

March 6, 2017

Objectives

- Hamburg harbour plays a significant role in Germany's export success story. Gaining insight as to how this has developed, what the future strategy is and which challenges and opportunities they envision would be useful to understand

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Corporate Background

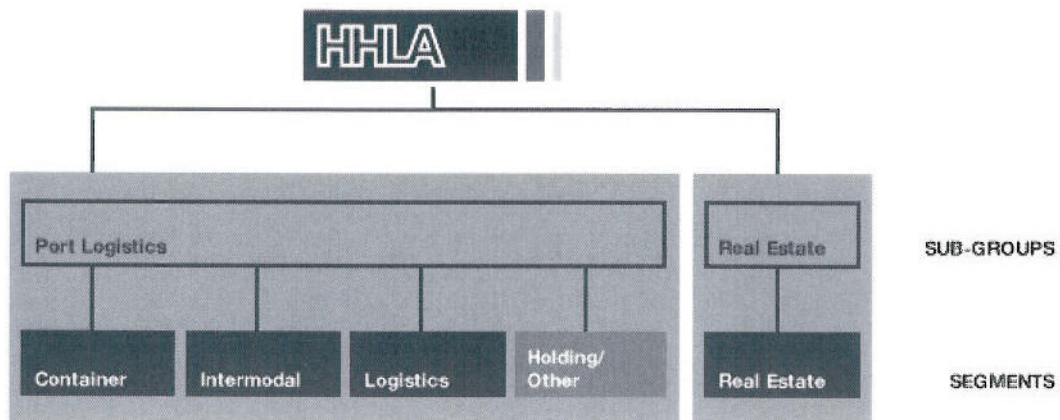
1866 the Founding of the HHLA takes place, looking back on Hamburg's legacy as important trading place for over one thousand years. Already in 1885 the "Speicherstadt" was the world's largest and most technically advanced logistic centre. By 1914 The Hamburg Harbour was the world's third largest port after London and New York. In 1999 the deepening of the Elbe was completed and with it a boom phase began for the port of Hamburg with sustained double-digit growth rates in container traffic. Hamburg profits from its position as the most important port in Europe for Asia and the Baltic region. In 2007 a part privatisation was performed.

Current status:

- After years of construction the port has been reinforced in 2016 with the most modern tandem container gantry cranes. They are now able to process the newest generation of mega container ships.
 - Today Hamburg is the third most important port in Europe after Antwerp and Rotterdam. The UK is with 0.25 Mio containers transshipping the sixth important partner. Due to the decreasing growth in China and the sanctions to Russia the importance of the UK as partner is increasing.
 - The Goal to reduce the CO₂-Emission per container up to 30% by 2020 was nearly reached with 29.5% in 2015.
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GROUPE STRUCTURE



In summary the company has:

2015

Revenue: 1,141.8 Mio Euro

EBIT: 157 Mio Euros

Container: 6.6 Mio

Employees: 5345

Investor Relation

Activities with the UK: With 28% the UK is the partner with the

Shareholder structure: 31.6% Free float
68.4% Free and Hanseatic City of Hamburg

[BIOGRAPHY REDACTED]