



Orient Overseas (International) Limited

東方海外(國際)有限公司

2024 Annual Results | 2024 年全年業績



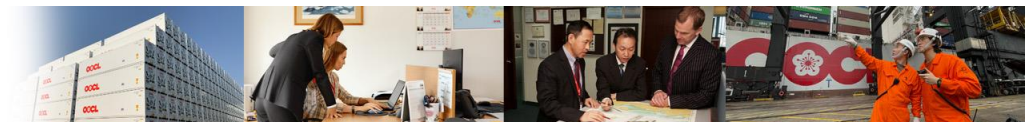
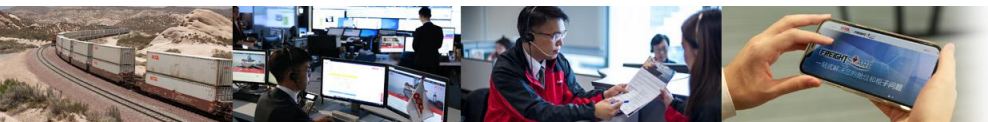
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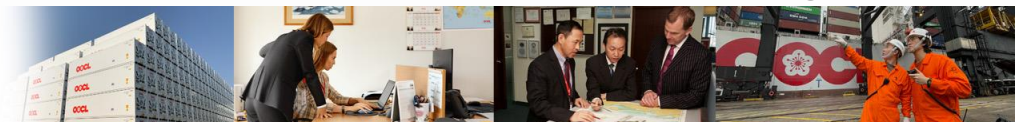
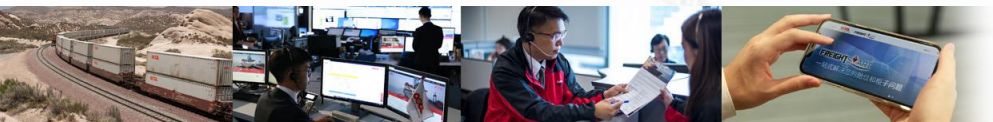
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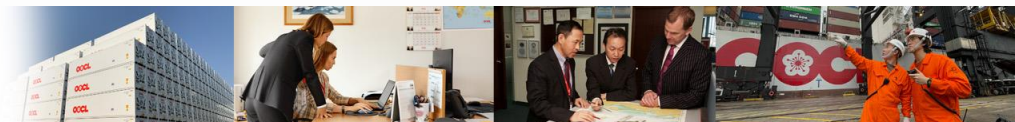
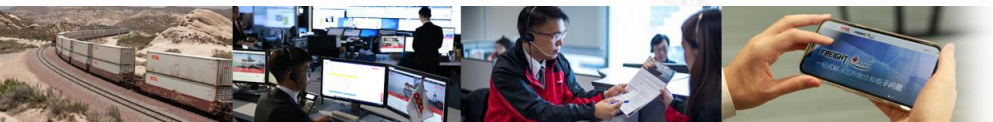


Highlights 亮點

- Historically 3rd highest group revenue & net cash from operating activities
- Attractive dividend payout
- Green shipping with partners
- Actively and steadily enhancing end-to-end business digitalisation
- 集團史上第三高收入和經營淨現金流
- 極具吸引力的股息
- 與合作夥伴攜手發展綠色航運
- 積極穩步發展端到端數智化業務

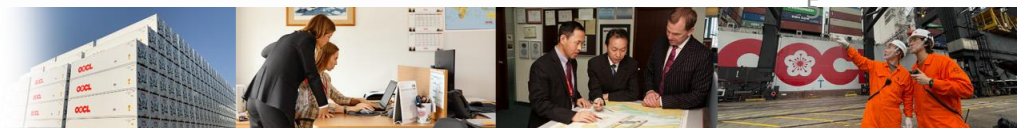
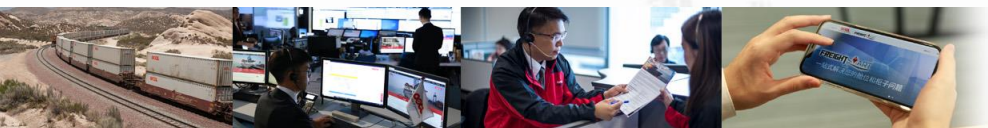


Recap 回顧



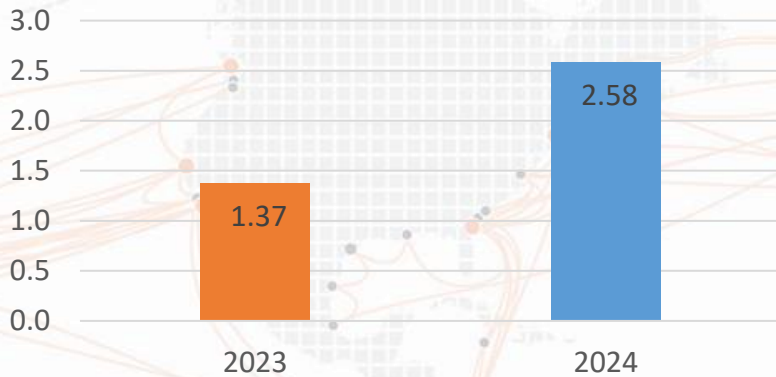
Recap 回顧

- ❁ Red Sea situation impact on container market persisted throughout 2024
 - ❁ 紅海局勢對集裝箱市場的影響貫穿2024年全年
- ❁ Freight rates fluctuated, peaking mid-year
 - ❁ Asia-Europe route obstructed
 - ❁ impact spreading
 - ❁ trade patterns reshaped
 - ❁ U.S. economy showed resilience
 - ❁ potential tariff issues
- ❁ Rates then fell from the peak but remained high overall
 - ❁ Market competition intensified
 - ❁ potential strike threats loomed
 - ❁ tariffs remained unresolved
- ❁ Entering 2025, the outlook is uncertain
 - ❁ 運價起伏，在年中達到峰值
 - ❁ 亞歐航線受阻
 - ❁ 影響繼續蔓延
 - ❁ 貿易模式重塑
 - ❁ 美國經濟韌性
 - ❁ 潛在關稅問題
 - ❁ 之後運價自峰值有所回落，但整體仍保持高位
 - ❁ 市場競爭加劇
 - ❁ 潛在罷工威脅
 - ❁ 關稅懸而未決
 - ❁ 步入2025年，航運市場何去何從

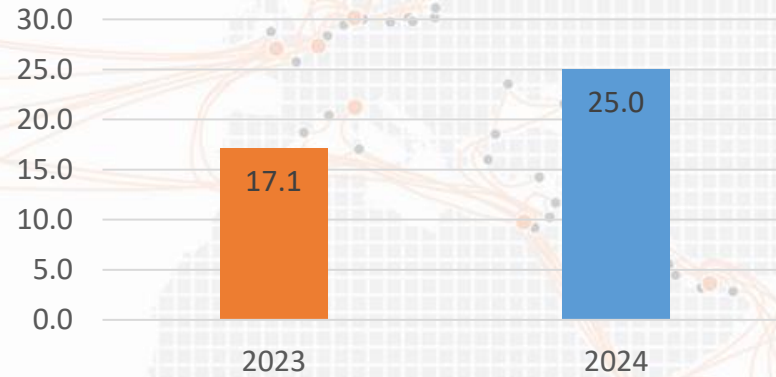


KEY METRICS 關鍵指標

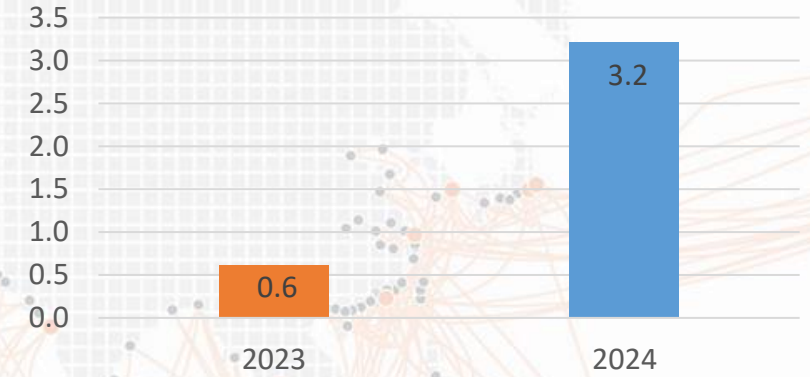
Net Profit (US\$ B)
淨溢利 (十億美元)



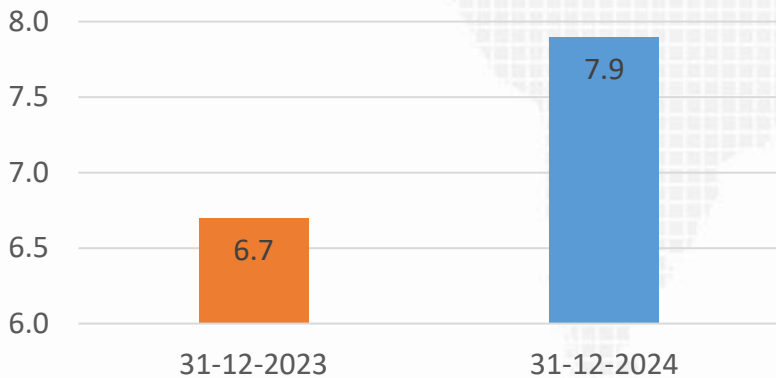
Core Business EBIT Margin (%)
核心業務息稅前溢利率



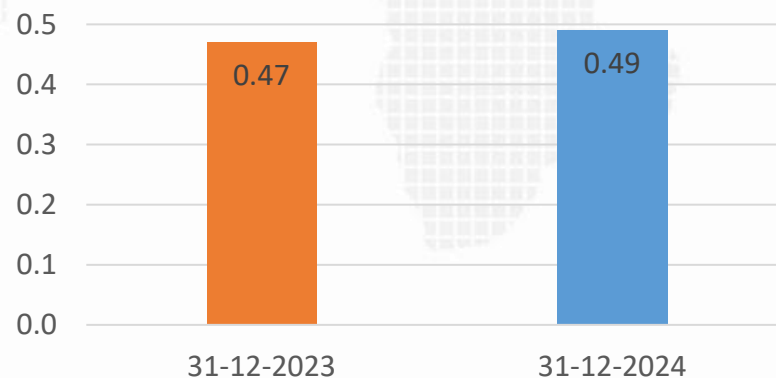
Operating Cash Flow (US\$ B)
營運現金流 (十億美元)



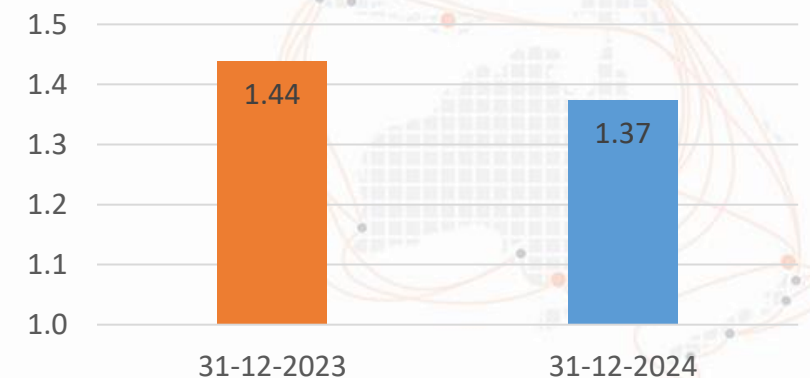
Cash & Bank Balances (US\$ B)
現金及銀行結餘 (十億美元)



Net Cash to Equity Ratio
淨現金與權益比率

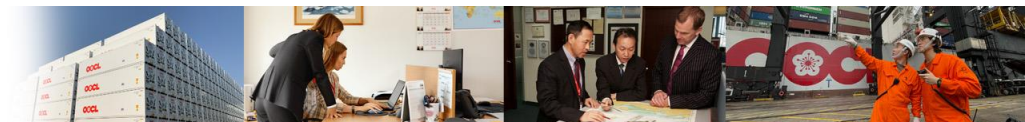
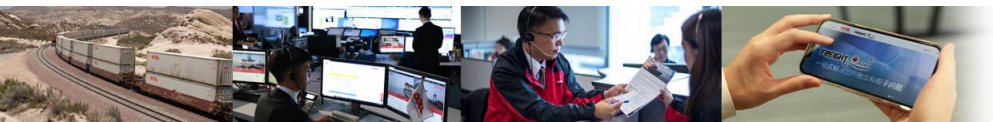


Total Debt (US\$ B)
債務總額 (十億美元)



CONTAINER TRANSPORT (EXCLUDING LOGISTICS) 貨櫃運輸 (不包括物流)

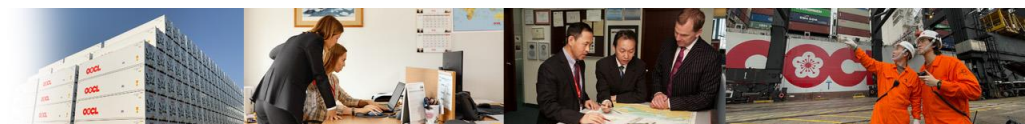
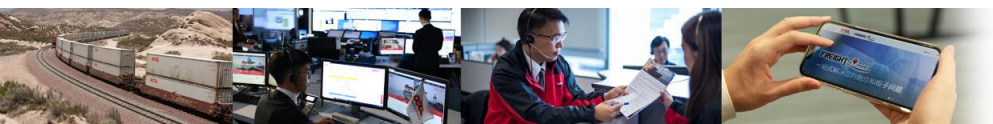
	2024 二零二四年	2023 二零二三年	Change 變動
Liftings ('000 TEU) 載貨量 (千個標準箱)	7,595	7,338	3.5% ▲
Freight Revenue (US\$ M) 運費收入 (美元百萬)	9,815	7,536	30.2% ▲
Freight Revenue Per TEU (US\$) 每個標準箱平均運費收入 (美元)	1,292	1,027	25.8% ▲
Load Factor (%) 運載率 (%)	84.0	81.3	2.7% pt ▲
Net Operating Capacity (TEU) 淨運力 (標準箱)	985,679	964,964	2.1 % ▲



GROUP RESULTS BREAKDOWN

集團業績明細

(US\$ M) (百萬美元)	31 Dec 2024 截至2024年12月31日止年度	31 Dec 2023 截至2023年12月31日止年度
Container Transportation and Logistics – EBIT 貨櫃運輸及物流 - 息稅前溢利	2,665.5	1,421.1
Container Transportation and Logistics – EBIT margin 貨櫃運輸及物流 - 息稅前溢利率	25.0%	17.1%
Property and Investments – LBIT 其他業務 - 息稅前虧損	(30.4)	(12.0)
OOIL Group – EBIT 集團息稅前溢利	2,635.1	1,409.1
Finance Costs 財務開支	(20.6)	(28.5)
Taxation 稅項	(35.4)	(11.5)
OOIL Group Profit After Taxation 集團期內溢利	2,579.1	1,369.1

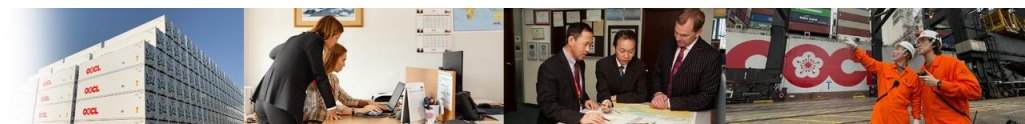
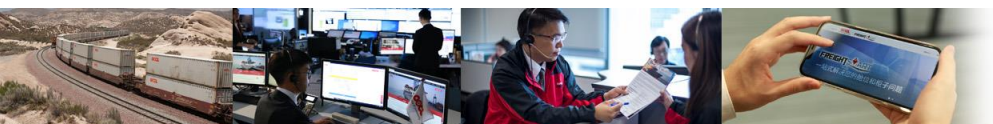


OPERATING COSTS 2024

二零二四年營運成本

Per TEU 每個標準箱	2024 / 2023 Change 二零二四年/ 二零二三年之變動	2024 Proportion 佔二零二四年比例
Total Cost 總成本	6%	100%
Cargo Costs 貨物處理成本	16%	43%
Equipment and Repositioning Costs 貨櫃成本及空箱回流費用	17%	15%
Vessel and Voyage Costs (Excluding Bunker Costs) 船舶及航程費用 (除燃油成本外)	-12%	25%
Bunker Costs 燃油成本	2%	17%

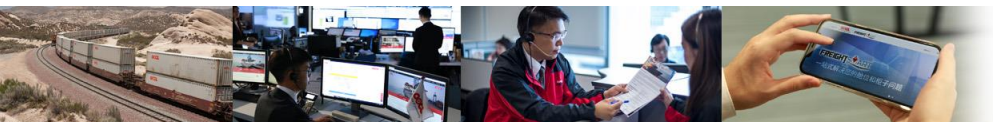
Note : Operating costs include liner business only
附注：營運成本只包括貨櫃運輸業務



GROUP BALANCE SHEET HIGHLIGHTS

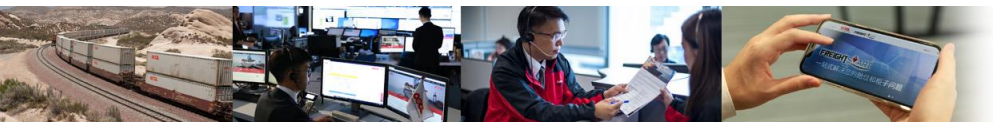
集團資產負債表摘要

(US\$ M) (百萬美元)	31 Dec 2024 2024年12月31日	31 Dec 2023 2023年12月31日
Non-Current Assets 非流動資產	8,905	7,919
Current Assets 流動資產	8,863	7,690
Total Assets 總資產	17,768	15,609
Non-Current Liabilities 非流動負債	1,893	2,027
Current Liabilities 流動負債	2,626	2,372
Total Liabilities 總負債	4,519	4,399
Total Equity 總權益	13,249	11,210



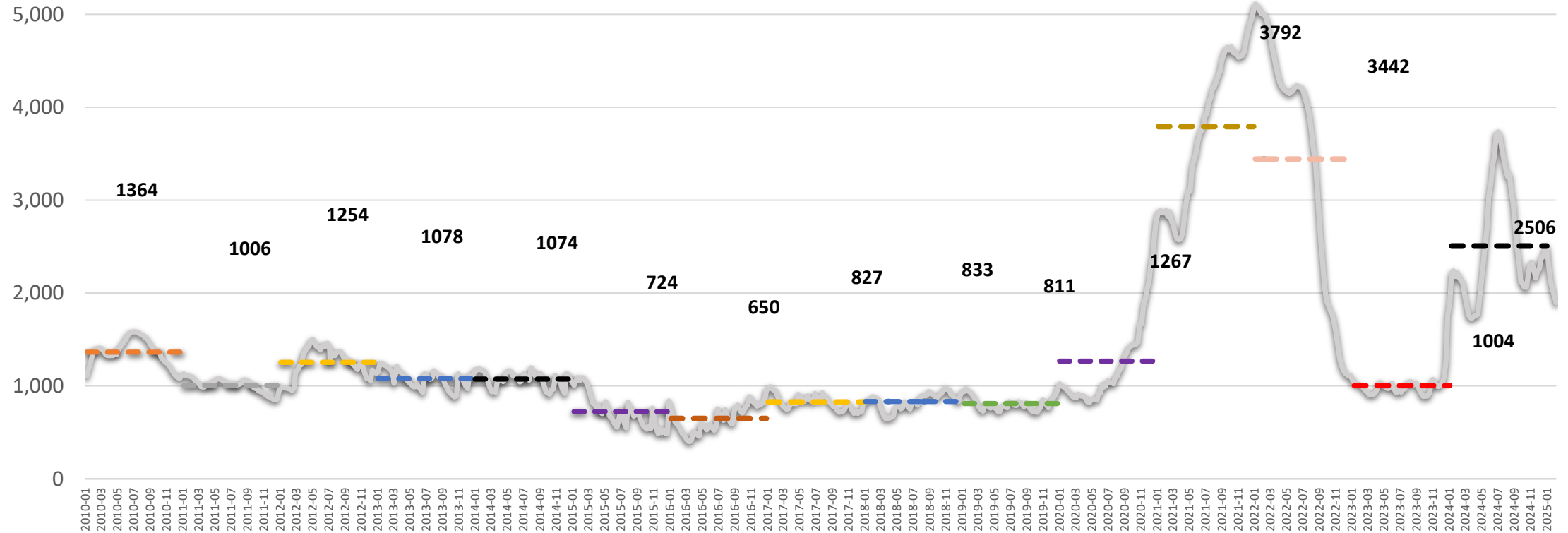
NET CASH 淨現金

(US\$ M) (百萬美元)	31 Dec 2024 2024年12月31日	31 Dec 2023 2023年12月31日
Cash and Bank Balances 現金及銀行結餘	7,903	6,722
Total Debt 債務總額	1,373	1,438
Net Cash 淨現金	6,530	5,284

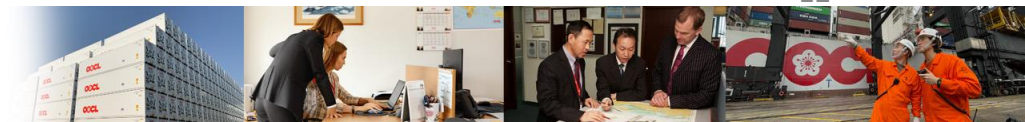
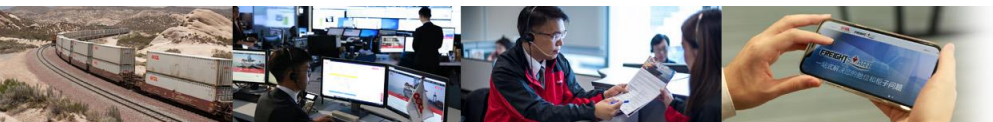


SHANGHAI CONTAINERIZED FREIGHT INDEX 上海出口集裝箱運價指數

US\$
美元



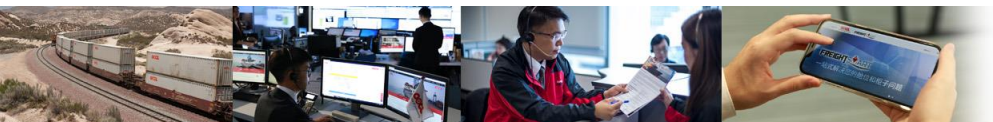
Source 資料來源：Shanghai Shipping Exchange



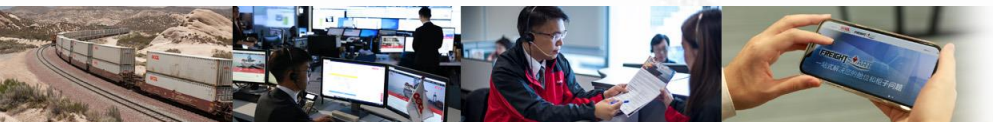
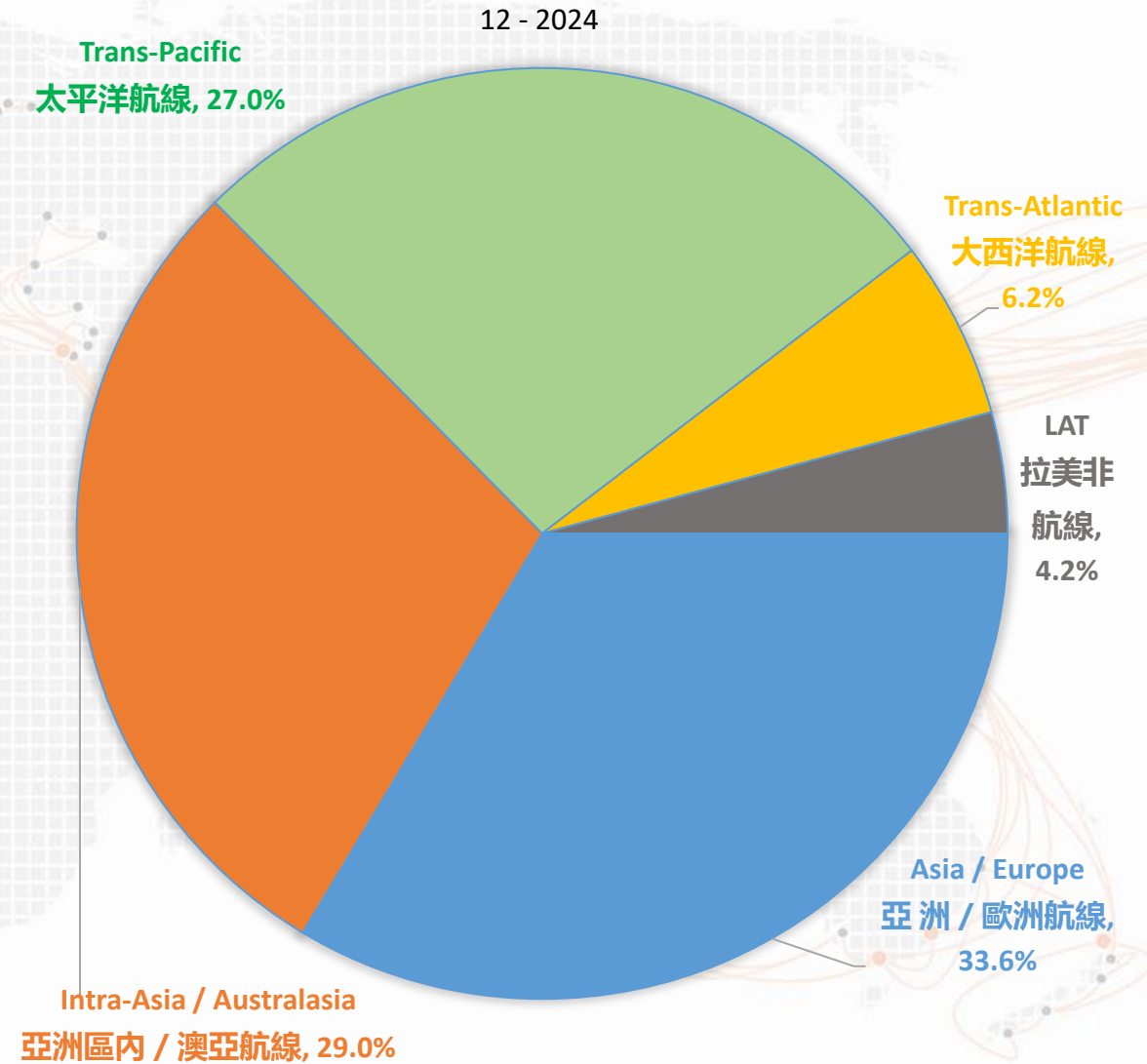
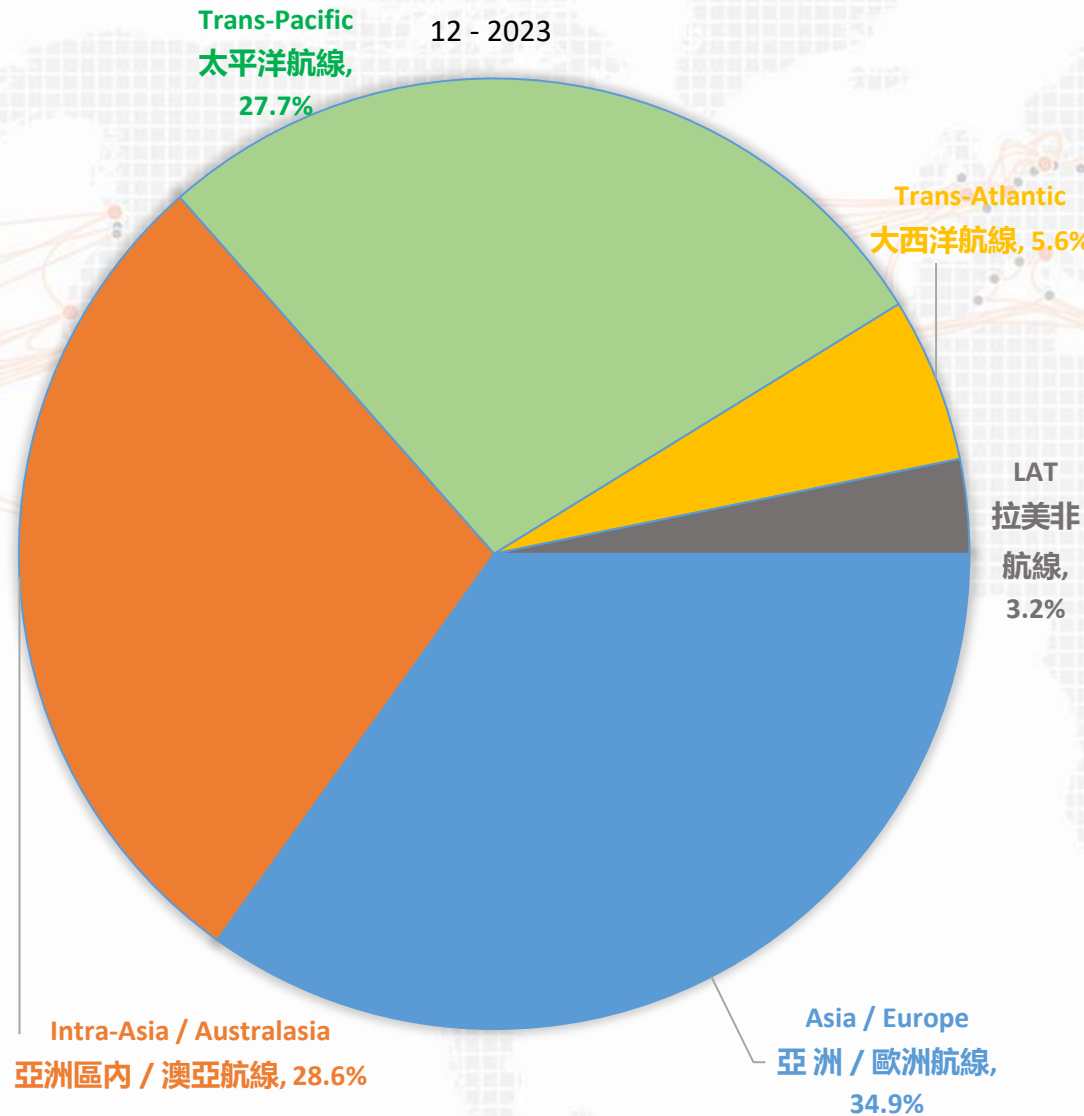
INDUSTRY TRADE VOLUME 行業貿易額 (2024)

Trade Route 航線	2024 / 2023	2023 / 2022	2022 / 2021
Trans-Pacific EB 太平洋東行航線	15.5%	(10.3%)	4.3%
Asia-Europe WB 亞洲 / 歐洲西行航線	8.8%	7.7%	(9.8%)
Intra-Asia 亞洲區內航線	5.1%	(3.2%)	(1.3%)
Trans-Atlantic WB 大西洋西行航線	2.7%	(12.8%)	(0.2%)

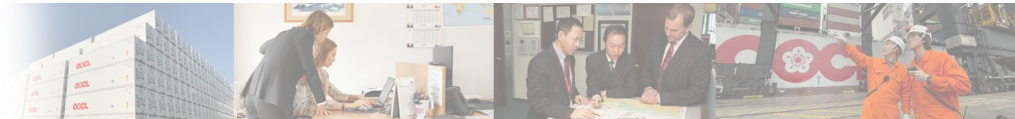
Sources: Datamyne and CTS



CAPACITY DISTRIBUTION 運力分佈



Outlook 展望



OUTLOOK 展望

❁ Ever-challenging supply chain management

- ❁ Geopolitical developments
- ❁ Change in trade patterns
- ❁ Red Sea passage resumption concerns
- ❁ Restructure of alliances
- ❁ Ever-tightening industry regulations

❁ Interplay of factors

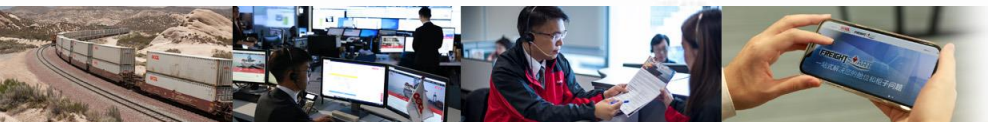
❁ Market changes are becoming more complex

❁ 供應鏈管理難度增加

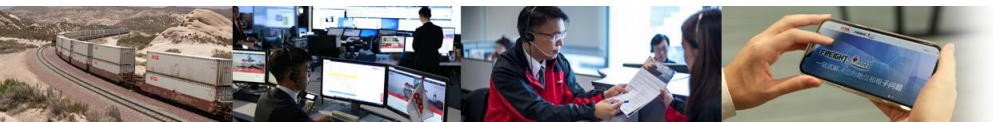
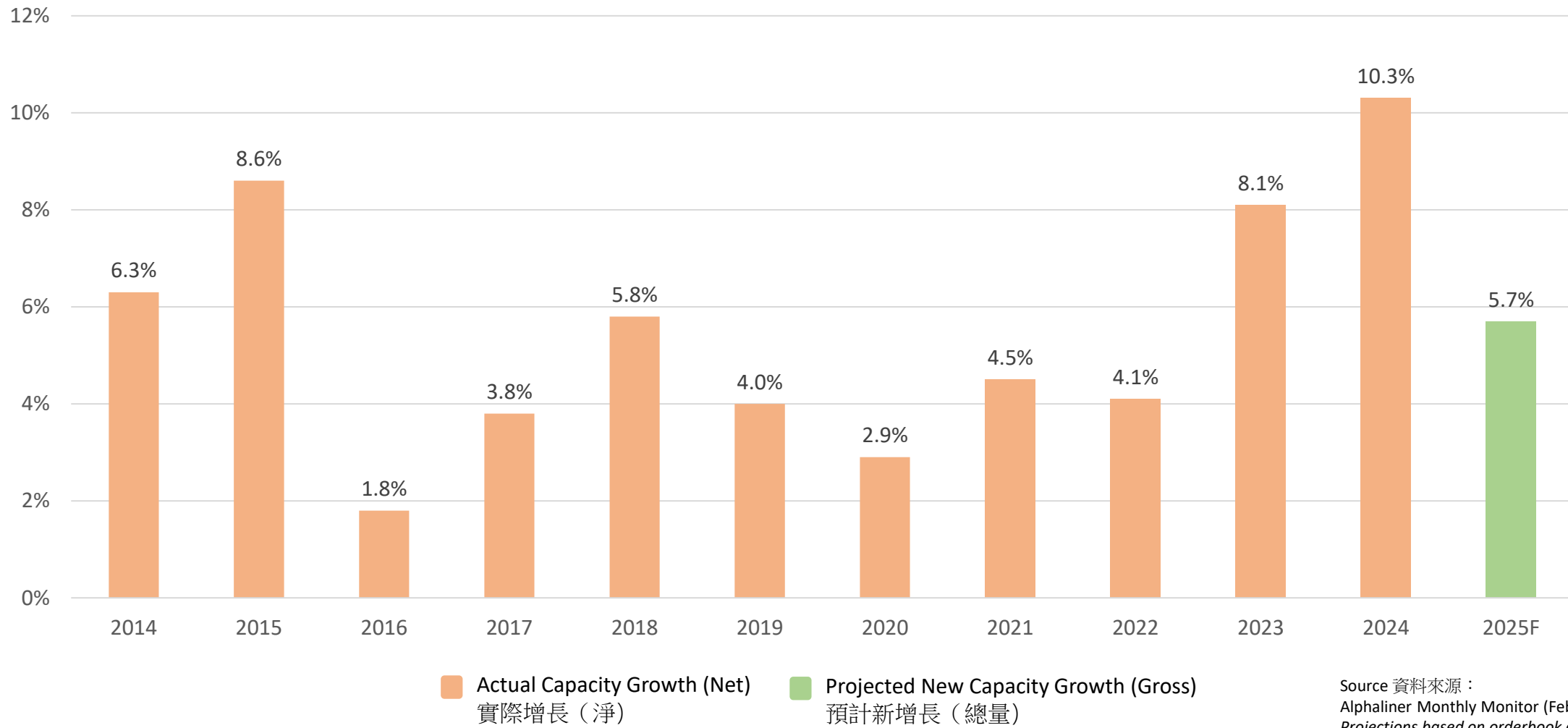
- ❁ 地緣政治發展
- ❁ 貿易格局演變
- ❁ 紅海復航隱憂
- ❁ 聯盟模式變革
- ❁ 行業監管趨嚴

❁ 各種因素交互作用

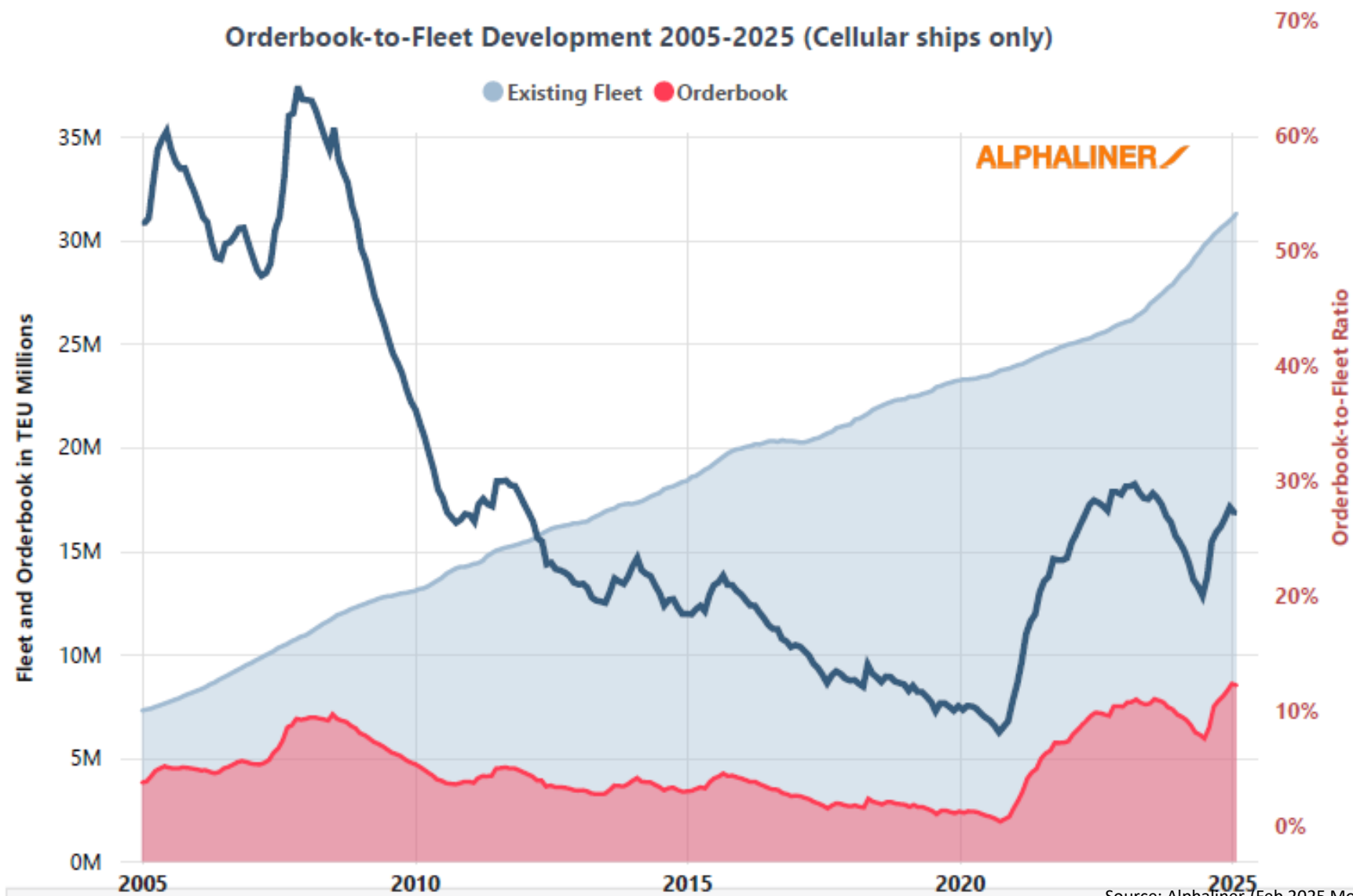
❁ 市場變化更加複雜



ANNUAL CAPACITY GROWTH 每年運載力增長



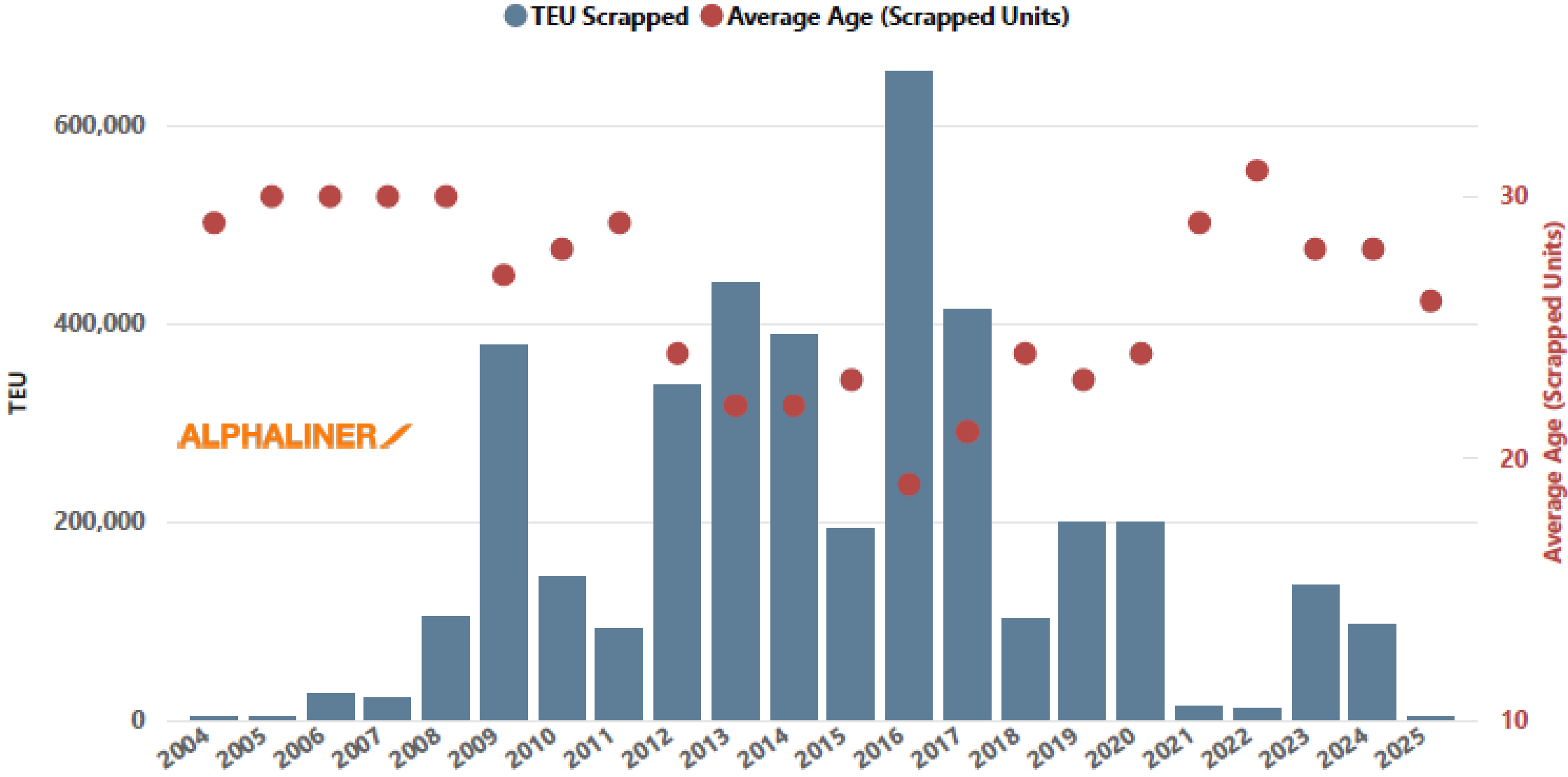
ORDERBOOK-TO-FLEET RATIO 訂單佔船隊比率



Source: Alphaliner (Feb 2025 Monthly Monitor)



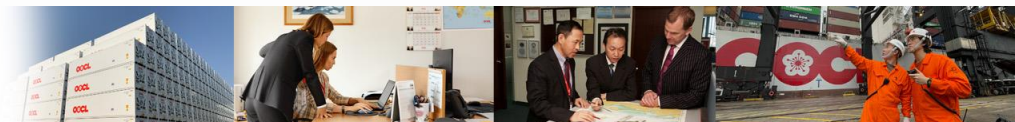
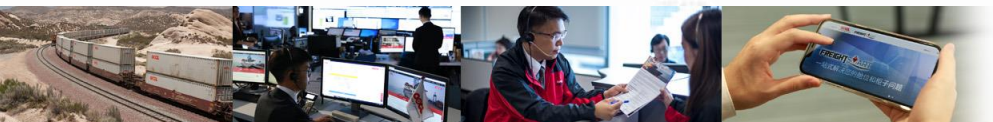
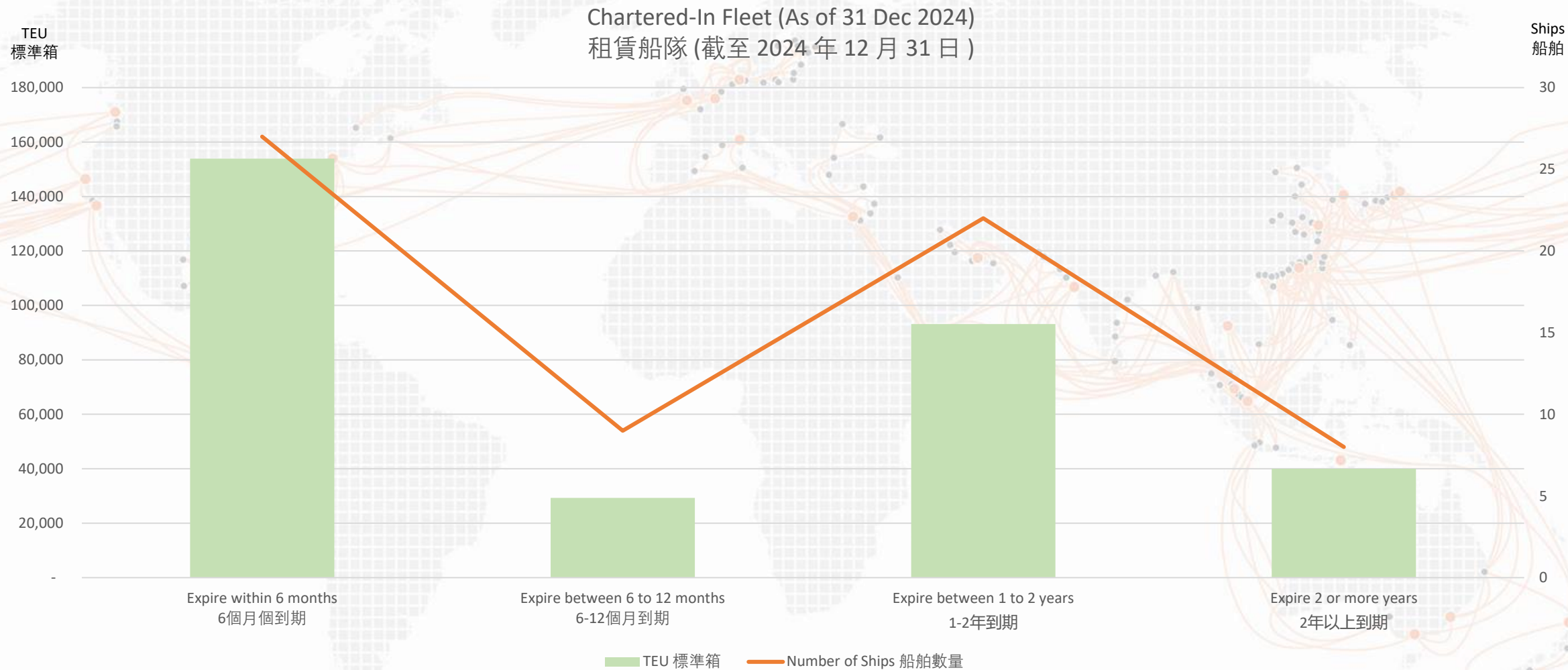
SCRAPPING 報廢船舶



Source: Alphaliner (Feb 2025 Monthly Monitor)



OOCL'S CHARTERED-IN FLEET 東方海外租賃船舶



CONCLUSION 總結

❁ Potentially more challenges in the foreseeable future

❁ 未來形勢可能更加嚴峻

❁ OOCL is well-prepared to respond

❁ 東方海外已經做好應對準備

❁ Innovative thinking, prudent flexibility

❁ 創新思變、審慎靈活

❁ Dual-brand strategy continues to play a role

❁ 雙品牌持續發揮作用

❁ Efficient vessel utilization & excellent cost control

❁ 高效的船舶利用率和優異的成本控制

❁ To greenly and intelligently bridge world trade

❁ 為世界貿易搭建綠色智能的橋樑

