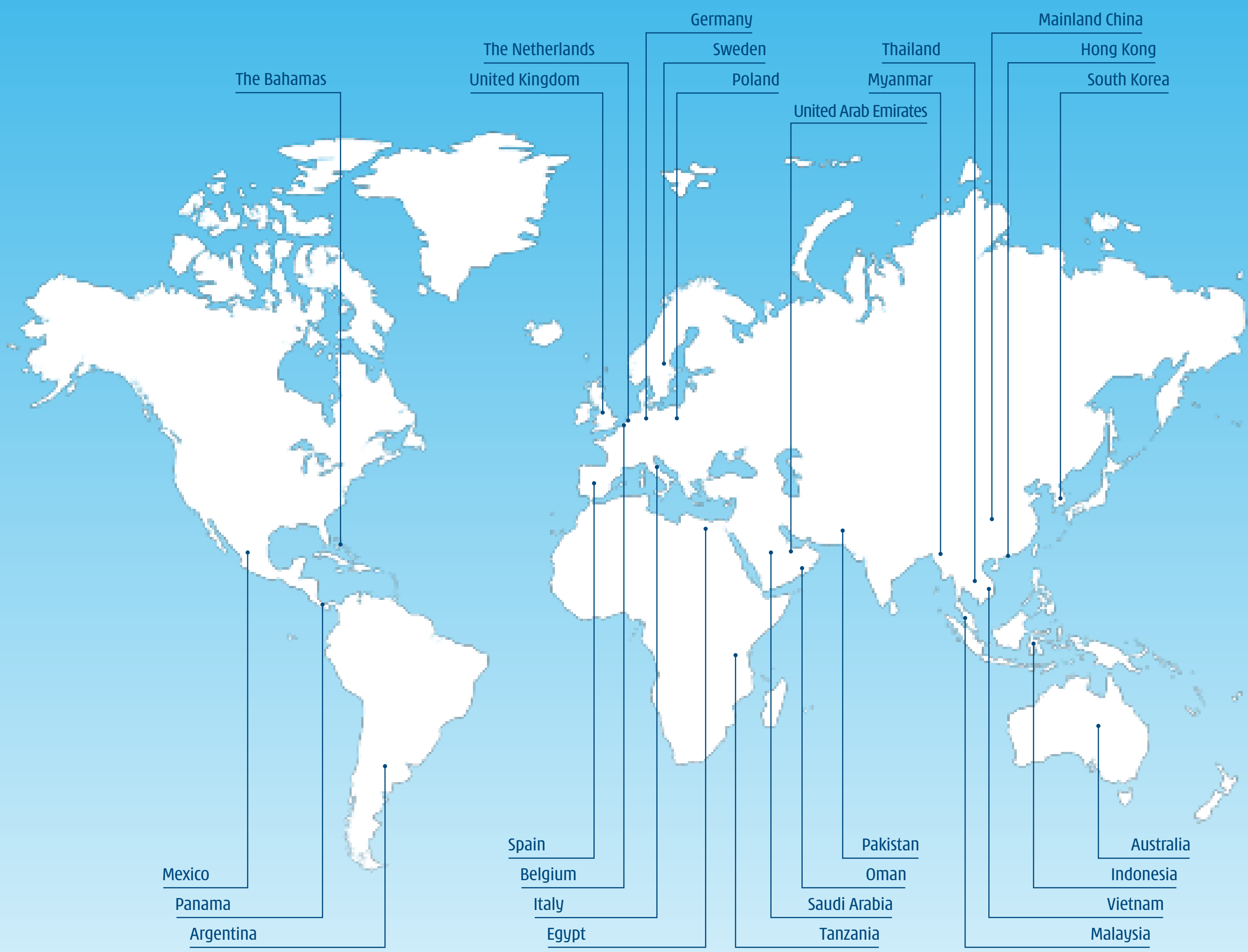
Ports
and Related Services

Shenzhen's Yantian International Container Terminals breaks the world record by moving its 100 millionth TEU within only 18.5 years.



- Total revenue increased 4% to HK$34,119 million.
- EBITDA increased 1% to HK$11,447 million.
- EBIT decreased 4% to HK$7,358 million.
- Annual throughput increased 2% to 78.3 million twenty-foot equivalent units.

1. The jacking frame (in red) heightens Quay Cranes at HIT by three metres.

2. Europe Container Terminals receives a "Lean and Green Star" for its environmental vigilance.

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3. The Port of Cristobal in Panama.
4. The opening of the North Rail Terminal at UK's Port of Felixstowe increases its handling capacity considerably.
5. Sydney International Container Terminals, the Group's second port operation in Australia, commences operations.

This division is one of the world's leading port investors, developers and operators, and has interests in 52 ports comprising 278 operational berths in 26 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 27.62% interest in the HPH Trust, which together handled a total of 78.3 million twenty-foot equivalent units ("TEUs") in 2013.

	2013 HK$ millions	2012 (1) HK$ millions	Change
Total Revenue (2)	**34,119**	32,941	+4%
EBITDA (2)	**11,447**	11,343	+1%
EBIT (2)	**7,358**	7,681	-4%
Throughput (million TEUs)	**78.3**	76.8	+2%

Note 1: 2012 EBITDA and EBIT have been restated to reflect the effect of the adoption of amendments to HKAS19 in 2013.

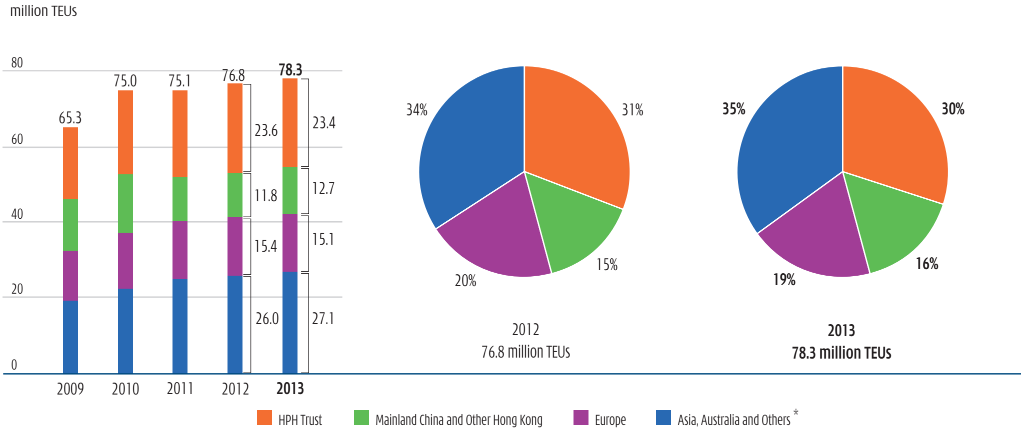
Note 2: Total revenue, EBITDA and EBIT were adjusted to exclude non-controlling interests' share of results of HPH Trust.

This division comprises of four segments: HPH Trust; Mainland China and other Hong Kong; Europe; and Asia, Australia and others.

In local currencies, total revenue and EBITDA of the division increased 3% and 0.4% respectively, but EBIT decreased 5% from last year. The lower EBIT reflected higher depreciation charges of HK$427 million including accelerated depreciation of certain assets at London Thamesport as well as charges for new ports and expanded facilities brought into operation during the year that, in ordinary course, can be expected to grow volumes and contribution over the next two to three years. This division contributed 8%, 12% and 12% respectively to the total revenue, EBITDA and EBIT of the Group's businesses.

Overall throughput increased 2% to 78.3 million TEUs in 2013, reflecting a steady market growth in most geographical locations during the year, except HPH Trust where volumes at Kwai Tsing were adversely impacted by an industrial action in the second quarter and in parts of the Europe segment where economic recovery was slower. Recovery generally on the European segment improved in the second half of the year.

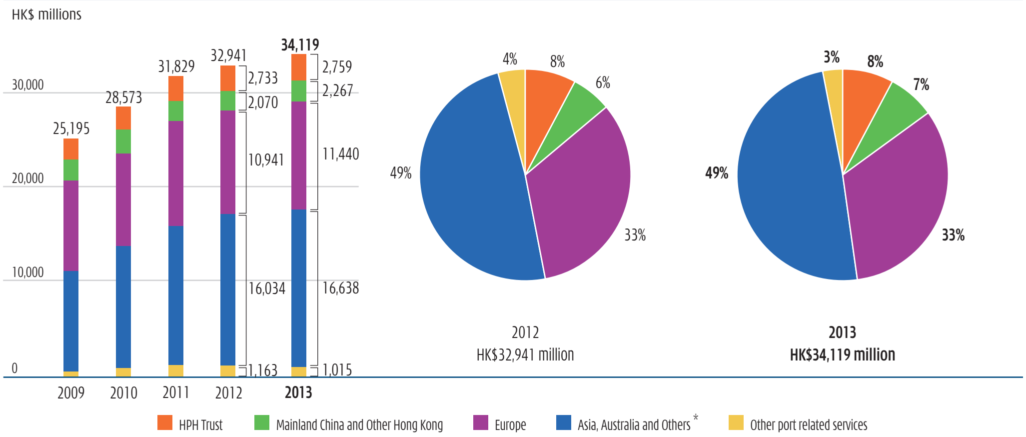
Total Container Throughput (+2%)
by Subdivision



* Includes Panama, Mexico and the Middle East.

Total revenue increased 4% in 2013 primarily driven by higher contributions from Europe Container Terminals ("ECT") in Rotterdam, ports in Shanghai, Thailand and Mexico, as well as favourable foreign exchange movement. In local currencies, total revenue increased 3%.

Total Revenue [3] (+4%) by Subdivision

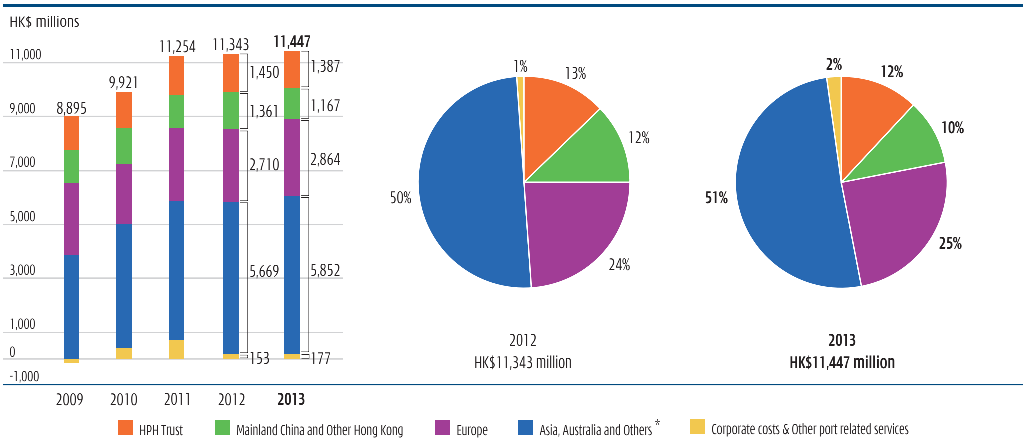


* Includes Panama, Mexico and the Middle East.

Note 3: Total revenue was adjusted to exclude non-controlling interests' share of revenue of HPH Trust. For better comparison purposes in these charts and on a like-for-like basis, the Group's attributable share of revenue for HPH Trust operations for 2009 to 2011 have been adjusted to reflect the Group's attributable share of results based on the effective shareholding in HPH Trust during 2012.

As a result of increasing energy and labour costs and the effect of start-up expenses from newly opened terminals in Huizhou in the Mainland and Lazaro Cardenas in Mexico as well as developing ports in Sydney and Brisbane in Australia, EBITDA only improved by 1% in 2013, while the 4% decrease in EBIT was mainly due to higher depreciation charges of HK$427 million, mainly relating to accelerated depreciation of certain assets at London Thamesport and depreciation charges for new terminals in Hong Kong, the Mainland and Spain and expanded facilities in three container terminals located in Mexico and Panama which, in ordinary course, can be expected to grow volumes and contribution over the next two to three years.

EBITDA [4] [5] (+1%) by Subdivision



* Includes Panama, Mexico and the Middle East.

Note 4: EBITDA was adjusted to exclude non-controlling interests' share of EBITDA of HPH Trust. For better comparison purposes in these charts and on a like-for-like basis, the Group's attributable share of EBITDA for HPH Trust operations for 2009 to 2011 have been adjusted to reflect the Group's attributable share of results based on the effective shareholding in HPH Trust during 2012.

Note 5: Comparatives have been restated to reflect the effect of the adoption of amendments to HKAS19 in 2013.

Segment Performance

HPH Trust

	2013 HK$ millions	2012 [6] HK$ millions	Change
Total Revenue [7]	**2,759**	2,733	+1%
EBITDA [7]	**1,387**	1,450	-4%
EBIT [7]	**785**	875	-10%
Throughput (million TEUs)	**23.4**	23.6	-1%

Note 6: 2012 EBITDA and EBIT have been restated to reflect the effect of the adoption of amendments to HKAS19 in 2013.

Note 7: Total revenue, EBITDA and EBIT were adjusted to exclude non-controlling interests' share of results of HPH Trust.

Throughput of ports operated by HPH Trust decreased by 1% in 2013 due to the impact of the industrial action at Kwai Tsing in the second quarter. However, higher average revenue per TEU at Yantian Ports resulted in an overall 1% increase in the Group's share of revenue of HPH Trust. The Group's share of EBITDA and EBIT decreased 4% and 10% respectively in 2013 mainly driven by the higher labour and other operating costs for Hongkong International Terminals ("HIT") and COSCO-HIT Terminals reflecting the impact of the industrial action mentioned above.

In March 2013, HPH Trust acquired a 100% equity interest in Asia Container Terminals Holdings Limited, which owns and operates Asia Container Terminals Limited, also known as Container Terminal 8 West, located at Kwai Chung, Hong Kong, which is adjacent to HPH Trust's existing container terminals. Acquisition of this asset is expected to enhance the HPH Trust's strategic position in the port of Kwai Chung and actions are currently being considered to maximise the utilisation of the new facility for throughput growth, synergies realisation and to deliver profitability improvements in 2014.

Mainland China and Other Hong Kong

	2013 HK$ millions	2012 HK$ millions	Change
Total Revenue	**2,267**	2,070	+10%
EBITDA	**1,167**	1,361	-14%
EBIT	**823**	1,040	-21%
Throughput (million TEUs)	**12.7**	11.8	+8%

The Mainland China and other Hong Kong segment has reported 8% and 10% increase in throughput and revenue respectively, mainly driven by the division's Shanghai ports contribution as Waigaoqiao Port Zone Phase 6 container terminal commenced operations in August 2012, partially offset by lower volumes at ports in Ningbo and Xiamen.

Excluding an one-off asset disposal gain recognised last year, recurring EBITDA and EBIT of this segment improved by 4% and 3% respectively, mainly attributable to the strong performance of Shanghai ports, partially offset by lower contributions from ports in Ningbo due to competition and Huizhou driven by the higher start-up losses for the two new container berths opened in the end of 2012 and in the second half of 2013.

Europe

	2013 HK$ millions	2012 [8] HK$ millions	Change
Total Revenue	**11,440**	10,941	+5%
EBITDA	**2,864**	2,710	+6%
EBIT	**1,642**	1,741	-6%
Throughput (million TEUs)	**15.1**	15.4	-2%

In local currencies, revenue and EBITDA of the Europe segment increased 3% and 4% but EBIT decreased by 7%.

Throughput of the Europe segment decreased 2% in 2013 as weak economy in the first half resulted in lower volumes at ECT Rotterdam in the Netherlands. Despite lower volumes, however, revenue increased 5% in 2013 mainly driven by increases in other container handling revenue in ECT Rotterdam and higher tariffs at Barcelona Europe South Terminal ("BEST").

EBITDA of the Europe segment increased 6% over last year, mainly driven by the revenue growth of ECT Rotterdam and BEST Barcelona as well as favourable foreign exchange movement, partially offset by higher operating costs for the majority of the European operations.

The 6% decrease in EBIT was driven by the higher depreciation charges of ECT Rotterdam, accelerated depreciation of certain assets at London Thamesport and depreciation charges for the new terminal at BEST Barcelona, which opened in the third quarter of 2012. With operations at Terminal Catalunya ("TERCAT"), the old terminal in Barcelona, fully migrated to the new terminal at BEST in early 2013, all four berths in the old terminal were returned to the Port Authority during the year.

Asia, Australia and Others

	2013 HK$ millions	2012 [8] HK$ millions	Change
Total Revenue	**16,638**	16,034	+4%
EBITDA	**5,852**	5,669	+3%
EBIT	**4,224**	4,188	+1%
Throughput (million TEUs)	**27.1**	26.0	+4%

In local currencies, revenue, EBITDA and EBIT of the Asia, Australia and others segment increased 4%, 3% and 1% respectively.

Both throughput and revenue of the Asia, Australia and Others grew by 4% in 2013 as new services at Westports in Klang, Malaysia and the Laemchabang container terminals in Thailand brought in additional volumes during the year, partially offset by lower volumes from the ports in Mexico due to competition and in Panama due to local conditions. Revenue of the ports in Mexico grew 3% in local currency, mainly arising from the non-containerised revenue of Lazaro Cardenas Multipurpose Terminal which commenced operations during the year, offsetting lower container volumes from the Pacific side of Mexico.

EBITDA and EBIT of this segment increased 3% and 1% respectively, mainly attributable to higher contributions from ports in Jakarta, Indonesia; Dar es Salaam, Tanzania and Ajman, United Arab Emirates reflecting robust operating conditions as well as the effect of cost-saving measures, partially offset by the effect of start-up losses of the Australian ports as well as the lower contribution from Panama. The lower EBIT growth reflects the higher depreciation charge on facilities that were newly developed at Mexico and Panama and the newly opened ports in Brisbane and Sydney in Australia.

Westports Holdings Bhd ("Westports"), which operates one of Asia's busiest shipping terminals at Port Klang on the west coast of peninsular Malaysia was listed on the Malaysia Stock Exchange in October 2013. Following Westports' successful Initial Public Offering, the division's interest in Westports decreased from 31.45% to 23.55%.

Note 8: 2012 EBITDA and EBIT have been restated to reflect the effect of the adoption of amendments to HKAS19 in 2013.