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UNAUDITED OPERATIONAL STATISTICS IN OCTOBER 2010

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

Project	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
	October 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change	October 2010	YoY Change	MoM Change	Aggregate for 2010	Aggregate YoY Change
Subsidiaries										
GNSR Expressway	107,047	8.5%	-3.1%	101,120	16.2%	65,299	5.2%	-0.9%	595,803	17.4%
Xian Expressway	47,448	13.7%	6.7%	35,950	-10.8%	19,542	15.8%	9.9%	137,544	-15.5%
Jinbao Expressway	24,330	5.0%	-0.5%	22,459	9.9%	15,228	1.9%	-4.9%	141,293	7.1%
Cangyu Expressway	9,454	117.4%	21.9%	5,056	57.4%	8,078	36.4%	19.1%	45,595	47.4%
Class 1 Highways	43,000	-18.1%	-13.9%	49,480	1.2%	10,323	-22.4%	-13.6%	121,471	0.8%
Associates and Jointly Controlled Entity										
Humen Bridge	69,160	11.6%	-0.5%	66,892	17.1%	86,622	12.4%	-0.9%	838,296	17.4%
Northern Ring Road	170,638	108.1%	-2.6%	161,439	22.4%	52,162	412.7%	-0.3%	494,856	52.5%
GWSR Expressway	33,283	56.1%	-1.2%	27,088	99.7%	23,534	17.0%	2.4%	194,366	40.4%
Shantou Bay Bridge	13,785	5.9%	5.0%	13,192	8.3%	16,692	8.8%	3.6%	154,730	9.9%
Qinglian Expressway	19,411	11.8%	5.7%	18,214	N/A	31,808	33.2%	6.6%	316,625	N/A

Brief Description:

1. Guangzhou Northern Second Ring Expressway (“GNSR Expressway”): With the successive implementation of government traffic rules, heavy trucks and cargos are prohibited from using urban roads in certain periods of time, and freight stations in northern Guangzhou have been gradually shifted to the surrounding areas of the second ring road. Hence traffic volume and toll revenue of GNSR expressway have been boosted up. Traffic volume and toll revenue in October, despite slight month-on-month decrease, were still rising year-on-year mainly because traffic peaks during the National Day holidays generally occur in the end of September, which is largely the same as before and represents a normal cyclical changes.
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.
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. In addition, according to the announcement of the Company dated 28 October, all six toll stations of the four class 1 highways ceased collecting tolls from 31 October and the Guangzhou municipal government will pay approximately RMB1.3 billion as cash compensation (as detailed in such announcement).
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 October 2010 and the aggregate thereof as the traffic volume and toll revenue were low in October 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, 19 November 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: