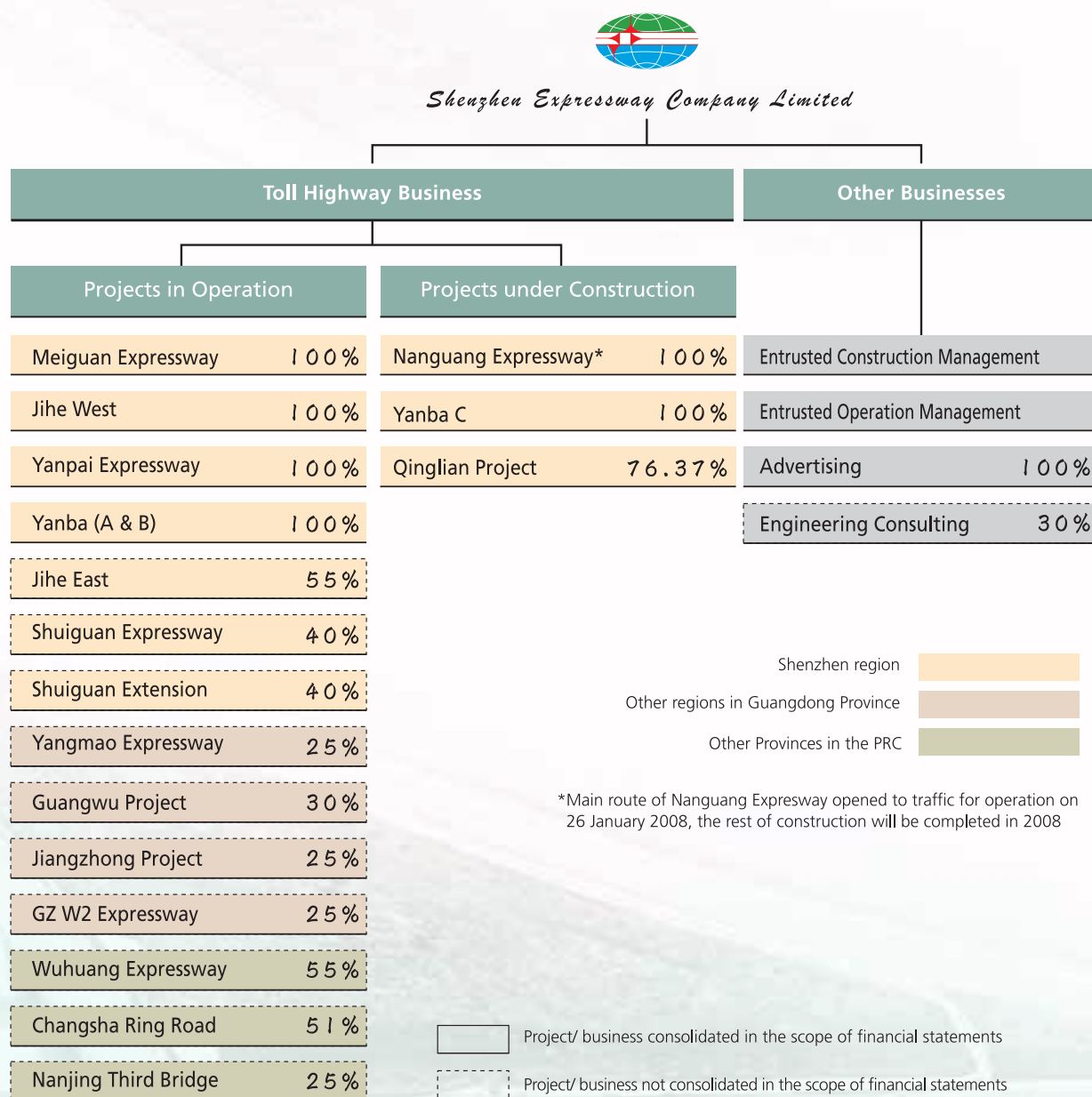


Business Structure and Highway Projects

The Company is principally engaged in the investment, construction, operation and management of toll highways and roads. The Company adheres to the development strategy of focusing on toll highway operations as its core business and the investment strategy of expanding towards the Pearl River Delta region as well as other economically developed regions in the PRC through establishing a foothold in Shenzhen. It aims at bringing ever-improving returns to its shareholders and providing premier and efficient services to the public and government at reasonable costs.

The toll highway projects, which were operated and invested in by the Group, located in Shenzhen City, other regions of Guangdong Province and other provinces in the PRC. Apart from operation of and investment in toll highway projects, the Group is also responsible for the project administration of certain municipal roads entrusted by the government. As at the date of this report, the principal business structure of the Company is as follows:



The toll highways operated and invested in by the Company in Shenzhen region and other regions of Guangdong Province are major components of the national or provincial trunk highway networks. These toll highways not only connect the main ports, the airport, customs checkpoints and industrial zones that form a complete highway network in Shenzhen, but also constitute part of the major road passages between Shenzhen and Hong Kong leading towards the Pearl River Delta region. They have become important infrastructures especially after the implementation of CEPA and the establishment of the Pan Pearl River Delta Economic Zone.

Business Structure and Highway Projects

Summary of Toll Highway Projects (As at March 2008)

Project Operated and Invested

Toll highway	Interests held by the Company	Location	Length (km)	No. of lane(s)	Status	Operation period
☞ Meiguan Expressway	100%	Shenzhen	19.30	6/4	Operation	1995.05-2027.03
☞ Jihe East	55%	Shenzhen	23.90	6	Operation	1997.10-2027.03
☞ Jihe West	100%	Shenzhen	21.66	6	Operation	1999.05-2027.03
☞ Yanba A&B	100%	Shenzhen	18.37	6	Operation	2001.04-2031.12
☞ Yanba C	100%	Shenzhen	9.80	6	Under-Construction	—
Shuiguan Expressway	40%	Shenzhen	20.14	6	Operation	2002.02-2025.12
Shuiguan Extension	40%	Shenzhen	5.25	6	Operation	2005.10-2025.12
☞ Yanpai Expressway	100%	Shenzhen	15.22	6	Operation	2006.05-2027.03
☞ Nanguang Expressway	100%	Shenzhen	33.10	6	Operation	Applying for approval
Yangmao Expressway	25%	Guangdong	79.76	4	Operation	2004.11-2027.07
Guangwu Project	30%	Guangdong	39.81	4	Operation	2004.12-2027.11
Jiangzhong Project	25%	Guangdong	37.56	4	Operation	2005.11-2027.08
GZ W2 Expressway	25%	Guangdong	42.09	6	Operation	Applying for approval
☞ Qinglian Class 1 Highway	76.37%	Guangdong	215.85	4	Under-Reconstruction	Qinglian Expressway: 25 years
Wuhuang Expressway	55%	Hubei	70.30	4	Operation	1997.09-2022.09
Changsha Ring Road	51%	Hunan	34.52	4	Operation	1999.11-2029.12
Nanjing Third Bridge	25%	Jiangsu	15.60	6	Operation	2005.10-2030.10

☞: These projects were developed and constructed by the Company (including the former 深圳市高速公路開發公司 (Shenzhen Freeway Development Company Limited)).

Note: With the same number of lanes, the differences in design standards such as design speed and surface quality may cause differences in design capacity. Generally, the design capacity of a four-lane expressway is approximately 100,000 passenger car units per day while the capacity of a six-lane expressway is approximately 120,000 passenger car units per day.

Entrusted Operation Project

Project	Interests held by the Company	Location	Length (km)	No. of lane(s)	Status	Entrusted management period
Baotong Company – Holding 89.93% interests in Longda Expressway	—	Shenzhen/ Dongguan	28.2	6	Operation	2008.01-2009.12



Project in Preliminary Research Stage

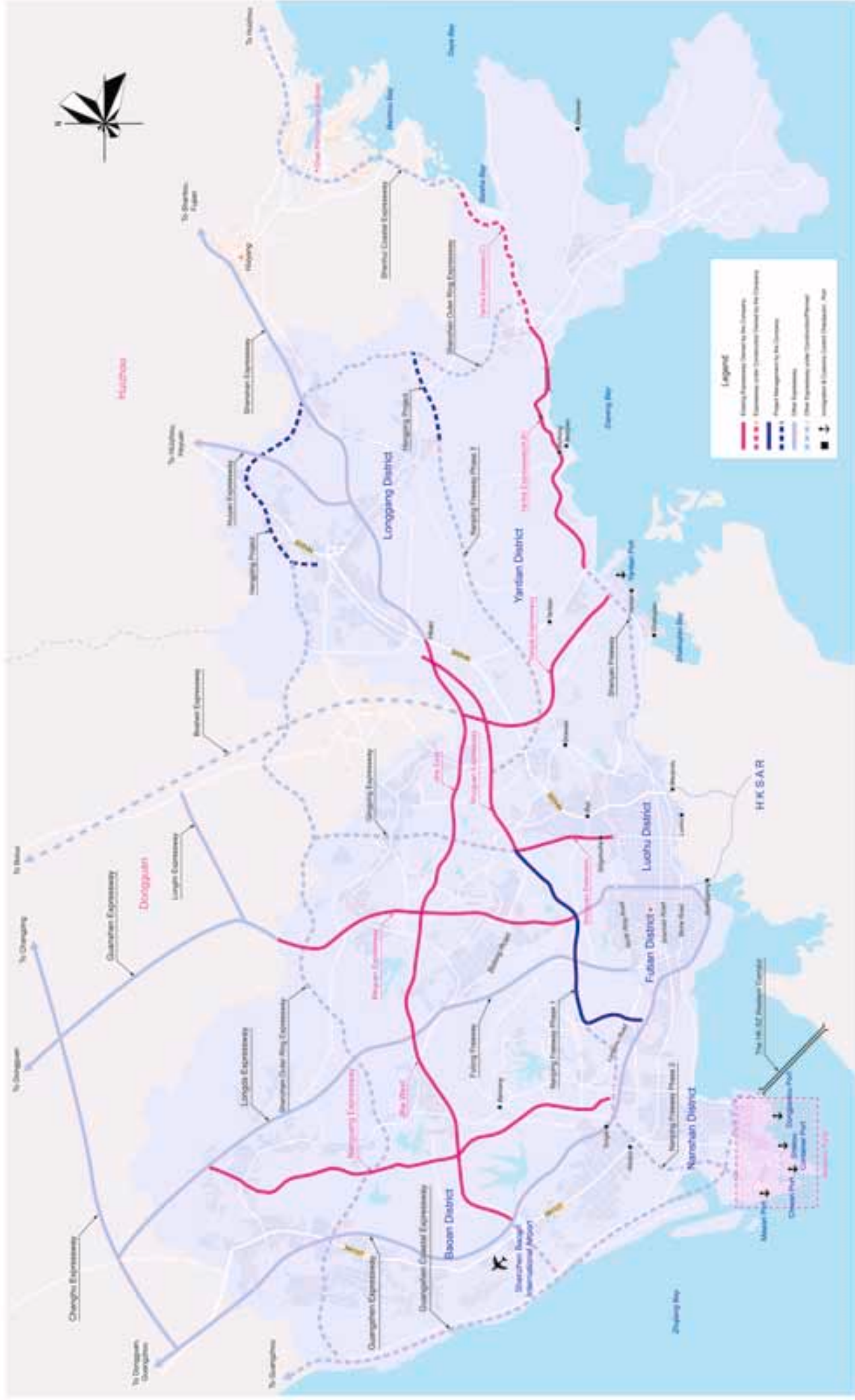
Toll highway	Location	Length	Basic information
Outer Ring Expressway	Shenzhen	About 90 km	The Company was granted the development right and has yet to determine the mode of investment and development plan.
Coastal Expressway (Shenzhen Section)	Shenzhen	About 31 km	The Company is proceeding with the preliminary research work
Coastal Expressway Airport Feeder	Shenzhen	About 7 km	The Company is proceeding with the preliminary research work

Entrusted Construction Project

Project	Location	Estimated investment amount	Note
Nanping (Phase I)	Shenzhen	2.3 billion	Was completed and opened to traffic in June 2006.
Wutong Mountain Project	Shenzhen	0.22 billion	Was completed and opened to traffic in May 2007.
Hengping Project	Shenzhen	0.15 billion	Construction suspended in April 2006.
Nanping (Phase II)	Shenzhen	4 billion	Entered into the agreement in November 2007. The scheduled construction period is 36 months.
Shenyun Project	Shenzhen	0.12 billion	Entered into the agreement in November 2007. The scheduled construction period is 30 months.

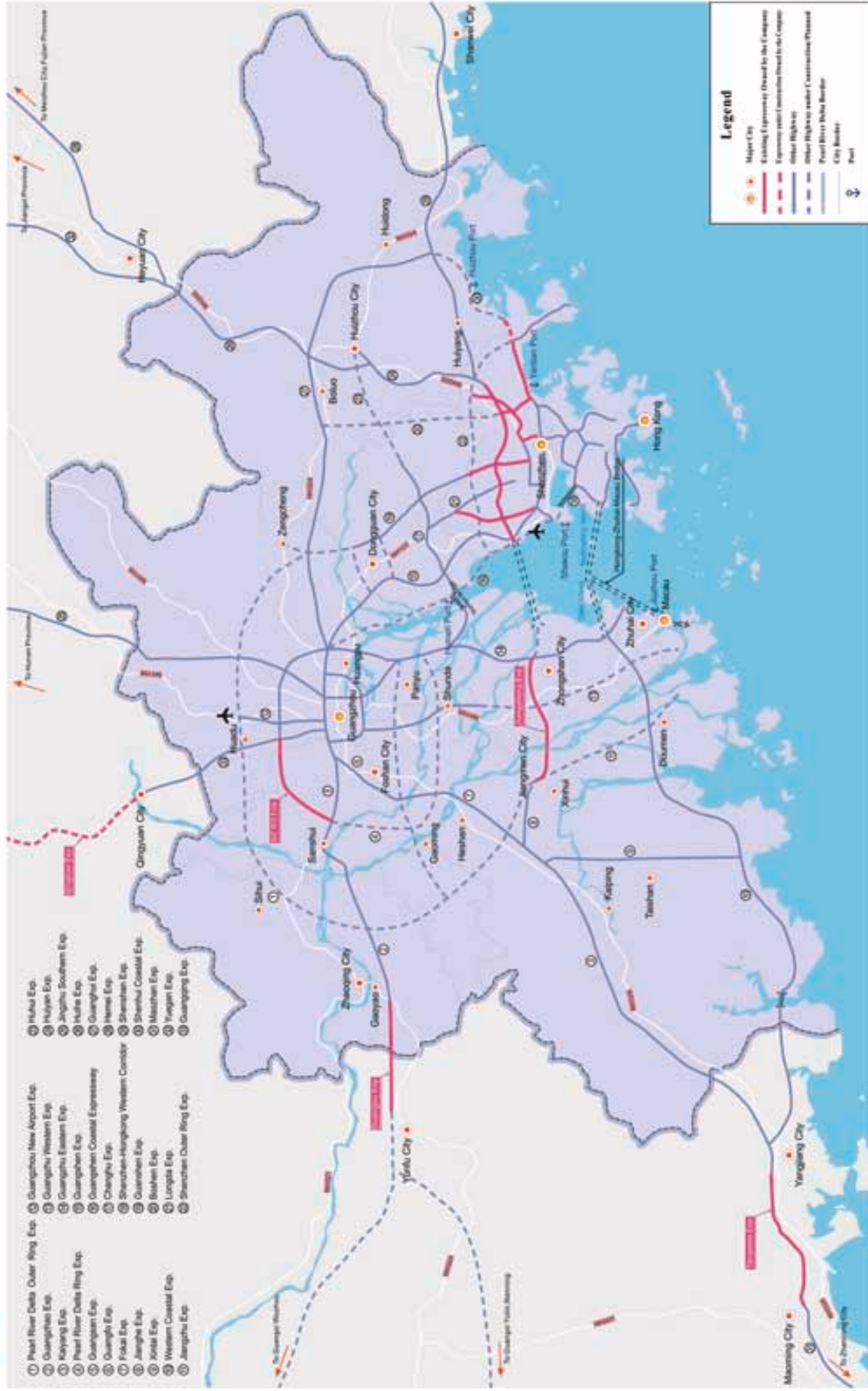


Road Network of Shenzhen Expressway





Road Network of Pearl River Delta





Road Network of Wuhuang Expressway

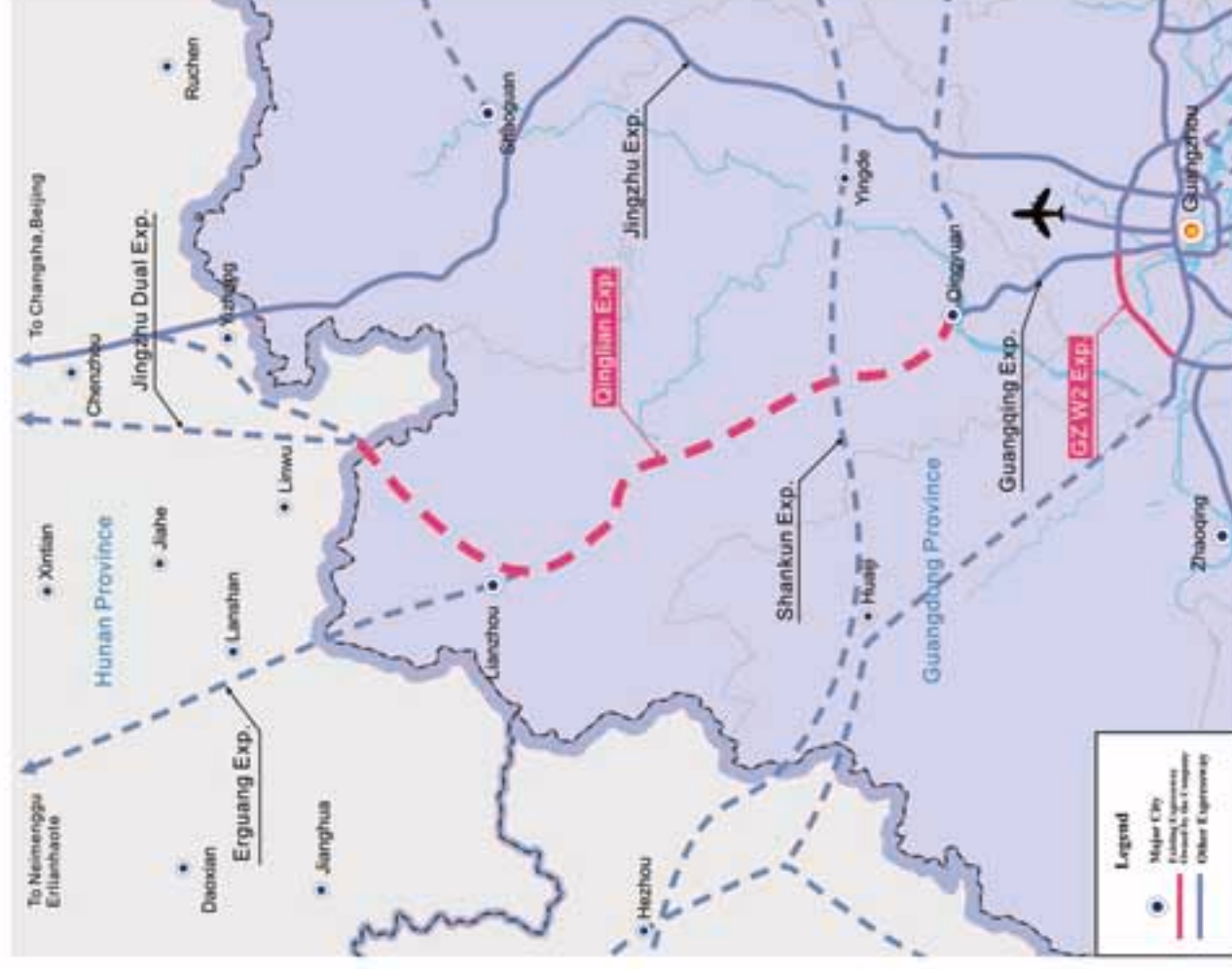


Road Network of Nanjing Yangtze Third Bridge

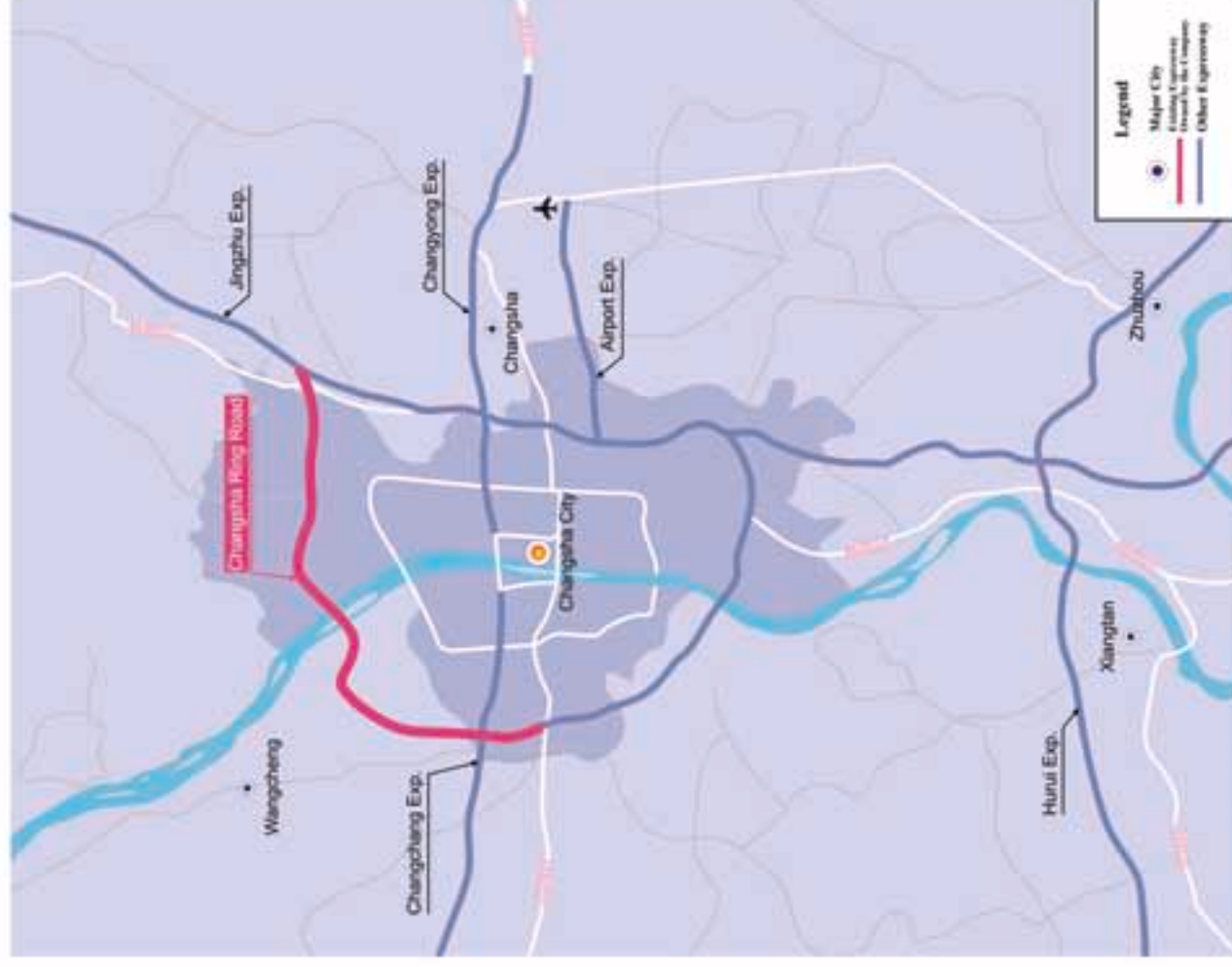




Road Network of Qinglian Project



Road Network of Changsha Ring Road



Business Structure and Highway Projects

Operation Status Summary for Ten Years

Unit: number of vehicles

Average daily traffic volume	97	98	99	00	01	02	03	04	05	06	07
Shenzhen Region:											
Meiguan Expressway	12,938	18,736	22,760	23,659	33,634	37,566	46,397	64,199	76,343	89,909	98,285
Jihe East	6,152	13,598	16,799	21,602	25,103	26,547	33,308	44,446	56,468	70,278	88,675
Jihe West			10,028	12,787	16,134	21,809	28,284	35,257	46,462	53,765	65,741
Yanba A&B					5,762	5,343	7,423	9,427	11,572	14,179	12,492
Shuiguan Expressway						22,762	30,397	39,842	54,747	75,281	103,236
Shuiguan Extension									31,739	25,477	28,086
Yanpai Expressway										15,915	26,313
Other Regions in Guangdong Province:											
Yangmao Expressway								8,179	10,362	13,099	16,205
Guangwu Project								1,926	6,120	7,695	9,185
Jiangzhong Project									15,472	26,114	39,492
GZ W2 Expressway										2,186	6,165
Other Provinces in the PRC:											
Wuhuang Expressway									22,895	23,530	27,846
Changsha Ring Road				1,302	1,373	2,576	3,454	4,636	5,393	5,439	5,791
Nanjing Third Bridge									8,276	12,184	16,788

Unit: RMB'000

Average daily toll revenue	97	98	99	00	01	02	03	04	05	06	07
Shenzhen Region:											
Meiguan Expressway	203.8	275.3	304.7	332.2	476.7	501.7	560.5	707.7	795.3	878.3	903.0
Jihe East	116.1	217.0	269.3	364.2	420.4	430.1	499.5	631.1	786.6	904.5	1,150.6
Jihe West			106.8	231.1	287.0	385.0	484.5	593.9	739.9	775.8	945.1
Yanba A&B					36.1	35.5	61.2	89.2	115.1	153.0	172.7
Shuiguan Expressway						234.7	300.1	382.3	504.1	682.8	964.8
Shuiguan Extension									229.5	162.7	181.9
Yanpai Expressway										252.0	370.1
Other Regions in Guangdong Province:											
Yangmao Expressway								394.3	546.9	719.0	913.1
Guangwu Project								75.3	164.8	224.1	266.0
Jiangzhong Project									200.8	386.3	581.8
GZ W2 Expressway										68.6	180.7
Other Provinces in the PRC:											
Wuhuang Expressway									728.0	887.5	1,052.0
Changsha Ring Road				18.0	18.4	36.2	46.8	55.2	58.3	54.1	61.6
Nanjing Third Bridge									324.9	472.5	629.3

Information of Highways (including the definitions of the projects)

Shenzhen Region

Meiguan Expressway, the expressway from Meilin to Guanlan in Shenzhen City, running from south to north, a main trunk in the central part of Shenzhen City. Meiguan Expressway commenced operation in May 1995. It connects in the south with Huanggang Immigration and Customs Control, one of the largest land border checkpoint in Asia and Guanshen Expressway (Dongguan - Shenzhen) in the north. Meiguan Expressway, which intercepts Jihe Expressway located in the middle of Shenzhen City, is one of the main route for ground transportation between Hong Kong and the mainland.

Jihe Expressway, the expressway from Shenzhen airport to He'ao in Shenzhen City, running from east to west, comprising Jihe East and Jihe West. Jihe East commenced operation in October 1997 and Jihe West commenced operation in May 1999. It connects with Shenshan Expressway (Shenzhen - Shantou), Huiyan Expressway (Huizhou - Yantian), G205 (Shenzhen Section) in the east and connects with Yantian Port through its subsidiary route Yanpai Expressway, and links with Guangshen Expressway (Guangzhou - Shenzhen), G107 (Shenzhen Section) and Shenzhen Bao'an International Airport in the west. Jihe Expressway is an expressway connecting the east and west of Shenzhen, and is part of the coastal national trunk highway of Tongsan Highway (Tongjiang, Heilongjiang - Sanya, Hainan) and is also a main trunk in the Pearl River Delta region.

Yanba Expressway, the expressway from Yantian to Bagang in Shenzhen City, comprising Yanba A, Yanba B and Yanba C. Yanba A and Yanba B commenced operation in March 2001 and June 2003 respectively. Construction of Yanba C officially commenced in October 2006 and is scheduled for completion by 2008. Yanba Expressway, located in the east of Shenzhen City, connects Shenzhen Yantian Port and Shenzhen downtown in the west and links with Pingxi Class 1 Highway (Shenzhen - Dapeng) and Huizhou Renbai Expressway (Renshan, Huizhou - Baisha, Shenzhen), also referred to as Huishen Coastal Expressway) under construction in the east, and links Shenshan Expressway (Shenzhen - Shantou) through Renbai Expressway. Yanba Expressway is the trunk highway radiating outward from the eastern region of Shenzhen. It is significant for improving the development of tourism and economy in the east of Shenzhen.

Shuiguan Expressway, the expressway from Shuijingcun to Guanjiintou in Shenzhen City, also referred to as the No.2 Longgang Passage. Shuiguan Expressway commenced operation in February 2002. It is the expressway that connects with the Shenzhen downtown and the Longgang Industrial Zone, which is an important industrial zone in Shenzhen, and is also the trunk highway from Longgang to its peripheral areas. The Company acquired its interests in January 2003.

Shuiguan Extension, an extension to Shuiguan Expressway, Phase I of Qingping Expressway (the expressway from Yulongkeng to Pinghu in Shenzhen City, also referred to as Yuping Avenue). Shuiguan Extension commenced operation in July 2005. It connects with Bulong Interchange of Shuiguan Expressway and Qingshuihe Checkpoint in Shenzhen, and links with the Qingshuihe and Sungang warehouse areas, the two large-scale warehouse areas in Shenzhen.

Yanpai Expressway, the expressway from Yantian to Paibang in Shenzhen City, also referred to as Yantian Subsidiary Route to Jihe Expressway. Yanpai Expressway starts from Yantian Port, heading northwest through Wutong Mountain by tunnel, after intersecting with G205 (Shenzhen Section) and Shuiguan Expressway, and oven connecting with Jihe East and Boshen Expressway (Boluo - Shenzhen) in Donguan which is under construction through Paibang Interchange. Yanpai Expressway commenced operation in May 2006. It provides a convenient and express passage for prompt traffic diversion at Yantian Port, and also plays a significant role in relieving the traffic pressure upon Shenzhen downtown as well as facilitating tourism and economic activities in eastern Shenzhen.

Business Structure and Highway Projects

Nanguang Expressway, the expressway from Xili to Gongming in Shenzhen City, also referred to as Liming Avenue, running from south to north, a main trunk in western Shenzhen. The main-route of Nanguang Expressway commenced operation in January 2008. It starts from south in Nanshan District of Shenzhen, heading south to connect with Shenzhen-Hong Kong Western Corridor and Dachanwan Port, which are under construction, and the port area in Shekou via Nanping Freeway, and heading north to link with Guangshen Expressway (Guangzhou - Shenzhen), G107 and Guanshen Expressway (Dongguan - Shenzhen) via Longda Expressway and Changhu Expressway (Changping - Humen), passing through Nanshan District, Shenzhen and several important economic areas in Bao'an District, Shenzhen. It connects western Shenzhen port area, logistic parks and important exports processing centres in Guangdong Province. It is a fast and convenient way crossing from Hong Kong through Shenzhen to other regions in Pearl River Delta Region.

Outer Ring Expressway, the Shenzhen Outer Ring Expressway. It located in northern Shenzhen. Its main-route runs from east to west and it is a major east-west trunk corridor in Shenzhen's planned trunk road network, spans across Shenzhen's Bao'an and Longgang Districts and Dongguan City. The Company is proceeding with the preliminary works and applying for approval of Outer Ring Expressway.

Coastal Expressway (Shenzhen Section), the Shenzhen Section of Guangshen Coastal Expressway. The main-route of Guangshen Coastal Expressway under planning runs from south to north, it starts from Nanshan District, Shenzhen in the south, connects with Shenzhen Western Corridor and ends at Huangpu, Guangzhou in the north. The Shenzhen Section starts from Nanshan District, Shenzhen and ends at the boundary between Dongguan and Shenzhen. **Coastal Expressway Airport Feeder**, the Shenzhen Airport Subsidiary of Guangshen Coastal Expressway. It is planned to run from east to west, connecting with Coastal Expressway (Shenzhen Section) and Jihe Expressway. It will become an important part of Shenzhen Airport's outbound traffic and a traffic diversion channel for Dachanwan Port. Nowadays, the Company is proceeding the preliminary works and applying for approval of Coastal Expressway (Shenzhen Section) and Coastal Expressway Airport Feeder.

Longda Expressway, the expressway from Longhua in Shenzhen City to Dalingshan in Dongguan City. It starts from south in Longhua, Shenzhen and links up with Bulong Class I Highway and the Fulong Freeway, intersects with Jihe Expressway and Nanguang Expressway in the north, and connects with Changhu Expressway (Changping - Humen) in Dalingshan, Dongguan. The Shenzhen Section and Dongguan Section of Longda Expressway commenced operations in September 2005 and January 2007 respectively. Shenzhen International completed the acquisition of Baotong Company in December 2007, and held 89.93% interests in Longda Company indirectly, and entrust the Company to manage 100% equity interest in Baotong Company in January 2008.

Other Regions in Guangdong Province

Yangmao Expressway, the expressway from Yangjiang City to Maoming City. Yangmao Expressway commenced operation in November 2004. It links with Kaiyang Expressway (Kaiping - Yangjiang) and Maozhan Expressway (Maoming - Zhanjiang), and is an important part of the coastal national trunk highway of Tongsan Highway (Tongjiang, Heilongjiang - Sanya, Hainan) in Guangdong Province.

Guangwu Project, the Ma'an to Hekou Section of the expressway from Guangzhou, Guangdong to Wuzhou, Guangxi (called "Guangwu Expressway" for short). Guangwu Project commenced operation in December 2004, it starts from Ma'an Town, Zhaoqing City, Guangdong Province in the east, connects with the Guangzhao Expressway (Guangzhou - Zhaoqing), ends in Hekou Town, Yunfu City, Guangdong Province in the west, and connects with the second phase of Guangwu Expressway under construction. Guangwu Project is a section of national trunk highway from Shantou, Guangdong to Qingshuihe, Yunnan, and facilitates the economic and traffic connection between the Pearl River Delta region, Guangxi Province and southwestern region.

Jiangzhong Project, the expressway from Zhongshan City to Jiangmen City and the second phase of the expressway from Jiangmen City to Heshan City (called Jianghe Expressway for short). Jiangzhong Project commenced operation in November 2005. Together with Phase I of Jianghe Expressway, Guangzhu Section of Jingzhu Expressway (Beijing - Zhuhai), Humen Bridge and Changhu Expressway (Changping - Humen), it formed a major trunk road network in southwest region of Guangdong Province, and helped favorable to enhance the economic activities between western Guangdong Province and Pearl River Delta region.

GZ W2 Expressway, Xiaotang to Maoshan Section of national trunk highway Guangzhou Ring Road, also referred to as Guangzhou Western Second Ring Expressway. GZ W2 Expressway commenced operation in December 2006. It starts from the Guangsan Expressway (Guangzhou - Sanshui) in Nanhai District, Foshan and ends at Baiyun District, Guangzhou. It links with Guangzhou Northern Second Ring Expressway, as well as many Expressways and National Highways around Guangzhou City. It serves as a convenient passage running from the region to the west of Guangzhou to Guangzhou Huadu International Airport.

Qinglian Project, Qinglian Class 1 Highway (Qingyuan - Lianzhou), and/or its being reconstructed into an expressway, and/or Qinglian Class 2 Road (Qingyuan - Lianzhou) (as the case may be). Qinglian Project is located in Guangdong Province and connects Qingyuan City and Fengtoulou of Lianzhou City near the boundary of Hunan Province. It is a major highway transport corridor connecting the less developed areas in the northwestern part of Guangdong Province with the developed areas of the Pearl River Delta region. Qinglian Class 1 Highway is being reconstructed into an expressway, and the then expressway will connect with the highway network in the Pearl River Delta via Guangqing Expressway (Guangzhou - Qingyuan) in the south, and with Jingzhu Expressway (Beijing - Zhuhai) in the north via the Lianzhou-Yizhang section. It will form an essential route linking up the northern and southern highway in the networks of Guangdong Province and will enhance the radiating from the Pearl River Delta region towards the central areas. The reconstruction of Qinglian Project is scheduled for completion by 2008.

Other Provinces in the PRC

Wuhuang Expressway, the expressway from Wuhan to Huangshi, located in Hubei Province. Wuhuang Expressway was formerly a Class 1 highway which commenced operation in 1991. In 1996, the highway was reconstructed into an expressway. In 2002 to 2003, Wuhuang Expressway underwent major repairs. The Group acquired its interests in August 2005. Wuhuang Expressway links up with Huangshi Yangtze River Bridge and Huanghuang Expressway (Huangshi - Huangmei) in the east. Through the surrounding highway networks, it further extends to Hejie Expressway (Hefei - Gaohebu - Jiezdun) in Anhui, Changjiu Expressway (Nanchang - Jiujiang) and Jiujiang Expressway (Jiujiang - Jingdezhen) in Jiangxi. In the west, Wuhuang Expressway connects with Hanyi Expressway (Wuhan - Yichang) and intersects with Jingzhu Expressway (Beijing - Zhuhai) and G107 in Wuhan. Wuhuang Expressway is a major trunk for eastern Hubei Province and constitutes a major part of Hulong National Highway (Shanghai - Chengdu).

Changsha Ring Road, Changsha National Highway Ring Road (Northwestern Section), located in Hunan Province. Changsha Ring Road commenced operation in November 1999, linking with Jingzhu Expressway (Beijing - Zhuhai), G107 (Changsha Section) in the northeast and Changyi Expressway (Changsha - Yiyang), G319 (Changsha Section) and southwestern section of Changsha National Highway Ring Road in the west. It serves as an important infrastructure facility of Changsha City.



Nanjing Third Bridge, Nanjing Yangtze Third Bridge, located in Jiangsu Province. Nanjing Third Bridge commenced operation in October 2005, connecting with Ninghe Expressway (Nanjing - Hefei) and Ninglian Expressway (Nanjing - Lianyungang) in the north, linking with Ningma Expressway (Nanjing - Ma'anshan) in the south, as well as with Huning Expressway (Shanghai - Nanjing) via Nanjing First Ring Road and with Ninghang Expressway (Nanjing - Hangzhou) and Ninggao Expressway (Nanjing - Gaochun) through Nanjing Airport Expressway. Nanjing Third Bridge is a convenient passage along the Hulong National Highway (Shanghai - Chengdu) crossing over Yangtze River at Nanjing.

Geputan Bridge, Yungang Geputan Bridge, located at the cross-border between Yingcheng City and Yunmeng town in Xiaogan City, Hubei Province. Geputan Bridge is a bridge on the Fu River, a tributary of the Yangtze River, as part of G316 Feeder. All interests in Geputan Bridge held by the Group were disposed of in April 2007.

Business Structure and Highway Projects

Entrusted Construction Project

Nanping (Phase I), Nanping (Phase II), Shenzhen Nanping Freeway (also referred to as Nanping Avenue) Phase I, main route project of Nanping Freeway Phase II.

Nanping (Phase I) comprises a main route with a total length of approximately 15km. The main route begins from No.9 Daxuecheng Road, Tanglangshan in Nanshan District of Shenzhen and ends at Longjing Interchange of Shuiguan Expressway with a feeder road of a total length of approximately 4km which begins from No.9 Daxuecheng Road, Tanglangshan to Interchange of Shenyun Road and Guangshen Expressway. It has been open to traffic since 30 June 2006.

The total length of Nanping (Phase II) is approximately 15 km. It starts from Qianhai Interchange of Coastal Expressway, is scheduled to connect with Shenzhen-Hong Kong Western Corridor, Coastal Expressway, Guangshen Expressway and Nanguang Expressway etc., and ends at Tanglangshan Interchange of Nanping (Phase I). The Company is proceeding with the preliminary works and is scheduled to commence construction in the second half of 2008. Its scheduled construction period is 36 months.

Hengping Project, Shenzhen Hengping Class 1 Highway (Western Section). The whole Hengping Class 1 Highway consists of a main route with a total length of approximately 46km, and a feeder road of approximately 4km. It starts from the Henggang exit of Shuiguan Expressway, runs westward to the outbound road of Longgang, and connects with Huiyan Expressway (Huizhou - Yantian) in the southwest, the length of western part of which is approximately 17km. In line with government's proposal to include part of the section of the Hengping Class 1 Highway into the planning for Outer Ring Expressway, the construction of Hengping Project was been suspended since April 2006. Construction of certain contracted sections is expected to resume in 2008.

Wutong Mountain Project, Shenzhen Wutong Mountain Avenue (Ancillary Road) and Jihe Expressway Yantian Subsidiary Road Checkpoint Station Project. Wutong Mountain Project is an auxiliary project of Yanpai Expressway, starting from Yantian Interchange in the south and ending at Yantian Tunnel in the north. The total length is approximately 2km. It was completed in June 2007.

Shenyun Project, Shenyun-North Ring Interchange renovation project in Shenzhen, includes the additional ramp and relative auxiliary projects, and the old bridge renovation and reinforcement. The length of the additional ramp is approximately 2km. Its sheduled construction period is 30 months.



Information of Toll Rates

Guangdong Province

Standard of classification					
Class	Axle	Standard of category			Vehicles
		Wheels	Head height (M)	Wheel base (M)	
1	2	2-4	<1.3	<3.2	Vans, jeeps, small-size lorries
2	2	4	≥1.3	≥3.2	Mini buses, station wagons, light vans, small-sized passenger vehicles
3	2	6	≥1.3	≥3.2	Medium-size passenger vehicles, large-size passenger vehicles, medium-size lorries, large-size luxury passenger vehicles
4	3	6-10	≥1.3	≥3.2	Large-size lorries, large-sized trailers and towing vehicles, vehicles towing 20-foot container
5	>3	>10	≥1.3	≥3.2	Heavy-weight lorries, heavy-weight trailers and towing vehicles, vehicles towing 40-foot container

Toll rates						
Class	Coefficient	Toll rates (RMB/Km)		Coefficient	Toll rates (RMB/Km)	
		Meiguan Expressway Jihe Expressway Yanpai Expressway			Yanba Expressway Nanguang Expressway Shuiguan Expressway Shuiguan Extension GZ W2 Expressway	Yangmao Expressway Guangwu Project Jiangzhong Project
1	1	0.60		1	0.60	0.45
2	2	1.20		1.5	0.90	0.675
3	3	1.80		2	1.20	0.90
4	4	2.40		3	1.80	1.35
5	5	3.00		3.5	2.10	1.575

Date of implementation: June 2005

Business Structure and Highway Projects

Hubei Province (Wuhuang Expressway)

Toll-by-class system adopted for passenger cars:

Class	Toll standard	Toll rates	Actual toll rates
		(RMB/Km)	Note (RMB/Km)
1	Passenger cars with 5 seats or below	0.44	0.40
2	Passenger cars with 6 to 17 seats	0.44	0.40
3	Passenger cars with 18 to 30 seats, passenger cars with berth with 25 seats or below	0.825	0.75
4	Passenger cars with 31 to 50 seats, passenger cars with berth with 26 seats or above	1.10	1.00
5	Passenger cars with 51 seats or above	1.32	1.20

Toll-by-weight system adopted for lorries:

	Toll standard	Toll rates by weight
Normal-loaded	Basic Rate 1	RMB0.088 /ton per km (actual toll rates ^{Note:} RMB0.08/ton per km)
	Normal-loaded≤10 tons	Basic rate 1
	10 tons < Normal-loaded≤40 tons	Descend from basic rate 1 to the half of basic rate 1 linearly
	Normal-loaded >40 tons	Half of basic rate 1
Over-loaded	Basic Rate 2	RMB0.08 /ton per km
	Over-loaded≤30%	Be charged at basic rate 2 calculated the same as normal-loaded portions
	Over-loaded>30%	Be charged at basic rate 1 for the normal-loaded portion; be charged at basic rate 2 for the over-loaded portion within 30% or below; and increased linearly from one to five times based on the basic rate 2 for the rest portions

Note: The government of Hubei Province stipulated that the toll rates of expressways in Hubei Province's network increased 10% on the basis of original toll rates for passenger cars and normal-loaded portions of lorries. The increased income will be saved into the special finance account of the Communications Office of Hubei Province, but not as the toll revenue of the operation company.

Date of implementation: October 2006

Jiangsu Province (Nanjing Third Bridge):

Toll-by-class system adopted for passenger cars:

	Toll rates (RMB/Vehicle)
≤7 seats	20
8 seats – 19 seats	30
20 seats – 39 seats	50
≥40 seats	50

*Toll-by-weight system adopted for lorries
(normal loaded):*

Basic rates is RMB5 /ton per vehicle. Total weights less than 5 tons will be charged as 5 tons Additional charges on overload.	
Total weights ≤10 tons	Be charged at RMB5 /ton per vehicle
10 tons < Total weights ≤40 tons	Be charged at RMB5 /ton per vehicle, and decreased linearly to RMB2 /ton per vehicle
Total weights >40 tons	Be charged at RMB2 /ton per vehicle

Date of implementation: October 2005

Hunan Province (Changsha Ring Road)

Class	Vehicles	Toll rates (RMB/Km)
1	Lorries entitled to "green passage" with a capacity of 2 tonnes or below	0.20
2	Lorries with a capacity of 2 tonnes or below, passenger cars with 7 seats or below	0.40
3	Lorries with a capacity of 2 to 5 tonnes, passenger cars with 8 to 19 seats	0.70
4	Lorries with a capacity of 5 to 10 tonnes, passenger cars with 20 to 39 seats	1.00
5	Lorries with a capacity of 10 to 15 tonnes, vehicles towing 20-foot container and passenger cars with 40 seats or above	1.20
6	Lorries with a capacity of above 15 tonnes, vehicles towing 40-foot container	1.40

Date of implementation: October 2005