ORIENT OVERSEAS (INTERNATIONAL) LIMITED

東方海外(國際)有限公司*

(Incorporated in Bermuda with members' limited liability)
(Stock code: 316)

ANNOUNCEMENT OF INTERIM RESULTS FOR THE SIX MONTHS ENDED 30TH JUNE 2026

The Directors of Orient Overseas (International) Limited (the "Company" or "OOIL") announce the unaudited interim results of the Company and its subsidiaries (the "Group") for the six months ended 30th June 2026. The following financial information, including the Group's unaudited condensed consolidated balance sheet as at 30th June 2026 and the unaudited condensed consolidated profit and loss account, unaudited condensed consolidated statement of comprehensive income, unaudited condensed consolidated cash flow statement and unaudited condensed consolidated statement of changes in equity for the six-month period then ended and explanatory notes 1 to 21 as presented below are extracted from the Interim Financial Information which has been reviewed by the Company's independent auditor, SHINEWING (HK) CPA Limited, in accordance with Hong Kong Standard on Review Engagements 2410 "Review of Interim Financial Information Performed by the Independent Auditor of the Entity" issued by the Hong Kong Institute of Certified Public Accountants (the "HKICPA").

Condensed Consolidated Profit and Loss Account (Unaudited)
For the six months ended 30th June 2026

US$'000	Note	2026	2025
Revenue	5, 6	**5,173,277**	4,876,265
Operating costs		**(4,334,947)**	(3,907,230)
Gross profit		**838,330**	969,035
Other operating income		**124,709**	179,250
Business and administrative expenses		**(241,564)**	(214,952)
(Provision for)/reversal of impairment losses on financial assets, net		**(7,370)**	2,778
Other gains, net		**6,156**	41,883
Operating profit	7	**720,261**	977,994
Finance costs	9	**(4,466)**	(11,974)
Share of profits of joint ventures		**3,127**	2,701
Share of profits of associated companies		**4,582**	4,319
Profit before taxation		**723,504**	973,040
Taxation	10	**5,823**	(17,905)
Profit for the period		**729,327**	955,135
Profit attributable to:			
Equity holders of the Company		**727,950**	954,229
Non-controlling interests		**1,377**	906
		729,327	955,135
Earnings per ordinary share (US$)	11		
Basic and diluted		**1.10**	1.44

Condensed Consolidated Statement of Comprehensive Income (Unaudited)
For the six months ended 30th June 2026

US$'000	2026	2025
Profit for the period	**729,327**	955,135
Other comprehensive income/(loss):		
Item that will not be subsequently reclassified to profit or loss:		
Remeasurement gains/(losses) on defined benefit scheme	**755**	(201)
Items that have been reclassified or may be reclassified subsequently to profit or loss:		
Currency translation adjustments		
Subsidiaries	**1,606**	(4,562)
Joint ventures	**285**	(23)
Associated companies	**4,284**	569
Total amount that has been reclassified or may be reclassified subsequently to profit or loss	**6,175**	(4,016)
Other comprehensive income/(loss) for the period, net of tax	**6,930**	(4,217)
Total comprehensive income for the period	**736,257**	950,918
Total comprehensive income attributable to:		
Equity holders of the Company	**735,189**	949,980
Non-controlling interests	**1,068**	938
	736,257	950,918

Condensed Consolidated Balance Sheet (Unaudited)
As at 30th June 2026

US$'000	Note	30th June 2026	31st December 2025
ASSETS			
Non-current assets			
Property, plant and equipment	13	**9,213,470**	8,500,668
Right-of-use assets	13	**1,487,663**	1,552,906
Investment property	13	**200,000**	200,000
Investments in joint ventures and associated companies		**155,638**	150,145
Intangible assets	13	**4,924**	5,388
Deferred taxation assets		**37,345**	32,691
Pension and retirement assets		**16,803**	16,272
Restricted bank balances		**2**	-
Investments at fair value through other comprehensive income		**34**	34
Investments at amortised cost		**17,000**	17,000
Other non-current assets		**13,648**	12,912
		11,146,527	10,488,016
Current assets			
Inventories		**383,549**	197,308
Debtors and prepayments	14	**836,971**	685,124
Investments at amortised cost		**17,833**	30,846
Portfolio investments at fair value through profit or loss		**9,608**	11,134
Tax recoverable		**8,959**	8,805
Restricted bank balances		**4,816**	4,634
Cash and bank balances		**5,783,120**	6,243,182
		7,044,856	7,181,033
Total assets		**18,191,383**	17,669,049
EQUITY			
Equity holders			
Share capital	15	**66,037**	66,037
Reserves	16	**13,800,363**	13,342,531
		13,866,400	13,408,568
Non-controlling interests		**5,067**	4,789
Total equity		**13,871,467**	13,413,357
LIABILITIES			
Non-current liabilities			
Lease liabilities	17	**706,348**	711,064
Deferred taxation liabilities		**181,695**	181,505
Provision	18	**876,745**	876,745
		1,764,788	1,769,314
Current liabilities			
Creditors and accruals	19	**1,886,285**	1,802,064
Lease liabilities	17	**565,772**	568,384
Current taxation		**103,071**	115,930
		2,555,128	2,486,378
Total liabilities		**4,319,916**	4,255,692
Total equity and liabilities		**18,191,383**	17,669,049

Condensed Consolidated Cash Flow Statement (Unaudited)
For the six months ended 30th June 2026

US$'000	2026	2025
Cash flows from operating activities		
Cash generated from operations	**852,410**	1,172,946
Interest and financing charges paid	**(22,382)**	(25,550)
Income tax paid	**(11,478)**	(22,625)
Net cash from operating activities	**818,550**	1,124,771
Cash flows from investing activities		
Proceeds from disposal of property, plant and equipment	**26,063**	24,976
Redemption on maturity of investments at amortised cost	**13,000**	-
Purchase of property, plant and equipment and other non-current assets	**(829,628)**	(973,880)
Increase in restricted bank balances and bank deposits maturing more than three months from the date of placement	**(973,273)**	(560,232)
Interest received	**117,540**	152,878
Movements of other investing activities	**6,863**	2,341
Net cash used in investing activities	**(1,639,435)**	(1,353,917)
Cash flows from financing activities		
Repayment of lease liabilities	**(334,947)**	(333,652)
Dividends paid to equity holders of the Company	**(277,357)**	(871,693)
Dividends paid to non-controlling interests	**(790)**	(521)
Cash used in financing activities	**(613,094)**	(1,205,866)
Net decrease in cash and cash equivalents	**(1,433,979)**	(1,435,012)
Cash and cash equivalents at beginning of period	**3,095,149**	5,650,964
Currency translation adjustments	**828**	(6,855)
Cash and cash equivalents at end of period	**1,661,998**	4,209,097
Analysis of cash and cash equivalents		
Cash and bank balances	**5,783,120**	7,020,711
Bank deposits maturing more than three months from the date of placement	**(4,121,122)**	(2,811,614)
Cash and cash equivalents at end of period	**1,661,998**	4,209,097

Condensed Consolidated Statement of Changes in Equity (Unaudited)
For the six months ended 30th June 2026

	Equity holders			Non-	
US$'000	Share capital	Reserves	Sub-total	controlling interests	Total
At 1st January 2026	**66,037**	**13,342,531**	**13,408,568**	**4,789**	**13,413,357**
Total comprehensive income for the period	**-**	**735,189**	**735,189**	**1,068**	**736,257**
Transactions with owners					
2025 final dividend	**-**	**(277,357)**	**(277,357)**	**-**	**(277,357)**
Dividends paid to non-controlling interests	**-**	**-**	**-**	**(790)**	**(790)**
At 30th June 2026	**66,037**	**13,800,363**	**13,866,400**	**5,067**	**13,871,467**
At 1st January 2025	66,037	13,179,513	13,245,550	3,947	13,249,497
Total comprehensive income for the period	-	949,980	949,980	938	950,918
Transactions with owners					
2024 final dividend	-	(871,693)	(871,693)	-	(871,693)
Dividends paid to non-controlling interests	-	-	-	(521)	(521)
At 30th June 2025	66,037	13,257,800	13,323,837	4,364	13,328,201

Notes to the Interim Financial Information

1. General information

The Company is a members' limited liability company incorporated in Bermuda. The address of its registered office is Richmond House, 12 Par-la-Ville Road, Hamilton HM 08, Bermuda and the principal office is 31st Floor, Harbour Centre, 25 Harbour Road, Wanchai, Hong Kong, China.

The Company has its shares listed on the Main Board of The Stock Exchange of Hong Kong Limited.

The ultimate parent company of the Group is China COSCO SHIPPING Corporation Limited ("COSCO SHIPPING"), a state-owned enterprise established in the People's Republic of China (the "PRC").

This interim financial information is presented in US dollars, unless otherwise stated.

This interim financial information was approved by the Board of Directors on 27th August 2026.

2. Basis of preparation

The interim financial information of the Group has been prepared in accordance with Hong Kong Accounting Standard ("HKAS") 34 "Interim Financial Reporting" issued by the HKICPA and the applicable disclosure requirements of Appendix D2 to the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited. They have been prepared under the historical cost convention, as modified by the revaluation of investment property, investments at fair value through other comprehensive income and portfolio investments at fair value through profit or loss which are carried at fair value. The interim financial information should be read in conjunction with the annual consolidated financial statements for the year ended 31st December 2025, which have been prepared in accordance with HKFRS Accounting Standards issued by the HKICPA.

The accounting policies and methods of computation used in the preparation of the interim financial information are consistent with those used in the annual consolidated financial statements for the year ended 31st December 2025 except for the adoption of amendments and improvement to existing standards effective for the financial year ending 31st December 2026.

The adoption of revised standards

In 2026, the Group adopted the following amendments and improvement to existing standards, which are relevant to its operations.

2. Basis of preparation (Continued)

The adoption of revised standards (Continued)

Amendments and improvement to existing standards	
HKFRS 9 and HKFRS 7 (Amendments)	Classification and Measurement of Financial Instruments
HKFRS 9 and HKFRS 7 (Amendments)	Contracts Referencing Nature-dependent Electricity
HKFRS Accounting Standards	Annual Improvements - Volume 11

The adoption of the above amendments and improvement to existing standards does not have a material impact to the results and financial position of the Group.

New standards and amendments to existing standards and interpretation that are relevant to the Group but not yet effective

New standards and amendments to existing standards and interpretation		Effective for accounting periods beginning on or after
HKAS 21 (Amendment)	Translation to a Hyperinflationary Presentation Currency	1st January 2027
HKFRS 18	Presentation and Disclosure in Financial Statements	1st January 2027
HK Int 5 (Amendment)	Classification by the Borrower of a Term Loan that Contains a Repayment on Demand Clause	1st January 2027
HKFRS 20	Regulatory Assets and Regulatory Liabilities	1st January 2029
HKFRS 10 and HKAS 28 (Amendments)	Sale or Contribution of Assets between an Investor and its Associate or Joint Venture	To be announced

The Group has not early adopted the above new standards and amendments to existing standards and interpretation. The Group is in the process of assessing the impact of the new standards on the Group's accounting policies and consolidated financial statements. The adoption of the above new standards and amendments to existing standards and interpretation is not expected to have a significant effect on the consolidated financial statements of the Group, except that the adoption of HKFRS 18 may have impact on the presentation of the Group's consolidated financial statements.

3. Financial risk management

All aspects of the Group's financial risk management objectives and policies are consistent with those disclosed in the annual consolidated financial statements for the year ended 31st December 2025.

3.1 Fair value estimation

The financial instruments that are measured in the consolidated balance sheet at fair value, require disclosure of fair value measurements by level of the following fair value measurement hierarchy:

- Quoted prices (unadjusted) in active markets for identical assets or liabilities (level 1).
- Inputs other than quoted prices included within level 1 that are observable for the asset or liability, either directly (that is, as prices) or indirectly (that is, derived from prices) (level 2).
- Inputs for the asset or liability that are not based on observable market data (that is, unobservable inputs) (level 3).

The following table presents the Group's financial assets that are measured at fair value at 30th June 2026:

US$'000	**Level 1**	**Level 3**	**Total**
Assets			
Portfolio investments at fair value through profit or loss			
Equity securities	**9,608**	**-**	**9,608**
Investments at fair value through other comprehensive income			
Unlisted equity securities	**-**	**34**	**34**
Total	**9,608**	**34**	**9,642**

3. Financial risk management (Continued)

3.1 Fair value estimation (Continued)

The following table presents the Group's financial assets that are measured at fair value at 31st December 2025:

US$'000	Level 1	Level 3	Total
Assets			
Portfolio investments at fair value through profit or loss			
Equity securities	11,134	-	11,134
Investments at fair value through other comprehensive income			
Unlisted equity securities	-	34	34
Total	11,134	34	11,168

There were no transfers among levels 1, 2 and 3 during the period.

Specific valuation techniques used to value level 3 financial instruments include dealer quotes.

There were no changes in valuation techniques during the period.

Instruments included in level 3 comprise unlisted equity securities classified as investments at fair value through other comprehensive income.

There were no movements in level 3 instruments during the period.

3.2 Fair values of financial assets and liabilities measured at amortised cost

	Carrying amounts		Fair values	
US$'000	**30th June 2026**	**31st December 2025**	**30th June 2026**	**31st December 2025**
Investments at amortised cost	**34,833**	47,846	**34,896**	48,227

The fair values of debtors, cash and bank balances, restricted bank balances, other financial assets and creditors approximate their carrying amounts due to the short-term maturities of these assets and liabilities.

4. Critical accounting estimates and judgements

Estimates and judgements used in preparing the consolidated financial statements are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances. The resulting accounting estimates will, by definition, seldom equal the related actual results.

The estimates and assumptions applied in the preparation of the interim financial information are consistent with those used in the annual consolidated financial statements for the year ended 31st December 2025.

5. Revenue

US$'000	**2026**	**2025**
Container transport and logistics	**5,162,255**	4,864,271
Others	**11,022**	11,994
	5,173,277	4,876,265

The principal activities of the Group are container transport and logistics.

Revenue comprises gross freight income, service and other income from the operation of the container transport and logistics and rental income from the investment property.

6. Segment information

The principal activities of the Group are container transport and logistics. Container transport and logistics include global containerised shipping services in major trade lanes, covering Trans-Pacific, Trans-Atlantic, Asia/Europe and Intra-Asia/Australasia trades, and integrated services over the management and control of effective storage and flow of goods. In accordance with the Group's internal financial reporting provided to the chief operating decision-makers, who are responsible for allocating resources, assessing performance of the operating segments and making strategic decisions, the reportable operating segments are container transport and logistics and others. The Executive Directors are the Group's chief operating decision-makers.

6. Segment information (Continued)

Operating segments

The segment results for the six months ended 30th June 2026 are as follows:

US$'000	Container transport and logistics	Others	Total
Revenue from contracts with customers:			
Over time	5,031,997	-	5,031,997
Revenue from other source	130,258	11,022	141,280
	5,162,255	11,022	5,173,277
Other operating income	123,383	1,326	124,709
	5,285,638	12,348	5,297,986
Operating profit/(loss)	720,479	(218)	720,261
Finance costs	(4,466)	-	(4,466)
Share of profits of joint ventures	3,127	-	3,127
Share of profits of associated companies	4,582	-	4,582
Profit/(loss) before taxation	723,722	(218)	723,504
Taxation	5,901	(78)	5,823
Profit/(loss) for the period	729,623	(296)	729,327
Additions to non-current assets*	1,191,052	-	1,191,052
Depreciation of property, plant and equipment	277,587	7	277,594
Depreciation of right-of-use assets	248,013	-	248,013
Amortisation of intangible assets	1,070	-	1,070

6. Segment information (Continued)

Operating segments (Continued)

The segment results for the six months ended 30th June 2025 are as follows:

US$'000	Container transport and logistics	Others	Total
Revenue from contracts with customers:			
Over time	4,751,356	-	4,751,356
Revenue from other source	112,915	11,994	124,909
	4,864,271	11,994	4,876,265
Other operating income	176,152	3,098	179,250
	5,040,423	15,092	5,055,515
Operating profit	969,823	8,171	977,994
Finance costs	(11,974)	-	(11,974)
Share of profits of joint ventures	2,701	-	2,701
Share of profits of associated companies	4,319	-	4,319
Profit before taxation	964,869	8,171	973,040
Taxation	(16,256)	(1,649)	(17,905)
Profit for the period	948,613	6,522	955,135
Additions to non-current assets*	1,680,535	-	1,680,535
Depreciation of property, plant and equipment	246,496	7	246,503
Depreciation of right-of-use assets	232,657	-	232,657
Amortisation of intangible assets	2,191	-	2,191

* Additions to non-current assets comprise additions to property, plant and equipment, right-of-use assets and intangible assets.

6. Segment information (Continued)

Operating segments (Continued)

The segment assets and liabilities at 30th June 2026 are as follows:

US$'000	Container transport and logistics	Others	Group
Segment assets	**17,734,896**	**298,516**	**18,033,412**
Joint ventures	**15,372**	**-**	**15,372**
Associated companies	**142,599**	**-**	**142,599**
Total assets	**17,892,867**	**298,516**	**18,191,383**
Segment liabilities	**(4,199,339)**	**(120,577)**	**(4,319,916)**

The segment assets and liabilities at 31st December 2025 are as follows:

US$'000	Container transport and logistics	Others	Group
Segment assets	17,222,676	296,228	17,518,904
Joint ventures	10,930	-	10,930
Associated companies	139,215	-	139,215
Total assets	17,372,821	296,228	17,669,049
Segment liabilities	(4,137,600)	(118,092)	(4,255,692)

The segment of "Others" primarily includes assets and liabilities of property investment and corporate level activities. Assets under the segment of "Others" consist primarily of investment property, investments at amortised cost, portfolio investments at fair value through profit or loss together with cash and bank balances related to property investment activities. Liabilities under the segment of "Others" primarily include creditors and accruals and deferred taxation liabilities related to property investment and corporate level activities.

6. Segment information (Continued)

Geographical information

The Group's two reportable operating segments operate in below main geographical areas, even though they are managed on a worldwide basis. Freight revenues from container transport and logistics are analysed based on the outbound cargoes of each geographical territory. Revenues from other sources are analysed based on the geographical territory that the Group derives revenue from customers.

The Group's non-current assets mainly include container vessels and containers which are primarily utilised across geographical markets for shipment of cargoes throughout the world. Accordingly, non-current assets by geographical areas are not presented.

US$'000	**Revenue**	**Additions to non-current assets#**
Six months ended 30th June 2026		
Asia	**4,099,553**	**68,684**
Europe	**546,028**	**668**
North and South America	**359,755**	**409**
Australia and Africa	**167,941**	**35**
Unallocated*	**-**	**1,121,256**
	5,173,277	**1,191,052**
Six months ended 30th June 2025		
Asia	3,829,647	21,034
Europe	568,510	736
North and South America	324,556	2,537
Australia and Africa	153,552	356
Unallocated*	-	1,655,872
	4,876,265	1,680,535

Additions to non-current assets comprise additions to property, plant and equipment, right-of-use assets and intangible assets.

* Unallocated additions to non-current assets comprise additions to container vessels and capitalised dry-docking costs, assets under construction, scrubbers and other vessel equipment, containers and computer software costs.

7. Operating profit

US$'000	2026	2025
Operating profit is arrived at after crediting:		
Interest income from banks	**120,262**	175,712
Interest income from deposits in a fellow subsidiary	**1,077**	1,144
Interest income from investments at amortised cost	**1,053**	1,343
Gross rental income from an investment property	**11,022**	11,994
Gain on disposal of property, plant and equipment	**8,396**	10,509
Gain on early termination of leases	**10**	-
Income from portfolio investments at fair value through profit or loss		
Fair value gain (realised and unrealised)	**-**	1,437
Distribution	**12**	5
Dividend income	**66**	90
Exchange gain	**-**	29,947
and after charging:		
Loss on early termination of leases	**-**	10
Fair value loss on portfolio investments at fair value through profit or loss (realised and unrealised)	**1,526**	-
Exchange loss	**724**	-

8. Key management compensation

US$'000	2026	2025
Salaries, discretionary bonuses and other employee benefits	**3,047**	1,019
Pension costs - defined contribution plans	**261**	68
	3,308	1,087

The Group usually determines and pays discretionary bonuses to employees (including Directors) around middle of each year based on the actual financial results of the Group for the preceding year. The discretionary bonuses represent actual payments to the Directors and individuals during the current financial period in relation to performance for the preceding year, if any.

9. Finance costs

US$'000	2026	2025
Interest expense		
Lease liabilities	**25,239**	29,899
Amount capitalised under assets under construction	**(20,773)**	(17,925)
Net interest expense	**4,466**	11,974

10. Taxation

US$'000	2026	2025
Current taxation		
HKSAR profits tax	**(922)**	4,355
Non HKSAR taxation	**(696)**	8,899
	(1,618)	13,254
Deferred taxation	**(4,205)**	4,651
	(5,823)	17,905

Taxation has been provided at the appropriate tax rates prevailing in the countries/regions in which the Group operates on the estimated assessable profits for the period. These rates range from 5% to 39% (2025: 5% to 39%) and the rates applicable to the withholding tax for undistributed earnings of subsidiaries range from 5% to 30% (2025: 5% to 30%). The HKSAR profits tax for ocean freight transportation business is charged based on the relevant entity's Hong Kong-sourced income (i.e. at a percentage of the total worldwide ocean freight transportation business profit) under the HKSAR tax incentive regime for international shipping businesses and at the applicable tax rate of 16.5% (2025: 16.5%). The negative amounts represent that over-provision in prior years offset against the current year provision.

In December 2021, the Organisation for Economic Co-operation and Development released the Pillar Two Model Rules (the Global Anti-Base Erosion Proposal, or "GloBE") to reform international corporate taxation. Large multinational enterprises with consolidated revenue of over EUR750 million are subject to the rules. They are required to calculate their GloBE effective tax rate for each jurisdiction where they operate and will be liable to pay a minimum effective tax rate of 15%.

10. Taxation (Continued)

The Group is within the scope of the GloBE. However, international shipping income and certain qualified ancillary international shipping income are excluded from the GloBE. Certain jurisdictions where the Group has operations, such as the United Kingdom, countries under the European Union, Australia and Canada, etc. have their Pillar Two legislation being effective in 2024. The Pillar Two legislation has also been enacted in Hong Kong in 2025 and becomes effective from 1st January 2025. The Group applies the exception from recognising and disclosing information about deferred tax assets and liabilities related to the Pillar Two income taxes, as provided in the Amendments to HKAS 12 issued in July 2023.

As the Group operates worldwide and the types of international shipping income and ancillary income covered by the exclusion are subject to complicated rules and restrictions, the Group would continue to cooperate with the ultimate parent company to monitor the ongoing impact of the rules, covering Hong Kong and other jurisdictions.

11. Earnings per ordinary share

The calculation of basic and diluted earnings per ordinary share is based on the Group's profit attributable to equity holders of the Company divided by the weighted average number of ordinary shares in issue during the period.

The basic and diluted earnings per ordinary share are the same since there are no potential dilutive shares.

	2026	**2025**
Weighted average number of ordinary shares in issue (thousands)	**660,373**	660,373
Group's profit attributable to equity holders of the Company (US$'000)	**727,950**	954,229
Earnings per share attributable to equity holders of the Company (US$)	**1.10**	1.44

12. Dividends

US$'000	2026	2025
Interim dividend of US$0.55 (2025: US$0.72) per ordinary share	**363,205**	475,469

The final dividend for 2025 of US$277.4 million has been accounted for as an appropriation of retained profit in the six months ended 30th June 2026.

The Board of Directors declares an interim dividend of US$0.55 (2025: US$0.72) per ordinary share for the six months ended 30th June 2026 on 27th August 2026. The interim dividend will be payable in cash in US dollars or Hong Kong dollars (HK$4.29 converted at the exchange rate of US$1 to HK$7.8) or Renminbi (RMB3.731 converted at the exchange rate of US$1 to RMB6.7829, being the average of middle exchange rates between US dollars and Renminbi as announced by the People's Bank of China for the 5 business days before and excluding the date of Board meeting for, among other matters, considering the payment of the interim dividend).

13. Capital expenditure

US$'000	Property, plant and equipment	Right-of-use assets	Investment property	Intangible assets	Total
Net book amounts					
At 1st January 2026	**8,500,668**	**1,552,906**	**200,000**	**5,388**	**10,258,962**
Currency translation adjustments	**573**	**(148)**	**-**	**12**	**437**
Additions	**865,440**	**325,018**	**-**	**594**	**1,191,052**
Reclassification, disposals/written off	**124,383**	**(142,100)**	**-**	**-**	**(17,717)**
Depreciation and amortisation	**(277,594)**	**(248,013)**	**-**	**(1,070)**	**(526,677)**
At 30th June 2026	**9,213,470**	**1,487,663**	**200,000**	**4,924**	**10,906,057**
At 1st January 2025	6,710,820	1,732,776	200,000	4,840	8,648,436
Currency translation adjustments	602	2,285	-	3	2,890
Additions	1,317,897	359,621	-	3,017	1,680,535
Reclassification, disposals/written off	142,194	(156,671)	-	-	(14,477)
Depreciation and amortisation	(246,503)	(232,657)	-	(2,191)	(481,351)
At 30th June 2025	7,925,010	1,705,354	200,000	5,669	9,836,033

Note:

Additions to property, plant and equipment in the first half of 2026 mainly comprised instalment payments of US$612.6 million (2025: US$890.4 million) for orders placed by the Group for the construction of container vessels.

During the six months ended 30th June 2026, construction of one (2025: five) vessel was completed and the vessel was delivered to the Group.

14. Debtors and prepayments

US$'000	30th June 2026	31st December 2025
Trade receivables		
Third parties	**461,381**	379,415
Joint ventures	**2,333**	-
Fellow subsidiaries	**9,808**	5,324
Related companies	**1,982**	1,418
Less: Provision for impairment	**(48,719)**	(41,549)
Trade receivables - net	**426,785**	344,608
Other debtors	**197,278**	171,831
Other prepayments, utility and other deposits	**142,296**	118,615
Amounts due from related parties		
Fellow subsidiaries	**47,304**	23,001
Related companies	**23,308**	27,069
	836,971	685,124

Trade receivables are normally due for payment on presentation of invoices or granted with an approved credit period ranging mainly from 10 to 30 days. Debtors with overdue balances are requested to settle all outstanding balances before any further credit is granted.

The ageing analysis of the Group's trade receivables, net of provision for impairment, prepared in accordance with the dates of invoices, is as follows:

US$'000	30th June 2026	31st December 2025
Below 1 month	**328,728**	263,817
2 to 3 months	**89,252**	70,957
4 to 6 months	**7,853**	7,540
Over 6 months	**952**	2,294
	426,785	344,608

15. Share capital

US$'000	30th June 2026	31st December 2025
Authorised:		
900,000,000 ordinary shares of US$0.10 each	**90,000**	90,000
65,000,000 convertible redeemable preferred shares of US$1 each	**65,000**	65,000
50,000,000 redeemable preferred shares of US$1 each	**50,000**	50,000
	205,000	205,000
Issued and fully paid:		
660,373,297 ordinary shares of US$0.10 each	**66,037**	66,037

16. Reserves

US$'000	Share premium	Employee share-based compensation reserve	Contributed surplus	Capital redemption reserve	Foreign exchange translation reserve	Retained profit	Total
At 1st January 2026	**734,717**	**10,774**	**88,547**	**4,696**	**(40,372)**	**12,544,169**	**13,342,531**
Total comprehensive income for the period	**-**	**-**	**-**	**-**	**6,484**	**728,705**	**735,189**
Transactions with owners							
Transfer to retained profit upon lapse of share options	**-**	**(69)**	**-**	**-**	**-**	**69**	**-**
2025 final dividend	**-**	**-**	**-**	**-**	**-**	**(277,357)**	**(277,357)**
At 30th June 2026	**734,717**	**10,705**	**88,547**	**4,696**	**(33,888)**	**12,995,586**	**13,800,363**
At 1st January 2025	734,717	10,774	88,547	4,696	(39,257)	12,380,036	13,179,513
Total comprehensive income/(loss) for the period	-	-	-	-	(4,048)	954,028	949,980
Transaction with owners							
2024 final dividend	-	-	-	-	-	(871,693)	(871,693)
At 30th June 2025	734,717	10,774	88,547	4,696	(43,305)	12,462,371	13,257,800

17. Lease liabilities

US$'000	30th June 2026	31st December 2025
Non-current	**706,348**	711,064
Current	**565,772**	568,384
	1,272,120	1,279,448

18. Provision

The Group entered into the Terminal Service Agreement ("TSA") in October 2019 to which the Group committed to place, or procure the placement of an annual minimum number of vessel lifts in Long Beach Container Terminal ("LBCT") for 20 years. Failure to meet the committed volume for each contract year would require certain level of deficiency payment as stipulated in the TSA.

As at 30th June 2026, the Group reassessed the expected number of vessel lifts in LBCT for each of the remaining contract years with reference to future prospects of the market and its expected load factor. The current economic environment, tariff policies and other targeted policies in the USA are still highly uncertain, together with the exceptionally intense market competition are expected to have some negative impact on the demand/import of the USA in the near future. As at 30th June 2026, with these uncertainties over such a long-term contract period, management reassessed that the projected vessel lifts in LBCT would result in a shortfall on minimum volume commitment over the remaining contract period. The Group estimated an onerous contract provision of US$876.7 million as at 30th June 2026 (31st December 2025: US$876.7 million).

19. Creditors and accruals

US$'000	30th June 2026	31st December 2025
Trade payables		
Third parties	**238,636**	178,994
Joint ventures	**226**	1,697
Fellow subsidiaries	**42,849**	23,873
Related companies	**27,547**	27,548
	309,258	232,112
Other creditors	**202,108**	182,150
Accrued expenses*	**1,340,497**	1,333,915
Contract liabilities	**21,003**	19,649
Amounts due to related parties		
Joint ventures	**3,167**	3,461
Fellow subsidiaries	**9,967**	6,510
Related companies	**285**	24,267
	1,886,285	1,802,064

* Accrued expenses mainly represent accrual for operating costs for container transport and logistics operation and accrued discretionary bonuses.

The ageing analysis of the Group's trade payables, prepared in accordance with the dates of invoices, is as follows:

US$'000	30th June 2026	31st December 2025
Below 1 month	**234,808**	151,100
2 to 3 months	**63,068**	69,097
4 to 6 months	**3,666**	2,354
Over 6 months	**7,716**	9,561
	309,258	232,112

20. Commitments

(a) Capital commitments - Property, plant and equipment

US$'000	30th June 2026	31st December 2025
Contracted but not provided for		
Vessels under construction	**5,434,860**	3,830,655
Others	**12,188**	25,203
	5,447,048	3,855,858

(b) Lease commitments

The non-cancellable lease commitments include leases of low-value assets, short-term leases with a term of twelve months or less and long-term leases with a term of over twelve months not yet commenced at 30th June 2026.

The future aggregate minimum lease payments under non-cancellable short-term leases or low-value leases are payable in the following years:

US$'000	Vessels and equipment	Land and buildings	Total
At 30th June 2026			
Less than 1 year	**192,056**	**1,227**	**193,283**
Between 1 and 2 years	**65,635**	**-**	**65,635**
Between 2 and 5 years	**75,265**	**-**	**75,265**
Over 5 years	**1,203**	**-**	**1,203**
	334,159	**1,227**	**335,386**
At 31st December 2025			
Less than 1 year	234,683	980	235,663
Between 1 and 2 years	71,795	-	71,795
Between 2 and 5 years	79,470	-	79,470
Over 5 years	722	-	722
	386,670	980	387,650

20. Commitments (Continued)

(b) Lease commitments (Continued)

On 22nd October 2024, the Group as lessee entered into the charterparties for the chartering of a total of six vessels for a term of 15 years commencing from the dates of delivery of the respective vessels, which are expected to be between the second half of 2026 and the first quarter of 2028. As at 30th June 2026, the aggregate minimum lease payments payable by the Group for all vessels under the charterparties are US$1,632.9 million (31st December 2025: US$1,582.3 million).

On 19th September 2025, the Group as lessee entered into another charterparties for the chartering of a total of five vessels for a term of 7.5 years commencing from the dates of delivery of the respective vessels, which are expected to be between the fourth quarter of 2027 and the third quarter of 2028. As at 30th June 2026, the aggregate minimum lease payments payable by the Group for all vessels under the charterparties are US$441.7 million (31st December 2025: US$428.0 million).

21. Significant related party transactions

The Company is controlled by COSCO SHIPPING, the ultimate parent company of the Group and a state-owned enterprise established in the PRC.

COSCO SHIPPING itself is controlled by the PRC government, which also owns a significant portion of the productive assets in the PRC. Government-related entities and their subsidiaries directly or indirectly controlled, jointly controlled or significantly influenced by the PRC government are defined as related parties of the Group. On that basis, related parties include COSCO SHIPPING and its subsidiaries (other than the Group) (collectively referred to as "COSCO SHIPPING Group") and related entities of COSCO SHIPPING (including joint ventures and associated companies), other government-related entities and their subsidiaries, entities in which the Company is able to exercise joint control or significant influence, and key management personnel of the Company and COSCO SHIPPING as well as their close family members. The Group's transactions with other government-related entities and their subsidiaries include but are not limited to rendering or receiving of services, purchases or sales of assets and receiving of bank deposit services. The detailed disclosures in relation to these transactions and outstanding balances are exempted. The Directors believe that the information of related party transactions has been adequately disclosed in the interim financial information.

In addition to the related party information and transactions disclosed elsewhere in the interim financial information, the following is a summary of significant related party transactions conducted in the ordinary course of business between the Group and its related parties during the period.

21. Significant related party transactions (Continued)

(a) Transactions with COSCO SHIPPING Group and related entities of COSCO SHIPPING (including joint ventures and associated companies)

US$'000	**2026**	**2025**
Income		
Container transport income (note ii)	**152,540**	77,519
Freight forwarding income	**9,213**	12,525
Service income		
Vessels	**105,761**	93,262
Containers	**24,544**	18,305
Information technology service income	**25,454**	20,591
Interest income	**1,077**	1,144
Expenses		
Cargo transportation costs	**76,743**	73,534
Freight forwarding expenses	**21,517**	17,057
Terminal charges (note iii)	**255,910**	215,227
Expenses relating to short-term leases and leases with low-value assets		
Vessels	**141,525**	98,711
Containers	**42,508**	37,350
Land and buildings	**691**	775
Slot hire expenses	**23,005**	20,746
Purchase of bunker (note iv)	**124,144**	105,489
Crew expenses	**2,000**	1,565
Service fee	**150**	150
Others		
Purchase of containers	**147,225**	202,354
Instalments of vessels under construction (note v)	**168,613**	890,425

21. Significant related party transactions (Continued)

(b) Transactions with joint ventures of the Group

US$'000	**2026**	**2025**
Income		
Container transport income	**88**	80
Expenses		
Cargo transportation costs	**9,614**	8,912

(c) Transactions with other related parties

US$'000	**2026**	**2025**
Income		
Container transport income	**525**	110
Freight forwarding income	**87**	553
Expenses		
Cargo transportation costs	**8,546**	6,840
Freight forwarding expenses	**327**	453
Terminal charges	**99,377**	86,289

(d) Transactions with state-owned banks

As at 30th June 2026, approximately 40% (31st December 2025: 50%) of the Group's bank balances are with state-owned banks.

21. Significant related party transactions (Continued)

Notes:

(i) These transactions were conducted either (i) based on terms as governed by the master agreements and subsisting agreements entered into between the Group and COSCO SHIPPING Group or (ii) based on terms as set out in the underlying agreements, statutory rates or market prices or actual costs incurred, or as mutually agreed between the Group and the parties in concern.

(ii) Container transport income of US$31.9 million (2025: US$28.0 million) were transacted with the associated companies and joint ventures of COSCO SHIPPING during the six months ended 30th June 2026.

(iii) Terminal charges of US$190.0 million (2025: US$150.0 million) were transacted with the associated companies and joint ventures of COSCO SHIPPING during the six months ended 30th June 2026.

(iv) Bunker of US$86.5 million (2025: US$93.2 million) was purchased from a joint venture of COSCO SHIPPING during the six months ended 30th June 2026.

(v) The Group entered into shipbuilding contracts for fourteen vessels with a subsidiary and a joint venture of COSCO SHIPPING respectively for an aggregate consideration of US$3,080.0 million during the six months ended 30th June 2025. The remaining capital commitment is disclosed in note 20(a).

Results for First Half 2026

For the first six months of 2026, the Group recorded a profit attributable to equity holders of US$728.0 million, compared to a profit of US$954.2 million for the corresponding period of 2025.

OOIL INTERIM RESULTS ANALYSIS

(US$'000)	**2026**	**2025**
Profit/(Loss) Before Taxation by Activity:		
Container Transport and Logistics	723,722	964,869
Other Activities	(218)	8,171
Profit Before Taxation	**723,504**	**973,040**
Taxation	5,823	(17,905)
Profit for the Period Ended 30th June	**729,327**	**955,135**
Non-Controlling Interests	(1,377)	(906)
Profit Attributable to Equity Holders	**727,950**	**954,229**

Review of Operations

The global container market did not normalise in the first half of 2026 as many had anticipated at the end of last year. Instead, the year progressed amid the uncertainties. With the escalation of conflict in the Middle East and repeated changes in the situation, the return to the Red Sea was once again delayed. More importantly, in combination with the resulting sharp fluctuations in oil prices, heightened inflation expectations and higher EU carbon emission cost, not only placed cost pressures on liners, but also affected the global economic outlook. On the other hand, the restructuring of global supply chains and the development of regional trade continues to bear fruit, while trade activity in emerging markets remained vibrant, providing underlying support to the market. Meanwhile, uncertainty surrounding U.S. tariff and trade policies resurfaced. The U.S. government launched a large-scale Section 301 investigation as the principal alternative to the International Emergency Economic Power Act ("IEEPA") tariffs that were ruled invalid by the Supreme Court, with completion targeted for late July. The market is concerned that this could trigger another round of tariff increases and supply chain adjustments. Against this backdrop, supported by the need to restock inventory in the U.S., demand rose rapidly, giving rise to an earlier-than-usual peak season.

As global trade patterns continue to evolve and adjust, OOCL has continued to strengthen its East-West network operations while actively expanding its presence in emerging markets. We have deepened our development and optimisation in regional markets and strengthened the extension of our end-to-end business. Through a flexible but prudent operating model and a globalised supply chain framework, we strive to help customers address challenges and become a trusted long-term partner. To this end, we continue to leverage the strengths of the Ocean Alliance while deepening collaboration with COSCO SHIPPING Lines. We will continue to enhance service efficiency, strengthen cost control management and build a high-quality supply chain network that combines resilience and flexibility to address uncertainty in the shipping market.

OOCL recorded its highest ever first half-year liftings and liner revenue outside of the pandemic period. The total liftings for the first half of 2026 increased by 5.2% and total liner revenue increased by 5.5% year on year.

In the first half of 2026, the dynamics of the Trans-Pacific trade differed significantly between the first and second quarter. In the first quarter, both demand and freight rates underperformed compared to the same period last year, partly due to the high comparison base in the same period of 2025, when customers frontloaded shipments ahead of anticipated reciprocal tariffs between the U.S. and China that were implemented in April. This frontloading lifted volumes and freight rates in early 2025, making year-on-year performance in the first quarter of 2026 appear weaker by comparison. The market picture changed notably in the second quarter of 2026, as demand rebounded and freight rates strengthened with the arrival of an earlier-than-usual peak season. Shippers accelerated cargo movements to take advantage of more favourable tariff windows, while stronger booking momentum and tighter available space provided support to freight rates during the period. OOCL's total Trans-Pacific liftings in the first half of 2026 increased by 7% when compared to the same period in 2025. Despite a slight 3% drop in revenue per TEU, overall revenue improved by 4%.

In the first half of 2026, the Asia/Europe trade continued to be shaped by the prolonged disruption in the Red Sea, as our services continued to circumnavigate around the Cape of Good Hope rather than resuming passage through the Suez Canal. Although concerns over new vessel deliveries and excess nominal capacity persisted, the extended voyage distance, operational disruptions such as port congestion continued to absorb effective capacity. Market conditions were relatively soft in the early part of the year but noticeably improved from the second half of May as demand strengthened with an earlier-than-usual peak season. Total liftings of OOCL's Asia/Europe trade increased by 9%, mainly due to the resumption of the LL3 service and greater demand when compared to the same period last year. Overall revenue per TEU declined by 3%, resulting in overall revenue improving by 6%.

The Trans-Atlantic trade was affected by the strong volumes and freight rates recorded in the first quarter of 2025, when customers frontloaded shipments on U.S.-related trade lanes ahead of anticipated tariff changes. As this factor was no longer present in the first quarter of 2026, both demand and revenue declined year on year. Key trade lane freight rates began showing signs of improvement from March. Market demand also gradually recovered during the second quarter, supported by an earlier-than-usual peak season and shippers accelerating cargo movements to take advantage of more favourable tariff windows. Although the trade remained competitive, the improvement in demand and stabilisation of freight rates provided support to the Trans-Atlantic trade's performance during the latter part of the first half. Figuratively speaking, the total liftings for OOCL's Trans-Atlantic trade in the first half of 2026 rose by 0.3% when compared to the same period last year, and overall revenue decreased by 3% year-on-year mainly attributable to a 3% decline in revenue per TEU amid intense competition on the trade.

In the first half of 2026, the Intra-Asia/Australasia trade remained relatively resilient, supported by emerging markets, intra-regional demand and continued shifts in supply chains within Asia, as well as increased trade between Asia and Australia/New Zealand services. While tariff-related uncertainty continued to influence regional trade flows, demand was also supported by customers diversifying sourcing locations and by the growth of regional manufacturing and consumption. Although some disruptions arose as a result from the geopolitical instabilities in the Middle East which effectively cordoned off the ports inside the Strait of Hormuz and cargo had to be diverted to neighbouring ports, the impact to the overall network was still minor. During this period, OOCL further strengthened its capacity deployment and market development on these trades. These trades also benefited from the earlier-than-usual peak season in the second quarter, with stronger booking momentum across selected Intra-Asia and Australasia services. As a result, total liftings increased by 3%, while revenue per TEU rose by 5%, resulting in overall revenue improving by 9%.

In the first half of 2026, OOCL recorded an average bunker price of approximately US$582 per ton, an 8% increase compared to US$541 per ton in the same period of 2025. The increase in bunker price and the rise in overall fuel oil and diesel consumption from operating a larger fleet resulted in higher bunker cost during the period.

Amid a complex and rapidly changing market environment, we have remained firmly committed to steadily advancing the expansion, greening and digitalisation of our fleet. Following the ordering of two batches of methanol dual fuel container vessels, the Group announced in April 2026 the construction of 12 units of 13,600 TEU class LNG dual fuel container vessels, demonstrating our determination to build a greener fleet through multiple pathways while adapting to changing market conditions. In June, the OOCL Wisdom was delivered as scheduled. On 3rd July, after completing green methanol bunkering at Qingdao Port, she commenced her maiden voyage to Europe. This is the first green methanol dual fuel container vessel delivered to the Group and is currently the largest vessel of its type in the world. The successful deployment of OOCL Wisdom not only strengthened our effective capacity at the right time, but also marked a new milestone in turning OOCL's green strategy into real operational progress.

In the first half of 2026, OOCL Logistics navigated a complex global landscape characterised by persistent geopolitical considerations, regional trade adjustments, and ongoing supply chain realignment. These conditions reinforced the imperative for diversification, agility, and technological enablement, aligning closely with our strategic focus. Throughout the period, we maintained steady operational performance and sustained our commitment to integrated, end-to-end logistics solutions. Demand for sophisticated supply chain management services remained firm, underpinned by regionalisation trends and our customers' requirements for responsive supply chain networks. Our teams successfully navigated the complex operating environment, preserving service stability and supporting evolving sourcing and distribution needs.

Today, OOCL has not only integrated artificial intelligence into its internal processes, vessel and container management, customer service, network operations, compliance and planning functions, but is also committed to building a digital and intelligent network across the entire end-to-end supply chain. Through enhancing overall supply chain efficiency, improving reliability and strengthening competitiveness, we are putting our mission into action — to be the most innovative international container transportation and logistics service provider.

Looking Forward

At the time of writing this report, our vessels sailing on vast majority of long-haul routes are fully loaded, and this is expected to continue in the coming weeks.

Looking ahead, the global trade landscape continues to evolve, and market volatility may become the new normal. As new vessels continue to be delivered and the peak season approaches its end, freight rates may come under pressure. Although the global economy and container trade continue to face considerable uncertainty, demand retains a certain degree of resilience. At the same time, sudden geopolitical risks, changing trade and tariff policies, diverging regional economic developments, recurring port congestion and fragmented environmental regulatory requirements may all disrupt supply chains. These developments may from time to time test the responsiveness and adaptability of carriers, while also creating opportunities for their growth.

The Group will raise the bar on enhancing its resilience and sustainable development through the strengthening of its overall capabilities. We will continue to optimise capacity deployment and network configuration, advance the development of key corridors, and strengthen supply chain resource integration and end-to-end service capabilities. Adhering to the principle of prudent operation, we will reinforce cost control, actively expand market opportunities, and accelerate our digital and green transformation, to provide high quality and reliable services to our customers, while continuing to play an important role in connecting industries, markets and global trade.

Interim Dividend

The Board of Directors of the Company (the "Board") is pleased to announce an interim dividend of US$0.55 per ordinary share for the six months ended 30th June 2026 to be paid on 16th October 2026 to the shareholders whose names appear on the register of members of the Company on 18th September 2026. The interim dividend will be payable in cash in US dollars or Hong Kong dollars (HK$4.29 converted at the exchange rate of US$1 to HK$7.8) or Renminbi (RMB3.731 converted at the exchange rate of US$1 to RMB6.7829, being the average of the middle exchange rates between US dollars and Renminbi as announced by the People's Bank of China for the 5 business days before and excluding the date of Board meeting for, among other matters, considering the payment of the interim dividend).

Shareholders may elect to receive their interim dividend in whole in one of the above currencies (HKSCC Nominees Limited may elect to receive the dividend in whole or in part in any of such currencies). Shareholders who wish to change their currency election for the interim dividend should complete the dividend election form and return it to the Company's Hong Kong branch share registrar, Computershare Hong Kong Investor Services Limited (the "Branch Share Registrar"), at 17M Floor, Hopewell Centre, 183 Queen's Road East, Wanchai, Hong Kong, not later than 4:30 p.m. on 7th October 2026.

Closure of Register of Members

The record date for determining the shareholders entitled to the interim dividend will be 18th September 2026. The register of members of the Company will be closed from 14th September 2026 to 18th September 2026, both days inclusive, during which period no transfer of shares will be registered. To qualify for the interim dividend, all share transfer documents must be accompanied with the relevant share certificates and lodged with the Branch Share Registrar at Shops 1712-1716, 17th Floor, Hopewell Centre, 183 Queen's Road East, Wanchai, Hong Kong for registration not later than 4:30 p.m. on 11th September 2026.

Purchase, Sale or Redemption of Shares

During the six months ended 30th June 2026, neither the Company nor any of its subsidiaries had purchased, sold or redeemed any of the Company's shares (including sale of treasury shares (as defined in the Rules Governing the Listing of Securities (the "Listing Rules") on The Stock Exchange of Hong Kong Limited (the "HKEX")) of the Company, if any).

As at 30th June 2026, the Company did not hold any treasury shares (whether held or deposited with the Central Clearing and Settlement System ("CCASS"), or otherwise). All treasury shares, if any, held by the Company are not entitled to receive the interim dividend. The Company will withdraw all repurchased shares, if any, from CCASS, and either re-register them in its own name as treasury shares or cancel such repurchased shares, in each case before the record date for the interim dividend.

Pre-emptive Rights

No pre-emptive rights exist under Bermuda law in relation to the issue of new shares by the Company.

Corporate Governance

Compliance with the Corporate Governance Code

The Board and the management of the Company are committed to maintaining high standards of corporate governance. The Company considers that effective corporate governance makes an important contribution to corporate success and to the enhancement of shareholder value.

The Company has adopted its own corporate governance code (the "CG Code"), which in addition to applying the principles as set out in the Corporate Governance Code (the "SEHK Code") contained in Appendix C1 to the Listing Rules, also incorporates and conforms to local and international best practices. The CG Code sets out the corporate governance principles applied by the Group and is constantly reviewed to ensure its transparency, accountability and independence.

Throughout the six months ended 30th June 2026, the Company complied with the SEHK Code, save for two recommended best practices, as described below:

- the remuneration of senior management of the Group was disclosed by bands, not on an individual basis

- quarterly operational results, instead of quarterly financial results, were announced and published

Review of Financial Statements

The Audit Committee has reviewed the unaudited interim results of the Group for the six months ended 30th June 2026, in conjunction with the external and internal auditors of the Company.

Securities Transactions by Directors

The Company has adopted its own code of conduct regarding securities transactions by Directors on terms no less exacting than the required standard set out in the Model Code for Securities Transactions by Directors of Listed Issuers (the "Model Code") contained in Appendix C3 to the Listing Rules.

All Directors of the Company have confirmed, following specific enquiry by the Company, that they fully complied with the required standards set out in both the Company's own code and the Model Code throughout the six months ended 30th June 2026.

Publication of Results Announcement and Interim Report

This interim results announcement is published on the websites of HKEX (https://www.hkexnews.hk) and the Company (https://www.ooilgroup.com). The 2026 Interim Report will be published on the same websites and despatched to the shareholders of the Company on or around 24th September 2026.

Employee Information

As at 30th June 2026, the Group had 8,770 full-time equivalent headcount (excluding 3,190 sea farers). Salary and benefit levels are maintained at competitive levels and employees are rewarded on a performance-related basis within the general policy and framework of the Group's salary and discretionary bonus schemes. These schemes, based on the performance of the Group and individual employees, are regularly reviewed. Other benefits are also provided including medical insurance and retirement funds. In support of the continuous development of individual employees, training and development programmes are offered for different levels of employees. Social and recreational activities are arranged for our employees around the world.

Directors

As at the date of this announcement, our Executive Directors are Mr. WAN Min, Mr. ZHANG Feng and Mr. TAO Weidong; our Non-Executive Directors are Mr. TUNG Lieh Cheung Andrew, Mr. YU Fulin, Mr. IP Sing Chi and Mr. SI Xinbo; and our Independent Non-Executive Directors are Mr. CHOW Philip Yiu Wah, Dr. CHUNG Shui Ming Timpson, Mr. YANG Liang Yee Philip, Ms. CHEN Ying and Mr. CHEN Hong.

Forward Looking Statements

This announcement contains forward looking statements. Statements which are not of historical facts, including statements of the Company's beliefs and expectations, are forward looking statements. They are based upon current plans, estimates and projections and, therefore, no undue reliance should be placed upon them. Forward looking statements are correct only as of the day on which they are made. The Company has no obligation and does not undertake to update any of them publicly in the light of fresh information or of future events. Forward looking statements contain inherent risks, uncertainties and assumptions. The Company warns that should any of these risks or uncertainties ever materialise or that any of the assumptions should prove incorrect or should any number of important factors or events occur or not occur, then the actual results of the Company may differ materially from those either expressed or implied in any of these forward looking statements.

On behalf of the Board
Orient Overseas (International) Limited

WAN Min
Chairman

Hong Kong, China, 27th August 2026

* *For identification purpose only*

Website: https://www.ooilgroup.com