



Orient Overseas (International) Ltd

2012 Interim Result Announcement

August 2nd 2012

www.ooilgroup.com

Group Results Summary – 2012 1H

- OOIL Revenue Increased 7% to US\$3.1 Billion
- Container Transportation and Logistics Profit US\$43.1 Million
- Profit from Other Activities US\$74.4 Million
- Profit for the Period US\$117.5 Million



Earnings per Ordinary Share

- Earnings per Ordinary Share US 18.6 Cents
- Interim Ordinary Dividend US 4.66 Cents



Gross Results – 2012 1H

US\$M	1H12	1H11
Container Transportation and Logistics		
Core Earnings	47.1	143.4
Loss of Disposal of Vessels	(4.0)	-
	<u>43.1</u>	<u>143.4</u>
Others		
Wall Street Plaza Revaluation	5.0	5.0
Hui Xian Dividends	42.6	-
Others	26.8	26.9
	<u>74.4</u>	<u>31.9</u>



Container Transportation (excl. Logistics)

US\$ / TEU	1H12	1H11	% ▲
Liftings ('000)	2,587	2,440	6.1%
Revenue (US\$M)	2,878	2,741	5.0%
Revenue Per TEU (US\$)	1,112	1,123	(1.0%)
Net Operating Capacity (TEU)	432,825	425,153	1.8%
Load Factor (%)	74%	77%	(3%)



Balance Sheet Highlights

US\$M	30 Jun 2012	31 Dec 2011
Non-current Assets	4,996	4,890
Current Assets	3,040	2,839
Total Assets	8,036	7,729
Non-current Liabilities	2,439	2,311
Current Liabilities	1,254	1,160
Total Liabilities	3,693	3,471
Equity holders	4,336	4,251
Non-controlling Interests	7	7
Total Equity	4,343	4,258



Total Liquid Assets

US\$M	30 Jun 2012	31 Dec 2011
Cash and bank balances	2,160	2,099
Portfolio investments, Equities and Bonds	350	302
Available Liquid Assets	2,510	2,401
Restricted bank balances	17	12
Total Liquid Assets	2,527	2,413

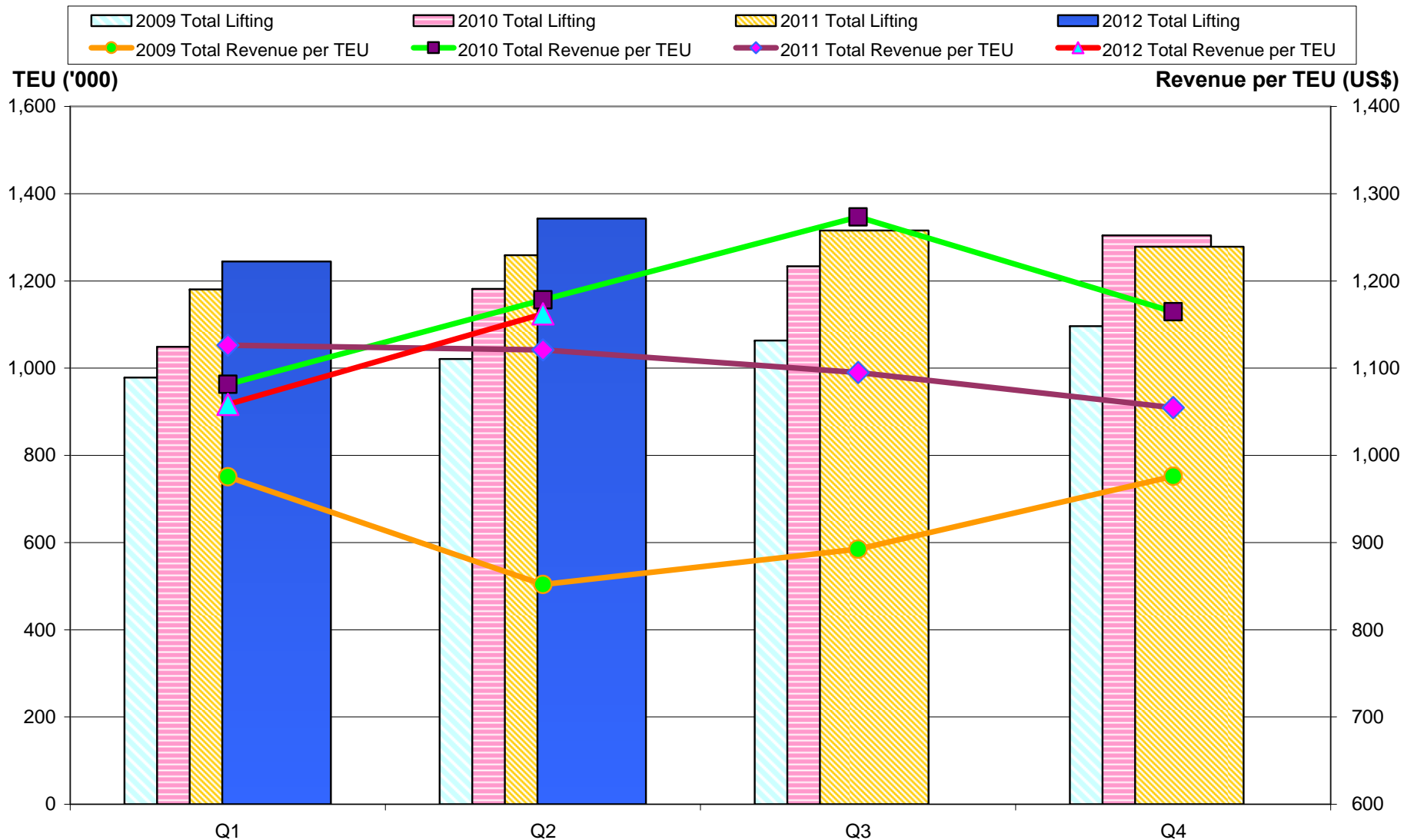


Net Debt Position

US\$M	30 Jun 2012	31 Dec 2011
Total Liquid Assets	2,527	2,413
Debt	2,812	2,672
Net Debt	285	259



All Trades Liftings and Revenue per TEU*



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*Note: Unaudited operational updates



OOCL Operational Update*

	YTD					
	Q2 2012	Q2 2011	change	1H 2012	1H 2011	change
LIFTINGS (TEU'S)						
Trans-Pacific	325,729	301,833	7.9%	632,300	598,266	5.7%
Asia-Europe	223,743	224,572	-0.4%	426,195	420,746	1.3%
Trans-Atlantic	105,153	96,471	9.0%	212,669	187,408	13.5%
Intra-Asia/Australasia	687,996	635,854	8.2%	1,316,096	1,233,087	6.7%
TOTAL ALL SERVICES	1,342,621	1,258,730	6.7%	2,587,260	2,439,507	6.1%
TOTAL REVENUES (USD 000's)						
Trans-Pacific	516,307	482,592	7.0%	968,923	956,018	1.3%
Asia-Europe	326,888	283,753	15.2%	545,904	561,595	-2.8%
Trans-Atlantic	168,457	164,785	2.2%	342,730	321,336	6.7%
Intra-Asia/Australasia	548,678	479,756	14.4%	1,019,990	901,706	13.1%
TOTAL ALL SERVICES	1,560,330	1,410,886	10.6%	2,877,547	2,740,655	5.0%
REVENUE PER TEU (USD)						
Trans-Pacific	1,585	1,599	-0.9%	1,532	1,598	-4.1%
Asia-Europe	1,461	1,264	15.6%	1,281	1,335	-4.0%
Trans-Atlantic	1,602	1,708	-6.2%	1,612	1,715	-6.0%
Intra-Asia/Australasia	798	755	5.7%	775	731	6.0%
TOTAL ALL SERVICES	1,162	1,121	3.7%	1,112	1,123	-1.0%

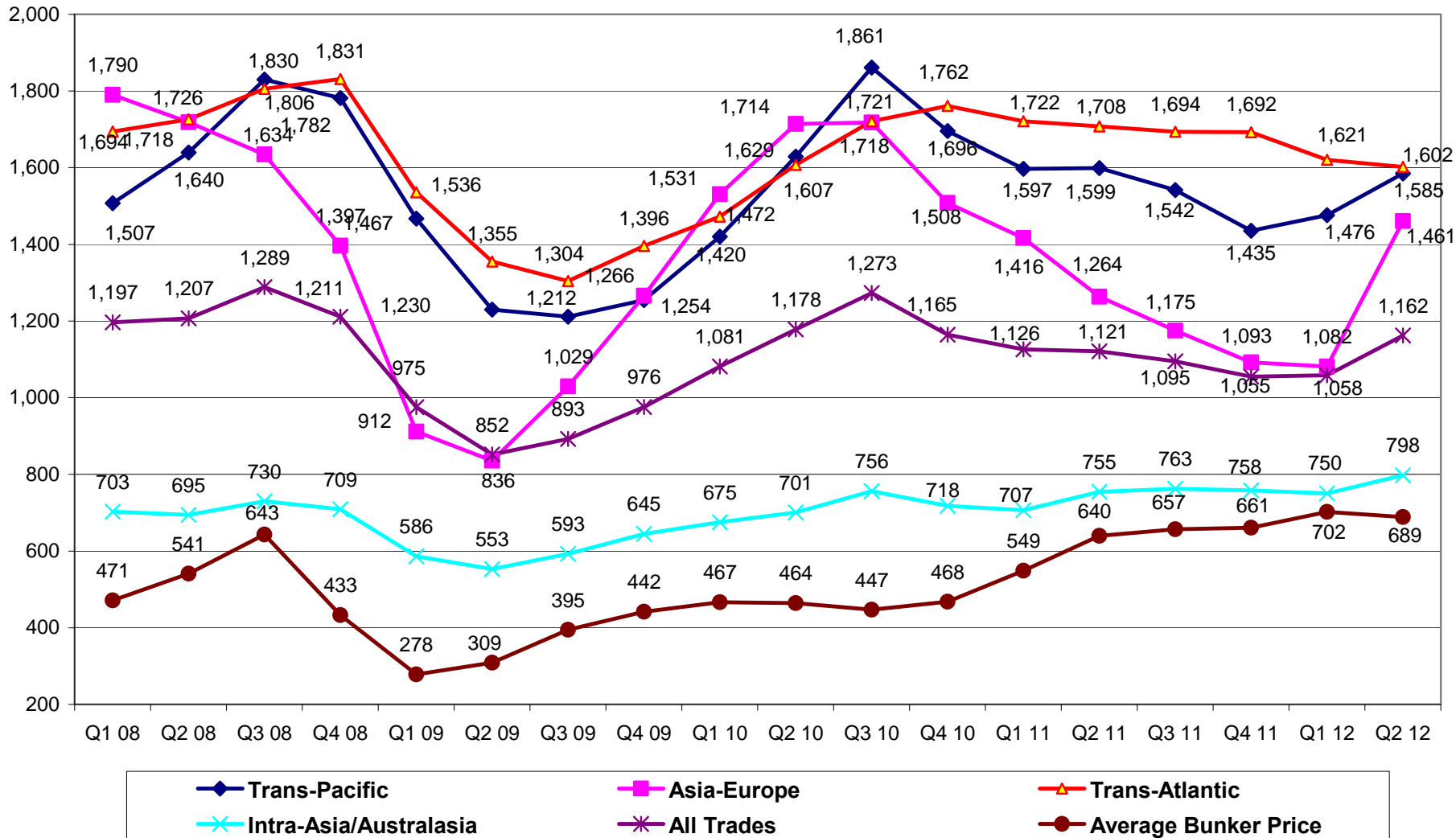
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*Note: Unaudited operational updates



OOCL Average Revenue / TEU*

Revenue Per TEU (US\$)



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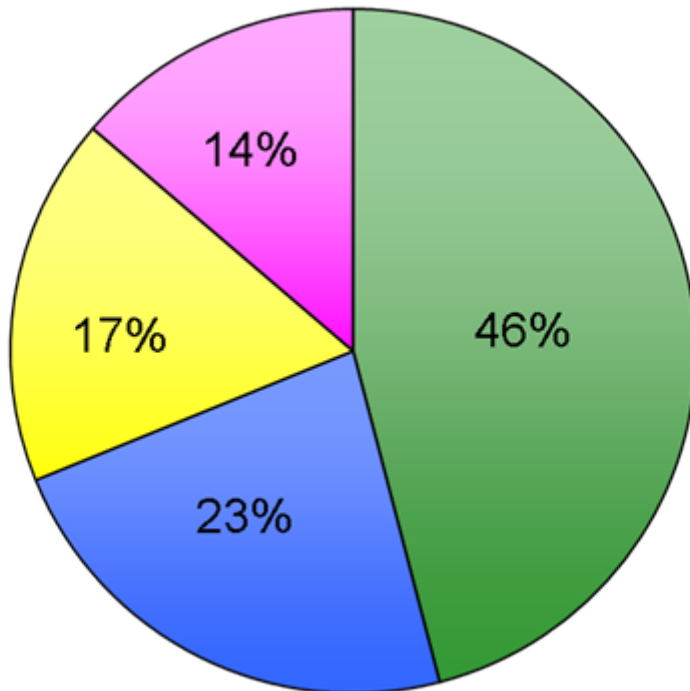
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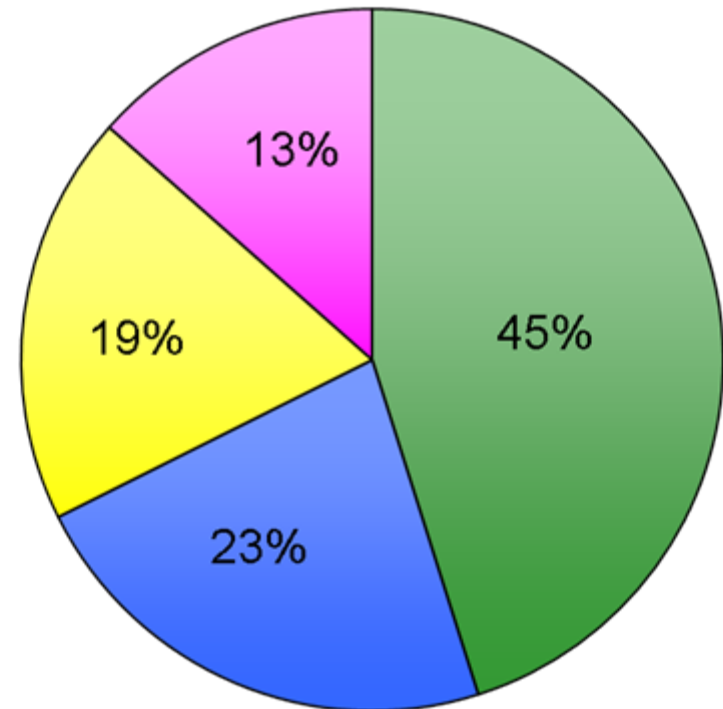
Operating Costs

- Cargo costs
- Bunker costs
- Vessels and voyage costs (excluding bunker)
- Equipment and repositioning costs

1H 11



1H 12



Bunker Fuel Cost

US\$M	1H12	1H11	% ▲
Total Consumption ('000 TON)	845	921	8%
Average Price (US\$ per TON)	689	593	(16%)
Total Bunker Costs (US\$M)	598	560	(7%)
% of Total Operating Costs	23%	23%	0%



OOCL Static Slot Capacity Breakdown

As at 30 Jun 2012	# of Vessels	Capacity (TEU)	Average (TEU)	% of Total Fleet
Owned*	44	270,586	6,150	63%
Long Term Chartered	14	75,476	5,391	17%
Operating Lease	1	4,402	4,402	1%
Short Term Chartered	41	127,925	3,120	30%
Charter-Out	(8)	(45,564)	(5,696)	(11%)
Total	92	432,825	4,705	100%

*Note: OOCL China, a 5,344 teu vessel, was disposed in July 2012.

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Industry Outlook

- Given the substantial new-build capacity still to deliver, and with ongoing weak demand growth, volatile fuel prices, and fragile freight rates, continued discipline in capacity deployment and cost control will be needed for the industry to rebuild stability toward profitability.
- The need to meet higher operating costs, and in particular high fuel costs, has seen freight rates improve this year, and it is hoped that they will now remain at these more reasonable levels.





Thank You

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