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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 JANUARY 2022

The unaudited operating information of the Company for January 2022 is set out below:

| Projects | Average daily toll traffic volume (number of vehicles) | | | | | Toll revenue (RMB'000) | | | | |
|--------------------------------------|--|--------------|--------------|-------------------------|----------------------|------------------------|--------------|--------------|-------------------------|----------------------|
| | January | Y-O-Y Change | M-O-M Change | Year-to-date cumulative | Aggregate YoY Change | January | Y-O-Y Change | M-O-M Change | Year-to-date cumulative | Aggregate YoY Change |
| Subsidiaries | | | | | | | | | | |
| GNSR Expressway | 277,646 | -2.8% | -4.0% | 277,646 | -2.8% | 94,802 | -11.3% | -4.5% | 94,802 | -11.3% |
| Jinxiong Expressway | 24,391 | -7.7% | -28.4% | 24,391 | -7.70% | 4,815 | -25.9% | -26.2% | 4,815 | -25.9% |
| Cangyu Expressway | 23,705 | 21.7% | 66.1% | 23,705 | 21.7% | 10,058 | 0.8% | 18.7% | 10,058 | 0.8% |
| Changzhu Expressway | 83,862 | 3.2% | 7.7% | 83,862 | 3.2% | 23,957 | -10.1% | -2.3% | 23,957 | -10.1% |
| Weixu Expressway | 20,915 | -18.8% | -12.1% | 20,915 | -18.8% | 35,453 | 1.9% | 9.4% | 35,453 | 1.9% |
| Suiyuan Expressway | 43,314 | 7.6% | 49.0% | 43,314 | 7.6% | 64,508 | -5.6% | 16.4% | 64,508 | -5.6% |
| Hancai Expressway | 54,739 | 8.1% | 0.5% | 54,739 | 8.1% | 25,444 | 10.4% | 6.0% | 25,444 | 10.4% |
| Han'e Expressway | 44,829 | 0.6% | -3.8% | 44,829 | 0.6% | 20,609 | 2.4% | -7.2% | 20,609 | 2.4% |
| Daguangnan Expressway | 36,756 | 1.0% | 47.8% | 36,756 | 1.0% | 44,783 | -4.7% | 23.1% | 44,783 | -4.7% |
| Associates and Joint Ventures | | | | | | | | | | |
| Han-Xiao Expressway | 41,218 | 10.6% | 25.6% | 41,218 | 10.6% | 23,808 | 15.0% | 11.4% | 23,808 | 15.0% |
| Humen Bridge | 76,852 | -8.5% | -9.1% | 76,852 | -8.5% | 65,186 | -8.3% | -4.3% | 65,186 | -8.3% |
| Northern Ring Road | 375,795 | -0.6% | -6.8% | 375,795 | -0.6% | 61,917 | -5.7% | -5.9% | 61,917 | -5.7% |
| GWSR Expressway | 82,758 | -21.5% | -13.4% | 82,758 | -21.5% | 38,140 | -20.3% | -15.1% | 38,140 | -20.3% |
| Shantou Bay Bridge | 29,758 | 1.2% | 0.7% | 29,758 | 1.2% | 15,527 | -7.4% | -7.3% | 15,527 | -7.4% |
| Qinglian Expressway | 72,379 | 11.9% | 45.2% | 72,379 | 11.9% | 88,195 | -11.9% | 37.5% | 88,195 | -11.9% |

BRIEF DESCRIPTION:

1. According to the “Opinions on Preparation for the 2022 Spring Festival travel rush (Fa Gai Yun Xing 2021 No. 1931)”(《關於全力做好2022年春運工作的意見》(發改運行[2021]1931號)), the Spring Festival travel rush in 2022 should last 40 days from January 17 to February 25, 11 days earlier than 2021 (2021: 28 January to 8 March). In addition, according to the “Notice on Approval and Forwarding of Toll-Free on Major Festivals and Holidays for Small Passengers Vehicles Implementation Policy Promulgated by the Ministry of Transport and Other Related Departments by the State Council” (《國務院關於批轉交通運輸部等部門重大節假日免收小型客車通行費實施方案的通知》), during 0:00 on 31 January to 24:00 on 6 February of the Spring Festival travel rush in 2022, all projects operated and invested by the Group implemented the toll-free policy for small passenger cars with seven seats or less. Therefore, the number of days charged in the current month decreased by 1 day compared with the same period last year. The difference of dates between the Spring Festival travel rush and the Spring Festival holidays in 2021 and 2022 had an impact on the year-on-year change in the project’s operating data for the month. As the overall traffic volume increased during the Spring Festival travel rush this year as compared to last year, investors are advised to combine the January and February operating data to compare the trend of year-on-year change of each project.
2. GNSR Expressway: The toll traffic volume and toll revenue of the month recorded a year-on-year decrease mainly because (1) the pandemic has occurred in the surrounding areas of Guangdong province since December 2021, and hence a decrease in traffic volume on this road section was recorded; and (2) the long-distance trucks diversion impact on this road section was caused by Guangzhou-Foshan-Zhaoqing Expressway (Guangzhou Section), which commenced operation on 28 December 2020 and is basically parallel to this road section; and the commencement of operation of the newly built Chaoyang Interchange of Guangzhou-Foshan-Zhaoqing Expressway (Guangzhou Section) on 16 January 2022 also caused the diversion impact on this road section. The Group is paying close attention to the subsequent situation.
3. Jinxiong Expressway: The toll traffic volume and toll revenue of the month recorded a year-on-year decrease mainly because (1) the pandemic has occurred in the surrounding areas of Tianjin since 8 January 2022, and hence a decrease in traffic volume on this road section was recorded; (2) the diversion impact on this road section was caused by Jin-Shi Expressway (Tianjin West Section), which commenced operation on 22 December 2020 and is basically parallel to this road section; the commencement of operation of the Tianjin East Section of Jin-Shi Expressway on 28 January 2022 also caused the diversion impact on this road section, and the Company is closely observing any follow-ups; and (3) the duration of road closures of this road section has increased compared to the same period in 2021 as a result of weather impact such as snowfall and heavy fog in the month.

4. Cangyu Expressway: The toll traffic volume and toll revenue of the month recorded a year-on-year increase while the toll revenue increased slightly, mainly because the traffic volume of passenger vehicles increased and the traffic volume of trucks decreased during the Spring Festival travel rush period and the tolls for trucks was higher than that of passenger vehicles.
5. Changzhu Expressway: The toll traffic volume of the month recorded a year-on-year increase while the toll revenue of the month recorded a year-on-year decrease mainly because the traffic volume of passenger vehicles increased while the traffic volume of trucks decreased during the Spring Festival travel rush period, and the tolls for trucks was higher than that of passenger vehicles.
6. Weixu Expressway: The toll traffic volume of the month recorded a year-on-year decrease while the toll revenue of the month recorded a year-on-year increase mainly because (1) this road section was affected by rain and snow in the month and the length of the road closure increased compared to the corresponding period in 2021; as a result traffic volume decreased; (2) the outbreak of pandemic in the surrounding areas of Henan province since 4 January 2022 has resulted in the establishment of pandemic prevention checkpoints on this road section and surrounding local roads, and the mileage of vehicles traveling on this road section has been extended, and toll revenue increased. Given the impact of the above factors, although the overall traffic volume of the month on this road section recorded a year-on-year decrease, the toll revenue recorded a slight increase.
7. Suiyuan Expressway: The toll traffic volume of the month recorded a year-on-year increase while the toll revenue of the month recorded a year-on-year decrease mainly because (1) the traffic volume of passenger vehicles increased and the traffic volume of trucks decreased during the Spring Festival travel rush period. With tolls for trucks higher than that of passenger vehicles, the overall toll revenue decreased; (2) the traffic volume of trucks on this road section was diverted due to the commencement of operation of Zhemu Ring Road (Zhuhe-Bailuo section) on 22 January 2022. The Company is paying close attention to subsequent situation. Given the impact of the above factors, although the toll traffic volume recorded a year-on-year increase, the toll revenue recorded a year-on-year decrease.
8. Hancui Expressway: Both the toll traffic volume and toll revenue of the month recorded a year-on-year increase mainly because (1) the commencement of operation of all sections of Wuhan Fourth Ring Line on 30 April 2021 caused an increase in the traffic volume on this road section; (2) the traffic volume of passenger vehicles increased on this road section during the Spring Festival travel rush period.

9. Han'e Expressway: Both the toll traffic volume and toll revenue of the month recorded a year-on-year increase mainly due to an increase in the traffic volume of passenger vehicles on this road section during the Spring Festival travel rush period. In addition, the E-Xian Expressway still caused a diversion impact on this road section in the month, and the Group will continue to closely monitor the subsequent diversion situation. At present, the ramp bridge D of Huahu interchange of the E'Dong Changjiang Bridge (鄂東長江大橋) in Hubei Province, which collapsed on 28 December 2021, is under repair. The Group will continue to closely monitor the subsequent impact.
10. Daguangnan Expressway: The toll traffic volume of the month recorded a slight year-on-year increase while the toll revenue of the month recorded a year-on-year decrease mainly because (1) the traffic volume of passenger vehicles on this road section increased and the traffic volume of trucks decreased during the Spring Festival travel rush period. With tolls for trucks higher than that of passenger vehicles, the overall toll revenue decreased; (2) the traffic disruption in North-South direction of Daguangnan Expressway resulting from the collapse of the ramp bridge D of Huahu interchange of the E'Dong Changjiang Bridge (鄂東長江大橋) in Hubei Province on 18 December 2021 caused a decrease in the traffic volume of trucks. At present, the ramp bridge is under repair, and the Group will continue to closely monitor the subsequent impact; and (3) the commencement of operation of E-Xian Expressway on 28 September 2021 and Wuxue-Changjiang Bridge on 25 September 2021 caused the diversion impact on this road section. The Group will continue to closely monitor the subsequent diversion situation. Given the impact of the above factors, although the overall toll traffic volume of the month on this road section recorded a year-on-year increase, the toll revenue recorded a year-on-year decrease.
11. Han-Xiao Expressway: Both the toll traffic volume and toll revenue of the month recorded a year-on-year increase, mainly because of an increase in the traffic volume of passenger vehicles on this road section and the commencement of operation of all sections of Wuhan Fourth Ring Line on 30 April 2021.
12. Humen Bridge: Both the toll traffic volume and toll revenue of the month recorded a year-on-year decrease mainly because the outbreak of pandemic in the surrounding areas of Guangdong province since December 2021 caused a decrease in the traffic volume on this road section and nearby roads.
13. Northern Ring Road: The toll traffic volume and toll revenue of the month recorded a year-on-year decrease mainly because the outbreak of pandemic in the surrounding areas of Guangdong province since December 2021 caused a decrease in traffic volume on this road section.

14. GWSR Expressway: Both the toll traffic volume and toll revenue of the month recorded a year-on-year decrease mainly because (1) a decrease in the traffic volume on this road section was caused by the outbreak of pandemic in the surrounding areas of Guangdong province since December 2021; and (2) the diversion impact on this road section was caused by Guangzhou-Foshan-Zhaoqing Expressway (Guangzhou Section), which commenced operation on 28 December 2020 and is basically parallel to this road section; and the commencement of operation of the newly built Chaoyang Interchange of Guangzhou-Foshan-Zhaoqing Expressway (Guangzhou Section) on 16 January 2022 caused diversion impact on this road section. The Company is paying close attention to subsequent changes.
15. Shantou Bay Bridge: The toll traffic volume of the month recorded a year-on-year increase, while the toll revenue recorded a year-on-year decrease, mainly due to (1) a decrease in the traffic volume on this road section resulting from the outbreak of pandemic in the surrounding areas of Guangdong province since December 2021; (2) an increase in the traffic volume of passenger vehicles on this road section during the Spring Festival travel rush period. Given the above, although the overall toll traffic volume of the month on this road section recorded a year-on-year increase, the toll revenue recorded a year-on-year decrease.
16. Qinglian Expressway: The toll traffic volume of the month recorded a year-on-year increase, while the toll revenue of the month recorded a year-on-year decrease mainly because (1) the traffic volume of passenger vehicles on this road section increased during the Spring Festival travel rush period; and (2) the commencement of operation of the Guangzhou-Lianzhou Expressway on 31 December 2021 resulted in the diversion of long-distance vehicles on this road section. Taking the above factors into consideration, although the overall traffic volume of the month on this road section recorded a year-on-year increase, the toll revenue recorded a year-on-year decrease.
17. The toll revenue referred in this announcement includes value-added tax, which is rounded to the nearest thousand RMB.
18. Please refer to page 17 of the Company's 2021 Interim Results Announcement for the Company's proportionate interest in each project except the Han-Xiao Expressway.

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

Hong Kong, 3 March 2022

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

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

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