Q3/2009 Results

Thoresen Thai Agencies PLC

Agenda

I. Q3/2009 Financial Results

II. Appendix

Q3/2009 (9M/2009) Financial Highlights

- TTA reports 13.52% QoQ increase in revenues to Baht 4,855.02 Million (Bt 15,809.71 Million)
- Group gross profits up 49.83% QoQ to Baht 1,673.79 Million (Bt 4,319.97 Million)
- Group gross margin increased to 34.48% (27.32%)
- Net profits increase 255.61% QoQ to Baht 352.62 Million (Bt 1,348.90 Million)
- Return on average shareholders' equity of 5.44% (6.93%)
- EPS up 257.14% QoQ to Baht 0.50 (Bt 1.91)
- Net operating cash flow of Baht 1,190.45 Million (Bt 3,829.58 Million)
- Net cash increased 3.84% QoQ to Baht 5,256.90 million due to profitable operations
- Excellent liquidity with cash levels of Baht 10,794.25 million
- Available committed bank facilities of Baht 20,644.75 million

Key Drivers

Core Businesses: Improved Market Demands

- Improved net profit in dry bulk shipping due to increases in cargo volume and better average TC rates.

  Strategy: TTA continues to manage balance of owned fleet and chartered-in vessels to reap current favourable rates.

- Subsea activities have resumed, with a high utilisation rate of 64% and firm day rates.

  Strategy: Expand service coverage geographically, negotiate for longer term contracts and finally newbuilds are scheduled to be delivered within the next 3 months and will be able to meet market demand for specialised subsea projects.

- Drilling rigs are fully utilised with some extension of contract.

  A) MTR - 1's contract with Hess Indonesia is extended till September.

  Strategy: MTR-1 is under consideration for a new contract with a number of potential customers.

  B) MTR – 2 is 100% utilised by Chevron Indonesia.

  Strategy: Contract completion scheduled for 3Q 2010. Besides working closely with Chevron Thailand and Indonesia for future extension of contract, already initiated early discussions with potential customers for next contract.

Key Drivers (cont'd)

Group: Optimising Financial Performance

- Unrealised foreign exchange losses result from a large amount of cash and short term investments versus smaller foreign exchange gains from loans.
- Cash level remains high and credit facilities are still available for synergy-enhancing investment opportunities.
- Vigorous management focus on counterparty risk especially on accounts receivable which has improved and some doubtful debts have been recovered.
- Continue with planned investments in newbuild assets.

Business Outlook

Dry Bulk Shipping: Expect TC Rates to Fall Slightly

- Demand:
  a) With enormous iron ore inventories and rising iron ore prices, China is unlikely to continue with its heavy imports of iron ore.
  b) Depressed industrial production all over the world has adversely affected the steel industry, which accounts for almost half of the dry bulk trade.
- Supply: Even with 50% of scheduled 2009 deliveries being delayed (80%) and cancelled (20%), supply of 766 vessels at 61.06 million DWT over the next 5 months is projected but we believe it will be difficult to achieve.
- The supply growth looks to outstrip the demand growth, and this should keep TC rates capped.

Business Outlook (cont'd)

Offshore Services: Recovery of Subsea Engineering Activities

- Demand: New and existing sub-sea infrastructure and expansion activities increase as most projects are being resumed.
- Supply: Limited competition in terms of technical specialty, availability of vessels, equipment and manpower.
- Offshore Services Group is expected to benefit from such high levels of utilisation for the remainder of the year. Day rates have been firming up.

Business Outlook (cont'd)

Drilling: Utilisation of Existing Rigs May Fall but Should be Supported by Newbuild Rig KM-1

- Demand:
  a) Key oil and gas companies have started to ascertain rig availability and technical suitability to meet their near term project demand, as oil prices have improved significantly at about US$ 69/barrel.

  b) Rates have likely bottomed out and expect to see new contracts awarded equivalent to today's market rate and future contracts will likely see an increased rate.
- Supply: Most jack-up newbuilds are due for delivery in 2011. Some pending rigs are yet to be contracted out to build. Currently, there are limited newer rigs available for work in the market.
- KM-1 has been launched from its land location and entered the water at Kencana's Lumut yard in Malaysia and is expected to be delivered before December.
- KM-1 has been awarded a five-year primary term contract by Petronas in Malaysia with options at a potential contract value of about US$ 235 million.

Consolidated Income Statement Summary

Net profit increased 255.61% to Baht 352.62 million

EPS up 257.14% to Baht 0.50

(Baht Million)	Q3/2009	Q2/2009
Operating Revenues	4,855.02	4,276.94
Gross profit	1,673.79	1,117.16
GPM (%)	34.48%	26.12%
SGA expenses	509.81	483.16
GP/SGA (xs)	3.28	2.31
Finance costs (income) – net[1]	147.80	40.28
Net profits	352.62	99.16
Earnings per share (Baht)	0.50	0.14

Note: (1) Finance costs include interest expenses, losses from oil hedging, commitment fees from loans, fees for foreign currency collar contracts offset with interest income and gains on convertible bonds cancellation

Group Segments Results

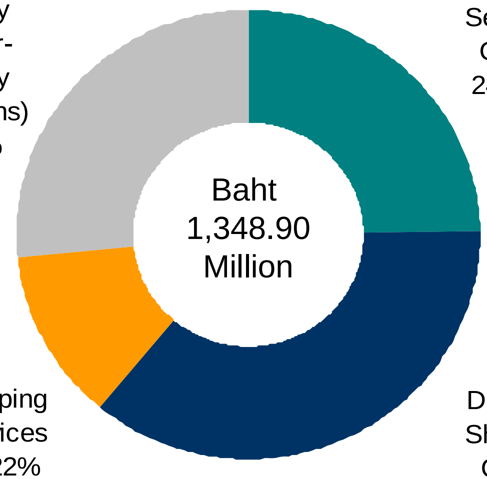
Contributions from Well Balanced and Diversified Earnings Base
Declining tonnage ownership

(Baht Million)		Dry bulk shipping	Offshore services	Shipping services	**Group[1]**
Revenues	Q3/2009	3,335.57 *67.09%*	1,430.98 *28.78%*	205.48 *4.13%*	**4,972.03** *100%*
	Q2/2009	3,077.23	968.01	181.29	**4,226.53**
Lightship (Tonnage*)	Q3/2009	318,827 *92.15%*	27,139 *7.85%*	N/A	**345,996** *100%*
	Q2/2009	342,479	27,139	N/A	**369,618**
Net profits	Q3/2009	289.89 *55.93%*	185.34 *35.75%*	43.11 *8.32%*	**518.34** *100%*
	Q2/2009	21.00	(33.48)	50.18	**37.70**

*Note: * Current owned fleet*

(1) Group excludes operating results of TTA and elimination of inter-company transactions

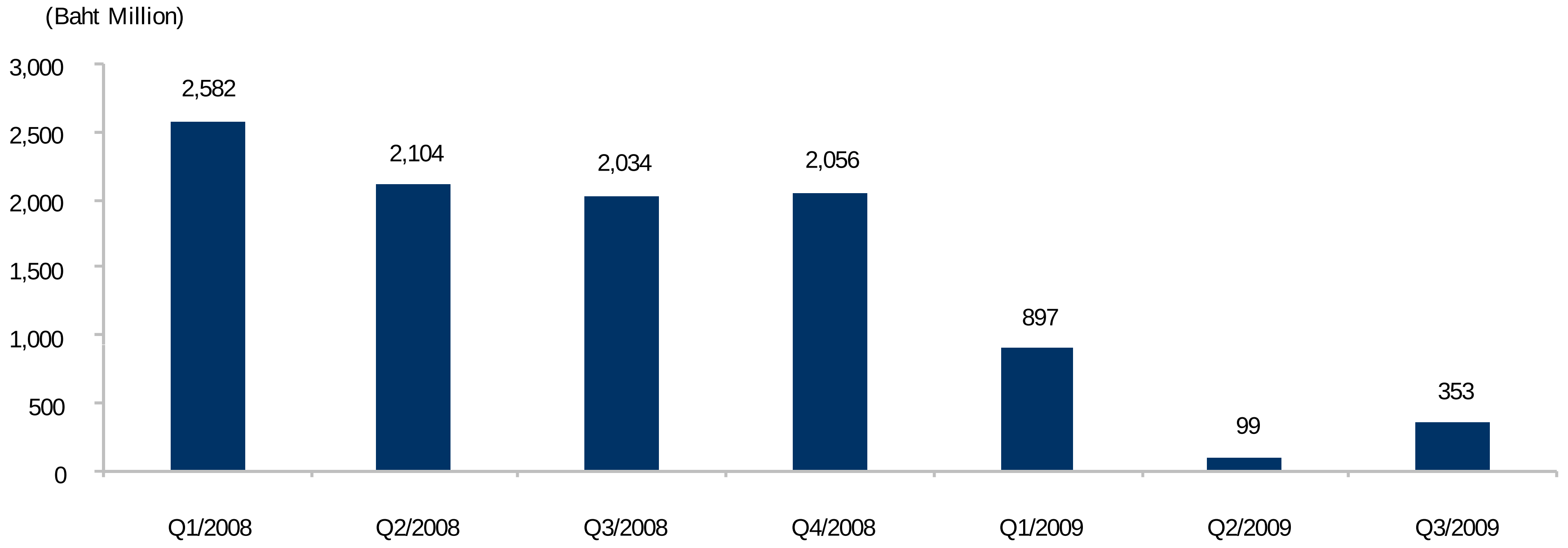
9M/2009 Net Profit Contribution



Foreign Exchange Loss(Gains) 3Q 2009	Baht
Assets	292,381,546
Liabilities	(231,719,911)
Other Working Capital	50,792,078
	111,453,713

Group Net Profit

Rebound in Profit due to Optimal Management of Dry Bulk Shipping and Higher Utilisation Rate of Subsea Assets



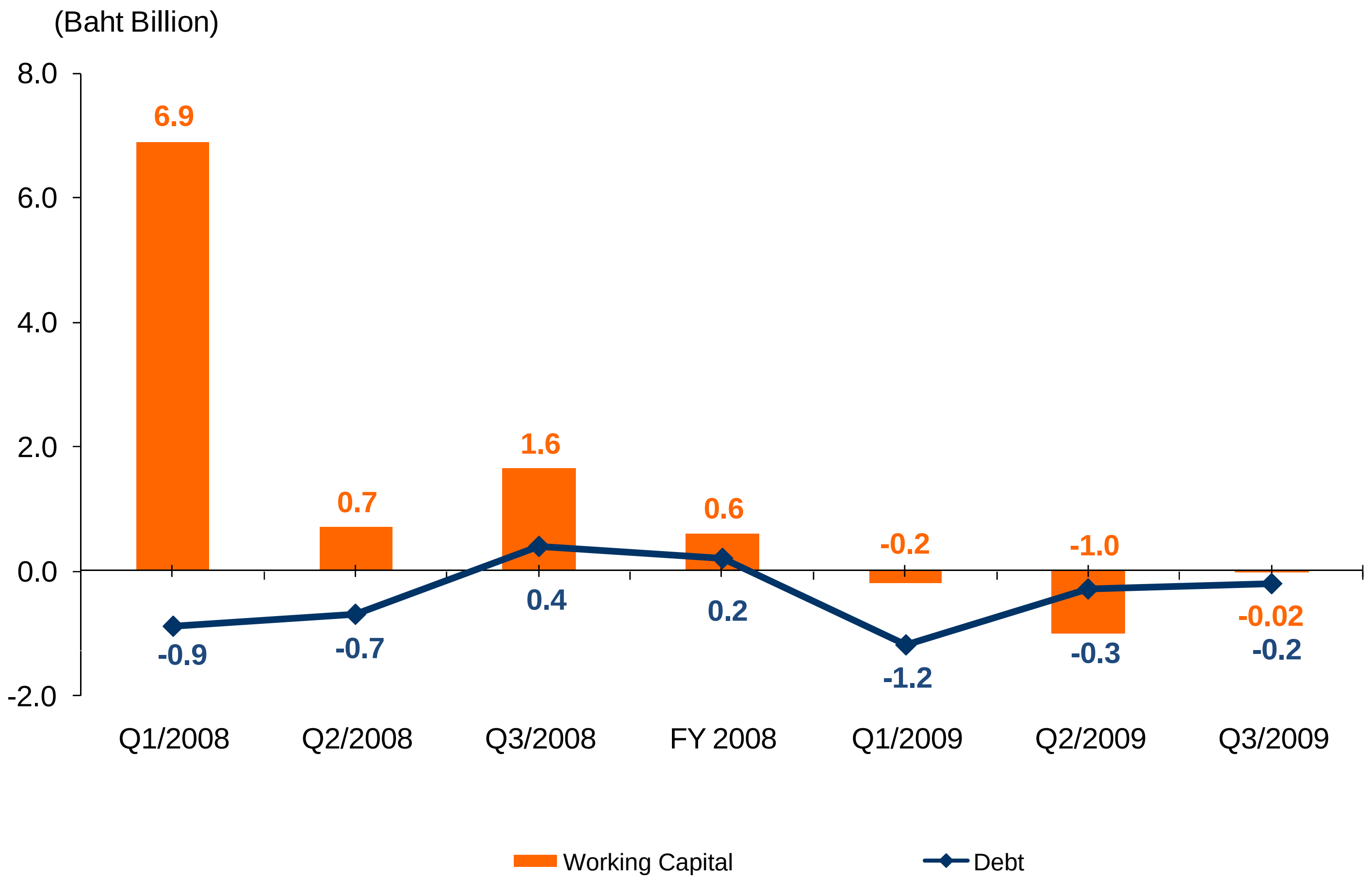
Liquidity Profile

Cash and Liquidity Remain High
Cash Conversion Cycle decreases to 9 days

(Baht Million)	Q3/2009	Q2/2009
Cash and short term investments	11,684.37	11,648.61
Current ratio (xs)	4.25	4.25
Adjusted cash conversion cycle (days)	9	22
A/R	40	52
A/P	31	30
Adjusted working capital / Revenues	2.46	2.80

Changes in Working Capital and Debt QoQ

Maintain Active Management of Working Capital to Maximize Cash



Capital Structure

Sufficient Cash to repay all interest – bearing Group debts

(Baht Million)	Q3/2009	Q2/2009
Gross debt	6,427.47	6,586.33
Cash and short term investment	11,684.37	11,648.61
Net Cash	5,256.90	5,062.28
Shareholders' equity	30,770.51	30,580.45
Debt / Total capitalisation[(1)]	0.17	0.18

Note: (1) Total capitalisation includes gross debts and shareholders' equity

Credit / Funding Facilities

Primarily Use of Cash for Funding Capex, Assets Expansion and Diversification

- Cash levels exceed Baht 10,794.25 million equivalent to 26.67% of total assets
- US$ 36.80 million available under committed US$ 36.80 million revolving term loan facilities
- US$ 559.56 million available under committed US$ 574.23 million term loan facilities
- US$ 7.83 million available under committed US$ 7.83 million short-term credit facilities

Debt Maturity Profile

Conservative and Diversified Debt Profile:

- **36.32% of group debt from commercial banks**
- **62.98% raised in debt capital markets**

Long-term Debt Profile with 67.67% of Total Debt with Maturities over 18 months

(in Baht Millions)	Within 12 Months	12-24 Months	>24 Months
At 30 June 2009			
▪ Bank Debt	447.43	544.38	1,342.82
▪ Others	28.53	16.39	-
▪ Convertible Bonds	-	1,349.31	2,698.61
Total	475.96	1,910.08	4,041.43

Credit Metrics

Well Managed Debt Servicing Capability

(Baht Million)	Q3/2009	Q2/2009
Shareholder's equity	30,770.51	30,580.45
Net book value per share	43.46	43.19
Adjusted EBITDA*	1,199.07	652.72
Adjusted EBITDA margin (%)	24.70%	15.26%
Gross debt/Adjusted & Annualised EBITDA* (xs)	1.64	1.90
Adjusted net financial debt/Adjusted & Annualised EBITDA* (xs)	(1.34)	(1.46)
Adjusted net financial debt/Equity (xs)	(0.17)	(0.17)
Adjusted EBITDA*/Net interest expenses (xs)	18.05	8.34

*Note: *Adjusted to exclude one-off gains/losses*

TTA 2009 Capital Investments

Ensure Strong Growth Initiatives from New Assets

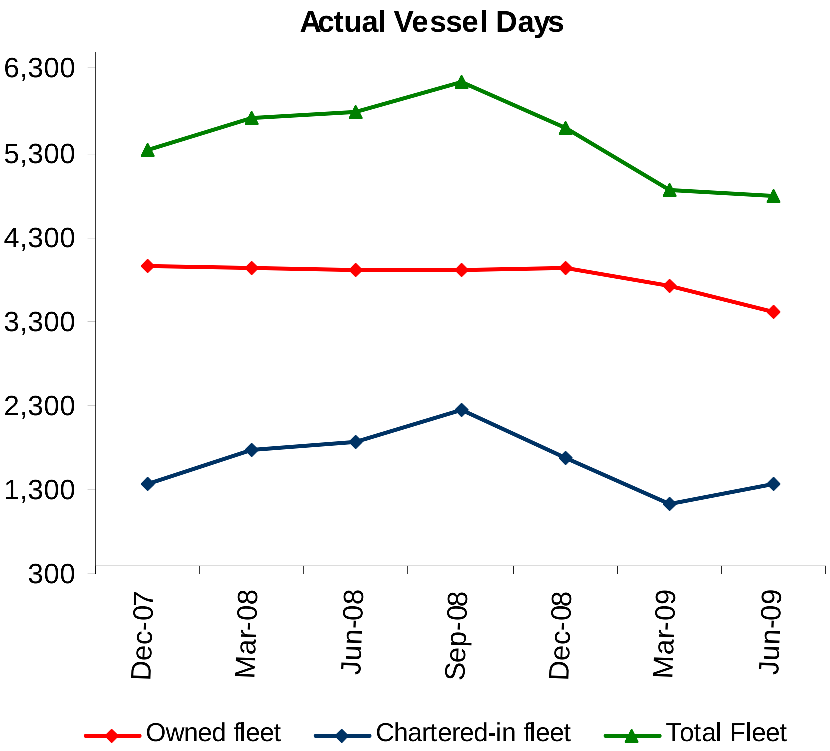
Strategy	Project	Project Cost	Spending up to 30 Jun 09
Dry bulk shipping fleet renewal	Newbuild vessels from Oshima and Vinashin	US$ 181.76 million	US$ 32.46 million
Subsea fleet expansion	Newbuild vessels from Jaya and Aquanos Limited	US$ 117.50 million	US$ 42.92 million
Drilling fleet expansion	Newbuild rig from Kencana HL	US$ 139.54 million	US$ 77.81 million
Increase short-term fleet capacity	Chartered-in ▪ 4 dry bulk vessels ▪ 2 subsea vessels	 US$ 73.899 million US$ 19.13 million	 US$ 35.141 million US$ 11.14 million

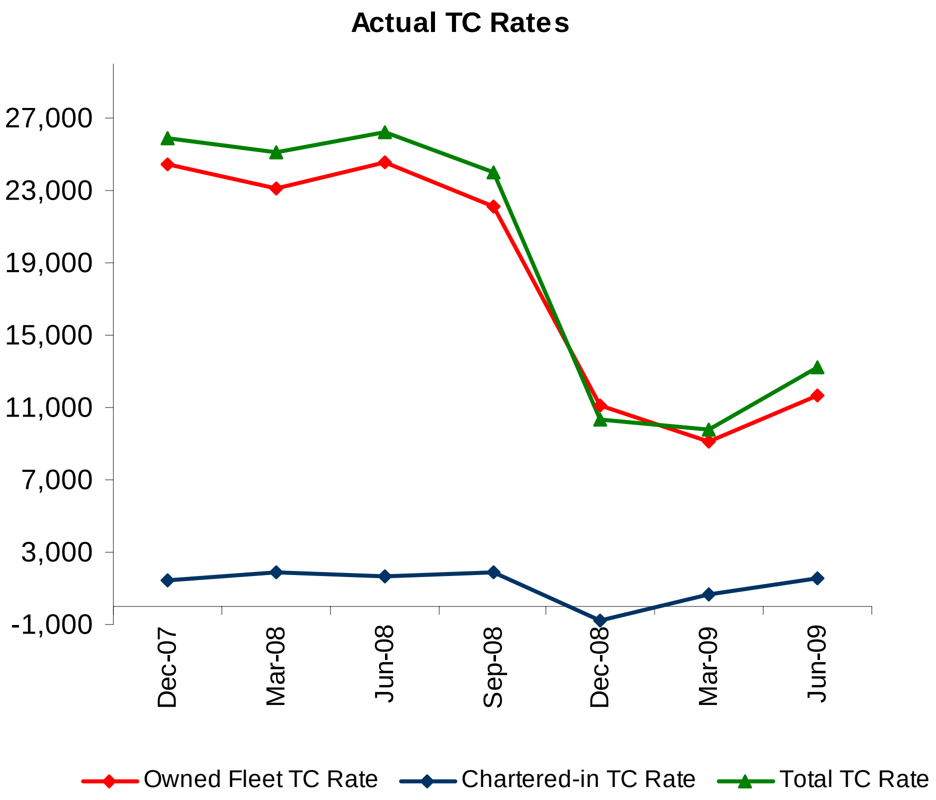
Agenda

I. Q3/2009 Financial Results

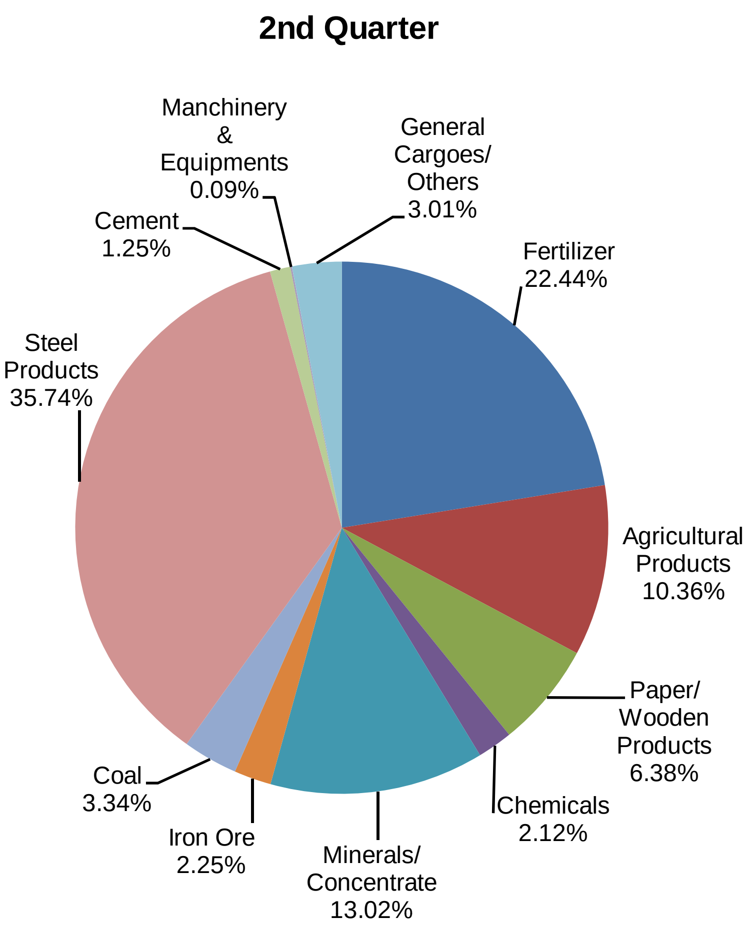
II. Appendix

TTA achieved a TC rate performance of US$ 13,235 per vessel day in Q3/2009

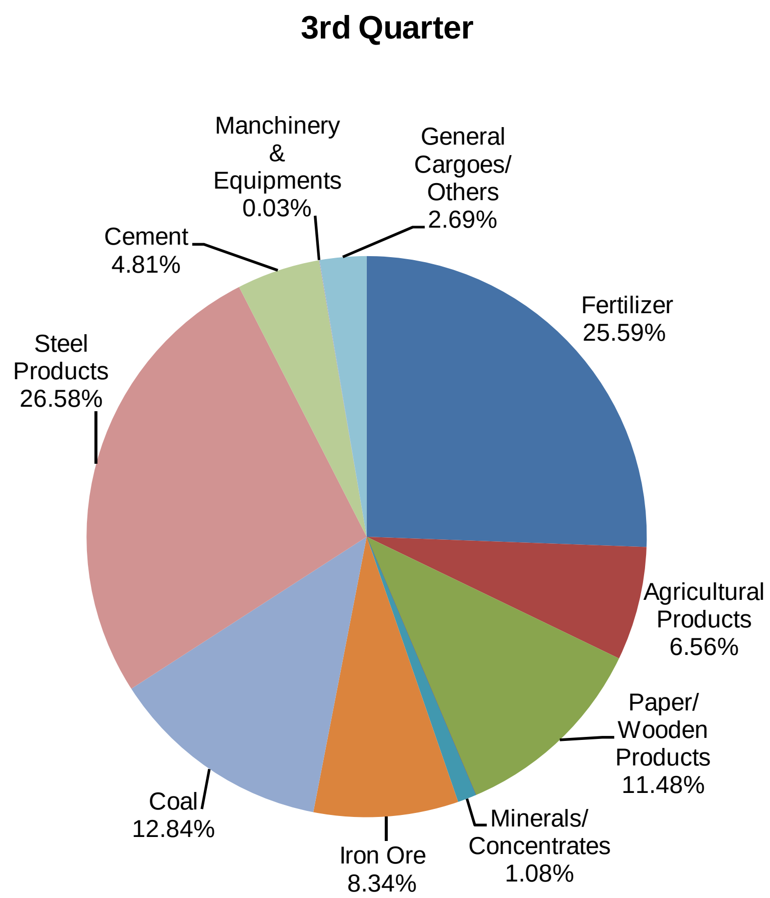




Cargo volumes in Q3/2009 increased 8.22% from Q2/2009

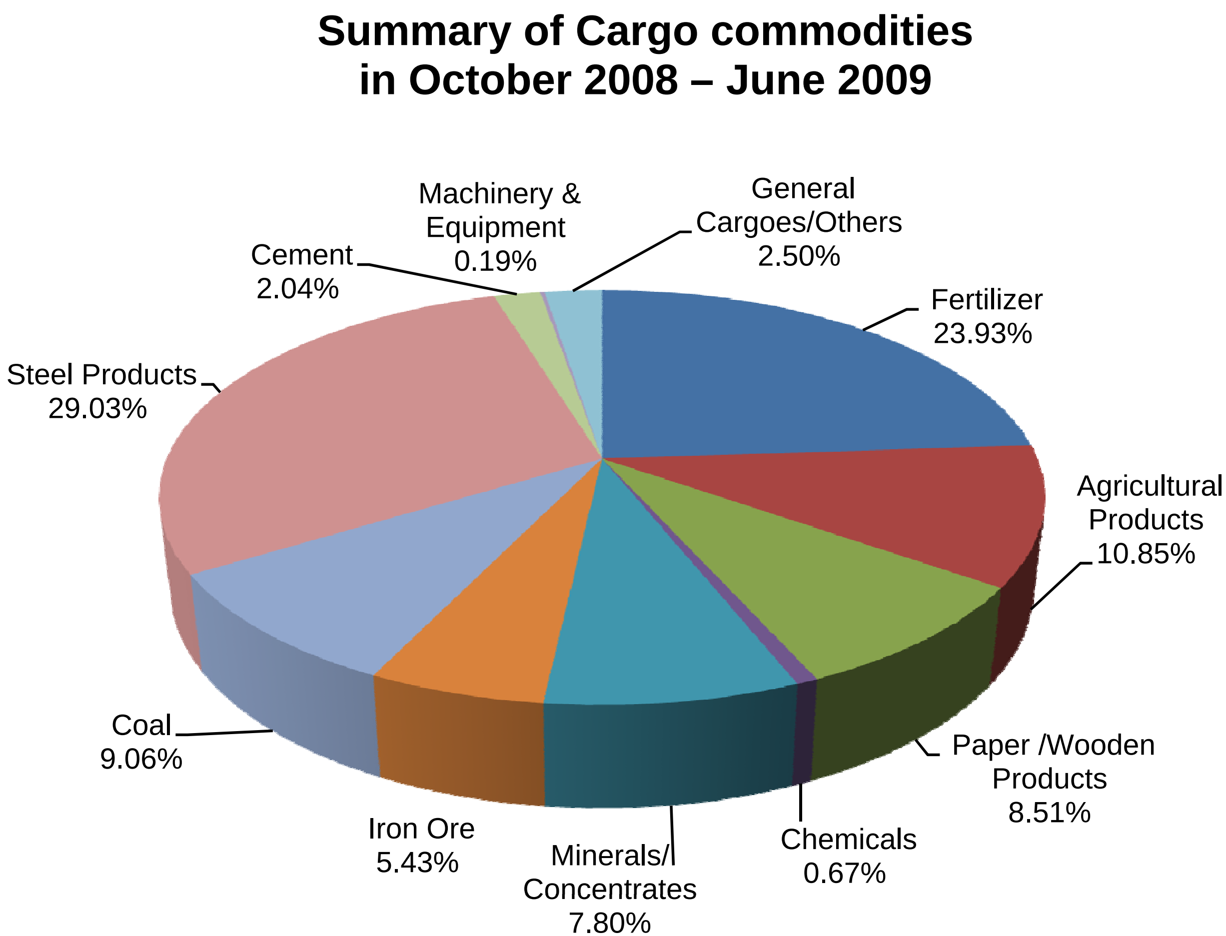


Volume = 2.894 million tonnage



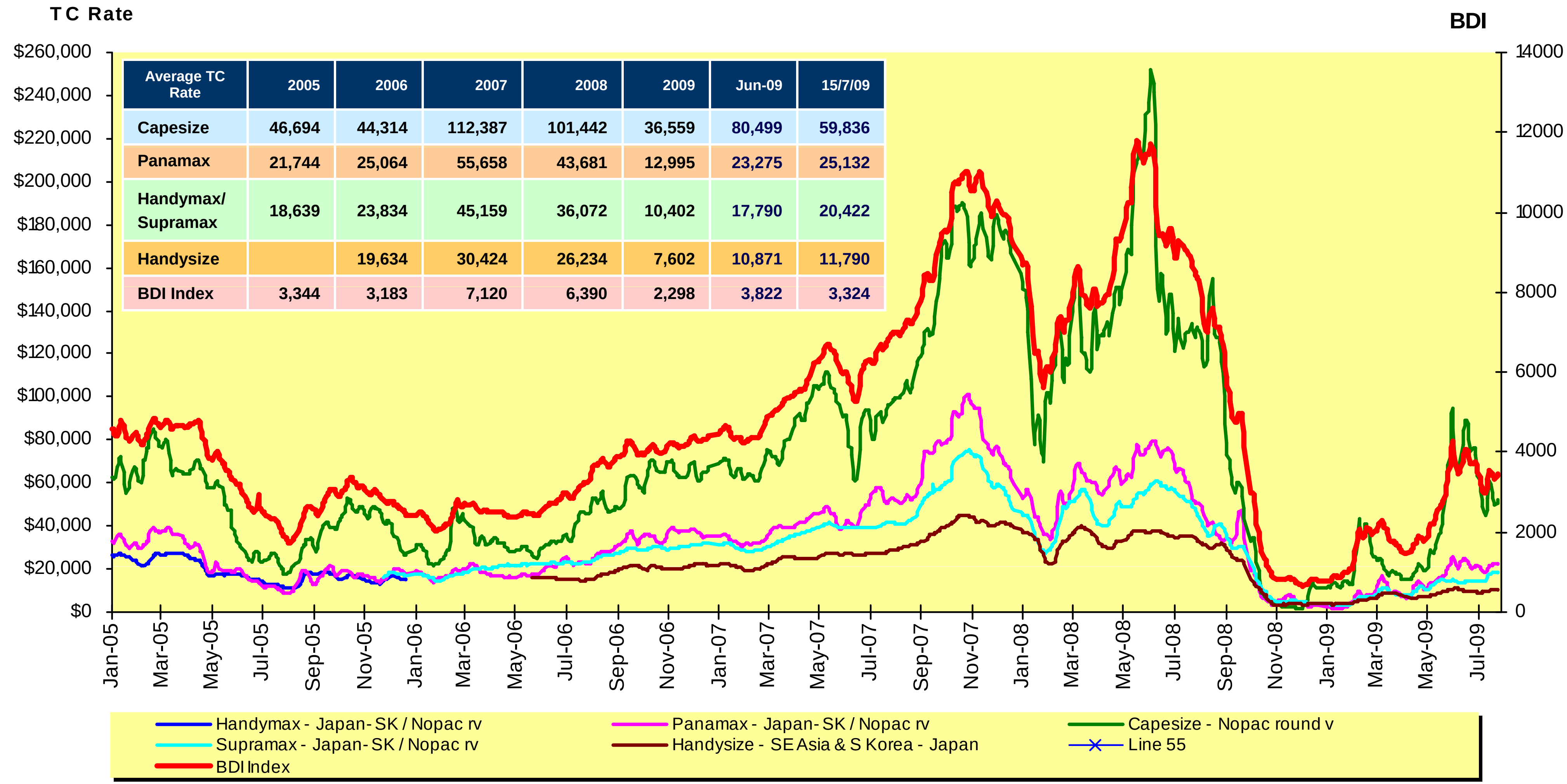
Volume = 3.154 million tonnage

Total cargo volume at 9.2 million revenue tonnes for 9M in 2009



The dry bulk freight rates have increased for the past four months, but will be capped due to rising newbuild deliveries

Average TC Rate	2005	2006	2007	2008	2009	Jun-09	15/7/09
Capesize	46,694	44,314	112,387	101,442	36,559	80,499	59,836
Panamax	21,744	25,064	55,658	43,681	12,995	23,275	25,132
Handymax/ Supramax	18,639	23,834	45,159	36,072	10,402	17,790	20,422
Handysize		19,634	30,424	26,234	7,602	10,871	11,790
BDI Index	3,344	3,183	7,120	6,390	2,298	3,822	3,324



The current dry bulk fleet

Size (DWT 000's)	World Current Fleet (incl. Delivery in June 2009)			Total Order Book in June 2009 (will be delivered on 2009 – 2011+)		
	No.	**DWT (MM)**	**%**	**No.**	**DWT (MM)**	**% of Current Fleet**
10-40	2,816	74.99	17.39%	719	23.18	8.46%
40-60	1,740	84.91	19.69%	866	48.71	17.78%
60-100	1,600	117.89	27.33%	689	55.97	20.43%
100-150	153	21.27	4.93%	98	11.19	4.08%
150+	719	132.26	30.66%	673	134.89	49.24%
Total	**7,028**	**431.32**	100.00%	**3,045**	**273.94**	100.00%

Source: Fearnley Fleet Update, July 2009

The current new build order book equals to 63.50% of the total dry bulk fleet

Size (DWT 000's)	2009		2010		2011+	
	No.	DWT (MM)	No.	DWT (MM)	No.	DWT (MM)
10-40	232	7.23	230	7.26	257	8.69
40-60	261	14.47	319	18.03	286	16.20
60-100	116	9.64	271	22.17	302	24.17
100-150	11	1.24	26	2.97	61	6.99
150+	146	28.48	301	56.16	226	50.25
Total	**766**	**61.06**	**1,147**	**106.59**	**1,132**	**106.3**

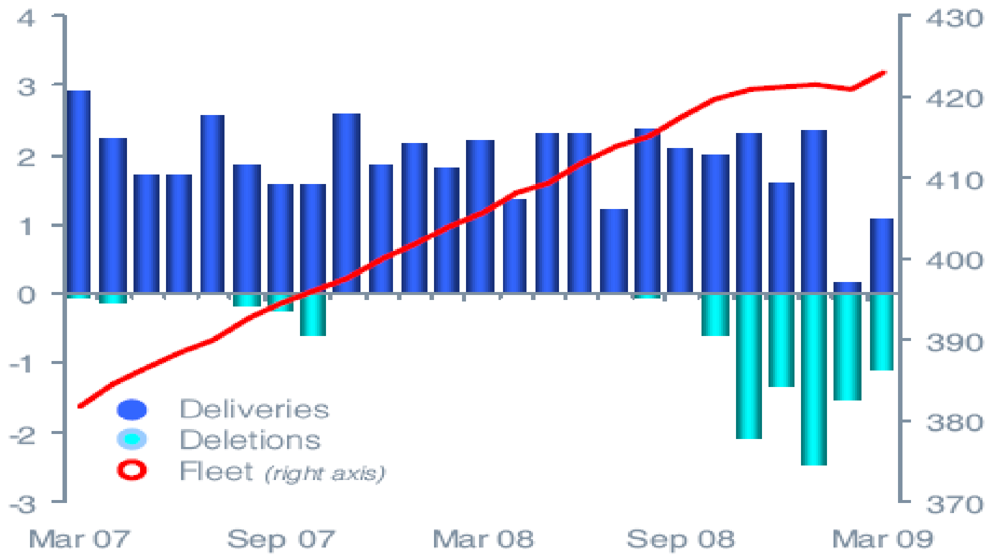
Source: Fearnleys Fleet Update, Jul 2009

The increasing supply of vessels will create significant supply/demand imbalances and are expected to keep increasing until 2013

Supply/Demand balance (m DWT)

Period Average	Average Supply	Total Demand	Surplus (Deficit)
2005	333.0	285.6	47.3
2006	347.2	312.5	34.7
2007	381.5	365.2	16.3
2008	414.0	366.1	47.9
2009P*	433.5	328.8	104.7

Fleet development (m DWT)



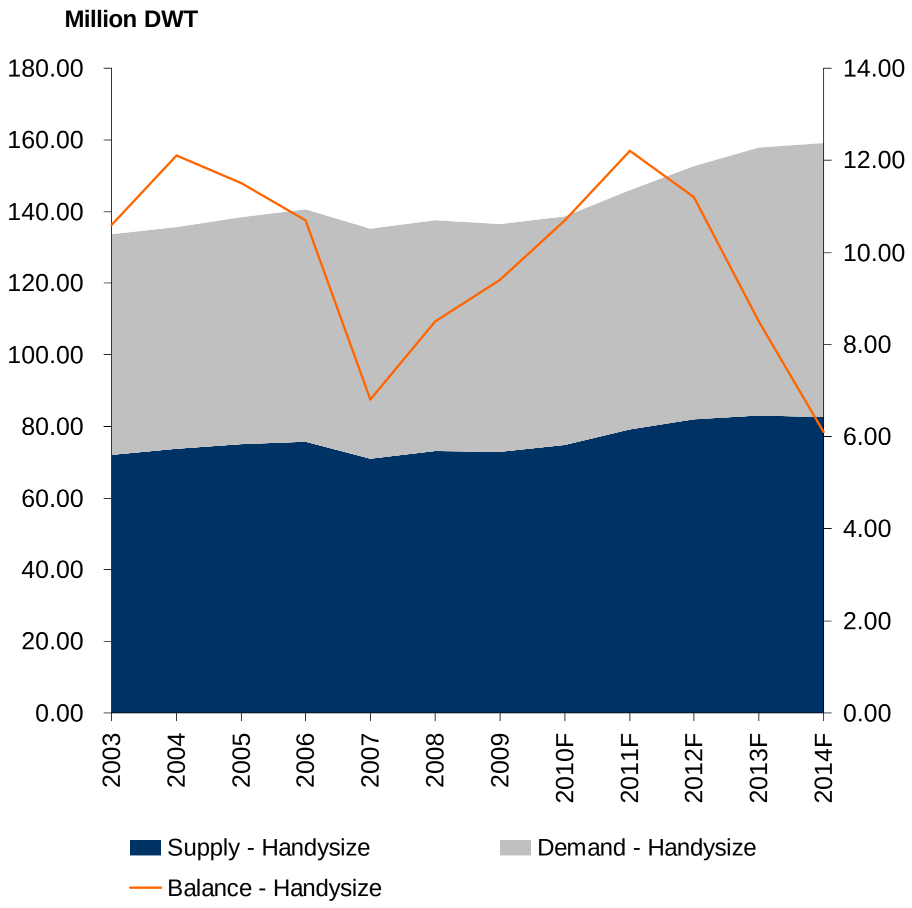
Note: P Projected*
Source : Drewry – Dry Bulk Forecaster 1Q09

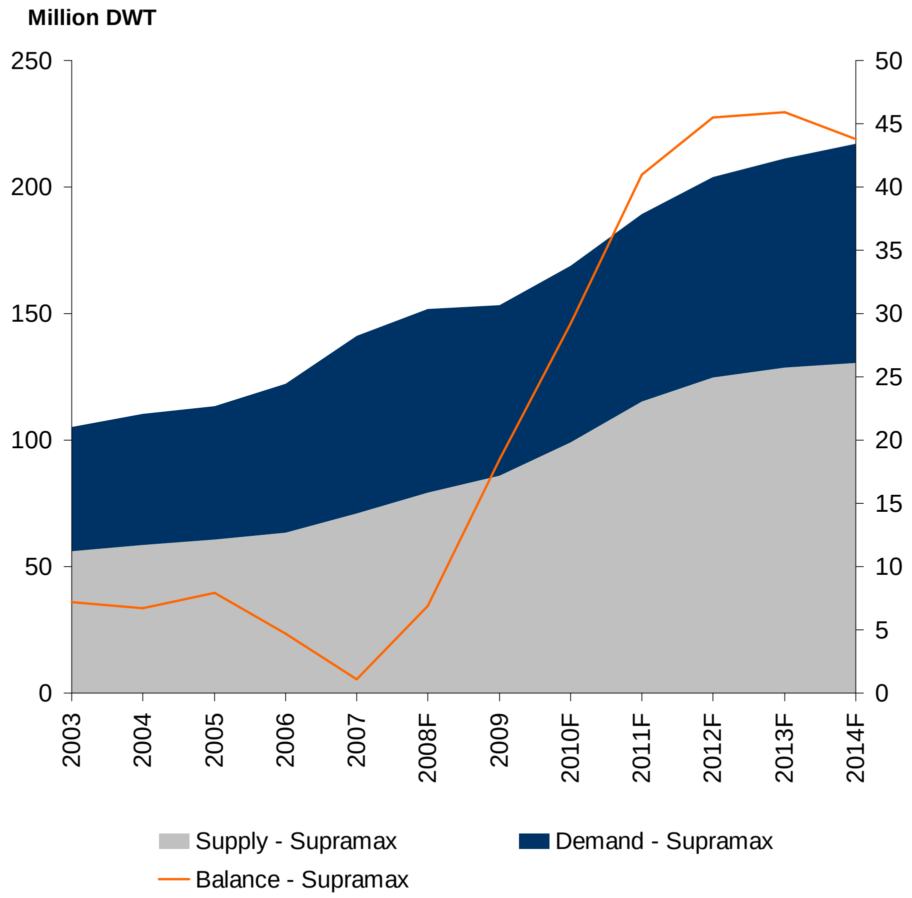
Dry Bulk Net Growth for 7 Months 2009

DWT' 000	Delivered		Demolition		Net Growth	
2009	**No.**	**DWT (MM)**	**No.**	**DWT (MM)**	**No.**	**DWT (MM)**
Jan	49	3,356	44	2,447	5	909
Feb	33	2,427	41	1,549	(8)	878
Mar	24	1,878	36	1,709	(12)	169
Apr	35	2,782	19	630	16	2,152
May	22	1,463	27	1,203	(5)	260
Jun	39	3,452	9	328	30	3,124
Jul	14	1,568	1	34	13	1,534
2009 (7M)	**216**	**16,926**	**177**	**7,900**	**39**	**9,026**

Source : Fearnley Fleet Update, July 2009

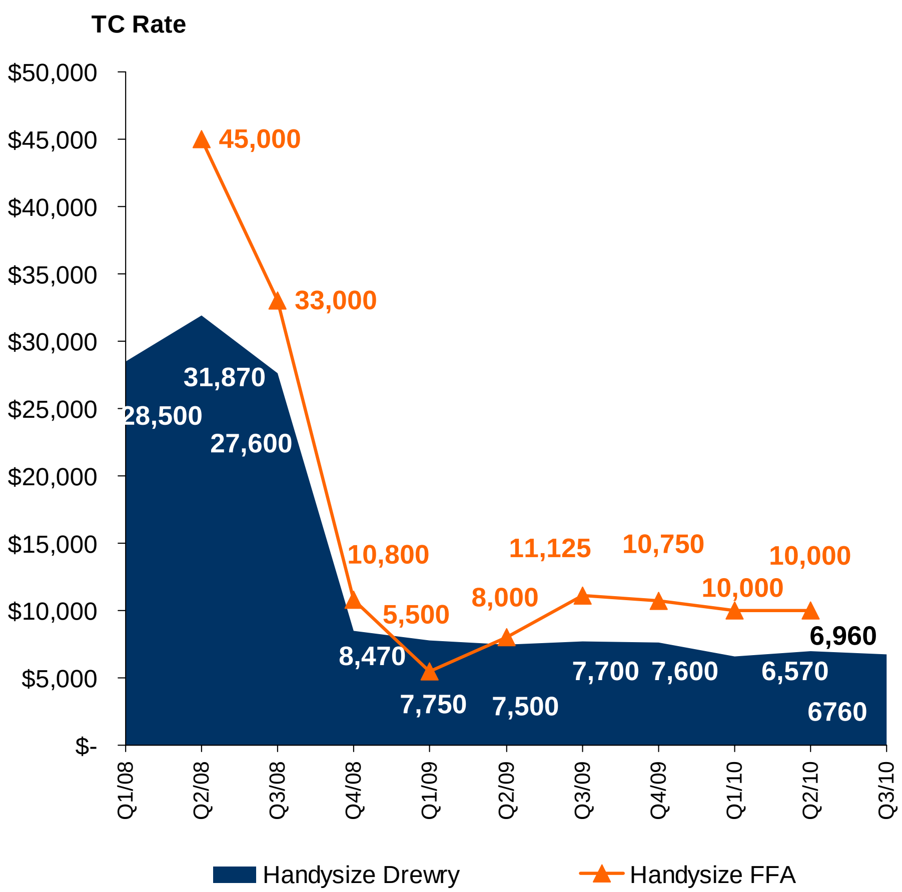
Over supply of vessels is apparent in all vessel sizes

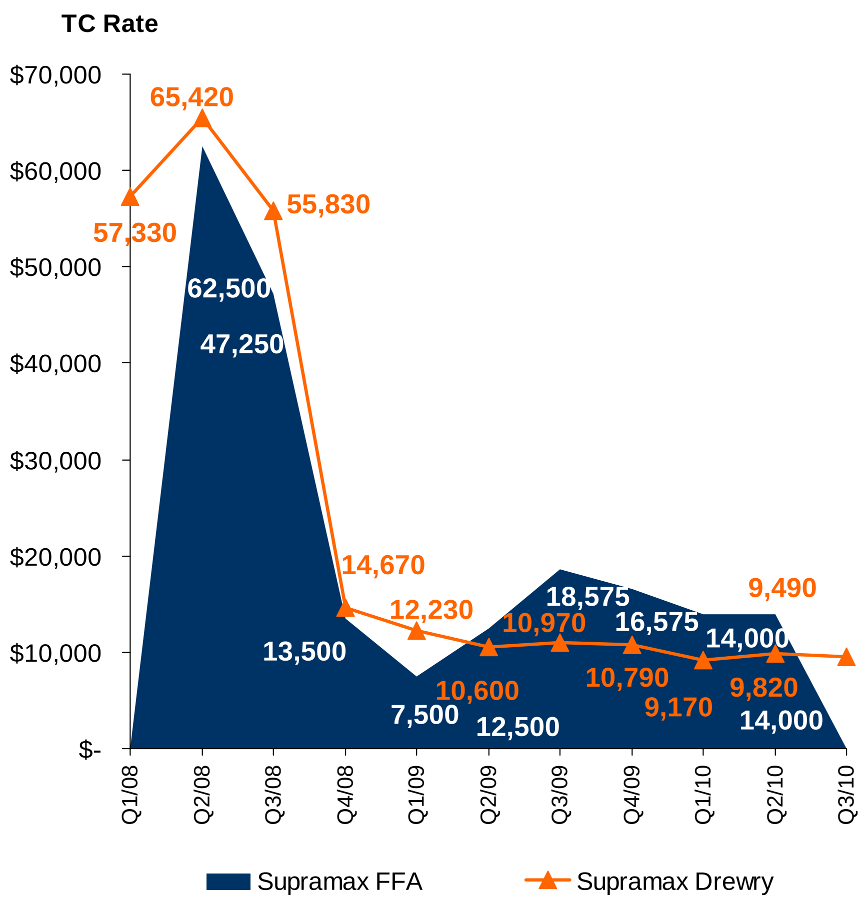




Source : Drewry – Dry Bulk Forecaster 1Q09

Freight rates have rebounded but are expected to be capped at current levels





Source : Drewry – Dry Bulk Forecaster 1Q09 & Clarkson Securities Ltd dated 15 July 09