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UNAUDITED OPERATIONAL STATISTICS IN SEPTEMBER 2010

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

Project	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
	September 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change	September 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change
Subsidiaries										
GNSR Expressway	110,462	13.3%	3.7%	100,446	17.2%	65,893	7.3%	1.3%	530,504	19.0%
Xian Expressway	44,461	3.0%	7.8%	34,644	-13.7%	17,788	4.7%	4.2%	118,002	-19.1%
Jinbao Expressway	24,464	-1.6%	-4.9%	22,247	10.5%	16,013	1.5%	-9.2%	126,064	7.8%
Cangyu Expressway	7,755	82.7%	-1.5%	4,556	47.7%	6,783	15.6%	3.4%	37,516	50.1%
Class 1 Highways	49,920	-6.2%	-1.0%	50,215	3.5%	11,946	-9.3%	-4.6%	111,148	3.7%
Associates and Jointly Controlled Entity										
Humen Bridge	69,492	11.5%	-0.4%	66,635	17.8%	87,390	11.3%	-2.4%	751,674	18.1%
Northern Ring Road	175,164	102.8%	3.3%	160,394	16.6%	52,294	412.8%	-4.6%	442,694	40.8%
GWSR Expressway	33,702	88.8%	6.8%	26,384	108.0%	22,975	24.0%	2.5%	170,832	44.4%
Shantou Bay Bridge	13,134	9.3%	-5.8%	13,125	8.6%	16,118	8.8%	-3.9%	138,038	10.1%
Qinglian Expressway	18,358	19.7%	-1.2%	18,078	N/A	29,839	40.1%	-8.9%	284,817	N/A

Brief Description:

1. Guangzhou Northern Second Ring Expressway (“GNSR Expressway”): With the successive implementation of governmental traffic rules and due to the fact that 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, daily toll revenue hit a record high at RMB 3.11 million on 30 September 2010.
2. Xian Expressway in Shaanxi Province: Due to the “Four Lanes to Eight Lanes” reconstruction work 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 the year. Half-lane (four lanes) of Xitong Expressway was open to two-way traffic from 28 June 2010, resulting in an increase in the traffic volume and toll revenue of Xian Expressway. Currently, the traffic volume and toll revenue of Xian Expressway have resumed to a level close to the normal level in prior years.
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. GuangWu Expressway became familiar to drivers gradually since the whole section of it opened to traffic on 30 June 2010. It recorded a two-fold growth year-on-year in traffic volume and toll revenue.
4. Class 1 Highways: Guangshen Highway, Guangshan Highway, Guangcong Highway and Guanghua Highway in Guangzhou. The year-on-year decrease in both traffic volume and toll revenue of Class 1 highways was mainly due to the ongoing traffic diversion on the Yanta Bridge and the decrease in traffic volume of the Changan Station as a result of the construction carried out in surrounding sections.
5. Northern Ring Road: Northern Ring Road was closed down for an overhaul from July 2009. It recorded a significant year-on-year growth in traffic volume and toll revenue in September 2010 and the aggregate thereof as the traffic volume and toll revenue were low in September 2009 due to a full-month overhaul.

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, toll revenue of Qinglian Expressway continued to maintain its strong growth as compared with the same period last year.
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 3 of the Company’s 2010 Interim 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, 25 October 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: