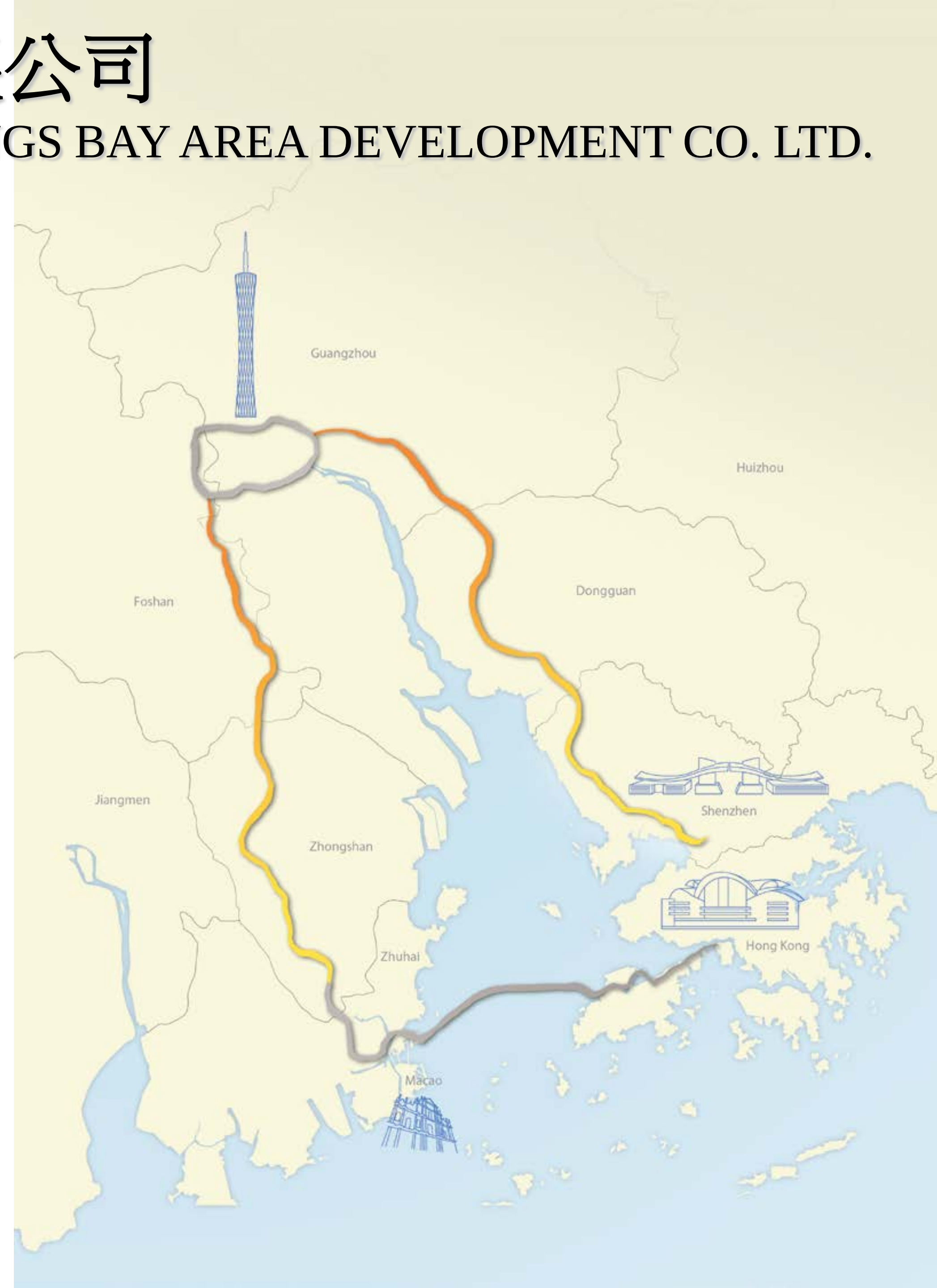
深圳投控灣區發展有限公司
SHENZHEN INVESTMENT HOLDINGS BAY AREA DEVELOPMENT CO. LTD.

股份代號：737（港幣櫃檯）及 80737（人民幣櫃檯）
Stock Codes: 737 (HKD counter) & 80737 (RMB counter)



2019年中期業績
2019 Interim Results

2019年8月8日
8 August 2019

展示材料可以於www.sihbay.com下載
Presentation slides are available on www.sihbay.com

重點摘要 Key Messages

二零一九年上半年 1H 2019

- 受惠於廣珠西綫高速路費收入淨額及車流量持續增長，灣區發展分佔其淨溢利按年上升**30%**至人民幣**9,600**萬元
  Driven by continuous growth in GZW's net toll revenue and traffic, its net profit increased by 30% YoY to RMB96 million (Bay Area Dev's share)
- 廣深高速受到交通分流及工程施工的影響，路費收入淨額及淨溢利按年減少
  Due to the impact of traffic diversion and construction works in progress, GS's net toll revenue and net profit decreased YoY
- 本集團淨溢利按年增長**2%**至人民幣**3.03**億元，主要受惠於匯兌虧損減少
  The Group's net profit increased by 2% YoY to RMB303 million, mostly benefiting from the decrease in exchange loss
- 預期西綫合營企業於**2020**年可開始向灣區發展派付現金股息
  GZ West JV is expected to distribute dividend in cash to Bay Area Dev starting from 2020

重點摘要 Key Messages

二零一九年上半年 1H 2019

- 中期股息每股人民幣9.8分，本集團相信可以維持全年100%的派息率目標
  Interim dividend is RMB9.8 cents per share, and the Group believes that its target payout ratio of 100% on a full-year basis is sustainable

- 公司名稱在期內已更改為「深圳投控灣區發展有限公司」
  Company name was changed to "Shenzhen Investment Holdings Bay Area Development Company Limited" during the period

- 於2019年6月，與萬科企業股份有限公司簽訂戰略合作框架協議，就廣深高速沿線土地集約化開發利用進行研究
  In June 2019, a strategic cooperation framework agreement was entered with China Vanke Co., Ltd. in relation to the intensive development and utilization study of the land along the GS route

重點摘要 Key Messages

未來展望 Upcoming

- 可以維持按全年計100%的目標派息比率
  100% dividend payout target (full-year basis) sustainable
  - 預期2019年收取廣深合營企業約人民幣6億元股息
    Expect ~RMB600m dividend from GS JV in 2019
  - 廣珠西綫合營企業目標最早在2020年開始派發股息予灣區發展
    GZ West JV targets to distribute dividend to Bay Area Dev starting 2020 the earliest
- 《粵港澳大灣區發展規劃綱要》已經發佈，廣深高速和廣珠西綫高速長遠受惠於大灣區發展
  Outline Development Plan for Guangdong-Hong Kong-Macao Greater Bay Area has been promulgated, GS and GZW will benefit from the Bay Area development in the long term
- 如若地方政府確定新塘立交變更用地規劃，廣深合營企業可收取土地補償金
  GS JV can receive cash compensation if the government confirms to change land use planning of Xintang interchange
- 與廣深合營企業的合作夥伴對廣深高速公路沿線土地的開發模式進行探討，以爭取實現存量土地的綜合開發及價值釋放的機會
  Exploring the development mode of land along the GS with GS JV partner to strive for the opportunities of integrated development and realisation of land value

業績摘要 Results Highlights

截至6月30日止六個月 For the six months ended 30-Jun	2018 RMB'm	2019 RMB'm	%	主要變動原因 Major reasons for change
淨路費收入 Net toll revenue	1,040	**1,038**	*-0%*	• 廣深受到沿綫周邊道路交通分流持續及工程施工的影響，因此淨路費收入↓4% 至人民幣6.91億元 • 西綫淨路費收入↑7% 至人民幣3.47億元
收費高速公路除利息、稅項、折舊及攤銷前溢利 EBITDA of toll expressways	938	**920**	*-2%*	
收費高速公路淨溢利 Net profit of toll expressways	335	**332**	*-1%*	• **廣深淨溢利↓10% 至人民幣2.36億元，主要因交通分流使路費收入↓及養護費用↑** • **廣珠西綫淨溢利↑30% 至人民幣9,600萬元，因路費收入↑及利息支出↓**
公司層面業績 Corporate results	(8)	**(18)**	*n/a*	• 利息收入↓ • 一般及行政費用及折舊↑
未計及淨匯兌虧損的溢利 Profit before net exchange gain/loss	327	**314**	*-4%*	
淨匯兌虧損/收益 Net exchange loss/gain	(25)	**(7)**	*n/a*	
公司股東應佔溢利 Profit attributable to owners of the Company	297	**303**	*+2%*	

股息摘要 Dividend Highlights

		2018年下半年 2H 2018	2019年上半年 1H 2019	變動% % change
每股溢利 EPS	RMB cents	**9.87**	**9.84**	***-0%***
每股中期股息 DPS - Interim	人民幣分 RMB cents	**不適用 n/a**	**9.80**	
	港幣仙 HKD cents	不適用 n/a	10.971394 [N1]	
每股末期股息 DPS - Final	人民幣分 RMB cents	**9.90**	**-**	
	港幣仙 HKD cents	11.615472	-	
每股特別末期股息 DPS - Special Final	人民幣分 RMB cents	**-**	**-**	
	港幣仙 HKD cents	-	-	
每股合計股息 DPS - Total	人民幣分 RMB cents	**9.90**	**9.80**	
	港幣仙 HKD cents	11.615472	10.971394	

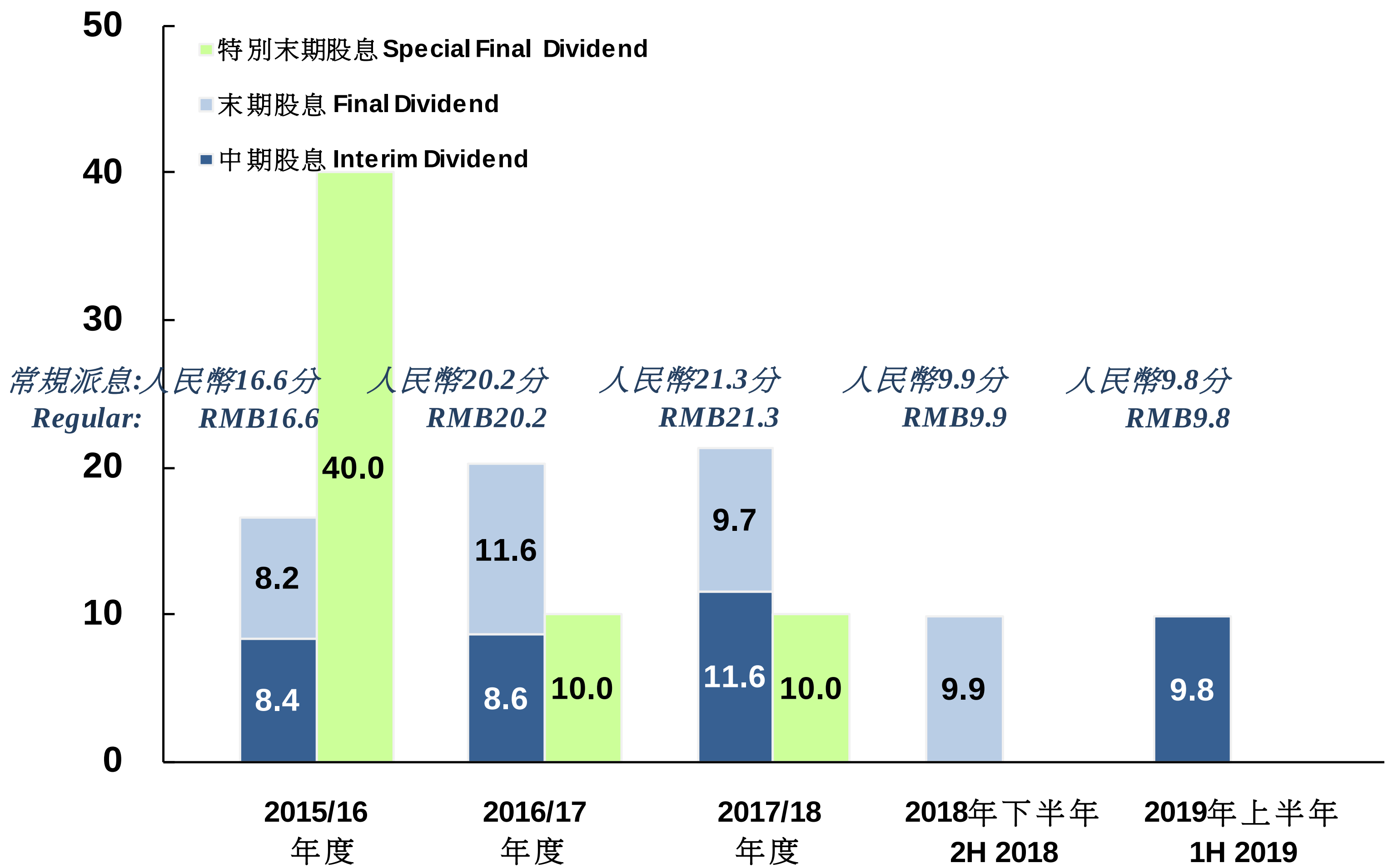
N1 ：按匯率人民幣￥1= 港幣$1.11953 ； Exchange rate RMB ￥1=HK$1.11953

- 以人民幣宣派股息，並提供以人民幣或港幣或以人民幣結合港幣的組合收取股息的選擇
  Declared dividend in RMB, with the option to receive dividends in RMB or HKD or combination of RMB and HKD

灣區發展的派息紀錄 Bay Area Dev's Dividend History

灣區發展的股息 Bay Area Dev Dividend

(每股人民幣分) (RMB cent per share)



常規派息比率 Regular Dividend Payout Ratio	100%[N1]	100%[N1]	100%[N1]	100%	100%

N1：派息比率不計及特別股息 Payout ratio excluded special dividend

廣深高速公路 GS Superhighway

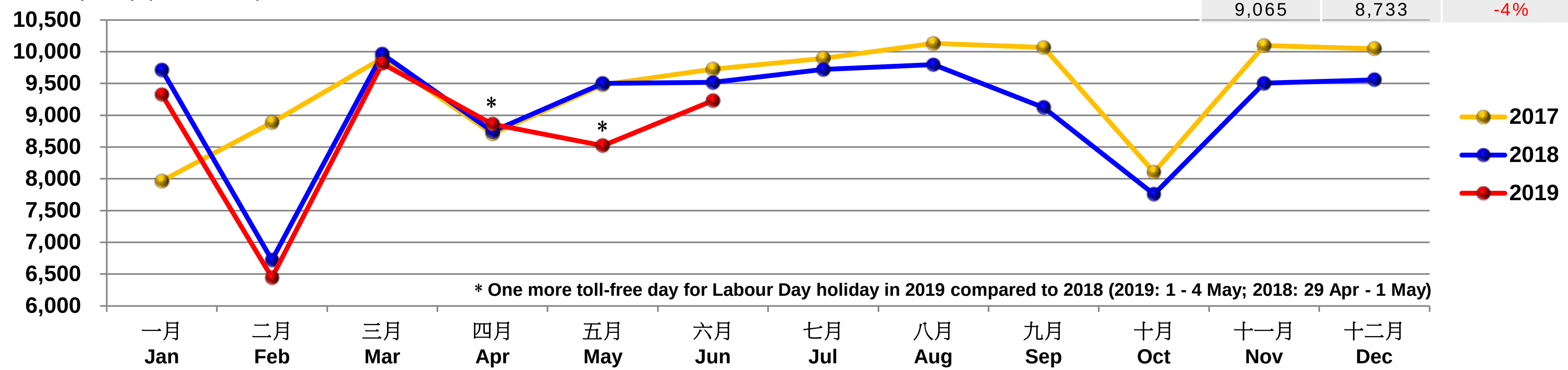
- 沿綫周邊公路開通後，路網進一步完善，改變部分車輛的行駛路徑，交通分流影響持續
  Opening of nearby roads further improves connectivity, leading to partial change in travelling path and continuing traffic diversion
- 新塘至麻涌路段局部封閉車道進行維修，加上深圳段及東莞段進行道路景觀改善工程，造成間歇性影響
  Closure of some lanes for maintenance along Xintang-Machong section and SZ & DG landscape works brought temporary impacts

GS – 日均路費收入 Average Daily Toll Revenue ^

^ 包括稅項 Including tax

人民幣(千元) (RMB '000)

1H 2018	1H 2019	YoY 按年變動
9,065	8,733	-4%

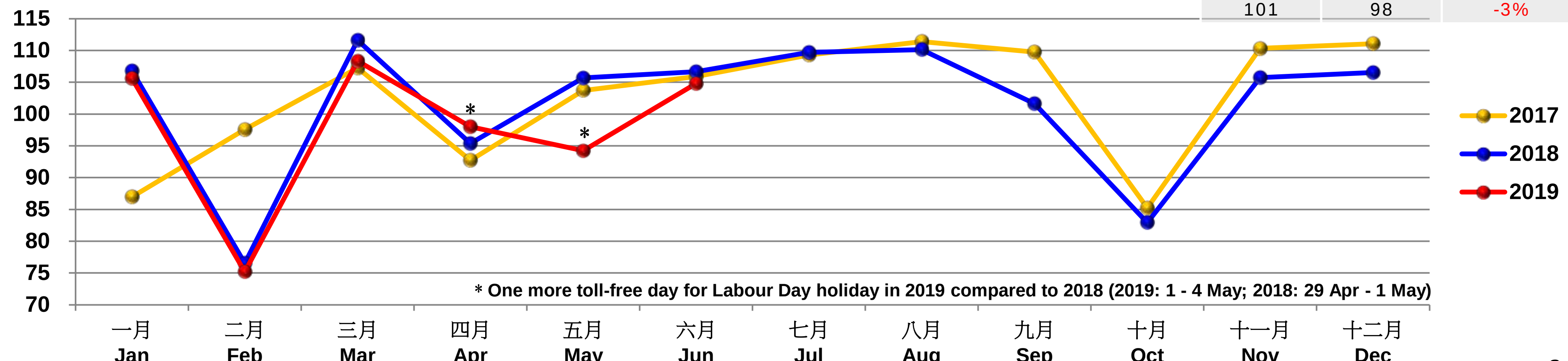


GS – 日均折合全程車流量 Average Daily FLE Traffic

不計及免收費車流量 Excludes toll-free traffic

架次(千輛) (No. of vehicles '000)

1H 2018	1H 2019	YoY 按年變動
101	98	-3%



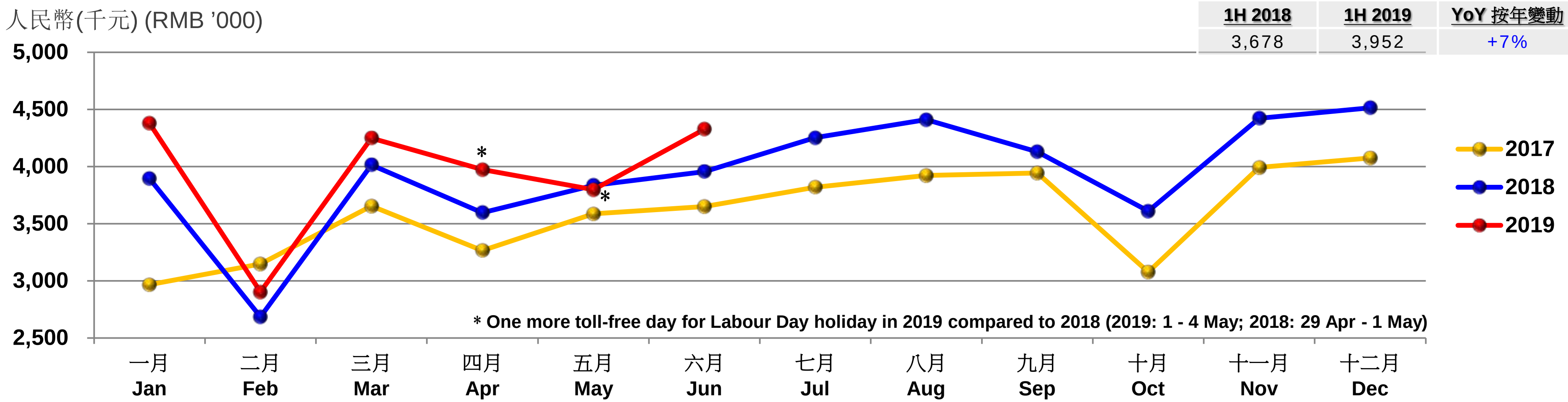
廣珠西綫高速公路 GZ West Superhighway

- 佛山一環公路貨車限行措施在二零一八年底撤銷，促進作用消退，增長速度回落
  Truck restriction measures on Foshan Ring Road ended by end 2018, stimulation faded out and growth rate drew back
- 港珠澳大橋及南沙大橋通車，便利車輛往來廣珠西綫高速，持續支持車流量增長
  HZM Bridge and Nansha Bridge opening facilitate traffic to and fro GZW, continuously adding impetus to traffic growth

GZW – 日均路費收入 Average Daily Toll Revenue ^

^ 包括稅項 Including tax

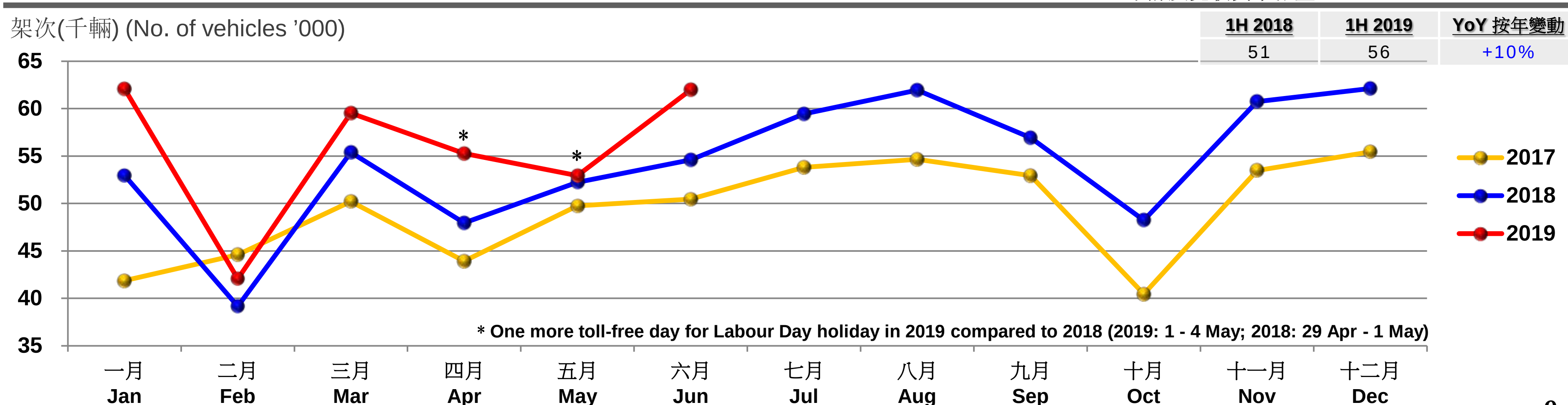
1H 2018	1H 2019	YoY 按年變動
3,678	3,952	+7%



GZW – 日均折合全程車流量 Average Daily FLE Traffic

不計及免收費車流量 Excludes toll-free traffic

1H 2018	1H 2019	YoY 按年變動
51	56	+10%



收費公路行業政策最新發展
Latest progress in toll road industry policies

- **撤銷全國省份邊界高速公路收費站**
  Removal of expressway toll stations at provincial boundaries nationwide

  - 完成時間：**2019**年底
    Completion time: end of 2019

  - 調整收費模式：收費站出口一次性收費 → 按行駛路段分段式收費
    Toll mode adjustment: one-time collection at exit → segmental collection on route

  - 提高電子不停車收費(**“ETC”**)使用比例：**>90%**
    Raising ETC usage rate: >90%

  - 調整貨車收費方式：按計重收費 → 按車型收費
    Tolling basis for trucks: toll-by-weight → toll-by-vehicle-type

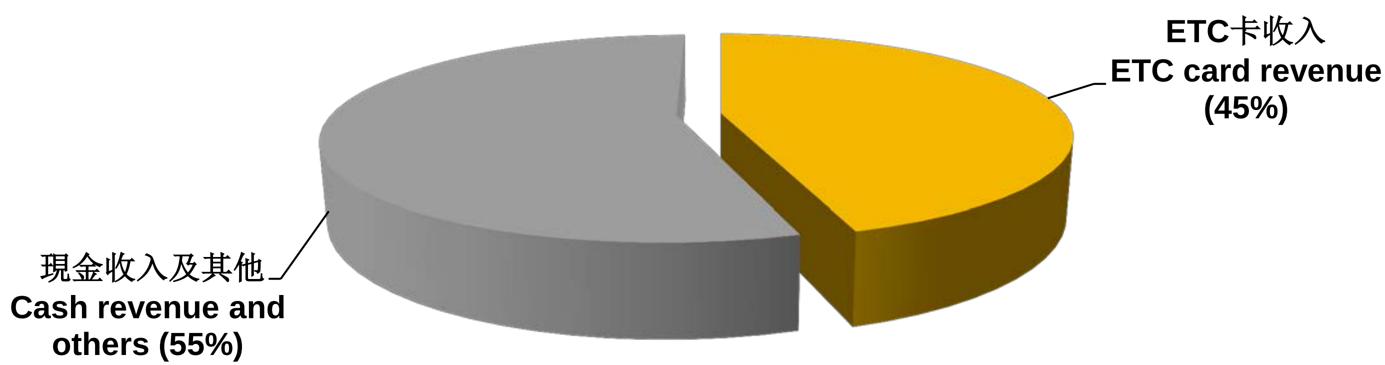
  - 影響：長遠減少收費站人手需求，提升通行效率
    Impact: reduce demand for staff at stations in the long term and enhance traffic efficiency

收費公路行業政策最新發展 (續)
Latest progress in toll road industry policies (Con't)

ETC通行費優惠調整　ETC toll discounts adjustment

- 實施時間：2019年7月1日
  Implementation time: 1 Jul 2019
- 折扣：2% → 5%
  Discounts: 2% → 5%
- 廣深高速及廣珠西綫高速2019年上半年ETC卡付費金額佔總路費收入：約 45%
  GS & GZW ETC card toll revenue share of total toll revenue in 1H 2019: about 45%

2019年上半年路費收入支付方式
Toll revenue by payment method in 1H 2019



收費公路行業政策最新發展 (續)
Latest progress in toll road industry policies (Con't)

- **新版本《收費公路車輛通行費車型分類》**
  New "Vehicle Classification of the Toll for Highway"

  - 車型分類：客車、貨車之外，新增專項作業車
    Vehicle classification: passenger vehicle, goods vehicle, and adding special motor vehicle

  - 客車按核定載客人數分類，8-9人客車由2類車調整為1類車，其他客車維持不變
    Passenger vehicle is classified by approved passenger number. 8-9 ppl passenger vehicles are reclassified as Class 1 from Class 2 while other passenger vehicles remain unchanged

  - 貨車及專項作業車按總軸數、車長和最大允許總質量分類
    Trucks and special motor vehicles are classified by total number of axles, vehicle length and max. authorised total weight

  - 廣深及西綫2019年上半年2類客車路費收入佔總路費收入：約 1%, 預期影響輕微
    GS & GZW Class 2 passenger vehicle toll revenue share of total toll revenue in 1H 2019: about 1%, minimal impact is expected

  - 按新車型分類的收費標準將於2020年1月實施，具體有待公佈
    Tariff standard under new vehicle classification will be effective since January 2020 and details are to be announced

粵港澳大灣區發展機遇
Development opportunities in Guangdong-Hong Kong-Macao Greater Bay Area

- 《粵港澳大灣區發展規劃綱要》的出台爲大灣區內各行各業帶來廣闊的發展機遇，公司的未來發展策略是聚焦於大灣區內的基礎設施建設及相關聯的業務
  Promulgation of the Outline Plan brings wide-ranging business opportunities for industries in the region. The Company’s future development strategies focuses on the infrastructure and correlated businesses within the Bay Area
- 大灣區經濟基礎強勁，**2018**年本地生產總值迫近人民幣**11**萬億元，總面積約 **5.6**萬平方公里，人口約**7,100**萬人
  Strong economic base, 2018 GDP was near RMB11 trillion, area around 56,000 km^2 with a population about 71 million
- 大灣區長遠建立以創新為主的經濟體系和發展模式，實現區內生產資源和市場的高效聯通，支持業務可持續發展
  Establish an economy and growth model that focused on innovation in the long term, foster flow of resources and market communications, support sustainable business development

粵港澳大灣區* Guangdong-Hong Kong-Macao Greater Bay Area*

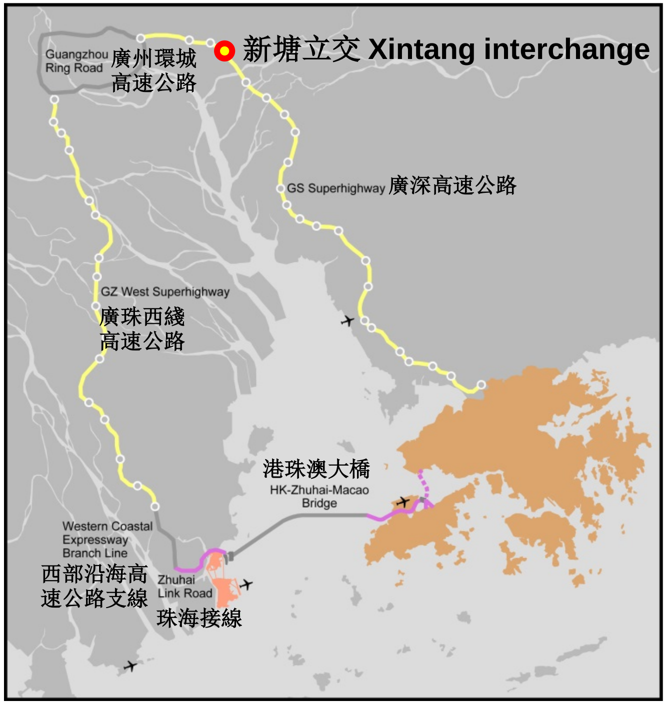
** 包括香港特別行政區、澳門特別行政區、廣州、深圳、珠海、東莞、惠州、中山、佛山、肇慶及江門*

** Include HKSAR, Macao SAR, Guangzhou, Shenzhen, Zhuhai, Dongguan, Huizhou, Zhongshan, Foshan, Zhaoqing and Jiangmen*

資料來源：廣東省統計局、香港特別行政區政府統計處、澳門特別行政區政府統計暨普查局

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

廣深高速公路新塘立交土地規劃變更
Change of land use planning on GS Superhighway's Xintang interchange



<u>地塊一及二</u>
總用地面積：約23萬平方米
總建築面積：約69萬平方米

<u>Land 1&2</u>
Total Area: ~230k sqm
GFA: ~690k sqm

來源：廣州市國土資源和規劃委員會網站
Source: Guangzhou Land Resources and Planning Commission website

- 公示期已完結，如若規劃落實，政府收回該用地需支付廣深合營企業土地補償金

  Consultation has ended, if the plan is implemented, GS JV can receive cash compensation from the government

- 廣深高速公路全長**122.8**公里，徵用道路建設用地約**28,000**畝**(**即約**1,800**萬平方米**)**，其中若干個立交的設計及用地佈置與新塘立交相似，可供地方政府研究變更用地性質，以配合地方政府新的城市規劃

  The 122.8 km-long GS Superhighway, with approximately 28,000 mu of acquired land for road construction purpose (or ~18 million sq. metres), has several interchanges with similar design and land scope as Xintang interchange. These interchanges can be studied for land use change by local governments to facilitate new urban planning

- 本公司正與廣東省公路建設有限公司**(**廣深合營企業的合作夥伴**)**對廣深高速公路新塘立交土地及沿線其他土地的開發模式進行探討，以爭取實現沿線存量土地的綜合開發及價值釋放的機會，並爭取與地方政府協調一個雙贏的土地規劃方案

  The Company is currently exploring the development mode of land at Xintang interchange and other possible parcels of land along the GS Superhighway with Guangdong Provincial Highway Construction Company Limited (the partner for GS JV) to strive for the opportunities of integrated development and realisation of value for its stock of land alongside, as well as arriving at a win-win solution on the implementation of land use plan through coordination with local governments

灣區發展與萬科企業簽訂戰略合作框架協議
Bay Area Dev established strategic cooperation with China Vanke

Shenzhen Investment Holdings
Bay Area Development Company Limited
深圳投控灣區發展有限公司

vanke

2019年6月18日
18 June 2019

- 就廣深高速公路交通沿線土地集約化開發利用研究與項目合作及指定的其他土地開發項目開展全面戰略合作
  Carrying out all-round strategic cooperation in relation to the development and utilization study of the land and project cooperation along the GS Superhighway traffic route and other designated land development projects

- 合作可發揮各自的資金和技術資源優勢及專業能力
  Leveraging on respective financial and technical resources and expertise through cooperation

- 內容包括 Details include
  - 研究通過土地整備及城市更新等方式開發廣深高速公路交通沿線土地
    Studying the development of the land along the GS Superhighway traffic route through land consolidation and urban renewal
  - 開展其他指定土地開發項目，實現雙方共同在智慧城市、智慧園區、智慧交通等方面的基礎設施建設的全面合作
    Carrying out other designated land development projects in order to achieve comprehensive cooperation in infrastructure construction in smart cities, smart parks, intelligent transportation, etc

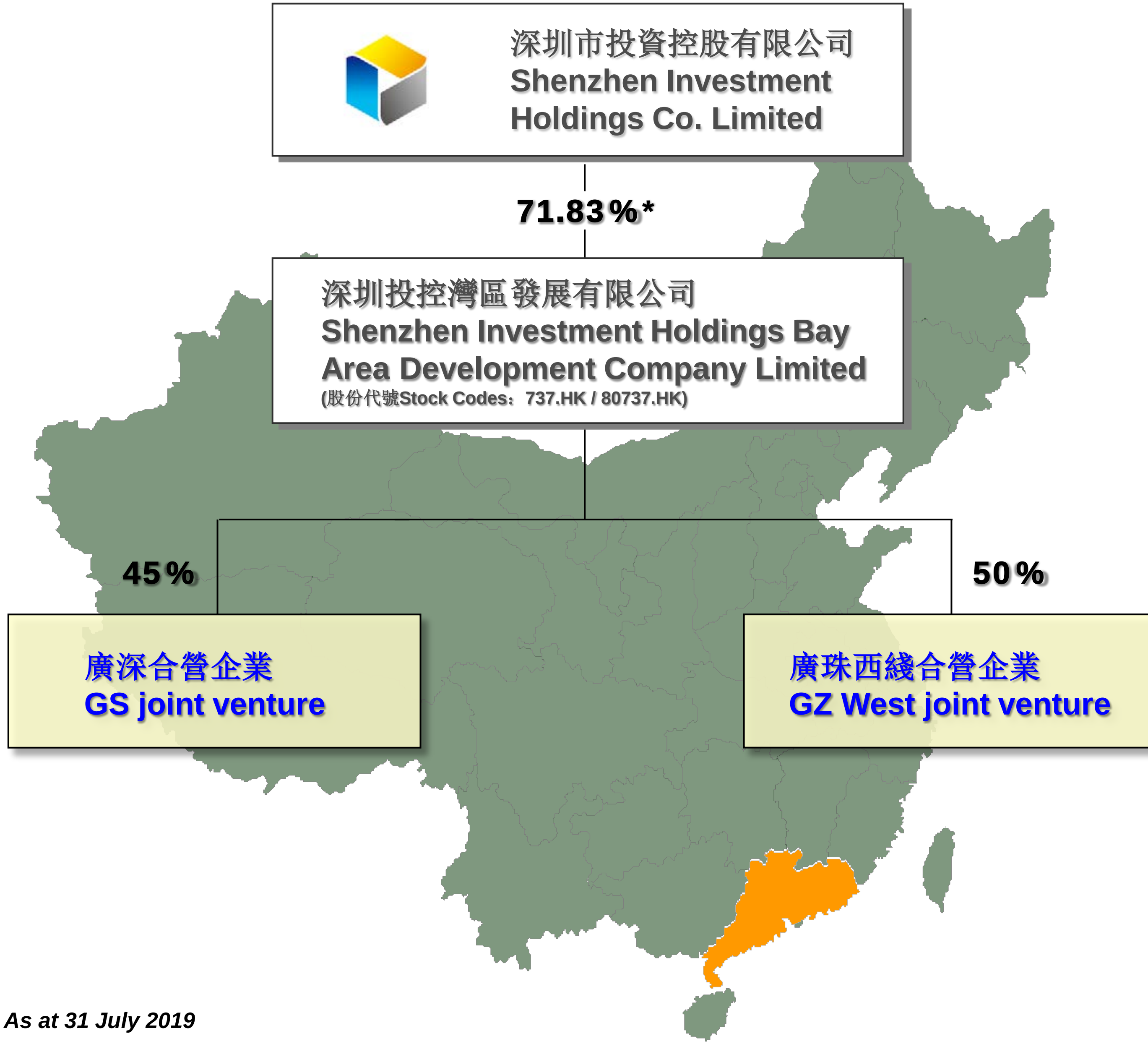
備註：詳情載於本公司2019年6月18日之公告
Remark: details were set out in the Company's announcement dated 18 June 2019

~ 展示結束 ~

~ End of Presentation ~

補充資料
Supplementary Information

灣區發展的架構 Bay Area Dev's Structure



** 截至2019年7月31日 As at 31 July 2019*

灣區發展董事會成員 Bay Area Dev's Board of Directors

董事會成員 Board of Directors	9	審計委員會 Audit Committee	薪酬委員會 Remuneration Committee
執行董事及非執行董事 Executive Directors and Non-executive Directors	*6*		
■ 劉 征 宇 先 生 **Mr. Zhengyu LIU** (主席兼非執行董事 Chairman and Non-executive Director) ■ 張 天 亮 先 生 **Mr. Tianliang ZHANG** (執行董事兼總經理 Executive Director and General Manager) ■ 吳 成 先 生 **Mr. Cheng WU** (執行董事兼副總經理 Executive Director and Deputy General Manager) ■ 劉 繼 先 生 **Mr. Ji LIU** (執行董事、副總經理兼董事會秘書 Executive Director, Deputy General Manager and Secretary to the Board) ■ 蔡 俊 業 先 生 **Mr. Junye CAI** (非執行董事 Non-executive Director) ■ 唐 激 楊 先 生 **Mr. Jiyang TANG** (非執行董事 Non-executive Director)			
獨立非執行董事 (佔董事局成員33%) Independent Non-executive Directors (33% of the Board)	*3*		
■ 李 民 斌 先 生 **Mr. Brian David Man Bun LI** JP		√	主席 Chairman
■ 程 如 龍 先 生 **Mr. Yu Lung CHING**		主席 Chairman	√
■ 簡 松 年 先 生 **Mr. Tony Chung Nin KAN** SBS, JP		√	√

項目摘要 Project Summary

	廣深高速公路 GS Superhighway	廣珠西綫高速公路 (亦稱珠江三角洲西岸幹道) GZ West Superhighway (also known as Western Delta Route)
路線 Route	廣州、東莞、深圳及香港 Guangzhou, Dongguan, Shenzhen and Hong Kong	廣州、佛山、中山及珠海 Guangzhou, Foshan, Zhongshan and Zhuhai
長度 Length	122.8 公里 km	97.9 公里 km
車道 Lanes	雙向共六車道 (部分路段為十車道) A total of 6 lanes in dual directions, except for certain sections being 10 lanes	雙向共六車道 A total of 6 lanes in dual directions
站場數目 No. of stations	23	16
設計速度 Speed limits	時速120公里 120 km/h	時速100公里 100 km/h
正式通車 Official opening	1997/7/1 (試通車 Trial run：1994/7)	西綫I期 Phase I West：2004/4/30 西綫II期 Phase II West：2010/6/25 西綫III期 Phase III West：2013/1/25
公路收費期 Toll collection period	30 年期 years (1997/7/1 - 2027/6/30)	西綫I期 Phase I West (30 年期 years：2003/9 - 2033/9) 西綫II期 Phase II West (25 年期 years：2010/6 - 2035/6) 西綫III期 Phase III West (25 年期 years：2013/1 - 2038/1)
分潤比例 Profit sharing ratio	50%：1997/7/1 - 2007/6/30 48%：2007/7/1 - 2017/6/30 45%：2017/7/1 - 2027/6/30	50%
合營企業夥伴 JV partner	廣東省公路建設有限公司 Guangdong Provincial Highway Construction Company Limited	

灣區發展的業績 Bay Area Dev's Results

截至6月30日止六個月 For the six months ended 30-Jun	淨路費收入 Net Toll Revenue		除利息、稅項、折舊及攤銷前溢利 EBITDA		折舊及攤銷 Depreciation & Amortisation		利息及稅項開支 Interest & Tax		業績 Results		
(RMB'M) (人民幣百萬元)	2018	2019	2018	2019	2018	2019	2018	2019	2018	2019	
廣深高速公路 GS Superhighway[N1]	717	**691**	647	**607**	(226)	**(217)**	(160)	**(154)**	261	**236**	
廣珠西綫高速公路 GZ West Superhighway	323	**347**	291	**313**	(112)	**(119)**	(105)	**(98)**	74	**96**	
小計 Sub-total	1,040	**1,038**	938	**920**	(338)	**(336)**	(265)	**(252)**	335	**332**	
		-0%		*-2%*		*-1%*		*-5%*		*-1%*	
公司層面業績： Corporate results:											
銀行存款利息收入 Bank deposits interest income									8	**1**	
其他收入 Other income									-	**3**	
一般及行政費用和折舊 General and administrative expenses and depreciation									(16)	**(21)**	
財務成本 Finance costs									(0)	**(1)**	
所得稅開支 Income tax expense									-	**(0)**	
小計 Sub-total									(8)	**(18)**	
未計及淨匯兌盈利／虧損的溢利 Profit before net exchange gain/(loss)									327	**314**	*-4%*
淨匯兌虧損／盈利 Net exchange (loss)/gain									(25)	**(7)**	
本年度溢利 Profit for the year									302	**307**	
少數股東權益應佔溢利 Minority interests									(5)	**(4)**	
公司股東應佔溢利 Profit attributable to owners of the Company									297	**303**	*+2%*

N1: *不包括由美元及港幣貸款所產生之匯兌差異以及相關所得稅*
Exclude exchange differences from USD & HKD loans and related income tax

現金和債務：灣區發展公司層面與分佔合營企業的份額
Cash and Debt: Bay Area Dev Corporate Level vs Share of JV

- 灣區發展公司層面的財務狀況穩健
  Solid financial position at Bay Area Dev corporate level
- 項目貸款：對灣區發展並無追溯權
  Project loans: non-recourse to Bay Area Dev

集團本部 Bay Area Dev Corporate Level

(人民幣百萬元)(RMB'm)

截至 As at	31.12.2018	30.06.2019	截至 As at	31.12.2018	30.06.2019
Bank balances and cash			**Corporate debt**		
• 銀行結餘及現金 **Bank balances and cash**	**140**	**62**	• 銀行貸款 **Bank loan**	-	-
現金淨額 **Net cash: RMB62m (31-Dec-18: RMB140m)**					

分佔合營企業 Share of JV Companies

(人民幣百萬元)(RMB'm)

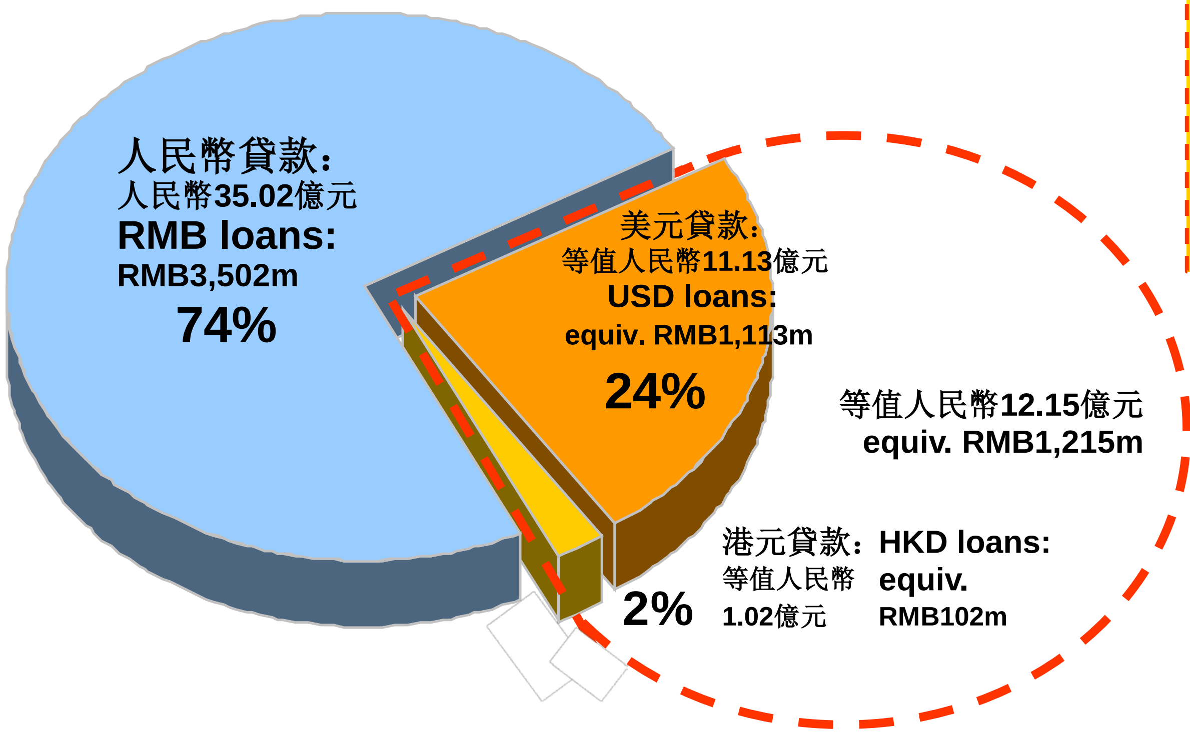
截至 As at	31.12.2018	30.06.2019	截至 As at	31.12.2018	30.06.2019
Bank balances and cash			**Bank loans**		
• 銀行結餘及現金 **Bank balances and cash**	**279**	**319**	• 廣深高速 **GS Superhighway**	**1,912**	**1,834**
			• 西綫 **Western Delta Route**	**3,078**	**2,874**
	279	**319**		**4,990**	**4,708**
債務淨額 **Net debt** [N1] **: RMB4,389m (31-Dec-18: RMB4,711m)**					

N1：銀行貸款減銀行結餘及現金 Bank loans less bank balances and cash

人民幣匯率和美國息率變動的影響
Impact from RMB Exchange Rate and US Interest Rate Changes

公司分佔合營企業貸款[註1]之貨幣組成
Breakdown of the company's Share of JV Loans[N1] by Currency

(截至2019年6月30日) (As at 30 Jun 2019)

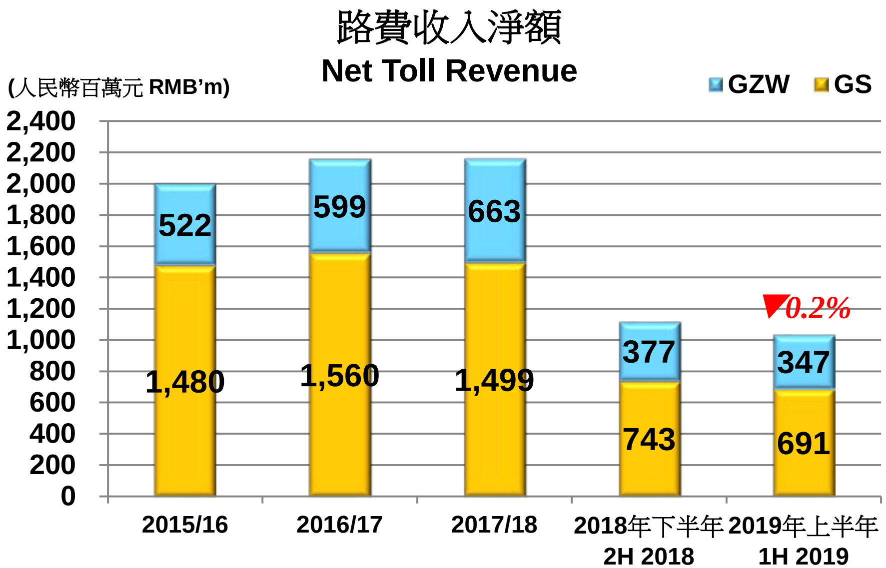


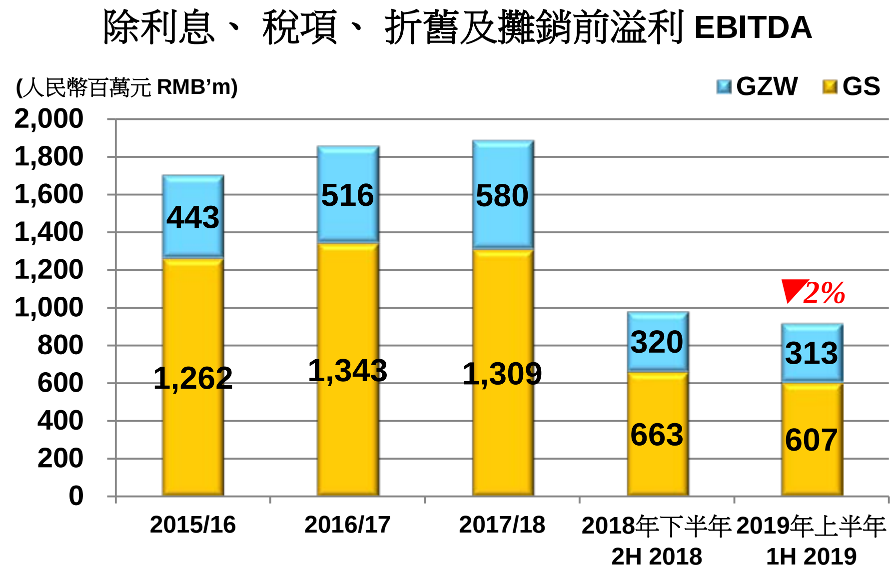
潛在匯兌收益/(虧損)，視乎人民幣升值/貶值
Possible exchange gain/(loss), subject to RMB appreciation/ (depreciation)

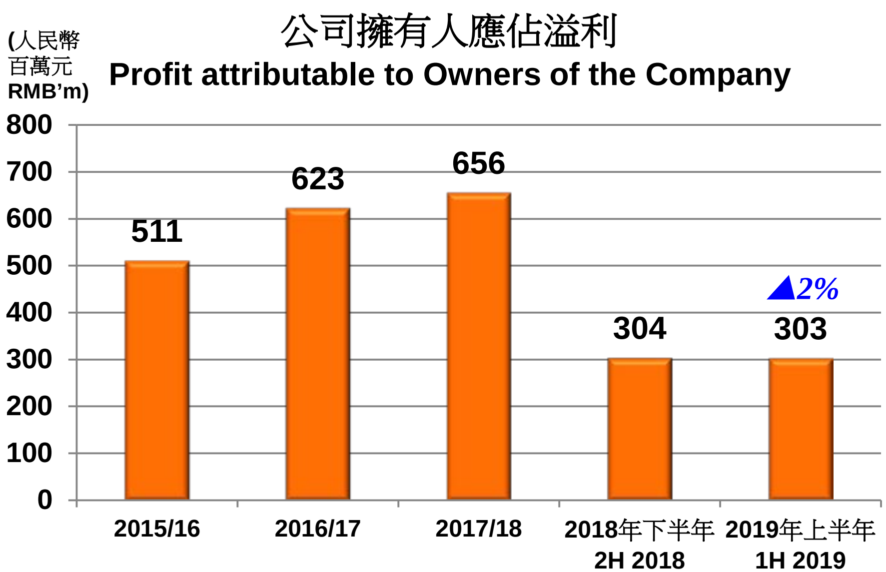
人民幣↓1%或美元/港元貸款利率↑1%
↓1% in RMB or ↑1% in USD/HKD loan interest rate
→
本集團的淨利潤↓約人民幣900萬元
The Group's net profit ↓~RMB9m

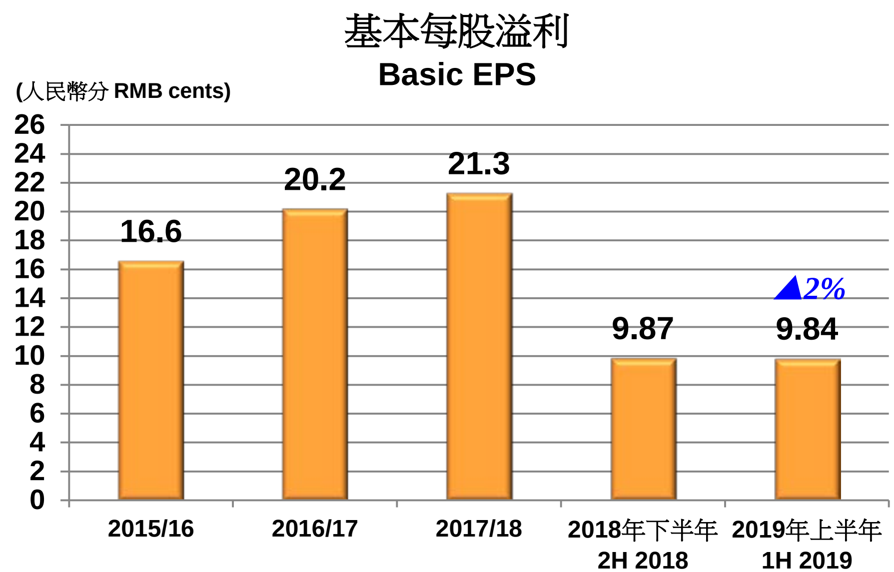
註1：包含公司分佔所有合營企業之銀行貸款共人民幣47.17億元
N1: Represent the company's share of JVs' bank loans of RMB4,717m

財務業績 Financial Results



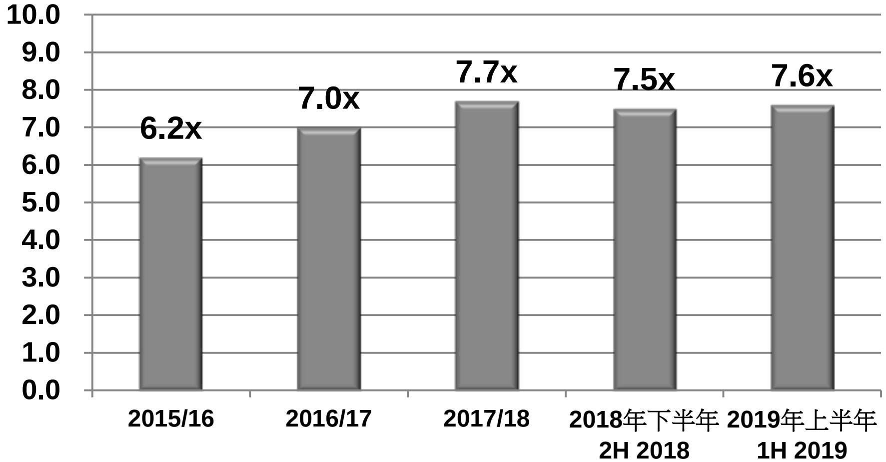




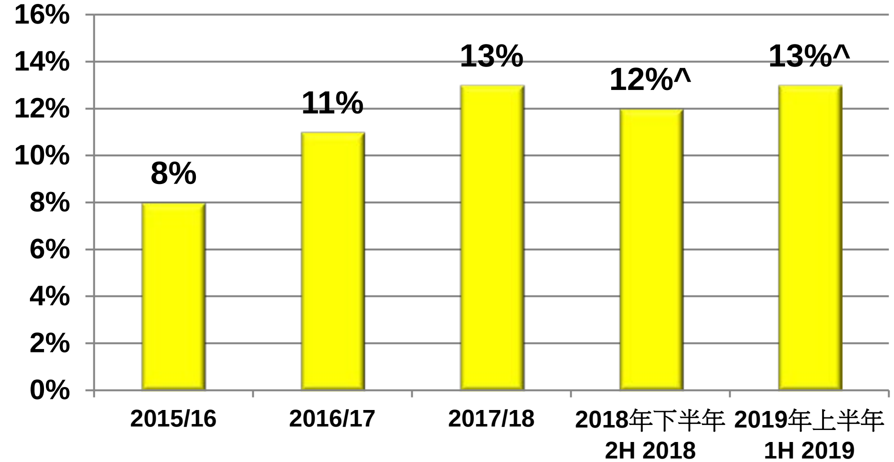


財務指標* Financial Indicators*

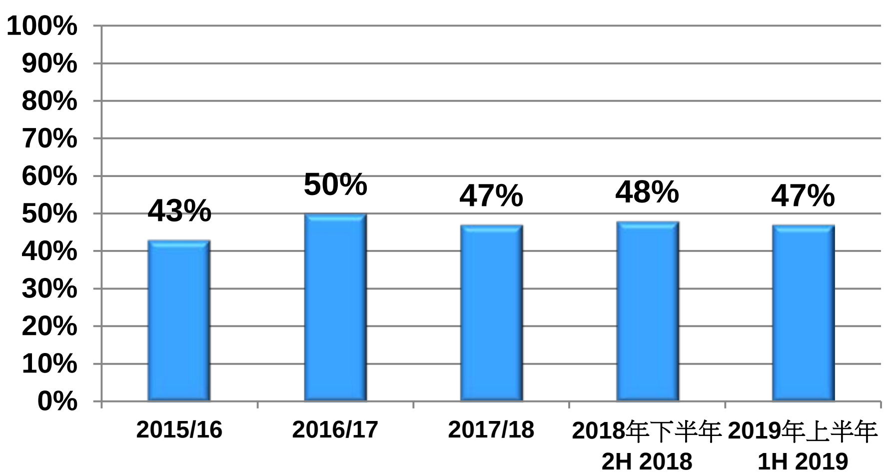
利息覆蓋比率
Interest Coverage



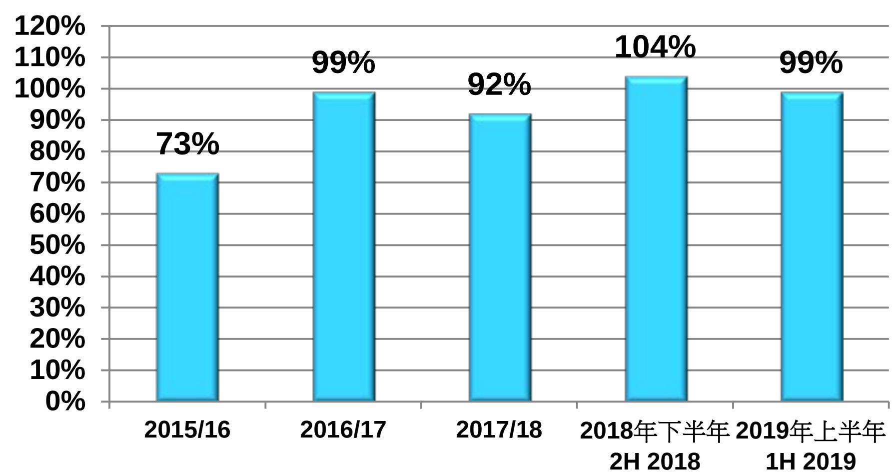
股東權益回報率
Return on equity



債務總額註1對比資產總額
Total Debt[N1] to Total Assets



資產負債比率註2
Gearing Ratio[N2]



註1：債務總額包括本集團銀行貸款、合營企業之銀行及其他貸款及與一間合營企業夥伴之結餘。
註2：債務淨額為債務總額扣除本集團及合營企業銀行結餘及現金連同合營企業已抵押銀行結餘及存款。
N1: Total debt include bank loans of the Group, bank and other loans of JVs and balance with a JV partner.
N2: Net debt is defined as total debt less bank balances and cash of the Group and JVs together with pledged bank balances and deposits of JVs.
**** 按比例綜合法 Using proportionate consolidation method ^ 年度化數字 Annualised figure***

車型分類及收費費率^
Vehicle Classification and Tariff^

客車 Passenger vehicles

- 按座位數量收費
  Charge based on no. of seats

貨車 Trucks

- 按貨車總重量 (噸) 收費
  Charge based on total weight of truck (tonne)
- 基本收費：每公里每噸人民幣0.12元 (六車道或以上高速公路)
  Basic tariff rate: RMB0.12/tonne/km (≥ 3x3 expressway)
- 對超載貨車徵收罰款
  Penalty on overloaded trucks

類別 Class	國家分類 (2003年) National classification (2003)		收費費率 Tariff rate* (每公里人民幣 RMB per km)
	客車 Passenger vehicles	貨車 Trucks	
	座位數 Number of seats	載重(噸) Loading weight (tonnes)	
1	≤7	≤2	0.60
2	8-19	2-5 (含5噸 include 5)	0.90
3	20-39	5-10 (含10噸 include 10)	1.20
4	≥40	10-15 (含15噸 include 15)及20英尺集裝箱車 and 20ft. container	1.80
5	-	>15及40英尺集裝箱車 and 40ft. container	2.10

^ *自2015年6月26日起生效 Effective since 26 Jun 2015*

* *只有當稱重設備故障時，才會對貨車啟用國家分類標準下的收費費率 Tariff rate under the national classification standard for trucks will be used only when the weighing equipment is out of order*

《收費公路車輛通行費車型分類》2019年版本

2019 version of "Vehicle Classification of the Toll for Highway"

- **取代2003年版本**
  Substitute for 2003 version

- **車型分客車、貨車及專項作業車三類**
  Vehicle is classified into passenger vehicle, goods vehicle and special motor vehicle

- **新版本主要變化包括**
  Key changes in new version
  - **8-9人客車由2類車調整為1類車**
    8-9 ppl passenger vehicles are reclassified as Class 1 from Class 2
  - **貨車及專項作業車按總軸數、車長和最大允許總質量分類**
    Goods vehicle and special motor vehicle are classified according to total number of axles, vehicle length and max. authorized weight
  - **超過6軸貨車為超限運輸車**
    >6-axle goods vehicles are classified as over-weighted

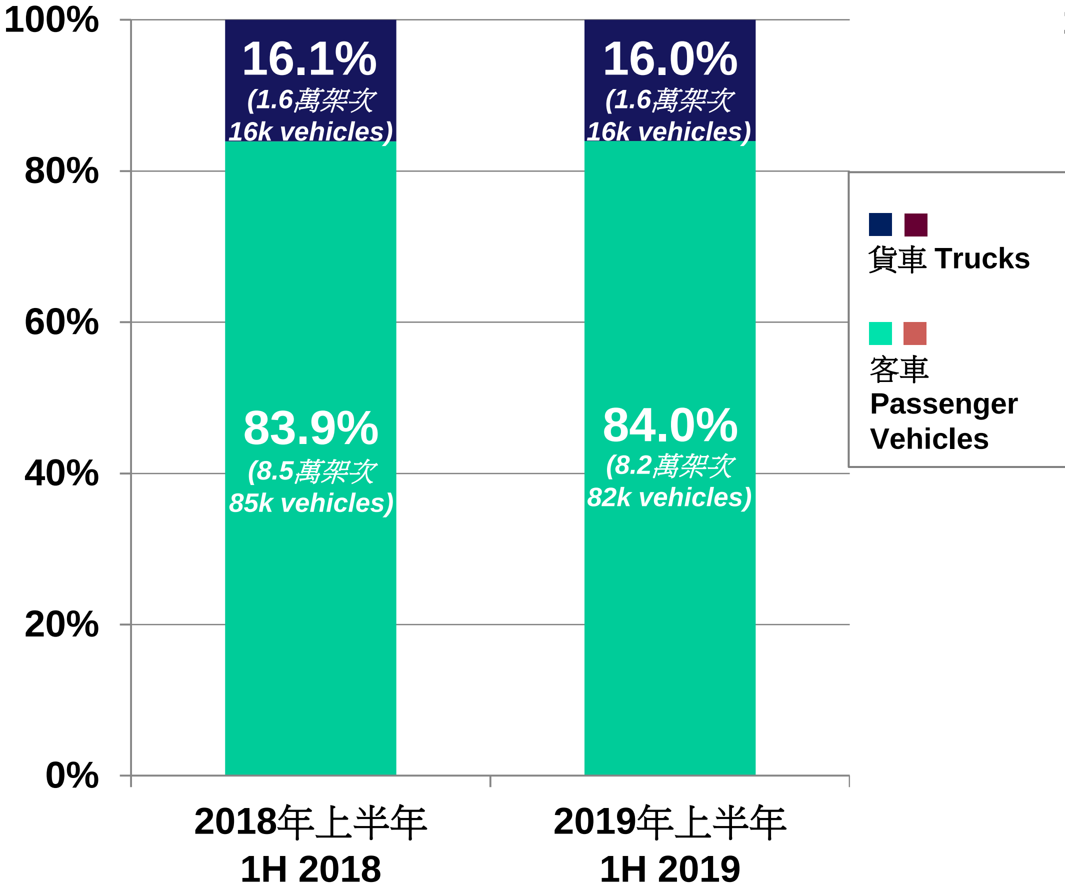
- **廣東省高速公路收費標準將作出相應修訂**
  Tariff standard for GD expressways will be renewed accordingly

類別 Class	收費公路車輛通行費車型分類 (2019年) Vehicle Classification of the Toll for Highway (2019)		
	客車 Passenger vehicle	貨車 Goods vehicle	專項作業車 Special motor vehicle
	載客人數 Number of passengers	總軸數 Number of axles	總軸數 Number of axles
1	≤9	2 (1)	2 (1)
2	10-19	2 (2)	2 (2)
3	≤39	3	3
4	≥40	4	4
5	-	5	5
6	-	6	≥6

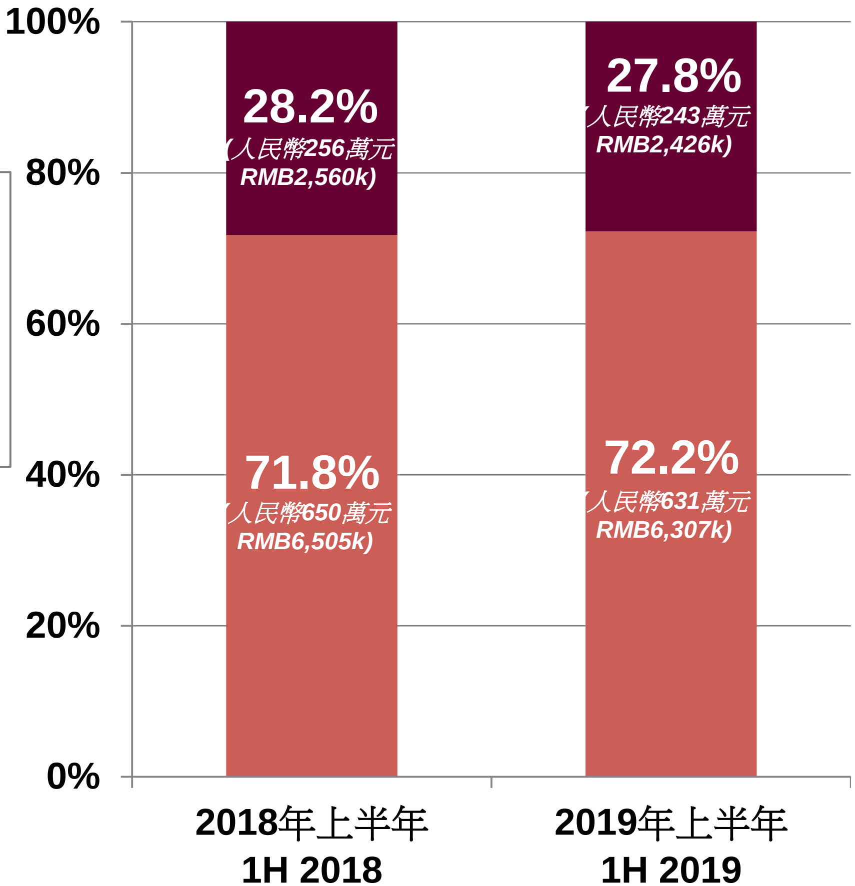
備註 remarks：
(1)須為車長<6米和最大允許總質量<4.5噸
Vehicle length is <6 m and maximum authorized weight is <4.5 tonnes
(2)須為車長≥6米或最大允許總質量≥4.5噸
Vehicle length is ≥6 m or maximum authorized weight is ≥4.5 tonnes

廣深高速公路：按車種劃分的折合全程車流量及路費收入
GS Superhighway – FLE Traffic and Toll Revenue by Vehicle Type

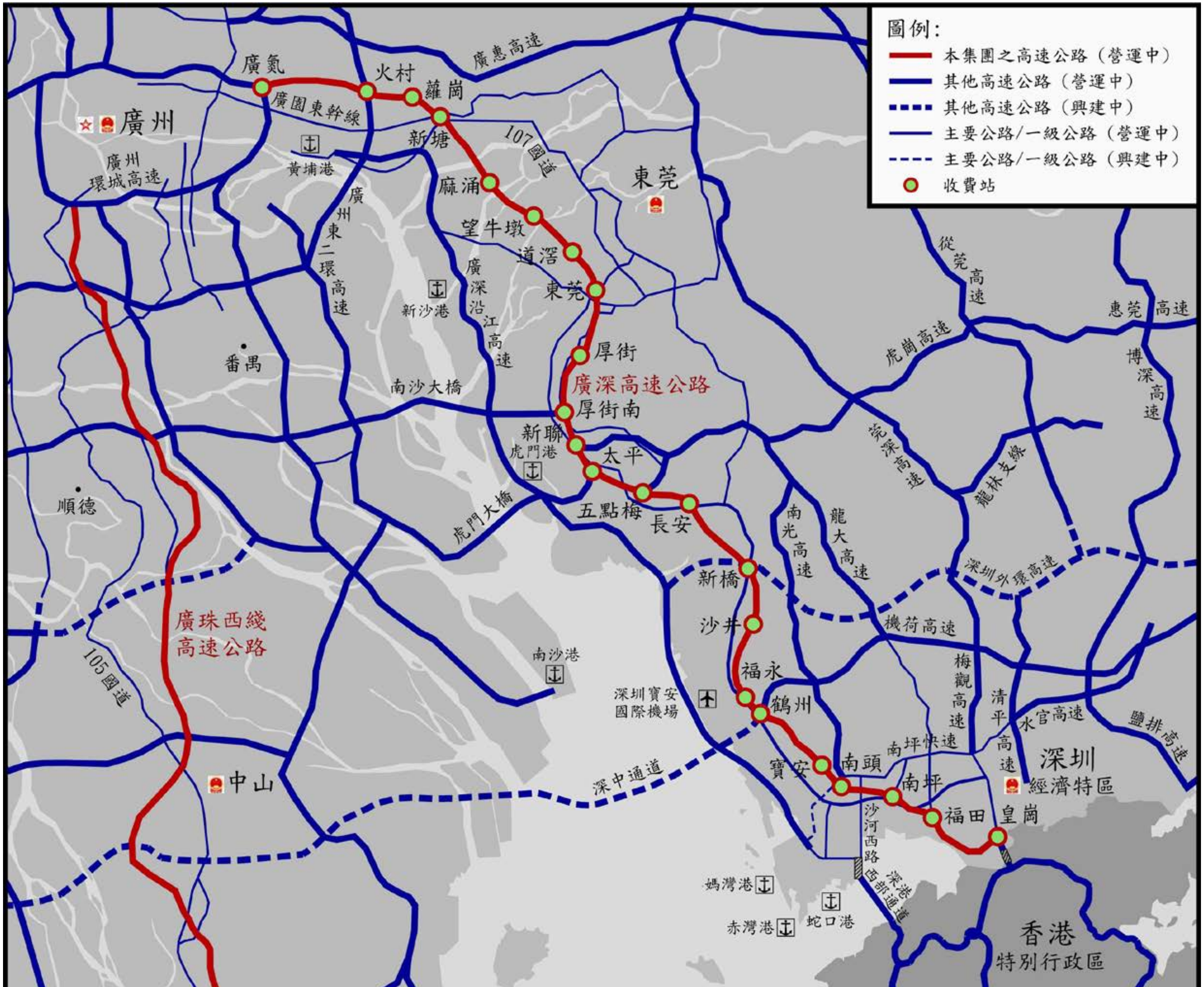
日均折合全程車流量 **Average Daily FLE Traffic**



日均路費收入 **Average Daily Toll Revenue**

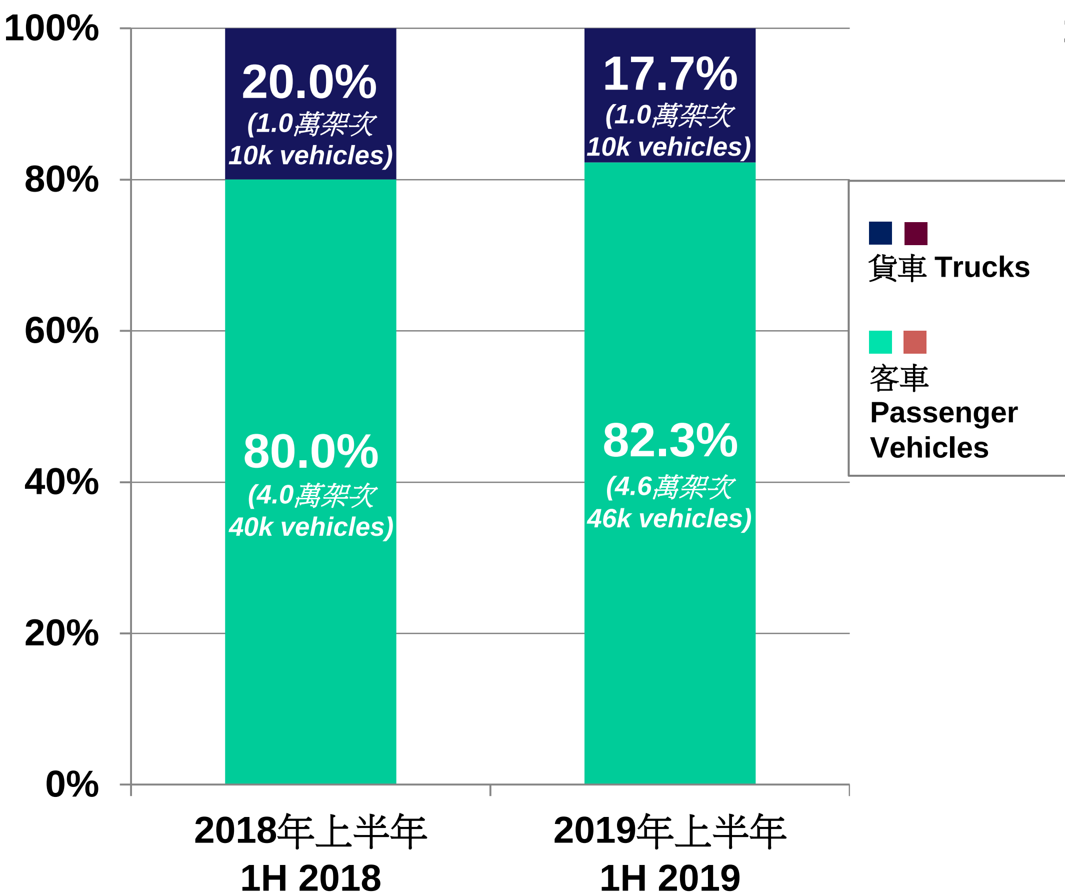


廣州—深圳高速公路 Guangzhou-Shenzhen Superhighway

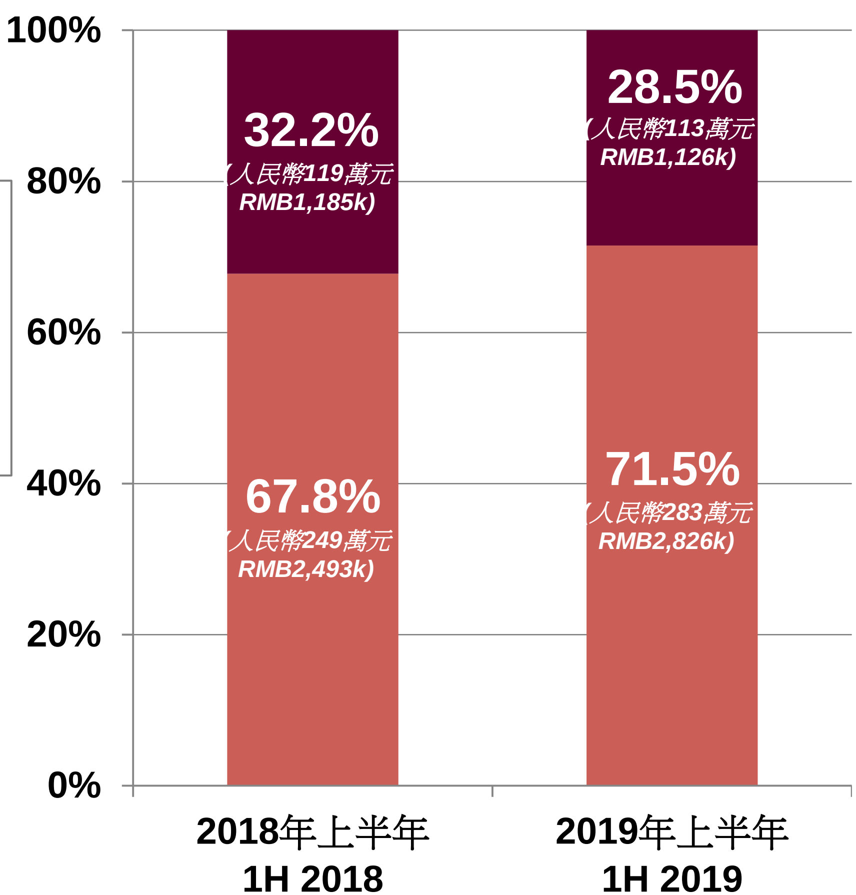


廣珠西綫高速公路：按車種劃分的折合全程車流量及路費收入
GZ West Superhighway – FLE Traffic and Toll Revenue by Vehicle Type

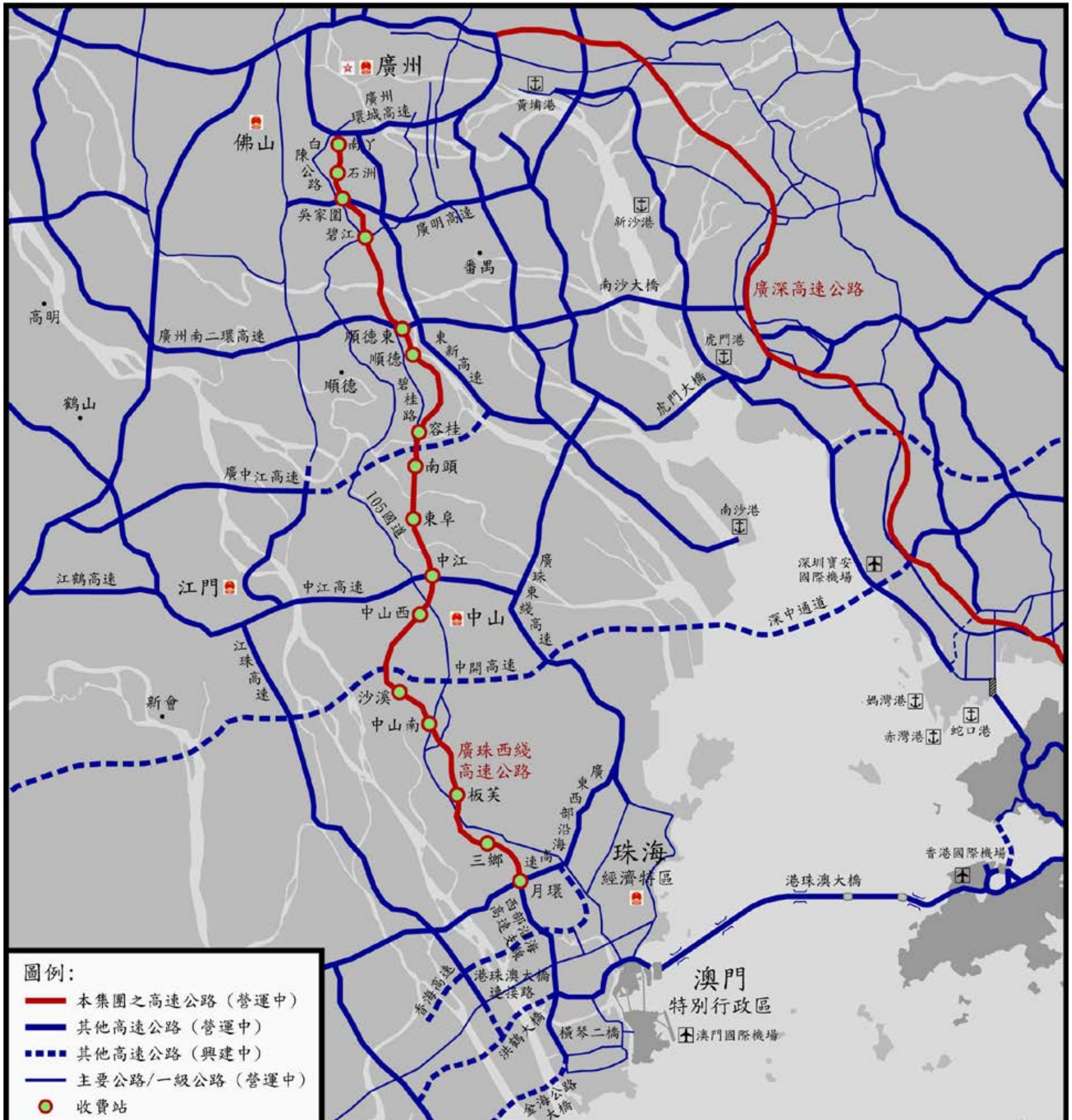
日均折合全程車流量 Average Daily FLE Traffic



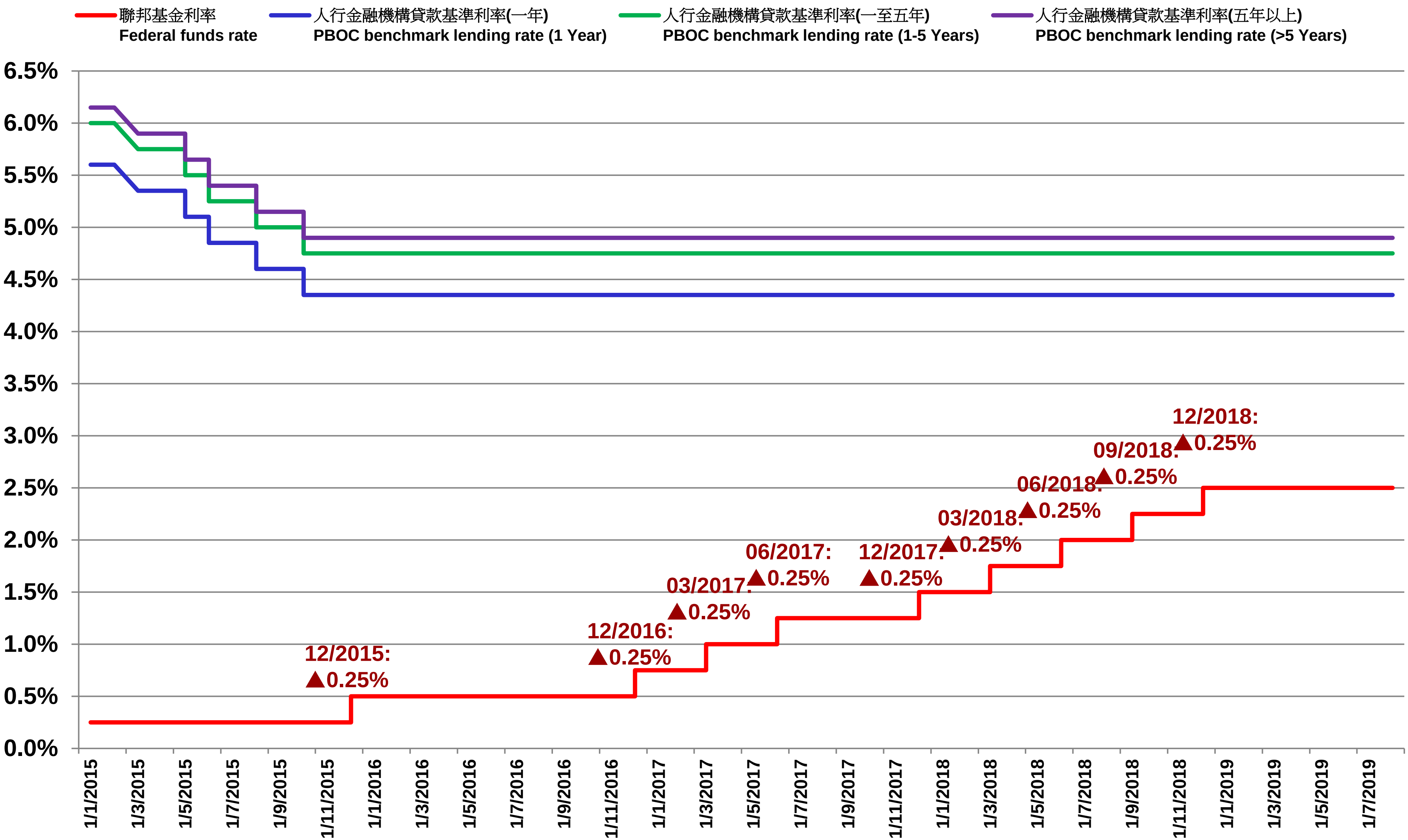
日均路費收入 Average Daily Toll Revenue



廣州—珠海西綫高速公路 Guangzhou-Zhuhai West Superhighway



利率走勢 Interest Rate Movement



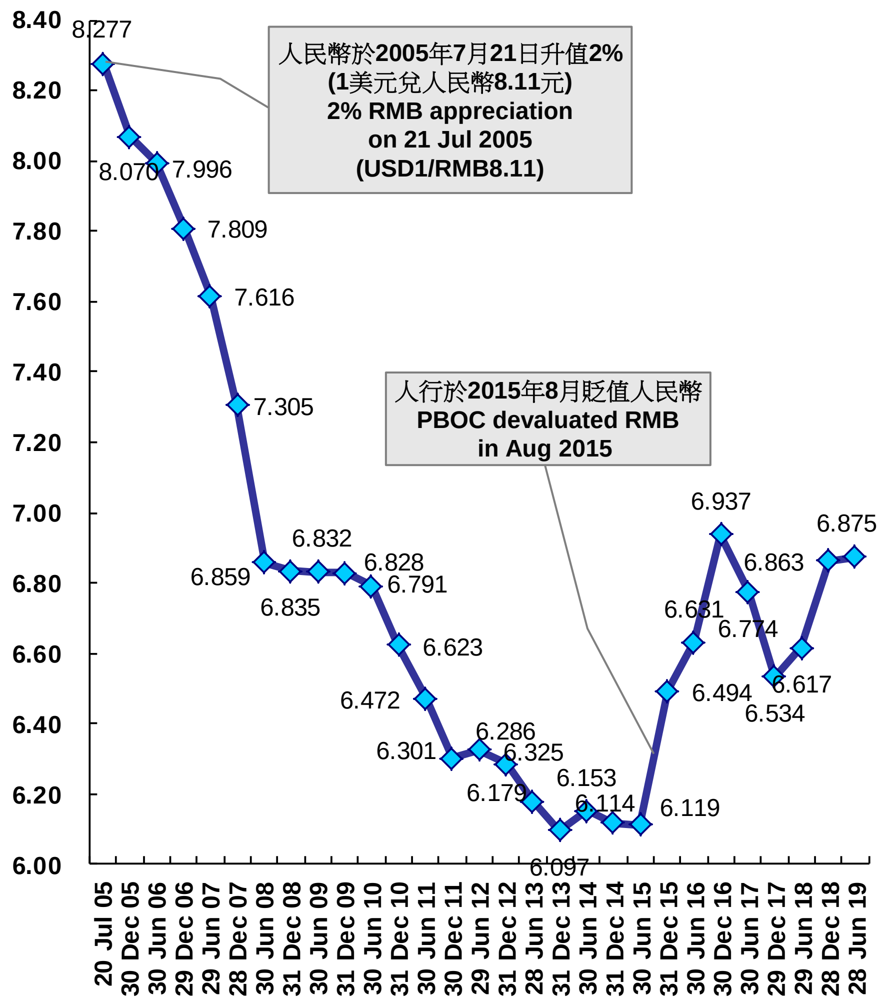
來源：中國人民銀行及美國聯邦儲備局

Source: The People's Bank of China and The Federal Reserve System of the US

匯率走勢 Exchange Rate Movement

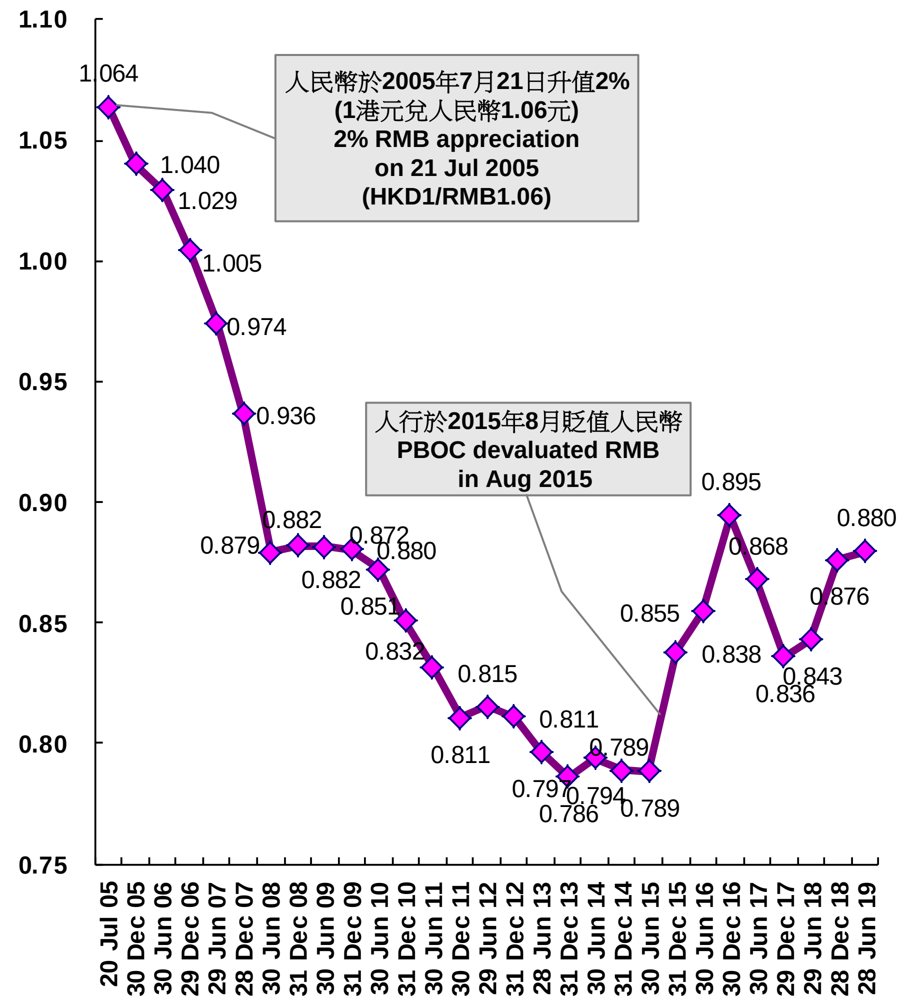
美元兌人民幣的匯率 USD/RMB Exchange Rate

(美元/人民幣) (USD/RMB)



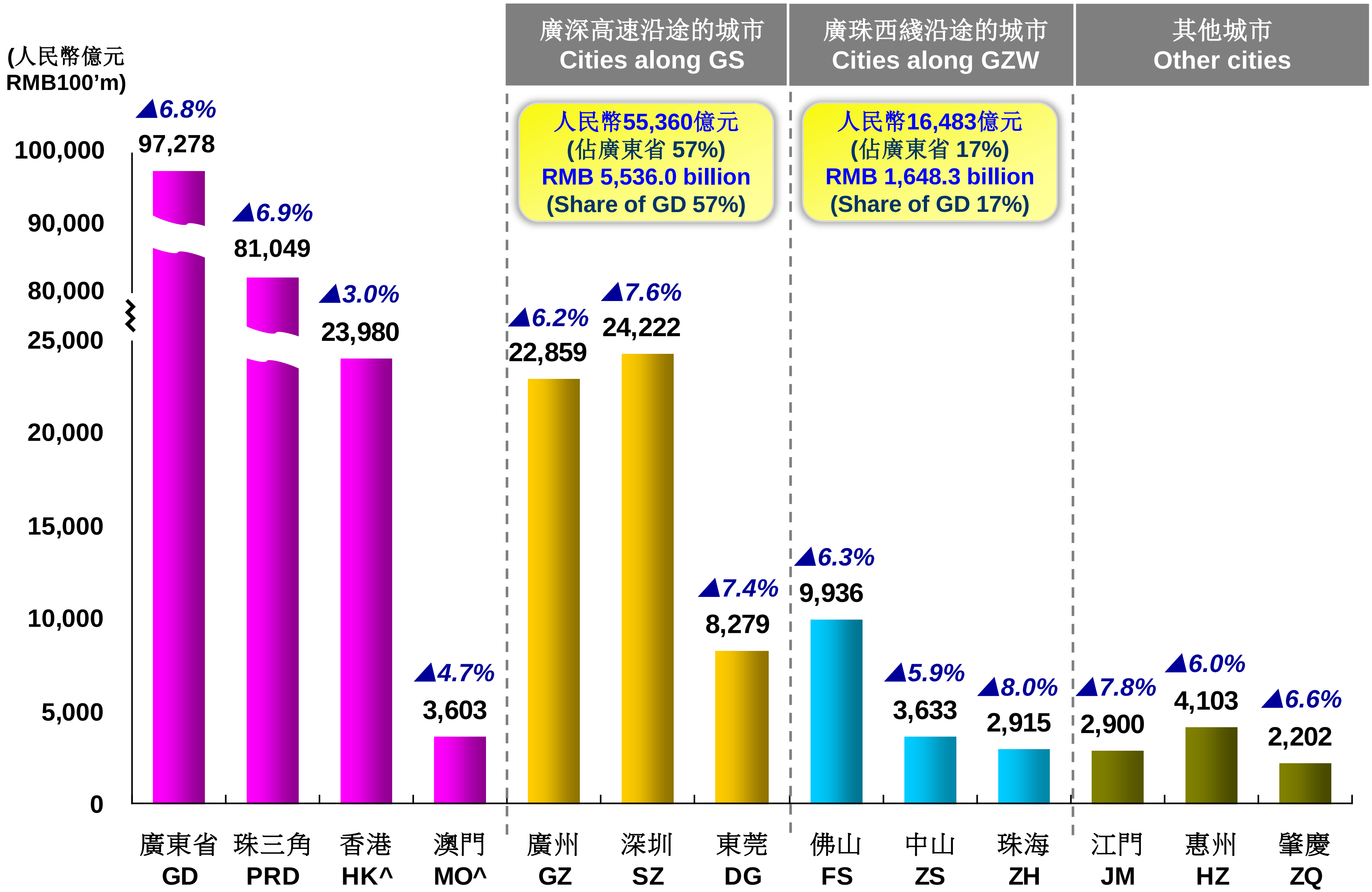
港元兌人民幣的匯率 HKD/RMB Exchange Rate

(港元/人民幣) (HKD/RMB)



來源：中國人民銀行 Source: The People's Bank of China

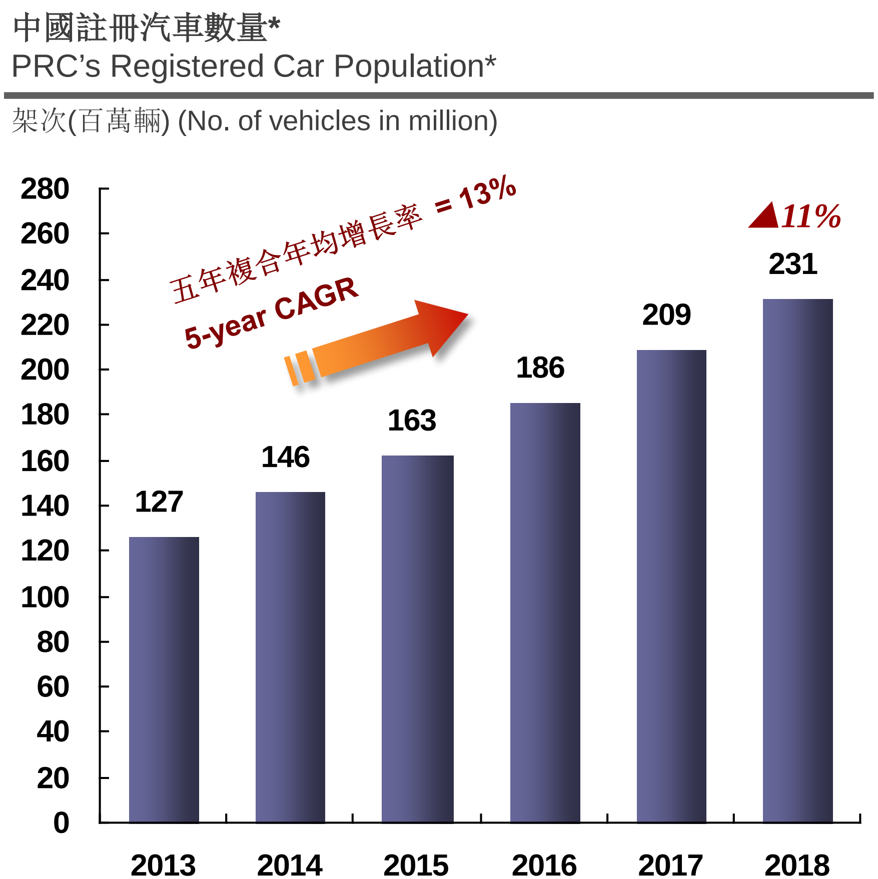
2018年大灣區本地生產總值迫近人民幣11萬億元
2018 GDP of the Bay Area approached RMB11 trillion

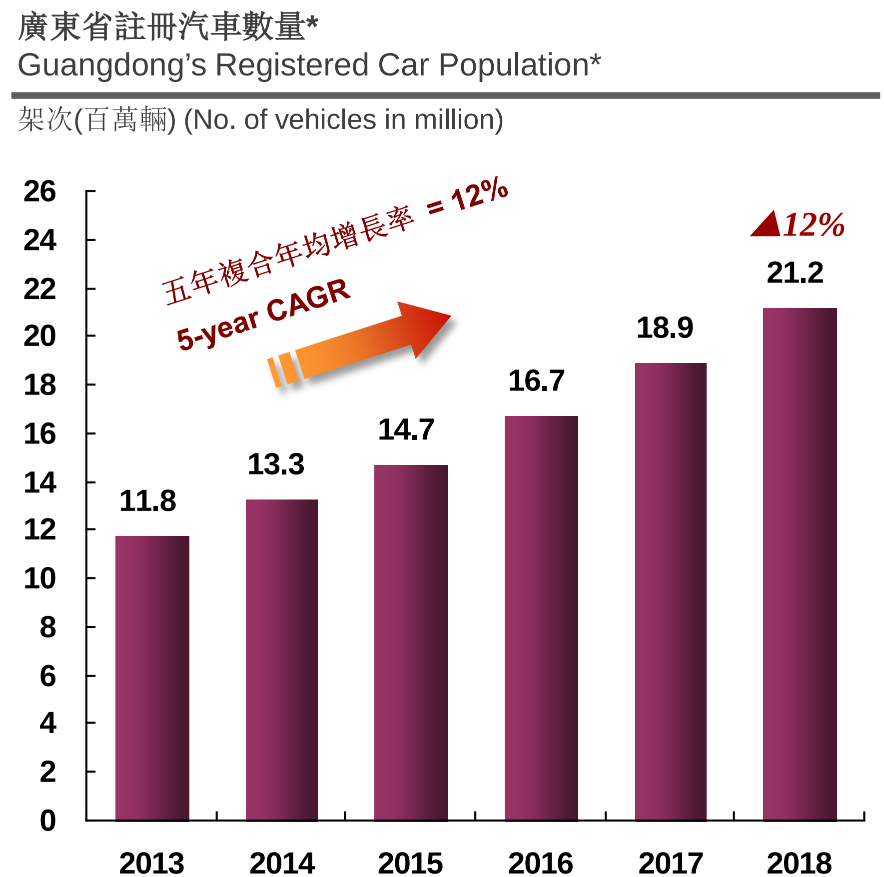


資料來源：廣東省統計局、香港特別行政區政府統計處、澳門特別行政區政府統計暨普查局
Data Source: Statistics Bureau of Guangdong, HKSAR Census and Statistics Department, Government of Macao SAR Statistics and Census Service
^ 兌換率為人民幣1元=港幣1.1855元及人民幣1元=1.222澳門元 Exchange rate is RMB1:HKD1.1855 and RMB1:MOP1.222

中國及廣東省註冊汽車數量的增長
Growth in PRC & Guangdong Registered Car Population

- 主要由客車銷售帶動
  Driven mainly by passenger car sales





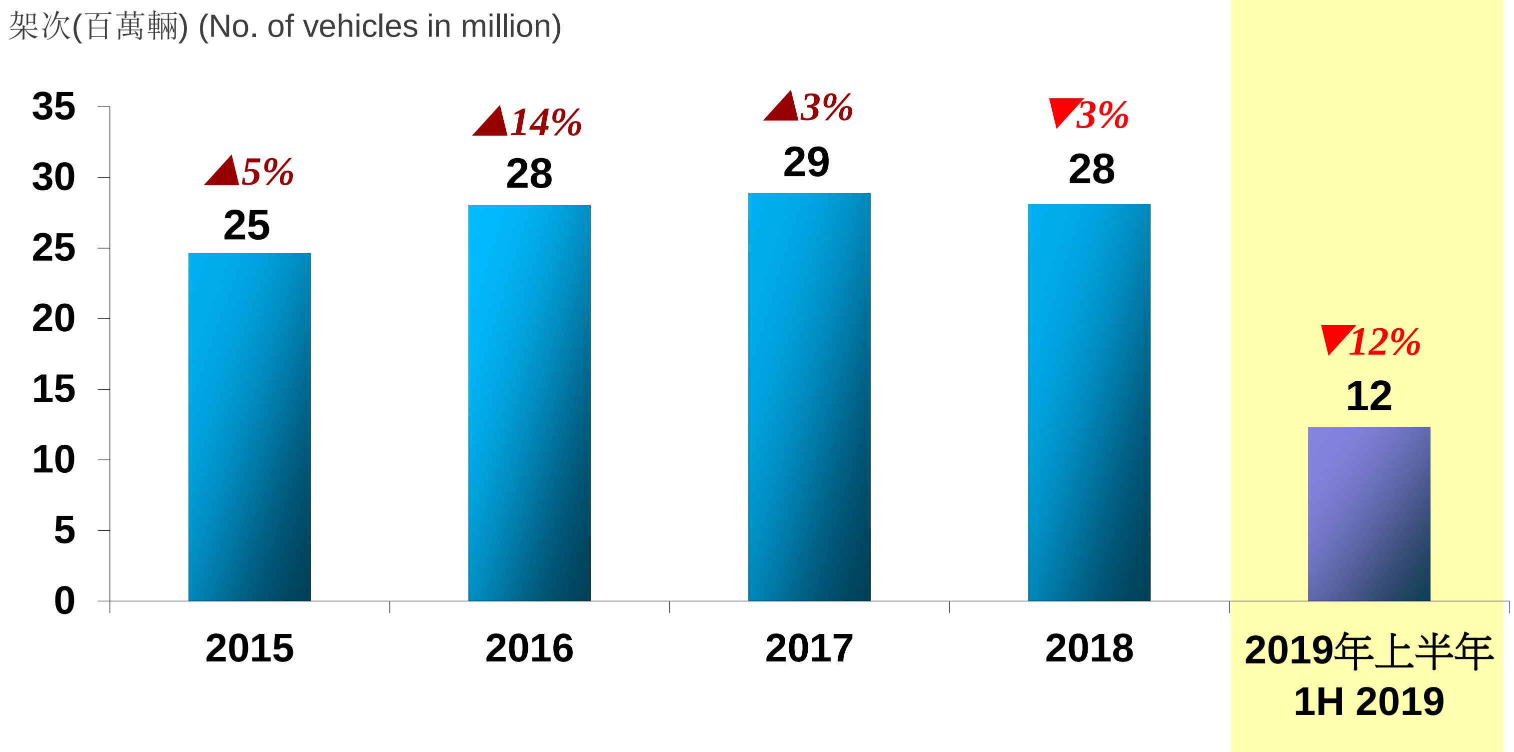
* *包括載客汽車、載貨汽車及其他汽車，但不含摩托車及掛車等 Include passenger vehicles, trucks & other vehicles but exclude motorcycles & trailers, etc*

來源：廣東省統計局 (www.gdstats.gov.cn)，中國國家統計局 (www.stats.gov.cn)
Source: Statistics Bureau of Guangdong (www.gdstats.gov.cn), National Bureau of Statistics of China (www.stats.gov.cn)

中國於2018年售出約2,800萬輛汽車
China sold ~28 million vehicles in 2018

- **小排量汽車購置稅稅率優惠自2018年起結束**
  Purchase tax benefit for small-engine passenger cars ended since 2018
  - **稅率由2016年的5%增加至2017年的7.5%，並在2018年返回減稅前的10%**
    Tax rate increased from 5% in 2016 to 7.5% in 2017 and returned to the pre-tax cut level of 10% in 2018

中國汽車銷量 Vehicle Sales in China



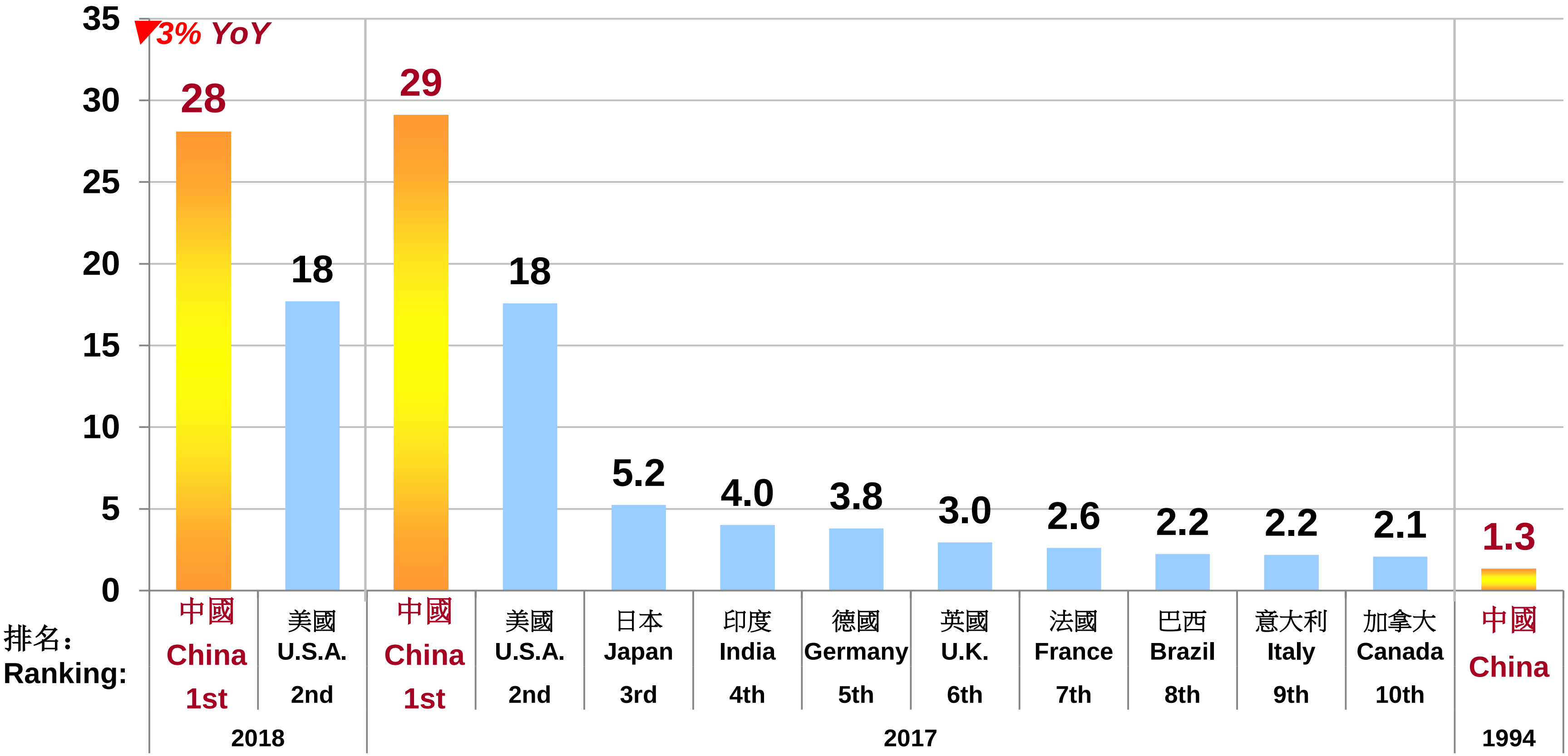
來源：中國汽車工業協會 Source: China Association of Automobile Manufacturers

中國在2018年是世界最大汽車銷售市場
China – World’s Largest Vehicle Sales Market in 2018

- **自2009年以來連續第十年**
  10th consecutive year since 2009

汽車銷量* (首10位國家) Motor Vehicle* Sales (Top 10 Countries)

架次(百萬輛) (No. of vehicles in million)



** 包括乘用車、商用車，但不含摩托車 Include passenger cars and commercial vehicles, but exclude motorcycles*

來源：世界汽車工業國際協會 (OICA) www.oica.net、美國經濟分析局、網絡媒體

Source: International Organisation of Motor Vehicle Manufacturers (OICA) www.oica.net, the U.S. Bureau of Economic Analysis, online media

~ 結束 ~

~ **End** ~