圓通國際

YTO INTERNATIONAL EXPRESS AND SUPPLY CHAIN TECHNOLOGY LIMITED
圓通國際快遞供應鏈科技有限公司
(incorporated in the Cayman Islands with limited liability)
(Stock code: 6123)

ANNOUNCEMENT OF INTERIM RESULTS FOR THE SIX MONTHS ENDED 30 JUNE 2026

FINANCIAL HIGHLIGHTS

During the Reporting Period:

- **the Group's revenue amounted to about HK$2,184.0 million, representing an increase of about 54.4% as compared to that of the corresponding period of 2025 (1H2025: about HK$1,414.4 million);**
- **the Group recorded a loss attributable to equity shareholders of the Company of about HK$61.7 million (1H2025: loss attributable to equity shareholders of the Company of HK$60.4 million);**
- **segment results of air freight business recorded a loss of about HK$15.0 million (1H2025: loss of about HK$53.1 million);**
- **segment results of ocean freight business recorded an increase of about 24.2% as compared to that of the corresponding period of 2025, to about HK$11.5 million (1H2025: about HK$9.3 million); and**
- **segment results of international express and parcel services business recorded a loss of about HK$26.0 million (1H2025: loss of about HK$8.6 million).**

The board (the "**Board**") of directors (the "**Director(s)**") of YTO International Express and Supply Chain Technology Limited (the "**Company**") announces the unaudited consolidated interim results of the Company and its subsidiaries (the "**Group**") for the six months ended 30 June 2026 (the "**Reporting Period**"). The relevant financial figures for the six months ended 30 June 2025 (the "**1H2025**") or other dates/periods are also set out in this announcement for comparative purposes.

The interim results of the Group for the Reporting Period is unaudited, but have been reviewed by the Company's auditor in accordance with Hong Kong Standard on Review Engagements 2410 "Review of Interim Financial Information Performed by the Independent Auditor of the Entity" issued by the Hong Kong Institute of Certified Public Accountants (the "**HKICPA**"). In addition, the interim results have been reviewed by the Company's audit committee.

CONSOLIDATED STATEMENT OF PROFIT OR LOSS

For the six months ended 30 June 2026

		(Unaudited) Six months ended 30 June	
		2026	2025
	NOTES	***HK$'000***	*HK$'000*
Revenue	*2*	**2,184,006**	1,414,356
Cost of sales		**(2,039,117)**	(1,325,636)
Gross profit		**144,889**	88,720
Other income		**3,798**	6,858
Administrative expenses		**(215,006)**	(177,426)
Net impairment loss recognised under expected credit loss model		**(1,678)**	(311)
Other gains or losses		**12,174**	12,802
Share of results of associates		**1,049**	(252)
Finance costs		**(3,178)**	(1,198)
Loss before taxation		**(57,952)**	(70,807)
Income tax expense	*3*	**(7,199)**	10,054
Loss for the period	*4*	**(65,151)**	(60,753)
Loss for the period attributable to:			
Equity shareholders of the Company		**(61,691)**	(60,436)
Non-controlling interests		**(3,460)**	(317)
		(65,151)	(60,753)
		HK cents	*HK cents*
Losses per share			
Basic	*5*	**(14.76)**	(14.46)
Diluted	*5*	**(14.76)**	(14.46)

CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
For the six months ended 30 June 2026

	(Unaudited) Six months ended 30 June	
	2026	2025
	HK$'000	*HK$'000*
Loss for the period	**(65,151)**	(60,753)
Other comprehensive income for the period (after tax and reclassification adjustments)		
Items that will not be reclassified to profit or loss:		
Deficit on revaluation of leasehold land and buildings	**–**	(285)
Deferred tax arising on revaluation of leasehold land and buildings	**–**	446
Items that may be reclassified subsequently to profit or loss:		
Share of other comprehensive income of associates	**(97)**	(27)
Exchange difference arising from foreign operations	**14**	4,635
Other comprehensive income for the period	**(83)**	4,769
Total comprehensive income for the period	**(65,234)**	(55,984)
Attributable to:		
Equity shareholders of the Company	**(61,616)**	(55,785)
Non-controlling interests	**(3,618)**	(199)
Total comprehensive income for the period	**(65,234)**	(55,984)

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

At 30 June 2026

	NOTES	(Unaudited) 30 June 2026 HK$'000	(Audited) 31 December 2025 HK$'000
Non-current assets			
Investment property		**4,513**	4,340
Property, plant and equipment		**89,776**	41,771
Right-of-use assets		**104,716**	113,898
Goodwill		**419**	444
Intangible assets		**34,897**	29,394
Interests in associates		**3,163**	2,211
Prepayments for non-current assets		–	5,518
Deferred tax assets		**42,445**	42,572
		279,929	240,148
Current assets			
Trade receivables	*7*	**920,720**	801,056
Other receivables, deposits and prepayments		**194,274**	111,207
Amount due from an intermediate holding company		–	75
Amounts due from associates		**6,766**	8,195
Amounts due from fellow subsidiaries		**30,087**	28,226
Prepaid tax		**4,904**	5,878
Pledged bank deposits		**16,145**	22,347
A fixed bank deposit with maturity more than 3 months		**1,521**	1,668
Bank balances and cash		**547,490**	608,237
		1,721,907	1,586,889

	NOTES	(Unaudited) 30 June 2026 HK$'000	(Audited) 31 December 2025 HK$'000
Current liabilities			
Trade and other payables	8	**589,716**	446,246
Contract liabilities		**14,536**	7,997
Amounts due to associates		**5,456**	3,464
Amounts due to fellow subsidiaries		**207,299**	190,185
Amounts due to an immediate holding company		**141**	112
Tax liabilities		**4,090**	3,733
Lease liabilities		**40,620**	46,646
Bank loan		**80,612**	–
		942,470	698,383
Net current assets		**779,437**	888,506
Total assets less current liabilities		**1,059,366**	1,128,654
Non-current liabilities			
Other payables		**7,556**	7,452
Lease liabilities		**68,521**	71,456
Deferred tax liabilities		**1,862**	1,616
		77,939	80,524
Net assets		**981,427**	1,048,130
Capital and reserves			
Share capital		**42,019**	42,019
Reserves		**940,078**	1,001,694
Total equity attributable to equity shareholders of the Company		**982,097**	1,043,713
Non-controlling interests		**(670)**	4,417
Total equity		**981,427**	1,048,130

NOTES

1. BASIS OF PREPARATION AND SIGNIFICANT ACCOUNTING POLICIES

The interim results set out in this preliminary announcement do not constitute the Group's interim financial report for the six months ended 30 June 2026 but are extracted from the interim financial report.

The interim financial report has been prepared in accordance with the applicable disclosure provisions of the Rules Governing the Listing of Securities (the "**Listing Rules**") of The Stock Exchange of Hong Kong Limited (the "**Stock Exchange**") and with Hong Kong Accounting Standard 34, *Interim Financial Reporting* issued by the HKICPA. It should be read in conjunction with the annual financial statements for the year ended 31 December 2025.

Other than changes in accounting policies resulting from application of new and amendments to Hong Kong Financial Reporting Standards ("**HKFRS Accounting Standards**"), the accounting policies and methods of computation used in the interim financial report for the six months ended 30 June 2026 are consistent with those followed in the preparation of the Group's annual financial statements for the year ended 31 December 2025.

Changes in accounting policies

The HKICPA has issued a number of amendments to HKFRS Accounting Standards that are first effective for the current accounting period. The amendments do not have a material impact on this interim report as the Group has no relevant transactions/items applicable.

The Group has not applied any new standard or interpretation that is not yet effective for the current accounting period.

2. REVENUE AND SEGMENT INFORMATION

Segment revenue and results

	(Unaudited) Segment revenue Six months ended 30 June		**(Unaudited) Segment results Six months ended 30 June**	
	2026	2025	**2026**	2025
	HK$'000	*HK$'000*	***HK$'000***	*HK$'000*
Operating and reportable segments				
Air freight	**1,372,063**	849,569	**(15,048)**	(53,089)
Ocean freight	**253,249**	268,630	**11,484**	9,250
International express and parcel	**468,881**	220,302	**(25,985)**	(8,593)
Logistics	**42,341**	38,475	**(1,402)**	1,675
Others	**47,472**	37,380	**(2,750)**	3,136
Total	**2,184,006**	1,414,356	**(33,701)**	(47,621)
Other income			**3,798**	6,858
Other gains or losses			**12,174**	12,802
Unallocated corporate expenses			**(38,094)**	(41,396)
Share of results of associates			**1,049**	(252)
Finance costs			**(3,178)**	(1,198)
Loss before taxation			**(57,952)**	(70,807)

3. INCOME TAX EXPENSE

	(Unaudited) Six months ended 30 June	
	2026	2025
	HK$'000	*HK$'000*
Current tax		
– Hong Kong Profits Tax	**124**	451
– Enterprise Income Tax in the People's Republic of China (the "**PRC**")	**1,058**	1,092
– Other jurisdictions	**1,458**	202
	2,640	1,745
(Over)/under-provision in respect of prior years		
– Hong Kong Profits Tax	**–**	–
– Enterprise Income Tax in the PRC	**7**	(2,743)
– Other jurisdictions	**2,791**	206
	2,798	(2,537)
Withholding tax on dividend received	**–**	–
	5,438	(792)
Deferred taxation	**1,761**	(9,262)
	7,199	(10,054)

4. LOSS FOR THE PERIOD

	(Unaudited) Six months ended 30 June	
	2026	2025
	HK$'000	*HK$'000*
Loss before taxation is arrived at after charging (crediting):		
Depreciation of property, plant and equipment	**4,752**	2,505
Depreciation of right-of-use assets	**23,891**	14,184
Amortisation of intangible assets	**1,710**	825
Net exchange gain	**(11,633)**	(11,341)

5. LOSSES PER SHARE

The calculation of the basic and diluted losses per share attributable to equity shareholders of the Company is based on the following data:

	(Unaudited) Six months ended 30 June	
	2026	2025
	HK$'000	*HK$'000*
Losses		
Losses for the purposes of basic and diluted earnings per share (losses for the period attributable to equity shareholders of the Company)	**(61,691)**	(60,436)

	(Unaudited) Six months ended 30 June	
	2026	2025
	'000	*'000*
Number of shares		
Weighted average number of ordinary shares for the purpose of basic and diluted losses per share	**417,990**	417,990

The weighted average number of ordinary shares for the purpose of basic losses per share has been adjusted for the shares purchased under share award plan.

Diluted losses per share equaled basic losses per share for the six months ended 30 June 2026 because the dilutive potential ordinary shares outstanding were anti-dilutive.

6. DIVIDEND

	(Unaudited) Six months ended 30 June	
	2026	2025
	HK$'000	*HK$'000*
Nil dividend for the year ended 31 December 2025 (31 December 2024: Nil)	–	–

The Board does not recommend the payment of interim dividend in respect of the six months ended 30 June 2026 (six months ended 30 June 2025: nil).

7. TRADE RECEIVABLES

The Group allows an average credit period of 30–60 days to its trade customers.

The following is an ageing analysis of trade receivables net of allowance for credit losses, based on invoice date, at each of the Reporting Period:

	(Unaudited)	(Audited)
	30 June	31 December
	2026	2025
	HK$'000	*HK$'000*
0–30 days	**643,919**	535,835
31–60 days	**177,168**	151,100
61–90 days	**25,342**	38,628
91–180 days	**26,025**	51,196
181–365 days	**45,357**	20,760
Over 365 days	**2,909**	3,537
	920,720	801,056

8. TRADE AND OTHER PAYABLES

The following is an ageing analysis of trade payables, presented based on the invoice date at the end of the Reporting Period:

	(Unaudited) **30 June** **2026** ***HK$'000***	(Audited) 31 December 2025 *HK$'000*
Within 60 days	**356,840**	250,596
61–180 days	**16,732**	40,779
181–365 days	**406**	3,481
Over 365 days	**17,018**	14,393
	390,996	309,249

MANAGEMENT DISCUSSION AND ANALYSIS

BUSINESS REVIEW

During the Reporting Period, the Company remained firmly committed to international development as its core strategy. Upholding the development philosophy of "going global with Chinese people and Chinese enterprises, going global with cross-border e-commerce, and going global with the Belt and Road Initiative（跟著華人華企走出去、跟著跨境電商走出去、跟著一帶一路走出去）", it has steadily built a global logistics network of "China Connects the World and the World Connects the World（中國聯世界、世界聯世界）", and has gradually expanded its international network coverage and market presence through means such as self-construction and self-operation（自建自營）and strategic cooperations, thereby rapidly improving the Company's global network coverage. As of the end of the Reporting Period, the Company's international business service network covered more than 150 countries and regions in six continents.

Focusing on the "1+7+Premium Routes" framework to build its core network, the Company steadily advanced the development of its international business system. Leveraging resources such as air capacity and airline networks, the Company refined and specialized high-quality routes such as China-Australia and China-Japan services, further expanded full-chain express delivery services for Kazakhstan and other Central Asian countries. It also continued to explore and establish operations in regions such as the Middle East, Eastern Europe and Africa.

The Company's core business segments consist of international express and parcel services, international freight forwarding and logistics services. By deeply integrating capabilities in air freight, customs clearance, warehousing and distribution, and digital-enabled products, the Company keeps improving its comprehensive logistics service system covering collection and shipment, trunk-line transportation, customs clearance and transshipment, and last-mile delivery. It advanced the systematic upgrade of its global network from isolated nodes to comprehensive coverage and from individual routes to interconnected networks, further strengthening the stability and competitiveness of its cross-border logistics services.

FINANCIAL RESULTS

The Group's revenue during the Reporting Period was mainly contributed by the air freight, ocean freight and international express and parcel services segments. During the Reporting Period, the Group recorded revenue of about HK$2,184.0 million (1H2025: about HK$1,414.4 million), representing a period-on-period increase of about 54.4%. Gross profit amounted to about HK$144.9 million (1H2025: about HK$88.7 million), representing a period-on-period increase of about 63.4%. Gross profit margin was about 6.6% (1H2025: about 6.3%), while the Group recorded a net loss attributable to equity shareholders of the Company of about HK$61.7 million (1H2025: net loss attributable to equity shareholders of the Company of HK$60.4 million), representing a period-on-period increase in loss of about 2.2%.

Such increase in loss attributable to equity shareholders of the Company was mainly attributable to increase in administrative expenses. In order to deepen the international development strategy, build the global express hub facilities and operation network, realise the concept of "China Connects the World and the World Connects the World（中國聯世界，世界聯世界）", create a safe, smooth, convenient, efficient, sustainable, independent and controllable logistics supply chain system, and promote the application of cutting-edge technologies such as artificial intelligence to comprehensively enhance core competitiveness, during the Reporting Period, the Group continued to enhance its efforts in the introduction and training of international talents, built logistics hubs for key regions, countries and key markets, enhanced its control over core logistics infrastructure and resources, and comprehensively promoted the transformation and upgrades from digitisation to intelligentisation, thereby strengthening technology-driven innovation and continuously increasing its investment in technological research and development.

SEGMENTAL ANALYSIS

The Group's core businesses are air and ocean freight forwarding services, complemented by logistics services (including warehousing, distribution and customs clearance), international express and parcel services and other businesses (comprising combine shipments, trucking, general sales agency and hand-carry services). The comprehensive range of services offered by the Group enables the Group to meet diverse customers' needs and provide cross-selling opportunities.

Air Freight

The air freight forwarding business continued to be the largest business segment of the Group, representing about 62.8% of the Group's total revenue during the Reporting Period (1H2025: about 60.1%). Services offered by the Group mainly include arranging shipments upon receipt of booking instructions from customers, obtaining cargo spaces from airlines, preparing the relevant documentation, and upon delivery to the destination, arranging customs clearance and cargo handling. The Group is well-recognised in the logistics industry, and have received numerous accolades from international organisations and major airlines since 2000, including the "Top Agent Award" from Cathay Pacific Cargo each year since 2006. Consequently, the Group has become one of the preferred business partners of renowned companies from around the world, hailing from the garment, footwear and electronic industries, delivery of small parcels for e-commerce business and among others.

During the Reporting Period, the air freight forwarding business recorded a revenue of about HK$1,372.1 million (1H2025: about HK$849.6 million), representing an increase of about 61.5% as compared to the corresponding period of 2025. Gross profit of the segment increased from about HK$21.1 million in the corresponding period of 2025 to about HK$78.2 million during the Reporting Period, representing a period-on-period increase of about 270.6%. The increase in segment revenue was due to higher sales volume, while the segment gross profit rose as the Group implemented strategic optimisation for its charter-flight business to reduce costs during the Reporting Period. The overall profitability of the air freight forwarding business was effectively improved.

Ocean Freight

Contributed about 11.6% of the Group's total revenue during the Reporting Period (1H2025: about 19.0%), the ocean freight forwarding business of the Group principally includes organising of shipments, arranging customs clearance and haulage services. The established relationships with trade partners and shipping lines, have enabled the Group to capture the ocean freight market growth. During the Reporting Period, revenue of ocean freight segment decreased by about 5.7% period-on-period to about HK$253.3 million (1H2025: about HK$268.6 million). Gross profit decreased to about HK$52.3 million (1H2025: about HK$53.4 million) due to the decrease in demand for container spaces.

International Express and Parcel Services

International express and parcel services, which mainly consist of cross-border small parcels delivery, is one of the Group's emerging businesses in recent years and also one of the important strategic sectors for the Group to respond to the booming global cross-border e-commerce market. It accounted for about 21.5% of the Group's total revenue for the Reporting Period (1H2025: about 15.6%). The Group continued to pay attention to the cross-border e-commerce market and consumer needs and is committed to provide high-quality cross-border parcel logistics services for e-commerce platforms, merchants, and consumers.

During the Reporting Period, the Group actively expanded its service offerings and developed new paths of chain to deepen its foothold in the international express and parcel service market.

Revenue from international express and parcel service increased by 112.8% from about HK$220.3 million for corresponding period in 2025 to about HK$468.9 million. During the Reporting Period, the Group has completed the delivery of about 19.4 million units of parcel under the international express and parcel services (1H2025: about 11.1 million units). During the Reporting Period, the gross profit of international express and parcel services increased to about HK$10.0 million (1H2025: about HK$2.5 million), representing an increase of about 300.0%, which was mainly due to the Group's continued expansion of its international courier and parcel services through the launch of premium cross-border routes linking China to key destinations including Australia, Kazakhstan, Japan and South Korea. In addition, the Group maintains in-depth and stable cooperative relationships with cross-border e-commerce platforms, driving continuous expansion in the scale of its international courier and parcel service business, resulting in a substantial increase in overall sales volume.

Logistics Services

Accounting for about 1.9% (1H2025: about 2.7%) of the Group's total revenue during the Reporting Period, the Group's services offered under the logistics services segment include warehousing, distribution and customs clearance. Warehousing includes picking and packing, labelling, quality inspection, sorting, picking-up and delivery services for export shipments from the shipper's location to the outgoing port and delivery of import shipments from arrival at the incoming port to the consignee's location. It is supported by the Group's information technology platform, which allows customers to conveniently trace inventory levels, incoming and outgoing shipments and other information online. During the Reporting Period, the Group sought to further adjust its warehouse operation and enhance its transshipment capacities to cope with the market conditions. This segment achieved revenue of about HK$42.3 million (1H2025: about HK$38.5 million) and gross profit of about HK$3.5 million (1H2025: about HK$6.2 million) during the Reporting Period.

Others

Other businesses of the Group include combined shipments, trucking, general sales agency, e-commerce business, custom clearance services and hand-carry services. During the Reporting Period, the other business segments recorded a revenue of about HK$47.5 million (1H2025: about HK$37.4 million) and gross profit of about HK$1.0 million (1H2025: about HK$5.5 million). The gross profit margin of other businesses decreased from 14.8% in 1H2025 to 2.1% during the Reporting Period.

LIQUIDITY AND FINANCIAL RESOURCES

The Group has centralized financing policies and control over all its operations which enable the Group to have a tight control over its treasury operations and lower average cost of funds. The Group's working capital as at 30 June 2026 was about HK$779.4 million, representing a decrease of about 12.3% from about HK$888.5 million as at 31 December 2025. The current ratio of the Group decreased from about 2.27 times as at 31 December 2025 to about 1.83 times as at 30 June 2026.

As at 30 June 2026, the Group's bank balances and cash amounted to about HK$547.5 million, representing a decrease of about 10.0% from about HK$608.2 million as at 31 December 2025. The Group held its cash and cash equivalent mainly in USD, AUD, RMB and HKD as at 30 June 2026. For the Reporting Period, the Group had operating cash outflow of about HK$112.7 million (1H2025: operating cash inflow of about HK$138.6 million). As at 30 June 2026, the Group had outstanding bank borrowings of about HK$80.6 million (as at 31 December 2025: nil). The gearing ratio of the Group was 8.2% as at 30 June 2026 (as at 31 December 2025: 0%) calculated as total bank borrowings divided by total equity of the Group. As at 30 June 2026, the Group maintained a net cash position.

FOREIGN EXCHANGE RISK

In light of the nature of the Group's business, the Group is exposed to various foreign currency risks including RMB, USD, AUD, RM, SGD, THB, INR, EUR, GBP, CAD, JPY, VND, IDR, HUF, AED, KZT, KRW and TWD among which, HKD, EUR, USD, AUD and TWD are mostly used in our business apart from RMB. Nevertheless, the Group's operations are predominately affected by the fluctuations of RMB since HKD is pegged to USD. The Group did not use any derivative contracts to hedge against its exposure to currency risk during the Reporting Period. The Group continued to exercise a strict control policy and did not engage in any speculative trading in debt securities or financial derivatives during the Reporting Period.

SIGNIFICANT INVESTMENTS

During the six months ended 30 June 2026, the Group did not hold any material investment.

CAPITAL EXPENDITURE COMMITMENTS

As at 30 June 2026, the Group did not have any capital expenditure commitment.

CONTINGENT LIABILITIES

As at 30 June 2026, the Group did not have any significant contingent liability.

CHARGE ON ASSETS

As at 30 June 2026, the Group's short-term bank deposits of about HK$16.1 million (as at 31 December 2025: about HK$22.3 million) were pledged to secure certain banking facilities granted to the Group.

EVENTS AFTER THE REPORTING PERIOD

There were no events causing material impact on the Group from the end of the Reporting Period to the date of this announcement.

MATERIAL ACQUISITIONS AND DISPOSAL OF SUBSIDIARIES AND ASSOCIATED COMPANIES

There was no material acquisition or disposal of subsidiaries, associates or joint ventures of the Company during the Reporting Period.

PROSPECTS

According to the World Economic Outlook released by the International Monetary Fund (IMF) in July 2026, the global economic growth rate is projected to reach 3.0% in 2026 and 3.4% in 2027, reflecting limited growth momentum compared with the 3.0% recorded in 2025. Geopolitical tensions may continue to disrupt global supply chains and push up commodity prices. Rising fiscal deficits or heightened risk-aversion could lift long-term interest rates and tighten global financial conditions, thereby adding uncertainties to the global economy outlook. These factors may re-amplify volatility in financial markets. Notwithstanding the above, the Company maintains prudently optimistic about its future development and business prospects, mainly based on the following factors:

Robust Growth in China's Exports and Industrial Upgrading Driving Freight Demand

In the first half of 2026, China's total import and export of goods reached RMB25.47 trillion, surpassing RMB25 trillion for the first time on record for the corresponding period and representing a year-on-year increase of 16.9%. The data demonstrates strong momentum and steady performance of China's foreign trade. Particularly, exports reached RMB14.73 trillion, hitting a record high for the corresponding period. The 13.4% year-on-year growth rate underscores the global competitiveness of "Made in China". Imports totalled RMB10.74 trillion, reflecting structural adjustments (a year-on-year increase of 22.1%), which signalled robust domestic market demand and sustained demand for high-end equipment and raw materials amid industrial upgrading.

Equally remarkable as the record-breaking export volumes was the export of high-tech and high-end manufactured products. Driven by the global boom in AI computing demand and the recovery of the major technology cycle, China's exports of high-tech products amounted to RMB3.26 trillion in the first half of 2026, surging by 39% year-on-year. High-end manufacturing sectors also delivered strong growth, including exports of special-purpose equipment (RMB540.24 billion, +24.4%) and ship and offshore engineering equipment (RMB214.99 billion, +19.9%). Meanwhile, imports and exports of computing-power-related hardware such as electronic components and computer components achieved a breakthrough growth of 56.6%.

These high-value-added, high-precision technological and heavy-duty equipment products place exceptionally stringent requirement on transportation in terms of timeliness, safety and operational professionalism. For instance, the rapid development of global computing infrastructure has driven large-volume outbound shipments of extra-large-size server cabinets that cannot be squeezed or stacked, as well as high-value chips, which directly boosted demand of high-end freight solutions such as cross-border air charters, special cargo holds and ULD block-space bookings. As a result, the international freight industry is accelerating its transition towards more specialized and customized services, and leading to growth of high-value-added niche markets including cross-border logistics for sophisticated instruments and custom-tailored special transportation for high-end equipment. As Chinese-manufactured products rapidly move toward the upper echelons of global industrial and value chains, the market for high-end international freight and special supply-chain services is expected to embrace new opportunities for structural expansion.

In summary, the Company believes China's foreign trade exports will maintain sound long-term prospects with enormous development potential driven by industrial upgrading. Accordingly, we will seize opportunities arising from the global expansion of Chinese products, production capacity and brands, proactively explore emerging markets, continuously optimize our international product portfolio and extend service chains. Driven by digitalization and the growth of intelligent technologies, we will prioritize network deployment, enhancement of transportation and warehousing capacity, and development of talent teams to steadily improve our comprehensive international service capabilities. In the second half of the year, the Group will continue to advance its work in the following six aspects:

1. Deepen Global Network Deployment and Strengthen Operation and Standardization Capacity-Building of the "1+7" Hubs

Guided by its international development strategy, the Group will give priority to developing networks for key countries and regions under the "1+7" framework. It will leverage core hub nodes to strengthen connectivity across the global network. By combining capital investment and strategic cooperation, the Group will reinforce control over key node resources and critical infrastructure, further develop local-service capabilities, and gradually improve the end-to-end service system covering trunk-line transportation, customs clearance operations, warehousing and distribution, and last-mile delivery. The Group will closely monitor changes in macro-geopolitics and regional-trade environments and strengthen forward-looking analysis and assessment. It will prioritize deployment in key connecting countries and high-competitiveness routes to enhance the stability and risk-resilience of its cross-border logistics network. Building on its established presence in countries where operations have already been launched, the Group will gradually expand into surrounding key countries and markets to build a global service network with scale advantages and network moats.

In May 2026, the Group officially launched the first international route of its Jiaxing Global Air Logistics Hub, operating between Jiaxing and Dhaka, Bangladesh. In June, another route linking Jiaxing with Budapest, Hungary was inaugurated. Upon customs clearance at destination, cargo can be rapidly distributed to areas surrounding Hungary and the entire EU market, greatly improving cross-border delivery efficiency. The successive launch of these international routes marks the establishment of stable direct air-cargo links between Jiaxing and Europe, kicking off international air-freight operations at this core hub. Going forward, with more intercontinental routes to be developed, the Jiaxing Global Air Logistics Hub will build a high-frequency, wide-coverage air-logistics network. It will deliver one-stop logistics services featuring faster lead times and more reliable links for customers, thereby further strengthening the Company's competitive edge in international air logistics.

Meanwhile, the Group will continue to advance with standardization initiatives. Focusing on quality management, network expansion, operational administration and technical systems, it will formulate unified procedures, rules and service standards. The Group aims to build market-proven, globally replicable system capabilities and operational frameworks. Institutional synergy will be generated through aligned rules, systems and workflows to ultimately deliver the operational objective of "One Global Network, One Unified Service Standard End-to-End".

2. Optimize Product and Service System and Enhance Comprehensive Supply-chain Service Capabilities

The Group will deepen tiered-customer management, gain in-depth insights into differentiated demands of various customer groups, and deliver tailored solutions. This will drive the business model to evolve from pure transportation services toward comprehensive supply-chain services, striving to become an in-depth partner embedded in customers' value chains. Meanwhile, for sectors including electronics and electrical appliances, new-energy vehicles, engineering machinery and cross-border e-commerce, the Group will adopt a project-based operation model going forward. It will focus on key top-tier clients and provide customized, end-to-end integrated solutions covering core supply-chain links, so as to continuously strengthen customer loyalty and increase per-customer value.

The Group will keep optimizing its product portfolio and upgrading capabilities to realize multi-product synergy such as "express + freight forwarding" and "ocean shipping + warehousing". It will enrich standardized overseas warehousing-and-distribution product offerings, establish a joint-customer-development mechanism, and leverage standardized product libraries and online workflows to effectively expand service coverage for small-and-medium-sized customers. The Company will also actively scale up and commercialize multimodal transport services. Building on existing truck-air intermodal transport, it will further explore new models such as air-to-air and sea-air intermodal transport. Efforts will be made to develop products and service capabilities featuring high transport efficiency, low operating costs and strong supply-chain resilience, so as to boost overall supply-chain competitiveness.

In parallel, the Group will further strengthen overseas last-mile delivery capacity. Drawing on self-operated end-delivery capabilities in key countries and regions such as Kazakhstan and Australia, it will gradually refine integrated warehousing-and-distribution service offerings to improve overseas operational independence and customer service standards.

3. *Strengthen Trunk-line Transportation and Warehousing Network Development to Consolidate the Foundation of Independent and Controllable Supply Chains*

To effectively mitigate potential disruptions to business operations caused by force-majeure events such as wars and conflicts stemming from intensifying global geopolitical volatility, the Group will keep scaling up its cross-border trunk-line transportation capacity to enhance the security and flexibility of its cross-border transport network. In terms of the air freight forwarding segment, as supported by in-house aviation resources and stable capacity guarantees, the Group will further consolidate its advantages on key routes covering Europe, North America, Asia and other regions. In terms of the ocean freight segment, the Group will scale up route resource deployment and build a stable capacity pool covering all major ports. For land transportation, the Group will set up a Global Truck-Liner Management Headquarter to systematically develop the international truck-liner transport system, coordinate international truck-liner businesses, boost Eurasian trunk-line transport capacity, and build a multi-channel, multi-route transport guarantee system.

The Group will also continue to expand warehousing resources and networks worldwide. It will develop benchmark warehouses for the automotive industry in Central Asia, for the electronics and electrical-appliance sector in Central-Eastern Europe, and for the engineering-machinery industry in the Middle East, so as to accumulate replicable operational models and experience. Meanwhile, the Group will strengthen end-to-end operational control and closed-loop monitoring capabilities across the whole process from goods pickup to final delivery, steadily improve warehousing operational efficiency and service quality, and further upgrade its comprehensive supply-chain service capabilities.

4. *Accelerate Digital-intelligence Empowerment to Drive Comprehensive Upgrade of Operation Models*

The Group will further pursue technology-led development and promote the large-scale application of cutting-edge technologies such as artificial intelligence and big data in business scenarios, so as to enhance the independent controllability of its systems. It will continuously optimize the global address-parsing model and route-planning system. Through iterative data training, the Group will steadily improve transportation efficiency and service quality, gradually reduce reliance on external systems, and consolidate the foundation for technological independence.

Meanwhile, the Group will upgrade its global operation management platform with unified personnel management and multi-language support. It will break down information barriers among business systems, data systems and financial systems to realize in-depth interconnection of internal systems, improving management transparency and decision-making efficiency. The Company will also upgrade its international customer-service system and intelligent analytics platform to strengthen customer-service capabilities and continuously elevate global service experience. Furthermore, the Group will advance the full-lifecycle management mechanism for technology projects to ensure high alignment between technology investment and business requirements. It will facilitate the Company's transformation from "business-driven" to "technology-driven", and foster a development model where data underpins management and systems boost operational efficiency.

5. Consolidate Organizational Management Foundation and Build an International Talent Pipeline

As the international business footprint keeps expanding, regional markets are increasingly differentiated in terms of development stages, competitive landscapes and regulatory environments, placing higher demands on the flexibility and adaptability of the Company's organizational management. The Group will continue to refine its organizational structure, talent teams and supporting systems. It will adopt differentiated management models tailored to local conditions across regions, dynamically adjust staff and resource allocation, improve organizational operational efficiency, and establish a well-defined, highly-collaborative governance mechanism with clear division of authority and accountability from headquarters to front-line teams, so as to provide solid organizational support for high-quality development of global businesses.

Going forward, the Group will attach equal importance to external talent recruitment and internal talent development to improve talent pipeline construction and gradually raise the localization and professionalism of overseas teams. It will refine contribution- and competence-oriented internal assessment and promotion mechanisms, strive to open up talent mobility channels across different business segments, stimulate organizational vitality, and foster a sound and sustainable global talent ecosystem.

6. Deepen Domestic-International Coordination and Unleash Comprehensive Efficiency of the Integrated Network

The Group will further advance coordinated development between domestic and international businesses, organically combining the scale advantages of its domestic network with its international network deployment capabilities. It will achieve in-depth linkage and two-way empowerment across market development, product design, operation management and network resources, and accelerate the building of an integrated comprehensive logistics service network and system covering both domestic and global markets. By improving the joint domestic-international marketing mechanism, the Group will promote customer-resource sharing and joint customer development. Focusing on demands from cross-border e-commerce players, overseas-expanding manufacturers and supply-chain clients, it will deliver end-to-end solutions covering domestic pickup, international transportation and overseas delivery to deepen customer-service engagement and strengthen partnership loyalty. The Group will systematically replicate and roll out proven domestic operation and management experience into international businesses. Unified standards will be established in key links including quality management, cost control, information systems and service workflows to ensure consistency between domestic and overseas operational systems. Meanwhile, the Group will give full play to the supporting capacity of domestic trunk-line transportation, air freight capacity, warehousing facilities and port customs-clearing resources for international businesses, so as to enhance the stability and controllability of its global logistics network.

Going forward, the Group will stay committed to its international development strategy and improve its global network layout. Centered on comprehensive logistics and supply-chain service capabilities, it will continuously consolidate competitive moats, seize development opportunities amid a complex and volatile external environment, strive for long-term and stable growth, and deliver sustained value for customers, shareholders and society.

HUMAN RESOURCES

As at 30 June 2026, the Group employed about 1,150 employees (as at 31 December 2025: about 1,140 employees). During the Reporting Period, employee cost, including Directors' remuneration, was about HK$160,226,000 (1H2025: about HK$128,324,000). Remuneration packages are generally structured to market terms, individual qualifications and experience. The Company has also adopted a share award plan for the purpose of providing incentives and rewards to eligible participants, including the employees of the Group, who contribute to the success of the Group's operations. During the Reporting Period, training activities have been conducted to improve the performance of sales and marketing activities and customer services.

PURCHASE, REDEMPTION OR SALE OF LISTED SECURITIES OF THE COMPANY

During the Reporting Period, neither the Company nor any of its subsidiaries had purchased, sold or redeemed any of the Company's listed securities (including sale of treasury shares). As at 30 June 2026, there were no treasury shares held by the Company.

INTERIM DIVIDEND

The Board has resolved not to declare the payment of an interim dividend for the Reporting Period (1H2025: nil).

CORPORATE GOVERNANCE

The Board has adopted the code provisions of the Corporate Governance Code (the "**CG Code**") set out in Part 2 of Appendix C1 to the Listing Rules. The Board has reviewed the Company's corporate governance practices and is satisfied that the Company has complied with the code provisions set out in the CG Code throughout the Reporting Period.

MODEL CODE FOR SECURITIES TRANSACTIONS BY DIRECTORS

The Company has adopted a code of conduct regarding Directors' securities transactions on terms no less exacting than the required standard set out in the Model Code for Securities Transactions by Directors of Listed Issuers (the "**Model Code**") as set out in Appendix C3 to the Listing Rules. After specific enquiry made by the Company, all of the Directors confirmed that they have complied with the required standard set out in the Model Code and the code of conduct of the Company governing Directors' securities transactions throughout the Reporting Period.

AUDIT COMMITTEE

The Company has established an audit committee which comprises one non-executive Director, namely, Ms. Wang Lixiu, and two independent non-executive Directors, namely, Mr. Chung Kwok Mo John and Mr. Li Donghui. Mr. Chung Kwok Mo John is the chairman of the audit committee. The audit committee of the Company has reviewed and discussed with the management of the Group on the unaudited consolidated financial statements of the Group for the Reporting Period, including the accounting treatment, principles and practices adopted by the Group, and discussed financial related matters, with no disagreement.

PUBLICATION OF INTERIM RESULTS ANNOUNCEMENT AND INTERIM REPORT

This interim results announcement is published on the Stock Exchange's website at **www.hkexnews.hk** and the Company's website at **www.ytoglobal.com**. The interim report for the Reporting Period will be published on the aforesaid websites of the Stock Exchange and the Company in due course in accordance with the Listing Rules.

APPRECIATION

On behalf of the Board, I would like to thank all our colleagues for their diligence, dedication, loyalty and integrity. I would also like to thank all our shareholders, customers, bankers and other business associates for their trust and support.

By order of the Board
YTO International Express and Supply Chain Technology Limited
圓通國際快遞供應鏈科技有限公司
Yu Huijiao
Chairman

Hong Kong, 18 August 2026

As at the date of this announcement, the Board comprises two executive directors, namely, Mr. Yang Xinwei and Mr. Zhou Jian; four non-executive directors, namely, Mr. Yu Huijiao, Mr. Pan Shuimiao, Ms. Wang Lixiu and Mr. Su Xiufeng; and three independent non-executive directors, namely, Mr. Li Donghui, Mr. Xu Junmin and Mr. Chung Kwok Mo John.