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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 IN MAY 2010

The board (“Board”) of directors of GZI Transport Limited (“Company”) hereby announces its unaudited operational statistics in May 2010 as follows:

Project	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
	May 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change	May 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change
Subsidiaries										
GNSR Expressway	94,962	18.9%	-7.0%	97,809	17.5%	57,053	25.6%	-3.5%	281,326	23.9%
Xian Expressway	32,138	-25.6%	-4.0%	31,272	-19.7%	11,872	-33.2%	-0.9%	56,242	-27.8%
Jinbao Expressway	24,893	23.2%	-2.0%	20,051	18.9%	15,888	13.3%	5.6%	61,743	13.4%
Cangyu Expressway	2,172	-17.8%	-17.9%	3,367	5.9%	2,362	40.8%	-13.7%	16,407	34.9%
Class 1 Highways	51,304	10.5%	-4.3%	50,594	6.3%	13,019	11.2%	-2.5%	62,220	8.0%
Associates and Jointly Controlled Entity										
Humen Bridge	66,596	23.1%	-5.5%	65,582	19.9%	85,281	25.0%	-2.1%	405,788	20.1%
Northern Ring Road	154,564	-2.1%	-4.8%	154,892	-1.0%	48,763	7.4%	-0.6%	234,342	7.4%
GWSR Expressway	25,719	140.8%	-3.4%	23,325	109.7%	18,503	65.3%	-3.7%	87,205	53.7%
Shantou Bay Bridge	11,585	4.0%	-13.8%	13,288	7.8%	14,836	9.9%	-5.4%	75,033	10.1%
Qinglian Expressway	15,889	N/A	-14.7%	18,574	N/A	28,684	N/A	-11.5%	162,695	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. In May, there was a decrease in both year-on-year and month-to-month average daily traffic volume; and month-to-month toll revenue recorded a decrease, while year-on-year toll revenue recorded an increase of 40.8% due to a toll fare charge on a weight basis of the Cangyu Expressway since July 2009.
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 year-on-year operational performance.
6. Qinglian Expressway: Qinglian Expressway (Fengtouling-Lianzhou section and Fengbu-Jingkou section) started to adopt standard expressway rates from July 2009 (so its year-on-year operational data has marked “N/A”) 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. In May, the traffic volume along the Expressway was more affected by the rainy season and recorded a decrease in the month-to-month toll revenue.
7. Both average daily traffic volume and toll revenue of most projects in May were decreased when comparing with April, which was in line with the situations of the past few years and was a normal cyclical change.
8. The above toll revenue figures are rounded to the nearest RMB1,000.
9. For details of the percentage of interest held by the Company in each of the projects, 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, 22 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: