

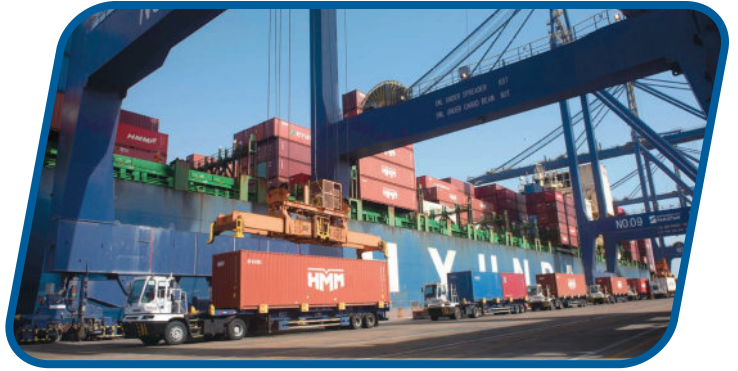


Hutchison Ports LCT is strategically located on the west coast of Mexico, facing the most important Pacific trade routes.

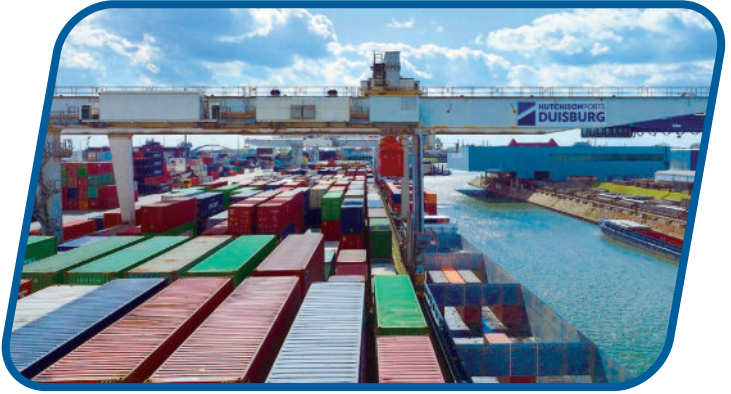
# Ports and Related Services



Hutchison Ports Pakistan is the country's first deep-water container terminal, designed to accommodate super post-panamax ships.



Hutchison Ports Yantian, China, works closely with 40 large shipping lines to provide nearly 100 shipping routes per week.



Hutchison Ports Duisburg, Germany, celebrates its 40th anniversary.



In the UK, Hutchison Ports Port of Felixstowe buys 100 autonomous Q-Trucks to enhance efficiency and operational consistency.

## Operations Review – Ports and Related Services

This division is the world's leading port network, and has interests in 53 ports comprising 293 operational berths in 24 countries.

### Group Performance

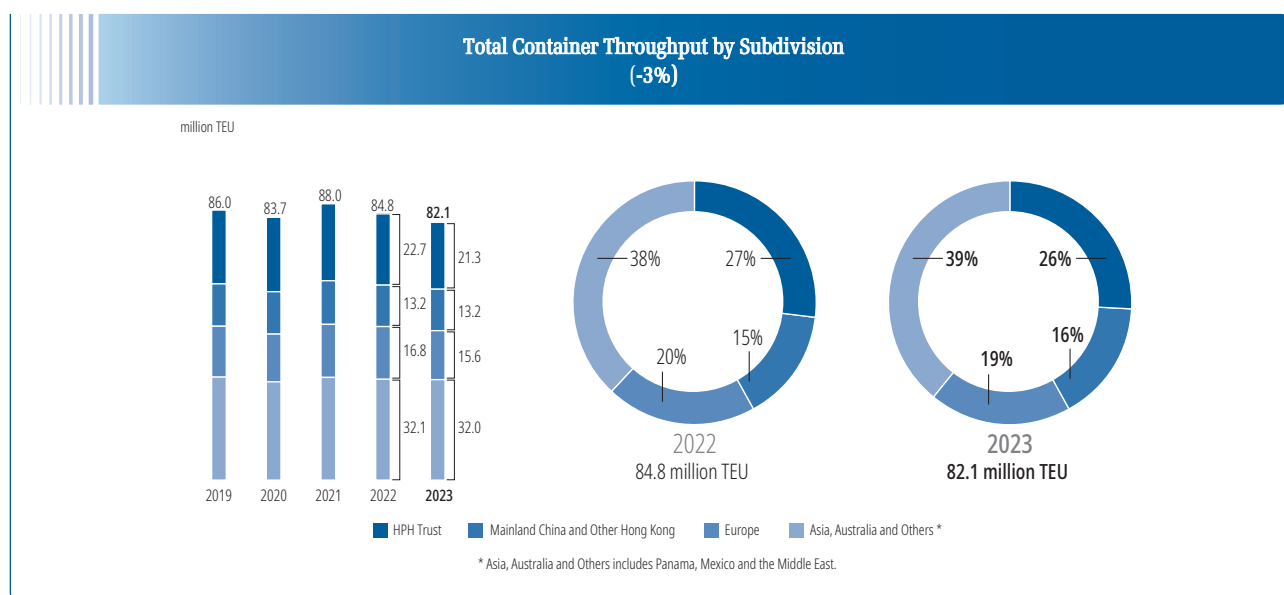
The Group operates container terminals in five of the 10 busiest container ports in the world. The division comprises the Group's 80% interest in the Hutchison Ports group of companies and its 30.07% interest in the HPH Trust, which together handled a total of 82.1 million twenty-foot equivalent units ("TEU") in 2023.

	2023 HK\$ million	2022 HK\$ million	Change	Local currencies change
Total Revenue <sup>(1)</sup>	<b>40,851</b>	44,141	-7%	-9%
EBITDA <sup>(1) (2)</sup>	<b>13,628</b>	15,805	-14%	-14%
EBIT <sup>(1) (2)</sup>	<b>9,328</b>	11,426	-18%	-19%
Throughput (million TEU)	<b>82.1</b>	84.8	-3%	
Number of berths	<b>293</b>	295	-2 berths	

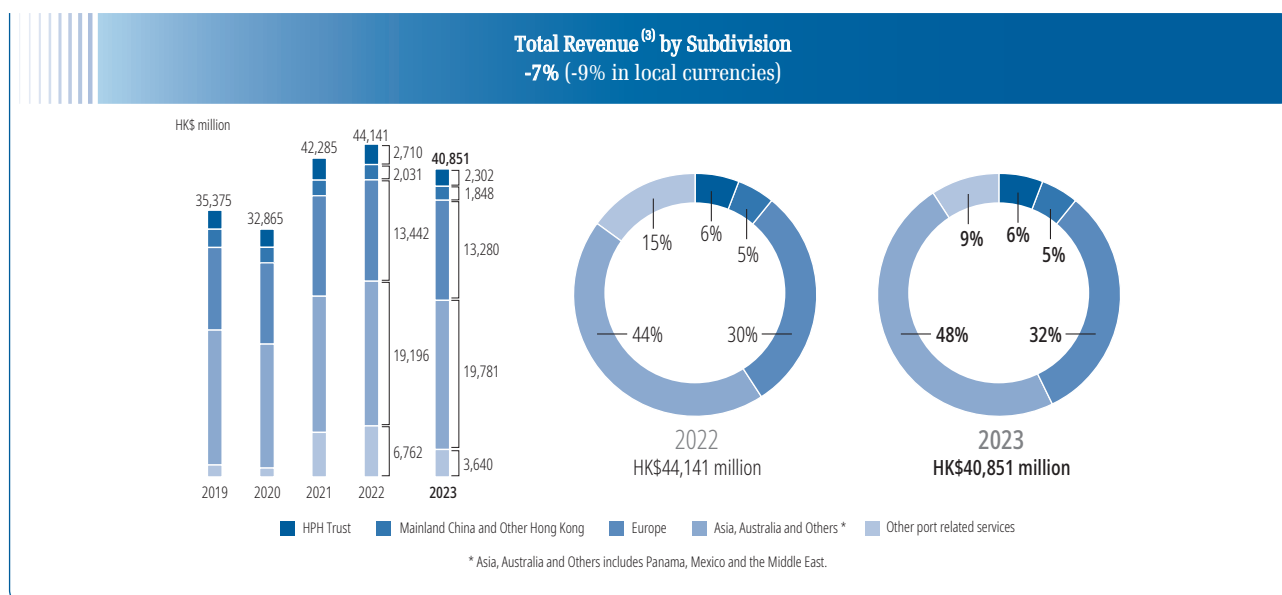
Note 1: Total revenue, EBITDA and EBIT have been adjusted to exclude non-controlling interests' share of results of HPH Trust.

Note 2: Under Post-IFRS 16 basis, EBITDA was HK\$16,415 million (2022: HK\$19,007 million); EBIT was HK\$10,583 million (2022: HK\$13,024 million).

Overall throughput decreased 3% to 82.1 million TEU in 2023, with 65% and 35% local and transshipment volume respectively (2022: 65% and 35% local and transshipment volume respectively), primarily attributable to reduced volume in HPH Trust due to diminished demand on Chinese exports particularly in the first half of 2023, together with the decline in European throughput volume owing to weakened consumer sentiment exacerbated by elevated global interest rates atmosphere, affecting major ports in Barcelona in Spain and Rotterdam in the Netherlands. The overall throughput in Asia, Australia and Others segment was relatively stable as reduction in throughput as a result of concession expiry in Tanzania since 2023 was mostly offset by throughput growth in South East Asia (Klang, Laemchabang, Jakarta), Pakistan and Middle East ports.

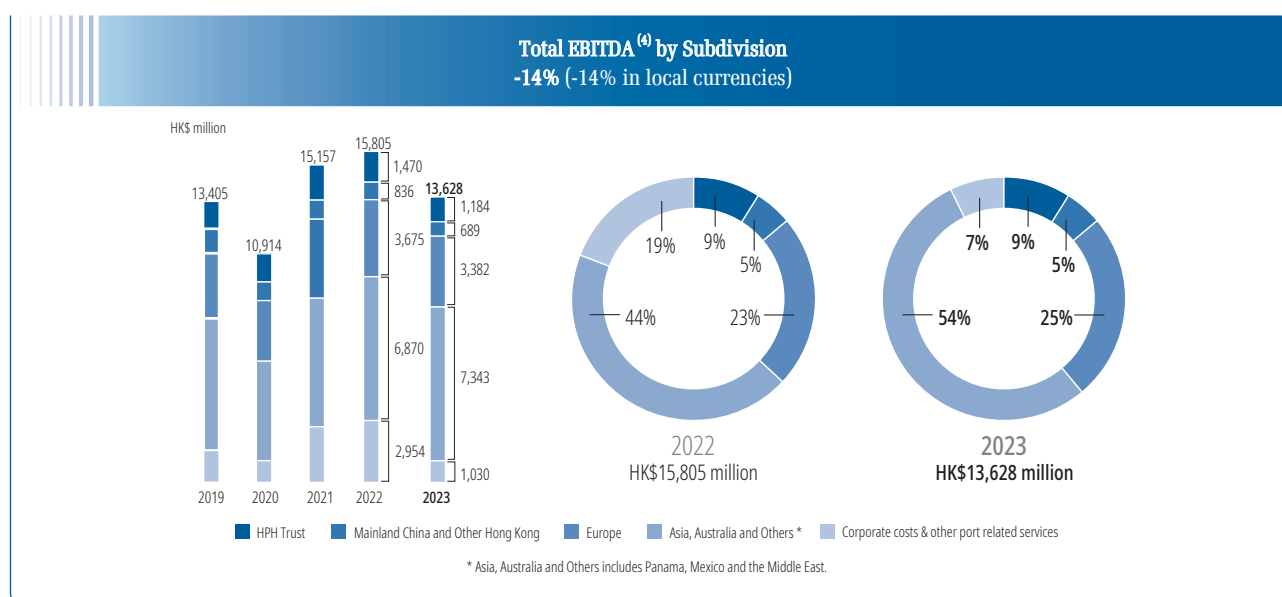


Total reported revenue of HK\$40,851 million were 7% and 9% below last year in reported currency and local currencies respectively mainly attributed to 24% lower storage income year-on-year as a result of gradual easing of supply chain disruptions and port congestion particularly in Europe and HPH Trust segment, as well as lower share of revenue from an associated company in the container shipping business largely influenced by downward spiral in freight rates since the second half of 2022. Nevertheless, the aforesaid adverse variances were partly offset by strong performances in Mexico and Pakistan from increased import laden containers.



Note 3: Total revenue has been adjusted to exclude non-controlling interests' share of revenue of HPH Trust.

In reported currency, EBITDA decreased 14% to HK\$13,628 million and EBIT decreased 18% to HK\$9,328 million against 2022. In local currencies, EBITDA and EBIT decreased 14% and 19% respectively, primarily due to lower contribution from the associated company in the container shipping line business, together with lower storage income across most regions in Europe, HPH Trust, Mainland China and Other Hong Kong segment, as well as adverse performances in Europe and HPH Trust from reduced throughput as aforementioned, partly offset by Asia, Australia and Others region where Mexico has achieved robust performances and rebound of cargo demand in Pakistan.



Note 4: Total EBITDA has been adjusted to exclude non-controlling interests' share of EBITDA of HPH Trust.

As at 31 December 2023, the division had 293 operating berths <sup>(5)</sup>, two berths lower than 2022, with reduction of three berths from end of concession in Buenos Aires and two berths from end of concession in Tanzania, partly offset by new berths in Abu Qir in Egypt (+2 berths) and Laemchabang in Thailand (+1 berth). In 2024, net additions of two berths are expected which comprises Jazan port in Saudi Arabia (+2 berths), Laemchabang in Thailand (+1 berth) and Mexico (+1 berth), partly offset by Busan (-1 berth after relocation to new terminal expected in Q3 2024) and Basra in Iraq (-1 berth, planned wind down).

Note 5: Based on 300 metres per berth and is computed by dividing the total berth length by 300 metres.

## Operations Review – Ports and Related Services

### Segment Performance

#### HPH Trust

	2023 HK\$ million	2022 HK\$ million	Change
Total Revenue <sup>(6)</sup>	2,302	2,710	-15%
EBITDA <sup>(6)</sup>	1,184	1,470	-19%
EBIT <sup>(6)</sup>	520	778	-33%
Throughput (million TEU)	21.3	22.7	-6%
Number of berths	52	52	–

Note 6: Total revenue, EBITDA and EBIT have been adjusted to exclude non-controlling interests' share of results of HPH Trust.

HPH Trust's total revenue, EBITDA and EBIT decreased by 15%, 19% and 33% respectively mainly attributable to the lower storage income and 6% drop in throughput especially in the first half of 2023 (15% volume drop year-on-year in the first half), driven by the excess warehouse inventory and weak consumer sentiment. However, these adverse variances were partly mitigated by improved laden export volume in Yantian due to stock replenishment during the second half of the year, contributing to a 3% growth in throughput compared to the second half of 2022.

#### Mainland China and Other Hong Kong

	2023 HK\$ million	2022 HK\$ million	Change	Local currencies change
Total Revenue	1,848	2,031	-9%	-5%
EBITDA	689	836	-18%	-14%
EBIT	473	606	-22%	-18%
Throughput (million TEU)	13.2	13.2	–	
Number of berths	44	44	–	

The Mainland China and other Hong Kong segment's revenue, EBITDA and EBIT decline were mainly attributable to lower storage income, particularly in Shanghai, where exceptionally high base level were no longer sustained after the pandemic, together with lower contribution from Huizhou Quanwan Port Development following division's disposal of its entire 50% interest in January 2023, partly offset by higher throughput in Shanghai from a low base volume in last year. The overall throughput level remained stable compared to 2022 despite subdued cargo demand at other port terminals, which was more than offset by increased volume in Shanghai.

## Europe

	2023 HK\$ million	2022 HK\$ million	Change	Local currencies change
Total Revenue	<b>13,280</b>	13,442	-1%	-4%
EBITDA	<b>3,382</b>	3,675	-8%	-10%
EBIT	<b>2,328</b>	2,609	-11%	-13%
Throughput (million TEU)	<b>15.6</b>	16.8	-7%	
Number of berths	<b>67</b>	67	-	

Europe segment's total revenue, EBITDA and EBIT dropped by 1%, 8% and 11% respectively in reported currency and decreased 4%, 10% and 13% in local currencies respectively primarily due to lower storage income in most European ports from shorter dwelling time following the gradual relief of supply chain disruptions, as well as 7% volume reduction across most ports including Barcelona in Spain and Rotterdam in the Netherlands as a result of weakened consumer demand coupled with the heightened interest rates and inflation, partly mitigated by favourable performance from the UK due to increase of tariff and energy levies income.

## Asia, Australia and Others

	2023 HK\$ million	2022 HK\$ million	Change	Local currencies change
Total Revenue	<b>19,781</b>	19,196	+3%	+1%
EBITDA	<b>7,343</b>	6,870	+7%	+7%
EBIT	<b>5,400</b>	4,906	+10%	+10%
Throughput (million TEU)	<b>32.0</b>	32.1	-	
Number of berths	<b>130</b>	132	-2 berths	

Asia, Australia and Others' total revenue, EBITDA and EBIT grew by 3%, 7% and 10% respectively in reported currency and increased 1%, 7% and 10% in local currencies respectively, mainly driven by favourable outcomes in Mexico and Pakistan due to higher storage income and increased import laden containers as aforementioned, as well as throughput growth from ports in Klang and Pakistan, certain Middle East ports (Oman and Ajman) and Panama, partly offset by weak performances from Australia and Freeport in Bahamas due to decline in cargo demand and diverted transshipment volume respectively, together with loss of contribution from concession expiry in Tanzania since 2023.