting Standards ("**HKASs**") and Interpretations issued by the HKICPA and the requirements of the Hong Kong Companies Ordinance. These financial statements also comply with the applicable disclosure provisions of the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited (the "**Listing Rules**").

3. Material accounting policies

(i) Changes in accounting policies

The HKICPA has issued the following amendments to HKFRSs that are first effective for the current account period of the Group:

- Amendments to HKAS 1, *Presentation of financial statements* – *Classification of liabilities as current or non-current* and amendments to HKAS 1, *Presentation of financial statements – Non-current liabilities with covenants*

- Amendments to HKFRS 16, *Leases: Lease liability in a sale and leaseback*

- Amendments to HKAS 7, *Statement of cash flows* and HKFRS 7, *Financial instruments: Disclosures – Supplier finance arrangements*

None of these development have had a material effect on how the Group's result and financial position for the current or prior periods have been prepared or presented. The Group has not applied any new standard or interpretation that is not yet effective for the current accounting period.

3. **Material accounting policies** *(Continued)*

(ii) Possible impact of amendments, new standards and interpretations issued but not yet effective for the year ended 31 December 2024

Up to the date of issue of these financial statements, the HKICPA has issued a number of new and amended standards, which are not yet effective for the year ended 31 December 2024 and which have not been adopted in these financial statements. These developments include the following which may be relevant to the Group.

	Effective for accounting periods beginning on or after
Amendments to HKAS 21, *The effects of changes in foreign exchange rates: Lack of exchangeability*	1 January 2025
Amendments to HKFRS 9, *Financial instruments* and HKFRS 7, *Financial instruments: disclosures – Amendments to the classification and measurement of financial instruments*	1 January 2026
Annual improvements to HKFRS Accounting Standards – Volume 11	1 January 2026
HKFRS 18, *Presentation and disclosure in financial statements*	1 January 2027

The Group is in the process of making an assessment of what the impact of these developments is expected to be in the period of initial application. So far it has concluded that the adoption of them is unlikely to have a significant impact on the consolidated financial statements.

4. Revenue and segment information

Revenue consists of revenues from cargo transportation, cargo handling and storage, passenger transportation, fuel supply, and corporate and other businesses.

	2024	2023
	HK$'000	HK$'000
Revenue from contracts with customers within the scope of HKFRS 15		
Cargo transportation	**1,606,094**	1,424,817
Cargo handling and storage	**357,810**	411,306
Passenger transportation	**347,976**	341,668
Fuel supply	**382,747**	351,464
Corporate and other businesses	**21,844**	24,580
	2,716,471	2,553,835

The chief operating decision-maker has been identified as the executive directors of the Company, who reviews the Group's internal reporting in order to assess performance and allocate resources. Management has determined the operating segments based on these reports.

The executive directors of the Company consider the business from service perspectives and assess the performance of the Group and its joint ventures and associates which are organised into five main businesses:

(i) Cargo transportation – Shipping agency, river trade cargo direct shipment and transhipment and container handling and trucking

(ii) Cargo handling and storage – Wharf cargo and container handling, cargo consolidation and godown storage

(iii) Passenger transportation – Passenger transportation agency services, travel agency operation and passenger carrier service and provision of ferry services and charter hire of vessels services

(iv) Fuel supply – Oil trading and marine bunkering service

(v) Corporate and other businesses – Investment holding and other businesses

The executive directors of the Company assess the performance of the operating segments based on their segment profit before income tax expense, which is measured in a manner consistent with that in the consolidated financial statements.

Sales between segments are carried out on terms equivalent to those that prevail with third parties. The revenue from external parties reported to the executive directors of the Company is measured in a manner consistent with that in the consolidated statement of profit or loss.

4. **Revenue and segment information** *(Continued)*

	Cargo Transportation	Cargo handling and storage	Passenger transportation	Fuel supply	Corporate and other businesses	Total
	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000
Year ended 31 December 2024						
Total revenue	**1,696,152**	**527,474**	**347,976**	**513,071**	**81,601**	**3,166,274**
Inter-segment revenue	**(90,058)**	**(169,664)**	**-**	**(130,324)**	**(59,757)**	**(449,803)**
Revenue (from external customers)	**1,606,094**	**357,810**	**347,976**	**382,747**	**21,844**	**2,716,471**
Timing of revenue recognition						
At a point in time	**-**	**-**	**283,620**	**382,747**	**1,971**	**668,338**
Over time	**1,606,094**	**357,810**	**64,356**	**-**	**19,873**	**2,048,133**
	1,606,094	**357,810**	**347,976**	**382,747**	**21,844**	**2,716,471**
Segment profit before income tax expense	**23,097**	**65,864**	**26,116**	**9,476**	**22,255**	**146,808**
Income tax expense	**(2,764)**	**(18,638)**	**(1,970)**	**(960)**	**3,204**	**(21,128)**
Segment profit after income tax expense	**20,333**	**47,226**	**24,146**	**8,516**	**25,459**	**125,680**
Segment profit before income tax expense includes:						
Finance income	**855**	**5,267**	**2,136**	**11**	**6,848**	**15,117**
Finance cost	**(1,033)**	**(6,017)**	**(1,777)**	**(11)**	**(10,284)**	**(19,122)**
Depreciation and amortisation	**(8,192)**	**(109,594)**	**(43,077)**	**(2,864)**	**(2,935)**	**(166,662)**
Share of profits less losses of:						
Joint ventures	**3,920**	**7,905**	**353**	**-**	**-**	**12,178**
Associates	**-**	**4,122**	**21,015**	**-**	**-**	**25,137**
Impairment loss on investment in an associate	**-**	**-**	**(3,000)**	**-**	**-**	**(3,000)**
Impairment loss on property, plant and equipment	**-**	**(4,000)**	**-**	**-**	**-**	**(4,000)**

4. Revenue and segment information *(Continued)*

	Cargo Transportation	Cargo handling and storage	Passenger transportation	Fuel supply	Corporate and other businesses	Total
	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000	HK$'000
Year ended 31 December 2023						
Total revenue	1,501,020	598,222	341,668	494,761	75,073	3,010,744
Inter-segment revenue	(76,203)	(186,916)	-	(143,297)	(50,493)	(456,909)
Revenue (from external customers)	1,424,817	411,306	341,668	351,464	24,580	2,553,835
Timing of revenue recognition						
At a point in time	-	-	252,920	351,464	127	604,511
Over time	1,424,817	411,306	88,748	-	24,453	1,949,324
	1,424,817	411,306	341,668	351,464	24,580	2,553,835
Segment profit before income tax expense	11,922	73,316	51,060	7,732	10,426	154,456
Income tax expense	(1,354)	(23,008)	(1,065)	(151)	(6,247)	(31,825)
Segment profit after income tax expense	10,568	50,308	49,995	7,581	4,179	122,631
Segment profit before income tax expense includes:						
Finance income	286	4,265	1,469	7	9,699	15,726
Finance cost	(373)	(15,578)	(4,212)	(12)	(3,076)	(23,251)
Depreciation and amortisation	(11,540)	(110,444)	(32,587)	(2,427)	(3,405)	(160,403)
Share of profits less losses of:						
Joint ventures	1,869	5,035	4,682	-	-	11,586
Associates	-	4,471	15,812	-	-	20,283

4. Revenue and segment information *(Continued)*

	Cargo Transportation HK$'000	Cargo handling and storage HK$'000	Passenger transportation HK$'000	Fuel supply HK$'000	Corporate and other businesses HK$'000	Inter segment elimination HK$'000	Total HK$'000
As at 31 December 2024							
Total segment assets	**705,575**	**3,002,783**	**1,629,625**	**180,664**	**1,633,560**	**(1,647,050)**	**5,505,157**
Total segment assets include:							
Joint ventures	**48,617**	**102,012**	**143,678**	**-**	**-**	**-**	**294,307**
Associates	**-**	**42,583**	**83,293**	**-**	**-**	**-**	**125,876**
Additions to non-current assets (excluding deferred income tax assets)	**5,555**	**395,710**	**724,054**	**11,817**	**4,540**	**-**	**1,141,676**
Total segment liabilities	**(493,384)**	**(1,036,053)**	**(948,137)**	**(61,589)**	**(1,013,353)**	**1,647,050**	**(1,905,466)**

4. Revenue and segment information *(Continued)*

	Cargo Transportation HK$'000	Cargo handling and storage HK$'000	Passenger transportation HK$'000	Fuel supply HK$'000	Corporate and other businesses HK$'000	Inter segment elimination HK$'000	Total HK$'000
As at 31 December 2023							
Total segment assets	666,131	2,587,393	883,041	174,860	1,865,736	(1,630,815)	4,546,346
Total segment assets include:							
Joint ventures	45,187	111,259	146,042	-	-	-	302,488
Associates	-	48,880	73,588	-	-	-	122,468
Additions to non-current assets (excluding deferred income tax assets)	12,154	50,451	2,561	11,306	536	-	77,008
Total segment liabilities	(514,858)	(692,405)	(273,896)	(88,646)	(1,109,241)	1,630,742	(1,048,304)

4. **Revenue and segment information** *(Continued)*

The Group's revenue is substantially derived from operations carried out in Mainland China and Hong Kong and customers are located in Mainland China and Hong Kong. Geographical segment information is not presented as the directors of Company consider that the nature of the provision of cargo and passenger transportation services, which are carried out in Mainland China and Hong Kong, preclude a meaningful allocation of operating profit to specific geographical segments.

The analysis of the Group's non-current assets by geographical location is as follows:

	2024	2023
	HK$'000	HK$'000
Non-current assets excluding investments in joint ventures and associates, other financial asset and deferred income tax assets		
Hong Kong	**2,063,143**	1,390,619
Mainland China	**1,490,254**	1,195,452
	3,553,397	2,586,071
Joint ventures and associates		
Hong Kong	**66,506**	57,099
Singapore	**25,598**	22,874
Mainland China	**325,308**	342,854
Macao	**2,771**	2,129
	420,183	424,956
Other non-current assets	**64,284**	16,851
Deferred income tax assets	**1,306**	1,306
	4,039,170	3,029,184

5. Trade and other receivables

The normal credit periods granted by the Group to customers on open account range from seven days to three months from the date of invoice. The ageing analysis of trade receivables by invoice date is as follows:

	2024	2023
	HK$'000	HK$'000
Within 3 months	**250,939**	244,638
4 to 6 months	**39,925**	25,018
7 to 12 months	**23,130**	2,104
Over 12 months	**53,098**	28,515
	367,092	300,275
Less: loss allowance recognised	**(10,516)**	(8,434)
	356,576	291,841

6. Trade payables, accruals and other payables

The ageing analysis of trade payables by invoice date is as follows:

	2024	2023
	HK$'000	HK$'000
Within 3 months	**226,052**	258,911
4 to 6 months	**8,116**	20,979
7 to 12 months	**1,633**	8,361
Over 12 months	**5,145**	2,710
	240,946	290,961

7. Profit before tax

Profit before tax is arrived at after charging:

	2024	2023
	HK$'000	HK$'000
Amortisation of land use rights	**10,660**	10,913
Depreciation of property, plant and equipment	**152,791**	146,517
Depreciation of investment properties	**1,153**	1,179
Amortisation of intangible assets	**2,058**	1,794
Lease payments for short-term leases		
- vessels and barges	**135,346**	134,455
- buildings	**9,932**	9,748
Staff costs (including directors' emoluments)	**569,656**	584,655

8. Other (losses)/gains, net

	2024	2023
	HK$'000	HK$'000
Exchange losses, net	**(754)**	(1,118)
Gain on disposals of property, plant and equipment	**3,029**	1,011
Gain on disposal of interest in joint ventures	**6,042**	2,227
Provision for impairment of trade receivables, net	**(3,570)**	(380)
Provision for impairment of other receivables	**(809)**	(41)
Impairment loss on investment in an associate	**(3,000)**	-
Impairment loss on property, plant and equipment	**(4,000)**	-
	(3,062)	1,699

9. Income tax expense

Hong Kong profits tax has been provided at the rate of 16.5% (2023: 16.5%) on the estimated assessable profit for the year. The People's Republic of China ("**PRC**") corporate income tax has been calculated on the estimated assessable profit for the year at the income tax rate of the PRC entities of 25% (2023: 25%). Macao profits tax has been provided at the rate of 12% (2023: 12%) on the estimated assessable profit of the Macao entities for the year.

	2024	2023
	HK$'000	HK$'000
Current income tax		
- Hong Kong profits tax	**7,918**	8,348
- PRC corporate income tax	**17,031**	16,998
- Macao profits tax	**1,530**	-
- (Over)/under provision in prior years	**(207)**	1,550
Deferred income tax expense	**(5,144)**	4,929
	21,128	31,825

10. Dividends

(a) Dividends payable to equity shareholders of the Company attributable to the year

	2024	2023
	HK$'000	HK$'000
Interim dividend declared and paid of HK2 cents (2023: HKnil cent) per ordinary share	**22,423**	-
Final dividend proposed after the end of the reporting period of HK4 cents (2023: HK5 cents) per ordinary share	**44,847**	56,058

The final dividend proposed after the end of the reporting period has not been recognised as a liability at the end of the reporting period.

(b) Dividends payable to equity shareholders of the Company attributable to the previous financial year, approved and paid during the year

	2024	2023
	HK$'000	HK$'000
Final dividend paid/payable for 2023 of HK5 cents (2022: HK4 cents) per ordinary share	**56,058**	44,847
Special dividend payable for 2023 of HKnil cent (2022: HK2 cents) per ordinary share	**-**	22,423

On 25 March 2025, the Board resolve to propose a final dividend of HK4 cents per ordinary share (2023: HK5 cents per ordinary share) for the year ended 31 December 2024. This proposed dividend is not reflected as a dividend payable in the financial statements. During the year, the total dividends paid by the Company, including the final dividend for the year 2023 and the interim dividend for the year 2024, amounting to HK$78,481,000 (2023: HK$67,270,000).

11. Earnings per share

Basic

Basic earnings per share is calculated by dividing the profit attributable to equity holders of the Company by the weighted average number of ordinary shares in issue during the year.

	2024	2023
Profit attributable to equity holders of the Company (HK$'000)	**117,027**	114,069
Weighted average number of ordinary shares in issue ('000)	**1,121,167**	1,121,167
Basic earnings per share (HK cents)	**10.44**	10.17

Diluted earnings per share for the years ended 31 December 2024 and 2023 are the same with basic earnings per share as there were no dilutive potential ordinary shares in issue.

12. Non-adjusting events after the reporting period

(a) Subsequent to the end of the reporting period, the Company entered into a joint venture agreement with a joint venture partner for the formation of a joint venture on 3 March 2025. The Company will contribute RMB166,600,000 (equivalent to approximately HK$179,914,000) and the joint venture partner will contribute the remaining RMB173,400,000 (equivalent to approximately HK$187,257,000) as the registered capital of the joint venture. The joint venture shall be owned as to 49% by the Company and 51% by the joint venture partner respectively upon its formation.

(b) After the end of the reporting period, the directors of the Company proposed a final dividend, the details of which are disclosed in note 10.

MANAGEMENT DISCUSSION AND ANALYSIS

BUSINESS REVIEW

For the year ended 31 December 2024, the Group recorded a consolidated revenue of HK$2,716,471,000 representing an increase of 6.4% over the same period last year. Profit for the year amounted to HK$125,680,000, representing an increase of 2.5% over the same period last year. Profit attributable to the Shareholders amounted to HK$117,027,000, representing an increase of 2.6% over the same period last year.

In 2024, the global economic recovery remained sluggish, and both international and domestic economic development continued to face highly complex circumstances. The international port and shipping industry was impacted by geopolitical tensions and regional conflicts, leading to a further year-on-year decline in Hong Kong's container throughput. The Group actively navigated multiple challenges, seizing national and regional strategic development opportunities and driving transformation and upgrading through reform and innovation.

Regarding the cargoes transportation sector, impacted by the sluggish transportation and logistics environment, some of the Group's business volumes declined. During the year, container transportation volume reached 1,324,000 TEU, representing a year-on-year increase of 0.21%. Break bulk cargoes transportation volume amounted to 860,000 tons, representing a year-on-year decrease of 24.8%. In cargo handling business, container handling volume reached 1,036,000 TEU, representing a year-on-year decrease of 5.4%, while break bulk cargo handling volume increased by 10.8% year-on-year to 9,935,000 tons. Container hauling and trucking volume reached 174,000 TEU, representing a year-on-year decrease of 5.4%.

Regarding the passenger transportation business, benefiting from continuous new media promotions, dynamic pricing sales among other marketing initiatives, the cross-border waterway passenger routes of the Group has continued to recover. Influenced by factors such as the increasing trend of Hong Kong residents travelling north for consumption, the local ferry business has faced a reduction in number of passengers. During the year, the total number of passengers for agency services was 1,697,000, representing a year-on-year increase of 15.0%. The number of passengers for terminal services was 1,162,000, representing a year-on-year increase of 21.9%. The number of passengers for local ferry service was 11,372,000, representing a year-on-year decrease of 7.3%.

BUSINESS REVIEW (Continued)

I. TERMINAL NAVIGATION LOGISTICS BUSINESS

1. Cargo Transportation Business

Business Operation Indicators

Performance statistics of our major business operation indicators are as follows:

Indicators	For the year ended 31 December **2024**	2023	Change
Container transportation volume (TEU)	**1,324,000**	1,321,000	0.2%
Break bulk cargoes transportation volume (revenue tons)	**860,000**	1,143,000	-24.8%
Volume of container hauling and trucking on land (TEU)	**174,000**	184,000	-5.4%

Subsidiaries

During the year, Hong Kong's transportation and logistics sector remained sluggish, with port throughput continuing to decline. Additionally, the opening of the Shenzhen-Zhongshan Link posed unprecedented challenges to the Group's traditional cargoes transportation business. Chu Kong Transhipment & Logistics Company Limited ("**CKTL**") strives to optimise the structure of traditional businesses, accelerate business transformation and upgrading, and actively expand new business ventures to mitigate the impact of the decline in traditional business volume. During the year, the volume of container transportation for the year recorded 1,324,000 TEU, representing a year-on-year increase of 0.2%. The volume of break bulk cargoes transportation for the year recorded 860,000 tons, representing a year-on-year decrease of 24.8%. The volume of container hauling and trucking on land for the year recorded 174,000 TEU, representing a year-on-year decrease of 5.4%.

CKTL is actively enhancing its resource allocation capabilities, integrating its domestic and international freight agency network resources, and accelerating its transformation into a comprehensive logistics operator. In terms of e-commerce, CKTL successfully secured a contract for a major e-commerce company's supply chain logistics project in Southeast Asia, providing customers with warehousing, transportation, and delivery services from China to Thailand and Malaysia. In the construction logistics sector, it has successfully advanced projects such as the supply of filling materials for the Hong Kong International Airport North Runway reconstruction and the supply of backfill and paving materials for the Third Runway. In the new cargoes transportation sector, CKTL has undertaken end-to-end transportation services for renowned new energy vehicles and their components from China to Singapore and Thailand. Looking ahead, CKTL plans to actively participate in major construction projects in Hong Kong and Macao, strengthen its cross-border e-commerce logistics business, diversify into new energy vehicle logistics, and explore new profit growth opportunities.

2. Cargo Handling and Storage Business

Business Operation Indicators

Performance statistics of our major business operation indicators are as follows:

Indicators	For the year ended 31 December **2024**	2023	Change
Container handling volume (TEU)	**1,036,000**	1,095,000	-5.4%
Break bulk cargoes handling volume (revenue tons)	**9,935,000**	8,966,000	10.8%

Subsidiaries

During the year, due to the slow recovery of global trade activity and weak consumer confidence, the Group's container handling volume declined. However, its subsidiaries actively sought new business opportunities, focusing on the break bulk cargoes transportation market, which saw a significant increase in volume. During the year, the container handling volume was 1,036,000 TEU, representing a year-on-year decrease of 5.4%, while the break bulk cargoes handling volume during the year was 9,935,000 tons, representing a year-on-year increase of 10.8%.

Major business operation indicators by region are as follows:

	For the year ended 31 December					
	Container handling volume (TEU)		Change	Break bulk cargoes handling volume （revenue tons）		Change
Region	**2024**	**2023**		**2024**	**2023**	
Zhaoqing	**199,000**	201,000	-1.0%	**7,896,000**	6,282,000	25.7%
Foshan	**235,000**	275,000	-14.5%	**44,000**	38,000	15.8%
Qingyuan	**111,000**	123,000	-9.8%	**405,000**	473,000	-14.4%
Zhuhai	**184,000**	196,000	-6.1%	**101,000**	149,000	-32.2%
Zhongshan	**63,000**	38,000	65.8%	**907,000**	1,292,000	-29.8%
Hong Kong	**243,000**	262,000	-7.3%	**582,000**	732,000	-20.5%

Subsidiaries *(Continued)*

The Zhaoqing region continued to deepen regional integration reforms, attract high-quality customers, and strengthen cooperation across the supply chain. With a strong focus on comprehensive logistics development, container handling volume remained stable, while break bulk cargoes handling volume saw significant growth. During the year, the overall container handling volume recorded 199,000 TEU, representing a year-on-year decrease of 1.0%. The overall break bulk cargoes handling volume recorded 7,896,000 tons, representing a year-on-year increase of 25.7%. Kangzhou Port has been developed into a specialised terminal for handling construction materials, leading to a noticeable increase in break bulk cargoes handling volume. Meanwhile, Zhaoqing New Port has partnered with barge and construction material companies to expand its construction logistics market and break bulk cargoes handling business, continuously diversifying its cargo sources.

Gaoming Port in Foshan region achieved a container handling volume of 235,000 TEU, representing a year-on-year decrease of 14.5%, and a break bulk cargoes handling volume of 44,000 tons, representing a year-on-year increase of 15.8%. During the year, affected by fluctuations in shipping prices and intensified competition from surrounding terminals, Gaoming Port has experienced a significant decline in container handling volume. In response to these challenges, Gaoming Port has flexibly adjusted its business strategy to enhance market competitiveness. Gaoming Port has strengthened its cooperation with shipping companies and freight forwarders, actively attracting customers in the machinery and home appliance industries. Additionally, it has expanded into new construction logistics markets, offering customised services across various logistics stages, including land transportation, loading and unloading processes, and customs declaration. These efforts have successfully secured new cargo sources, such as large bridge pier collision protection components and prefabricated cement products.

During the year, the container handling volume at Qingyuan Port in Qingyuan region recorded 111,000 TEU, representing a year-on-year decrease of 9.8%. The break bulk cargoes handling volume was 405,000 tons, representing a year-on-year decrease of 14.4%. In the first half of 2024, the northern Guangdong region was affected by extreme weather, leading to multiple navigational restrictions on the Beijiang waterway. As a result, some cargo from Qingyuan Port was diverted to other terminals, causing a significant decline in both container handling volume and break bulk cargoes handling volume. However, Qingyuan Port mitigated the impact of competition from other terminals by providing high-quality services, successfully retaining key customers. Additionally, by strengthening cooperation with shipping companies and freight forwarders, Qingyuan Port attracted some ceramic industry clients back, leading to a substantial increase in ceramic export volumes.

Subsidiaries *(Continued)*

The overall container handling volume in the Zhuhai region recorded 184,000 TEU, representing a year-on-year decrease of 6.1%; break bulk cargoes handling volume recorded 101,000 tons, representing a year-on-year decrease of 32.2%. Due to the relocation of key customers' production capacity and the diversion of export business to surrounding ports, the business volume in the Zhuhai region has declined significantly. In response to the challenging external environment, Doumen Port implemented various cost-cutting measures with remarkable results. It also established a temporary loading and unloading area for construction materials, expanding break bulk cargo sources such as gravel and cement, and successfully advancing construction logistics projects. Meanwhile, Civet Port continuously optimised operational processes and improved customs clearance efficiency, effectively countering competition. As a result, its e-commerce export business has developed well.

The overall container handling volume of Zhongshan Huangpu Port of Zhongshan region recorded 63,000 TEU throughout the year, representing a year-on-year increase of 65.8%, while break bulk cargo handling volume reached 907,000 tons, representing a year-on-year decrease of 29.8%. Zhongshan Huangpu Port actively enhanced services for key customers to strengthen customer retention, ensuring a stable supply of containers for major clients. It also deepened cooperation with major ports such as Shekou and Yantian, further diversifying shipping routes and securing new cargo sources, which led to a significant increase in container handling volume. However, due to a reduction in cargo sources such as steel structures and gravel, break bulk cargo handling volume declined significantly. To mitigate this downturn, the port actively explored new break bulk cargo sources, including cassava chips, bridge cement components, stainless steel fittings, and Modular Integrated Construction (“MIC”) materials.

Throughout the year, the business volume in the Hong Kong region declined significantly due to the continued downturn in Hong Kong's transportation and logistics industry. The terminals in the Hong Kong region recorded 243,000 TEU of container handling volume, representing a year-on-year decrease of 7.3%. The break bulk cargoes handling volume recorded 582,000 tons, representing a year-on-year decrease of 20.5%. During the year, CKTL leveraged the new berths and the leased old yard facilities at the Tuen Mun Godown Wharf to diversify its business and transition into a comprehensive logistics operator. CKTL successfully expanded into steel and new energy vehicle handling, provided temperature-controlled, bonded, and e-commerce warehousing services for duty-free retailers, and offered warehousing, garment sorting, and material management solutions for internationally renowned fashion brands. Additionally, it actively developed its air cargo logistics business, achieving growth in the export of computer servers and drones via air freight.

Subsidiaries *(Continued)*

On 15 October 2024, Chu Kong River Trade Terminal Company Limited ("**CKRTT**", a non-wholly owned subsidiary of the Company) entered into a capital increase and shares subscription agreement with Kaiping City Investment Group Co., Ltd. and Kaiping City Industrial Investment Freight and Port Co., Ltd. ("**Kaiping Industrial**"). According to the agreement, CKRTT subscribed 51% of the equity interest in Kaiping Industrial for a consideration of RMB114,600,800. The shares subscription was completed in October 2024, and immediately after the completion, Kaiping Industrial become a direct non-wholly owned subsidiary of CKRTT. The financial information of Kaiping Industrial has been consolidated into the Group's consolidated financial statements of the Group since October 2024.

On 6 December 2024, CKRTT and Guangdong Nanhai Foodstuffs Import & Export Co., Ltd. ("**Nanhai Foodstuffs**") entered into an equity transfer agreement. According to the agreement, CKRTT purchased 50% equity interest in Chu Kong Cargo Terminals (Beicun) Co., Ltd. ("**Beicun Terminal**", a joint venture in which CKRTT held 50% of its equity shares) for a consideration of RMB1,417,104.18. The equity transfer has not yet been completed and immediately after the completion, Beicun Terminal will become a direct wholly-owned subsidiary of CKRTT.

Joint Ventures and Associates

Sanbu Port successfully introduced container handling business for beverages and bulk grains, mitigating the impact of the decline in construction materials cargo. While maintaining stable break bulk grain shipments from existing customers, the port also expanded its break bulk cargo business by securing new sources such as gravel, chemical stone, coal, and petroleum by-products, leading to year-on-year growth in break bulk cargo handling volume. Heshan Port intensified its marketing efforts and tapped into the potential of its existing customers. As a result, a significant volume of steel and coil cargo was redirected to Heshan Port for handling, driving another substantial increase in bulk cargo volume. Meanwhile, Beicun Port experienced a significant decline in business volume due to surging rice prices caused by global geopolitical instability and stricter local customs regulations, leading to a sharp drop in rice imports. In response, Beicun Port focused on optimising the customs clearance process and successfully expanded its import and export business for electrical appliances, food products, and machinery from surrounding enterprises, and lowered overall logistical cost via its integration with CKTL. It successfully undertook construction logistics projects, including railway track accessories for the mass transit railway in Hong Kong, municipal dredging vessels, reclamation project steel pipes, and municipal pipeline materials, actively supporting Hong Kong's infrastructure projects. Separately, Foshan New Port Ltd. ceased operations due to the expropriation of its terminal land and buildings and was fully liquidated and closed within the year.

II. PASSENGER TRANSPORTATION BUSINESS

Business Operation Indicators

Performance statistics of our major business operation indicators are as follows:

Indicators	For the year ended 31 December Number of Passengers (in thousands)		
	2024	2023	Change
Number of passengers for agency services	**1,697**	1,476	15.0%
Number of passengers for terminal services	**1,162**	953	21.9%
Number of passengers for local ferry transportation	**11,372**	12,269	-7.3%

Subsidiaries

The Group's cross-border waterway passenger transportation business has gradually recovered, with a significant increase in business volume compared to last year. However, it has yet to return to pre-pandemic levels. During the year, the total number of passengers for agency services of Chu Kong Passenger Transport Company Limited ("**CKPT**") was 1,697,000, representing a year-on-year increase of 15.0%, while the number of passengers for terminal services was 1,162,000, representing a year-on-year increase of 21.9%.

Regarding urban routes, there are currently seven routes in operations: five routes connecting Zhongshan, Nansha, Shenzhen Airport, Shunde, and Pazhou to the China Ferry Terminal, and two routes connecting Shekou and Pazhou to the Hong Kong-Macau Ferry Terminal. Over the year, these routes transported 1,021,000 passengers, remaining largely unchanged from the previous year. Regarding airport routes, there are 6 routes currently in operation, linking Zhongshan, Shekou, Humen, Pazhou, Shenzhen Airport, and Nansha. These routes handled 676,000 passengers over the year, representing a year-on-year increase of 47.5%. With the continued development of the integrated transportation system in the Greater Bay Area, most cross-border waterway passenger transportation routes were suspended for an extended period during the pandemic, except for the Shekou to Hong Kong International Airport route. This shift altered public travel habits, making it difficult for cross-border water passenger transportation volumes to recover to pre-pandemic levels in the short term.

***Subsidiaries** (Continued)*

CKPT continued to deepen its Hong Kong Airport strategy, successfully renewing contracts for the self-service baggage check-in service project and the SkyPier Transit Terminal operation project at Hong Kong International Airport. Additionally, it won the bid for the SkyPier Bus passenger baggage handling project. CKPT has continuously utilised new media to release promotional videos and has hosted multiple live streaming events, successfully expanding ticket sales and route promotion channels.

Regarding local ferry services, due to the surge in Hong Kong residents travelling to the PRC for consumption and the impact of severe weather, the Group's local ferry passenger volume reached 11,372,000 passengers, representing a year-on-year decrease of 7.3%. To attract more travellers, Sun Ferry Services Company Limited ("**Sun Ferry**") collaborated with online travel platforms and tourism businesses in Cheung Chau. Throughout the year, Sun Ferry successfully took delivery of seven new vessels, with six already put into operation, while gradually phasing out older vessels to optimise its fleet structure. Additionally, Sun Ferry continued to diversify non-ticket revenue streams through terminal space leasing, advertising space rentals, ferry leasing and passenger value-added services.

Regarding water cultural tourism business, Oriental Pearl Cruise Company Limited ("**Oriental Pearl**") continued to enhance service quality and business innovation, leading to a significant increase in passenger volume. Over the year, the total number of passengers reached 116,000, reflecting a year-on-year increase of 112.8%. Since 16 April 2024, Oriental Pearl has begun its operation primarily from Central Pier No. 8, while also establishing a new ticketing point at the western end of the Avenue of Stars, effectively boosting brand visibility; offering a semi-buffet, a sea-view bar, and live band performances on the third deck, greatly increasing the cruise's appeal; and providing expanded charter services, premium tourism services and providing personalised experiences tailored to client needs, which received positive market feedback.

Joint Ventures and Associates

Benefiting from the continued recovery of air traffic at Hong Kong International Airport, the number of passengers of SkyPier (operated by Hong Kong International Airport Ferry Terminal Services Limited) amounted to 676,000, representing a year-on-year increase of 47.5%. Affected by the Shenzhen-Zhongshan Link, the passenger transportation volume of the urban routes operated by Zhongshan-Hong Kong Passenger Shipping Co-op Co., Ltd. amounted to 567,000, representing a year-on-year decrease of 5.4%, while the passenger transportation volume of the airport ferry routes amounted to 93,000, representing a year-on-year increase of 59.0%. To manage peak holiday traffic, The Foshan Shunde Shungang Passenger Transportation Co-op Co., Ltd. added extra sailings on selected holidays, leading to a significant increase in passenger volume. The passenger transportation volume served for the urban routes during the year amounted to 147,000, representing a year-on-year increase of 33.3%.

During the year, the shuttle bus business volume for the Hong Kong-Zhuhai-Macao Bridge which is jointly operated by Hong Kong-Zhuhai-Macao Bridge Shuttle Bus Co., Ltd., an associate of the Group increased significantly, it achieved a passenger volume of 19,576,000 passengers during the year, representing a significant year-on-year increase of 13.9%.

III. FUEL SUPPLY BUSINESS

As to the fuel supply business, Sun Kong Petroleum Company Limited ("**Sun Kong Petroleum**") continued to expand its business channels and diversify its offerings. With the full resumption of cross-border waterway passenger transportation services, diesel sales saw significant growth. Over the year, diesel sales reached 93,000 tons, representing a year-on-year increase of 16.0%. Sun Kong Petroleum successfully negotiated better diesel prices with suppliers, leveraging its low-cost advantage to significantly increase sales to external customers of the Group. Additionally, the company continued to provide marine oil bunkering services for certain vessels of the HKSAR Government, earning high recognition for its service quality.

IV. CORPORATE AND OTHER BUSINESSES

As to the corporate and other businesses, Chu Ou Engineering and Technologies Company Limited ("**Chu Ou Engineering**"), whose main business is maintenance and repair of property facilities, focused on the operations and safety management of Sands Corporation water supply pipeline project during the year, which continued to be profitable. Looking forward, Chu Ou Engineering will continue to give full play to its technological advantages, on the basis of strengthening its existing business, it will pay close attention to the bidding projects of various government departments and enterprises in Macao, actively explore new long-term and stable projects, strive to strengthen the core competitiveness. Meanwhile, it will strictly control its costs and ensure workplace safety and fire prevention measures.

On 24 May 2024, the Company separately entered into equity transfer agreements with Guangzhou Fucheng Transportation Technology Co., Ltd. ("**Fucheng Technology**") and Guangzhou Huiteng Transportation Technology Co., Ltd. ("Huiteng Technology"). According to each agreement, the Company purchased 15% of the equity interest in Guangdong Digital Port & Shipping Technology Co., Ltd. ("**Digital Port and Shipping**", a non-wholly owned subsidiary of the Company in which the Company held 70% of its equity shares) for a consideration of RMB950,000 (a total of RMB1,900,000) each (a total of 30% equity interest in Digital Port & Shipping) from the sellers. The equity transfer was completed in July 2024, and immediately after the completion, Digital Port & Shipping became a direct wholly-owned subsidiary of the Company.

During the year, the businesses of other subsidiaries, joint ventures and associates of the Group progressed well.

LIQUIDITY, FINANCIAL RESOURCES AND CAPITAL STRUCTURE

The capital structure of the Group was constantly monitored by the Company. The use of any capital instruments, including banking facilities, by each subsidiary was under the central coordination and arrangement of the Company.

The Group closely monitored its working capital and financial resources to maintain a solid financial position. As at 31 December 2024, the Group secured a total credit facilities of HK$1,185,000,000 and RMB109,571,000 (equivalent to approximately HK$118,327,000) (2023: HK$1,186,650,000 and RMB122,815,000 (equivalent to approximately HK$135,527,000)) granted by bona fide banks.

As at 31 December 2024, the current ratio of the Group, calculated by dividing current assets by current liabilities, was 1.5 (2023: 1.9).

As at 31 December 2024, the Group's bank deposits and cash and cash equivalents amounted to HK$845,459,000 (2023: HK$1,038,838,000), which represented 15.4% (2023: 22.8%) of the total assets.

As at 31 December 2024, the gearing ratio of the Group, represented by bank borrowings divided by total equity and bank borrowings, was 8.1% (2023: 8.8%) and the debt ratio, representing total liabilities divided by total assets, was 34.6% (2023: 23.1%).

After considering its current cash and cash flows from operating activities, as well as the credit facilities available to the Group, it is believed that the Group has sufficient capital to fund its future operations and for business expansion and general development purposes.

During the year, the Group did not use any other financial instruments for hedging purpose.

BANK LOANS AND PLEDGE OF ASSETS

Bank Loans	**As at 31 December 2024**	As at 31 December 2023
Banks located in Hong Kong (Note 1)		
- Hong Kong Dollar	**200,000,000**	200,000,000
Banks located in China (Note 2)		
- Renminbi	**109,571,000 (equivalent to approximately HK$118,327,000)**	122,815,000 (equivalent to approximately HK$135,527,000)

Note:

1. The loans from banks located in Hong Kong in 2024 born floating interest rate and were unsecured. The relevant terms of which are identical with those set out in 2023 Annual Report.
2. The loans from banks located in Mainland China in 2024 born floating interest rate and were secured by the land use right of Zhongshan Huangpu Port and certain properties and the land use right of Civet Port. The relevant terms of which are identical with those set out in 2023 Annual Report.

CURRENCY STRUCTURE

As at 31 December 2024, the Group deposited its cash and cash equivalents with several reputable banks, mainly of which were denominated in Hong Kong dollar and Renminbi with some in United States dollar and a small amount in Macao Pataca and in Euro.

CAPITAL COMMITMENTS

The Group's capital commitments outstanding at 31 December 2024 were HK$501,178,000 (2023: HK$15,227,000)

The Group has sufficient financial resources, which includes cash and cash equivalents, cash from operating activities and available banking facilities, for the payment of capital commitments.

SIGNIFICANT INVESTMENT

Save as disclosed in this announcement, there was no significant investment held by the Group for the year.

CONTINGENT LIABILITIES

As at 31 December 2024, the Group had no material contingent liabilities (2023: Nil).

PURCHASE, REDEMPTION OR SALE OF THE COMPANY'S LISTED SECURITIES

No listed securities of the Company were purchased or sold by the Company or any of its subsidiaries for the year. The Company did not redeem any of its shares during the year.

MATERIAL ACQUISITIONS AND DISPOSALS OF SUBSIDIARIES, JOINT VENTURES AND ASSOCIATES

Save as disclosed in this announcement, the Group had no other material acquisition or disposal of any subsidiaries, joint ventures and associates for the year.

EXCHANGE RISK

Currently, the ordinary operations, investments business and borrowings of the Group are concentrated in Guangdong Province and Hong Kong, with operating revenue and expenditure mainly denominated in HKD, as well as in RMB and USD. RMB revenue from Mainland China may be used for payment of expenses incurred in Mainland China and repayments of the loans denominated in RMB. HKD or USD revenue received in Mainland China may be remitted to the Group's bank accounts in Hong Kong through proper procedures as planned. So long as the linked exchange rate system in Hong Kong with USD is maintained, it is expected that the Group will not be subject to any significant exchange risk.

ADOPTION OF MODEL CODE FOR SECURITIES TRANSACTIONS BY DIRECTORS

The Company has adopted a code of conduct prescribing standards and requirements no less than that required by 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 its code of conduct of Directors for conducting securities transactions. All Directors have confirmed, following specific enquiry of all Directors that they have fully complied with the required standards set out in the Model Code in relation to such transactions during the accounting period covered by this announcement.

PUBLICATION OF RESULTS ON THE WEBSITES

The annual report of the Company for the year ended 31 December 2024 (the "**2024 Annual Report**") containing all the information required by the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited (the "**Hong Kong Stock Exchange**") (the "**Listing Rules**") will be published on the websites of the SEHK and the Company (www.cksd.com) in due course.

ANNUAL GENERAL MEETING OF THE COMPANY ("AGM")

The AGM is to be held on 22 May 2025 (Thursday) and the notice of the AGM will be published and despatched to the Shareholders with the prescribed time and in such manner as required by the Listing Rules.

FINAL DIVIDEND

The Board has declared an interim dividend of HK2 cents per ordinary share during the year (2023: nil), totaling HK$22,423,000 (2023: nil) and was paid on 18 October 2024. The Board has proposed a final dividend of HK4 cents (2023: HK5 cents per ordinary share) per ordinary share, totaling approximately HK$44,847,000 (2023: HK$56,058,000) for the year ended 31 December 2024 to Shareholders whose names appeared on the register of members on 6 June 2025. The final dividend is expected to be paid in cash.

CLOSURE OF REGISTER MEMBERS

The register of members of the Company will be closed from 16 May 2025 (Friday) to 22 May 2025 (Thursday), during which no transfer of shares will be effected. In order to ascertain Shareholders' rights for the purpose of attending and voting at the AGM to be held on 22 May 2025 (Thursday), all transfer documents, accompanied by relevant share certificates, must be lodged with the Company's Share Registrar, Tricor Tengis Limited at 17/F., Far East Finance Centre, 16 Harcourt Road, Hong Kong, no later than 4:30 p.m. (Hong Kong time) on 15 May 2025 (Thursday) for registration.

The register of members of the Company will be closed from 4 June 2025 (Wednesday) to 6 June 2025 (Friday), both dates inclusive, during which no transfer of shares will be effected for the purpose of ascertaining the Shareholders entitled to the final dividend for the year ended 31 December 2024 to be approved at the AGM. In order to qualify for the final dividend for the year ended 31 December 2024, all transfer documents, accompanied by relevant share certificates, must be lodged with the Company's Share Registrar, Tricor Tengis Limited at 17/F., Far East Finance Centre, 16 Harcourt Road, Hong Kong, no later than 4:30 p.m. (Hong Kong time) on 3 June 2025 (Tuesday) for registration. The dividend warrants for the cash dividends are expected to be sent by ordinary mail to the Shareholders at their own risk on or around 26 June 2025 (Thursday).

REVIEW BY AUDIT COMMITTEE

The audit committee of the Company (the “**Audit Committee**”) has reviewed the accounting policies and principles adopted by the Group with the management, and discussed the relevant matters such as auditing, internal controls and financial reporting. The annual results for the year ended 31 December 2024 have been reviewed by the Audit Committee.

CORPORATE GOVERNANCE

The Directors have adopted various policies to ensure compliance with the code provisions of the Corporate Governance Code (the “**Code**”) under Appendix 14 to the Listing Rules. Save as disclosed below, the Directors consider that the Company has fully complied with the Code for the year ended 31 December 2024.

According to the provisions of the Code, a service term of over nine years is one of the key factors in determining the independence of an independent non-executive director. Mr. Chan Kay-cheung (“**Mr. Chan**”) and Ms. Yau Lai Man (“**Ms. Yau**”) have served as independent non-executive Directors for over nine years. During their years of service with the Company, Mr. Chan and Ms. Yau have contributed by providing independent viewpoints and advice to the Company in relation to its businesses, operations, future development and strategy. The Board considers that Mr. Chan and Ms. Yau have the character, integrity, ability and experience to continue to fulfill his/her role as required effectively. The nomination committee of the Company, having separately assessed and reviewed each of Mr. Chan’s and Ms. Yau’s duties, contributions and scope of work, also believes that Mr. Chan and Ms. Yau can independently express opinions on matters of the Company and there is no evidence that his/her over nine years of service with the Company would have any impact on his/her independence and therefore his/her independence is confirmed. According to the Provision B.2.3, if an independent non-executive Director serves more than nine years, his/her further appointment should be subject to a separate resolution to be approved by Shareholders.

Ms. Yau retired on rotation at the annual general meeting held on 31 May 2022 and, being eligible, offered herself for re-election at that meeting. Ms. Yau was re-appointed by a separate resolution of the Shareholders at the said meeting. In addition, Mr. Chan retired on rotation at the annual general meeting held on 21 June 2023 and, being eligible, offered himself for re-election. Mr. Chan was re-appointed by a separate resolution of the Shareholders at the said meeting. In accordance with Article 88(i) of the Articles of Association, Ms. Yau will retire at the forthcoming annual general meeting of the Company and, being eligible, offers herself for re-election. Ms. Yau will be re-appointed by a separate resolution of the Shareholders at the said meeting.

Further details on the corporate governance of the Company will be published in the 2024 Annual Report.

DIRECTORS

The Company is not aware of any change in the information of Directors required to be disclosed pursuant to Rule 13.51B of the Listing Rules during the period since 30 June 2024.

As at the date of this announcement, the executive Directors are Mr. Liu Guanghui, Mr. Zhou Jun and Mr. Liu Wuwei; non-executive Director is Ms. Zhong Yan; and independent non-executive Directors are Mr. Chan Kay-cheung, Ms. Yau Lai Man, Hon. Chen Chung-nin and Mr. Tang Yi Hoi.

By Order of the Board
Zhou Jun
Managing Director

Hong Kong, 25 March 2025