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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 JUNE 2010**

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

| Project | Average daily toll traffic volume (number of vehicles) | | | | | Toll revenue (RMB'000) | | | | |
|---|---|------------|------------|--------------------|----------------------|---------------------------|------------|------------|--------------------|----------------------|
| | June 2010 | YoY Change | MoM Change | Aggregate for 2010 | Aggregate YoY Change | June 2010 | YoY Change | MoM Change | Aggregate for 2010 | Aggregate YoY Change |
| For subsidiaries | | | | | | | | | | |
| GNSR Expressway | 94,154 | 19.2% | -0.9% | 97,203 | 17.8% | 54,869 | 23.9% | -3.8% | 336,195 | 23.9% |
| Xian Expressway | 29,090 | -25.3% | -9.5% | 30,910 | -20.7% | 10,405 | -36.3% | -12.4% | 66,647 | -29.3% |
| Jinbao Expressway | 23,626 | 1.1% | -5.1% | 20,643 | 15.1% | 14,245 | -8.9% | -10.3% | 75,989 | 8.4% |
| Cangyu Expressway | 1,951 | -29.1% | -10.2% | 3,132 | 0.7% | 2,034 | 18.3% | -13.9% | 18,441 | 32.8% |
| Class 1 Highways | 48,485 | 3.5% | -5.5% | 50,244 | 5.8% | 11,864 | 3.7% | -8.9% | 74,085 | 7.3% |
| For associates and jointly controlled entity | | | | | | | | | | |
| Humen Bridge | 64,401 | 19.4% | -3.3% | 65,386 | 19.8% | 81,036 | 20.4% | -5.0% | 486,824 | 20.1% |
| Northern Ring Road | 156,808 | -2.6% | 1.5% | 155,210 | -1.3% | 48,407 | 6.9% | -0.7% | 282,749 | 7.3% |
| GWSR Expressway | 25,814 | 148.3% | 0.4% | 23,737 | 115.8% | 17,403 | 64.6% | -5.9% | 104,609 | 55.4% |
| Shantou Bay Bridge | 11,335 | 7.2% | -2.2% | 12,964 | 7.7% | 14,162 | 10.2% | -4.5% | 89,195 | 10.1% |
| Qinglian Expressway | 15,351 | N/A | -3.4% | 18,040 | N/A | 27,420 | N/A | -4.4% | 190,115 | 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, since April 2010 when the overhaul of 321 National Highway and 324 National Highway completed, a small amount of vehicles has switched back to use these national highways. In June, Both YoY change and MoM change for Average daily traffic volume and MoM change for toll revenue decreased but YoY change for toll revenue increased. It was mainly because Cangyu Expressway has implemented the Toll-by-weight Standards since July 2009 apart from the factors mentioned above.
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 YoY performance. YoY change for traffic volume increased significantly after opening of the Heshun Station at the end of 2009.
6. Qinglian Expressway: Qinglian Expressway (Fengtouling-Lianzhou section and Fengbu-Jingkou section) started to adopt standard expressway rates from July 2009 (so that YoY operating data indicates an “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 June, MoM toll revenue decreased as traffic flow along the route was still significantly affected by the rainy season.
7. In June alone, MoM change (as compared with May) for average daily toll traffic volume and toll revenue of most of the projects declined slightly, which was generally the same as the previous years and represented a normal cyclical changes.

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 (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, 19 July 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 Directors: | FUNG Ka Pun, LAU Hon Chuen Ambrose and CHEUNG Doi Shu |