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**越秀交通有限公司**  
**GZI Transport Limited**

(Incorporated in Bermuda with limited liability)

(Stock code: 1052)

**UNAUDITED OPERATIONAL STATISTICS  
FOR THE PERIOD FROM JANUARY TO APRIL 2010**

The board (“Board”) of directors of GZI Transport Limited (“Company”) hereby announces its unaudited operational statistics for the period from January to April 2010 as follows:

Project	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
	January 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change	January 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change
<b>Controlled</b>										
GNSR Expressway	95,444	12.1%	5.3%	95,444	12.1%	57,300	26.5%	6.0%	57,300	26.5%
Xian Expressway	30,835	0%	6.0%	30,835	0%	11,390	-10.4%	6.0%	11,390	-10.4%
Jinbao Expressway	16,550	30.7%	-2.8%	16,550	30.7%	10,760	46.8%	-10.0%	10,760	46.8%
Cangyu Expressway	3,970	19.2%	-16.2%	3,970	19.2%	4,930	93.8%	-32.4%	4,930	93.8%
Class 1 Highways	52,100	12.8%	0.6%	52,100	12.8%	13,170	19.7%	-1.6%	13,170	19.7%
<b>Non-controlled</b>										
Humen Bridge	62,005	18.4%	1.4%	62,005	18.4%	79,790	21.0%	1.6%	79,790	21.0%
Northern Ring Road	155,538	7.6%	3.2%	155,538	7.6%	48,610	21.2%	7.4%	48,610	21.2%
GWSR Expressway	21,648	97.8%	5.8%	21,648	97.8%	17,820	56.6%	7.1%	17,820	56.6%
Shantou Bay Bridge	12,260	-13.3%	3.2%	12,260	-13.3%	15,760	16.0%	2.2%	15,760	16.0%
Qinglian Expressway	17,771	N/A	1.5%	17,771	N/A	32,470	N/A	-2.9%	32,470	N/A

Project	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
	February 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change	February 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change
<b>Controlled</b>										
GNSR Expressway	100,645	18.6%	5.4%	97,912	15.2%	49,630	16.9%	-13.4%	106,930	21.9%
Xian Expressway	28,173	-18.2%	-8.6%	29,572	-9.2%	9,380	-26.5%	-17.6%	20,770	-18.4%
Jinbao Expressway	11,893	-11.4%	-28.1%	14,340	10.1%	6,990	-6.5%	-35.1%	17,740	19.9%
Cangyu Expressway	5,104	27.1%	28.6%	4,508	23.3%	2,950	-0.5%	-40.2%	7,880	43.1%
Class 1 Highways	42,376	-11.7%	-18.7%	47,485	0.9%	9,180	-14.4%	-30.3%	22,340	2.8%
<b>Non-controlled</b>										
Humen Bridge	61,628	14.5%	-0.6%	61,826	16.5%	68,190	11.4%	-14.5%	147,980	16.4%
Northern Ring Road	133,111	-15.0%	-14.4%	144,895	-3.5%	35,490	-13.2%	-27.0%	84,100	3.9%
GWSR Expressway	19,384	84.0%	-10.5%	20,573	91.3%	13,860	40.3%	-22.2%	31,680	49.1%
Shantou Bay Bridge	17,338	31.2%	41.4%	14,670	7.1%	13,270	2.1%	-15.8%	29,030	9.2%
Qinglian Expressway	23,624	N/A	32.9%	20,549	N/A	34,090	N/A	5.0%	66,570	N/A

Project	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
	March 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change	March 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change
<b>Controlled</b>										
GNSR Expressway	96,310	20.4%	-4.3%	97,361	16.9%	58,250	26.3%	17.4%	165,180	23.4%
Xian Expressway	31,492	-23.3%	11.8%	30,233	-14.8%	11,620	-30.9%	23.9%	32,390	-23.4%
Jinbao Expressway	20,901	15.0%	75.7%	17,294	16.9%	13,130	6.7%	87.9%	30,800	13.7%
Cangyu Expressway	3,086	4.9%	-39.5%	4,018	17.9%	3,430	14.1%	16.5%	11,310	32.8%
Class 1 Highways	52,882	9.4%	24.8%	49,343	3.9%	13,500	10.3%	47.1%	35,840	5.5%
<b>Non-controlled</b>										
Humen Bridge	66,983	21.4%	8.7%	63,602	18.3%	85,370	20.3%	25.2%	233,350	17.8%
Northern Ring Road	167,042	4.4%	25.5%	152,523	-0.7%	52,430	12.8%	47.7%	136,520	7.1%
GWSR Expressway	22,963	108.2%	18.5%	21,397	97.3%	17,820	51.9%	28.5%	49,500	50.1%
Shantou Bay Bridge	12,216	13.6%	-29.5%	13,825	9.0%	15,480	11.9%	16.6%	44,510	10.1%
Qinglian Expressway	17,451	N/A	-26.1%	19,482	N/A	35,020	N/A	2.7%	101,590	N/A

Project	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
	April 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change	April 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change
<b>Controlled</b>										
GNSR Expressway	102,095	18.0%	6.0%	98,544	17.2%	59,100	23.7%	1.5%	224,270	23.5%
Xian Expressway	33,493	-25.6%	6.4%	31,048	-18.0%	11,980	-32.8%	3.1%	44,370	-26.2%
Jinbao Expressway	25,401	29.5%	21.5%	19,321	20.8%	15,050	12.8%	14.6%	45,860	13.4%
Cangyu Expressway	2,647	-13.1%	-14.2%	3,675	10.8%	2,740	38.7%	-20.3%	14,050	33.9%
Class 1 Highways	53,610	8.9%	1.4%	50,410	5.2%	13,360	11.9%	-1.1%	49,200	7.2%
<b>Non-controlled</b>										
Humen Bridge	70,473	21.4%	5.2%	65,320	19.1%	87,150	21.6%	2.1%	320,510	18.8%
Northern Ring Road	162,336	-0.7%	-2.8%	154,977	-0.7%	49,060	7.9%	-6.4%	185,580	7.3%
GWSR Expressway	26,634	114.9%	16.0%	22,706	102.1%	19,200	52.8%	7.8%	68,700	50.8%
Shantou Bay Bridge	13,436	7.8%	10.0%	13,728	8.7%	15,690	10.5%	1.3%	60,200	10.2%
Qinglian Expressway	18,625	N/A	6.7%	19,267	N/A	32,420	N/A	-7.4%	134,010	N/A

## Brief Description:

1. Guangzhou Northern Second Ring Expressway (“GNSR Expressway”): With the successive implementation of governmental traffic plans, GNSR Expressway benefited from the increase in traffic volume of cargo trucks as large cargo trucks were prohibited from using urban roads during certain periods of time and the freight stations in northern Guangzhou gradually relocated to the surrounding areas of the entire second ring expressway.
2. Xian to Lintong Expressway (“Xian Expressway”) in Shaanxi Province: Due to the “Four Lanes to Eight Lanes” reconstruction works carried out at the Lintong to Tongguan section of Xitong Expressway, entry by cargo trucks into the Xian to Tongguan side and the entrance to the Tongguan to Xian side was prohibited, resulting in an indirect effect on and a consequent decrease in the traffic volume and toll revenue of Xian Expressway.

3. Cangyu Expressway in Guangxi: The economic and trade development in ASEAN Free Trade Area and the relocation of some industries in the Pearl River Delta to Guangxi propelled the rapid and steady economic development of Guangxi, bringing an increase in freight and passenger transport. However, entering into April 2010 when the overhaul of 321 National Highway and 324 National Highway completed, a small amount of vehicles switched to use these national highways.
4. Class 1 Highways: Guangshen Highway, Guangshan Highway, Guangcong Highway and Guanghua Highway in Guangzhou.
5. Guangzhou Western Second Ring Expressway (“GWSR Expressway”): With the successive implementation of governmental traffic plans, GWSR Expressway’s function as a cross border passage is increasingly prominent, which has a positive impact on its operational performance.
6. Qinglian Expressway: Qinglian Expressway (Fengtouling-Lianzhou section and Fengbu-Jingkou section) started to adopt standard expressway rates from July 2009 and Toll-by-Weight from November 2009. Also due to the connection of Liannan section in February 2010 and transportation during the Spring Festival, toll revenue of Qinglian Expressway continued to maintain its strong growth as compared with the same period last year.
7. The above toll revenue figures are rounded to the nearest RMB10,000.
8. For details of the percentage of interest held by the Company in each of the projects (including controlled and non-controlled), please refer to page 4 of the Company’s 2009 Annual Report.

### **Disclaimer**

The Company wishes to remind investors that the above operational statistics are based on the Group’s internal records which are unaudited. Differences may arise between such statistics and the data disclosed in subsequent audited financial statements. Such statistics are provisional and for reference purposes only. Investors are cautioned not to rely unduly on such statistics.

This announcement is issued on a voluntary basis.

By Order of the Board  
**GZI Transport Limited**  
**ZHANG Zhaoxing**  
*Chairman*

Hong Kong, 7 June 2010

*As at the date of this announcement, the Board comprises:*

Executive Directors:                   ZHANG Zhaoxing (Chairman), LI Xinmin, LIANG Ningguang,  
LIU Yongjie, QIAN Shangning and WANG Shuhui

Independent Non-executive       FUNG Ka Pun, LAU Hon Chuen Ambrose and CHEUNG Doi Shu  
Directors: