

Hong Kong Exchanges and Clearing Limited and The Stock Exchange of Hong Kong Limited take no responsibility for the contents of this announcement, make no representation as to its accuracy or completeness and expressly disclaim any liability whatsoever for any loss howsoever arising from or in reliance upon the whole or any part of the contents of this announcement.



UNAUDITED OPERATIONAL STATISTICS IN JULY 2010

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

Project	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
	July 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change	July 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change
Subsidiaries										
GNSR Expressway	103,587	20.3%	10.0%	98,136	18.2%	63,348	19.0%	15.5%	399,543	23.1%
Xian Expressway	40,327	-4.3%	38.6%	32,287	-18.1%	16,498	-4.8%	58.6%	83,145	-25.5%
Jinbao Expressway	25,985	11.2%	10.0%	21,424	14.4%	16,431	9.2%	15.3%	92,419	8.6%
Cangyu Expressway	6,457	189.9%	231.0%	3,618	21.4%	5,731	149.3%	181.8%	24,172	49.4%
Class 1 Highways	50,129	5.0%	3.4%	50,227	5.7%	12,596	4.3%	6.2%	86,681	6.8%
Associates and Jointly Controlled Entity										
Humen Bridge	68,004	16.9%	5.6%	65,769	19.4%	87,910	17.6%	8.5%	574,734	19.7%
Northern Ring Road	167,239	30.9%	6.7%	156,969	2.7%	52,839	72.2%	9.2%	335,588	14.1%
GWSR Expressway	29,577	119.6%	14.6%	24,591	116.5%	20,834	44.6%	19.7%	125,443	53.5%
Shantou Bay Bridge	13,227	10.2%	16.7%	13,003	8.1%	15,958	10.2%	12.7%	105,153	10.1%
Qinglian Expressway	17,524	14.1%	14.2%	17,964	N/A	32,117	52.4%	17.1%	222,232	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 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 (linked to Xian Expressway), Xian Expressway recorded a decrease in the traffic volume and toll revenue in the first half of 2010. Half-lane (four lanes) of Xitong Expressway was open to two-way traffic from 28 June, resulting in an increase 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. Cangyu Expressway is the Guangxi section of GuangWu Expressway. As the whole section of GuangWu Expressway was open to traffic on 30 June, the traffic volume and toll revenue of Cangyu Expressway grew by two-fold from that of the same period last year.
4. Class 1 Highways: Guangshen Highway, Guangshan Highway, Guangcong Highway and Guanghua Highway in Guangzhou.
5. Northern Ring Road: As Northern Ring Road was closed down for an overhaul in July 2009, its traffic volume and toll revenue for the year was low, but increased significantly in July 2010.
6. 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.
7. Qinglian Expressway: Qinglian Expressway (Fengtouling-Lianzhou section and Fengbu-Jingkou section) started to adopt standard expressway rates from July 2009 (so that aggregate YoY change of the 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.

8. “Odd-even license plate” drill in preparation for the Asian Games: Guangzhou conducted “odd-even license plate” drills in preparation for the Asian Games from 17 to 20 July. Overall, the toll revenue of Northern Ring Road and Class 1 Highways was negatively affected and decreased during the drills, while the toll revenue of GNSR Expressway and GWSR Expressway increased. Taking into account the Company’s proportionate interests in the aforesaid projects and their percentages of profit contribution to the Company (the aggregate percentages of GNSR Expressway and GWSR Expressway is markedly higher than the aggregate percentages of Northern Ring Road and Class 1 Highways) and the related new traffic volume to be brought in during the session of the Asian Games, the Company believes that the Asian Games is generally beneficial for the Company’s results.
9. The above toll revenue figures are rounded to the nearest RMB1,000.
10. For details of the percentage of interest held by the Company in each of the projects (including controlled and non-controlled), please refer to the interim results announcement published by the Company on 10 August 2010.

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, 20 August 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: