

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 FOR JANUARY 2011

The board of directors (“Board”) of GZI Transport Limited (“Company”) hereby announces its unaudited operational statistics for January 2011 as follows:

Project	Average daily toll traffic volume (number of vehicles)					Toll revenue (RMB'000)				
	January 2011	YoY Change	MoM Change	Aggregate for 2011	Aggregate YoY Change	January 2011	YoY Change	MoM Change	Aggregate for 2011	Aggregate YoY Change
Subsidiaries										
GNSR Expressway	114,558	20.0%	14.0%	114,558	20.0%	66,416	15.9%	2.1%	66,416	15.9%
Xian Expressway	40,233	30.5%	-6.6%	40,233	30.5%	16,692	46.6%	-6.5%	16,692	46.6%
Jinbao Expressway	19,645	18.7%	-0.3%	19,645	18.7%	10,597	-1.5%	-14.2%	10,597	-1.5%
Cangyu Expressway	14,064	254.3%	72.4%	14,064	254.3%	10,872	120.6%	31.3%	10,872	120.6%
Hanxiao Expressway	10,088	28.3%	22.0%	10,088	28.3%	6,793	52.2%	10.8%	6,793	52.2%
Associates and Jointly Controlled Entity										
Humen Bridge	69,924	12.8%	5.1%	69,924	12.8%	87,897	10.2%	3.3%	87,897	10.2%
Northern Ring Road	174,242	12.0%	8.5%	174,242	12.0%	51,346	5.6%	6.1%	51,346	5.6%
GWSR Expressway	34,066	57.4%	-4.4%	34,066	57.4%	24,107	35.3%	-1.9%	24,107	35.3%
Shantou Bay Bridge	15,608	27.3%	22.5%	15,608	27.3%	17,571	11.5%	6.1%	17,571	11.5%
Qinglian Expressway	23,946	34.7%	25.2%	23,946	34.7%	40,747	25.5%	29.5%	40,747	25.5%

Brief Description:

1. Guangzhou Northern Second Ring Expressway (“GNSR Expressway”): With the successive implementation of government traffic rules, freight stations in northern Guangzhou have been gradually shifted to the surrounding areas of the second ring road, traffic of trucks increased; and together with the increased traffic before the Spring Festival holidays, both traffic volume and toll revenue continued to increase significantly.

2. Xian Expressway: Due to the expansion of Xitong Expressway during the same period last year, the base of traffic volume and toll revenue were relatively low. In January 2011, construction work at an adjacent toll station brought in traffic for this expressway, resulting in a significant increase in traffic volume and toll revenue on a year-on-year basis while traffic volume and toll revenue decreased slightly on a month-to-month basis, which was mainly due to the freezing of the road surface for a few days during January 2011.
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 is gradually becoming familiar to drivers since the whole section of it opened to traffic on 30 June 2010. It recorded a significant year-on-year increase in traffic volume. Traffic volume for small passenger vans increased significantly before the Spring Festival holidays while truck traffic decreased slightly, making the increase in traffic volume bigger than the increase of toll revenue.
4. Hanxiao Expressway: Toll fee has been increased since 1 November 2010, making the increase in toll revenue larger than the increase in traffic volume.
5. Northern Ring Road of Guangzhou: The increase in traffic volume before the Spring Festival holidays resulted in a significant increase in both year-on-year and month-on-month traffic volume and toll revenue.
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 year-on-year performance. Year-on-year change for traffic volume increased significantly after the opening of the Heshun Station at the end of 2009. Truck traffic was relatively lower before the Spring Festival holidays and there was a month-on-month decrease in toll revenue.
7. Shantou Bay Bridge: Benefiting from regional economic development and the increase in the traffic volume of small passenger vans before the Spring Festival holidays, both traffic volume and toll revenue recorded a significant year-on-year growth.
8. Qinglian Expressway: Traffic volume in the region increased before the Spring Festival holidays and the Liannan section of the expressway (approximately 27km) completed its high-speed reconstruction and opened on 25 January 2011, which resulted in a continual significant increase in both year-on-year and month-on-month toll revenue for the Qinglian Expressway.
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 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, 24 February 2011

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: