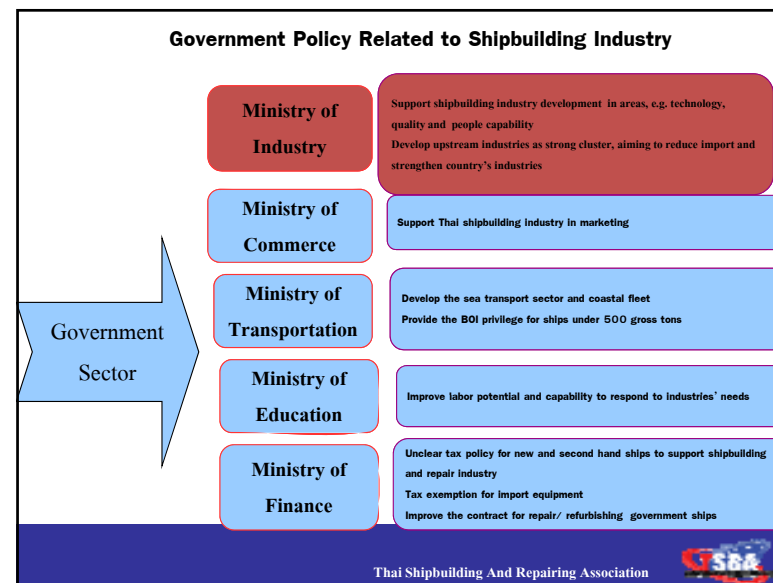
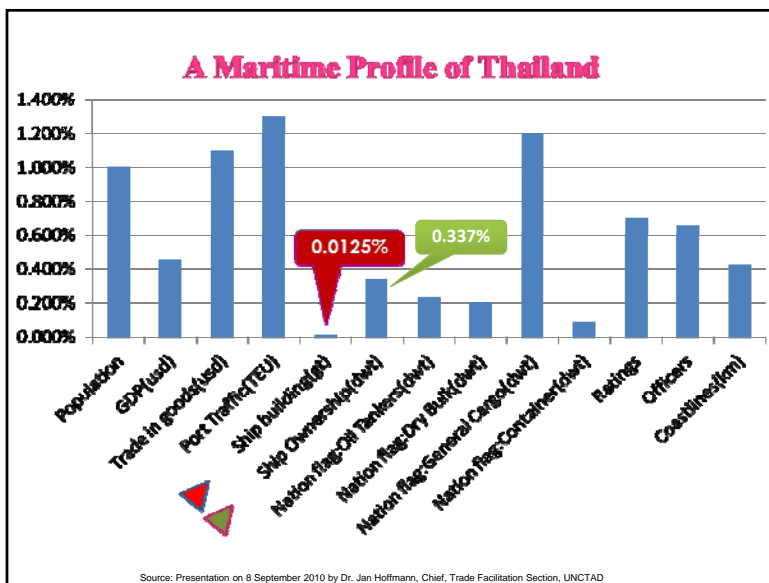




TSBA Shipbuilding and Repairing Industry in Thailand

1. Overview
2. Current Situation
3. New Building
4. Ship Repairing
5. Ship Conversion
6. Offshore Construction
7. Shipbuilding Future Prospect
8. Shipbuilding and SMEs



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TSBA No. of Shipyard in Thailand

Capital, million Baht	No. of shipyard
> 100	3
20 to 100	24
<20	51
Not specify	182
Total	260

ที่มา : กรมโรงงานอุตสาหกรรม, สัมภาษณ์โรงงาน : ช่างอุตสาหกรรมแปรรูปรถโดยสารสาธารณะ (107 ปรุบตท) ปรุบตท075, และสมาชิกอดีตเรือและซ่อมเรือไทย

Thai Shipbuilding And Repairing Association

TSBA Shipbuilding in 2003 to 2010

	2003	2004	2005	2006	2007	2008	2009	2010
Revenue, mil. Baht	605	959	1,682	3,811	5,620	6,200	6,870	7,150

ที่มา : จากการทำวิจัยผู้ประกอบการ

Thai Shipbuilding And Repairing Association

TSBA Ship Repairing in 2003 to 2010

	2003	2004	2005	2006	2007	2008	2009	2010
Revenue, mil. Baht	1,157	1,761	2,210	2,015	3,560	3,900	3,470	3,650

ที่มา : จากการทำวิจัยผู้ประกอบการ

Thai Shipbuilding And Repairing Association



Shipbuilding and Repairing Industry in Thailand

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91.5m Trailing Suction Hopper Dredger

Particulars:

- Length Overall 91.50 M.
- Molded Breadth 14.60 M.
- Depth to Main deck 7.40 M.
- Deadweight 3,548 T.
- Speed (Full Load) 11.0 Knots
- Hopper Capacity 2,500 Cu.m



Sandon9



90m MMTC Training Vessel



70m DP1 Platform Supply Vessel "Halul 40"

70m DP1 Platform Supply Vessel

Hull No.155 "Halul 40"

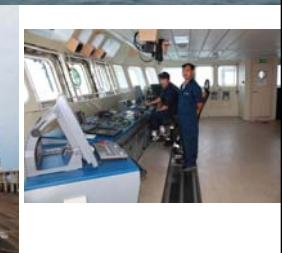
Class: LRS + 100 A1 + Fi-Fi-1 + OFFSHORE SUPPLY VESSEL + IWS + LMC, DP(AM), SPS, ES+1

Owner: Halul Offshore Service, Qatar

LOA /DWT : 70.0m/3000 Tons

Contract date : 1 December 2006

Delivery date: 21 August 2009



• **71.5m DP2 Platform Supply Vessel**

Hull No.158 "OOC Badger"

Class: DNV +1A1 Supply Vessel SF, E0, DYNPOS-AUTR, DK(+), HL(2.5), FIFI-1, COMF-V3

Owner: **Opielok Offshore Carriers GmbH (OOC), Germany**

LOA /DWT : 71.5m/3000 Tons

Delivery date: 31 March 2011



Crew Boat



442 TEUs Container Cargo Vessel


Patrol Boat



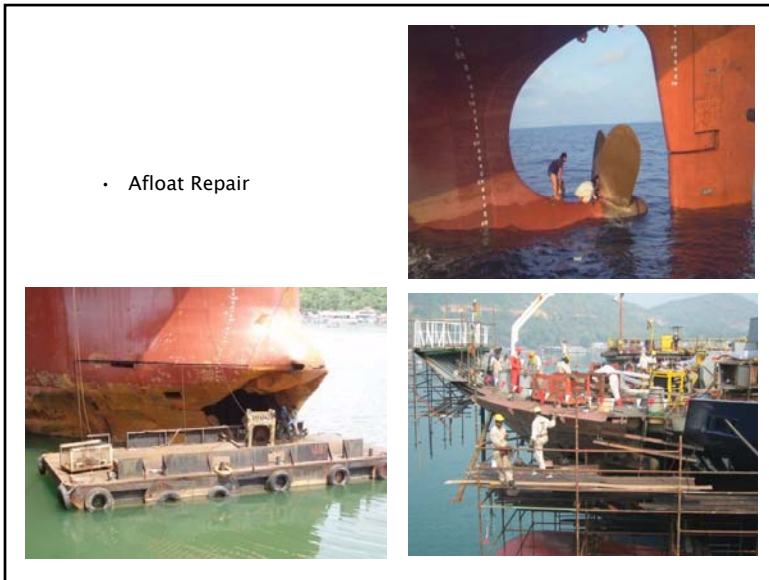


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Ship Repairing 

- Major steel repairs



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ASIMAR Double Hull & Lengthening Project

Principal Dimension (Before modify)

Length(O.A.)	74.02 M.	Deadweight	1933 T.
Length(B.P.)	69.95 M.	Tank Capacity	2099 M3.
Breadth(MLD.)	11.20 M.	Speed Trial	13.1 KNOT.
Depth(MLD.)	5.30 M.	Class	TG
Draft	4.73 M.	Navigation Area	Coasting Service



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Offshore construction **Petrochem & Refinery**

UNITHAI
Design and Engineering

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 **Thailand Shipbuilding Future Prospect**

- World Economy Recovering
- Oil Price Increasing
- IMO Regulation Enforcement (Double Hull Tanker)

Thai Shipbuilding And Repairing Association

 **Thailand Shipbuilding Future Prospect**

- **High Potential Group**
 - Coastal Tanker (Oil / Chemical)
 - Offshore Support Vessel – OSV
 - Crew Boat for Offshore Oil Rig
 - Other Work Boats
- **Luxury Boat**
 - Yachts / Super Yachts / Mega Yachts

Thai Shipbuilding And Repairing Association

 **Thailand Shipbuilding Future Prospect**

- Coastal Oil / Chemical Tanker
 - IMO's MARPOL Convention's double - hull requirements for oil tankers
 - Water Transport & Maritime Department's modification requirement for non double – hull oil tankers within 2013
 - Major oil companies accept only double – hull tankers at their marine terminals




Thai Shipbuilding And Repairing Association

IV. Strategic Project for Shipping and Shipbuilding Development

Tanker Modernization Program for Development of Coastal Shipping and Shipbuilding

Tanker to be replaced according to Single hull tanker Phase-out Regulation 2015

Age	DWT				Nos.
	< 999	1,000 - 1,999	2,000 - 2,999	3,000 - 3,999	
20 - 24	1	22	14	2	39
25 - 29	1	12	6	10	29
30 - 34	2	18	14	2	36
35 - 39		6	7	1	14
40 -	1	6	7	2	16
Nos.	5	64	48	17	134

Age	Average DWT
0 - 9	
10 - 14	
15 - 19	
20 - 24	2,743
25 - 29	3,474
30 - 34	2,218
35 - 39	2,604
40 -	2,228
Average DWT	2,777

Note : Average DWT excludes tankers of 30,000DWT or more

Thailand Shipbuilding Future Prospect

- **High Potential Group**
 - Coastal Tanker (Oil / Chemical)
 - Offshore Support Vessel – OSV
 - Crew Boat for Offshore Oil Rig
 - Other Work Boats
- Luxury Boat
 - Yachts / Super Yachts / Mega Yachts

Thailand Shipbuilding Future Prospect

Offshore support vessel Sector (OSV)

- Currently, more than 250 offshore platforms operating in the Gulf of Thailand
- Demand more than 1000 OSV ships for offshore exploration and production
- Thai shipyards' experiences in building the OSV ships
- All neighboring countries support their commercial fleets and shipbuilders






Thailand Shipbuilding Future Prospect

- **High Potential Group**
 - Coastal Oil / Chemical Tanker
 - Offshore Support Vessel – OSV
 - Crew Boat for Offshore Oil Rig
 - Other Work Boats
- **Luxury Boat**
 - Yachts / Super Yachts / Mega Yachts

The potential for Thailand to be the leader in Superyacht construction, refit and repair in South East



Gareth Twist; Managing Director of Yacht Solutions and Rnea Yachts Superyacht Construction Division
 Sep 14, 2010 at Century Park Hotel, Bangkok



Thailand Shipbuilding Future Prospect

Asia is now set to grow in the Superyacht World

- Europe and America are suffering due to economic crisis
- The world's money is now in Asia
- Huge potential growth with yards and cruising yachts
- More Yacht Shows and Conferences
- The formation of APSA –the Asia Pacific Superyacht Association

Gareth Twist ;The potential for Thailand to be the leader in Superyacht construction, refit and repair in South East



Thailand Shipbuilding Future Prospect

- Thailand has huge potential for the Superyacht industry
- With more yards building superyachts there will be more revenue into the country, more businesses opening and more work
- Thailand can become the forerunner in Asia for Superyachts and thus, as Asia develops, become a world leader

Gareth Twist ;The potential for Thailand to be the leader in Superyacht construction, refit and repair in South East



Thailand Shipbuilding Future Prospect

Thailand's strengths

- Asia and thus Thailand has a great cost saving on yacht building
- The rest of the world is now looking at Asia for yacht building and Thailand is already ahead
- In Europe a 60m Superyacht costs approx. US\$90 million
- In Thailand the same yacht costs US\$38 million


Gareth Twist ;The potential for Thailand to be the leader in Superyacht construction, refit and repair in South East

 Thailand Shipbuilding Future Prospect




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 Shipbuilding and SMEs

The importance of Shipbuilding and ship repair industry create jobs and revenue to the SMEs.

- It is labor-intensive industry that required high level skilled labor which is able to develop into other activities more easily
- The development of this industry has relied on Thai workers skilled labor especially skilled workers such as welding, furniture, interior decoration etc...



Thai Shipbuilding And Repairing Association

 Shipbuilding and SMEs

Supporting industries and relating to Thai shipbuilding and ship repair industry

- Shipbuilding and ship repair industry causes the relating industries and supporting industries in many areas. This is particularly important to define the cost and quality of production.
- Promote marketing in shipbuilding / ship repair will impel the supporting and relating industries.




Thai Shipbuilding And Repairing Association

