Transurban

ASX release

19 November 2026

October 2026 traffic[1,2]

Transurban today releases October 2026 traffic performance, with Group ADT +0.7%[3] vs the prior corresponding period[4]. Transurban notes that monthly traffic volumes are subject to short-term fluctuations and that quarterly updates provide a more representative assessment of underlying performance.

ADT growth by Market (%)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Sydney	0.6	0.4	0.7	-1.3	0.1	2.5	3.6	3.3	2.0	0.5
Melbourne	5.7	4.7	1.4	1.6	1.7	6.1	5.0	3.5	4.1	2.1
Brisbane	1.3	1.1	13.6	0.7	-3.2	1.7	1.8	1.0	0.5	-4.3
North America	4.1	10.9	8.4	6.2	2.0	6.9	3.0	4.2	7.1	13.2
Group	**2.7**	**2.6**	**3.6**	**0.6**	**0.1**	**3.8**	**3.7**	**3.0**	**2.7**	**0.7[3]**
Melbourne (ex. WGT)	0.5	0.1	-2.9	-2.8	-2.7	1.5	0.4	-0.8	-0.2	-2.3
Group (ex. WGT)	**0.9**	**1.0**	**2.2**	**-0.9**	**-1.3**	**2.4**	**2.1**	**1.5**	**1.2**	**-0.8**

Group and market underlying traffic performance during the period was impacted by the distribution of weekdays and weekends relative to the prior corresponding period, together with material rainfall across Sydney[5] and Brisbane[6]. These factors can have a more pronounced effect on monthly traffic performance than on quarterly results. Adjusting for these factors, underlying Group traffic growth was estimated to be 2.3%. By market, on an underlying basis, traffic growth was estimated to be 1.7% in Sydney, 2.6% in Melbourne, 0.0% in Brisbane and 15.0% in North America.

Sydney traffic growth was supported by continued strong performance on the M7 (October ADT +8.0%) post opening of the M7-M12 Integration Project.

Melbourne traffic growth was driven by the contribution from West Gate Tunnel. Excluding WGT, Melbourne traffic decreased 2.3%. Western Link (-3.3%) continues to underperform Southern Link (-1.3%).

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[1] All percentage changes shown throughout are in relation to the respective prior corresponding period unless otherwise noted. For FY27, the reported ADT comparison period excludes A25. For FY26, the reported ADT comparison period includes A25. A25 divestment reached financial close on 15 June 2026.

[2] Traffic numbers may be revised in subsequent reporting periods as trip processing is completed.

[3] Group and market underlying traffic performance during the period was impacted by the distribution of weekdays and weekends relative to the prior corresponding period, together with material rainfall across Sydney and Brisbane. Adjusting for these factors, underlying Group traffic growth was estimated to be 2.3%. By market, on an underlying basis, traffic growth was estimated to be 1.7% in Sydney, 2.6% in Melbourne, 0.0% in Brisbane and 15.0% in North America.

[4] Excluding WGT, Group traffic decreased 0.8%.

[5] Days excluded in the current period include 13 - 16 October 2026 (inclusive) and days excluded from the prior corresponding period include 14 – 17 October 2025 (inclusive).

[6] Days excluded in the current period include 16 – 27 October 2026 (inclusive) and days excluded from the prior corresponding period include 17 – 28 October 2025 (inclusive).

Classification Public

Transurban Group

Transurban International Limited
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Brisbane traffic was impacted by 12 consecutive days of rainfall in October, more than 1.5x vs prior year, and the distribution of weekdays and weekends relative to the prior corresponding period.

North America traffic reflects growth of 7.2% on the 95 Express Lanes and 21.7% on 495 Express Lanes. Traffic growth was supported by continued return-to-office recovery and the absence of a government shutdown this year, creating a favourable year-over-year comparison against a disrupted period[7]. Average dynamic toll prices increased 39.4% on the 95 Express Lanes and 62.2% on the 495 Express Lanes, driven by additional capacity from the recently opened 495 Northern Extension and the clear value customers see in Transurban's Express Lanes.

The macroeconomic environment continues to be a watchpoint, including the ongoing conflict in energy-producing regions. Transurban will continue to monitor the impact of the current geopolitical and macroeconomic environment and provide monthly traffic data for the remainder of 2026. The duration and extent of any impacts will be dependent on geopolitical developments, government policy decisions and the broader macroeconomic response.

The resilience of the portfolio is underpinned by the essential nature of the Group's urban transport assets, with more than 90% of revenue CPI-linked or subject to fixed escalators, with inflation impacts typically flowing through over a period of up to 18 months. Transurban continues to actively navigate the current macroeconomic and geopolitical environment through disciplined balance sheet management, operational focus and a continued commitment to delivering value for customers.

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This announcement is authorised by the CEO of Transurban Group, Michelle Jablko.

[7] 1 October – 12 November 2025 (43 days).

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