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Transport International Holdings Limited

(載通國際控股有限公司) *

(incorporated in Bermuda with limited liability)

(Stock code: 62)

2025 Final Results Announcement

FINANCIAL HIGHLIGHTS

- The Group's underlying profit attributable to equity shareholders for the year ended 31 December 2025, excluding the effect of the change in fair value of investment properties and investment property under development, amounted to HK\$539.8 million, compared to HK\$265.5 million last year. Underlying earnings per share was HK\$1.04, compared to HK\$0.53 last year. The increase in underlying profit was mainly attributable to the improvement in the financial performance of the franchised public bus operations.
- Reported profit and reported earnings per share attributable to equity shareholders were HK\$398.0 million and HK\$0.77 respectively, compared to HK\$187.3 million and HK\$0.37 last year. The reported profit for 2025 included a decrease in fair value of investment properties and investment property under development of HK\$141.8 million, compared to a decrease of HK\$78.2 million in the previous year.
- The Group's flagship company, The Kowloon Motor Bus Company (1933) Limited ("KMB"), recorded a profit after taxation of HK\$360.7 million for 2025 (2024: HK\$126.8 million). Fare revenue for 2025 was increased due to the fare hike that took effect on 5 January 2025. However, this impact was largely offset by a decline in ridership and the increase in staff costs due to pay rises. The remaining improvement was driven by favourable external conditions, including a reduction in fuel and oil costs, driven by reduced fuel prices, together with a decrease in toll charges.
- An ordinary final dividend of HK\$0.50 per share for 2025 has been declared (2024: HK\$0.50 per share). The total dividend for the year amounted to HK\$0.80 per share (2024: HK\$0.50 per share).

**CONSOLIDATED STATEMENT OF PROFIT OR LOSS
FOR THE YEAR ENDED 31 DECEMBER 2025**

	<i>Note</i>	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
Fare revenue from franchised public bus services		7,796,166	7,574,160
Revenue from non-franchised transport services		282,813	269,976
Licence fee income		198,088	214,637
Media sales revenue		51,305	52,261
Gross rentals from investment properties		114,353	104,319
Revenue	3	8,442,725	8,215,353
Other net income	4	135,758	112,399
Staff costs	5(a)	(4,595,456)	(4,430,971)
Depreciation		(1,183,432)	(1,196,260)
Fuel and oil		(864,369)	(966,132)
Spare parts		(251,831)	(227,168)
Toll charges		(91,499)	(210,999)
Other operating expenses	5(b)	(904,318)	(884,566)
Profit from operations		687,578	411,656
Change in fair value of investment properties and investment property under development		(141,827)	(78,200)
Finance costs	6	(61,321)	(98,343)
Share of profits of associates		31	637
Share of profit of joint venture		8,801	8,552
Profit before taxation		493,262	244,302
Income tax expense	8	(95,240)	(57,020)
Profit for the year		398,022	187,282

Earnings per share based on profit attributable to equity shareholders (reported earnings per share)

Basic and diluted	9(a)	HK\$ 0.77	HK\$ 0.37
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Earnings per share excluding the effect of change in fair value of investment properties and investment property under development (underlying earnings per share)

Basic and diluted	9(b)	HK\$ 1.04	HK\$ 0.53
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**CONSOLIDATED STATEMENT OF PROFIT OR LOSS
AND OTHER COMPREHENSIVE INCOME
FOR THE YEAR ENDED 31 DECEMBER 2025**

	2025	2024
	<i>HK\$'000</i>	<i>HK\$'000</i>
Profit for the year	<u>398,022</u>	<u>187,282</u>
Other comprehensive income for the year (after tax and reclassification adjustments):		
<i>Items that will not be reclassified to profit or loss:</i>		
- Remeasurements of employee benefit assets, net of tax expense of HK\$52,955,000 (2024: tax expense of HK\$22,037,000)	267,983	111,521
- Remeasurement of provision for long service payments, net of tax expense of HK\$1,496,000 (2024: tax credit of HK\$2,093,000)	7,568	(10,591)
- Equity investment at fair value through other comprehensive income ("FVOCI"): net movement in fair value reserve (non-recycling), net of nil tax	(78,429)	(35,594)
- Share of other comprehensive income of an associate, net of nil tax	15,049	(16,644)
<i>Items that may be reclassified subsequently to profit or loss:</i>		
- Exchange differences on translation of financial statements of entities outside Hong Kong, net of nil tax	31,038	(19,936)
- Investments in financial assets measured at FVOCI (recycling): net movement in fair value reserve (recycling), net of nil tax	(3,959)	200,546
Other comprehensive income for the year	<u>239,250</u>	<u>229,302</u>
Total comprehensive income for the year	<u><u>637,272</u></u>	<u><u>416,584</u></u>

CONSOLIDATED STATEMENT OF FINANCIAL POSITION
AT 31 DECEMBER 2025

	<i>Note</i>	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
Non-current assets			
Investment properties		8,177,000	5,361,800
Investment property under development		-	2,911,500
Interest in leasehold land		42,571	44,551
Other property, plant and equipment		6,663,717	7,361,575
		14,883,288	15,679,426
Intangible assets		573,884	529,090
Goodwill		84,051	84,051
Interest in associates		616,233	569,660
Interest in joint venture		752,675	747,792
Other financial assets		1,526,914	1,354,446
Employee benefit assets		2,110,291	1,755,757
Deferred tax assets		3,574	763
		20,550,910	20,720,985
Current assets			
Spare parts		118,762	106,135
Accounts receivable	10	848,913	998,479
Other financial assets		88,864	108,190
Deposits and prepayments		66,740	44,895
Current tax recoverable		4,875	836
Restricted bank deposits		264,525	375,520
Bank deposits and cash		1,516,315	1,554,434
		2,908,994	3,188,489
Current liabilities			
Accounts payable and accruals	11	1,370,760	1,576,416
Contingency provision – insurance	12	93,983	91,919
Bank loans		2,823,669	842,500
Lease liabilities		3,722	3,542
Current tax payable		2,180	4,163
		4,294,314	2,518,540
Net current (liabilities)/assets		(1,385,320)	669,949
Total assets less current liabilities		19,165,590	21,390,934

CONSOLIDATED STATEMENT OF FINANCIAL POSITION
AT 31 DECEMBER 2025
(continued)

	<i>Note</i>	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
Non-current liabilities			
Bank loans		548,142	3,368,433
Lease liabilities		3,327	3,760
Deferred tax liabilities		1,206,930	1,065,950
Contingency provision – insurance	12	142,180	146,151
Provision for long service payments		91,803	97,308
		1,992,382	4,681,602
NET ASSETS		17,173,208	16,709,332
CAPITAL AND RESERVES			
Share capital		534,540	508,901
Reserves		16,638,668	16,200,431
TOTAL EQUITY		17,173,208	16,709,332

Notes:

1. Auditor's report

The Group's consolidated financial statements for the year ended 31 December 2025 have been audited in accordance with Hong Kong Standards on Auditing, issued by the Hong Kong Institute of Certified Public Accountants ("HKICPA"), by the Group's auditor, KPMG, Certified Public Accountants, whose unmodified auditor's report is included in the annual report to be sent to shareholders. The results have also been reviewed by the Company's Audit and Risk Management Committee.

The financial figures in respect of the Group's consolidated statement of financial position, consolidated statement of profit or loss and consolidated statement of profit or loss and other comprehensive income and the related notes thereto for the year ended 31 December 2025 as set out in the preliminary announcement have been compared by KPMG to the amounts set out in the Group's audited 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 audit, review or other 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 HKICPA and consequently no assurance has been expressed by the auditor on this announcement.

2. Basis of preparation

The annual results set out in the announcement are extracted from the Group's consolidated financial statements, which have been prepared in accordance with HKFRS Accounting Standards, which collective term includes all applicable individual Hong Kong Financial Reporting Standards, Hong Kong Accounting Standards ("HKFRSs") and Interpretations issued by the HKICPA, and the disclosure requirements of the Hong Kong Companies Ordinance.

The HKICPA has issued certain new or amended HKFRS Accounting Standards that are first effective or available for early adoption for the current accounting period of the Group.

None of these developments have had a material effect on how the Group's results 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. Segment reporting

For the purposes of assessing segment performance and allocating resources between segments, the Group's chief operating decision maker monitors the results, assets and liabilities attributable to each reportable segment on the following bases:

Revenue and expenses are allocated to the reportable segments with reference to the revenue generated and expenses incurred by those segments. The measure used for reporting segment profit is net profit after taxation, adjusted for head office or corporate administration costs which are not specifically attributable to individual segments. Inter-segment revenue is priced with reference to the price charged to external parties for similar transactions.

Segment assets and segment liabilities include all current and non-current assets and liabilities, respectively, which are directly managed by the segments.

Information regarding the Group's reportable segments for the years ended 31 December 2025 and 2024 is set out below:

	Franchised bus operations		Property holdings and development (Note a)		All other segments (Note b)		Total	
	2025	2024	2025	2024	2025	2024	2025	2024
	HK\$'000	HK\$'000	HK\$'000	HK\$'000	HK\$'000	HK\$'000	HK\$'000	HK\$'000
Revenue from external customers	8,053,325	7,849,268	107,816	98,618	281,584	267,467	8,442,725	8,215,353
Inter-segment revenue	2,067	1,882	3,899	4,370	2,234	4,455	8,200	10,707
Reportable segment revenue	8,055,392	7,851,150	111,715	102,988	283,818	271,922	8,450,925	8,226,060
Reportable segment profit/(loss)	405,370	168,462	(99,298)	(18,108)	29,720	16,924	335,792	167,278
Interest income	4,544	4,952	10	-	121	250	4,675	5,202
Interest expense	(28,367)	(78,654)	(32,954)	(19,689)	-	-	(61,321)	(98,343)
Depreciation	(1,150,958)	(1,162,231)	(1,283)	(1,180)	(31,191)	(32,849)	(1,183,432)	(1,196,260)
Staff costs	(4,440,616)	(4,284,920)	-	-	(142,372)	(134,189)	(4,582,988)	(4,419,109)
Change in fair value of investment properties and investment property under development	-	-	(141,827)	(78,200)	-	-	(141,827)	(78,200)
Share of profits of associates	-	-	-	-	31	637	31	637
Share of profit of joint venture	-	-	8,801	8,552	-	-	8,801	8,552
Income tax expense	(80,072)	(33,876)	(6,580)	(10,155)	(8,588)	(12,989)	(95,240)	(57,020)
Reportable segment assets	10,365,115	10,715,561	9,010,251	9,086,175	1,580,951	1,520,886	20,956,317	21,322,622
- including interest in associates	-	-	-	-	616,233	569,660	616,233	569,660
- including interest in joint venture	-	-	752,675	747,792	-	-	752,675	747,792
Additions to non-current segment assets during the year	455,873	744,992	47,624	142,626	72,777	31,939	576,274	919,557
Reportable segment liabilities	3,601,852	4,411,358	2,573,241	2,683,917	90,870	82,988	6,265,963	7,178,263

Note a: For Property holdings and development segment, reportable segment profit/(loss) included changes in fair value of investment properties and investment property under development.

Note b: Other operating segments which do not meet the quantitative thresholds prescribed by HKFRS 8, *Operating segments*, for determining reportable segments are combined as "all other segments". Such operating segments mainly represented non-franchised transport operations and interest in associates.

3. Segment reporting (continued)

Reconciliation of reportable segment revenue, profit, assets and liabilities

	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
<i>Revenue</i>		
Reportable segment revenue	8,167,107	7,954,138
Revenue from all other segments	283,818	271,922
	8,450,925	8,226,060
Elimination of inter-segment revenue	(8,200)	(10,707)
Consolidated revenue	8,442,725	8,215,353
<i>Profit</i>		
Reportable segment profit	306,072	150,354
Profit from all other segments	29,720	16,924
	335,792	167,278
Unallocated profits	62,230	20,004
Consolidated profit after taxation	398,022	187,282
<i>Assets</i>		
Reportable segment assets	19,375,366	19,801,736
Assets from all other segments	1,580,951	1,520,886
	20,956,317	21,322,622
Unallocated assets	2,503,587	2,586,852
Consolidated total assets	23,459,904	23,909,474
<i>Liabilities</i>		
Reportable segment liabilities	6,175,093	7,095,275
Liabilities from all other segments	90,870	82,988
	6,265,963	7,178,263
Unallocated liabilities	20,733	21,879
Consolidated total liabilities	6,286,696	7,200,142

3. Segment reporting (continued)

Geographic information

Substantially all of the Group's revenue from external customers, based on the location at which the services were provided, is generated in Hong Kong. The following table sets out information about the geographical location of the Group's investment properties, investment property under development, interest in leasehold land, other property, plant and equipment, intangible assets, goodwill, interest in associates and interest in joint venture ("specified non-current assets"). The geographical location of the specified non-current assets is based on the physical location of the asset in the case of investment properties, investment property under development, interest in leasehold land and other property, plant and equipment, the location of the operation to which they are allocated in the case of intangible assets and goodwill, and the location of operations in the case of interest in associates and interest in joint venture.

	Specified non-current assets	
	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
Hong Kong	16,065,914	16,879,848
Chinese Mainland	844,217	730,171
	<u>16,910,131</u>	<u>17,610,019</u>

4. Other net income

	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
Dividend income from equity investments	75,179	81,541
Interest income on financial assets measured at FVOCI (recycling)	21,784	25,603
Interest income on financial assets measured at amortised cost	48,884	61,121
Net foreign exchange gain/(loss)	1,032	(6,482)
Net loss on derecognition of financial assets measured at FVOCI (recycling)	(14)	(3,098)
Expected credit losses on other financial assets	<u>(86,500)</u>	<u>(171,000)</u>
	60,365	(12,315)
Claims received	15,210	24,116
Net miscellaneous business receipts	12,056	12,885
Net gain on disposal of other property, plant and equipment	1,451	4,162
Government subsidies	1,120	15,744
Sundry income	<u>45,556</u>	<u>67,807</u>
	<u>135,758</u>	<u>112,399</u>

5. Profit before taxation

Profit before taxation is arrived at after charging/(crediting):

(a) Staff costs

	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
Contributions to defined contribution retirement plans	187,778	185,469
(Income)/expenses recognised in respect of defined benefit plans:		
- Employee benefit assets	(33,596)	(12,926)
- Long service payments	14,796	11,543
	<u>168,978</u>	<u>184,086</u>
Total retirement cost		
Equity-settled share-based payment expenses	741	3,454
Salaries, wages and other benefits	4,425,737	4,244,209
	<u>4,595,456</u>	<u>4,431,749</u>
Less: staff costs included in cost of mask production	-	(778)
	<u><u>4,595,456</u></u>	<u><u>4,430,971</u></u>

(b) Other items

Insurance expenses (including the contingency provision for insurance)	135,026	198,117
Provision for toll exemption fund (Note)	152,558	129,749
	<u><u>152,558</u></u>	<u><u>129,749</u></u>

Note: The Government of the Hong Kong Special Administrative Region announced that with effect from 17 February 2019, all franchised buses are exempted from paying tolls when using Government tunnels and roads. However, each franchised bus operator is required to spend an equivalent amount of the toll saved to set up its own dedicated account known as the "Toll Exemption Fund" which will normally be used to lower the magnitude of future fare increases. In addition, any additional fare revenue resulting from the increase of the bus fare on the jointly operated routes with other franchised bus operators arising from a fare adjustment is required to be paid into the Toll Exemption Fund. The balance of the Toll Exemption Fund of the Group as at 31 December 2025, included in accounts payable and accruals (Note 11), was HK\$239,057,000 (2024: HK\$353,784,000).

6. Finance costs

	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
Interest on bank loans	112,795	222,772
Interest on lease liabilities	340	317
Total interest expenses on financial liabilities not measured at fair value through profit or loss	<u>113,135</u>	<u>223,089</u>
Less: interest expense capitalised (Note)	<u>(51,814)</u>	<u>(124,746)</u>
	<u>61,321</u>	<u>98,343</u>

Note: The borrowing costs have been capitalised at the average interest rate of 3.13% per annum (2024: 4.92% per annum).

7. Dividends

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

	2025		2024	
	Per share <i>HK\$</i>	Total <i>HK\$'000</i>	Per share <i>HK\$</i>	Total <i>HK\$'000</i>
Interim dividend declared and paid	0.30	157,775	-	-
Final dividend proposed after the end of the reporting period	0.50	267,343	0.50	254,451
	<u>0.80</u>	<u>425,118</u>	<u>0.50</u>	<u>254,451</u>

The interim dividend with a scrip dividend alternative in respect of the six months ended 30 June 2025 was paid on 21 October 2025, of which HK\$87,911,000 was settled by the issuance of 8,340,690 shares at an issue price of HK\$10.54 per share under the scrip dividend scheme.

The Board decided not to declare an interim dividend for the six months ended 30 June 2024.

At the Board meeting held on 19 March 2026, the Directors recommended a final dividend of HK\$0.50 per share for 2025 (2024: HK\$0.50 per share). Such dividend, which will be proposed at the Annual General Meeting of the Company to be held on 14 May 2026, has not been recognised as a liability at the end of the reporting period.

7. Dividends (continued)

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

	2025		2024	
	Per share	Total	Per share	Total
	<i>HK\$</i>	<i>HK\$'000</i>	<i>HK\$</i>	<i>HK\$'000</i>
Final dividend in respect of the previous financial year, approved and paid during the year	0.50	254,451	0.50	247,172

The final dividend with a scrip dividend alternative in respect of the year ended 31 December 2024 was paid on 26 June 2025, of which HK\$147,193,000 was settled by the issuance of 17,016,568 shares at an issue price of HK\$8.65 per share under the scrip dividend scheme.

The final dividend with a scrip dividend alternative in respect of the year ended 31 December 2023 was paid on 28 June 2024, of which HK\$130,879,000 was settled by the issuance of 14,558,307 shares at an issue price of HK\$8.99 per share under the scrip dividend scheme.

8. Income tax expense

	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
Current tax		
Hong Kong Profits tax	12,155	19,721
Over-provision in respect of prior years	<u>(95)</u>	<u>(56)</u>
	<u>12,060</u>	<u>19,665</u>
Withholding tax outside Hong Kong	<u>76</u>	<u>177</u>
	<u>12,136</u>	<u>19,842</u>
Deferred tax		
Origination and reversal of temporary differences	<u>83,104</u>	<u>37,178</u>
Actual tax expense	<u>95,240</u>	<u>57,020</u>

The provision for Hong Kong Profits tax for 2025 is calculated at 16.5% (2024: 16.5%) of the estimated assessable profits for the year, except for a subsidiary of the Group which is a qualifying corporation under the two-tier profits tax rate regime. For this subsidiary, the first HK\$2 million of assessable profits are taxed at 8.25% (2024: 8.25%) and the remaining assessable profits are taxed at 16.5% (2024: 16.5%).

9. Earnings per share

(a) Reported earnings per share

The calculations of basic and diluted earnings per share are based on the profit attributable to equity shareholders of the Company of HK\$398,022,000 (2024: HK\$187,282,000) and the weighted average number of ordinary shares in issue during the year, calculated as follows:

	2025	2024
Issued ordinary shares at 1 January	508,901,425	494,343,118
Effect of shares issued in respect of scrip dividend	10,456,606	7,438,261
Effect of shares issued in respect of share option	34,826	-
Weighted average number of ordinary shares at 31 December	<u>519,392,857</u>	<u>501,781,379</u>

Diluted earnings per share were the same as the basic earnings per share as there were no dilutive potential ordinary shares during the year. Share options were excluded from the diluted weighted average number of ordinary shares calculation because their effect would have been anti-dilutive.

(b) Underlying earnings per share

For the purpose of assessing the underlying performance of the Group, basic and diluted underlying earnings per share are additionally calculated based on the underlying profit attributable to equity shareholders of the Company of HK\$539,849,000 (2024: HK\$265,482,000), which excluded the effect of the change in fair value of investment properties and investment property under development. A reconciliation of profit is as follows:

	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
Profit attributable to equity shareholders as shown in the consolidated statement of profit or loss	398,022	187,282
Change in fair value of investment properties and investment property under development	<u>141,827</u>	<u>78,200</u>
Underlying profit attributable to equity shareholders	<u>539,849</u>	<u>265,482</u>

10. Accounts receivable

	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
Trade and other receivables	793,430	941,445
Interest receivable	55,816	57,394
Less: loss allowance	(333)	(360)
	848,913	998,479

All of the accounts receivable are expected to be recovered within one year.

Included in accounts receivable are trade receivables (net of loss allowance) with the following ageing analysis, based on the due date, as of the end of the reporting period:

	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
Current	153,798	167,732
Less than 1 month past due	13,640	15,473
1 to 3 months past due	15,548	10,275
More than 3 months past due	31,516	251,193
	214,502	444,673

According to the Group's credit policy, the credit period granted to customers is generally between 30 days and 90 days. Therefore, all the balances which are not past due as disclosed above are within three months from the invoice date.

11. Accounts payable and accruals

	2025	2024
	<i>HK\$'000</i>	<i>HK\$'000</i>
Trade payables	146,242	127,589
Balance of passenger reward	-	-
Balance of toll exemption fund (Note 5(b))	239,057	353,784
Retention payables	-	51,814
Deposits received in advance, other payables and accruals	980,539	1,038,307
Amount due to an associate	4,922	4,922
	<u>1,370,760</u>	<u>1,576,416</u>

All of the accounts payable and accruals are expected to be settled within one year.

Amount due to an associate is unsecured, interest-free and has no fixed terms of settlement.

Included in accounts payable and accruals are trade payables with the following ageing analysis, based on the due date, as of the end of the reporting period:

	2025	2024
	<i>HK\$'000</i>	<i>HK\$'000</i>
Due within 1 month or on demand	141,817	125,622
Due after 1 month but within 3 months	3,935	1,206
Due after more than 3 months	490	761
	<u>146,242</u>	<u>127,589</u>

The credit period granted to the Group is generally between 30 days and 90 days.

12. Contingency provision – insurance

	2025 <i>HK\$'000</i>	2024 <i>HK\$'000</i>
At 1 January	238,070	234,278
Provision charged to profit or loss	61,336	78,304
Payments made during the year	<u>(63,243)</u>	<u>(74,512)</u>
At 31 December	<u>236,163</u>	<u>238,070</u>
Representing:		
Current portion	93,983	91,919
Non-current portion	<u>142,180</u>	<u>146,151</u>
	<u>236,163</u>	<u>238,070</u>

The Group is involved from time to time in litigation and claims in connection with its transport operations. Contingency provision – insurance represents amounts set aside annually by the Group to meet liabilities which are expected to arise from third party claims for incidents which have occurred prior to the end of the reporting period in connection with the Group's transport operations.

RESULTS

The Group's underlying profit attributable to equity shareholders for the year ended 31 December 2025, excluding the effect of the change in fair value of investment properties and investment property under development, amounted to HK\$539.8 million, compared to HK\$265.5 million last year. Underlying earnings per share was HK\$1.04, compared to HK\$0.53 last year. The increase in underlying profit was mainly attributable to the improvement in the financial performance of the franchised public bus operations.

Reported profit and reported earnings per share attributable to equity shareholders were HK\$398.0 million and HK\$0.77 respectively, compared to HK\$187.3 million and HK\$0.37 last year. The reported profit for 2025 included a decrease in fair value of investment properties and investment property under development of HK\$141.8 million, compared to a decrease of HK\$78.2 million in the previous year.

PROPOSED DIVIDEND

The Board has proposed the payment to shareholders registered as at 20 May 2026 an ordinary final dividend of HK\$0.50 per share (2024: HK\$0.50 per share) totalling HK\$267.3 million (2024: HK\$254.5 million). Together with the interim dividend of HK\$0.30 per share (2024: Nil) paid on 21 October 2025, total dividends for the year will amount to HK\$0.80 per share (2024: HK\$0.50 per share) and the total dividend payout will amount to HK\$425.1 million (2024: HK\$254.5 million).

The ordinary final dividend will be payable in cash, with an option for the shareholders of the Company to receive new and fully paid ordinary shares in lieu of cash or partly in cash or partly in shares under a scrip dividend scheme (the "Scrip Dividend Scheme"). The new shares will, on issue, not be entitled to the aforesaid ordinary final dividend, but will rank pari passu in all other respects with the existing shares. The circular containing details of the Scrip Dividend Scheme and the election form are expected to be sent to shareholders on or about 1 June 2026.

The Scrip Dividend Scheme is conditional upon the passing of the resolution relating to the payment of ordinary final dividend at the forthcoming Annual General Meeting ("AGM") to be held on 14 May 2026 or at any adjournment thereof and the granting of the listing of and permission to deal in the new shares to be issued under the Scrip Dividend Scheme by the Listing Committee of The

Stock Exchange of Hong Kong Limited. The ordinary final dividend and the share certificates to be issued under the Scrip Dividend Scheme are expected to be distributed and sent to shareholders on 29 June 2026.

The Transfer Books of the Company will be closed from 11 May 2026 to 14 May 2026, both dates inclusive. In order to be eligible to attend and vote at the AGM, all transfer documents accompanied by the relevant share certificates must be lodged with the Company's branch share registrars in Hong Kong, Computershare Hong Kong Investor Services Limited (the "Branch Share Registrars") at 17th Floor, Hopewell Centre, 183 Queen's Road East, Wanchai, Hong Kong for registration not later than 4:30 p.m. on 8 May 2026.

For the purpose of ascertaining shareholders' entitlement to the proposed ordinary final dividend of the Company for the year ended 31 December 2025, the Transfer Books of the Company will be closed on 20 May 2026. In order to qualify for the proposed ordinary final dividend, all transfer documents accompanied by the relevant share certificates must be lodged with the Company's Branch Share Registrars at the aforementioned address for registration not later than 4:30 p.m. on 19 May 2026.

MANAGEMENT REVIEW AND OUTLOOK

REVIEW OF OPERATIONS AND RESULTS OF INDIVIDUAL BUSINESS UNIT

Franchised Public Bus Operations

The Kowloon Motor Bus Company (1933) Limited ("KMB")

KMB recorded a profit after taxation of HK\$360.7 million for 2025, compared to the profit after taxation of HK\$126.8 million for 2024.

Fare revenue for 2025 was HK\$7,156.2 million, an increase of HK\$206.9 million or 3.0% compared with HK\$6,949.3 million for 2024. The increase was mainly due to the fare hike that took effect on 5 January 2025, but partly offset by a decline in ridership. KMB's total ridership decreased by 1.8% to 923.0 million passenger trips (a daily average of 2.53 million passenger trips) as compared with 940.3 million passenger trips (a daily average of 2.57 million passenger trips) for 2024.

Total operating expenses for 2025 amounted to HK\$7,065.9 million, a decrease of HK\$84.4 million or 1.2% compared with HK\$7,150.3 million for 2024. The decrease was driven by favourable external conditions, including a reduction in fuel and oil costs, driven by reduced fuel prices together with a decrease in toll charges, but largely offset by the increase in staff costs due to pay rises.

Long Win Bus Company Limited (“LWB”)

The profit after taxation of LWB for 2025 was HK\$46.4 million, compared to the profit after taxation of HK\$41.7 million for 2024.

LWB’s fare revenue for 2025 was HK\$642.0 million, an increase of HK\$15.3 million or 2.4% compared with HK\$626.7 million for 2024. The increase was mainly due to the growth in bus patronage. LWB recorded a total ridership of 49.5 million passenger trips (a daily average of 136,000 passenger trips) for 2025, as compared with 48.3 million passenger trips (a daily average of 132,000 passenger trips) for 2024.

Total operating expenses for 2025 amounted to HK\$590.5 million, an increase of HK\$12.3 million or 2.1% compared with HK\$578.2 million for 2024. The increase was primarily attributed to the increase in staff costs due to pay rises, as well as the increase in manpower in response to elevated service levels and the increase in depreciation due to an expanded bus fleet, but partly offset by the favourable external conditions, including a reduction in fuel and oil costs, driven by reduced fuel prices.

Non-franchised Transport Operations

The Group’s Non-franchised Transport Operations Division reported a profit after taxation of HK\$29.7 million for 2025, compared to HK\$20.6 million for 2024. A review of the operations of the principal business units in this Division is set out as follows:

Sun Bus Holdings Limited and its Subsidiaries (the “SBH Group”)

The SBH Group is one of the leading non-franchised bus operators in Hong Kong, providing customised, premium, safe, reliable, and value-for-money transport services to a wide range of customers, including large residential estates, shopping malls, major employers, travel agents and schools, as well as the general public through chartered hire services.

The revenue of the SBH Group for 2025 increased by 4.1% compared with 2024. The increase was mainly attributable to the business growth. Despite the revenue growth, total operating costs in 2025 remained largely consistent with those of 2024, primarily attributable to the cost control measures implemented by management to streamline operations, along with the decrease in fuel and oil costs. However, these reductions were partly offset by the increase in staff costs.

In 2025, the SBH Group continued to modernise its bus fleet with the latest Euro VI buses. As at 31 December 2025, the SBH Group had a fleet of 414 buses (2024: 409 buses).

New Hong Kong Bus Company Limited (“NHKB”)

NHKB operates a direct, economical, 24-hour cross-boundary shuttle bus service (commonly known as the “Huang Bus” service) serving regular commuters and leisure travellers between Lok Ma Chau in Hong Kong and Huanggang (皇崗) in Shenzhen.

The revenue of the NHKB for 2025 increased by 3.3% compared to 2024. The increase was mainly due to the increase in bus patronage driven by the recent trend of increased northbound spending among Hong Kong residents during weekends and holidays. Total operating expenses for the year decreased by 5.4% compared to 2024 mainly due to the decrease in staff costs and fuel and oil costs.

As at 31 December 2025, NHKB had a fleet of 15 buses (2024: 15 buses).

Property Holdings and Development

The Group’s Property Holdings and Development Division reported a profit after taxation of HK\$42.5 million (excluding a decrease in fair value of HK\$141.8 million on investment properties and investment property under development) for 2025, compared to the profit after taxation of HK\$60.1 million (excluding a decrease in fair value of HK\$78.2 million on investment properties and investment property under development) for 2024. A review of the Group’s investment properties is set out as follows:

KT Real Estate Limited (“KTRE”)

KTRE, a wholly-owned subsidiary of the Group, along with Turbo Result Limited (“TRL”), a subsidiary of Sun Hung Kai Properties Limited (“SHKP”), owns The Millennity and Scramble Hill, situated at 98 How Ming Street, Kwun Tong, Kowloon, Hong Kong, in equal shares as tenants in common for long-term investment purpose.

The Millennity and Scramble Hill, a premium integrated commercial project strategically located in the heart of Kwun Tong, are close to Kwun Tong and Ngau Tau Kok MTR stations.

The Millennity features two 20-storey Grade-A office towers with a total gross floor area of approximately 650,000 square feet. Beneath The Millennity is a large shopping mall, Scramble Hill, located in a 10-storey podium covering leisurely retail space of approximately 500,000 square feet. Nearly 400 parking spaces are provided in a 4-storey parking garage in the basement, many of which are equipped with electric vehicle charging systems. Scramble Hill has begun its phased opening.

As at 31 December 2025, both The Millennity and Scramble Hill were classified as investment property in the consolidated statement of financial position (31 December 2024: the office portion was classified as investment property, while the remaining portion was classified as investment property under development).

LCK Real Estate Limited (“LCKRE”)

LCKRE, a wholly-owned subsidiary of the Group, is the owner of a 17-storey commercial office building at 9 Po Lun Street, Lai Chi Kok, Kowloon, which has a total gross floor area of about 156,700 square feet. The building is situated next to Manhattan Hill. A portion of the lettable area is used by the Group as headquarters, while the remaining lettable area are leased out to offices, shops and restaurants, and classified as investment property in the consolidated statement of financial position.

LCK Commercial Properties Limited (“LCKCP”)

LCKCP, a wholly-owned subsidiary of the Group, is the owner of “Manhattan Midtown”, the commercial complex of Manhattan Hill. The 50,000 square feet shopping mall provides shoppers with high quality retail facilities since its opening in March 2009. As at 31 December 2025, the entire lettable area of the shopping mall was leased out, generating a stream of recurring rental income for the Group, and classified as investment property in the consolidated statement of financial position.

TM Properties Investment Limited (“TMPI”)

TMPI is jointly owned by TM Properties Holdings Limited (“TMPH”), an indirect wholly-owned subsidiary of the Group, and Mega Odyssey Limited (“MOL”), an indirect wholly-owned subsidiary of SHKP subsequent to the disposal of TMPH’s 50% equity interest in TMPI to MOL in 2020. TMPI, the owner of the property at Tuen Mun Town Lot No. 80 in the New Territories, has become a 50%-owned joint venture of the Group.

As at 31 December 2025, the entire lettable area of the property has been leased out to generate rental income for the Group.

Chinese Mainland Transport Operations

As at 31 December 2025, the Group’s total interest in associates within the Chinese Mainland Transport Operations Division amounted to HK\$616.2 million (2024: HK\$569.7 million). Such investments are mainly related to the operation of public transport services in Shenzhen, as well as taxi and car rental services in Beijing. The Group’s Chinese Mainland Transport Operations Division reported similar results for 2025 compared to 2024.

Shenzhen Bus Group Company Limited
(深圳巴士集團股份有限公司) (“SZBG”)

SZBG, which commenced operations in January 2005, is a Sino-foreign joint stock company formed by KMB (Shenzhen) Transport Investment Limited (九巴(深圳)交通投資有限公司), a wholly-owned subsidiary of the Group, and four other Chinese Mainland investors. The Group has invested RMB387.1 million (equivalent to HK\$363.9 million at the investment date) in SZBG, representing a stake of 35%. SZBG mainly provides public bus, minibus and taxi services in Shenzhen City, Guangdong Province, operating a fleet of over 4,500 buses running on around 300 routes and over 6,000 taxis. As a result of significant competition from various modes of transportation, including metro services and app-based taxi ride hailing platforms, the patronage of SZBG including both its bus and taxi operations decreased by 8.1% to 375.0 million in 2025 as compared to 408.0 million in 2024.

Beijing Beiqi Kowloon Taxi Company Limited
(北京北汽九龍出租汽車股份有限公司) (“BBKT”)

BBKT, a Sino-foreign joint stock company, was established in Beijing in March 2003. BBKT’s shareholders include KMB (Beijing) Taxi Investment Limited (九巴(北京)出租汽車投資有限公司), a wholly-owned subsidiary of the Group, and four other Chinese Mainland investors. The Group has invested RMB80.0 million (equivalent to HK\$75.5 million at the investment date) in BBKT, representing an equity interest of 31.38%. BBKT operated both taxi hire and car rental businesses in Beijing until April 2013, when, to sharpen its focus on the business opportunities provided by the booming but challenging car rental market, BBKT spun off its car rental business to another Sino-foreign joint stock company, namely Beijing Beiqi First Company Limited (北京北汽福斯特股份有限公司), which has the same shareholding structure as BBKT. As at 31 December 2025, BBKT had a fleet of over 4,900 taxis and around 1,400 employees.

Beijing Beiqi First Company Limited
(北京北汽福斯特股份有限公司) (“BBF”)

Established in April 2013 as a Sino-foreign joint stock company with the same shareholding structure as BBKT, BBF operates the car rental business formerly undertaken by BBKT. In respect of the provision of car rental services, BBF is well placed to take advantage of the business opportunities afforded by business commuters as well as by the wide variety of events, conferences and exhibitions that are held in the capital. As at 31 December 2025, BBF had over 1,000 vehicles available for charter mainly in Beijing and Tianjin.

FINANCIAL LIQUIDITY AND RESOURCES

The Group closely monitors its liquidity requirement and financial resources to maintain a healthy financial position with adequate and stable funding sources. This ensures that cash inflows from operating activities, along with the Group’s reserves of cash, liquid assets and undrawn banking facilities are sufficient to meet the requirements for loan repayments, daily operational needs and capital expenditure as well as potential business expansion and development. The Group’s operations are mainly financed by shareholders’ funds and bank loans. In general, major operating companies of the Group arrange their own financing to meet their operational and specific needs. The Group’s other subsidiaries are mainly financed by the Company’s capital base. The Group reviews its funding policy from time to time to ensure that cost-efficient and flexible funding is available to cater for the unique operating environment of each subsidiary.

As at 31 December 2025, the Group’s net borrowing (i.e. total borrowings less cash and deposits at banks) decreased by 30% and amounted to HK\$1,591.0 million (2024: HK\$2,281.0 million). The gearing ratio, calculated based on the net borrowings to total equity attributable to equity shareholders of the Company, was 9.3% (2024: 13.7%).

As at 31 December 2025, the Group had undrawn banking facilities totalling HK\$5,200.0 million (2024: HK\$2,870.0 million).

The finance costs incurred by the Group for the year ended 31 December 2025 were HK\$61.3 million, a decrease of HK\$37.0 million compared with HK\$98.3 million for 2024. The decrease was mainly due to the decrease in average bank borrowings of the Group and the decrease in average interest rate from 4.49% per annum for 2024 to 2.95% per annum for 2025.

CAPITAL EXPENDITURE

As at 31 December 2025, the carrying values of the Group's investment properties, interest in leasehold land and other property, plant and equipment (comprising buildings, buses and other motor vehicles, buses under construction, tools and others) amounted to HK\$14,883.3 million (2024: HK\$15,679.4 million, included investment property under development). None of the assets was pledged or charged as at 31 December 2025. During the year ended 31 December 2025, additions to investment properties, interest in leasehold land and other property, plant and equipment totaled HK\$531.2 million (2024: HK\$937.6 million), which were used for fleet enhancement and the development of The Millennity and Scramble Hill.

EMPLOYEES AND REMUNERATION POLICIES

Running a transport operation is a labour intensive business, and staff costs accounted for about 58% (2024: 56%) of the total operating expenses of the Group in 2025. The Group closely monitors its headcount and staff remuneration in line with productivity and the prevailing market trends. The Group's total remuneration excluding retirement costs and equity-settled share-based payment expenses for 2025 amounted to HK\$4,425.7 million (2024: HK\$4,244.2 million). As at 31 December 2025, the Group employed approximately 12,700 staff (2024: approximately 12,700 staff).

OUTLOOK

Hong Kong's economy encountered significant challenges in the previous year. Geopolitical turbulence, intensified international trade tensions, and persistent shift in passenger travel habits all impacted the Group's core public transport operation. In accordance with our commitment to serving the community, we proactively align with societal development needs, ensuring that we evolve with the times. Tourism

is a vital pillar of Hong Kong's economy. Last year saw a significant increase in visitor arrivals, with this robust performance driving growth across various sectors. As Hong Kong's largest franchised bus operator, KMB fulfils its role as the "Heartbeat of the City", providing high-quality bus services for both residents and visitors. To further enhance Hong Kong's tourism appeal, we introduced the open-top bus Route HK1 and launch the new "KMB Tour Hong Kong" brand. Passengers are invited to experience the West Kowloon Cultural District, Nathan Road, Wong Tai Sin Temple, Kowloon City and other local attractions. On-board broadcast introduces each stop, offering passengers a comprehensive experience of Hong Kong's vibrant and multifaceted character.

The development of clean-energy transportation is a global imperative. The Group remains committed to advancing green mobility and actively supports the Hong Kong SAR Government's carbon-neutrality visions. Our new energy electric bus fleet, the largest of its kind in Hong Kong, continues to be deployed across more than 50 KMB routes, cumulatively travelled nearly 8 million kilometres, resulting in a reduction of over 10,000 tonnes of carbon emissions. This marks a substantial and measurable contribution to Hong Kong's decarbonisation efforts. Building on our expertise in electric vehicle maintenance, the Group established a new EV maintenance training workshop at KMB Academy that meets the Electrical and Mechanical Services Department's high-voltage facility standards. The Academy is preparing to launch the "Electric Vehicle Maintenance High Voltage Training Programme" (EVH), together with the existing "Electric Vehicle Maintenance Safety Awareness Training Programme" (EVE) and the "Electric Vehicle Maintenance Low Voltage Training Programme" (EVL), the KMB Academy will become the first private institution in Hong Kong to offer a comprehensive three-level electric vehicle maintenance training programme. These courses are open to both KMB maintenance staff and other industry practitioners, contributing to talent development in Hong Kong's electric vehicles maintenance sector and supporting the industry's evolving workforce needs.

With the rising trend of pet ownership in Hong Kong, the Group identified pet travel as a key barrier within the city's public transport services. In response, the Group launched the pioneering "Pet Bus Tour", Hong Kong's first regular double-decker bus service designed specifically to accommodate pets. Since its launch over a year ago, the service has recorded more than 20,000 passenger-trips and expanded to operate on weekdays, receiving strong public support and contributing to Hong Kong's gradual development into a more pet-inclusive city.

The continued population growth in new development areas has created rising demand for transport services. The Group is committed to investing in enhanced bus operations to provide the public with safe and comfortable journeys. With several new residential developments along Anderson Road reached completion, KMB introduced four new “Anderson Routes”, offering direct connections between Kowloon East and Kowloon West, full day services to Choi Hung Bus-Bus Interchange (“BBI”), and direct links to core business districts on Hong Kong Island.

Following the intake of residents at the Yau Pok Road light public housing in Yuen Long, KMB launched new routes serving Sheung Shui and the Tai Lam Tunnel BBI. These routes provided convenient connections and offer interchange concessions across more than 80 KMB and LWB routes, meeting residents’ commuting needs.

The commissioning of Hong Kong’s largest sports development, the Kai Tak Sports Park, represents a key advancement in community infrastructure. Both local residents and visitors look forward to enjoying world-class competitions and performances at this state-of-the-art facility. To support large-scale crowd dispersal following events, KMB has introduced multiple post-event special routes with direct connections to districts across the city. Specifically, a dedicated route provides Chinese Mainland audience with a seamless connection to San Tin Huang Bus Station, allowing them to transfer to the Huang Bus for onward travel to Shenzhen.

The commissioning of the Central Kowloon Route (Yau Ma Tei Section) significantly reduced travel time between West and East Kowloon. In line with this development, KMB introduced two new routes to offer passengers from Tsuen Wan and Tuen Mun in the New Territories West direct trips to Kowloon East Business Area, facilitating more efficient commuting. Five existing routes have also been rerouted to operate via the Bypass, allowing more passengers to benefit from the enhanced connectivity.

In tandem with the further integration of the Greater Bay Area, cross-boundary travel has become more frequent. In response to rising service demand, the Group has strengthened its transport provisions for boundary control points, contributing to positive business growth. With the increasing number of passengers crossing via the Hong Kong-Zhuhai-Macao Bridge, all LWB A-routes now directly serve both the Hong Kong Port of the Bridge and Hong Kong International Airport. Together with KMB’s services connecting to Lok Ma Chau and Heung Yuen Wai Control Points, passengers benefit not only from interchange concessions with other KMB routes but also from enhanced services during long holiday periods, ensuring

convenient transport for both local residents and visitors. The growing popularity of High Speed Rail has further shaped travel patterns. KMB continues to monitor services connecting to West Kowloon Station to ensure they meet evolving traveller needs.

Fuel expenses continue to constitute a substantial portion of the operating costs for bus services. Despite the Group's continued commitment to financial discipline and the implementation of stringent cost control measures, the recent sharp rise in oil prices, driven by international conflicts, has exerted pressure on the Group's operating results. The existing regulatory regime for franchised bus operations does not include a timely mechanism for fare review in response to volatility in operating costs. Nevertheless, the Group will continue to closely monitor oil price trends and, through the established communication protocols with the Government, take prompt action as appropriate to safeguard its financial stability. Concurrently, the expansion of the railway network and evolving travel patterns, most notably the pronounced increase in cross-boundary trips during long holidays, have added further volatility to passenger demand. The Group remains committed to its long-term development and will continue to optimise fleet deployment with agility to ensure business sustainability. At the same time, it will embrace innovation to introduce new routes and service enhancements, unlocking business potential and creating sustainable value for shareholders.

PURCHASE, SALE OR REDEMPTION OF THE COMPANY'S SHARES

During the year, neither the Company nor any of its subsidiaries purchased, sold or redeemed any of the Company's own shares.

CORPORATE GOVERNANCE

The Company has complied with the applicable code provisions in the Corporate Governance Code set out in Appendix C1 of the Listing Rules throughout the year ended 31 December 2025, except that two Directors of the Company were unable to attend the Annual General Meeting of the Company held on 15 May 2025, as provided for in code provision C.1.5, due to other engagements.

AUDIT AND RISK MANAGEMENT COMMITTEE

The Audit and Risk Management Committee of the Company, together with management and the Company's external auditors, KPMG, has reviewed the accounting principles and policies adopted by the Group, discussed auditing, internal control, risk management and financial reporting matters, and also reviewed the financial results for the year ended 31 December 2025.

By Order of the Board
Norman LEUNG Nai Pang
Chairman

Hong Kong, 19 March 2026

The Directors of the Company as at the date of this announcement are:

Independent Non-executive Directors:

Dr. Norman LEUNG Nai Pang, *GBS, JP* (Chairman)
Dr. John CHAN Cho Chak, *GBS, JP* (Deputy Chairman)
Dr. Eric LI Ka Cheung, *GBS, OBE, JP*
Professor LIU Pak Wai, *SBS, JP*
Mr. TSANG Wai Hung, *GBS, PDSM, JP*
Ms. WANG Xiao Bin

Non-executive Directors:

Mr. MA Siu Cheung, *GBS, JP* (Deputy Chairman)
Mr. Raymond KWOK Ping Luen, *JP* (Mr. WONG Hong Kit as his alternate)
Mr. Charles LUI Chung Yuen, *M.H.*
Mr. William LOUEY Lai Kuen (Ms. LAU Man-Kwan, Julia, *JP* as his alternate)
Ms. Winnie NG, *JP*
Mr. Allen FUNG Yuk Lun
Dr. CHEUNG Wing Yui, *BBS*
Mr. LEE Luen Fai, *BBS, JP*
Mr. LUNG Po Kwan
Mr. Christopher KWOK Kai-wang, *JP*

Executive Director:

Mr. Roger LEE Chak Cheong (Managing Director)

** For identification purpose only*