

根基台灣 放眼世界



法人說明會

發言人

劉桂君

代理發言人

楊雅婷

公司簡介

Company Profile

經營理念 Core Value

☐ 誠信 Honesty

☐ 服務 Service

☐ 品質 Quality

☐ 創新 Innovation

經營目標 Operating Objectives

立足台灣，放眼全球。 Based in Taiwan, Keeping eye on the World!

1962~2024

- 1962年創辦人楊金豹先生創立本公司於台灣員林鎮。 KENDA was found by Mr. Yang Chin Pao in Yuanlin, Taiwan.
- 1972年開始外銷。 Expanded overseas market.
- 1982年增建雲林工廠。 Established 2nd plant in Yunlin, Taiwan.
- 1990年股票正式掛牌上市。 KENDA stock was listed on Taiwan Stock Exchange.
- 1990年中國第一座工廠在深圳成立。 Established first China plant in Schenzen.
- 1994年開始在北美市場成立裝配廠。 Starting wheel assembly operation in US.
- 1997年成立越南工廠。 Established 1st plant in Dongnai, Vietnam
- 2007年建大集團營業額突破新台幣200億元。 KENDA GROUP revenue reached NTD 20 billion.
- 2015年美國研發中心正式成立。 KENDA American Technical Center was established .
- 2016年設立印尼工廠。 Established Indonesian plant.
- 2017年設立越南第二工廠及併購STARCO EUROPE A/S. Established 2nd plant in Vietnam and acquired STARCO EUROPE A/S.
- 2018年於德國漢堡成立研發中心。 KENDA European Technical Center was established in Hamburg.
- 2022年成立六十年，營業額持續升高。 60th Anniversary, New sales record.

據點分佈 Operational location



3 2間中國工廠及1間銷售公司
2 China factories and 1 sales company

美國關聯公司(輪圈生產、輪胎組裝、倉庫等)
Subsidiaries in USA (including wheel factories and warehouses etc.)

11

歐洲關聯公司(輪圈之生產、組裝、倉庫等)
Subsidiaries in Europe (including wheel factories and warehouses etc.)

2 台灣工廠
Taiwan Factories

10

2 越南工廠
Vietnam Factories

1 印尼工廠
Indonesian Factory

輪胎生產廠 Tire Factories



1994 昆山廠
Kunshan plant



2008 天津第一工廠
1st Tianjin plant



1997 越南廠
Vietnam plant

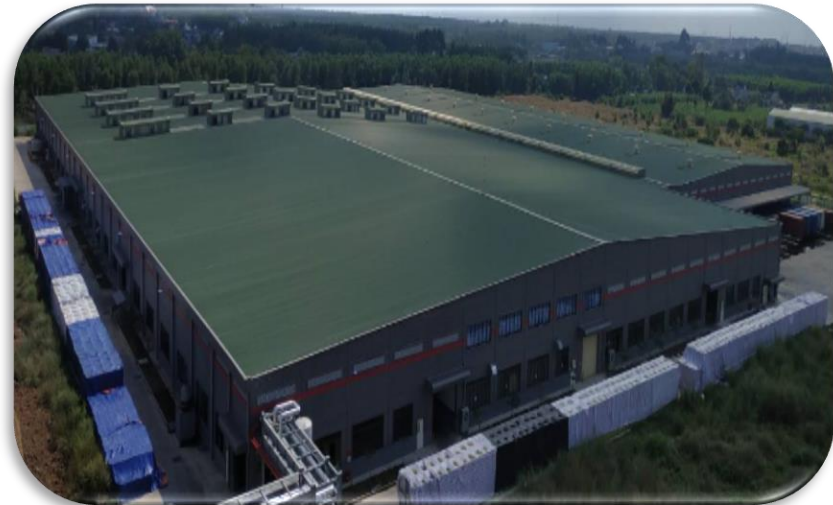


2012 天津第二工廠
2nd Tianjin plant

輪胎生產廠 Tire Factories



2014 印尼廠
Indonesian plant



2016 越南第二工廠-IC
2nd Vietnam plant



2017 台灣斗六物流中心
DouLiu Logistics Center



越南第二工廠
2nd Vietnam plant

輪胎生產廠 Tire Factories

城市更新計畫



2005 深圳第二工廠
2nd Shenzhen plant



1990 深圳第一工廠
1st Shenzhen plant



1985 雲林工廠
Yunlin plant

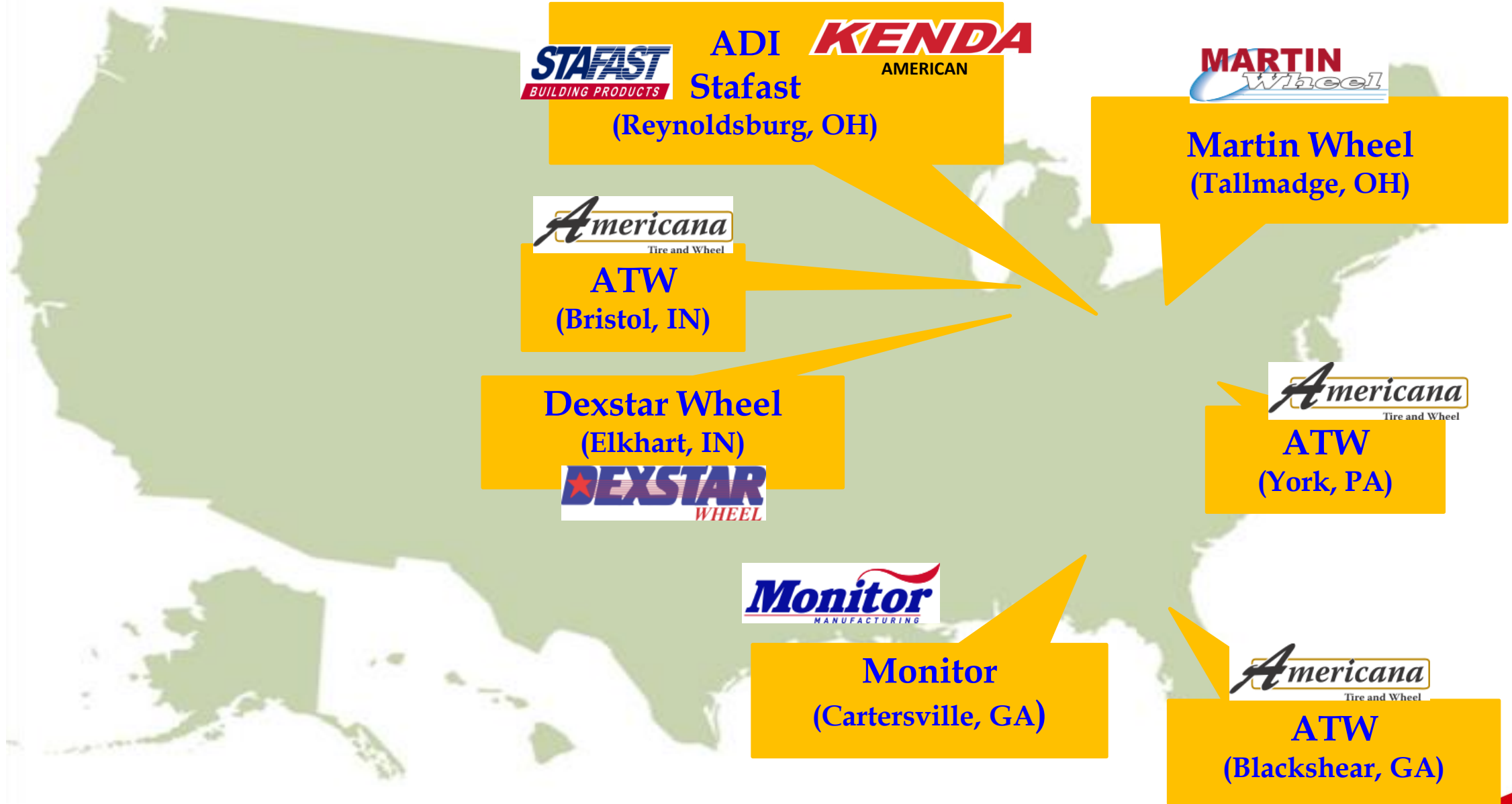


1962 總公司 / 員林工廠
Headquarters / Yuanlin plant

集團銷售分佈 Group Sales -Area



美國子公司 Subsidiaries of Kenda America



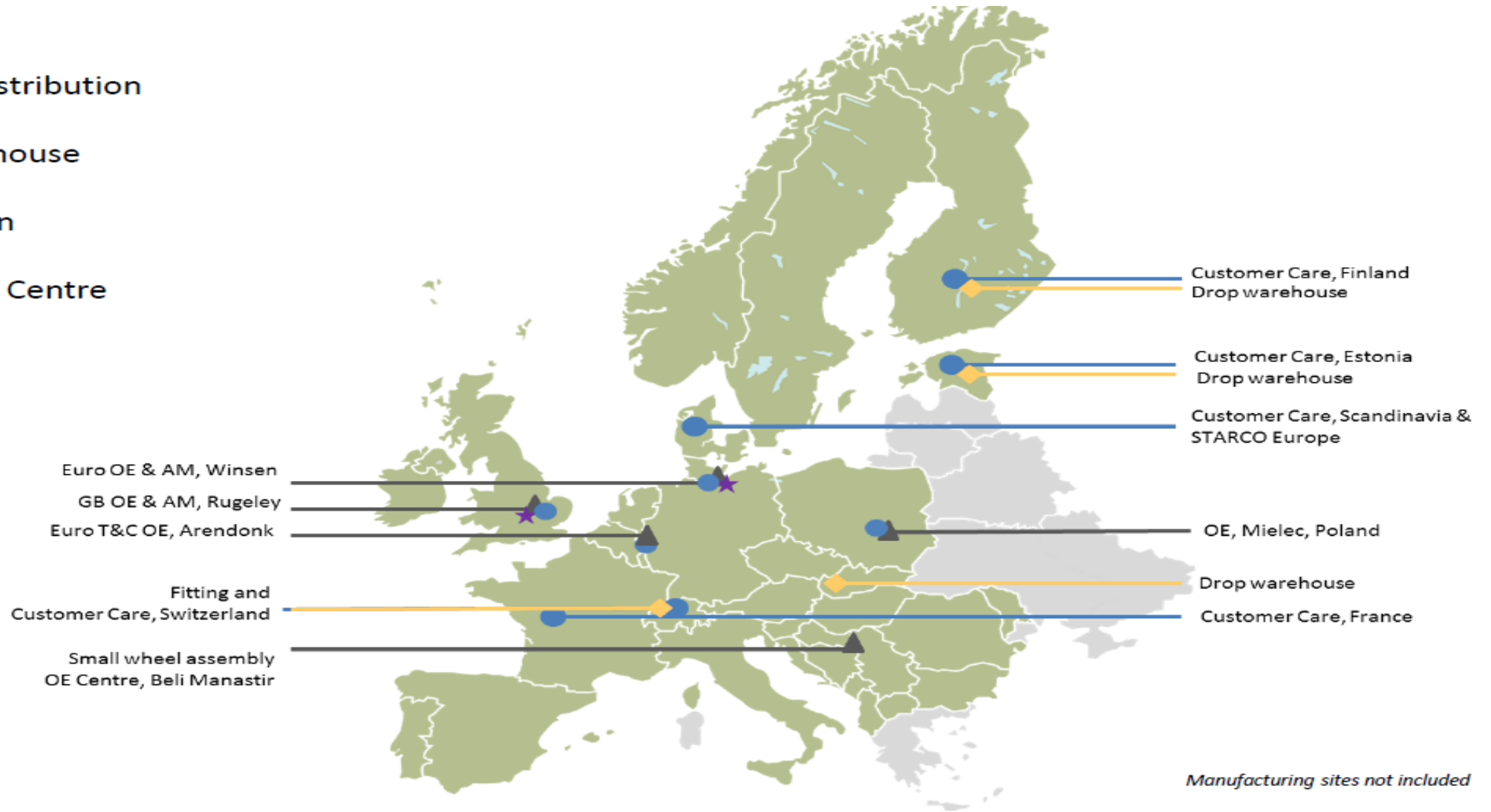
STARCO Footprint and Future Expansion

▲ OE Fitting & Distribution

◆ OE Drop Warehouse

★ AM Distribution

● Customer Care Centre



研發中心全球擴展計畫 Global R&D Center Expansion Plans



E

環境面

- ★ 減碳目標為「每年減碳 3%，至 2030 年減碳 25%」。
- ★ 各子公司導入 ISO14064-1：2018 溫室氣體盤查。
- ★ 響應政府「以大帶小」的推動策略，與供應商組成「1+N」碳管理示範團隊。
- ★ 再生及生質材料運用：天然膠、棕櫚樹、廢輪胎裂解碳黑、再生膠、大豆油。

S

社會面

- ★ 榮獲光陽中衛體系績優廠商獎。
- ★ 榮獲中華汽車協力會「品質金質獎」、「環境永續推動獎」、「年度績優廠商獎」。
- ★ TTQS 人才發展品質管理系統評核等級「企業機構版 金牌(展延)」證書乙份。

G

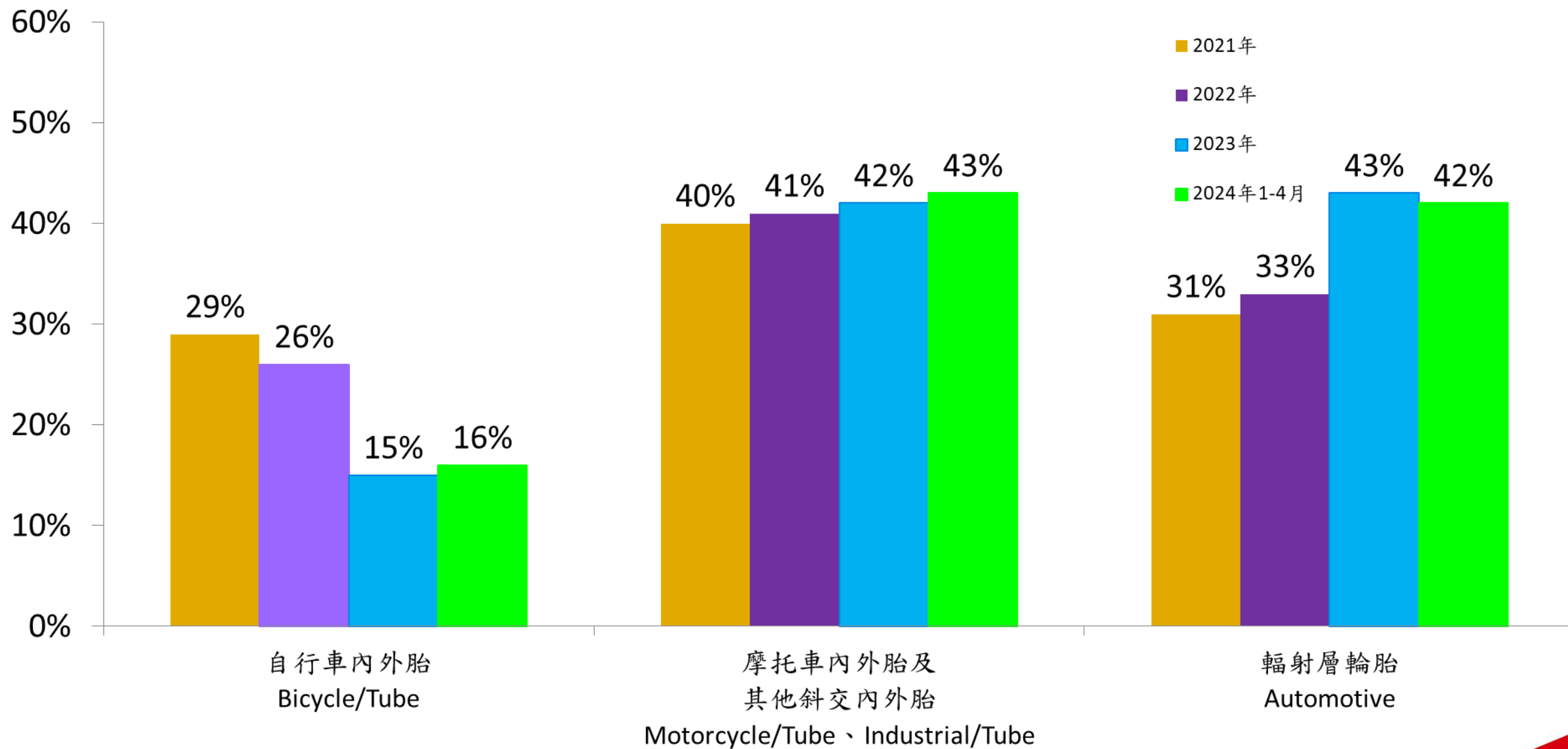
公司治理面

- ★ 公司治理評鑑上市公司排名級距：21%-35%，提升一級距。
- ★ 永續績效指標：人才吸引與留任、綠色設計、氣候行動、永續供應鏈、循環經濟。

各胎別營運

Operation by Product Types

各胎別銷售比較 Sales Breakdown by Product Category



自行車胎 Bicycle Tire

▣ 越野登山車



▣ 公路車



▣ 城市/旅行/電動車



自行車胎

Bicycle tire

▣ 摺疊車/童車



KWICK SERIES K1052

- ✓ The tire's voluminous casing absorbs vibrations and little bumps in the road.

COMMUTER



KS **E-50**

KWICK SERIES

| TYPE | PART# | SIZE | ETRTO | ⊗ | 🛡️ | 🔊 | TPI | 📦 | TLR |
|-------|--------|-----------|--------|--------|----|------|--------|---------|-----|
| SPORT | 213267 | 29x2.40 | 60-622 | SINGLE | KS | WIRE | 60 | 1216±61 | NO |
| SPORT | 213268 | 29x2.40 | 60-622 | SINGLE | KS | WIRE | 60 | 1216±61 | NO |
| SPORT | 212235 | 29x2.20 | 56-622 | SINGLE | KS | WIRE | 60 | 964±84 | NO |
| SPORT | 212222 | 29x2.00 | 52-622 | SINGLE | KS | WIRE | 60 | 917±46 | NO |
| SPORT | 212236 | 29x2.00 | 52-622 | SINGLE | KS | WIRE | 60 CSK | 889±45 | NO |
| SPORT | 213273 | 27.5x2.60 | 66-584 | SINGLE | KS | WIRE | 60 | 1141±57 | NO |
| SPORT | 213271 | 27.5x2.40 | 60-584 | SINGLE | KS | WIRE | 60 | 1053±53 | NO |
| SPORT | 213272 | 27.5x2.40 | 60-584 | SINGLE | KS | WIRE | 60 | 880±44 | NO |
| SPORT | 213221 | 27.5x2.20 | 56-584 | SINGLE | KS | WIRE | 60 | 928±46 | NO |
| SPORT | 213263 | 27.5x2.20 | 56-584 | SINGLE | KS | WIRE | 60 | 928±46 | NO |
| SPORT | 213220 | 27.5x2.00 | 52-584 | SINGLE | KS | WIRE | 60 | 928±46 | NO |
| SPORT | 213222 | 27.5x2.00 | 52-584 | SINGLE | KS | WIRE | 60 CSK | 924±46 | NO |
| SPORT | 212297 | 27.5x1.75 | 45-584 | SINGLE | KS | WIRE | 60 | 834±42 | NO |
| SPORT | 213260 | 27.5x1.75 | 45-584 | SINGLE | KS | WIRE | 60 CSK | 613±31 | NO |

E- Cargo



Eurobike Award Winner.

KWICK DRUMLIN K1216

- ✓ Loading:150kg/tire
- ✓ Deep sipes for water channeling
- ✓ burly shoulder knobs for more cornering confidence



- Holds air up to 8 times longer
- +50 % puncture protection
- Available in 6 sizes

□ 轎車胎



汽車胎

Automotive tire



□ 休旅車
/4x4 輕卡車



□ 商用貨卡
/Mini Van



建大乘用车胎及轻卡车胎在北美修补市场市佔率

2022年為1.5%及1.5%。

Replacement tire market share

LESS-EXPENSIVE BRANDS HELD THEIR GROUND

'FLIGHT TO VALUE' COULD CONTINUE IN NEW YEAR

The continuation of the COVID-19 pandemic didn't stop drivers from hitting the road during 2021. The United States Federal Highway Administration estimates that U.S. travelers will have covered 2.6 trillion miles by the end of last year. However, the lingering impact of COVID-19 continues to play a role in consumer preference for replacement tires that occupy lower price points. Some tire dealers report that preference for tier-one products began to rebound near the end of 2021. But tier-two and tier-three brands are expected to hold their positions during the new year. This could be driven by a number of factors, including the shut-off of government stimulus money; continued uncertainty around COVID-19; the continued shortage of new cars; high used vehicles prices; customers' desire to "squeeze more" out of their existing cars, trucks, CUVs and SUVs; and reduced buying power caused by inflation.

| 2021 REPLACEMENT PASSENGER TIRE BRAND MARKET SHARES (based on an estimated 222 million units) | | 2021 REPLACEMENT LIGHT TRUCK TIRE BRAND MARKET SHARES (based on an estimated 38.1 million units) | |
|---|------------|--|------------|
| BRAND | 2021 SHARE | BRAND | 2021 SHARE |
| Goodyear | 11.0% | Goodyear | 9.5% |
| Michelin | 9.0% | BFGoodrich | 7.5% |
| Bridgestone | 7.0% | Bridgestone | 6.5% |
| Firestone | 7.0% | Firestone | 6.5% |
| Falken | 5.0% | Michelin | 6.5% |
| Continental | 4.5% | Cooper | 5.5% |
| BFGoodrich | 4.0% | General | 5.5% |
| Cooper | 4.0% | Toyo | 5.0% |
| Hankook | 3.5% | Yokohama | 5.0% |
| Yokohama | 3.5% | Falken | 4.0% |
| General | 3.0% | Hankook | 4.0% |
| Kumho | 3.0% | Hercules | 3.0% |
| Multi-Mile | 2.5% | Kumho | 2.5% |
| Nexen | 2.5% | Multi-Mile | 2.5% |
| Toyo | 2.5% | Continental | 2.0% |
| GT Radial | 2.0% | Nexen | 2.0% |
| Hercules | 2.0% | Pirelli | 2.0% |
| Pirelli | 2.0% | Pirelli | 2.0% |
| Mastercraft | 1.5% | GT Radial | 1.5% |
| Nitto | 1.5% | Kenda | 1.5% |
| Primewell | 1.5% | Maxxis | 1.5% |
| Sailun | 1.5% | Sailun | 1.5% |
| Sentury | 1.5% | Uniroyal | 1.5% |
| Sumitomo | 1.5% | Big O | 1.0% |
| Uniroyal | 1.5% | Kelly | 1.0% |
| Big O | 1.0% | Mastercraft | 1.0% |
| Kenda | 1.0% | Nitto | 1.0% |
| Maxxis | 1.0% | Sumitomo | 1.0% |
| Others | 8.5% | Others | 8.0% |

| | | | |
|------------|------|------------|------|
| Hercules | 2.0% | Multi-Mile | 2.0% |
| Multi-Mile | 2.0% | Nexen | 2.0% |
| Pirelli | 2.0% | Pirelli | 2.0% |
| Kenda | 1.5% | GT Radial | 1.5% |
| Nitto | 1.5% | Kenda | 1.5% |
| Sailun | 1.5% | Maxxis | 1.5% |
| Sentury | 1.5% | Sailun | 1.5% |
| Sumitomo | 1.5% | Big O | 1.0% |
| Uniroyal | 1.5% | Kelly | 1.0% |
| Big O | 1.0% | | |

2021年為1.0%及1.5%。

| | | | |
|-------------|------|-------------|------|
| Mastercraft | 1.5% | GT Radial | 1.5% |
| Nitto | 1.5% | Kenda | 1.5% |
| Primewell | 1.5% | Maxxis | 1.5% |
| Sailun | 1.5% | Sailun | 1.5% |
| Sentury | 1.5% | Uniroyal | 1.5% |
| Sumitomo | 1.5% | Big O | 1.0% |
| Uniroyal | 1.5% | Kelly | 1.0% |
| Uniroyal | 1.5% | Mastercraft | 1.0% |
| Big O | 1.0% | Nitto | 1.0% |
| Big O | 1.0% | Sumitomo | 1.0% |
| Kenda | 1.0% | | |
| Maxxis | 1.0% | | |

Replacement tire market share

'FLIGHT TO VALUE' CONTINUES

ECONOMIC UNCERTAINTY INFLUENCED CONSUMER BRAND PREFERENCE

The consumer "flight to value" continued in 2022. Impacted by interest rate increases, the higher price of goods and general economic uncertainty, many tire buyers opted for less-expensive brands. Consumers also are holding onto their vehicles longer and some are putting off needed service, including tire replacement. (According to S&P Global Mobility, the average age of a personal vehicle in the United States is now 12.2 years. By contrast, some 20 years ago, the average vehicle age was 9.6 years.) And dealers are reporting that many consumers who have been out of the market for the last several years are now experiencing sticker shock due to the tire price hikes of 2021 and 2022.

| 2022 REPLACEMENT PASSENGER TIRE BRAND MARKET SHARE (based on an estimated 216.1 million units) | | 2022 REPLACEMENT LIGHT TRUCK TIRE BRAND MARKET SHARE (based on an estimated 37 million units) | |
|--|------------|---|------------|
| BRAND | 2022 SHARE | BRAND | 2022 SHARE |
| Goodyear | 10.5% | Goodyear | 9.0% |
| Michelin | 9.5% | BFGoodrich | 7.5% |
| Bridgestone | 7.0% | Bridgestone | 6.5% |
| Firestone | 7.0% | Firestone | 6.5% |
| Continental | 5.0% | Michelin | 6.5% |
| Falken | 5.0% | General | 6.0% |
| BFGoodrich | 4.0% | Cooper | 5.5% |
| Cooper | 3.5% | Toyo | 5.5% |
| Hankook | 3.5% | Yokohama | 5.0% |
| Yokohama | 3.5% | Hankook | 4.0% |
| General | 3.0% | Falken | 3.5% |
| Kumho | 3.0% | Hercules | 3.0% |
| Nexen | 2.5% | Kumho | 2.5% |
| Toyo | 2.5% | Continental | 2.0% |
| GT Radial | 2.0% | Multi-Mile | 2.0% |
| Hercules | 2.0% | Nexen | 2.0% |
| Multi-Mile | 2.0% | Pirelli | 2.0% |
| Pirelli | 2.0% | Pirelli | 2.0% |
| Kenda | 1.5% | GT Radial | 1.5% |
| Nitto | 1.5% | Kenda | 1.5% |
| Sailun | 1.5% | Maxxis | 1.5% |
| Sentury | 1.5% | Sailun | 1.5% |
| Sumitomo | 1.5% | Uniroyal | 1.5% |
| Uniroyal | 1.5% | Big O | 1.0% |
| Big O | 1.0% | Kelly | 1.0% |
| Mastercraft | 1.0% | Mastercraft | 1.0% |
| Maxxis | 1.0% | Nitto | 1.0% |
| Primewell | 1.0% | Sumitomo | 1.0% |
| Others | 9.5% | Others | 10.0% |

2023-2024 Formula drift U.S.

官方認可賽事使用胎

Ve zda KR20A UHP & UHP Max

The Ve zda UHP and Ve zda UHP MAX tires are hard-working Summer UHP tires offering premium performance at a value price. Ve zda demonstrates the product qualities through its Podium2Pavement™ racing with the same tires competing in Autocross, Drift and Endurance racing used to enhance your street performance.

The Ve zda UHP MAX offers excellent wet and dry performance with strong wear characteristics for a tire designed to excel in competition environments. It combines an optimized silica-based tread compound for heat tolerance and enhanced grip. The upgraded belt package provides stability for crisp handling and braking across the contact footprint through turns. It is the quintessential maximum performance summer UHP tire for on-road and in competition.

The Ve zda UHP is our ultra-high performance summer tire offering dexterous handling with exceptional wear for high performance cars and sedans. The symmetric tread pattern has been a proven winner in drift competition from Japan to the USA. The competitive success translates to reliable performance designed to provide driver confidence.

- UTQG UHP: 300 A A
- UTQG UHP Max: 200 AA A
- Total Sizes: 36
- Series: 55, 50, 45, 40, 35
- Sizes: 15, 17, 18, 19, 20
- Speed Rating: W



- Optimized tire profile maximizes contact area and grip
- Large solid center rib provides superior steering response
- Directional sweeping grooves efficiently evacuate water for maximum wet traction
- Large shoulder blocks maximize handling performance



2021年美國對越南/台灣/韓國/泰國實施進行反傾銷、反補貼調查說明

U.S. AD and CVD Investigations on PCR and LTR TIRES Originated in Korea, Taiwan, Thailand, and Vietnam on 2021

| 台灣 | 初判稅率 | 終判稅率 |
|-----------------|--------|---------|
| 南港 (Nankoang) | 98.44% | 101.84% |
| 正新 (Cheng Shin) | 33.33% | 20.04% |
| 其他企業 | 84.82% | 84.75% |

- 1、提升越南廠汽車胎產量-PCR二廠設置
- 2、加速開發大尺寸的輕卡車胎規格及生產能力。
- 3、提升品牌形象，提高銷售價格
- 4、加強國際化佈局

| | | |
|--------------|--------|--------|
| 韓耐兄林 (Nexen) | 14.24% | 14.72% |
| 其他企業 | 27.81% | 21.74% |

2023年複審

| 泰國 | 初判稅率 | 終判稅率 | 複審稅率 |
|---------------|--------|--------|-------|
| 住友 (Sumitomo) | 13.25% | 14.62% | 6.16% |
| 玲瓏 (LLIT) | 22.21% | 21.09% | 4.52% |
| 其他企業 | 16.66% | 17.08% | 4.52% |

| 越南(反補貼) | 初判稅率 | 終判稅率 |
|-------------|-------|--------|
| 賽輪 (Sailun) | 6.77% | 6.23% |
| 錦湖 (Kumho) | 7.79% | 10.08% |
| 其他企業 | 6.77% | 6.46% |

| 越南(反傾銷) | 初判稅率 | 終判稅率 |
|------------|--------|--------|
| 建大 (Kenda) | 0.00% | 0.00% |
| 賽輪 等共4家(註) | 0.00% | 0.00% |
| 其他企業 | 22.30% | 22.03% |

註：包含賽輪、普利司通、東洋、錦湖共4家

| 越南 | 初判稅率 | 終判稅率 |
|-------------|--------|--------|
| 建大 (Kenda) | 6.77% | 6.46% |
| 賽輪 (Sailun) | 6.77% | 6.23% |
| 錦湖 (Kumho) | 7.79% | 10.08% |
| 其他企業 | 29.07% | 28.49% |

中華汽車協力會-績優廠商獎、品質金質獎、環境永續推動獎



機車胎 Motorcycle Tire

□ 速可達

□ 重型街車

□ 輕檔車

□ 越野摩托車
/ATV



機車胎

Motorcycle tire



- GOGORO VIVA /VIVA XL



- 光陽 ionex S6 / S7 /S7R





2024年1月26日 16:36

三陽協力會-績優廠商獎



□ 高爾夫球車

□ 割草機

□ 堆高機/拖車



工業車胎

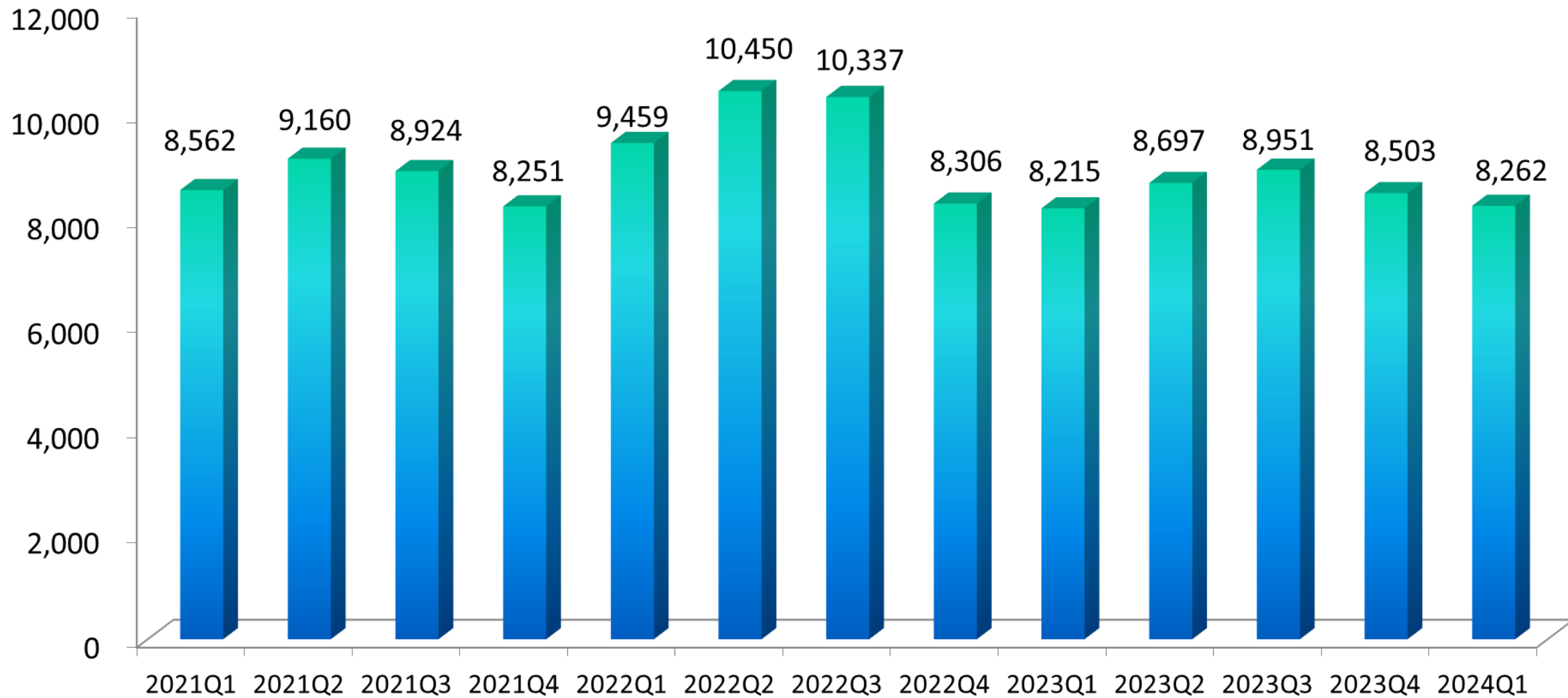
Industrial tire



營運成果

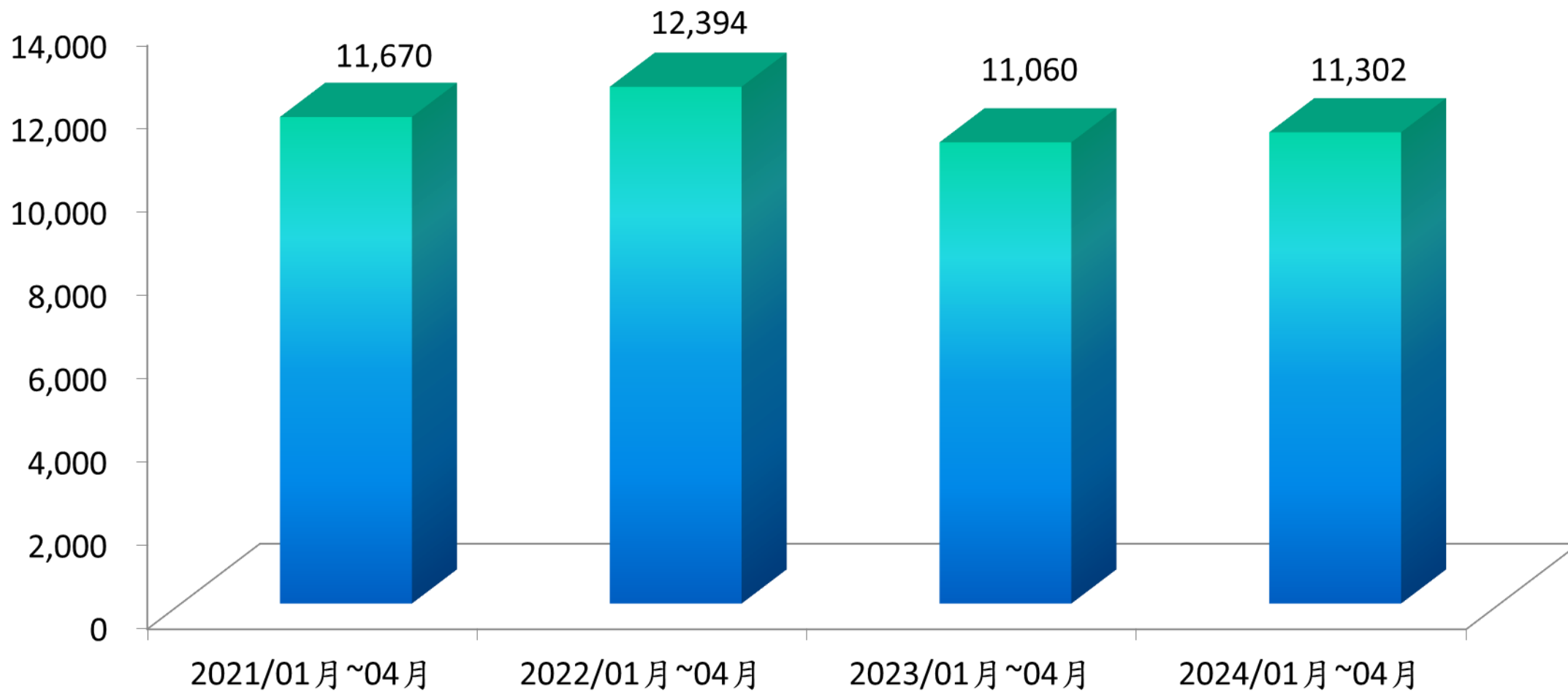
Operating Results

集團合併營業收入 Group Combined Net Revenue 季度比較

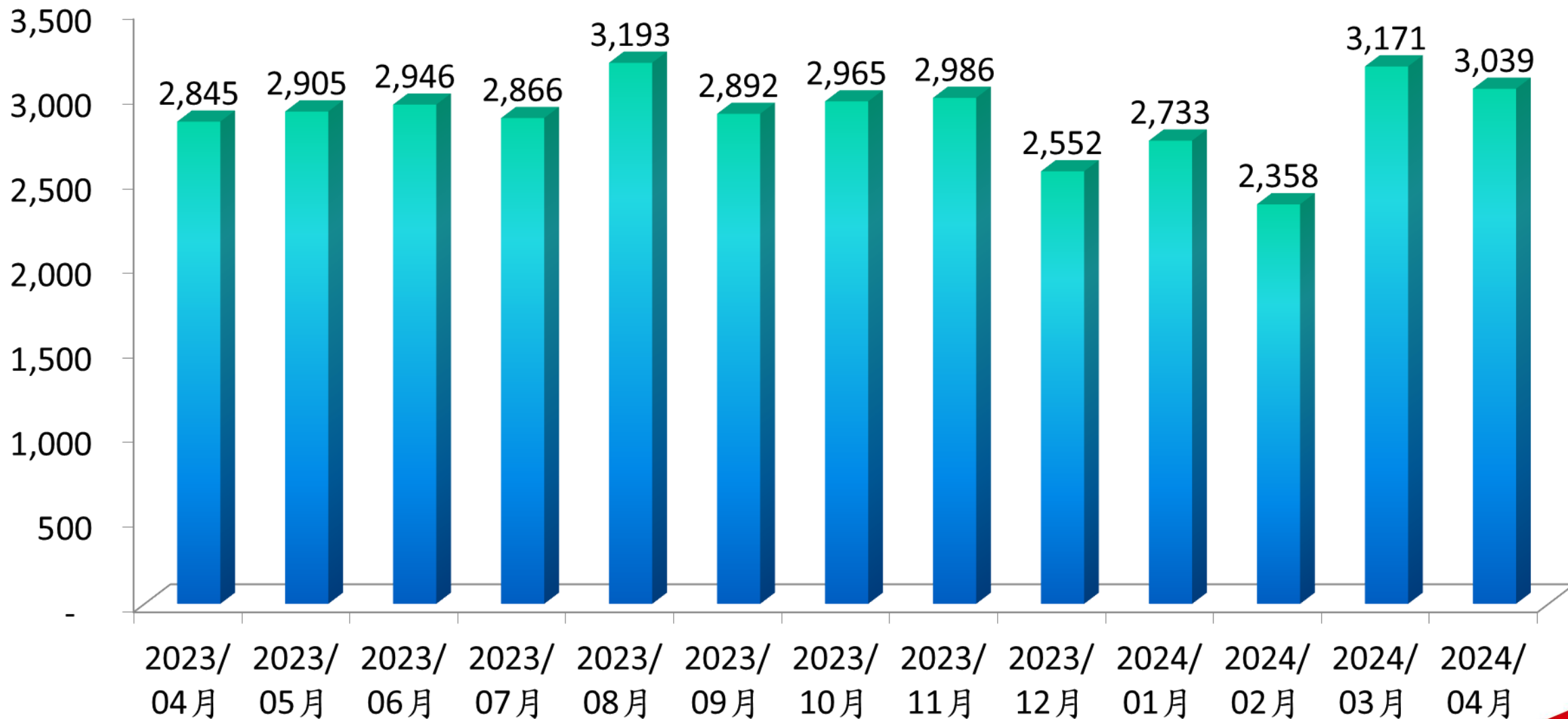


集團合併營業收入 Group Combined Net Revenue 同期比較

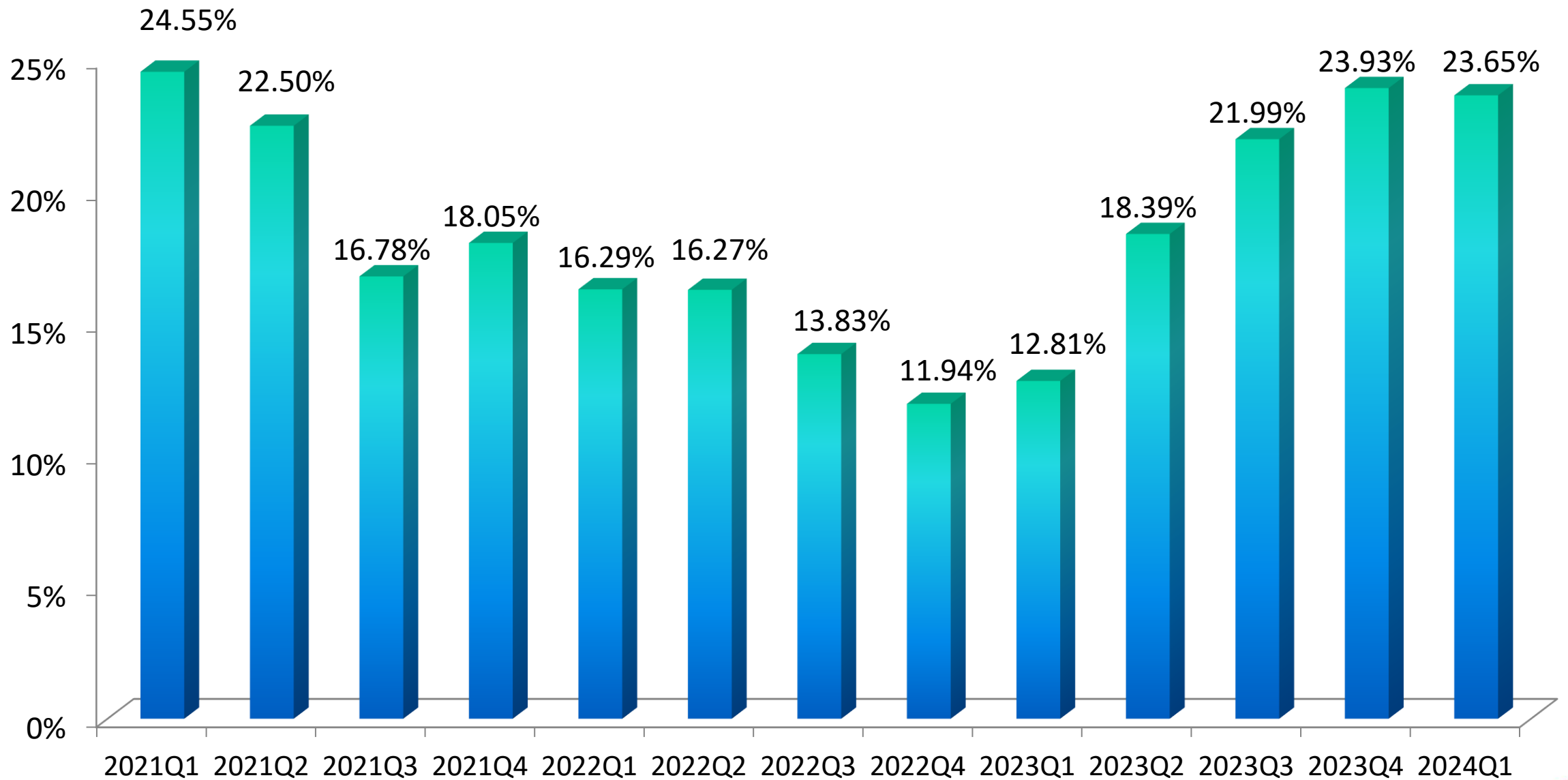
NT\$: 佰萬元
(Unit: M)



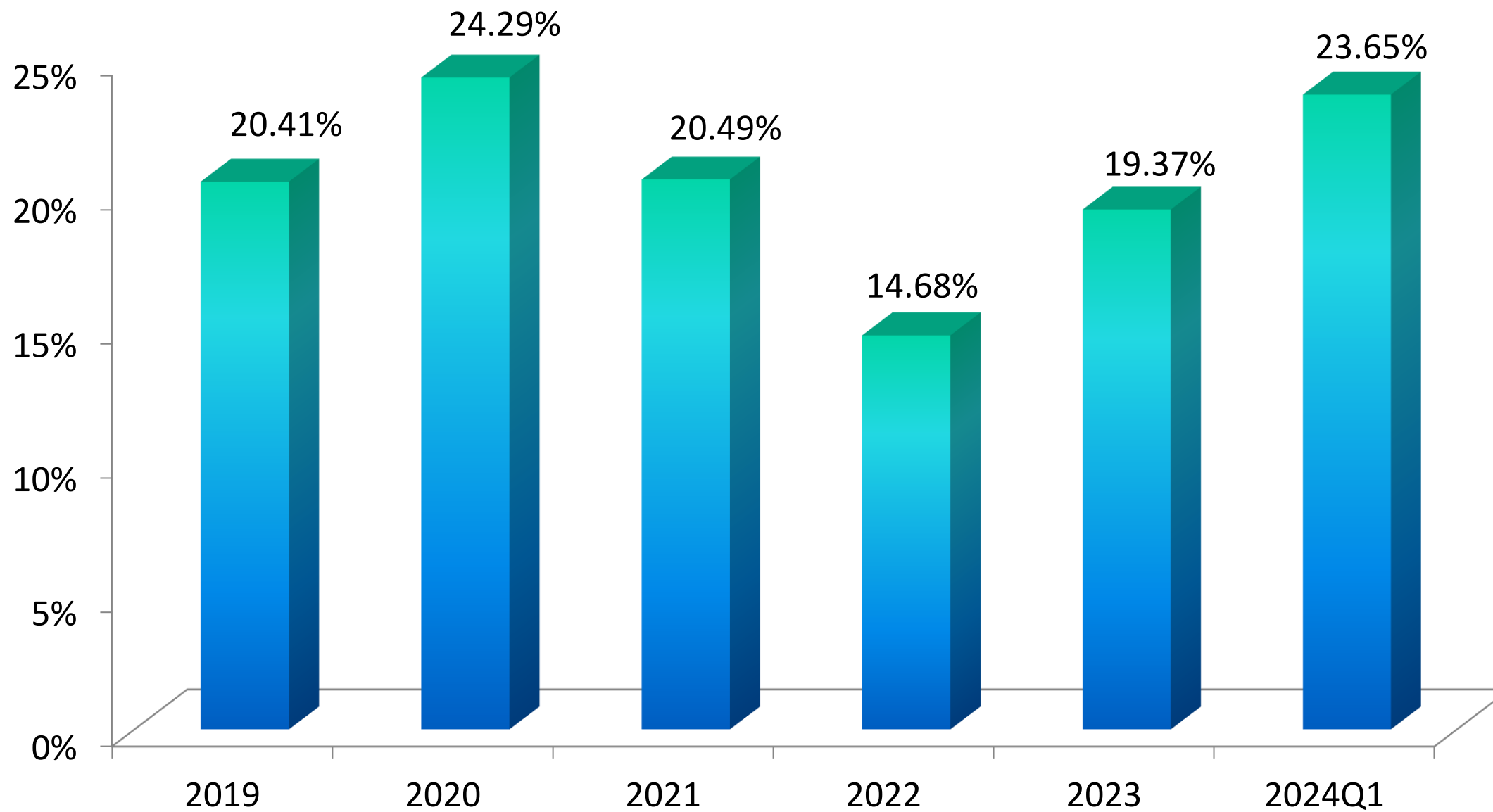
集團合併營業收入 Group Combined Net Revenue 各月比較



合并毛利率(季) Quarterly Combined Gross Margin



合并毛利率(年) Yearly Combined Gross Margin



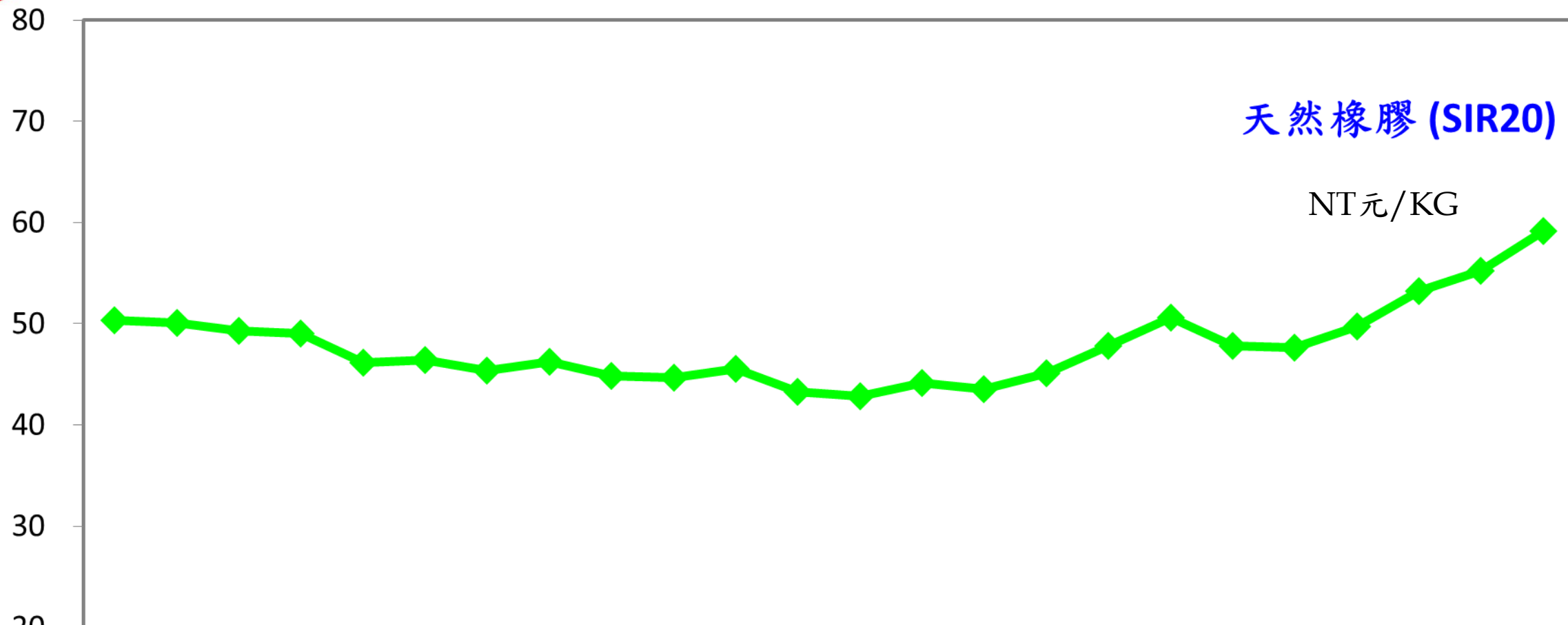
合併綜合損益表(季) Quarterly Consolidated Income Statement

| | 2021年 | | 2022年 | | 2023年 | | 2024年Q1 | |
|----------------------------------|----------------|------|----------------|------|----------------|------|----------------|------|
| NT\$: 佰萬元 (Unit: Millions) | 金額 (Amount) | % | 金額 (Amount) | % | 金額 (Amount) | % | 金額 (Amount) | % |
| 營業收入 (Net revenues) | 34,896 | 100 | 38,618 | 100 | 34,444 | 100 | 8,265 | 100 |
| 營業成本 (Cost of good sold) | (27,746) | (80) | (32,947) | (85) | (27,771) | (81) | (6,310) | (76) |
| 營業毛利 (Gross profit) | 7,150 | 20 | 5,670 | 15 | 6,673 | 19 | 1,955 | 24 |
| 營業費用 (Operating expenses) | (5,409) | (15) | (5,440) | (14) | (5,378) | (16) | (1,401) | (17) |
| 營業淨利 (Operating profit) | 1,741 | 5 | 231 | 1 | 1,295 | 4 | 554 | 7 |
| 業外收支 (Non-operating gain & loss) | (58) | (0) | 481 | 1 | 10 | 0 | 25 | 0 |
| 稅前淨利 (Income before tax) | 1,683 | 5 | 711 | 2 | 1,305 | 4 | 579 | 7 |
| 本期淨利 (Net income) | 918 | 3 | 338 | 1 | 881 | 3 | 436 | 5 |
| 每股盈餘 (EPS in NT dollar) | 1.01 | | 0.37 | | 0.92 | | 0.46 | |

合併綜合損益表(季) Quarterly Consolidated Income Statement

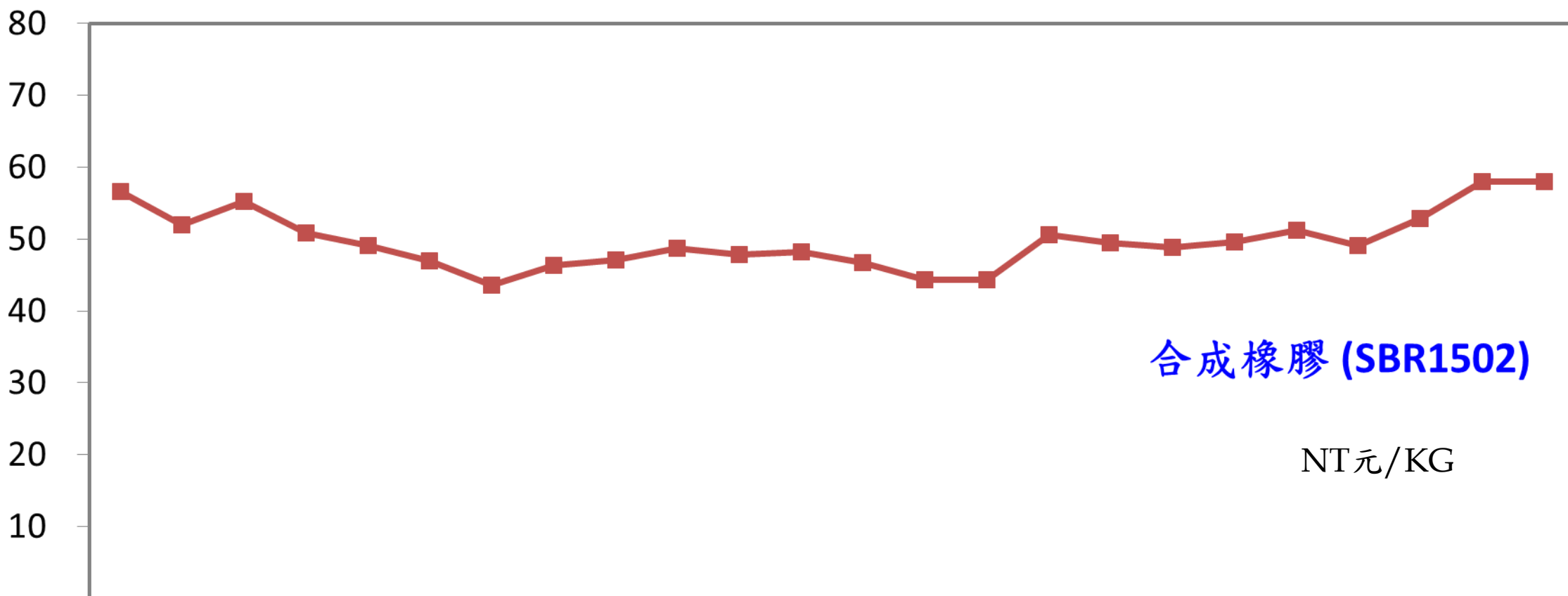
| | 2023年1~3月 | | 2023年4~6月 | | 2023年7~9月 | | 2023年10~12月 | | 2024年1~3月 | |
|---------------------------------|----------------|------|----------------|------|----------------|------|----------------|------|----------------|------|
| NT\$: 百萬元 (Unit: Millions) | 金額 (Amount) | % | 金額 (Amount) | % | 金額 (Amount) | % | 金額 (Amount) | % | 金額 (Amount) | % |
| 營業收入(Net revenues) | 8,220 | 100 | 8,704 | 100 | 8,956 | 100 | 8,564 | 100 | 8,265 | 100 |
| 營業成本(Cost of good sold) | (7,168) | (87) | (7,103) | (82) | (6,986) | (78) | (6,514) | (76) | (6,310) | (76) |
| 營業毛利(Gross profit) | 1,053 | 13 | 1,601 | 18 | 1,970 | 22 | 2,049 | 24 | 1,955 | 24 |
| 營業費用(Operating expenses) | (1,264) | (15) | (1,315) | (15) | (1,392) | (16) | (1,407) | (16) | (1,401) | (17) |
| 營業淨利(Operating profit) | (211) | (3) | 286 | 3 | 577 | 6 | 642 | 7 | 554 | 7 |
| 業外收支(Non-operating gain & loss) | (115) | (1) | 242 | 3 | 6 | 0 | (123) | (1) | 25 | 0 |
| 稅前淨利(Income before tax) | (326) | (4) | 529 | 6 | 583 | 7 | 519 | 6 | 579 | 7 |
| 本期淨利(Net income) | (379) | (5) | 387 | 4 | 430 | 5 | 443 | 5 | 436 | 5 |
| 每股盈餘(EPS in NT dollar) | (0.40) | | 0.41 | | 0.45 | | 0.46 | | 0.46 | |

橡膠原料價格趨勢 Trend for Raw Material cost



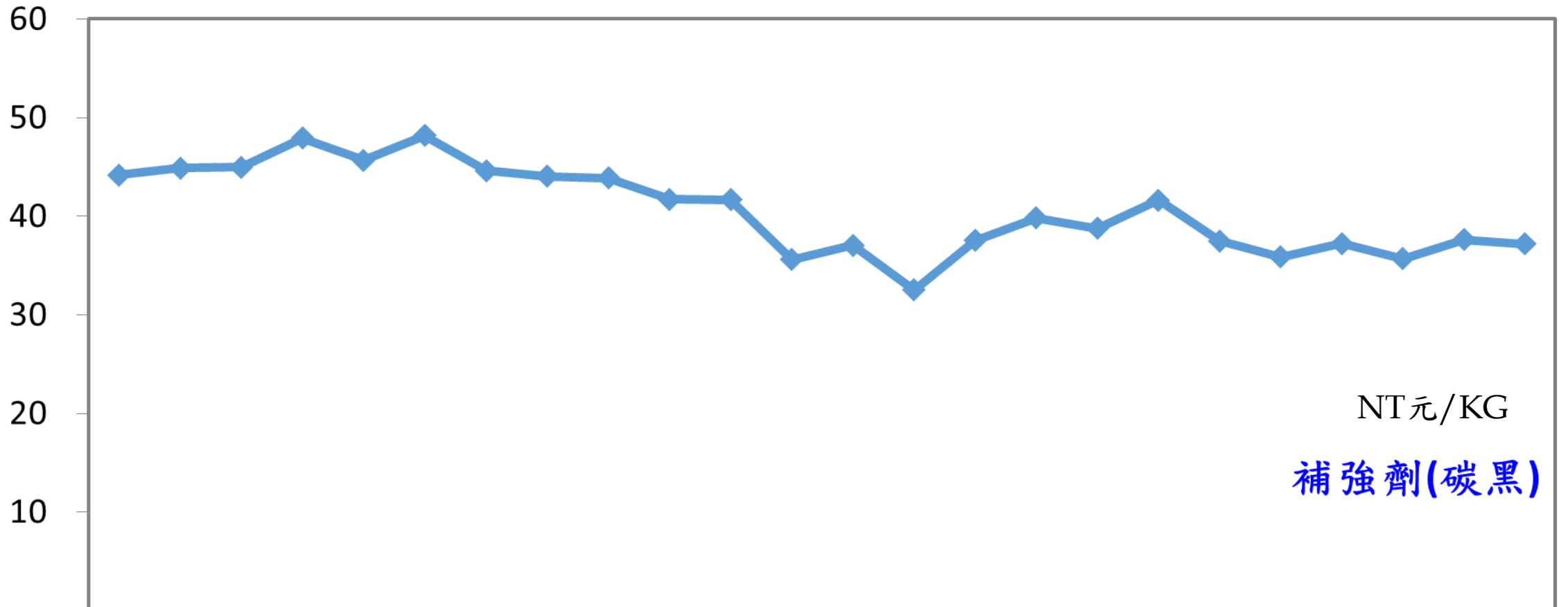
| | 06/22 | 07/22 | 08/22 | 09/22 | 10/22 | 11/22 | 12/22 | 01/23 | 02/23 | 03/23 | 04/23 | 05/23 | 06/23 | 07/23 | 08/23 | 09/23 | 10/23 | 11/23 | 12/23 | 01/24 | 02/24 | 03/24 | 04/24 | 05/24 |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 天然橡膠 (SIR20) | 50 | 50 | 49 | 49 | 46 | 46 | 45 | 46 | 45 | 45 | 46 | 43 | 43 | 44 | 44 | 45 | 48 | 51 | 48 | 48 | 50 | 53 | 55 | 59 |

橡膠原料價格趨勢 Trend for Raw Material cost



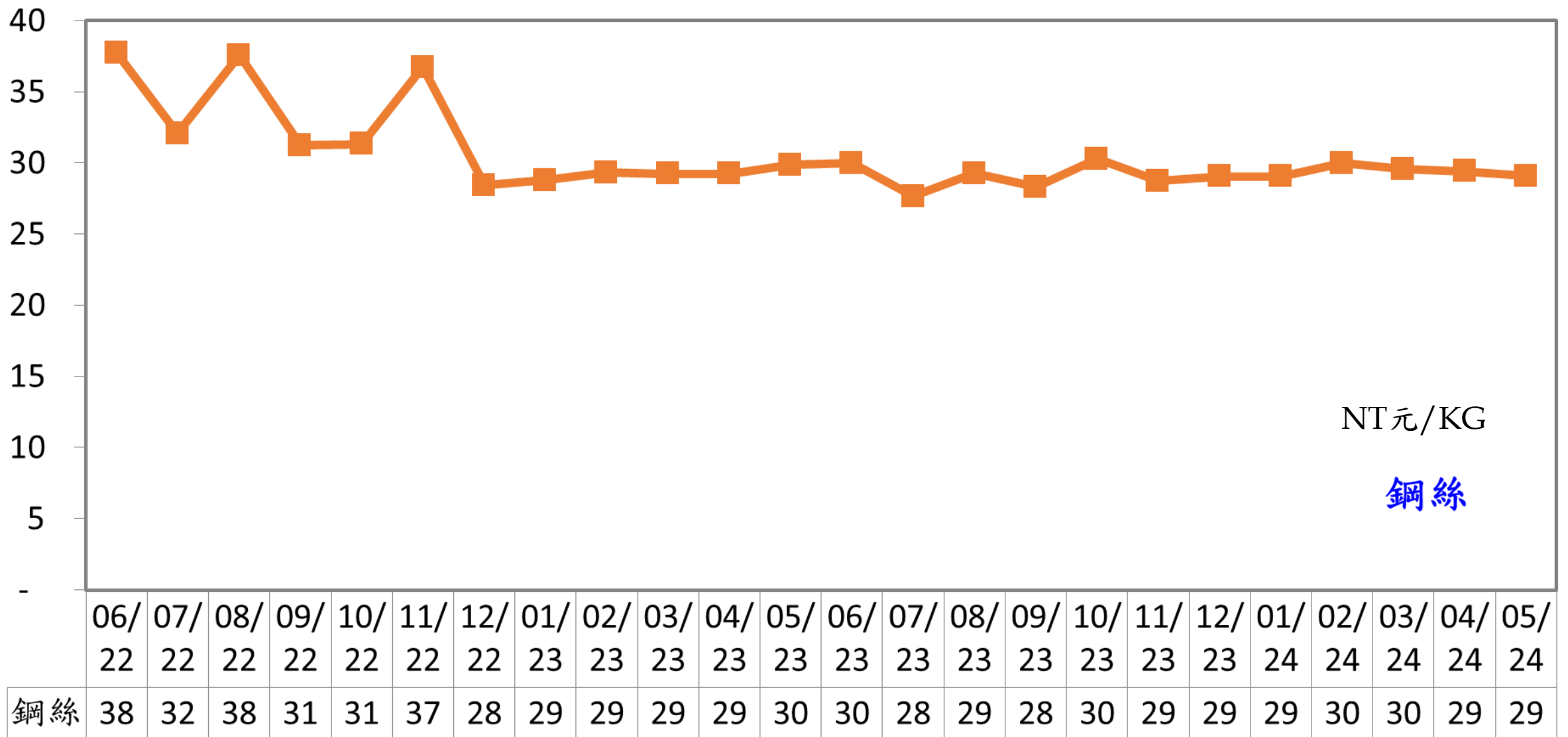
| | 06/22 | 07/22 | 08/22 | 09/22 | 10/22 | 11/22 | 12/22 | 01/23 | 02/23 | 03/23 | 04/23 | 05/23 | 06/23 | 07/23 | 08/23 | 09/23 | 10/23 | 11/23 | 12/23 | 01/24 | 02/24 | 03/24 | 04/24 | 05/24 |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 合成橡膠 (SBR1502) | 57 | 52 | 55 | 51 | 49 | 47 | 44 | 46 | 47 | 49 | 48 | 48 | 47 | 44 | 44 | 51 | 49 | 49 | 50 | 51 | 49 | 53 | 58 | 58 |

橡膠原料價格趨勢 Trend for Raw Material cost

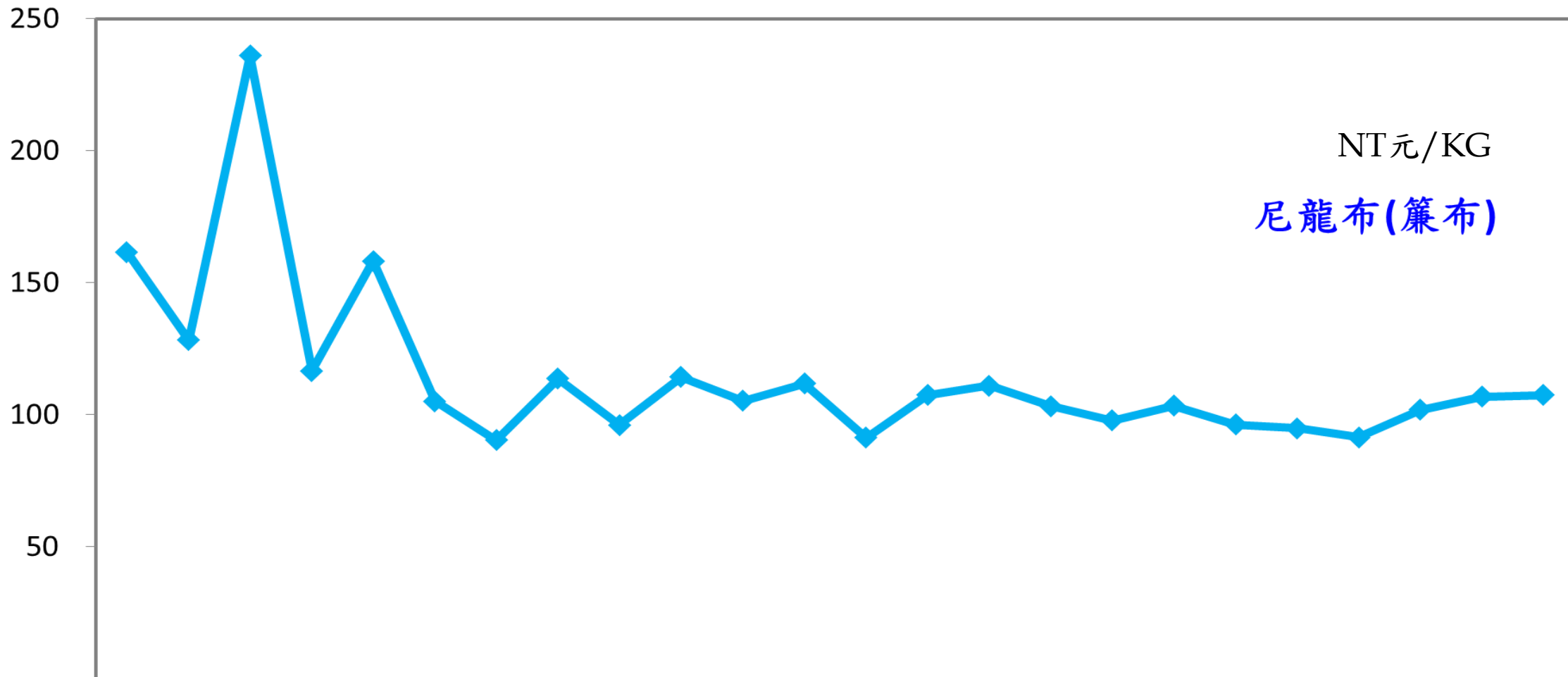


| | 06/22 | 07/22 | 08/22 | 09/22 | 10/22 | 11/22 | 12/22 | 01/23 | 02/23 | 03/23 | 04/23 | 05/23 | 06/23 | 07/23 | 08/23 | 09/23 | 10/23 | 11/23 | 12/23 | 01/24 | 02/24 | 03/24 | 04/24 | 05/24 |
|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 補強劑(碳黑) | 44 | 45 | 45 | 48 | 46 | 48 | 45 | 44 | 44 | 42 | 42 | 36 | 37 | 33 | 38 | 40 | 39 | 42 | 38 | 36 | 37 | 36 | 38 | 37 |

橡膠原料價格趨勢 Trend for Raw Material cost



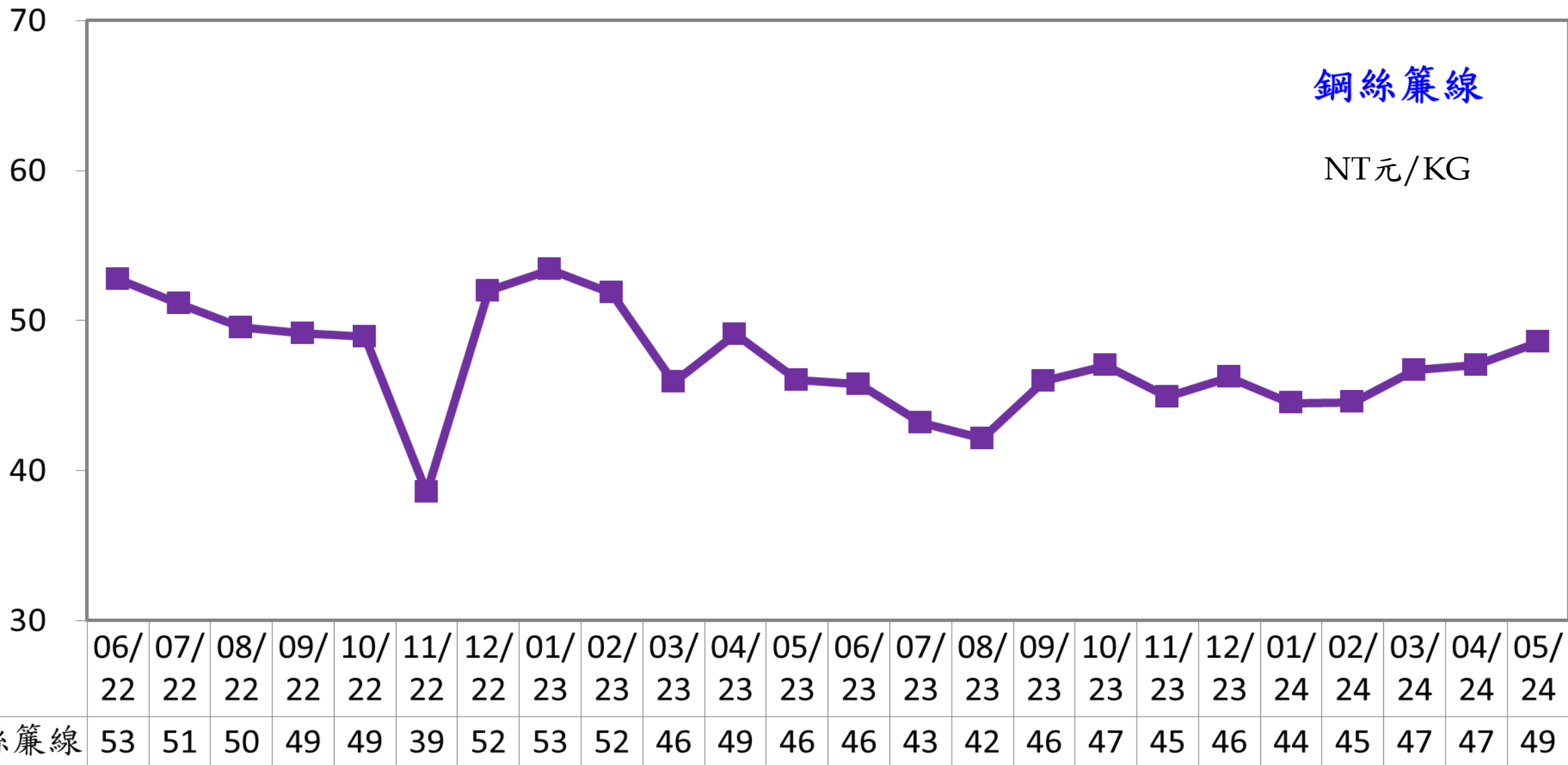
橡膠原料價格趨勢 Trend for Raw Material cost



尼龍布(簾布)

| 06/22 | 07/22 | 08/22 | 09/22 | 10/22 | 11/22 | 12/22 | 01/23 | 02/23 | 03/23 | 04/23 | 05/23 | 06/23 | 07/23 | 08/23 | 09/23 | 10/23 | 11/23 | 12/23 | 01/24 | 02/24 | 03/24 | 04/24 | 05/24 |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 162 | 128 | 236 | 117 | 158 | 105 | 90 | 114 | 96 | 114 | 105 | 112 | 91 | 107 | 111 | 103 | 98 | 103 | 96 | 95 | 91 | 102 | 107 | 107 |

橡膠原料價格趨勢 Trend for Raw Material cost



鋼絲簾線

第一期規劃後
After the First Phase of
Planning



第二期規劃後
After the Second Phase
of Planning



| <p>深圳廠城市更新 Shenzhen Plant Urban Renewal 規劃建築面積分配 Planning Construction Area Allocation</p> | <p>第一期 規劃面積m² Phase 1 Total Area (m²)</p> | <p>建大(m²) KENDA area (m²)</p> | <p>和居置業(m²) Heju Real Estate area (m²)</p> |
|--|---|---|--|
| <p>廠房(寫字樓) Plant (office building)</p> | <p>231,980</p> | <p>100,911</p> | <p>131,069</p> |
| <p>配套宿舍(商務公寓) Apartment</p> | <p>84,340</p> | <p>36,688</p> | <p>47,652</p> |
| <p>小型商業服務設施(商舖) Retail Shops</p> | <p>10,000</p> | <p>4,350</p> | <p>5,650</p> |
| <p>合計 total</p> | <p>326,320</p> | <p>141,949</p> | <p>184,371</p> |

| 項目 Item | 工作階段 Work Phase |
|------------|--|
| 1 | 取得計畫立項批複 Obtain the approval of the plan |
| 2 | 取得專項規劃批複 Obtain special planning approval |
| 3 | 完成搬遷補償協議簽訂 Sign relocation compensation agreement |
| 4 | 實施主體確認 Implementation project confirmation |
| 5 | 物業拆除 Property demolition |
| 6 | 取得建設用地規劃許可證 Obtain construction land planning permit |
| 7 | 土地出讓合同簽訂 Sign the land transfer contract |
| 8 | 報建建設 Construction date |
| 9 | 物業回遷移交 Property relocation |







建大夢想 守護前行
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謝謝聆聽！
敬請指教！