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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 AUGUST 2019

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

Project	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB' 000)				
	August	YoY Change	MoM Change	Year-to-date cumulative	Cumulative YoY Change	August	YoY Change	MoM Change	Year-to-date cumulative	Cumulative YoY Change
Subsidiaries										
GNSR Expressway	293,629	20.4%	5.5%	245,365	4.9%	114,998	11.3%	3.5%	816,002	4.7%
Jinxiong Expressway	44,424	2.3%	-4.7%	38,392	-0.8%	9,597	5.4%	-5.6%	66,175	-2.3%
Cangyu Expressway	8,016	-34.3%	-12.4%	9,433	-20.3%	4,669	-36.5%	-17.1%	45,008	-20.4%
Han-Xiao Expressway	32,267	7.7%	6.2%	29,015	5.5%	17,933	8.8%	6.7%	122,174	2.3%
Changzhu Expressway	71,020	11.9%	10.2%	61,246	2.1%	24,363	5.5%	10.6%	166,526	-2.3%
Weixu Expressway	36,095	2.0%	8.5%	32,163	4.7%	42,845	4.7%	4.6%	321,615	0.0%
Suiyuanan Expressway	28,064	8.2%	1.6%	26,571	12.4%	64,794	0.0%	4.1%	464,099	5.9%
Associates and Joint Ventures										
Humen Bridge	84,566	-35.5%	-13.4%	100,541	-18.4%	69,804	-55.6%	-36.6%	858,666	-25.4%
Northern Ring Road	386,585	2.9%	-0.4%	357,862	1.9%	69,130	-0.8%	0.1%	523,714	-1.9%
GWSR Expressway	96,037	39.0%	2.4%	82,733	13.0%	55,558	-4.0%	4.7%	391,531	0.4%
Shantou Bay Bridge	30,884	6.0%	0.5%	27,343	5.3%	19,167	-3.8%	1.3%	138,832	-4.4%
Qinglian Expressway	57,853	18.9%	9.2%	49,691	12.2%	86,513	19.1%	9.5%	601,309	11.5%

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 August, 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. The year-on-year increase recorded in August 2019 is higher than that in July 2019, mainly because the temporary closure of each lane in dual carriageway of Luogang Overpass Bridge (蘿崗跨線橋) (because of construction works at the entrance and exit of Kaichuang Avenue (開創大道) in GNSR Expressway commencing in August 2018) caused the toll revenue to be relatively low.
3. Jinxiong Expressway: The toll traffic volume recorded a year-on-year increase in August, which were mainly due to the effect of the increase in long-distance toll traffic volume of the small vehicles in Jinxiong Expressway; although the toll revenue recorded a year-on-year increase, it was still continuously affected by the effect of the decrease in toll traffic volume of the trucks.
4. Cangyu Expressway: Both the toll traffic volume and the toll revenue recorded a year-on-year decrease in August, mainly due to the impact of diversion of trucks as a result of implementation of fully-enclosed construction (which commences since August 2019 and is estimated to be completed at the end of October) in Yunwu Expressway connecting to the project and the completion and commencement of operation of all sections of Wuzhou Ring Expressway (梧州環城高速) since December 2018.
5. Han-Xiao Expressway: Both the toll traffic volume and toll revenue recorded a year-on-year increase in August, 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 August, 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 August 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 July 2019 is lower than “the first split” revenue by approximately 13.22%. The toll traffic volume recorded a small year-on-year increase. 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 August, 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 recorded a year-on-year increase in August, mainly due to the increase in traffic volume of the small vehicles and the network integration effect brought by all sections of Xuguang Expressway. The toll revenue in August remained at the same level on a year-on-year basis mainly because the construction of Xingou Bridge in Xingou Section (新溝段新溝大橋) of Provincial Highway S103 (commencing from July 2018 and ending in December 2018) caused more long-distance trucks to use Suiyuenan Expressway and hence the base number of toll revenue for July 2018 was relatively high.
9. Humen Bridge: Both the toll traffic volume and the toll revenue recorded a year-on-year decrease in August, mainly due to the diversion upon completion and commencement of operation of Nansha Bridge since April 2019 and the implementation of the restrictions to trucks and various types of passenger vehicles from using Humen Bridge since August 2019, as a result of the above, 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 August, mainly due to the growth in the traffic volume of small vehicles; the toll revenue recorded a year-on-year decrease in August, 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 August, 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 August, 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 August, 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 September 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