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越秀交通基建有限公司

Yuexiu Transport Infrastructure Limited

(Incorporated in Bermuda with limited liability)

(Stock code: 01052)

UNAUDITED OPERATING INFORMATION FOR DECEMBER 2024

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

Projects	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
	December	M-O-M Change	Y-O-Y Change	Year-to-date cumulative	Aggregate YoY Change	December	M-O-M Change	Y-O-Y Change	Year-to-date cumulative	Aggregate YoY Change
Subsidiaries										
GNSR Expressway	325,639	-1.2%	1.0%	303,502	1.8%	96,775	2.7%	-0.1%	1,071,007	-5.9%
Jinxiong Expressway	37,048	0.0%	32.0%	39,409	6.2%	3,863	-39.9%	-47.5%	84,243	-4.1%
Cangyu Expressway	15,223	0.4%	-8.0%	17,723	-5.1%	8,775	6.7%	-8.3%	101,133	-2.8%
Changzhu Expressway	75,206	0.8%	1.4%	71,769	-0.5%	24,545	6.3%	3.7%	267,096	0.9%
Weixu Expressway	24,464	3.4%	11.0%	25,451	-4.0%	30,137	8.5%	-3.2%	350,191	-9.8%
Lanwei Expressway	31,300	-1.6%	10.5%	31,841	-4.1%	25,348	5.8%	1.6%	289,433	-9.0%
Pinglin Expressway ⁽¹⁾	38,119	-1.9%	12.6%	39,317	0.6%	46,785	3.2%	7.9%	551,743	-5.4%
Suiyuan Expressway	29,286	-1.0%	-4.3%	31,382	-6.4%	67,454	3.8%	6.6%	743,954	1.1%
Hancai Expressway	54,939	8.7%	2.2%	51,017	-14.0%	23,336	11.8%	3.2%	257,114	-8.1%
Han'e Expressway	60,581	2.0%	67.1%	51,712	39.9%	27,984	5.9%	129.8%	266,341	58.5%
Daguangnan Expressway	20,238	0.0%	-16.1%	23,668	-17.0%	32,461	4.9%	-12.4%	416,043	-11.6%
Associates and Joint Ventures										
Han-Xiao Expressway	32,762	2.9%	5.4%	32,397	-0.5%	19,359	5.6%	-3.3%	227,512	-6.6%
Humen Bridge	77,495	-7.9%	-25.1%	96,471	-6.9%	66,586	-1.9%	-28.5%	971,404	-8.6%
GWSR Expressway	101,094	-1.0%	1.0%	96,113	3.7%	48,112	5.8%	1.3%	525,734	2.4%
Shantou Bay Bridge	18,537	2.9%	-4.3%	17,882	-3.6%	9,379	7.2%	10.4%	105,881	-3.4%
Qinglian Expressway	36,784	-25.5%	-30.6%	49,314	-4.9%	38,835	-12.0%	-34.1%	651,713	-6.9%

⁽¹⁾ The data of the Pinglin Expressway for the same period of 2023 and before 27 November 2024 are extracted from the data before the acquisition of the Group. The relevant data are external and do not belong to the Group, which are for reference only.

BRIEF DESCRIPTION:

1. As the Pinglin Expressway became a subsidiary's project of the Group on 26 November 2024, data relating to the Pinglin Expressway will be disclosed from the same month onwards; and as the Jinxiong Expressway ceased to be part of the Group on 18 December 2024, no further disclosure will be made in respect of the Jinxiong Expressway from the following month onwards.
2. The commencement of operation of Conghua-Huangpu Expressway (which connects with GNSR Expressway) on 28 October 2023 caused a diversion impact on GNSR Expressway. The commencement of operation of Wuhan-Yangxin Expressway (which competes with Han'e Expressway and Daguangnan Expressway) on 20 October 2023 caused a diversion impact on Han'e Expressway and Daguangnan Expressway. The closure of Wuhuang Expressway during the construction period commencing on 10 May 2024, diverted some toll traffic volume to Han'e Expressway and caused a far-end diversion impact on Daguangnan Expressway at the same time. The Shenzhen-Zhongshan Link (which competes with Humen Bridge) commenced operation on 30 June 2024, which caused a diversion impact on Humen Bridge. The Group will closely monitor the subsequent progress related to the above-mentioned matters.
3. Jinxiong Expressway: The significant year-on-year and month-on-month decrease in the toll revenue of the month was primarily due to the fact that the accounting days of the toll revenue of the month are only 18 days, which is 13 days and 12 days less than that of the corresponding period of last year and that of last month, respectively, as Jinxiong Expressway ceased to be part of the Group on 18 December. The year-on-year increase in the toll traffic volume of the month was primarily attributable to the maintenance works on the expressways of neighboring regions, resulting in a large number of short-distance passenger vehicles took this path.
4. Cangyu Expressway: The month-on-month increase in the toll revenue of the month was greater than that in toll traffic volume, which was primarily attributable to the increase in the toll traffic volume of trucks as compared to November, and the fact that the toll rates of trucks was higher than passenger vehicles. The toll traffic volume and the toll revenue of the month recorded a year-on-year decrease, which was primarily attributable to the decrease in the toll traffic volume of passenger vehicles during the month.
5. Changzhu Expressway: The month-on-month increase in the toll revenue of the month was greater than that in toll traffic volume, which was primarily attributable to the increase in the toll traffic volume of trucks as compared to November, and the fact that the toll rates of trucks was higher than passenger vehicles.

6. Weixu Expressway: The toll traffic volume of the month recorded a year-on-year increase, while the toll revenue recorded a year-on-year decrease. The year-on-year increase in toll traffic volume was primarily attributable to the lower base of passenger vehicle toll traffic volume in the corresponding period of previous year as a result of more traffic control due to the effects of rain and snow in last year; The year-on-year decrease in toll revenue was mainly due to the decrease in the toll traffic volume of trucks which were subject to higher toll rates than passenger vehicles during the month.
7. Lanwei Expressway: The toll traffic volume and the toll revenue of the month recorded a year-on-year increase, which was primarily attributable to the lower base of passenger vehicle toll traffic volume in the corresponding period of previous year as a result of more traffic control due to the effects of rain and snow in last year; The year-on-year increase in toll revenue was much lower than the year-on-year increase in toll traffic volume, mainly due to the decrease in the toll traffic volume of trucks which were subject to higher toll rates than passenger vehicles during the month.
8. Pinglin Expressway: The toll traffic volume and the toll revenue of the month recorded a year-on-year increase, with the growth rate of traffic volume exceeding that of toll revenue, which was primarily attributable to the fact that the advanced homebound migrant for Chinese New Year holidays resulted in the increase in the toll traffic volume of passenger vehicles which were subject to lower toll rates than trucks.
9. Suiyuan Expressway: The toll traffic volume of the month recorded a year-on-year decrease, while the toll revenue recorded a year-on-year increase. The year-on-year decrease in toll traffic volume of the month was primarily attributable to the decrease in the toll traffic volume of passenger vehicles during the month. The year-on-year increase in toll revenue was primarily attributable to the construction on the nearby 351 National Highway starting on 17 May 2024, redirecting some trucks to Suiyuan Expressway, which were subject to higher toll rates than passenger vehicles.
10. Hancai Expressway: The toll traffic volume and the toll revenue of the month recorded a month-on-month increase. This was primarily due to the fact that the advanced homebound migrant for Chinese New Year holidays resulted in the increase in the traffic volume.
11. Han'e Expressway: The toll traffic volume and the toll revenue of the month recorded a significant year-on-year increase. This was mainly due to the closure of Wuhuang Expressway (which competes with Han'e Expressway) during the construction period commencing on 10 May 2024, diverting some vehicles to Han'e Expressway; the year-on-year increase in toll revenue of the month exceeds the year-on-year increase in toll traffic volume of the month, mainly due to the fact that vehicles diverted from Wuhuang Expressway (which competes with Han'e Expressway) to Han'e Expressway were primarily trucks, which were subject to higher toll rates than passenger vehicles.
12. Daguangnan Expressway: The toll traffic volume and the toll revenue of the month recorded a year-on-year decrease. This was mainly due to the closure of Wuhuang Expressway for construction and the diversion impact of the commencement of operation of Wuhan-Yangxin Expressway as mentioned in paragraph 2 in this announcement.

13. Han-Xiao Expressway: The toll traffic volume of the month recorded a slight year-on-year increase, while the toll revenue recorded a year-on-year decrease. This was mainly due to the increase in traffic of short-distance vehicles during the month.
14. Humen Bridge: The toll traffic volume and the toll revenue of the month recorded a year-on-year decrease. This was mainly due to the fact that Shenzhen-Zhongshan Link (which competes with Humen Bridge) opened to traffic from 30 June 2024, resulting in a diversion impact on the Humen Bridge.
15. Shantou Bay Bridge: The toll traffic volume of the month recorded a year-on-year decrease, while the toll revenue recorded a year-on-year increase. This was mainly due to the decrease in traffic of passenger vehicles, and the increase in traffic of trucks which were subject to higher toll rates than passenger vehicles.
16. Qinglian Expressway: The toll traffic volume and the toll revenue of the month recorded a month-on-month decrease. This was mainly due to the closure of half of Qinglian Expressway for construction from 5 November, and the relevant impact on Qinglian Expressway in December was further enhanced as compared that in November. The toll traffic volume and the toll revenue of the month recorded a year-on-year decrease. This was mainly due to the abovementioned closure of half for construction, leading to the decrease in toll traffic volume. The higher year-on-year decrease in toll revenue was mainly due to the higher decrease in the toll traffic volume of trucks which were subject to higher toll rates than passenger vehicles.
17. The toll revenue referred to in this announcement includes value-added tax, and is rounded to the nearest thousand (RMB'000).
18. The toll traffic volume mentioned in this announcement refers to the average daily toll traffic volume.
19. Please refer to pages 14-15 of the Company's 2024 Interim Report and the Company's circular dated 1 November 2024 for the Group's proportionate interest in each project.

CAUTION STATEMENT

The Company hereby reminds shareholders and investors of the Company that the above statistics are based on the Group's internal records which are unaudited. Differences may arise between such statistics and the data to be disclosed in periodic reports due to completion of certain steps on sorting out the toll traffic volume and toll revenue and confirming the results of sorting out such data, as well as the toll traffic volume and toll revenue statistics of certain projects being recorded on the basis of estimation at the date of monthly settlement and disclosure under the circumstance of inter-network toll collection for expressways. In addition, the Company adjusts monthly forecast statistics in accordance with the difference between the estimated statistics and the actual settlement statistics for the previous month, resulting in a certain degree of year-on-year/month-on-month deviation. As such, the toll traffic volume and toll revenue in this announcement are only for reference by shareholders and investors of the Company as phasic statistics. Shareholders and investors of the Company are advised to use such statistics cautiously.

By Order of the Board
Yuexiu Transport Infrastructure Limited
Yu Tat Fung
Company Secretary

Hong Kong, 11 March 2025

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

Executive Directors: LIU Yan (Chairman), CHEN Jing, CAI Minghua and PAN Yongqiang

Independent Non-executive Directors: FUNG Ka Pun, LAU Hon Chuen Ambrose, CHEUNG Doi Shu and PENG Vincent Shen