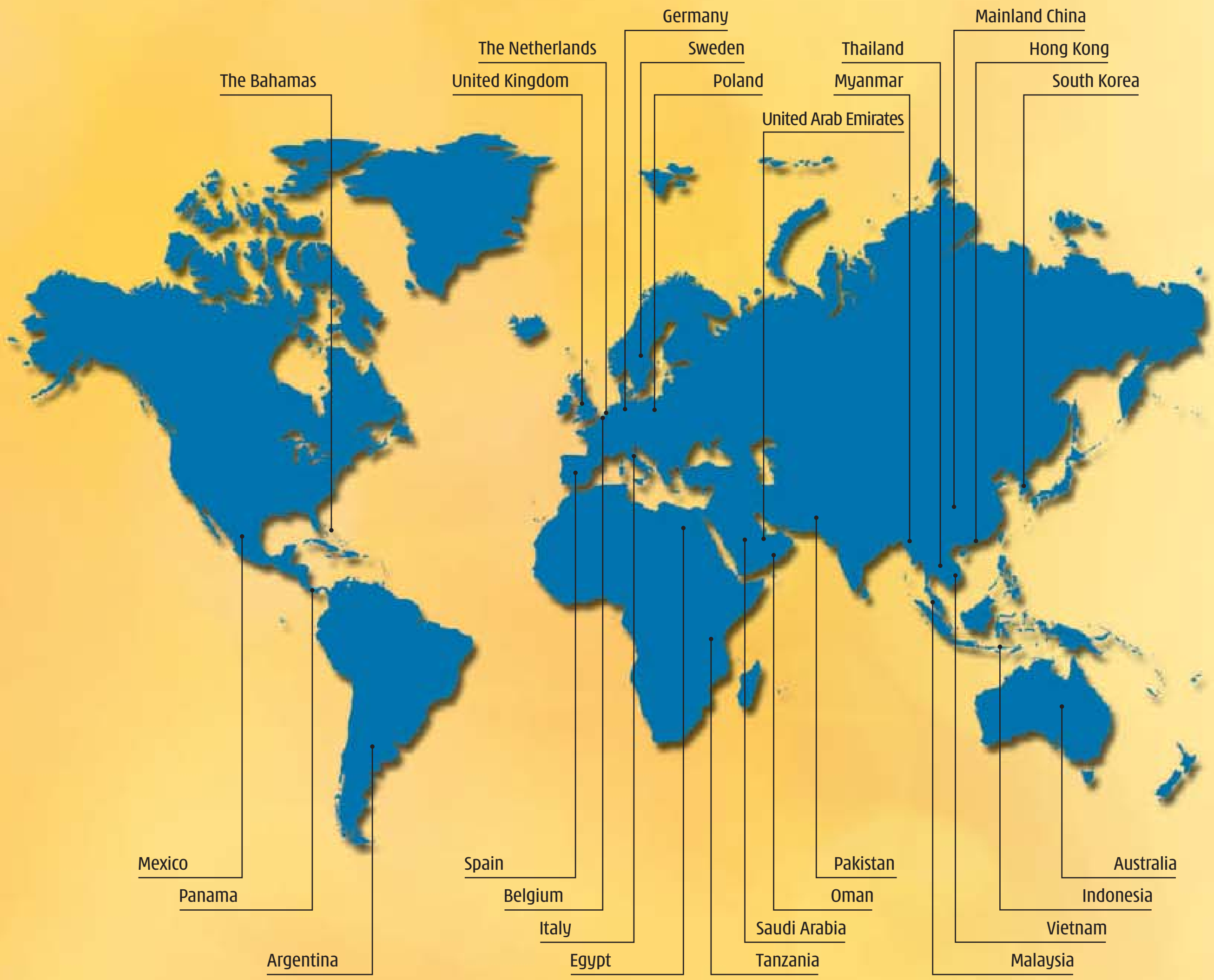
Ports
and Related Services

This division is one of the world's leading port investors, developers and operators, and has interests in 52 ports comprising 269 operational berths in 26 countries.

Europe Container Terminals in the Netherlands.



- Total revenue increased 12% to HK$32,518 million.
- EBITDA increased 14% to HK$11,745 million.
- EBIT increased 14% to HK$8,226 million.
- Annual throughput of 75.1 million twenty-foot equivalent units ("TEUs").

Group Performance

The Group operates container terminals in six of the 10 busiest container ports in the world. The division comprises the Group's 80% interest in the Hutchison Ports group of companies and its 27.6% interest in the HPH Trust operations, which together handled a total of 75.1 million TEUs in 2011.

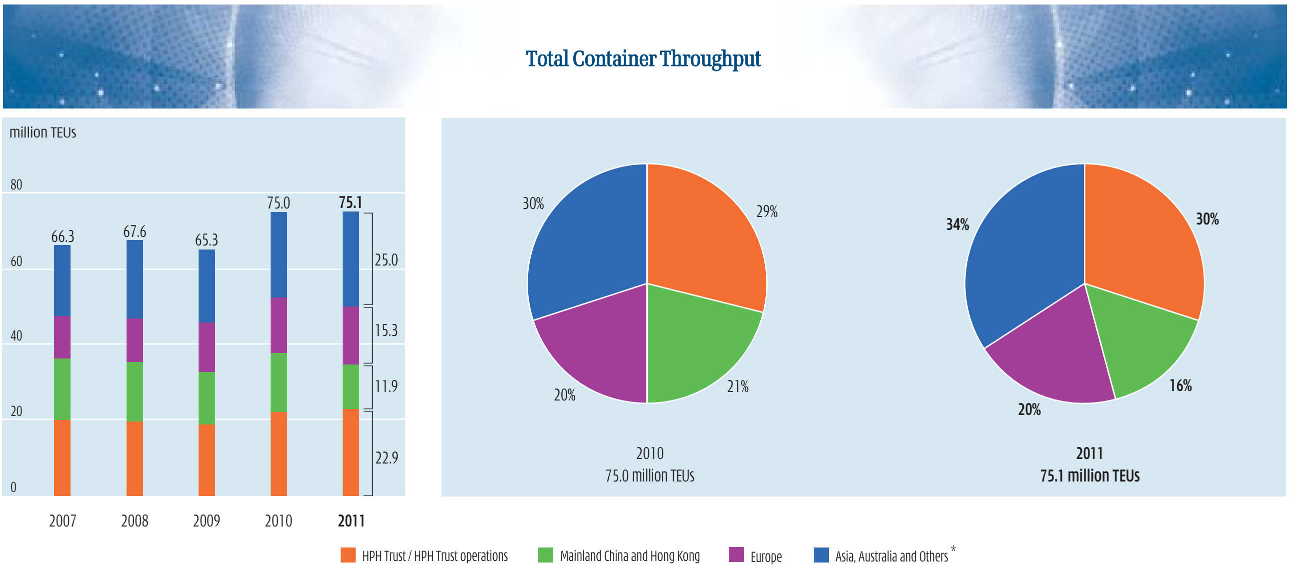
The Group reduced its effective share of interest in Kwai Tsing and Yantian ports after the completion of an IPO of units in HPH Trust, which was listed on the Main Board of the Singapore Exchange Securities Trading Limited ("Singapore Stock Exchange") on 18 March 2011.

	2011 HK$ millions	2010 HK$ millions	Change
Total revenue	**32,518**	29,118 [1]	**+12%**
EBITDA	**11,745**	10,285 [1]	**+14%**
EBIT	**8,226**	7,207 [1]	**+14%**

Note 1: To enable a better comparison of underlying performance, comparable revenue, EBITDA and EBIT for 2010 only reflect the Group's attributable share of results based on the effective shareholdings in HPH Trust / HPH Trust operations during 2011 so that the year-on-year changes can be calculated on a like-for-like basis.

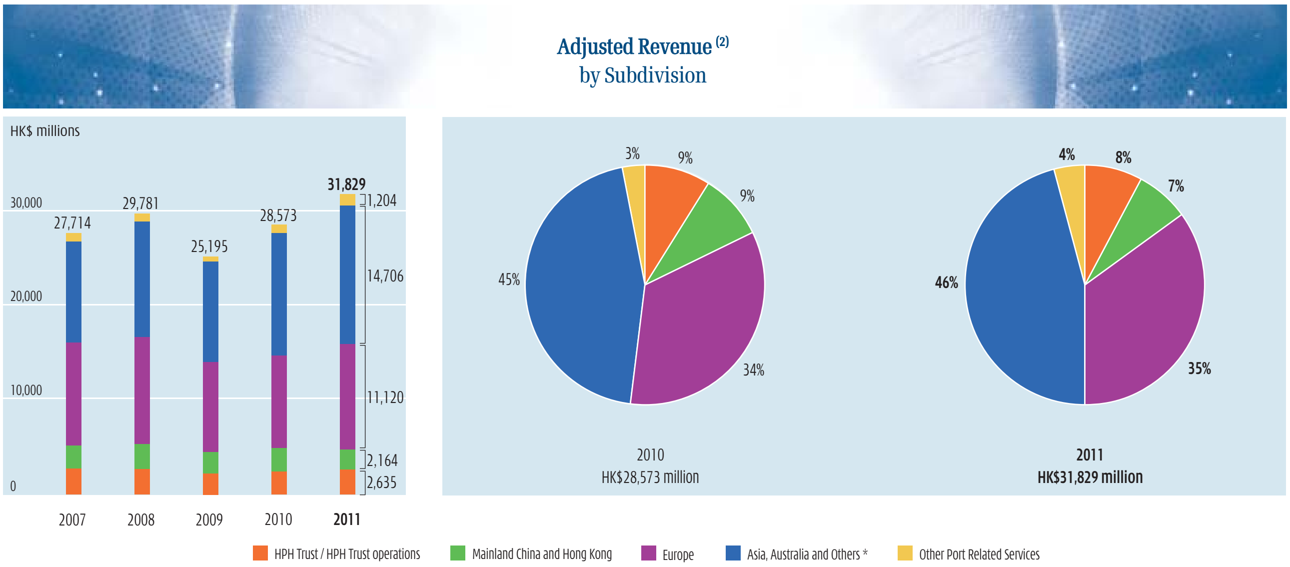
In local currencies, total revenue [1], EBITDA [1] and EBIT [1] of the division increased 9%, 12% and 12% respectively. In the Group's reporting currency, the division's revenue, EBITDA and EBIT increased 12%, 14% and 14% respectively in 2011. This division contributed 8%, 14% and 16% respectively to the total revenue, EBITDA and EBIT of the Group's businesses.

Overall throughput handled amounted to 75.1 million TEUs during 2011. Total throughput for the division increased by 5%, on a like-for-like basis after excluding the adverse impact of 3.3 million TEUs from the cessation of the container handling business of Shanghai Container Terminals ("SCT") from January 2011 onwards. This reflects a modest recovery in the trade volume of most markets around the world during the year.



* Includes Panama, Mexico and the Middle East.

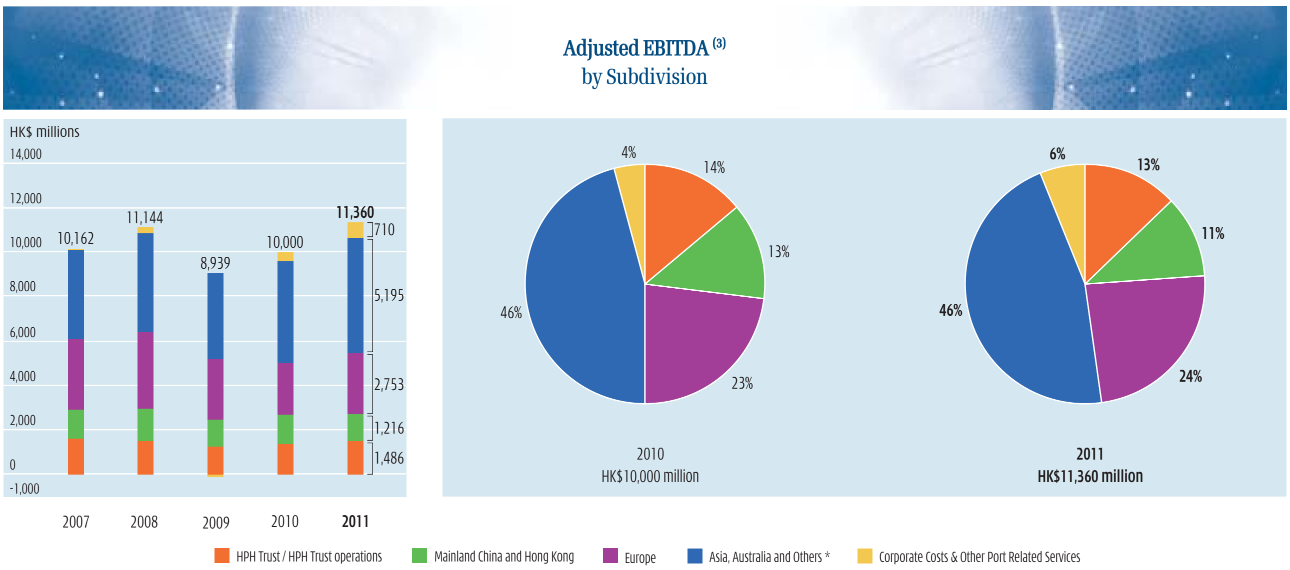
Underlying revenue increased in 2011 across all segments, reflecting throughput growth.



* Includes Panama, Mexico and the Middle East.

Note 2: For better comparable purposes in these charts and on a like-for-like basis, the Group's attributable share of revenue for HPH Trust / HPH Trust operations for each year has been adjusted to reflect the Group's current 27.6% interest in HPH Trust. For 2011 and 2010, the Group's attributable share of revenue has been reduced by HK$689 million and HK$2,902 million respectively.

Similarly, all segments reported underlying year-on-year EBITDA and EBIT growth other than the Group's share of HPH Trust / HPH Trust operation's EBIT due to its increased depreciation burden in 2011 following the revaluation of its assets to market value on its IPO. The overall improvement in financial performance across all segments has been driven by throughput growth and productivity and efficiency initiatives, as well as cost saving initiatives.



* Includes Panama, Mexico and the Middle East.

Note 3: For better comparable purposes in these charts and on a like-for-like basis, the Group's attributable share of EBITDA for HPH Trust / HPH Trust operations for each year has been adjusted to reflect the Group's current 27.6% interest in HPH Trust. For 2011 and 2010, the Group's attributable share of EBITDA has been reduced by HK$385 million and HK$1,595 million respectively.

Segment Performance

HPH Trust / HPH Trust Operations

	2011 HK$ millions	2010 HK$ millions	Change
Total revenue	**3,324**	2,968 [4]	**+12%**
EBITDA	**1,871**	1,651 [4]	**+13%**
EBIT	**1,289**	1,330 [4]	**-3%**

Note 4: For better comparable purposes and on a like-for-like basis, 2010 comparable revenue, EBITDA and EBIT only reflect the Group's attributable share of results based on the effective shareholdings in HPH Trust / HPH Trust operations during 2011.

In March 2011, HPH Trust was listed on the Main Board of the Singapore Stock Exchange. HPH Trust has been established as a new publicly-traded entity to hold, operate and develop all of the Group's existing and future deep-water container port businesses in Guangdong Province in Mainland China, Hong Kong and Macau. The principal assets of HPH Trust include the Group's interests in the deep-water container ports in Hong Kong (comprising Hongkong International Terminals ("HIT") , which operates Terminals 4, 6, 7 and two berths in Terminal 9 at Kwai Tsing and COSCO-HIT Terminals, a joint-venture company, which operates Terminal 8 East) and Yantian (comprising Yantian International Container Terminals ("YICT") Phases I to III and Shenzhen Yantian West Port Terminals), the midstream and certain other river trade businesses related to the deep-water container businesses. On a full year basis, throughput of the HPH Trust ports increased by 4% in 2011. Although the Group's share of comparable revenue increased 12% and comparable EBITDA increased 13% during 2011, comparable EBIT decreased by 3% due to the increased depreciation burden in 2011 following the revaluation of assets to market value upon the IPO.

Deploying super post-Panamax quay cranes to service the world's largest container vessels, YICT is the preferred port of call in Southern China, with 70% of the world's mega vessels calling to date.

An aerial view of HIT.

The Mainland and Hong Kong

	2011 HK$ millions	2010 HK$ millions	Change
Total revenue	**2,164**	2,535	**-15%**
EBITDA	**1,216**	1,328	**-8%**
EBIT	**889**	967	**-8%**

Name	Location	Ports Division's Interest	2011 Throughput (100% basis)
			(thousand TEUs)
Shanghai Container Terminals [5]/ Shanghai Mingdong Container Terminals (Waigaoqiao Phase V)/ Shanghai Pudong International Container Terminals (Waigaoqiao Phase I)	Mainland China	37%/ 50%/ 30%	5,450
Ningbo Beilun International Container Terminals	Mainland China	49%	2,004
Ports in Southern China - Jiuzhou, Nanhai, Gaolan and Jiangmen/ Shantou International Container Terminals/ Huizhou Port Industrial Corporation/ Huizhou International Container Terminals [6]	Mainland China	50%/ 70%/ 33.59%/ 80%	1,312
Xiamen International Container Terminals/ Xiamen Haicang International Container Terminals	Mainland China	49%	1,113
River Trade Terminal	Hong Kong	50%	2,029

Note 5: Shanghai Container Terminals ceased its container handling business from January 2011 onwards.

Note 6: Although the Group's economic interest in the three River Ports (Jiangmen Terminal, Nanhai Terminal and Zhuhai Jiuzhou Terminal) in Southern China were assigned to HPH Trust prior to its IPO, this division retains the legal interests in these operations.

Xiamen International Container Terminals in Mainland China.

The division's Shanghai ports reported an underlying decrease of 6% in combined throughput, principally due to sluggish demand for exports, particularly to the US. Combined container throughput and EBIT were also affected by the cessation of SCT's container handling business in January 2011 as mentioned above. Excluding the impact of the cessation of SCT's container handling business, underlying EBIT increased by 11% due to higher average tariffs.

Ningbo Beilun International Container Terminals reported a 2% decline in throughput, but a 1% improvement in EBIT due to the favourable impact of foreign currency translation. EBIT in local currency decreased by 4% due to higher fuel prices and other direct costs.

Ports in Southern China include six joint-venture river and coastal ports in Jiuzhou, Nanhai, Gaolan, Jiangmen, Shantou and Huizhou. Although combined container throughput increased 2%, EBIT remained broadly in line with the results for 2010, mainly due to the favourable impact of volume growth being offset by the impact of full year depreciation from the Phase II terminal at Gaolan, Zhuhai, which commenced commercial operations in the second half of 2010. In Huizhou, the development of a new container terminal by Huizhou International Container Terminals, in which the division has an 80% interest, is progressing. This facility is targeted to become operational in 2012.

In Xiamen, the division's two container terminals reported decreases of 5% and 28% in combined throughput and EBIT respectively. This operation was affected by intensive competition and the cancellation of certain linehaul services, as well as higher depreciation due to facilities expansion in recent years.

River Trade Terminal, the 50% owned joint venture which principally serves the water-borne trade between the Pearl River Delta region and Hong Kong, reported a 6% higher throughput than last year, which helped to reduce LBIT by 74% in 2011.

Europe

	2011 HK$ millions	2010 HK$ millions	Change
Total revenue	**11,120**	9,791	**+14%**
EBITDA	**2,753**	2,304	**+19%**
EBIT	**1,798**	1,468	**+22%**

Name	Location	Ports Division's Interest	2011 Throughput (100% basis)
			(thousand TEUs)
Europe Container Terminals/ Amsterdam Container Terminals	The Netherlands	93.5%/ 70.08%	9,682
Hutchison Ports (UK) – Felixstowe/ Harwich/ London Thamesport	United Kingdom	100%/ 100%/ 80%	3,737
Terminal Catalunya	Spain	100%	970
Taranto Container Terminal	Italy	50%	613
Gdynia Container Terminal	Poland	99.15%	246
Container Terminal Frihamnen	Sweden	100%	28

Operations in the Netherlands, which include Europe Container Terminals ("ECT") (including City Terminal, Delta Terminal and Euromax Terminal) in Rotterdam and Amsterdam Container Terminals ("ACT") in Amsterdam, reported combined throughput growth of 5%. Combined EBIT increased by 47% from last year, primarily due to lower depreciation after an assets impairment in ACT, the full year contribution from the joint venture, Moerdijk Container Terminals, which was launched commercially during 2010, as well as the favourable impact of foreign currency translation. In local currency, EBIT increased by 38%.

Inside ECT's control tower.

Port of Felixstowe, the UK

The Group's UK port operations, consisting of Felixstowe, Harwich and London Thamesport, reported a combined throughput decline of 2% compared to last year, reflecting lower consumer demand in the UK. EBIT was 11% higher compared to last year, mainly due to higher average revenue per TEU and the favourable impact of foreign currency translation, partly offset by the lower throughput in 2011. In local currency, EBIT increased by 6%. The Felixstowe South Reconfiguration scheme involves the building of a new deep-water container terminal and the provision of a third rail terminal. The construction work of Phase 1 of the scheme was completed during the year, and the Port of Felixstowe formally opened the new deep-water shipping terminal, comprising Berths 8 and 9, in September 2011.

Terminal Catalunya ("TERCAT"), a four-berth container terminal in Barcelona in Spain, reported a throughput increase of 5% compared to last year, reflecting the ongoing gradual recovery from the economic downturn in earlier years. EBIT, however, decreased by 7% from last year, mainly due to a one-off government compensation income in 2010 arising from delays in handing over the new terminal site, as well as rising fuel prices and overheads, partly offset by throughput growth and the favourable impact of foreign currency. Additional transshipment volume handled during the industrial disruption in neighbouring French terminals resulted in lower average revenue per TEU. In local currency, EBIT decreased by 13%. The first phase of TERCAT's new semi-automated, deep-water Muelle Prat terminal in Barcelona, which will comprise five berths, three of which will be opened in 2012.

Gdynia Container Terminal at the Port of Gdynia in Poland reported increase in throughput and EBIT of 23% and 27% respectively compared to last year. These improvements have arisen from volume growth from existing shipping lines and new customers.

The division's European ports network also includes Taranto Container Terminal ("TCTI") in Italy and Container Terminal Frihamnen ("CTF") in Sweden. TCTI continued to be adversely affected by lower volumes, partly offset by higher average tariffs in 2011, whereas CTF reported improvements in performance that have been driven by growth in both throughput volume and average revenue per TEU.

Asia, Australia and Others

	2011 HK$ millions	2010 HK$ millions	Change
Total revenue	**14,706**	12,922	**+14%**
EBITDA	**5,195**	4,594	**+13%**
EBIT	**3,858**	3,259	**+18%**

Name	Location	Ports Division's Interest	2011 Throughput (100% basis)
			(thousand TEUs)
Westports Malaysia	Malaysia	31.5%	6,404
Panama Ports Company	Panama	90%	4,213
Jakarta International Container Terminal/Koja Container Terminal	Indonesia	51% / 44.7%	3,119
Hutchison Korea Terminals/Korea International Terminals	South Korea	100% / 88.9%	2,317
Internacional de Contenedores Asociados de Veracruz/ L. C. Terminal Portuaria de Contenedores/ Ensenada International Terminal	Mexico	100%	2,102
International Ports Services	Saudi Arabia	51%	1,597
Hutchison Laemchabang Terminal/Thai Laemchabang Terminal	Thailand	80% / 87.5%	1,498
Freeport Container Port	The Bahamas	51%	1,116
Karachi International Container Terminal	Pakistan	100%	868
Alexandria International Container Terminals	Egypt	50%	583
Tanzania International Container Terminal Services	Tanzania	70%	366
Buenos Aires Container Terminal Services	Argentina	100%	362
Oman International Container Terminal	Oman	65%	111
Saigon International Terminals	Vietnam	70%	99
Hutchison Ajman International Terminals	United Arab Emirates	100%	N/A
Brisbane Container Terminals	Australia	100%	N/A
Sydney International Container Terminals	Australia	100%	N/A
South Asia Pakistan Terminals	Pakistan	90%	N/A

In Malaysia, Westports in Klang reported a throughput growth of 15%, capturing volumes from neighbouring terminals. EBIT increased 16% compared to last year mainly due to the higher throughput and increases in average tariff. To cope with expansion, one additional berth will commence operation in 2012.

In Panama, the division operates the ports of Balboa and Cristobal located near both ends of the Panama Canal. The combined throughput of this transshipment hub significantly increased by 22%, although the increase in EBIT was relatively lower at 9% compared to last year, mainly due to higher concession fees and operating costs. Further expansion and facilities upgrades at Balboa and Cristobal are currently underway.

In Indonesia, Jakarta International Container Terminal ("JICT") and the adjacent Koja Container Terminal reported combined throughput and EBIT increases of 9% and 17% respectively. Strong throughput growth, particularly from increased demand from the local region, together with higher average tariffs, were achieved in the year. The expansion of JICT's facilities continues to progress well and, upon completion, is expected to deliver productivity and efficiency improvements to support future growth.

In South Korea, the Group's operations in Busan and Gwangyang continued to face strong competition, in particular from new container terminals developed by shipping lines. Although combined throughput decreased by 6% and there continues to be competitive pressure on average tariffs, losses from these operations were reduced by 91% compared to last year primarily as a result of cost-cutting initiatives.

The division's ports operations in Mexico are largely dependent on the economy of the US due to their close proximity. These ports reported combined throughput and EBIT increases of 9% and 15% respectively, driven by cargo growth between the Far East and the west coast of Latin America.

In Saudi Arabia, International Ports Services reported growth in both throughput and EBIT of 13%, driven by additional volume from new shipping lines' customers and services.

In Thailand, the Laemchabang container terminals reported combined throughput growth of 19% due to continuing trade volume recovery. EBIT increased 35% compared to last year due to the increased throughput and higher tariffs.

Freeport Container Port, on Grand Bahama Island, reported a throughput decline of 1% and a reduction in EBIT of 47% mainly due to the lower transshipment cargo bound for east coast of the US.

In Pakistan, Karachi International Container Terminal reported throughput growth of 1%, but a decline in EBIT of 8%, largely due to lower average tariffs and increases in direct costs.

Mexico's L.C. Terminal Portuaria de Contenedores, situated in the highly industrial deep-water port of Lázaro Cárdenas.

Port of Balboa, located on the Pacific side of the Panama Canal.

In Egypt, the container handling operations at Alexandria and El Dekheila terminals reported increases of 7% and 18% in combined throughput and EBIT respectively. These results reflect the growth in export of agricultural products as well as an increase in average tariffs during the year.

Tanzania International Container Terminal Services reported a throughput increase of 7% that was driven by higher copper exports. However, EBIT declined 5% against last year, mainly due to lower average tariffs, higher direct costs including rising fuel prices and increases in operating costs.

Buenos Aires Container Terminal Services reported a throughput increase of 18% that was driven by the local market recovery. This helped to turn the results of this operation from losses in 2010 to a positive EBIT contribution in 2011.

Oman International Container Terminal reported a throughput increase of 7% and continued to record reduced losses in 2011.

In Vietnam, Saigon International Terminals commenced commercial operations of the new container terminal in Ba Ria Vung Tau Province in August 2010 for a concession of 50 years. These operations reported throughput growth of 97%, but an increase in start-up operating losses of 55%.

In October 2011, the Group was granted a 10-year concession period to develop and operate Ajman Port in the United Arab Emirates ("UAE"). The port lies 25 kilometres from Dubai and 10 kilometres from Sharjah, where most of the UAE's manufacturing and trading companies are located, making it a strategic port to capture cargo coming from and destined for South East Asia, South America and Australia. The main container and general cargo berths of the terminal have a total quay length of 1,250 metres and a yard area of 12.9 hectares.

The development of new terminals in Brisbane and Sydney in Australia and in Pakistan are progressing in accordance with plans and timetables which reflect expected demand and market conditions. The greenfield port at Brisbane will commence operations in the fourth quarter of 2012, and two berths at Sydney are expected to come into operation in 2013.