Hopewell Highway Infrastructure Limited
合 和 公 路 基 建 有 限 公 司
(incorporated in the Cayman Islands with limited liability)
Stock Codes: 737 (HKD counter) and 80737 (RMB counter)

FINAL RESULTS FOR THE YEAR ENDED 30 JUNE 2018

Highlights

Change in Controlling Shareholder

- On 4 April 2018, Shenzhen Investment Holdings Co., Ltd* (深圳市投資控股有限公司) completed the acquisition of the Shares of the Company and became the ultimate controlling shareholder of the Company.

FY2018

- Net profit of the Group grew 5% yoy to RMB656 million, while the Group's annual results was affected by the adjustment of the profit-sharing ratio in the GS Superhighway from 48% to 45% starting from 1 July 2017, the Group however, is supported by (i) healthy growth in toll revenue from the GS Superhighway and the Western Delta Route; and (ii) lower interest expenses of the Western Delta Route, the overall performance of the two expressway projects fell slightly by 1% to RMB659 million. In addition, the GS Superhighway JV recorded an exchange gain during the year, compared to an exchange loss for the corresponding period last year
- Total dividend of RMB31.3 cents per share (final dividend of RMB9.7 cents per share; special final dividend of RMB10 cents per share and interim dividend of RMB11.6 cents per share). Excluding the special final dividend of RMB10 cents per share, total dividend for the year represents a regular dividend payout ratio of 100%
- The Western Delta Route recorded continuous growth in toll revenue, the Group's share of net profit of the West Route JV grew 29% yoy to RMB138 million
- During the year, the West Route JV utilised surplus cash for the prepayment of undue bank loan principals of RMB830 million in aggregate (JV company level) to save on interest expenses

* *For identification purpose only*

Upcoming

- 100% dividend payout target (full-year basis) is sustainable, given that (i) bank balances held at the corporate level amounted to approximately RMB691 million as at 30 June 2018; (ii) the Group expects to receive cash dividend of approximately RMB450 million from the GS Superhighway JV in the second half of 2018; (iii) the West Route JV is expected to distribute dividend to the Group starting from 2020 the earliest
- Located in the heart of the Guangdong-Hong Kong-Macao Bay Area, the GS Superhighway and the Western Delta Route will therefore benefit from the construction and development of the Guangdong-Hong Kong-Macao Bay Area in the long term; with its imminent opening, the HZM Bridge is expected to drive traffic growth for the Western Delta Route

Event After the Reporting Period

- The financial year end date of the Company will be changed from 30 June to 31 December, in order to align it with the financial year end date of the two joint ventures incorporated in the PRC and of the ultimate controlling shareholder

CHAIRMAN'S STATEMENT

I am incredibly honoured to have been appointed as Chairman of the Board. In April 2018, Shenzhen Investment Holdings Co., Ltd ("SIHC") completed the acquisition of shares of the Company held by Hopewell Holdings Limited, and became the ultimate holding company of the Company. SIHC is the largest municipal state-owned enterprise in Shenzhen in terms of total assets; its operations span over a wide range of sectors, including the financial services industry, science and technology parks industry, emerging industries and high-end services industry. SIHC is committed to enhancing its comprehensive competitiveness through efficient operation and management, with an aim to become one of the "Fortune Global 500" companies. As a major overseas-listed capital platform under SIHC, the Company can rely on its strong support to further optimise existing business, expand operations by maximising the use of available resources, as well as deliver value and good return on assets for shareholders, thereby enhancing long-term investment value of the Company.

Financial Results and Dividend Proposal

Toll revenue of the Group's toll expressway projects maintained a healthy growth during the current financial year. However, owing to the adjustment of its profit sharing ratio in the GS Superhighway JV from 48% to 45%, which took effect from the financial year under review, net profit of the toll expressway projects decreased slightly by 1% from RMB666 million to RMB659 million. Benefitting from higher RMB exchange gain, profit attributable to owners of the Company increased by 5% from RMB623 million to RMB656 million, and basic earnings per share stood at RMB21.29 cents.

The Board has proposed a final dividend of RMB9.7 cents per share and a special final dividend of RMB10 cents per share for the financial year ended 30 June 2018. Together with an interim dividend of RMB11.6 cents per share to be paid on 3 September 2018, total dividends for the year will amount to RMB31.3 cents per share. Total regular dividend (the aggregate of interim dividend and final dividend) will amount to RMB21.3 cents per share, representing an increase of 5% on the last financial year's total regular dividend of RMB20.2 cents per share. The Company's total dividend for the year represents a regular dividend payout ratio of 100% of the Company's profit attributable to owners of the Company. Payment of the final dividend and special final dividend shall be subject to approval at the 2018 Annual General Meeting.

Operating Environment

According to statistics from the International Monetary Fund, the global economic growth – to which the Chinese economy contributes over 30% – was 3.8% in 2017, the fastest pace since 2011. Many of the world's major economies are now growing at noticeably accelerated paces, with clearer signs of economic momentum. Higher investment expenditures from developed countries and improved export in emerging market economies have become key drivers of economic growth. Entering 2018, higher interest rates in the lending market, growth in international crude oil prices and the aggravation of international trade friction, in particular, increased tariffs on imported products between Mainland China and the United States, are adding uncertainties to the upturn in global economy, and may even pose risks of an economic slowdown.

Mainland China is currently driving economic growth under its 13th Five-Year Plan, which guides the country to deepen supply-side structural reforms, reduce excess capacity, roll out a series of tax cut measures, with a view to supporting development of the real economy. Moreover, Mainland China also allocates considerable resources to cultivate emerging and high-end industries, with an aim to build a new mechanism for economic development, as well as explore new business models and modes. The Chinese economy has been growing at the targeted pace set out in the 13th Five-Year Plan up to date in 2018, reporting a steady trend while making solid improvement in quality and efficiency. As its economy makes further progress in the transition to high-quality development, it is expected to create a sustainable operating environment for the expressway industry.

As one of the key regional development schemes set out in China's 13th Five-Year Plan, the Guangdong-Hong Kong-Macao Bay Area includes 9 cities in PRD, Hong Kong and Macao. At present, the governments of Guangdong, Hong Kong and Macao and National Development and Reform Commission have jointly signed a framework agreement in relation to developing the Bay Area. Preparation of the Development Plan for a City Cluster in the Guangdong-Hong Kong-Macao Bay Area will soon be completed, which will then accelerate development of the Bay Area. The Group's operations are located at the heart of the Bay Area, with expressways spanning core cities such as Shenzhen, Dongguan, Guangzhou and Foshan. They will certainly benefit from future development opportunities in the Bay Area, its business performance is expected to grow as development in the area takes off.

Policy environment for the expressway industry remained stable during the year under review, with no major policy being introduced at the national level. Relevant government departments were still working on the amendments to Regulation on the Administration of Toll Roads, with a view to further improving management policies for toll roads and promoting a balanced development between toll roads and free roads. In addition, as an industry-wide response to the government's call to lower the costs of the logistics industry, some of the highways controlled by state-owned enterprises in Guangdong Province successively offered toll discount for trucks, so as to encourage more trucks to use the more efficient transportation network of expressways. Meanwhile, the traffic police department also strengthened law enforcement on overloaded and over-sized trucks, for example, by restricting the access of overloaded and over-sized trucks to expressways. This will effectively reduce damage to expressway pavement, thereby helping expressway enterprises reduce their maintenance and repair costs. In addition, with the rapid development of Internet technologies, mobile payment has become increasingly popular. In order to improve operational efficiency and enhance competitiveness, on top of promoting the use of card-based Electronic Toll Collection payment, expressway operators are already exploring various new charging modes (including WeChat Pay and Alipay) to improve their service standards.

Business Review and Prospects

The Group's two expressway projects connect major cities on both sides of the PRD. With a mature local economy and frequent business and trading activities, the PRD has a sustained and stable demand for road transportation, which will support the steady growth of the Group's operations. During the year under review, the GS Superhighway recorded low single-digit growths in both traffic volume and toll revenue, mainly attributable to changes in the surrounding road network. The Western Delta Route was still affected by traffic restriction measures implemented due to construction at local roads in the adjacent areas, which led to double-digit growths in traffic volume and toll revenue. While performances of these two expressway projects are affected by short-term factors, it is expected that their future performances will remain stable, given that the basic factor of a stable economic development remains unchanged; economic development in cities along the expressways is robust; their registered car population ranks at the top of the provincial figure; their urbanisation rates are significantly above the national level and that of Guangdong Province; and there is a strong demand for transportation services. Furthermore, with the imminent opening of the HZM Bridge, the land distance between Hong Kong and western PRD will be greatly shortened, which would not only help promote passenger and freight transportation on the roads within the area, but also support performance of the Western Delta Route in the long run.

In order to make better use of its land to promote urban development, cities in the PRD region will rezone land from time to time to align with the latest development trend. To address the need of local development, relevant government departments in Zengcheng District of Guangzhou initiated works to change the nature of a parcel of land at Xintang interchange of the GS Superhighway in May 2018. To this end, the GS Superhighway JV has initiated a preliminary study to come up with an upgrade plan for Xintang interchange, with a view to reflecting and enhancing its land value.

The global arena remains complicated and volatile in 2018. Businesses are faced with higher operational and financing costs, as the gradual normalisation of monetary policy of the United States gradually tightens the previously flexible global financial environment, added with the continuous rise in international oil prices and increased trade barriers between Mainland China and the United States, which will threaten global economic activities and international trade. The adverse external environment has also aggravated the RMB exchange rate fluctuation, resulting in greater exchange risks and financing pressure; it is expected that an unpredictable international economic environment will continue to weigh on the market for some time to come. In order to reduce risks arising from a depreciating RMB and higher interest rates, and to improve capital efficiency, the Group will continue to strengthen its management on monetary funds to reduce its exposure to exchange rate fluctuations and rising interest rates, with a view to saving on finance costs.

Appreciation

On behalf of the Company and the new Board, I would like to take this opportunity to express our most sincere gratitude to all retiring Directors of the previous Board, as well as members of Board Committees for their contributions and support to the Company!

I would also like to give our heartfelt gratitude to Directors, senior management personnel and all staff members of the Group for their hard work and commitment during the past year. Last but not least, I would like to thank all our shareholders, banks and business partners for their enduring trust and support. I have every faith that we will be making still greater achievements and embarking on new adventures in the future!

Zhengyu Liu*
Chairman

Hong Kong, 27 August 2018

* For identification purpose only

Final Dividend and Special Final Dividend

The Board has proposed a final dividend of RMB9.7 cents per share (equivalent to HK11.114551 cents per share at the exchange rate of RMB1:HK$1.14583) and a special final dividend of RMB10 cents per share (equivalent to HK11.4583 cents per share at the exchange rate of RMB1:HK$1.14583) for the year ended 30 June 2018. Together with the interim dividend of RMB11.6 cents per share (equivalent to HK14.24028 cents per share at the exchange rate of RMB1:HK$1.22761) that will be paid on 3 September 2018, the total regular dividends for the year will amount to RMB21.3 cents per share. This represents an increase of 5% on the last financial year's total regular dividends of RMB20.2 cents per share (excluding a special final dividend of RMB10 cents per share). Excluding the special final dividend of RMB10 cents per share, the Company's total regular dividend for the year represents a regular dividend payout ratio of 100% of the profit attributable to owners of the Company and will be the same as that of the previous year.

Subject to shareholders' approval at the 2018 Annual General Meeting to be held on Tuesday, 30 October 2018, the proposed final dividend and special final dividend will be paid on Thursday, 6 December 2018 to shareholders of the Company registered at the close of business on Monday, 5 November 2018.

If the proposed final dividend and special final dividend are approved by the shareholders at the 2018 Annual General Meeting, they will be payable in cash in RMB or HK Dollars, or a combination of these currencies, at the exchange rate of RMB to HKD as published by The People's Bank of China on Monday, 27 August 2018 and shareholders will be given the option of electing to receive the final dividend and special final dividend in either RMB or HK Dollars or a combination of RMB and HK Dollars.

To make the dividend election, shareholders should complete the Dividend Election Form (if applicable) and return it to the Company's Hong Kong Share Registrar, Computershare Hong Kong Investor Services Limited at shop 1712-1716,17th Floor, Hopewell Centre, 183 Queen's Road East, Wan Chai, Hong Kong, not later than 4:30 p.m. on Friday, 23 November 2018. **If no dividend election is made by a shareholder, such shareholder will receive the final dividend and special final dividend in HK Dollars.**

Closure of Register

To ascertain shareholders' eligibility to attend and vote at the 2018 Annual General Meeting to be held on Tuesday, 30 October 2018, the Register of Members of the Company will be closed from Tuesday, 23 October 2018 to Tuesday, 30 October 2018, both days inclusive, during which period no transfer of shares of the Company will be effected. In order to qualify to attend and vote at the 2018 Annual General Meeting, all transfers of share ownership, accompanied by relevant share certificates, must be lodged with the Company's Hong Kong Share Registrar, Computershare Hong Kong Investor Services Limited at Shops 1712-1716, 17th Floor, Hopewell Centre, 183 Queen's Road East, Wan Chai, Hong Kong not later than 4:30 p.m. on Monday, 22 October 2018.

To ascertain shareholders' entitlement to the proposed final dividend and special final dividend, the Register of Members of the Company will be closed for one day on Monday, 5 November 2018, if and only if the proposed final dividend and special final dividend are approved by the shareholders at the 2018 Annual General Meeting. No transfer of shares of the Company will be effected on the aforementioned book-close date. To qualify for the proposed final dividend and special final dividend, all transfers of share ownership, accompanied by relevant share certificates, must be lodged with the Company's Hong Kong Share Registrar, Computershare Hong Kong Investor Services Limited at Shops 1712-1716, 17th Floor, Hopewell Centre, 183 Queen's Road East, Wan Chai, Hong Kong not later than 4:30 p.m. on Friday, 2 November 2018.

MANAGEMENT DISCUSSION AND ANALYSIS

BUSINESS REVIEW

During the year under review, the aggregate average daily toll revenue of the GS Superhighway and the Western Delta Route grew by 5% yoy to RMB13.14 million and the total toll revenue amounted to RMB4,794 million in aggregate.

Traffic volume of the GS Superhighway continued to grow, its average daily toll revenue increased by 2% yoy to RMB9.39 million. Meanwhile, the average daily full-length equivalent traffic grew by 5% yoy to 104,000 vehicles. Due to the impact of traffic diversion from roads newly opened near the GS Superhighway, its growth momentum started to show signs of slowing down from January 2018.

Performance of the Western Delta Route remained stable, its average daily toll revenue and average daily full-length equivalent traffic were RMB3.74 million and 51,000 vehicles, recording yoy growths of 11% and 10% respectively. During the year under review, as a result of the implementation of truck restriction measures on main alignment of Foshan Ring Road due to its upgrade works since 1 August 2017, some of the trucks were diverted to the Western Delta Route, which supported its growth. On the other hand, most of the maintenance and upgrading works on National Highway 105 and local roads nearby were finished by the third quarter of 2017 and the positive impact from these works had vanished thereafter.

The Group’s shared aggregate net toll revenue remained flat yoy at RMB2,162 million during the year under review, owing to the adjustment of profit sharing ratio in the GS Superhighway JV from 48% to 45% starting from 1 July 2017. The contribution from the GS Superhighway and the Western Delta Route were 69% and 31% respectively, compared to 72% and 28% in FY2017.

Financial Year	*2017*	***2018***	*% Change*
At JV company level			
GS Superhighway			
Average Daily Toll Revenue# (RMB ’000)	9,169	**9,395**	+2%
Average Daily Full-Length Equivalent Traffic* (No. of vehicles ’000)	99	**104**	+5%
Western Delta Route			
Average Daily Toll Revenue# (RMB ’000)	3,377	**3,741**	+11%
Average Daily Full-Length Equivalent Traffic* (No. of vehicles ’000)	47	**51**	+10%

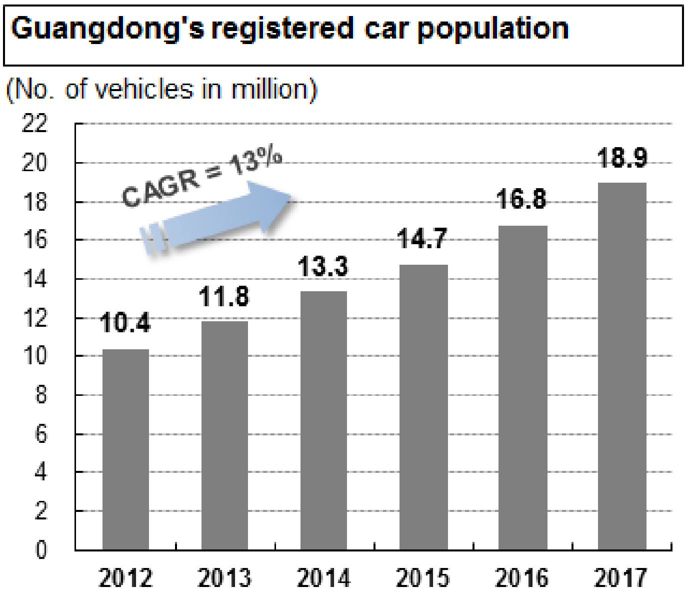
Including tax

* Average daily full-length equivalent traffic is defined as the total distance travelled by all vehicles on the expressway divided by the full length of the expressway and the number of days in the year under review. It can better reflect road usage as it takes into account total travelling distance by all vehicles on the expressway and is a standard operational statistic used throughout the industry

Operating Environment

Against the backdrop of its national effort in promoting supply-side structural reforms, Mainland China delivered a steady and healthy economic development, stimulating social demand for transportation services while supporting development of the expressway industry. In 2017, the GDP of Mainland China and Guangdong Province increased by 6.9% and 7.5% respectively, both exceeding the targets set by the government at the beginning of the year. In the first half of 2018, although trade friction kept escalating between Mainland China and the United States, the GDP of Mainland China and Guangdong Province still managed to grow by 6.8% and 7.1% respectively, an indication that economic development remained robust.

From 2012 to the end of 2017, total length of expressways in Guangdong reached approximately 8,300 km with a CAGR of 9%. On the other hand, the CAGR of the registered car population was 13% during the same period, reaching a record total population of approximately 19 million vehicles at the end of 2017, which reflected a continuous growth in the demand for road usage. The growth rate of Guangdong's expressway length is lagging far behind that of its car population. Healthy economic development and rising registered car population will continue to increase demand for road usage, thereby supporting traffic growth for the GS Superhighway and the Western Delta Route in the long run.



As one of the key national development strategies, the Guangdong-Hong Kong-Macao Bay Area further promotes regional economic development by deepening collaborative efforts among Guangdong, Hong Kong and Macao from a multitude of areas, including, among others, strengthening transport connectivity, market integration, forming innovation centres for scientific research, creating inter-industrial synergy, building quality communities and enhancing support for international cooperation. Construction of the Bay Area aims to strengthen Guangdong's role as a pioneer of China's reform and opening up efforts, so as to drive economic development on a national level. It will also enhance the international competitiveness of Guangdong, Hong Kong and Macao while driving their sector development, so as to activate economy within the area to build a leading bay area of international competitiveness and a world-class city cluster. The soon-to-be published development plan of the Bay Area will create a blueprint for regional development in the future.

Guangdong-Hong Kong-Macao Bay Area

Source: Statistics Bureau of Guangdong Province, HKSAR Census and Statistics Department, Government of Macao SAR Statistics and Census Service

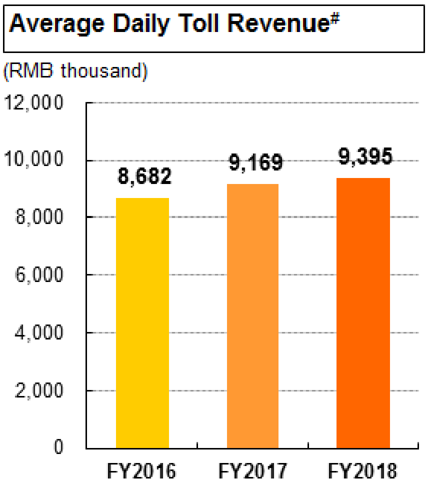
Remark: Gross domestic product of Hong Kong and Macao are calculated based on annual average exchange rates

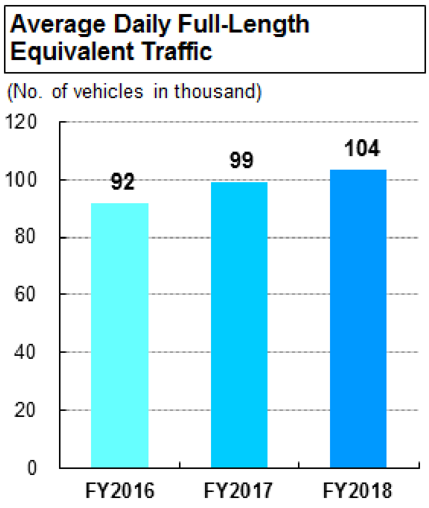
In addition, the Guangdong Provincial Government worked out the Guangzhou-Shenzhen Science and Technology Innovation Corridor Plan at the end of 2017, in which it proposed to utilise various types of efficient transportation networks in the region to build an innovation zone with a total length of approximately 180 km along the 11,836 square km axis area of Guangzhou, Dongguan and Shenzhen. The Guangzhou-Shenzhen Science and Technology Innovation Corridor will grow into a harbour of innovative talents, technological achievements and innovative enterprises, through which the Guangdong Provincial Government aims to nurture and acquire more core technologies, build a multi-layered system of scientific research institutions, substantially improve the local living environment, and create an innovative development model. Not only will the Guangzhou-Shenzhen Science and Technology Innovation Corridor be developed into China's own "Silicon Valley", it will also become a major component of the international innovation centre for science and technology to be built in the Bay Area.

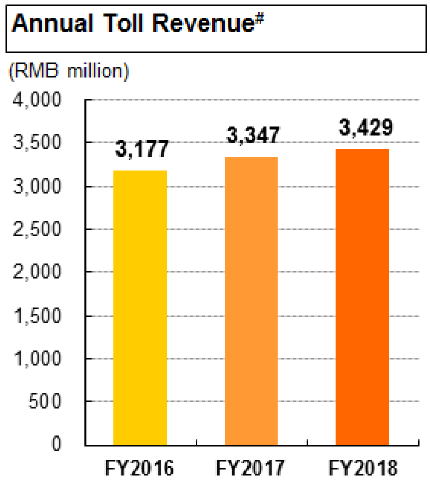
Future performance of the Group's expressway projects will benefit from the gradual execution of development plans for the PRD region, which will not only support social and economic sustainability, but also drive cities within the Bay Area towards economic upgrading.

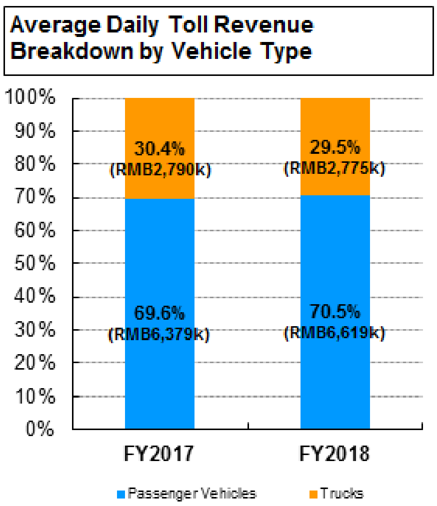
Guangzhou-Shenzhen Superhighway

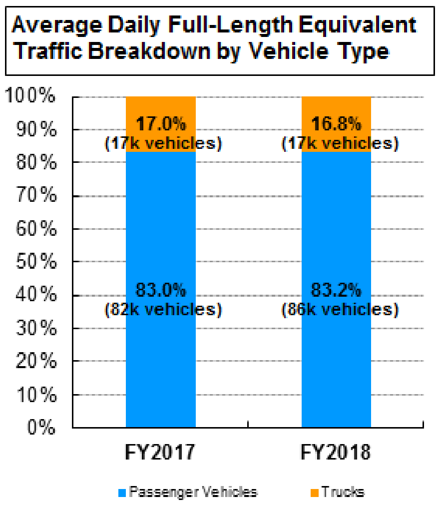
The GS Superhighway is the main expressway connecting the PRD region's three major cities – Guangzhou, Dongguan and Shenzhen with Hong Kong. The healthy economic development in PRD cities alongside supports the stable growth of traffic on the GS Superhighway. The GDP growths of Guangzhou, Dongguan and Shenzhen in the first half of 2018 were 6.2%, 7.8% and 8.0%, respectively. During the year under review, the GS Superhighway's average daily toll revenue increased by 2% yoy to RMB9.39 million. Its total toll revenue for the year amounted to RMB3,429 million. The average daily full-length equivalent traffic rose by 5% yoy to 104,000 vehicles. Passenger vehicles are the major contributors to toll revenue and traffic, accounting for 70.5% and 83.2% of the GS Superhighway's toll revenue and full-length equivalent traffic volume respectively.











Including tax

Growth momentum in traffic of the GS Superhighway has been weakening since January 2018, mainly due to changes in the surrounding road network. Guangzhou Northern Third Ring Road, which runs through four districts in Guangzhou, namely Zengcheng, Conghua, Baiyun and Huadu, was fully opened to traffic on 29 January 2018. With its south link with the Dongguan-Shenzhen Expressway, Guangzhou Northern Third Ring Road offers an alternative route for vehicles travelling between Dongguan and Northern Guangdong. In addition, two local roads in Dongguan, which run parallel to Dongguan section of the GS Superhighway, were also opened to traffic in November 2017 and February 2018 respectively, thus forming new competition. Traffic of the GS Superhighway has been diverted following the successive opening of these roads, for road users now have more options when selecting routes. Based on past experiences, the yoy impact of traffic diversion will gradually diminish as overall traffic in the area continues to grow.

Shenzhen Expressway Company Limited issued an announcement on 28 February 2018, offering a 50% toll discount to all trucks going through the Shenzhen section of the Coastal Expressway during the period from 1 March 2018 to 31 December 2020. Implementation of the toll discount has a negative impact on the truck traffic of the GS Superhighway, as the Shenzhen section of the Coastal Expressway runs parallel to the Xinqiao to Nantou section of the GS Superhighway.

The implementation of traffic restriction measures in the peripheral area of Shenzhen Bay border crossing due to road network upgrade works since mid-October 2016 has diverted some passenger cars to travel on the GS Superhighway, resulting in minimal positive impact. While the said traffic restriction measures have not been removed due to ongoing works, their resulting impact has, however, stabilised.

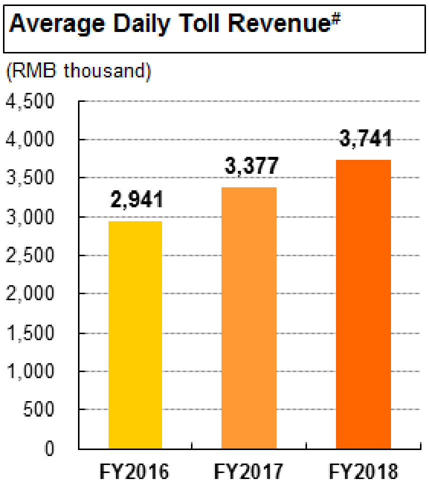
On 29 May 2018 and 20 July 2018 separately, the Land Resources and Planning Bureau of Zengcheng District of Guangzhou issued notices to consult the public on the change to the use of the mandatory planned land located at Xintang interchange in the Guangzhou section of the GS Superhighway, where it proposed to change the land use from for roads only to for both roads and Type II residential. The land use right of Xintang interchange is owned by the GS Superhighway JV, who has initiated an early-stage study in order to formulate an upgrade plan for Xintang interchange, with a view to reflecting and enhancing its land value.

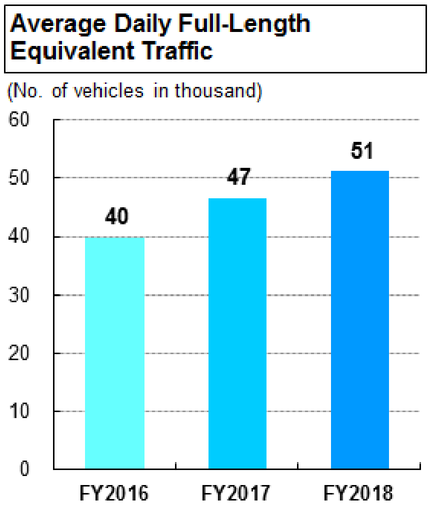
The GS Superhighway JV remains as ever committed to improving service quality and operational efficiency. In addition to installing automated equipment such as Electronic Toll Collection devices or automatic card-issuing machines at toll lanes and entry lanes in response to traffic growth, it also currently plans on introducing additional equipment to accept a number of mobile payment methods such as WeChat Pay and Alipay, so as to create experiences of greater convenience for drivers and attendants. Moreover, the GS Superhighway JV also gets started on studies on the feasibility of enhancing traffic efficiency through pavement widening.

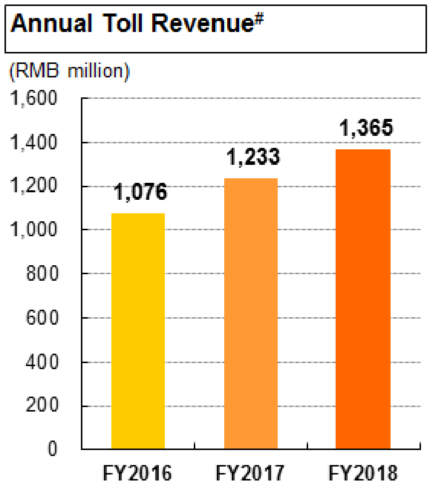
Western Delta Route

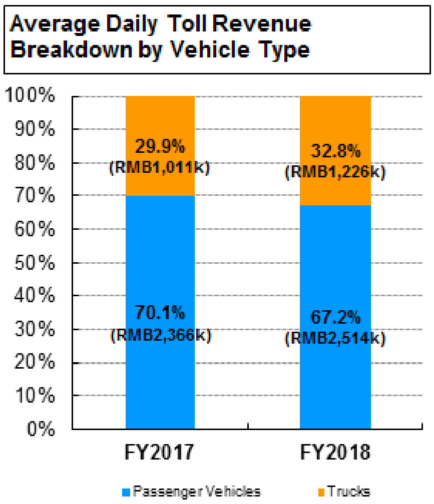
The Western Delta Route was developed in three phases and it was fully opened to traffic on 25 January 2013. It is a 97.9 km closed expressway with a total of 6 lanes in dual directions that runs from north to south along the central axis of western PRD and connects four major cities — Guangzhou, Foshan, Zhongshan and Zhuhai. It is the only main expressway artery between the city centres of Guangzhou and Zhuhai, and offers the most convenient access to Hengqin, Macao and Hong Kong through its connection with Second Hengqin Bridge, the Zhuhai Link Road and the soon-to-open HZM Bridge, respectively.

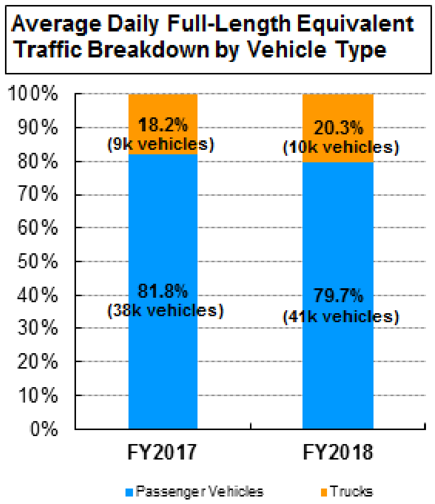
During the year under review, its average daily toll revenue and average daily full-length equivalent traffic achieved 11% and 10% yoy growths to RMB3.74 million and 51,000 vehicles respectively. Meanwhile, its total toll revenue for the year amounted to RMB1,365 million. Passenger vehicles are the major contributors to toll revenue and traffic, accounting for 67.2% and 79.7% of the Western Delta Route's toll revenue and full-length equivalent traffic volume respectively, compared to 70.1% and 81.8% in FY2017. Benefiting from the stronger growth in average daily full-length equivalent traffic of trucks than that of passenger vehicles, a higher growth was recorded in average daily toll revenue than that in average daily full-length equivalent traffic. During the first half of 2018, economic development remained robust in the four main cities along the Western Delta Route, namely Guangzhou, Foshan, Zhongshan and Zhuhai, with GDP growths of 6.2%, 7.0%, 6.0% and 8.7% respectively, supporting its continuous traffic growth.









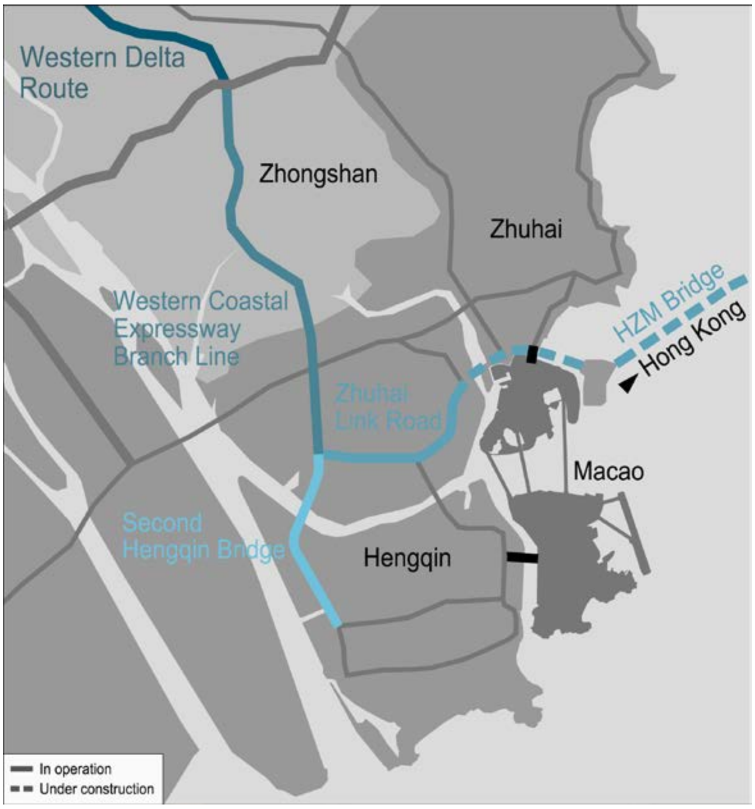


Including tax

Foshan Ring Road, a major local road of Foshan city which is close to the northern end of the Western Delta Route, is currently undergoing upgrade works to be developed into several toll expressways. The construction works commenced in late June 2017. Traffic restriction measures have been successively implemented on some sections and all trucks are forbidden from going through the main alignment during the construction period from 1 August 2017 to 30 December 2018. The works are expected to continue until 2020. Some of the trucks have been diverted to the Western Delta Route following implementation of relevant measures, resulting in a positive impact.

Most of the maintenance and upgrading works on National Highway 105 and local roads nearby that caused diversion of traffic onto the Western Delta Route since mid-August 2016 were completed by the third quarter of 2017, and corresponding traffic restriction measures had been removed. As a result, the positive impacts from such maintenance and upgrading works had diminished.

Guangzhou Municipal Public Security Bureau issued a notice on 25 May 2018, announcing three adjustments to the traffic restriction measures on trucks carrying load of 15 tonnes or above already implemented on the Guangzhou Ring Road, including: (1) extending the restriction on non-Guangzhou-registered trucks to all trucks; (2) extending the restrictive area to cover the entire Guangzhou Northern Ring Road; (3) extending the daily restriction period from between 7:00 a.m. and 8:00 p.m. to between 7:00 a.m. and 10:00 p.m. The above adjustments took effect from 1 July 2018, for a term of 5 years. The Company will pay close attention to their impact.



The Western Delta Route is the main expressway artery between Guangzhou and Zhuhai, and offers an effective access to the Hengqin State-level Strategic New Zone and the HZM Bridge through its connection with the expressway networks in Zhuhai. As of early 2018, the committed total project investments in Hengqin New Zone have reached over RMB500 billion, and an international leisure tourist island will be built with support from the government. A number of major projects, including the Chimelong International Ocean Tourist Resort, Novotown and projects invested by Macao companies, have been completed or are under development in the region. Tourism, sports events and exhibition activities are also actively organized, which contribute to driving the local economy, promoting economic and trade activities and stimulating demands for transportation. In addition, the economic and trade activities between Hong Kong and Mainland China will increase, so will the demand for transportation, and in particular the related feeder traffic will be boosted subsequent to the completion and operation of the HZM Bridge, as cities in western PRD fall into a 3-hour commuting radius from Hong Kong. These factors are expected to support the operating performance of the Western Delta Route in the future.

FINANCIAL REVIEW

The Group's performance for the year ended 30 June 2018 presented in RMB (million) was as follows:

RMB million	2017 Net toll revenue	2017 EBITDA	2017 Depreciation and amortisation	2017 Interest and tax	2017 Results	**2018 Net toll revenue**	**2018 EBITDA**	**2018 Depreciation and amortisation**	**2018 Interest and tax**	**2018 Results**
Group's share of project contributions:										
GS Superhighway [Note 1]	1,560	1,343	(460)	(324)	559	**1,499**	**1,309**	**(463)**	**(325)**	**521**
Western Delta Route	599	516	(211)	(198)	107	**663**	**580**	**(229)**	**(213)**	**138**
Total	2,159	1,859	(671)	(522)	666	**2,162**	**1,889**	**(692)**	**(538)**	**659**
YoY change						**+0.1%**	**+2%**	**+3%**	**+3%**	**-1%**
Corporate level:										
Bank deposits interest income					24					**18**
Other income					-					**1**
General and administrative expenses and depreciation					(41)					**(34)**
Income tax expenses					-					**(0)**
Sub-total					(17)					**(15)**
Profit before net exchange (loss) gain (net of related income tax)					649					**644**
YoY change										**-1%**
Net exchange (loss) gain (net of related income tax)					(17)					**22**
Profit for the year					632					**666**
Profit attributable to non-controlling interests					(9)					**(10)**
Profit attributable to owners of the Company					623					**656**
YoY change										**+5%**

Note 1: Excluding exchange differences on US Dollar and HK Dollar loans, and related income tax.

During the year, toll revenue of the GS Superhighway continued to grow steadily. However, pursuant to the GS Superhighway joint venture agreement, the Group's profit-sharing ratio in the GS Superhighway JV has been adjusted from 48% to 45% from 1 July 2017 for the next ten years until the end of contractual operation period of the GS Superhighway JV, i.e. 30 June 2027. As a result, the GS Superhighway's net toll revenue shared by the Group decreased by 4% from RMB1,560 million for last year to RMB1,499 million for this year. The Western Delta Route continued to record growth, with an increase in its net toll revenue shared by the Group to RMB663 million, an increase of 11% compared with RMB599 million for the corresponding period of last year. The Group's share of the aggregate net toll revenue of its two expressway projects was similar to the corresponding period of last year at RMB2,162 million, 69% of which was contributed by the GS Superhighway, and 31% was contributed by the Western Delta Route.

With healthy growth in its core operation, the Group's share of the aggregate EBITDA of its two toll expressways (excluding exchange differences on the GS Superhighway JV's US Dollar and HK Dollar loans, net of related income tax) increased by 2% from RMB1,859 million for last year to RMB1,889 million for this year. The rise in the Western Delta Route's toll revenue led to a 13% growth in the Group's share of its EBITDA from RMB516 million for last year to RMB580 million for this year, which offset the impact of the decrease in the Group's share of the EBITDA of the GS Superhighway JV due to its profit-sharing ratio adjustment.

The Group's share of depreciation and amortisation charges of the GS Superhighway JV increased slightly from RMB460 million for last year to RMB463 million for this year primarily as a result of persistent growth in full-length equivalent traffic of the GS Superhighway and completion of additional improvement works, which offset the impact of the Group's profit-sharing ratio adjustment in the GS Superhighway JV. With healthy growth in full-length equivalent traffic of the Western Delta Route, its depreciation and amortisation charges also increased. Driven by these two factors, the Group's share of aggregate depreciation and amortisation charges increased to RMB692 million, an increase of 3% as compared to RMB671 million for the corresponding period of last year.

Despite the adjustment to the Group's profit-sharing ratio in the GS Superhighway JV, the Group's share of interest and tax expenses of the GS Superhighway JV remained the same as the corresponding period of last year at approximately RMB325 million due to an increase in interest expenses of the GS Superhighway JV as a result of an 8-year bank loan of RMB2 billion drawn by it in August 2016 to reimburse past capital expenditure funded by its shareholders, together with the impact from the sustained interest rate hike in the United States, while the applicable EIT rate for the GS Superhighway JV maintained at 25%. During the year, the interest expenses of the West Route JV decreased as a result of further prepayment of bank loan principals of RMB830 million (JV level) by surplus cash of West Route JV. As income tax provision was made at the applicable EIT rate of 25% starting from last year after the West Route JV turned profitable in FY2016, the Group's share of interest and tax expenses of the West Route JV increased by 7% from RMB198 million for last year to RMB213 million for this year. The Group's share of the aggregate interest and tax of its two expressway projects amounted to RMB538 million during the year, an increase of 3% as compared to RMB522 million for last year.

Due to the impact of the Group's profit-sharing ratio adjustment in the GS Superhighway JV, coupled with the increase in depreciation and amortisation and finance costs, its net profit decreased to RMB521 million, an decrease of 7% as compared to RMB559 million for the corresponding period of last year. However, driven by the continuous growth in toll revenue and traffic of the Western Delta Route, the Group's share of its net profit increased by 29% from RMB107 million for last year to RMB138 million for this year. The total net profit of two expressway projects (excluding exchange differences on the GS Superhighway JV's US Dollar and HK Dollar loans, net of related income tax) decreased slightly by 1% to RMB659 million, as compared to RMB666 million for the corresponding period of last year.

Interest income at the corporate level decreased from RMB24 million for last year to RMB18 million for this year. However, the directors' remuneration costs decreased during the year as a result of change in Board members following the completion of the disposal of the entire 66.69% equity interest in the Group held by Hopewell Holdings Limited on 4 April 2018. As a result, the general and administrative expenses decreased from RMB41 million for last year to RMB34 million for this year, and loss at the corporate level also decreased from RMB17 million for last year to RMB15 million for this year.

The Group's profit before net exchange loss/gain (net of related income tax) decreased slightly by 1% from RMB649 million for last year to RMB644 million for this year. However, net exchange gain mainly arising from the GS Superhighway JV's US Dollar and HK Dollar loans shared by the Group for the year amounted to RMB22 million, as compared to net exchange loss of RMB17 million recorded for the corresponding period of last year. Profit attributable to owners of the Company increased by 5% from RMB623 million for last year to RMB656 million (or RMB21.29 cents per share) for this year.

Pursuant to the GS Superhighway joint venture agreement, the Group’s profit-sharing ratio in the GS Superhighway JV has been adjusted from 48% to 45% from 1 July 2017 for the next ten years until the end of contractual operation period of the GS Superhighway JV, i.e. 30 June 2027. Such adjustment has an impact on the Group’s results for the year, and the Group's share of results of the GS Superhighway JV in the future will be compared on the same basis. The Group believes that our results for the coming year will continue to be supported by the healthy core operations of the GS Superhighway and the Western Delta Route, as well as the fall in the latter’s interest expenses. However, the potential of continued depreciation of RMB and the interest rate hike in the United States may have a negative impact on the GS Superhighway JV’s US Dollar and HK Dollar loans. For every 1% depreciation in RMB or every 1% increase in the interest rate of the US Dollar and HK Dollar loans, the Group’s net profit will drop by approximately RMB9 million. Overall, the Group remains cautiously optimistic about its future performance, given that the Group’s net profit growth continues to be supported by (i) the persistent growth momentum of the GS Superhighway and the Western Delta Route; the Western Delta Route has been achieving healthy growth since opening and will continue to benefit from the prosperous economic and road network developments, including the soon-to-open HZM Bridge and the economic development in the Guangdong-Hong Kong-Macao Bay Area; and (ii) the West Route JV utilised its surplus cash to prepay bank loan principals before their maturity, which is expected to result in a continuous decrease in its interest expense.

In light of our strong financial position, the Board believes that the Group’s target payout ratio of 100% on a full-year basis is sustainable. Net cash at the corporate level of approximately RMB691 million as at 30 June 2018 and steady dividend from the GS Superhighway JV, from which the Group expects to receive net dividend after tax of approximately RMB450 million in the second half of 2018, provide solid bases for the Group’s dividend payment. Moreover, in view of the healthy growth in toll revenue of the Western Delta Route, it is expected that the West Route JV will be able to distribute dividend to the Group starting from 2020 the earliest.

The financial position of the Group comprises the assets and liabilities of corporate level and the Group's share of assets and liabilities of its two PRC JVs, namely the GS Superhighway JV and the West Route JV.

Corporate level

	30 June 2017	**30 June 2018**		30 June 2017	**30 June 2018**
	RMB million	**RMB million**		RMB million	**RMB million**
Bank balances and cash	469	**691**	Other liabilities	91	**79**
Other assets	7	**8**	Interim dividend payable	-	**371**
	476	**699**		91	**450**
			Net asset value of corporate level	385	**249**

Two JVs shared by the Group

GS Superhighway JV (The Group's shared portion*: 45% (2017: 48%))

	30 June 2017	**30 June 2018**		30 June 2017	**30 June 2018**
	RMB million	**RMB million**		RMB million	**RMB million**
Bank balances and cash	379	**219**	Bank loans		
Concession intangible assets	4,870	**4,274**	- USD	1,240	**1,103**
Property & equipment	208	**182**	- HKD	140	**113**
Other assets	27	**26**	- RMB	900	**731**
			Other liabilities	572	**514**
	5,484	**4,701**		2,852	**2,461**
			Net asset value of GS Superhighway JV	2,632	**2,240**

West Route JV (The Group's shared portion: 50%)

	30 June 2017	**30 June 2018**		30 June 2017	**30 June 2018**
	RMB million	**RMB million**		RMB million	**RMB million**
Bank balances and cash	61	**44**	Bank loans	3,718	**3,303**
Concession intangible assets	6,231	**6,050**	Other liabilities	269	**313**
Property & equipment	225	**190**			
Other assets	10	**18**			
	6,527	**6,302**		3,987	**3,616**
			Net asset value of West Route JV	2,540	**2,686**

	30 June 2017	**30 June 2018**		30 June 2017	**30 June 2018**
	RMB million	**RMB million**		RMB million	**RMB million**
			Total liabilities	6,930	**6,527**
			Equity attributable to owners of the Company	5,526	**5,148**
			Non-controlling interests	31	**27**
Total Assets	12,487	**11,702**	**Total Equity & Liabilities**	12,487	**11,702**
			Total net assets	5,557	**5,175**

** pursuant to the GS Superhighway joint venture agreement, the Group's profit-sharing ratio in the GS Superhighway JV adjusted from 48% to 45% from 1 July 2017 for the next ten years until the end of contractual operation period, i.e. 30 June 2027.*

Liquidity and Financial Resources

The Group has no debt at the corporate level, whereas the Group's bank balances and cash at the corporate level (excluding JVs) amounted to RMB691 million. The Group's debt balance represents its share of the non-recourse bank loans of its two JVs.

Corporate level

	30 June 2017	**30 June 2018**		30 June 2017	**30 June 2018**
	RMB million	**RMB million**		RMB million	**RMB million**
Bank balances and cash	469	**691**	**Bank loan**	-	**-**
	469	**691**		-	**-**
Net cash on hand : RMB691 million (30 June 2017: RMB469 million)					

Two JVs shared by the Group (including GS Superhighway JV and West Route JV)

	30 June 2017	**30 June 2018**		30 June 2017	**30 June 2018**
	RMB million	**RMB million**		RMB million	**RMB million**
Bank balances and cash	440	**263**	**Bank loans**		
			- GS Superhighway	2,280	**1,947**
			- Western Delta Route	3,718	**3,303**
	440	**263**		5,998	**5,250**
Net debt[Note 1]: RMB4,987 million (30 June 2017: RMB5,558 million)					

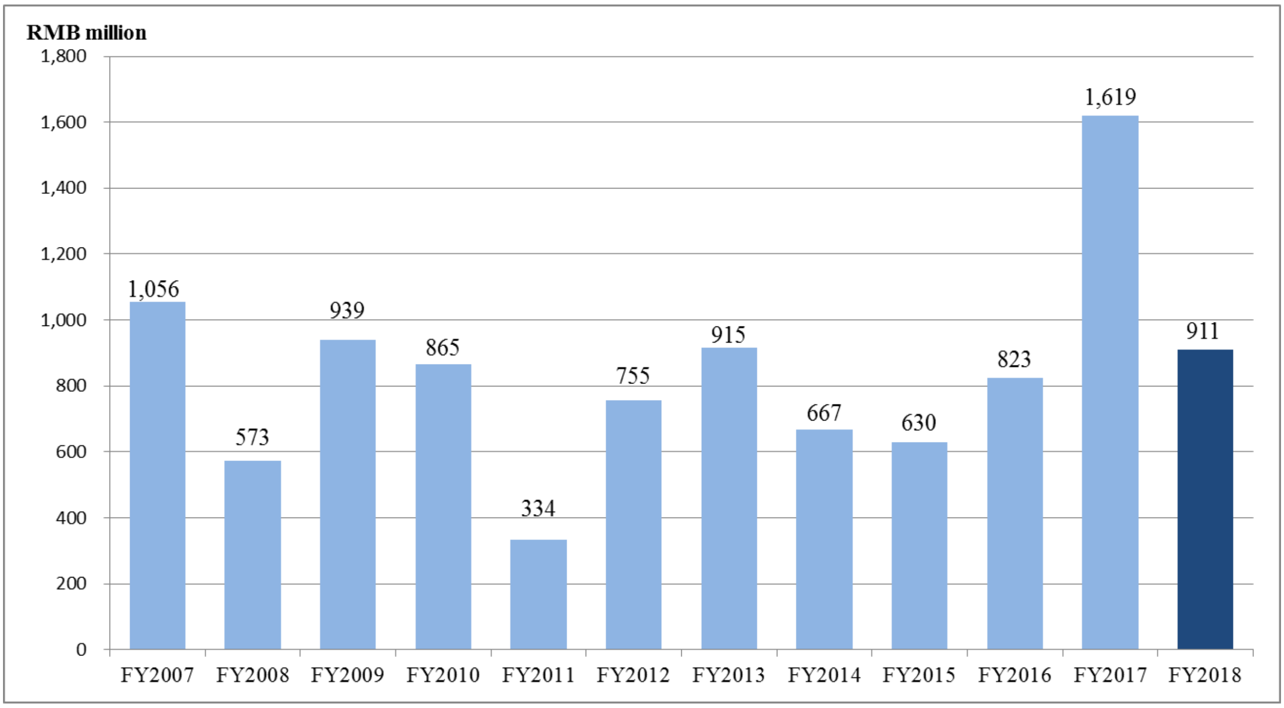
Note 1:Bank loans less bank balances and cash

As at 30 June 2018, 99.9% (30 June 2017: 99.8%) of the Group's bank balances and cash at the corporate level (excluding JVs) were denominated in RMB and the remaining 0.1% (30 June 2017: 0.2%) were denominated in HK Dollar. Bank balances and cash of two JVs shared by the Group totalled RMB263 million (30 June 2017: RMB440 million).

The major source of the Group's cash inflow during the year was dividend received from the GS Superhighway JV. On the other hand, its major cash outflow was the payment of dividends to the shareholders of the Company. The Group will continue to optimise its asset and liability structure, improve its cash flow and strengthen its financial position.

Given no debt at the corporate level, the Group enjoys a solid financial position. As at 30 June 2018, bank balances and cash at the corporate level (excluding JVs) amounted to RMB691 million (30 June 2017: RMB469 million), or RMB0.22 per share (30 June 2017: RMB0.15 per share).

Cash Dividend (Net of Tax) from the GS Superhighway JV to the Group



The reduction in the cash dividend received from the GS Superhighway JV during FY2008 and FY2011 was mainly due to the fact that funds were used by the GS Superhighway JV to repay the registered capital previously injected by the Group and to provide borrowings to the West Route JV respectively. Cash dividend received during FY2013 increased as a result of the full repayment of borrowings by the West Route JV to the GS Superhighway JV in December 2012, and the GS Superhighway JV's distribution of a dividend of RMB351 million to the Group out of such receipts. In August 2016, the GS Superhighway JV obtained an additional 8-year bank loan facility amounting to RMB2 billion to reimburse past capital expenditure funded by its shareholders. Subsequently, the GS Superhighway JV distributed post-tax dividend of RMB912 million to the Group out of this loan.

Bank and Other Borrowings

As at 30 June 2018, the Group had no debt at the corporate level, whereas the total bank and other borrowings of the JVs shared by the Group (mainly including US Dollar bank loans of equivalent to RMB1,103 million, HK Dollar bank loan of equivalent to RMB113 million and RMB bank loans of RMB4,034 million) amounted to approximately RMB5,259 million (30 June 2017: RMB6,007 million) with the following profile:

(a) 99.8% (30 June 2017: 99.9%) consisted of bank loans and 0.2% (30 June 2017: 0.1%) of other loan; and

(b) 77% (30 June 2017: 77%) was denominated in RMB; 21% (30 June 2017: 21%) was denominated in US Dollar and 2% (30 June 2017: 2%) was denominated in HK Dollar.

Debt Maturity Profile

As at 30 June 2018, the Group had no debt at the corporate level, whereas the maturity profile of the bank and other borrowings of two JVs shared by the Group were shown below, together with the corresponding comparatives as at 30 June 2017:

Two JVs shared by the Group

	30 June 2017		**30 June 2018**	
	RMB million	%	**RMB million**	**%**
Repayable within 1 year	172	3%	**166**	**3%**
Repayable between 1 and 5 years	2,316	38%	**2,673**	**51%**
Repayable beyond 5 years	3,519	59%	**2,420**	**46%**
	6,007	100%	**5,259**	**100%**

As at 30 June 2018, 46% (30 June 2017: 59%) of the bank loans and other borrowings of two JVs shared by the Group were repayable beyond 5 years.

Interest Rate and Exchange Rate Exposure

The Group closely monitors its exposure to interest rates and foreign currency exchange rates and strictly controls its use of financial instruments. At present, neither the Group nor its two JVs has employed any financial derivative instruments to hedge their exposure to interest rates or foreign currency exchange rates.

Treasury Policies

The Group continues to adopt proactive but prudent treasury policies in its financial and funding management and closely monitors its liquidity, financial resources and the exchange rate movements, with a view to minimise its funding costs and enhance return on its financial assets. As at 30 June 2018, 99.9% of the bank balances and cash at the corporate level (excluding JVs) were denominated in RMB and the remaining 0.1% were denominated in HK Dollar. The overall treasury yield on bank deposits at the corporate level was 3.22% during the year, compared to 2.69% in the same period of last year.

Contingent Liabilities

During the year ended 30 June 2008, a subsidiary of the Company recovered the registered capital of HK$702 million (equivalent to RMB471 million) previously injected to the GS Superhighway JV. According to the Law of the PRC on Chinese-foreign Contractual Joint Venture, in relation to the early repayment of registered capital to the foreign joint venture partner by the GS Superhighway JV before the expiry of the operation period, the subsidiary of the Company, as the foreign joint venture partner, is required to undertake the financial obligations of the GS Superhighway JV to the extent of HK$702 million when the GS Superhighway JV fails to meet its financial obligations during the joint venture operation period.

Except for the above, the Group had no other material contingent liability as at 30 June 2018.

Material Acquisition or Disposal

The Company's subsidiaries and associated companies did not make any material acquisitions or disposals during the year ended 30 June 2018.

Change of Controlling Shareholder of the Company and Unconditional Mandatory Cash Offer

On 29 December 2017, Anber Investments Limited (an indirect wholly-owned subsidiary of Hopewell Holdings Limited, as vendor) and Hopewell Holdings Limited (as vendor's guarantor) entered into an agreement with SIICHIC (as purchaser) and SIHC (as the purchaser's guarantor), pursuant to which Anber Investments Limited agreed to sell and SIICHIC agreed to acquire 2,055,287,337 Shares (representing approximately 66.69% of the issued Shares) at a cash consideration of HK$4.80 per Share (i.e. HK$9,865,379,217.60 in aggregate) (the "Sale and Purchase"). Following the completion of the Sale and Purchase on 4 April 2018, SIICHIC became interested in 2,055,287,337 Shares. Accordingly, SIICHIC made an unconditional mandatory cash offer to acquire all the issued Shares not already owned and/or agreed to be acquired by it and/or parties acting in concert with it at an offer price of HK$4.80 per Share (the "Offer"), pursuant to Rule 26.1 of The Code on Takeovers and Mergers published by the Securities and Futures Commission of Hong Kong. The Offer closed on 2 May 2018 and 754,457,078 Shares were tendered for acceptance. After the completion of the Offer, SIICHIC was interested in 2,809,744,415 Shares (representing approximately 91.18% of the issued Shares).

Details of, among others, the change of controlling shareholder of the Company and the Offer were set out in the joint announcement issued by SIICHIC and the Company dated 11 April 2018, the composite offer and response document jointly issued by SIICHIC and the Company dated 11 April 2018 and the joint announcement issued by SIICHIC and the Company dated 2 May 2018.

Public Float

Following the close of the Offer on 2 May 2018, 271,945,868 Shares were held by the public (within the meanings of the Listing Rules), representing approximately 8.82% of the total number of issued Shares. Accordingly, less than 25% of the issued Shares (being the minimum prescribed percentage applicable to the Company) were held by the public and the Company did not satisfy the minimum public float requirement as set out under Rule 8.08(1)(a) of the Listing Rules. Trading in Shares on the Stock Exchange had been suspended on since May 2018 as the percentage of public float of the Company fell below 15% pursuant to Rule 8.08(1)(b) of the Listing Rules. An application was made by the Company to the Stock Exchange for a temporary waiver from the strict compliance with Rules 8.08(1)(a) of the Listing Rules. On 15 May 2018, the Stock Exchange had granted the waiver to the Company for a period from 2 May 2018 (i.e. closing date of the Offer) to 2 August 2018 (the "Waiver").

The Company had been informed by SIHC that on 24 July 2018, SIICHIC had completed a placement of its 305,087,338 Shares, representing approximately 9.90% of the total number of issued Shares, to a third party independent of and not a core connected person (as defined under the Listing Rules) of the Company. Immediately completion of the aforementioned placement, a total of 577,033,206 Shares, representing approximately 18.72% of the total number of issued Shares, were held by the public. The Company was then informed by SIHC that additional time was required to place down further Shares in order to restore the public float of the Company as required under Rule 8.08(1)(a) of the Listing Rules. An application was made by the Company to the Stock Exchange for an extension of the Waiver. On 3 August 2018, the Stock Exchange had granted the Company an extension of the Waiver for the period from 3 August 2018 to 2 September 2018.

Details of public float of the Company were set out in the joint announcement issued by SIICHIC and the Company dated 2 May 2018, and announcements issued by the Company dated 16 May 2018, 1 August 2018 and 3 August 2018.

Subsequent Event to the Reporting Period

Change of Financial Year End Date

On 27 August 2018, the Board resolved that the Company's financial year end date shall be changed from 30 June to 31 December following the publication of the audited consolidated financial statements of the Group for the year ended 30 June 2018.

Details of change of financial year end date of the Company were set out in the announcement of the Company dated 27 August 2018.

OTHER INFORMATION

Review of Annual Results

The Audit Committee of the Company had reviewed with the management of the Company the accounting principles and practices adopted by the Group and discussed the financial reporting matters, including the Group's annual results for the year ended 30 June 2018.

Scope of Work of the Company's auditor in respect of the Preliminary Announcement

The figures in respect of the Group's consolidated statement of financial position, consolidated statement of profit or loss and other comprehensive income and the related notes thereto for the year ended 30 June 2018 as set out in the preliminary announcement have been agreed by the Group's auditor, Messrs. Deloitte Touche Tohmatsu, to the amounts set out in the Group's audited consolidated financial statements for the year. The work performed by Messrs. Deloitte Touche Tohmatsu in this respect did not constitute an 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 Hong Kong Institute of Certified Public Accountants and consequently no assurance has been expressed by Messrs. Deloitte Touche Tohmatsu on the preliminary announcement.

Purchase, Sale or Redemption of Securities

Neither the Company nor any of its subsidiaries purchased, sold or redeemed any of the Company's listed securities during the year ended 30 June 2018.

Corporate Governance Practices

Throughout the year ended 30 June 2018, the Company complied with all the code provisions as set out in the CG Code, except for the deviation from code provisions A.5.1 and A.5.6 of the CG Code which are explained below.

Code Provision A.5.1

The Company does not consider it necessary to have a nomination committee as the Company already has the policies and procedures for selection and nomination of Directors in place. The Board as a whole regularly reviews the plans for orderly succession for appointments to the Board and its structure, size, composition and diversity. If the Board considers that it is necessary to appoint new Director(s), it will set down the relevant appointment criteria which may include, where applicable, the background, experience, professional skills, personal qualities, availability to commit to the affairs of the Company and, in the case of Independent Non-executive Director, the independence requirements set out in the Listing Rules from time to time. Nomination of new Director(s) will normally be made by the Chairman and subject to the Board's approval. External consultants may be engaged, if necessary, to access a wider range of potential candidate(s).

Code Provision A.5.6

The Company does not consider it necessary to have a policy concerning diversity of board members. Board appointments are based on merit, in the context of the skills, experience and expertise that the selected candidates will bring to the Board. While the Company is committed to equality of opportunity in all aspects of its business and endeavours to ensure that its Board has the appropriate balance of skills, experience and diversity of perspectives, the Company does not consider a formal board diversity policy will provide measurable benefits to enhance the effectiveness of the Board.

CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
For the Year Ended 30 June 2018

	NOTES	2017	**2018**
		RMB'000	**RMB'000**
Other income and other expenses	4	29,060	**17,983**
Depreciation		(190)	**(108)**
General and administrative expenses		(40,578)	**(34,404)**
Finance costs		(19)	**(41)**
Share of results of joint ventures	5	680,353	**724,433**
Profit before tax		668,626	**707,863**
Income tax expenses	6	(37,033)	**(41,835)**
Profit for the year	7	631,593	**666,028**
Other comprehensive income (expense)			
Item that may be reclassified subsequently to profit or loss:			
Exchange gain (loss) arising on translation of foreign operations		7,793	**(7,281)**
Total comprehensive income for the year		639,386	**658,747**
Profit for the year attributable to:			
Owners of the Company		622,671	**656,197**
Non-controlling interests		8,922	**9,831**
		631,593	**666,028**
Total comprehensive income attributable to:			
Owners of the Company		630,464	**648,916**
Non-controlling interests		8,922	**9,831**
		639,386	**658,747**
		RMB cents	**RMB cents**
Earnings per share	9		
Basic		20.21	**21.29**

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

As at 30 June 2018

	2017 RMB'000	**2018** **RMB'000**
ASSETS		
Non-Current Assets		
Interests in joint ventures	5,171,922	**4,851,836**
Investment	4,785	**4,785**
Property and equipment	283	**84**
	5,176,990	**4,856,705**
Current Assets		
Deposits and prepayments	941	**1,569**
Dividend and other receivables	1,662	**75,849**
Bank balances and cash	469,067	**691,461**
	471,670	**768,879**
Total Assets	5,648,660	**5,625,584**
EQUITY AND LIABILITIES		
Capital and Reserves		
Share capital	270,603	**270,603**
Share premium and reserves	5,255,732	**4,877,469**
Equity attributable to owners of the Company	5,526,335	**5,148,072**
Non-controlling interests	30,826	**27,219**
Total Equity	5,557,161	**5,175,291**
Non-current Liability		
Deferred tax liability	80,215	**69,310**
Current Liability		
Payables and accruals	11,284	**10,027**
Dividend payable	-	**370,956**
	11,284	**380,983**
Total Liabilities	91,499	**450,293**
Total Equity and Liabilities	5,648,660	**5,625,584**
Cash and cash equivalents	469,067	**691,461**

1. BASIS OF PREPARATION

The consolidated financial statements have been prepared in accordance with the International Financial Reporting Standards ("IFRSs"). In addition, the consolidated financial statements include applicable disclosures required by the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited and by the Hong Kong Companies Ordinance.

The consolidated financial statements have been prepared on the historical cost basis at the end of each reporting period.

Historical cost is generally based on the fair value of the consideration given in exchange for goods and services.

The Company's functional currency and presentation currency are Renminbi ("RMB").

2. APPLICATION OF NEW AND REVISED INTERNATIONAL FINANCIAL REPORTING STANDARDS ("IFRSs")

Amendments to IFRSs that are mandatorily effective for the current year

The Group has applied the following amendments to IFRSs issued by the International Accounting Standards Board for the first time in the current year:

IFRSs (Amendments)	Annual Improvements to IFRS Standards 2014 - 2016 Cycle
IAS 7 (Amendments)	Disclosure Initiative
IAS 12 (Amendments)	Recognition of Deferred Tax Assets for Unrealised Losses

Except as described below, the application of the amendments to IFRSs in the current year has had no material impact on the Group's financial performance and positions for the current and prior years and/or on the disclosures set out in these consolidated financial statements.

IAS 7 (Amendments) *Disclosure Initiative*

The Group has applied these amendments for the first time in the current year. The amendments require an entity to provide disclosures that enable users of financial statements to evaluate changes in liabilities arising from financing activities, including both cash and non-cash changes. In addition, the amendments also require disclosures on changes in financial assets if cash flows from those financial assets were, or future cash flows will be, included in cash flows from financing activities.

Specifically, the amendments require the following to be disclosed: (i) changes from financing cash flows; (ii) changes arising from obtaining or losing control of subsidiaries or other businesses; (iii) the effect of changes in foreign exchange rates; (iv) changes in fair values; and (v) other changes.

A reconciliation between the opening and closing balances of these items is provided. Consistent with the transition provisions of the amendments, the Group has not disclosed comparative information for the prior year. Apart from the additional disclosure, the application of these amendments has had no impact on the Group's consolidated financial statements.

New and revised to IFRSs in issue but not yet effective

The Group has not early applied the following new and amendments to IFRSs that have been issued but are not yet effective:

IFRSs (Amendments)	Annual Improvements to IFRS Standards 2015 – 2017 Cycle[2]
IFRS 2 (Amendments)	Classification and Measurement of Share-based Payment Transactions[1]
IFRS 4 (Amendments)	Applying IFRS 9 Financial Instruments with IFRS 4 Insurance Contracts[1]
IFRS 9	Financial Instruments[1]
IFRS 9 (Amendments)	Prepayment Features with Negative Compensation[2]
IFRS 10 and IAS 28 (Amendments)	Sale or Contribution of Assets between an Investor And its Associate or Joint Venture[4]
IFRS 15	Revenue from Contracts with Customers and the related Amendments[1]
IFRS 16	Leases[2]
IFRS 17	Insurance Contracts[3]
IFRIC 22	Foreign Currency Transactions and Advance Consideration[1]
IFRIC 23	Uncertainty over Income Tax Treatments[2]
IAS 19 (Amendments)	Plan Amendment, Curtailment or Settlement[2]
IAS 28 (Amendments)	Long-term Interests in Associates and Joint Ventures[2]
IAS 28 (Amendments)	As part of the Annual Improvements to IFRSs 2014 - 2016 Cycle[1]
IAS 40 (Amendments)	Transfers of Investment Property[1]

[1] Effective for annual periods beginning on or after 1 January 2018
[2] Effective for annual periods beginning on or after 1 January 2019
[3] Effective for annual periods beginning on or after 1 January 2021
[4] Effective for annual periods beginning on or after a date to be determined

Except for IFRS 9 mentioned below, the Directors anticipate that the application of all other new and amendments to IFRSs and Interpretations will have no material impact on the consolidated financial statements in the foreseeable future.

IFRS 9 ***Financial Instruments***

IFRS 9 introduces new requirements for the classification and measurement of financial assets, financial liabilities and general hedge accounting and impairment requirements for financial assets.

Key requirements of IFRS 9 which are relevant to the Group are:

- all recognised financial assets that are within the scope of IFRS 9 are required to be subsequently measured at amortised cost or fair value. Specifically, debt investments that are held within a business model whose objective is to collect the contractual cash flows, and that have contractual cash flows that are solely payments of principal and interest on the principal outstanding are generally measured at amortised cost at the end of subsequent accounting periods. Debt instruments that are held within a business model whose objective is achieved both by collecting contractual cash flows and selling financial assets, and that have contractual terms that give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding, are generally measured at fair value through other comprehensive income ("FVTOCI"). All other financial assets are measured at their fair value at subsequent accounting periods. In addition, under IFRS 9, entities may make an irrevocable election to present subsequent changes in the fair value of an equity investment (that is not held for trading) in other comprehensive income, with only dividend income generally recognised in profit or loss; and

- in relation to the impairment of financial assets, IFRS 9 requires an expected credit loss model, as opposed to an incurred credit loss model under IAS 39 *Financial Instruments: Recognition and Measurement*. The expected credit loss model requires an entity to account for expected credit losses and changes in those expected credit losses at each reporting date to reflect changes in credit risk since initial recognition. In other words, it is no longer necessary for a credit event to have occurred before credit losses are recognised.

Based on the Group's financial instruments and risk management policies as at 30 June 2018, the Directors anticipate the following potential impact on initial application of IFRS 9:

Classification and measurement:

- unlisted equity security classified as available-for-sale investment carried at cost less impairment as disclosed in note 16: this security qualified for designation as measured at FVTOCI under IFRS 9 and the Group will measure this security at fair value at the end of subsequent reporting periods with fair value gains or losses to be recognised as other comprehensive income and accumulated in the investments revaluation reserve. Upon initial application of IFRS 9, the fair value adjustment relating to this security would be adjusted to investment revaluation reserve as at 1 July 2018.

- All other financial assets and financial liabilities will continue to be measured on the same bases as are currently measured under IAS 39.

Impairment

In general, the Directors anticipate that the application of the expected credit loss model of IFRS 9 will result in earlier provision of credit losses which are not yet incurred in relation to the Group’s financial assets measured at amortised costs and other items that subject to the impairment provisions upon application of IFRS 9 by the Group.

Based on the assessment by the Directors, if the expected credit loss model were to be applied by the Group, the Directors anticipate that the application of the expected credit loss model will have no material impact to the consolidated financial statements of the Group.

3. SEGMENT INFORMATION

The Group's reportable and operating segments are determined based on information reported to the chief operating decision maker for the purpose of resource allocation and performance assessment.

Information reported to the chief operating decision maker, including segment revenue, earnings before interest, tax, depreciation and amortisation ("EBITDA"), depreciation and amortisation, interest and tax, and segment results, is more specifically focused on individual toll expressways projects jointly operated and managed by the Group and the relevant joint venture partner. Accordingly, the Group's reporting and operating segments under IFRS 8 "Operating Segments" are therefore as follows:

- Guangzhou-Shenzhen Superhighway ("GS Superhighway")
- Western Delta Route

Information regarding the above segments is reported below.

Segment revenue and results

	2017					**2018**				
	Segment revenue RMB'000	EBITDA RMB'000	Depreciation and amortisation RMB'000	Interest and tax RMB'000	Segment results RMB'000	**Segment revenue RMB'000**	**EBITDA RMB'000**	**Depreciation and amortisation RMB'000**	**Interest and tax RMB'000**	**Segment results RMB'000**
GS Superhighway	1,560,590	1,343,096	(460,490)	(324,108)	558,498	**1,498,636**	**1,308,583**	**(462,525)**	**(324,885)**	**521,173**
Western Delta Route	598,673	515,856	(210,161)	(198,386)	107,309	**663,013**	**580,436**	**(229,783)**	**(212,711)**	**137,942**
Total	2,159,263	1,858,952	(670,651)	(522,494)	665,807	**2,161,649**	**1,889,019**	**(692,308)**	**(537,596)**	**659,115**
Corporate interest income from bank deposits					23,539					**18,504**
Other income					-					**868**
Corporate general and administrative expenses and depreciation					(40,768)					**(34,512)**
Corporate finance costs					(19)					**(41)**
Corporate income tax expense					(7)					**(60)**
Net exchange (loss) gain (net of related income tax) (Note)					(16,959)					**22,154**
Profit for the year					631,593					**666,028**
Profit for the year attributable to non-controlling interests					(8,922)					**(9,831)**
Profit for the year attributable to owners of the Company					622,671					**656,197**

Note: Net exchange (loss) gain (net of related income tax) is composed of the Group's share of the net exchange gain (net of related income tax) of a joint venture of RMB23,543,000 (2017: net exchange loss of RMB22,480,000) and the net exchange loss of the Group of RMB1,389,000 (2017: net exchange gain of RMB5,521,000).

The segment revenue represents the Group's share of joint ventures' toll revenue received and receivable (net value-added tax) from the operations of toll expressways in the PRC based on the profit-sharing ratios specified in the relevant joint venture agreements. All of the segment revenue reported above is earned from external customers.

The EBITDA, depreciation and amortisation, and interest and tax represent the Group's share of joint ventures' EBITDA, depreciation and amortisation, and interest and tax from the operations of toll expressways in the PRC before net exchange gain/loss, based on the profit-sharing ratios specified in the relevant joint venture agreements.

The segment results represent (i) the Group's share of joint ventures' results from the operations of toll expressways in the PRC before net exchange gain/loss (net of related income tax) based on the profit-sharing ratios specified in the relevant joint venture agreements; (ii) net of the withholding tax attributed to the dividend received from and the undistributed earnings of the joint ventures; and

(iii) amortisation of additional cost of investment in joint ventures. This is the measure reported to the chief operating decision maker for the purposes of resource allocation and performance assessment.

The total segment results can be reconciled to the share of results of joint ventures as presented in consolidated statement of profit or loss and other comprehensive income as follows:

	2017 RMB'000	**2018** **RMB'000**
Total segment results	665,807	**659,115**
Add:		
Net exchange (loss) gain (net of related income tax)	(22,480)	**23,543**
Withholding tax attributed to the dividend received from and the undistributed earnings of the joint ventures	37,026	**41,775**
Share of results of joint ventures as presented in consolidated statement of profit or loss and other comprehensive income	680,353	**724,433**

Other segment information

The below other segment information, included in the measure of segment profit or loss, represents the Group's share of interest income of the joint ventures. Such amount relating to the joint ventures are eliminated under equity method of accounting to reconcile from "Segment total" to "Consolidated total".

Year	GS Superhighway RMB'000	Western Delta Route RMB'000	Segment total RMB'000	Elimination RMB'000	Unallocated RMB'000	Consolidated total RMB'000
2017	2,015	723	2,738	(2,738)	23,539	23,539
2018	**4,036**	**769**	**4,805**	**(4,805)**	**18,504**	**18,504**

Geographical information

The operations of the Group's joint ventures are located in the PRC. All of the joint ventures' revenue from external customers was generated from the services provided in the PRC and the location of the non-current assets excluding interests in joint ventures and investment amounting to RMB84,000 (2017: RMB283,000) are in Hong Kong.

Segment assets and liabilities

Segment assets and liabilities are not disclosed in the consolidated financial statements as they are not regularly provided to chief operating decision maker for the purpose of resource allocation and performance assessment.

4. OTHER INCOME AND OTHER EXPENSES

	2017 RMB'000	**2018** **RMB'000**
Interest income from bank deposits	23,539	**18,504**
Net exchange gain (loss)	5,521	**(1,389)**
Dividend income from investment	-	**600**
Gain on disposal of property and equipment	-	**128**
Others	-	**140**
	29,060	**17,983**

5. SHARE OF RESULTS OF JOINT VENTURES

	2017 RMB'000	**2018** **RMB'000**
Share of results of joint ventures before share of imputed interest expenses incurred by a joint venture on interest- free registered capital contributions made by the Group and amortisation of additional cost of investments in joint ventures	767,736	**816,975**
Amortisation of additional cost of investments in joint ventures	(87,383)	**(92,542)**
Share of imputed interest expenses incurred by a joint venture on interest-free registered capital contributions made by the Group	(45,098)	**(47,912)**
Imputed interest income recognised by the Group on interest-free registered capital contributions made by the Group	45,098	**47,912**
	680,353	**724,433**

6. INCOME TAX EXPENSE

	2017 RMB'000	**2018** **RMB'000**
The tax charge comprises:		
PRC Enterprise Income Tax ("EIT")	84,230	**52,740**
Deferred tax	(47,197)	**(10,905)**
	37,033	**41,835**

No provision for Hong Kong Profits Tax has been made as there was no assessable profit derived from or arising in Hong Kong for both years.

The EIT charge of the Group for the year ended 30 June 2018 included an amount of RMB52,680,000 (2017: RMB84,223,000). representing the 5% withholding tax imposed on dividends declared during the year by a joint venture of the Group of which the corresponding amount had already been provided for deferred tax in prior years in respect of undistributed earnings of a joint venture.

The income tax expense for the year can be reconciled to the profit before tax per consolidated statement of profit or loss and other comprehensive income as follows:

	2017 RMB'000	**2018** **RMB'000**
Profit before tax	668,626	**707,863**
Tax at normal PRC income tax rate of 25% (2017:25%)	167,157	**176,966**
Effect of different tax rates on income tax expense	(17)	**(90)**
Tax effect of income not taxable for tax purposes	(7,242)	**(4,693)**
Tax effect of expenses not deductible for tax purposes	10,197	**8,985**
Tax effect of share of results of joint ventures	(170,088)	**(181,108)**
Deferred tax on undistributed earnings of joint ventures	(47,197)	**(10,905)**
Withholding tax on earnings distributed by a joint venture	84,223	**52,680**
Income tax expense	37,033	**41,835**

7. PROFIT FOR THE YEAR

	2017 RMB'000	**2018** **RMB'000**
Profit for the year has been arrived at after charging:		
Auditor's remuneration	1,404	**1,383**
Directors' emoluments	15,359	**10,193**
Other staff costs	16,202	**12,625**
Total staff costs	31,561	**22,818**
Depreciation of property and equipment	190	**108**
Finance costs (Note)	19	**41**

Note: The amount represents the bank charges for both years.

8. DIVIDENDS

	2017 RMB'000	**2018** **RMB'000**
Dividends paid and recognised as a distribution during the year:		
Interim dividend for the year ended 30 June 2017 paid of RMB8.6 cents (equivalent to HK9.59416 cents) per share	275,647	**-**
Final dividend for the year ended 30 June 2017 paid of RMB11.6 cents (equivalent to HK13.58986 cents) (2017: for the year ended 30 June 2016 paid of RMB 8.2 cents (equivalent to HK 9.54840 cents)) per share	246,840	**356,196**
Special final dividend for the year ended 30 June 2017 paid of RMB10 cents (equivalent to HK11.71540 cents) (2017: for the year ended 30 June 2016 paid of RMB40 cents (equivalent to HK46.57760 cents)) per share	1,254,262	**307,066**
	1,776,749	**663,262**
Dividend recognised and payable as a distribution during the year:		
Interim dividend for the year ended 30 June 2018 recognised of RMB11.6 cents (equivalent to HK14.24028 cents) per share	-	**356,796**
Final dividend for the year ended 30 June 2018 proposed of RMB9.7 cents (equivalent to HK11.114551 cents) (2017: for the year ended 30 June 2017 RMB11.6 cents (equivalent to HK13.58986 cents)) per share	357,476	**298,924**
Special final dividend for the year ended 30 June 2018 proposed of MRB10 cents (equivalent to HK11.4583 cents) (2017: for the year ended 30 June 2017 of RMB10 cents (equivalent to HK11.71540 cents)) per share	308,169	**308,169**
	665,645	**607,093**

As at 7 June 2018, the Directors have declared that an interim dividend in respect of the year ended 30 June 2018 of RMB11.6 cents (equivalent to HK14.24028 cents) per share amounting to approximately RMB356,796,000 shall be paid to the shareholders of the Company registered as the close of business on 30 July 2018.

A final dividend and special final dividend in respect of the year ended 30 June 2018 of RMB9.7 cents (equivalent to HK11.114551 cents) per share and RMB10 cents (equivalent to HK11.4583 cents) per share respectively are proposed by the Board of Directors. The dividends are subject to approval by shareholders at the forthcoming annual general meeting and have not been included as liabilities in these consolidated financial statements. The proposed final dividend and special final dividend are calculated based on the total number of issued shares at the date of approval of these consolidated financial statements.

9. EARNINGS PER SHARE

The calculation of the basic earnings per share attributable to the owners of the Company is based on the following data:

	2017 RMB'000	**2018** **RMB'000**
Earnings for the purposes of basic earnings per share	622,671	**656,197**

	2017 Number of shares	**2018** **Number of shares**
Number of ordinary shares for the purposes of basic earnings per share	3,081,690,283	**3,081,690,283**

No diluted earnings per share have been presented as there was no potential ordinary shares in issue during both years.

APPENDIX-CONSOLIDATED FINANCIAL INFORMATION
(PREPARED UNDER PROPORTIONATE CONSOLIDATION METHOD)
CONSOLIDATED STATEMENT OF PROFIT OR LOSS
For Year Ended 30 June 2018
(FOR INFORMATION PURPOSE ONLY)

	2017 RMB'000	**2018 RMB'000**	2017 HK$'000	**2018 HK$'000**
Toll revenue	2,159,263	**2,161,649**	2,462,407	**2,600,727**
Revenue on construction	63,605	**35,466**	73,273	**41,957**
Turnover	2,222,868	**2,197,115**	2,535,680	**2,642,684**
Other income and other expense (Note i)	76,801	**117,633**	87,778	**142,056**
Construction costs	(63,605)	**(35,466)**	(73,273)	**(41,957)**
Provision for resurfacing charges	(36,820)	**(27,803)**	(42,019)	**(49,753)**
Toll expressway operation expense	(253,224)	**(228,182)**	(288,544)	**(259,294)**
General and administrative expenses	(106,011)	**(95,352)**	(120,814)	**(113,340)**
Depreciation and amortisation charges	(670,841)	**(692,416)**	(764,827)	**(833,088)**
Finance costs (Note ii)	(264,673)	**(250,432)**	(301,741)	**(301,454)**
Profit before tax	904,495	**985,097**	1,032,240	**1,185,854**
Income tax expense	(272,902)	**(319,069)**	(311,617)	**(384,264)**
Profit for the year	631,593	**666,028**	720,623	**801,590**
Profit for the year attributable to:				
Owners of the Company	622,671	**656,197**	710,451	**789,752**
Non-controlling interests	8,922	**9,831**	10,172	**11,838**
	631,593	**666,028**	720,623	**801,590**

Note:

(i) OTHER INCOME AND OTHER EXPENSE

	2017 RMB'000	**2018 RMB'000**	2017 HKD'000	**2018 HKD'000**
Interest income from bank deposits	26,277	**23,311**	30,080	**27,816**
Imputed interest income on interest-free registered capital contributions made by the Group to a joint venture	22,549	**23,956**	25,714	**28,845**
Net exchange (loss) gain	(24,453)	**30,001**	(27,613)	**36,739**
Rental income	26,941	**20,174**	30,706	**24,333**
Others	25,487	**20,191**	28,891	**24,323**
	76,801	**117,633**	87,778	**142,056**

(ii) FINANCE COSTS

	2017 RMB'000	**2018 RMB'000**	2017 HKD'000	**2018 HKD'000**
Interest on bank loans	241,414	**225,746**	275,217	**271,730**
Imputed interest on:				
Interest-free registered capital contributions made by a joint venture partner	22,549	**23,956**	25,714	**28,845**
Others	550	**551**	627	**663**
	264,513	**250,253**	301,558	**301,238**
Other financial expenses	160	**179**	183	**216**
	264,673	**250,432**	301,741	**301,454**

CONSOLIDATED STATEMENT OF FINANCIAL POSITION
As at 30 June 2018
(FOR INFORMATION PURPOSE ONLY)

	2017 RMB'000	**2018 RMB'000**	2017 HKD'000	**2018 HKD'000**
ASSETS				
Non-current Assets				
Property and equipment	432,935	**371,923**	498,741	**439,985**
Concession intangible assets	11,101,501	**10,324,590**	12,788,929	**12,213,990**
Balance with a joint venture	393,372	**417,328**	453,164	**493,698**
Investment	4,785	**4,785**	5,513	**5,661**
	11,932,593	**11,118,626**	13,746,347	**13,153,334**
Current Assets				
Inventories	1,115	**731**	1,285	**865**
Deposits and prepayments	1,611	**2,210**	1,855	**2,614**
Interest and other receivables	35,966	**41,994**	41,433	**49,679**
Balance with a joint venture	-	**2,700**	-	**3,194**
Pledged bank balances and deposits of joint ventures	434,191	**253,563**	500,188	**299,965**
Bank balances and cash				
- The Group	469,067	**691,461**	540,365	**817,998**
- Joint ventures	6,431	**9,451**	7,409	**11,181**
	948,381	**1,002,110**	1,092,535	**1,185,496**
Total Assets	12,880,974	**12,120,736**	14,838,882	**14,338,830**
EQUITY AND LIABILITIES				
Capital and Reserves				
Share capital	270,603	**270,603**	308,169	**308,169**
Share premium and reserves	5,255,732	**4,877,470**	6,058,169	**5,782,001**
Equity attributable to owners of the Company	5,526,335	**5,148,073**	6,366,338	**6,090,170**
Non-controlling interests	30,826	**27,218**	35,511	**32,199**
Total Equity	5,557,161	**5,175,291**	6,401,849	**6,122,369**
Non-current Liabilities				
Bank and other loans of joint ventures	5,834,763	**5,092,566**	6,721,647	**6,024,505**
Balance with a joint venture partner	393,322	**417,277**	453,106	**493,639**
Resurfacing obligations	179,787	**207,590**	207,115	**245,579**
Deferred tax liabilities	248,998	**259,820**	286,846	**307,367**
Other non-current liabilities	39,409	**38,175**	45,400	**45,161**
	6,696,279	**6,015,428**	7,714,114	**7,116,251**
Current Liabilities				
Provision, other payables, accruals and deposits received	387,056	**343,097**	445,889	**405,884**
Dividend payable	-	**370,956**	-	**438,841**
Bank loans of joint ventures	171,771	**166,333**	197,880	**196,771**
Other interest payables	6,523	**6,211**	7,514	**7,347**
Tax liabilities	62,184	**43,420**	71,636	**51,367**
	627,534	**930,017**	722,919	**1,100,210**
Total Liabilities	7,323,813	**6,945,445**	8,437,033	**8,216,461**
Total Equity and Liabilities	12,880,974	**12,120,736**	14,838,882	**14,338,830**

GLOSSARY

"13th Five-Year Plan"	Outline of the Thirteenth Five-Year Plan for the National Economic and Social Development of the PRC for the period from 2016 to 2020
"2018 Annual General Meeting"	the annual general meeting of the Company to be held on Tuesday, 30 October 2018
"Average daily full-length equivalent traffic"	the total distance travelled by all vehicles on the expressway divided by the full length of the expressway and the number of days in the year under review
"Average daily toll revenue"	average daily toll revenue including tax
"Bay Area"	Guangdong-Hong Kong-Macao Bay Area, a national development strategy of the PRC
"Board"	the board of Directors of the Company
"CAGR"	compound annual growth rate
"CG Code"	Corporate Governance Code contained in Appendix 14 to the Listing Rules
"Coastal Expressway"	Guangzhou-Shenzhen Coastal Expressway
"Company"	Hopewell Highway Infrastructure Limited
"Director(s)"	director(s) of the Company
"EBITDA"	earnings before interest, tax, depreciation and amortisation
"EIT"	enterprise income tax
"Fortune Global 500"	top 500 corporations worldwide according to revenue ranking published by Fortune magazine of the United States annually
"FY"	the financial year ended 30 June
"GDP"	gross domestic product
"Group"	the Company and its subsidiaries
"GS Superhighway"	Guangzhou-Shenzhen Superhighway
"GS Superhighway JV	Guangzhou-Shenzhen-Zhuhai Superhighway Company Limited, the joint venture established for the GS Superhighway
"Guangzhou-Shenzhen Science and Technology Innovation Corridor"	a major development strategy of Guangdong Province covers three cities including Guangzhou, Shenzhen and Dongguan
"Hengqin New Zone"	Hengqin State-level Strategic New Zone
"HK$", "HKD" or "HK Dollar(s)"	Hong Kong Dollars, the lawful currency of Hong Kong
"Hong Kong" or "HKSAR"	the Hong Kong Special Administrative Region of the PRC
"HZM Bridge"	the Hong Kong-Zhuhai-Macao Bridge
"JV(s)"	joint venture(s)
"km"	kilometre

"Listing Rules"	the Rules Governing the Listing of Securities on the Stock Exchange
"Macao" or "Macao SAR"	the Macao Special Administrative Region of the PRC
"Mainland China"	the PRC, excluding Hong Kong and Macao
"PRC" or "China"	the People's Republic of China
"PRD"	Pearl River Delta
"RMB"	Renminbi, the lawful currency of the PRC
"Share(s)"	ordinary share(s) of HK$0.10 each in the share capital of the Company
"SIHC"	Shenzhen Investment Holdings Co., Ltd* (深圳市投資控股有限公司), incorporated in the PRC with limited liability, the ultimate holding company of the Company
"SIICHIC"	Shenzhen Investment International Capital Holdings Infrastucture Co., Ltd (深圳投控國際資本控股基建有限公司), incorporated in the British Virgin Islands with limited liability
"Silicon Valley"	Santa Clara Valley in California of the United States
"Stock Exchange"	The Stock Exchange of Hong Kong Limited
"United States"	the United States of America
"USD" or "US Dollar(s)"	United States Dollars, the lawful currency of the United States
"West Route JV"	Guangdong Guangzhou-Zhuhai West Superhighway Company Limited, the joint venture established for the Western Delta Route
"Western Coastal Expressway Branch Line"	a project not owned by the Company but by Guangdong Provincial Highway Construction Company Limited* (廣東省公路建設有限公司) (the joint venture partner for Western Delta Route) and Guangdong Communication Enterprise Investment Company Limited* (廣東交通實業投資有限公司)
"Western Delta Route"	the route for a network of toll expressways in the western PRD, linking Guangzhou to Zhuhai
"yoy" or "YoY"	year-on-year

As at the date of this announcement, the Board comprises three Executive Directors namely, Mr. Tianliang ZHANG (General Manager), Mr. Cheng WU* (Deputy General Manager) and Mr. Ji LIU* (Deputy General Manager and secretary to the Board); two Non-executive Directors namely, Mr. Zhengyu LIU* (Chairman) and Mr. Qingyong GU*; and three Independent Non-executive Directors namely, Mr. Brian David Man Bun LI, Mr. Yu Lung CHING and Mr. Tony Chung Nin KAN.*

** For identification purpose only*