# IN-01L <br> 1Q 2012 Corporate Performance 

April 2012


## Disclaimer

Financial results for 1Q '12 are provisional and accordingly subject to change according to the outside independent auditors' review.

This presentation contains forward-looking statements that are based on our current expectation, assumptions, estimates and projections about S-OIL and the refining industry. We caution you not to place undue reliance on any forwardlooking statement which may involve various risks and uncertainties.

Please also note that although we believe that the assumptions on which our forward-looking statements are based are reasonable, any of those assumptions could prove to be inaccurate, and, as a result, the forward-looking statements based on those assumptions could be incorrect. Except as required by law, we do not undertake to release the results of any revisions of these forward-looking statements to reflect future events or circumstances.

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## 1Q 2012 Performance



## 1Q 2012 Financial Result

Revenue Decreased 2.5\% QoQ due to sales volume decline despite rise of ASP

- ASP: $6.0 \% \uparrow$ / Sales volume: $8.0 \% \downarrow$, QoQ

Operating Income

Expanded 1.7\% QoQ mainly driven by increase of crude oil price and slight improvement of refining margin

- Dubai crude oil price: 4 Q ' $11 \$ 106.5 / \mathrm{bbl} \rightarrow 1 \mathrm{Q}^{\prime} 12 \$ 116.5 / \mathrm{bbl}, \$ 10.0 / \mathrm{bbl} \uparrow$
- Singapore complex margin: 4Q '11 \$2.0/bbl $\rightarrow$ 1Q ' $12 \$ 2.5 / b b l, \$ 0.5 / b b l \uparrow$

Declined $9.5 \%$ QoQ as $F / X$ gain diminished

- W/\$ rate: 4Q '11-end 1,153.3 $\rightarrow$ 1Q '12-end 1,137.8, $15.5 \downarrow$

| (Unit: bil. Won) | $1 \mathbf{1 Q}$ '12 | QoQ | 4Q'11 | 1Q'11 | YoY |
| :--- | ---: | ---: | ---: | ---: | :---: |
| - Revenue | $9,036.0$ | $2.5 \% \downarrow$ | $9,264.0$ | $6,817.3$ | $32.5 \% \uparrow$ |
| - Operating Income | 382.2 | $1.7 \% \uparrow$ | 375.7 | 647.5 | $41.0 \% \downarrow$ |
| (Margin) | $(4.2 \%)$ | - | $(4.1 \%)$ | $(9.5 \%)$ | - |
| - Net Finance Gain | 30.7 | $62.3 \% \downarrow$ | 81.4 | 71.2 | $56.8 \% \downarrow$ |
| - Net Interest Gain | -8.2 | - | -8.7 | 4.1 | - |
| - Net F/X Gain | 38.9 | $56.8 \% \downarrow$ | 90.1 | 67.1 | $41.9 \% \downarrow$ |
| - Equity Method Gain | 1.8 | $102.8 \% \uparrow$ | 0.9 | 1.4 | $24.4 \% \uparrow$ |
| - Income before Tax | 414.7 | $9.5 \% \downarrow$ | 458.1 | 720.2 | $42.4 \% \downarrow$ |

## Financial Status



Financial Ratios

| (Unit: \%) | 1Q '12 | FY'11 |
| :--- | ---: | ---: |
| Return on Equity | 24.3 | 24.5 |
| ROCE | 16.5 | 17.9 |
| Net debt to equity | 47.2 | 49.5 |
| Net debt (bil. Won) | $2,441.1$ | $2,587.2$ |

## Capital Expenditure for 1Q 2012

## CAPEX

| (Unit: bil. Won) | 1Q '12 | FY'12 (Budget) |
| :--- | ---: | ---: |
| 1. Major projects | 4.6 | 45.3 |
| New SPM Construction | 4.6 | 37.8 |
| 2. Upgrade \& Maintenance | 9.0 | 125.4 |
| 3. Marketing Investment | 4.8 | 58.7 |
| 4. Others | 0.9 | 28.8 |
| Total | $\mathbf{1 9 . 3}$ | $\mathbf{2 5 8 . 2}$ |

## Depreciation

| (Unit: bil. Won) | FY '10 | FY'11 | FY'12 (E) |
| :--- | ---: | ---: | ---: |
| Depreciation* | 276.1 | 375.8 | 378.2 |

[^0]
## Major Business Index

## Utilization Rate

| (Unit: k bpd, \%) | Capacity | 1Q '12 | 4Q'11 |
| :--- | ---: | ---: | ---: |
| CDU | 669.0 | 97.5 | 97.9 |
| HYC FH | 76.5 | 100.1 | 100.3 |
| RFCC | 73.0 | 100.4 | 99.5 |
| Lube Plants | 38.0 | 102.6 | 102.9 |
| PX Center | 34.7 | 105.5 | 106.9 |

※ 1Q CDU utilization rate(E) - Asia: $84.0 \%$ / N. America: $82.2 \%$ / Europe: $75.6 \%$
(Source: ESAI)
Turnaround

| Time | Unit |
| :---: | :---: |
| $1 Q$ | - |
| $2 Q$ | \#2 RHDS |
| $3 Q$ | \#1 RHDS |
| $4 Q$ | - |

## Sales Breakdown

Focused on domestic \& Asia market to capitalize relatively stable demand amid shrunk demand in Europe

| (Unit: bpd, \%) | 1Q '12 | 4Q '11 | 1Q '11 |
| :---: | :---: | :---: | :---: |
| Sales Total | 642,574 | 691,044 | 567,695 |
| Domestic | 255,861 | 254,196 | 249,311 |
| Export | $\begin{aligned} & 386,713 \\ & (60.2 \%) \end{aligned}$ | $\begin{aligned} & 436,848 \\ & (63.2 \%) \end{aligned}$ | $\begin{aligned} & 318,384 \\ & (56.1 \%) \end{aligned}$ |
| China | 24.2 | 32.6 | 22.8 |
| Japan | 24.1 | 20.7 | 23.1 |
| Australia | 10.2 | 6.8 | 7.2 |
| Indonesia | 9.0 | 8.4 | 5.9 |
| Singapore | 8.1 | 5.1 | 11.2 |
| USA | 4.6 | 2.0 | 5.9 |
| Europe | 0.8 | 4.7 | 1.6 |

## Performance by Business Segment



## Financial Result by Business Segment

## Revenue

| (Unit: bil. Won) | 1Q '12 | QoQ | 4Q'11 | 1Q'11 | YoY |
| :--- | ---: | ---: | ---: | ---: | :---: |
| Refining | $7,294.5$ | $3.0 \% \downarrow$ | $7,519.6$ | $5,738.3$ | $27.1 \% \uparrow$ |
| Petrochem | $1,111.4$ | $2.4 \% \uparrow$ | $1,085.4$ | 566.7 | $96.1 \% \uparrow$ |
| Lube | 630.1 | $4.4 \% \downarrow$ | 659.0 | 512.3 | $23.0 \% \uparrow$ |
| Total | $9,036.0$ | $2.5 \% \downarrow$ | $9,264.0$ | $6,817.3$ | $32.5 \% \uparrow$ |



## Operating Income

| (Unit: bil. Won) | 1Q '12 | QoQ | 4Q'11 | 1Q'11 | YoY |
| :--- | ---: | :---: | ---: | ---: | :---: |
| Refining | 96.0 | $109.2 \% \uparrow$ | 45.9 | 424.7 | $77.4 \% \downarrow$ |
| (Margin) | $(1.3 \%)$ |  | $(0.6 \%)$ | $(7.4 \%)$ |  |
| Petrochem | 185.6 | $29.4 \% \uparrow$ | 143.4 | 92.3 | $101.1 \% \uparrow$ |
| (Margin) | $(16.7 \%)$ |  | $(13.2 \%)$ | $(16.3 \%)$ |  |
| Lube | 100.6 | $46.0 \% \downarrow$ | 186.4 | 130.5 | $22.9 \% \downarrow$ |
| (Margin) | $(16.0 \%)$ |  | $(28.3 \%)$ | $(25.5 \%)$ |  |
| Total | 382.2 | $1.7 \% \uparrow$ | 375.7 | 647.5 | $41.0 \% \downarrow$ |
| (Margin) | $(4.2 \%)$ |  | $(4.1 \%)$ | $\mathbf{( 9 . 5 \% )}$ |  |

## Refining Business

## Market

Margin slightly rose driven by strong gasoline and improved naphtha spread despite dampened spreads of middle distillate


## Company

Replenished operational inventory after inventory reduction at the year-end and built-up fuel oil inventory ahead of maintenance of \#2 RHDS

Sales Volume

| (Unit: bpd) | 1Q '12 | 4Q '11 | QoQ |
| :--- | ---: | ---: | ---: |
| Gasoline | 69,258 | 67,370 | $2.8 \% \uparrow$ |
| Jet/Kero | 157,893 | 163,935 | $3.7 \% \downarrow$ |
| Diesel | 170,363 | 196,941 | $13.5 \% \downarrow$ |
| Naphtha | 52,811 | 57,253 | $7.8 \% \downarrow$ |
| Fuel Oil | 64,567 | 75,686 | $14.7 \% \downarrow$ |
| Others | 32,920 | 33,787 | $2.6 \% \downarrow$ |
| Total | $\mathbf{5 4 7 , 8 1 3}$ | $\mathbf{5 9 4 , 9 7 2}$ | $\mathbf{7 . 9 \%} \downarrow$ |

Increased gasoline sales volume into South East Asia to capture growing demand

| (Unit: bpd) | 1 Q '12 $^{\prime}$ | 4 Q $^{\prime} 11$ | QoQ |
| :--- | ---: | ---: | ---: |
| Indonesia | 18,183 | 14,595 | $24.6 \% \uparrow$ |
| Philippines | 2,558 | 1,443 | $77.2 \% \uparrow$ |

## Petrochemical \& Lube Business

## Market

## Petrochemical

PX spread remained flat while benzene spread increased due to tighter supply


Lube
Spread continued to drop due to capacity addition and increase in feedstock price


[^1]
## Company

Maintained maximum production and sales to capitalize robust margin

Sales volume

| (Unit: bpd) | 1Q'12 | 4 Q'11 | QoQ |
| :--- | ---: | ---: | :---: |
| P-X | 36,489 | 39,301 | $7.2 \% \downarrow$ |
| Benzene | 11,645 | 11,281 | $3.2 \% \uparrow$ |
| Propylene | 6,731 | 7,136 | $5.7 \% \downarrow$ |
| Total | $\mathbf{5 4 , 8 6 5}$ | $\mathbf{5 7 , 7 1 7}$ | $\mathbf{4 . 9 \%} \downarrow$ |

Domestic sales increased sharply thanks to strong demand from the automobile and shipping industries

Sales volume

| (Unit: bpd) | 1Q '12 | 4Q '11 | QoQ |
| :---: | :---: | :---: | :---: |
| Domestic | 11,902 | 11,020 | 8.0\% $\uparrow$ |
| Export | 27,993 | 27,335 | 2.4\% $\uparrow$ |
| Total | 39,895 | 38,355 | 4.0\% $\uparrow$ |
| ※ Lube sales volume includes by-products. |  |  |  |

## 2Q \& 2H 2012 Industry Outlook



## 2Q \& 2H 2012 Outlook - Refining

Regional Demand: Slight QoQ decline, however rebound in 2H

Market environment would be weakened in 2Q due to soften seasonality, but recover in 2H thanks to growing demand for gasoline and naphtha.

- QoQ demand: 28,640 (1Q '12) $\rightarrow 28,010$ (2Q '12), 2.2\% $\downarrow$ QoQ/3.1\% $\uparrow$ YoY
- Weaker kerosene demand due to the end of cold weather, but stronger diesel demand mainly from agricultural sector
- HoH demand: 28,325 (1H '12) $\rightarrow$ 28,715 (2H '12), 1.4\% $\uparrow$ HoH / 2.5\% $\uparrow$ YoY
- Demand pick-up for consumer related products boosted by recovery of global economy

Regional Oil Demand

| (Unit: k bpd) | 1Q '12 | QoQ | 2Q'12 | 1H'12 | HoH | 2H'12 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Gasoline | 4,971 | -4 | 4,967 | 4,969 | 160 | 5,128 |
| Jet/Kero | 2,474 | -489 | 1,985 | 2,230 | -94 | 2,136 |
| Diesel | 8,154 | 195 | 8,349 | 8,251 | 8 | 8,259 |
| Naphtha | 3,900 | -129 | 3,771 | 3,836 | 30 | 3,866 |
| Fuel Oil | 3,603 | -149 | 3,454 | 3,529 | -66 | 3,463 |
| Others | 5,538 | -54 | 5,484 | 5,510 | 352 | 5,863 |
| Total | 28,640 | -630 | 28,010 | 28,325 | 390 | 28,715 |

## 2Q \& 2H 2012 Industry Outlook - Petrochemical \& Lube

Petrochemical

| PX |  |  | Benzene |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 2Q '12 vs. 1Q '12 |  |  | 2Q '12 vs. 1Q '12 |  |  |
| Demand | 240 k ton $\downarrow$ | $\begin{array}{\|l} \hline \text { Utilization rate of PTA } \\ : 1 \text { Q } 91.4 \% \rightarrow 2 \text { Q } 85.9 \% \end{array}$ | Demand | 187 k ton $\uparrow$ | Demand growth from SM industry: 131 k ton $\uparrow, \mathrm{QoQ}$ |
| Supply | 327 k ton $\uparrow$ | PX capacity expansion : 800 ktpa in China | Supply | 195 k ton $\uparrow$ | $\begin{aligned} & \text { Utilization rate: } 1 Q 76.0 \% \rightarrow \\ & \text { 2Q 79.1\% } \end{aligned}$ |
| Outlook |  | У | Outlook |  | $\rightarrow$ |
| 2H '12 vs. 1H '12 |  |  | 2H '12 vs. 1H '12 |  |  |
| Demand | 1,407 k ton $\uparrow$ | PTA capacity addition during 2Q ~ 4Q: 5.4 mil. tpa | Demand | 520 k ton $\uparrow$ | Demand growth from SM market: 516 k ton $\uparrow, \mathrm{HoH}$ |
| Supply | 1,111 k ton $\uparrow$ | PX capacity addition during 2 Q <br> ~4Q: 2.6 mil. tpa | Supply | 702 k ton $\uparrow$ | $\begin{aligned} & \text { Utilization rate: } 1 \mathrm{H} 77.6 \% \rightarrow 2 \mathrm{H} \\ & 80.4 \% \end{aligned}$ |
| Outlook |  | $\pi$ | Outlook |  | $\searrow$ |

## Lube

Downward adjustment from capacity increase would be over and slight recovery is expected

- Group III: High-quality product market to remain healthy in developed countries
- Group II: Demand in Asia to continue steady growth from on-going industrialization


## Thank You!


[^0]:    * Including catalyst amortization cost

[^1]:    Source: Platt's, ICIS, CMAI, The Company

