





291,580,000  
Length of boxes lined end-to-end in metres

42,417,800  
Area of port facilities in square metres

65,700  
Berth length in metres



- |                  |                |                    |                   |
|------------------|----------------|--------------------|-------------------|
| 1 South Korea    | 6 Thailand     | 11 Egypt           | 16 United Kingdom |
| 2 Indonesia      | 7 Myanmar      | 12 Poland          | 17 Argentina      |
| 3 Hong Kong      | 8 Pakistan     | 13 Germany         | 18 The Bahamas    |
| 4 Mainland China | 9 Saudi Arabia | 14 The Netherlands | 19 Panama         |
| 5 Malaysia       | 10 Tanzania    | 15 Belgium         | 20 Mexico         |

*The Group is one of the world's largest independently owned operators of container terminals and currently has interests in 39 ports with 219 berths in 19 countries.*

*Turnover for the ports and related services division totalled HK\$26,980 million, a growth of 17%, reflecting a 15% increase in annual throughput to reach 47.8 million twenty-foot equivalent units ("TEUs"). This division continues to provide a steady income stream to the Group, contributing 16% to both the Group's turnover and EBIT from its established businesses for the year. This division's throughput increase arose from growth of the existing ports in Hong Kong, Yantian, Shanghai and Europe Container Terminals ("ECT") in Rotterdam, and a full year contribution from Shanghai Pudong International Container Terminals*

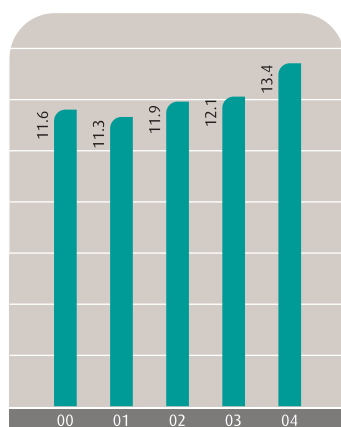
*at Waigaoqiao Phase I, which was acquired in March 2003. EBIT from this division increased 17% to HK\$8,867 million, mainly due to the increased throughput.*

### Hong Kong and Yantian

The Group's Hong Kong and Yantian deep-water port operations serve the Shenzhen and Southern China manufacturing basin. Combined throughput in these two operations increased 18%, and EBIT was 10% better than last year, reflecting strong export volumes in Hong Kong and Yantian and increased throughput growth in Hong Kong. The port of Hong Kong remained the world's busiest container port in 2004.

In Hong Kong, Hongkong International Terminals ("HIT") operates Terminals 4, 6, 7 and two berths in Terminal 9 at Kwai Chung, while COSCO-HIT Terminals ("CHT"), a joint venture company, operates Terminal 8 East. Combined throughput at HIT and CHT increased 17% compared to last year, while Yantian International

**Kwai Chung  
Container Throughput**  
Million TEUs



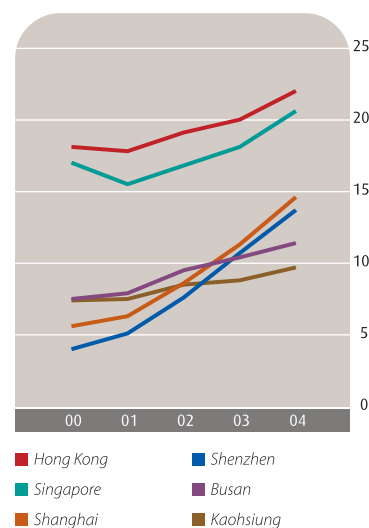
See Note below

**HIT & CHT  
Container Throughput**  
Million TEUs



See Note below

**Comparison of  
Container Throughput**  
Million TEUs



Note: The published statistics from the Hong Kong Marine Department for the total of local and transshipment throughput in the Kwai Chung Container Throughput graph incorporate liftings to or from ocean going vessels and containers received from or delivered to ports located within the river trade zone (as defined by the Hong Kong Marine Department) through water-borne traffic. Throughput figures of HIT and COSCO-HIT exclude this water-borne traffic, consistent with the treatment of containers transported to or from locations within the river trade zone by trucks.





- *Hongkong International Terminals, the flagship of Hutchison Port Holdings, proudly retains its position as a world leader in container handling.*

Container Terminals recorded another year of growth with throughput increasing 19%. Two berths at Container Terminal 9 were completed and equipped in February. Yantian Phase III development, which comprises four container berths adjacent to the existing five berths of Phase I and II facilities, was completed in September and the supporting 300,000-square-metre container yard is scheduled to be completed by the end of 2005. This division will continue to expand its capacity in the Yantian port to meet the expected growth in throughput.

Other operations in Hong Kong include the mid-stream and river trade businesses. Throughput of Asia Port Services (formerly Mid-Stream Holdings) decreased 16% due to heavy competition from all Kwai Chung terminal operators and EBIT was reduced by 6%. River Trade Terminal, a joint venture which principally serves the water-borne trade between the Pearl River Delta region and Hong Kong, continued to be affected by competition but losses have been reduced.

Hong Kong and Yantian  
throughput :  
**18,280,000 TEUs**

Name	Location	Group's Interest	2004 Throughput
(thousand TEUs)			
Hongkong International Terminals/COSCO-HIT Terminals	Kwai Chung	86.5% / 43.25%	7,452
Asia Port Services (formerly Mid-Stream Holdings)	Hong Kong	100%	2,038
River Trade Terminal	Tuen Mun	43%	2,530
Yantian International Container Terminals	Yantian, PRC	48%	6,260
Yantian International Container Terminals (Phase III)	Yantian, PRC	42.7%	

Name	Location	Group's Interest	2004 Throughput (thousand TEUs)
Hutchison Ports (UK) – Felixstowe, Thamesport and Harwich	UK	100%	3,318
Europe Container Terminals	Netherlands	98%	5,033

## Europe

The Group's UK port operations, consisting of Felixstowe, Thamesport and Harwich, reported a throughput increase of 11% compared to last year, mainly from increased Asian trade, and an EBIT increase of 42%, mainly due to higher throughput and the effect of the strengthening British pound against the Hong Kong dollar. Harwich port's passenger and freight roll-on/roll-off services reported passenger traffic in line with last year and higher freight volume. Expansion of the Trinity Terminal at the Port of Felixstowe was completed in November.

Europe throughput :  
**8,351,000 TEUs**

ECT in Rotterdam reported throughput 33% above last year from increased Asian trade. EBIT was 41% above last year reflecting increased throughput and the effect of the strengthening Euro against the Hong Kong dollar.

In January this year, the Group acquired an 83.53% interest in Gdynia Container Terminal, a general cargo terminal in the Port of Gdynia, Poland, with a plan to develop it into a modern container terminal with three berths. The first phase of this development is scheduled for completion in the fourth quarter of 2005.



● A bird's eye view of ECT Delta Terminal in Rotterdam

## Asia, Middle East and Africa

These operations comprise container terminals in Jakarta in Indonesia, Dammam in Saudi Arabia, Busan and Gwangyang in South Korea, Klang in Malaysia, Dar es Salaam in Tanzania, Karachi in Pakistan and Laem Chabang in Thailand.

In Indonesia, Jakarta International Container Terminal and the adjacent Koja Container Terminal continued to operate in a challenging environment and reported combined throughput 7% above last year, but EBIT declined 8% due to tariff pressure.

In Saudi Arabia, International Ports Services reported throughput growth of 17% and EBIT increased 30% compared to last year.

Tanzania International Container Terminal Services reported throughput growth of 29% and EBIT increased 22%, mainly due to a strong regional economy.

In Malaysia, Kelang Multi Terminal reported throughput growth of 9% and EBIT increased 24%.

In Pakistan, Karachi International Container Terminal ("KICT") reported throughput growth of 10% and EBIT



● An aerial view of Jakarta International Container Terminal (right) and Koja Container Terminal (left). Both terminals are strategically located in the industrial heartland of West Java, Indonesia.

increased 1% compared to last year. The Phase II expansion plan was completed in 2004, which provided approximately 33% additional handling capacity. In January this year, KICT entered into an agreement with the Karachi Port Trust for the Phase III development at West Wharf of Karachi Port. In addition to extending the existing concession period to 2027, the project involves dredging the quay draft, re-developing additional land area adjacent to the terminal and acquiring additional quayside and container yard equipment.

Name	Location	Group's Interest	2004 Throughput
(thousand TEUs)			
Jakarta International Container Terminal and Koja Container Terminal	Indonesia	51% / 47.9%	2,183
International Ports Services	Saudi Arabia	51%	744
Tanzania International Container Terminal Services	Tanzania	70%	259
Kelang Multi Terminal	Malaysia	31.5%	2,391
Karachi International Container Terminal	Pakistan	100%	400
Hutchison Korea Terminals (two terminals in Busan and one terminal in Gwangyang)	South Korea	100%	2,697
Korea International Terminals	South Korea	88.9%	169
Thai Laem Chabang Terminal	Thailand	88%	386

In South Korea, the Group's Hutchison Korea Terminals, which operates two terminals in Busan and one in Gwangyang, reported a throughput increase of 11% and an EBIT increase of 44%. In May, the Group increased its stake in Korea International Terminals from 80% to 88.9%.

In October, the Group entered into a 30-year concession agreement with the Port Authority of Thailand to develop six container terminals. The 16 berth facilities will be developed over a period to 2012.



● Container yard view of Shanghai Pudong International Container Terminals.

### Mainland China

At Shanghai Container Terminals, both throughput and EBIT rose 9% compared to last year. Shanghai Pudong International Container Terminals, which operates Phase I of Waigaoqiao Container Terminals, reported throughput 32% and EBIT 42% above last year. The Group's 49% owned Ningbo Beilun International Container Terminals reported throughput growth of 23% and EBIT 43% above last year. In September, the Group announced the formation of a 50:50 joint venture - Shanghai Mingdong Container Terminals - with Shanghai International Port Group to operate the terminals at Waigaoqiao Phase V in Shanghai Pudong for a 50-year concession period. The new terminal will have four deep-water and two feeder berths and is expected to commence operations in July 2005.

Hutchison Delta Ports' six joint venture river and coastal ports in Jiuzhou, Nanhai, Gaolan, Jiangmen, Xiamen and Shantou reported another year of improved performances. Container throughput and general cargo handling increased 21% and 33% respectively and the combined EBIT increased 19% compared to last year.

Name	Group's Interest	2004 Throughput
(thousand TEUs)		
Shanghai Container Terminals	37%	3,661
Shanghai Pudong International Container Terminals (Waigaoqiao Phase I)	30%	2,340
Ningbo Beilun International Container Terminals	49%	1,664
Pearl River Delta Ports in Southern China - Jiuzhou, Nanhai, Gaolan and Jiangmen	50%	767
Xiamen International Container Terminals	49%	743
Shantou International Container Terminals	70%	86



Name	Location	Group's Interest	2004 Throughput (thousand TEUs)
Internacional de Contenedores Asociados de Veracruz	Mexico	100%	617
Lazaro Cardenas Terminal Portuaria de Contenedores	Mexico	51%	45
Panama Ports Company	Panama	90%	592
Buenos Aires Container Terminal Services	Argentina	100%	243
Freeport Container Port	Bahamas	60%	1,052

### The Americas and The Caribbean

These operations comprise the ports in Veracruz, Ensenada and Lazaro Cardenas in Mexico, Balboa and Cristobal in Panama, Buenos Aires in Argentina and Freeport in the Bahamas.

Internacional de Contenedores Asociados de Veracruz, on the eastern coast of Mexico, reported a throughput decline of 7% due to the slow recovery of the local economy, but EBIT increased 2% compared to last year.

In Panama, the Group operates the ports of Balboa and Cristobal, located near both ends of the Panama Canal. The combined throughput increased 10%, and EBIT was 70% above last year, mainly due to the increase in throughput and a reduction in operating costs. Expansion of the Balboa terminal was completed in February this year.

Freeport Container Terminal on Grand Bahama Island, which was seriously affected by hurricanes in September, reported throughput 1% below last year and overall EBIT declined 56%. The Phase IV expansion, which increased annual handling capacity by 58%, was completed earlier this year with the installation of container handling equipment.



- The Port of Felixstowe, the UK's premier container port, is able to accommodate the largest vessels in operation today at its 2,354-metre-long Trinity Terminal.

EBIT from Ports and Related Services:

**HK\$8,867 million**