Ref No. COR:MS/EL12011e/JN

TTA: Thoresen Thai Agencies Public Company Limited

3QFY12 Earnings Release

Apr 2012 - Jun 2012

Date: 15 August 2012
Subject: Third Quarter of 2012 Financial Results
To: The President of the Stock Exchange of Thailand

Thoresen Thai Agencies Public Company Limited ("TTA") reports net losses of Baht 2,351 million and losses per share of Baht 3.32 for the three-month period from 1 April 2012 to 30 June 2012 ("3QFY12"). This compares with net profits and earnings per share of Baht 332 million and Baht 0.47, respectively for the three-month period from 1 April 2011 to 30 June 2011 ("3QFY11").

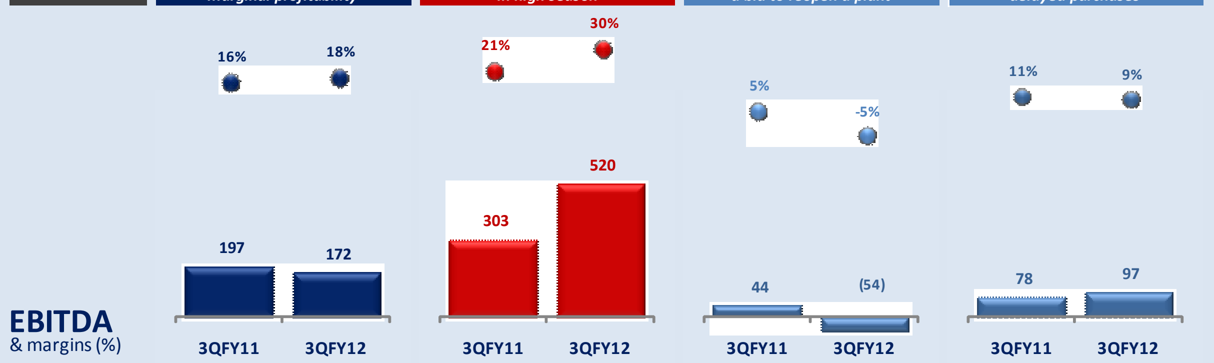
Executive Summary | Performance Overview

Income statement

Baht millions	3QFY11	2QFY12	3QFY12	%yoy	%qoq
Revenues	**4,376**	**3,529**	**4,810**	**10%**	**36%**
Freight charges	1,212	753	934	-23%	24%
Offshore services	1,454	996	1,753	21%	76%
Sales	1,640	1,705	2,045	25%	20%
Costs	**3,307**	**2,819**	**3,608**	**9%**	**28%**
Gross profits	**1,069**	**710**	**1,201**	**12%**	**69%**
SG&A	519	480	525	1%	9%
EBITDA	**551**	**230**	**677**	**23%**	**194%**
Depreciation & Amortization	527	424	427		
Other income	140	40	65		
Equity income	48	38	34		
EBIT	**213**	**(116)**	**350**	**64%**	**402%**
Finance costs	(144)	(155)	(155)		
Income taxes	(85)	(9)	(64)		
Profits before EI	**(16)**	**(281)**	**130**	**900%**	**146%**
Extraordinary items	310	(19)	(2,333)		
Minority interests	(28)	51	(56)		
Forex impacts	65	43	(92)		
Net profit	**332**	**(205)**	**(2,351)**	**-809%**	**-1045%**

- The major factor behind the significant loss is the Baht 2,319 million non-cash impairment charge on TTA's investment in UMS, a review of which was mandated by the Board of Directors, as UMS has been working through significant challenges in its business for the past two years.
- Using conservative forward assumptions about UMS which take into account the surrounding risks, the value-in-use of UMS decreased significantly.
- This large non-cash impairment charge overshadowed the positive developments at key business units, which will be discussed below.
- Operationally, total revenues registered a respectable growth of 10% year-on-year ("yoy") driven by strong offshore services income from Mermaid and sales of Baconco.

	Transport		Energy		Infrastructure			
	Thoresen Shipping		Mermaid Maritime		UMS		Baconco	
Baht millions	**3QFY11**	**3QFY12**	**3QFY11**	**3QFY12**	**3QFY11**	**3QFY12**	**3QFY11**	**3QFY12**
Revenues	1,212	934	1,454	1,753	910	1,013	729	1,038
EBITDA	197	172	303	520	44	(54)	78	97
EBITDA margin	16%	18%	21%	30%	5%	-5%	11%	9%
EBIT	(17)	41	149	333	29	(70)	79	93
	Delivering marginal profitability		*A strong quarter in high season*		*Aggressive move in a bid to reopen a plant*		*Strong growth from delayed purchases*	



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Notable developments within business units during this quarter include:

- Thoresen Shipping turned in a net profit of Baht 25 million. Though this figure seems marginal, it evidences that the fleet reconfiguration and cost efficiency strategies are working, as the Baltic Dry Index ("BDI") remains at one of its lowest historical points.
- The third quarter is traditionally Mermaid's high season, and 3QFY12 is no exception. Mermaid contributed a net profit to TTA of Baht 82 million with subsea vessels being 78.3% utilised and drilling rigs being 76.3% utilised during the quarter.
- Baconco turned in a profit of Baht 78 million from strong sales volume and some improvement in gross margins.
- UMS generated higher net losses due to aggressive sales of 0-5 mm coal from its Samut Sakorn Plant. Management is working diligently on different solutions to reopen the plant or other alternatives in case the Plant shutdown is prolonged.

Performance Overview by Business Group

Profit contribution from Line of Businesses

Baht millions	3QFY11	3QFY12	YoY %
Transport	133	67	*-50%*
Infrastructure	88	5	*-94%*
Energy	22	73	*236%*
Corporate*	89	-2,497	*-2920%*
Net profit	**332**	**-2,351**	***-809%***

** Corporate = TTA, the holding company, and inter-company eliminations*

Group Transport contributed Baht 67 million of profit, down 50% yoy, as gains on sales of dry bulk vessels were recorded in 3QFY11. On a normalised basis, Group Transport contributed Baht 78 million of normalised EBIT compared to Baht 26 million last year, even though the average BDI was down 26%.

Group Infrastructure contributed Baht 5 million of profits, down 94% yoy. UMS' losses were offset by Baconco's net profits and the steady profits contribution from Baria Serece.

Group Energy contributed Baht 73 million of profits, 236% growth yoy, as Mermaid's subsea and drilling businesses turned profitable.

Corporate contributed Baht 2,497 million of losses primarily from the Baht 2,319 million non-cash goodwill impairment charge.

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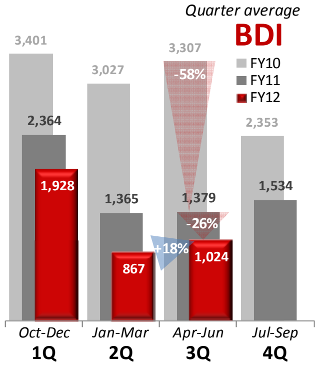
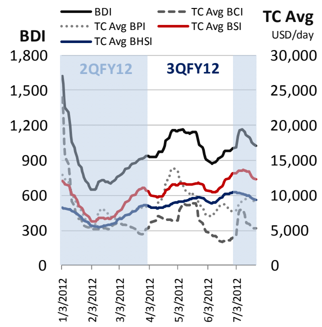
Group Transport Highlights

- **BDI recovered during the quarter, but remains at a modest level**
- **Thoresen Shipping increasingly resilient in low freight rate environment**
- **Warmly welcoming a new owned-fleet addition**
- **Strong headwinds to continue but should bring interesting opportunities**
- **Petrolift: slightly softer but still strong**





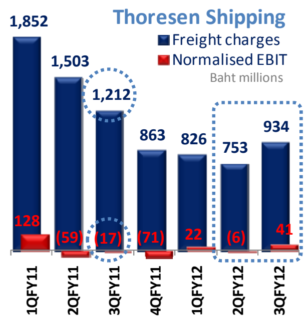
BDI recovered during the quarter, but remains at a modest level

The Baltic Dry Index ("BDI") averaged 1,024 points during the April-June quarter, 18% higher than the average of 867 points in 2QFY12, but still 26% lower than 3QFY11. Massive vessel oversupply continues to pressure the industry.

Fearnleys estimated a fleet of 9,474 vessels with a total capacity of 661 million dead-weight tonnes ("DWT") at the end of June 2012. Compared to 8,949 vessels and 614 million DWT at the end of 2011, another 47 million DWT of net new tonnage had been added to the global fleet, equivalent to 15.3% annualised growth.

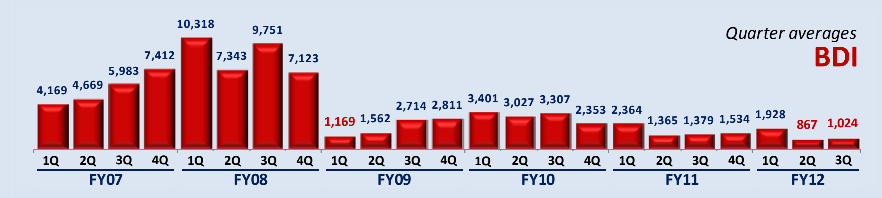
Preliminary trade figures indicated relatively healthy demand during the quarter. Marsoft estimated that global dry bulk trade increased at about a 7% annual pace since the last quarter of 2011. Transport demands were dwarfed by the 17.6% growth in Capesize vessels during January-June 2012. As a result, the Baltic time charter average rate for Capesize vessels dipped below USD 3,500/day during June 2012.

Therefore, the modest recovery of BDI during the quarter was mainly driven by the smaller vessel segments. The South American grain trade season coinciding with fewer prompt tonnages in the Atlantic resulted in higher Panamax and Supramax TC rates for transatlantic routes during April. Supramax and Handysize rates remain relatively higher and less volatile, outperforming the larger segments throughout the quarter.



Thoresen Shipping increasingly resilient in low freight rate environment

3QFY12 marked the first quarter where Thoresen Shipping's revenues took an upward turn. The freight revenues of Baht 934 million (23% lower yoy but 24% higher qoq) were sufficient to generate a respectable operating profit (normalised EBIT) of Baht 41 million. These numbers implied a much lower breakeven point, especially when compared to Baht 1,212 million of revenues and a negative normalised EBIT of Baht 17 million in 3QFY11. In fact, Thoresen Shipping delivered a marginal profit in a quarter which the BDI average ranked the second lowest in the past 23 quarters. It stands to benefit on any market upturn.



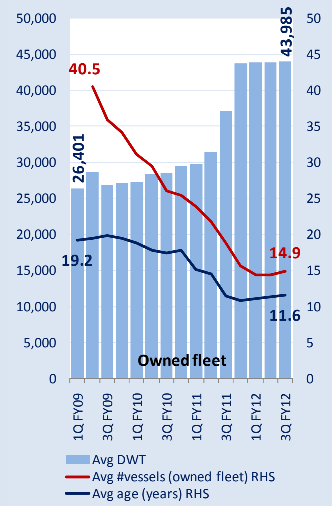
The relatively stronger revenue qoq was a result of two main reasons: higher TC rates and more chartered-in vessels. Approximately half of Thoresen Shipping's owned fleet was relocated to exploit the relatively higher transatlantic freight rates during the quarter. Thus, the Time Charter Equivalent ("TCE") for the owned fleet rose to USD 10,425 per day. Secondly, Thoresen Shipping chartered in a full-time equivalent of 6.2 vessels in 3QFY12, compared to only 1.9 vessels in the prior quarter. The increased activity caused a negative chartered-in TCE as a result of the initial charter period. Once these vessels are positioned in higher yielding geographies, contribution from chartered-in vessels will turn positive, allowing us to reap overall profit for the duration of the chartered-in vessels. Indeed, on a completed charter basis, the chartered-in vessels since January have earned an average profit of USD 1,130 per day.

Average Daily Operating Results (USD/Day)

USD/Day	3Q FY11**	2Q FY12	3Q FY12	%yoy	%qoq
USD/THB Rate (Daily Average)	30.27	31.00	**31.29**	*3%*	*1%*
Time charter equivalent (TCE Rate)*	$12,288	$9,515	**$9,912**	*-19%*	*4%*
TCE Rate of Owned Fleet	$12,077	$9,673	**$10,425**	*-14%*	*8%*
TCE Rate of Chartered-In	$211	-$158	**-$513**	*-344%*	*-225%*
Vessel operating expenses (owner expenses)	$5,436	$3,773	**$3,401**	*-37%*	*-10%*
Dry-docking expenses	$1,358	$925	**$844**	*-38%*	*-9%*
General and administrative expenses	$1,685	$1,639	**$1,611**	*-4%*	*-2%*
Financial costs	$256	$207	**$222**	*-13%*	*7%*
Depreciation	$4,491	$4,087	**$3,979**	*-11%*	*-3%*
Operating earnings*	-$937	-$1,116	**-$145**	*84%*	*87%*

**The per day basis is calculated based on available service days.*
***Restated in compliance with IFRS*

Thoresen Shipping continues to stress high efficiency. With effective cost control initiatives, vessel operating expenses were sharply lower by 37% yoy and another 10% qoq. Improved inventory management of spares, implementation of pool purchasing and reduction in lube oil consumptions are among the primary initiatives that reduced costs. Dry-docking costs are lower due to the modern fleet and on-board maintenance initiatives. Furthermore, general and administrative expenses were reduced 2% qoq.



Fleet data summary

	3Q FY11	2Q FY12	3Q FY12	%yoy	%qoq
Average DWT	37,107	43,925	**43,985**	19%	0%
Calendar days for owned fleet (1)	1,931	1,365	**1,365**	-29%	0%
Available service days for owned fleet (2)	1,721	1,339	**1,365**	-21%	2%
Operating days for owned fleet (3)	1,714	1,308	**1,360**	-21%	4%
Owned fleet utilisation (4)	99.6%	97.7%	**99.6%**	0%	2%
Voyage days for chartered-in fleet	419	171	**568**	36%	231%
Average number of vessels (5)	23.4	16.3	**21.2**	-10%	30%

Note:
(1) Calendar days are the total calendar days TTA owned the vessels in our fleet for the relevant period, including off hire days associated with major repairs, dry dockings, or special or intermediate surveys.
(2) Available service days are calendar days (1) less planned off hire days associated with major repairs, dry dockings, or special or intermediate surveys.
(3) Operating days are the available days (2) less unplanned off-hire days, which occurred during the service voyage.
(4) Fleet utilisation is the percentage of time that our vessels generated revenues and is determined by dividing operating days by available service days for the relevant period.
(5) Average number of vessels is the number of vessels that constituted our fleet for the relevant period, as measured by the total operating days for owned fleet plus voyage days for chartered in fleet during the period divided by the number of calendar days in the relevant period.

During 3QFY12, Thoresen Shipping operated an average number of 21.2 vessels. For the quarter, the owned fleet consisted of 15 vessels (9 Handymax and 6 Supramax) with an average DWT of 43,985 per vessel and a DWT-weighted average age of 11.6 years.

Warmly welcoming a new owned-fleet addition

Thoresen Shipping has indicated since 2011 that it is keeping a close watch on any good opportunities to acquire vessels if the price is right.

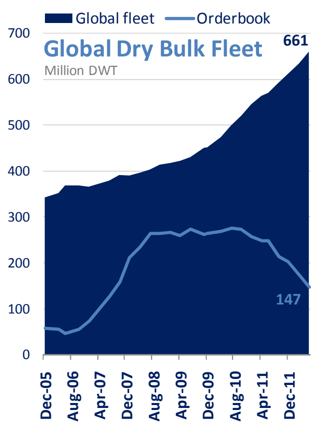
Thor Insuvi, 52,489-DWT, TESS 52-class Supramax built in November 2005

In July 2012, Thoresen Shipping acquired and took delivery of the Thor Insuvi. With a price tag of USD 19.2 million, the Thor Insuvi is a 52,489-DWT Supramax built by Tsuneshi Heavy Industries in November 2005. At 6.5 years of age, she is the younger sister to three of Thoresen Shipping's current fleet: Thor Integrity, Thor Independence, and Thor Infinity. All three were built by the same shipyard to the same specifications (TESS 52 class) in the Philippines.

Thoresen Shipping's familiarization with her sisters means that both commercial and technical management teams can put her to work in the most advantageous geographies and at the most efficient costs.

As for other near-term additions, two new-build 53,000- DWT Supramaxes are expected to be delivered, one in September 2012 and the other in the second quarter of FY 2013.

Strong headwinds to continue, but should bring interesting opportunities



Fearnleys Fleet Updates

Dry bulk deliveries have been running at a record-setting pace this quarter. Fearnleys estimates another 147 million DWT of new tonnage (22% of the current fleet) is to enter the market during the next 2-3 years.

Dry bulk owners have continued to scrap a moderate amount of vessels. Nevertheless, scrap prices are on a steady decline, approximately 20% since the start of May. The scrap price in Bangladesh in May stood at about USD 470/LDT (Light Displacement Tonne), USD 455/LDT in Pakistan, USD 450/LDT in India, and USD 405/LDT in China. In July, however, the scrap price has fallen to about USD 370/LDT in Bangladesh, while the prices in Pakistan, India, and China were about USD 340-360/LDT. With the overall dry bulk rates remaining low and a very large amount of new vessels to be delivered later this year, it is expected that many owners will scrap their aging vessels despite the low prices.

With supply growth likely to outpace demand over the next 12-24 months, the dry bulk industry will continue to operate under a low freight rate environment. It is expected that more dry bulk companies with heavy debt obligations will be forced to restructure or file for bankruptcy. Thoresen Shipping will continue to operate with highest level of efficiency and with prudent financial management, while keeping a close watch for more opportunities to rebuild its fleet with increasingly attractive-priced, modern vessels as they come available.

Petrolift: slightly softer but still strong

Petrolift performance softened slightly during 3QFY12. Revenues were slightly lower due to the planned dry-docking of two vessels during the quarter. As a result, margins were temporarily under pressure. EBITDA both in absolute terms and margins remained relatively strong. Petrolift contributed roughly Baht 26 million to TTA's net profit during the quarter and remains as one of the best diversified investments, contributing the largest portion of the equity income.

During 3QFY12, Petrolift operated a young (ten-years-old average age) fleet of ten petroleum tankers/barges, including two liquefied petroleum gas tanker. The fleet has a total capacity of approximately 41 million litres transporting fuel oil, refined petroleum, and LPG products to all major ports/depots in the Philippines.

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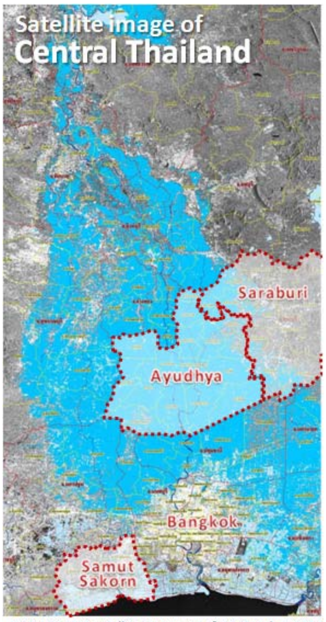
Group **Infrastructure** Highlights

- **UMS working through significant challenges in its business**
- **Deeper losses from more aggressive 0-5mm coal sales**
- **Still determined to reopen Samut Sakorn Plant, while evaluating other alternatives as back-up plan**
- **Strong performance for Baconco**
- **Warehousing activity remains robust**



RADARSAT-1 satellite image as of 29 October 2011
Blue shade indicating flood-affected areas
Source: GISTDA

UMS working through significant challenges in its business

UMS has faced a series of significant challenges over the past two years, most of which have been external factors beyond its control. First, a lawsuit was filed against the Samut Sakorn Governor by an environmental activist that resulted in the shutdown of all coal operators in the province since July 2011 regardless of their locations or their adherences to environmental standards. It is a case where a few operators who do not meet environmental standards have adversely affected all operators, in effect, giving everyone in the area a "bad name". Other issues behind UMS' poor performance include a downward trend in coal prices since late 2011 and a temporary shutdown of its Ayudhya plant during and in the aftermath of last year's flooding.

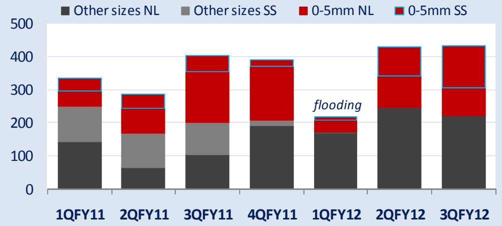
In December 2011, the Samut Sakorn provincial government mandated three pre-conditions for any reopening of UMS' Samut Sakorn facility: 1) complete removal of 0-5 mm coal inventory, 2) upgrades to the port and flooring of its warehouse, and 3) improvements to the waste water treatment system. As a result of these pre-conditions, UMS has been aggressively selling off its 0-5 mm coal inventory to cement plants in Saraburi. This is carried out while Samut Sakorn clients are being served from the Ayudhya Plant. These activities cause much higher transport costs, resulting in continuing net losses for the past two quarters. In effect, UMS has been operating on only "one leg" rather than its normal "two legs" which would be much more cost efficient.

Spot price of Newcastle 6700 coal since mid-2008 to date

Deeper losses from more aggressive 0-5 mm coal sales

UMS sold approximately 430,000 tonnes of coal in 3QFY12, roughly about the same total volume as in 2QFY12. But the proportion of 0-5 mm coal was higher at about 50%. In an effort to meet the first pre-condition to reopen Samut Sakorn Plant, over 126,000 tonnes of its 0-5 mm coal inventory were trucked to Saraburi and sold. This was over 1.4 x higher volume than 2QFY12. The relatively lower selling prices of 0-5 mm coal (versus larger-sized classified coal) and the downtrend in global coal prices are the primary reasons why the gross margins decreased. Combined with the extra transport expenses, reflected in SG&A, EBITDA losses of Baht 54 million resulted.

UMS' quarterly sales volume (Thousand Tonnes)



UMS' income statement*

Baht millions	3QFY11	2QFY12	3QFY12	%yoy	%qoq
Total revenues	910	1,044	1,013	11%	-3%
Total costs	777	930	928	19%	0%
Gross profits	134	114	85	-36%	-26%
%Gross margins	15%	11%	8%	-6%	-3%
SG&A	90	129	139	54%	8%
EBITDA	44	(15)	(54)	-222%	-265%
%EBITDA margins	5%	-1%	-5%	-10%	-4%
EBIT	29	(35)	(70)	-342%	-100%

*as consolidated on TTA's P&L

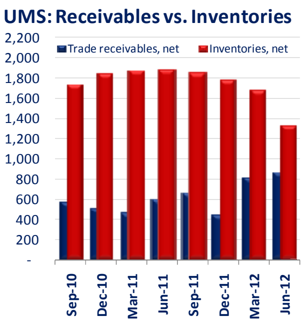
The quarterly sales volume chart above testifies for the challenges through which UMS is working. In 3QFY11 (April - June 2011), UMS was still operating with the "two legs", as both plants were operational. The proportion of 0-5 mm coal sales to total volume was also 50%, the same proportion as in this quarter, yet UMS was profitable then, because the Samut Sakorn Plant was delivering classified coal to its own clients in the surrounding area, while the even higher volume of 0-5 mm coal was sold to clients near the Ayudhya Plant. This reinforces the point that UMS should return to profitability once the Samut Sakorn plant is reopened.

Still determined to reopen Samut Sakorn Plant, while evaluating other alternatives as back-up plan

A task force comprised of TTA and UMS management is working closely with the Board to negotiate a solution with the Samut Sakorn provincial government to reopen the plant as soon as possible.

UMS' Board of Directors, however, assessed that there are continuing risks to the Samut Sakorn Plant's permanent reopening, even if UMS meets all three pre-conditions. Thus, management is focused on other alternatives to improve UMS performance should the reopening be delayed.

A number of alternatives to address the continuing plant shutdown are being evaluated, including an alternative production site, floating terminals, run-of-mine coal imports, etc. All are intended to return UMS to consistent profitability. Once the Samut Sakorn plant is reopened or alternative solution is implemented, UMS is expected to return to profitability quickly. There are a large number of coal users in the province, i.e. food processing factories, and their needs must be served.



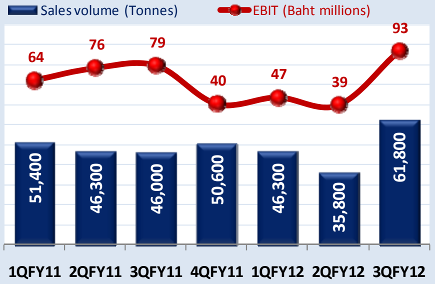
Meanwhile, the 0-5 mm coal sales to cement plants in Saraburi will continue but at a slower pace in 4QFY12. We are balancing the current coal price environment and the rainy season versus the probability of successful reopening of the Samut Sakorn plant.

One of the main objectives of the aggressive 0-5 mm coal sales program was to turn inventories into cash. As of 30 June 2012, UMS' statement of financial position reports net inventories of Baht 1,321 million, 30% lower than the peak of Baht 1,880 million on 30 June 2011. The trade receivables of Baht 859 million will be collected in due course and used to repay short-term debt.

Strong performance for Baconco

Following a seasonally low second quarter, Baconco reported much strong performance. Sales revenues went up sharply to Baht 1,038 million, 42% higher yoy and 56% higher qoq.

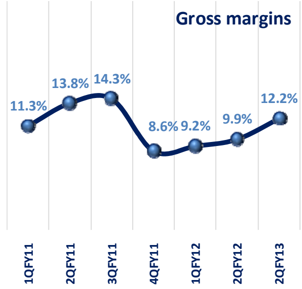
The overall fertiliser demand picked up strongly in April as the first planting season of the year began. The strong demand (also pent-up from last quarter as South Vietnamese farmers was waiting until the last minute to purchase) drove Baconco's sales volume during 3QFY12 up by 34% yoy and 73% qoq to about 61,800 tonnes. The higher volume was due in part to increasing export sales volume to compensate for the softer local NPK fertilisers demand.



Baconco's income statement*

Baht millions	3QFY11	2QFY12	3QFY12	%yoy	%qoq
Total Revenues	729	667	1,038	42%	56%
Total costs	625	601	912	46%	52%
Gross profits	104	66	126	21%	91%
%Gross margins	14%	10%	12%	-2%	2%
SG&A	27	23	29	9%	26%
EBITDA	78	43	97	25%	125%
%EBITDA margins	11%	6%	9%	-1%	3%
EBIT	79	39	93	18%	138%

**as consolidated on TTA's P&L*



Baconco has been trying to improve its gross margins. Price of raw materials continues to soar. Baconco was able to raise selling price slightly in this quarter. Baconco took advantage of currently lower raw material costs and is now sourcing more domestically, especially for urea.

Baconco remains one of TTA's best diversified investments and continues to contribute positive cash flows and profits.

Warehousing activity remains robust

The warehouse space at all facilities under TTA Group companies in Vietnam is enjoying 90%+ capacity utilisation.

Last quarter, Baconco announced that it had acquired an additional 50,000 sq.m. of land out of its own cash. The land transfer was completed in May. The warehouse space on this new piece of land should be 30,000 sq.m. and will most likely be developed in two phases, 15,000 sq.m. each, over 2013 and 2014.

Demand for professional logistics services in South Vietnam has been rising. It is our strategic drive to create a fully-integrated professional logistics services in South Vietnam. Thoresen Vinama Logistics, Baconco, and Baria Serece are uniquely positioned to offer a full logistics solution with sea and land transport, warehousing, bagging, forwarding, and customs clearance. These logistics services will support the continuing expansion of Baria Serece, in which TTA owns a 20% stake. In 3QFY12, Baria Serece contributed Baht 8.3 million of equity income.

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Group Energy Highlights

- **Mermaid operating through its high season**
- **Mermaid working toward subsea fleet optimisation strategy**
- **Positive momentum for tender rigs market**
- **Continuing good prospects for jack-up rigs market**
- **All four blocks of Qing Mei have now received forestry permits**

Mermaid operating through its high season

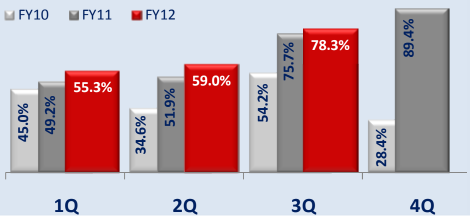
During 3QFY12, total revenue was Baht 1,753 million, an increase of 21% yoy, as both subsea and drilling segments contributed growth. The April-June quarter is generally the high season for Mermaid's subsea business. All vessels were on-hire with a combined utilisation rate of 78.3%, slightly higher than 75.7% in 3QFY11. On top of that, MTR-1 accommodation barge commenced its work in Indonesia in mid-May after being off-hire for over a year.

Mermaid's income statement*

Baht millions	3QFY11	3QFY12	%yoy
Total Revenues	1,454	1,753	21%
Total costs	958	1,059	11%
Gross profits	496	694	40%
EBITDA	303	520	72%
%EBITDA margins	21%	30%	9%
EBIT	149	333	123%

*as consolidated on TTA's P&L

Subsea vessel utilisation rate*



Mermaid's margins, however, improved significantly in 3QFY12. Gross profit went up 40% to Baht 694 million as a result of aggressive cost savings efforts. Adjustments in crew contracts along with the effective implementation of TTA Group's shared services (i.e. procurement) enabled MOS to reduce both vessel running costs and project costs considerably since December 2011. The significant improvement in gross profit, coupled with relatively lower depreciation costs, resulted in positive EBITDA to net profit.

Mermaid working toward subsea fleet optimisation strategy

Mermaid has observed that higher-end vessels in the subsea fleet, including dive support vessels ("DSVs") and remotely operated vehicle ("ROV") support vessels, continue to contribute the majority of revenues due to higher day rates, longer contract durations, and the provision of add-on services. Business growth opportunities are also becoming more regionalised and led more by national oil and gas companies. To this end, Mermaid is working towards a fleet optimisation strategy to focus on higher yielding vessels and increase market penetration in growth areas, such as Malaysia, Indonesia, Middle East, and Africa. Most of Mermaid's subsea vessels are committed through the end of this 2012 financial year. Mermaid is cautiously optimistic that the outlook in the oil and gas industries will be positive in the next 12 months, barring any unforeseen circumstances in the global economy.

Positive momentum for tender rigs market

Due to a tender rig's typical build specifications, tender rigs generally only operate in the benign weather conditions of South East Asia and West Africa, with 75% of the fleet reportedly located in South East Asia itself. With regard to the tender rig market outlook, modern tender rigs have recently reported utilisation rates as high as 95%, with older tender rigs reportedly achieving utilisation rates as high as 85%. The MTR-1 continues to operate as an accommodation barge support unit in Indonesia with its current contract expiring in 1QFY13. Mermaid is marketing the MTR-1 for continued work as an accommodation barge support unit beyond this term. The MTR-2 is operating in drilling mode in Indonesia, with its current contract also scheduled to expire in 1QFY13. Upon conclusion of this contract, the MTR-2 will is scheduled to undergo a special periodic survey for a period of three to four months. Mermaid has already started to market the MTR-2 for continued work upon the completion of the survey.

Continuing good prospects for jack-up rig market

The overall demand for premium jack-ups rigs has remained strong in all relevant regions. The utilisation rate for newer jack-up rigs, built after 1990 with more than 300 feet water depth capacity, remains above 95% globally. Oil companies continue to show a preference for newer equipment due to their superior technical capacities and operational flexibility. In this sector, the overall market development suggests a positive trend in terms of rig demand, utilisation rates, contract terms, and day rate levels. The construction of Asia Offshore Drilling ("AOD")'s three high-specification jack-up rigs with Keppel FELS Limited. continues to make progress with delivery of the first rig now scheduled as early as December 2012. Seadrill Ltd., as technical and commercial managers of the said rigs, have already commenced marketing these rigs to potential clients.

All four blocks of Qing Mei have now received forestry permits

In 3QFY12, Qing Mei confirmed that all four concessions are now on the "Clean and Clear" list with full exploration permitting.

TTA entered into a strategic partnership in March 2011 to establish a new company, Qing Mei, to develop a new coal-mining project in Indonesia. The partnership includes TTA/Soleado, Merton, and Britmar (Asia) Pte. Ltd. At the end of 2QFY12, each partner holds an equal 33.3% share of USD 7.5 million capital of Qing Mei.

Qing Mei acquired a 70% interest in four coal concessions, totalling 33,000 hectares (206,250 rais) in Central Kalimantan. Sizes of the 4 blocks are as follows:

- Block 1: 6,800 hectares
- Block 2: 10,000 hectares
- Block 3: 10,000 hectares
- Block 4: 6,500 hectares

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TTA: Thoresen Thai Agencies Public Company Limited

3QFY12 Earnings Release

Apr 2012 - Jun 2012

The **Corporate**

As TTA is a holding company with six major business units, our policy is to regularly consider whether each major investment is fairly valued on our financial statements. We regularly review the value of our various businesses.

UMS, one of TTA's major investments, has faced a series of significant challenges over the past two years, most of which have been outside factors beyond our control. The key issue behind UMS' poor performance is the continuing shutdown of its production facility in Samut Sakorn, which has lasted for 12 months and may continue for some time. In effect, UMS has been operating on only one plant, instead of two.

This situation is not one that management or the Board could have predicted when TTA acquired UMS in 2009. UMS continues to meet or exceed all environmental standards in its operations, so it is unfair that it is subjected to this mass work stoppage order.

Given the continuing risks over a permanent reopening of the Samut Sakorn facility, the Board of Directors asked for a mid-year review of this investment. Accounting standards dictate that goodwill not exceed the recoverable amount of an investment (value-in-use or disposal value – whichever is higher). As a company that places great importance on corporate governance, transparency, and conservative financial reporting, the Board of Directors mandated a number of forward operating assumptions to calculate value-in-use that capture the adverse external conditions UMS is operating under. Based on the Board's forward operating assumptions, we determined that the value-in-use of UMS has decreased significantly, and a non-cash impairment loss against goodwill of THB 2.32 billion would need to be recognised in our Q3FY2012 income statement.

The calculation of value-in-use was performed using projected free cash flows covering the next five years. Cash flows beyond the five-year period were extrapolated using the estimated growth rates and a discount rate of 3.6% and 14%, respectively. UMS is working diligently on different alternatives to address the continuing plant shutdown to return UMS to consistent profitability as soon as possible.

From the shareholders' point of view, we hope that this step will be seen as positive to show the proactive nature with which we assess our financial situation. TTA has made significant improvements in its operations, as evidenced by the 1,009% increase in cash flow from operations compared to the same nine-month period of FY 2011. The debt to equity ratio has increased to only 0.57 x as a result of this impairment, and market conditions look favourable in the offshore oil and gas services business. We expect to report better performance in FY 2013 after taking all potentially negative news into this year's financial statements.

Yours faithfully,
Thoresen Thai Agencies Public Company Limited

M.L. Chandchutha Chandratat
President & Chief Executive Officer

Ms. Thitima Rungkwansiriroj
Executive Vice President
Group Finance and Accounting