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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 OPERATIONAL STATISTICS FOR JULY 2019

The unaudited operational statistics of the Company for July 2019 is set out below:

Project	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB' 000)				
	July	YoY Change	MoM Change	Year-to-date cumulative	Cumulative YoY Change	July	YoY Change	MoM Change	Year-to-date cumulative	Cumulative YoY Change
Subsidiaries										
GNSR Expressway	278,328	12.9%	10.3%	238,307	2.6%	111,119	6.8%	7.5%	701,004	3.7%
Jinxiong Expressway	46,595	10.2%	36.7%	37,510	-1.3%	10,167	7.5%	42.6%	56,579	-3.5%
Cangyu Expressway	9,149	-13.7%	16.6%	9,640	-18.1%	5,630	-18.5%	10.7%	40,338	-17.9%
Han-Xiao Expressway	30,375	11.2%	4.6%	28,540	5.2%	16,805	12.4%	10.8%	104,241	1.3%
Changzhu Expressway	64,421	10.0%	2.8%	59,817	0.6%	22,031	3.4%	5.5%	142,163	-3.5%
Weixu Expressway	33,260	0.2%	12.4%	31,588	5.1%	40,963	2.4%	4.4%	278,770	-0.7%
Suiyuan Expressway	27,624	13.7%	11.0%	26,353	13.1%	62,223	8.6%	12.0%	399,304	7.0%
Associates and Joint Ventures										
Humen Bridge	97,681	-24.8%	10.5%	102,877	-15.7%	110,166	-28.8%	10.5%	788,862	-20.6%
Northern Ring Road	388,309	2.4%	2.3%	353,662	1.7%	69,053	-2.3%	3.8%	454,584	-2.0%
GWSR Expressway	93,807	47.3%	9.3%	80,788	9.4%	53,061	-3.9%	8.2%	335,973	1.2%
Shantou Bay Bridge	30,725	7.9%	4.3%	26,825	5.2%	18,919	-2.4%	4.7%	119,665	-4.5%
Qinglian Expressway	52,958	18.3%	10.4%	48,498	11.1%	79,008	16.7%	15.4%	514,796	10.3%

Brief Description:

1. According to the “Reply to the Overall Plan of Hebei Xiong’an New District (2018-2035) by the State Council (Letter 2018 No. 159 of the State Council)” (《國務院關於河北雄安新區總體規劃(2018-2035年)的批覆》(國函[2018] 159號)) and “Notice of Tianjin Expressway Management Office on Adjusting the Name and Number of Route of Jinxiong Expressway (Jin Gao Su Chu Gui Hua 2019 No. 7)” (《天津市高速公路管理處關於調整津雄高速公路路線命名和編號的通知》(津高速處規劃[2019] 7號)), the name of Jinbao Expressway was adjusted as Jinxiong Expressway, and the number (S7) remained unchanged.
2. GNSR Expressway: The toll traffic volume and the toll revenue recorded a year-on-year increase in July, mainly due to the increase in truck traffic volume and the transfer effect resulting from implementation of the measure restricting the passage of certain heavy trucks on Huanan Expressway Phase I (section between Cencun Interchange and Tuhua Interchange) (華南快速路一期(岑村立交至土華立交段)) since September 2018.

3. Jinxiong Expressway: The toll traffic volume and the toll revenue recorded a year-on-year increase in July, which were mainly affected by the delay to this month in certain ETC (Electronic Toll Collection) traffic volume and toll revenue splitting for last month. If excluding the effect, both the toll traffic volume and the toll revenue recorded a year-on-year decrease in July, mainly due to the decrease in truck traffic volume.
4. Cangyu Expressway: Both the toll traffic volume and the toll revenue recorded a year-on-year decrease in July, mainly due to the impact of diversion of trucks upon completion and commencement of operation of all sections of Wuzhou Ring Expressway (梧州 環城 高速) since December 2018 and completion of upgrading and transformation of the X184 County Road since July 2018.
5. Han-Xiao Expressway: Both the toll traffic volume and toll revenue recorded a year-on-year increase in July, mainly due to the gradually emerging effects of completion of the expansion of road on the Fuhe Bridge, which is connected to the project since June 2019 and the network integration effect brought by the commencement of operations of all sections of the Airport North Avenue (機場北大道) connected to the project in December 2018.
6. Changzhu Expressway: Both the toll traffic volume and the toll revenue recorded a year-on-year increase in July, mainly due to the effect of increase in traffic volume of small vehicles, which was greater than the diversion effect of the implementation of differentiated toll road charges in surrounding sections of the project such as Wuhan-Shenzhen Expressway since February 2019.
7. Weixu Expressway: The toll revenue data in July was “the first split” data, and is required to be subsequently adjusted based on “the second split” result in accordance with relevant regulations. Since the confirmation of “the second split” data lags behind, for reference, it is informed that “the second split” revenue from January to June 2019 is lower than “the first split” revenue by approximately 13.38%. The toll traffic volume remained stable in July. It was continuously affected by the decrease in the intensity of regulating oversize and overload transport on local roads, which caused short-distance trucks to be diverted to local roads; “the first split” toll revenue recorded a year-on-year increase in July, mainly due to the increase in long-distance toll traffic volume of the trucks on Weixu Expressway.
8. Suiyuenan Expressway: Both the toll traffic volume and the toll revenue recorded a year-on-year increase in July, mainly due to the network integration effect brought by all sections of Xuguang Expressway.
9. Humen Bridge: Both the toll traffic volume and the toll revenue recorded a year-on-year decrease in July, mainly due to the diversion upon completion and commencement of operation of Nansha Bridge since April 2019. After completion and commencement of operation of Nansha Bridge and with the restrictions applied to trucks and various types of passenger vehicles from using Humen Bridge since August 2019, it is estimated that the toll revenue of Humen Bridge for the year will record a substantial year-on-year decrease.

10. Northern Ring Road: The toll traffic volume recorded a year-on-year increase in July, mainly due to the growth in the traffic volume of small vehicles; the toll revenue recorded a year-on-year decrease in July, mainly due to the implementation of the measure restricting the passage of certain heavy trucks since August 2018.
11. GWSR Expressway: The toll traffic volume recorded a year-on-year increase in July, mainly due to implementation of fully-enclosed construction in the certain sections of Foshan First Ring Road (佛山一環) since the second half of June 2018 (which caused the base number of the short-distance toll traffic volume of these sections of the road to be relatively low for the corresponding period last year) and the restrictions applied to various types of heavy trucks from using Guangzhou Northern Ring Road since August 2018 (which caused some trucks to switch to GWSR Expressway). The toll revenue recorded a year-on-year decrease, mainly due to the basic completion of the reconstruction into an expressway of the main section of Foshan First Ring Road and its free trial operation in January 2019, which resulted in the increase in the short-distance toll traffic volume of GWSR Expressway and the decrease in the long-distance toll traffic volume.
12. Shantou Bay Bridge: The toll traffic volume recorded a year-on-year increase in July, mainly due to the growth in the traffic volume of small vehicles. The toll revenue recorded a year-on-year decrease, mainly due to the diversion effect of the completion and commencement of operation of Jiehui Expressway (Phase II) (揭惠高速 (二期)) since October 2018.
13. Qinglian Expressway: Both the toll traffic volume and toll revenue recorded a year-on-year increase in July, mainly due to the network integration effect brought by the completion and commencement of operation of Qingxi Bridge connecting Qinglian Expressway and the connection construction since September 2018.
14. The toll revenue referred to in this announcement includes value-added tax and is rounded to the nearest RMB1,000.
15. For details of the percentage of interest held by the Company in each project, please refer to page 20 of the Company's 2018 Annual Results Announcement.

CAUTION STATEMENT

The Company hereby reminds investors that the above operational 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 traffic volume and toll revenue data and confirming the results of sorting out such data, as well as operational 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. 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 deviation. So, operational statistics in the announcement are only for investors' reference as phasic statistics, investors are advised to use such statistics cautiously.

By Order of the Board
Yuexiu Transport Infrastructure Limited
LI Feng
Chairman

Hong Kong, 26 August 2019

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

Executive Directors: LI Feng (Chairman), HE Baiqing and CHEN Jing

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