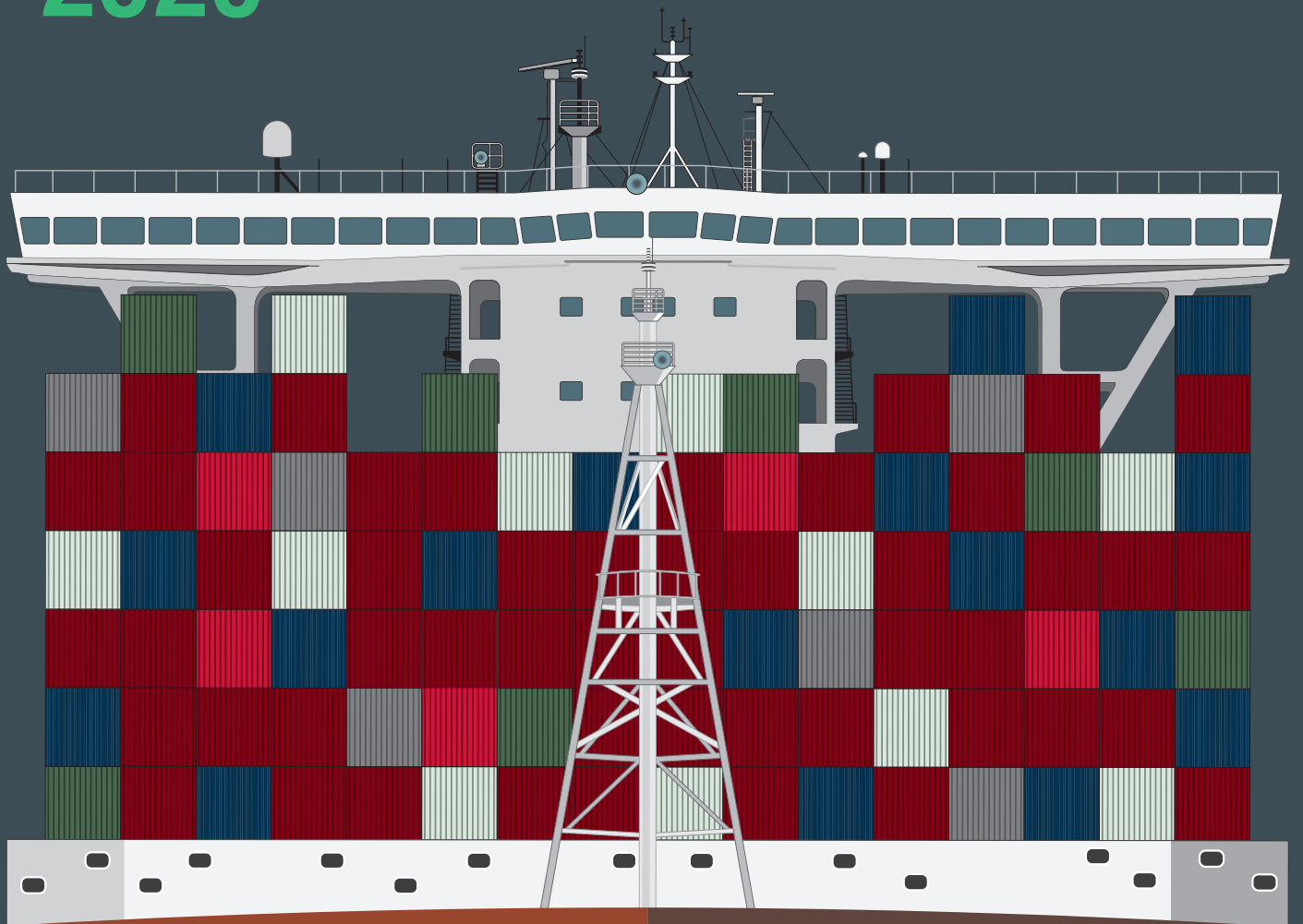


BSAA

ANNUAL REPORT

2019

2020





BSAA EXECUTIVE COMMITTEE 2019-2021



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5. Capt. Somporn Guntusgumpon
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(THAILAND) CO., LTD.
7. Mr. Tom Chalermkarnchana
SEALITE SHIPPING CO., LTD.



EXECUTIVE SECRETARY

8. Mr. Thanit Hanbenjaphong
SIAM ECL CO., LTD.

TREASURER

9. Mrs. Phornthip Triratphadungporn
SEAWAY EXPRESS CO., LTD.

PR OFFICER

10. Mr. Yutaka Nakagawa
K LINE (THAILAND) LTD.



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EVERGREEN SHIPPING AGENCY (THAILAND) CO., LTD.
13. Dr. Sumet Kheawngamdee
HMM (THAILAND) CO., LTD.
14. Mr. Kongkeat Tangkham
KMTC (THAILAND) CO., LTD.
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STAR LINE AGENCIES ASIA (THAILAND) LTD.
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UNITED THAI SHIPPING CORP., LTD.

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Members :	Evergreen Shipping Agency (T) Co., Ltd.	yongyos@evergreen-shipping.co.th

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BSSA Annual Report 2019-2020 Chairman's Report



Today, it is not deniable that everyone in every business sector has got affected from a novel coronavirus (aka COVID-19) pandemic. In late December 2019, the outbreak started when the Chinese Government disclosed to claim the first case of the virus infection at the wet market in Hubei Province. Within the first quarter of 2020, the World Health Organization (WHO) has officially escalated the COVID-19 outbreak to the pandemic in which the virus has uncontrollably spread across continents and has been causing massive economic and social damages worldwide.

During first week of second quarter of 2020, the governments across the world imposed the lockdown to restrict social and business movements of its citizens. Even though it could be seen that the government of each country has different lockdown approaches and policies such as flattening the curve or herd immunity, they all aim at controlling the infection curves of the swift spread of the pandemic whilst attempting to mitigate the economic disasters at the same time.

As a result, so far, the pandemic caused demands to fall lower which may remain at lower or even the lowest levels for a much longer time in the global history, especially on the whole global supply chain. Most severe hits are airline, tourism, oil and automotive industries. The pandemic has heavily smashed oil demands leading to a radical drop in oil prices. Oil producers are predicted to face a massive issue of storage soon after post COVID-19 pandemic period.

Looking closely at Thailand, the pandemic began when the first case of the virus infection was exposed in late January 2020 which the infected person tested positive after arrival from traveling in Wuhan. Like other countries, the novel coronavirus has spread to many places in the country which the majority of the first clusters was imported from abroad. The Royal Thai Government had to impose the lockdown measures under Section 9 of the Decree on Public Administration in Emergency Situation, B.E. 2548 (2005).

It is clear that the government takes flattening-the-curve approach to control the infection situation and it has been progressively improving until Thailand claimed no more domestic infection case since June 2020. To recover the domestic economy, the government through the Centre for COVID-19 Situation Administration (CCSA) announced the easing of lockdown and the relief measures for enterprises and activities to be allowed to operate

again in different timelines. Business operators, however, still have to follow the regulations and measures enforced by CCSA and other governmental authorities.

Undoubtedly, the pandemic has had a major impact on global shipping, from container ships to tankers and cruise ships, etc. However, the maritime industry is playing an essential role in the short-term emergency response to the COVID-19, by facilitating transport of vital commodities and products. Despite the current difficult times, a vast majority of ports have succeeded to stay open to cargo operations. However, most of them still remain closed to passenger traffic.

The container and other shipping industries have long been strongly tied to China. Remarkably, ship capacity utilization had fallen by 20 to 50% at various major Chinese ports. It was estimated that operators of containerships have lost freight revenues of at least 1.9 billion US dollars from about 1.9 million TEU of lost cargo volume during the first quarter of 2020. This has put the container shipping sector in the suffering dilemma under the over-supply circumstances.

BSAA has considered and addressed the significance of supporting trade and ensuring that ports and terminals in Thailand are kept open during the pandemic in order to facilitate trade and goods flowing to where it is needed in a timely manner. Thailand's Marine Department has issued announcement No. 53/2563 and No. 54/2563 on guideline for ships entering Thai waters as well as regulation and procedure for ship operators and port/terminal operators.

Many of global economic experts like The World Bank has forecasted that the impact of COVID-19 pandemic on global economy might lead to a global recession of -5.2%

According to Office of the National Economic and Social Development Council (NESDC), The Thai economy in 2020 is expected to show a contraction in the range of (-6.0) - (-5.0) percent, due to (i) the severe downturn of global economy and merchandised trade, (ii) the sharp decline in number and revenues from foreign tourists, (iii) the limitations from the COVID-19 outbreak in Thailand, and (iv) the drought condition. In all, it is expected that export values of goods, private consumption expenditure, and total investment will decline by 8.0 percent, 1.7 percent, and 2.1 percent respectively. This is considered the worst economic downturn since the Q4 of 2011 in Thailand.

It is hoped that the national and global economy shall rebound in 2021, but only if the governments are capable to respond to the post pandemic impact effectively and timely including the liquidity problems from becoming a solvency issue.

Moving on to look at the important ports of Thailand, starting at Bangkok Port (BKP), the container throughput at this port from January to December 2019 totalled 1.46 million TEU which slightly decreased by 1.6%, compared with 2018. Total volume of inbound containers slightly increased by 0.4% while the total volume of outbound containers indicated a decrease of 4.5% from the previous year.

The BKP remains an import-dominant port with the percentage ratio between inbound and outbound containers at approximately 60:40. The combined volume of cargo containers at the private wharfs in Chao Phraya River has a notable decrease of 14.4%, the first time in recent years due to the slowdown of the country's imports/exports.

BSAA has raised the unsolved issues to the BKP regularly, for examples, the shortage of container moving equipment and shortage of trailer drivers. Although a few units of new top loaders have been acquired, but they are outnumbered by the out-of-order units awaiting to be repaired. Yard congestion problem remain an issue due to slow delivery of cargo taken by importers. BSAA has suggested BKP to revise the cargo storage tariff to be higher in order to push importers to speed up taking delivery of their cargo.

With the volume dropping trend and new policy from PAT's Board to reduce space for BKP in order to develop land for commercial purpose, the current MD of BKP is reconsidering to implement a fixed window berthing scheme to improve operation efficiency and maximisation of berth utilisation. A working committee is being set up by BKP with BSAA's participation to work out a proper and effective scheme.

As for Laem Chabang Port (LCP) and other Eastern Ports, the total throughput of the LCP in 2019 was 7,980,553 TEU, dropped by 1.2%, compared with 2018. Volume of inbound Laden containers increased by 5.6% while inbound empty containers shrank by 9.8%. Volume of outbound Laden containers also fell by 2.7% and outbound empty containers increased by 58%.

On July 30th, 2020, another milestone has been achieved at Laem Chabang Port with the arrival of an Ultra Large Container Ship (ULCS) – MV.MSC Mina with the capacity of 23,656 TEU and a length of 399.7 meters and 61.0 meters of width. She was the largest container vessel to ever berth in Thailand,

Coastal shipping volume by barges to/from LCP was at 610,761 TEU in 2019 which shown a decline of 2% compared with 2018. The number of container vessel calls at Laem Chabang Port in 2019 was 12,151 calls while there were 10,582 calls of other conventional and bulk cargo vessels in Sriracha area. There were 2,560 calls in Map Ta Phut area and 577 calls in Sattahip area. In summary, there were 25,870 calls of container and conventional vessels in Eastern Part of Thailand which decreased by 4% when compared with 2018.

LCP is implementing port improvement plan which included the dredging operation at both basin 1 and 2 to provide a better draft for all medium and large vessel sizes. This will go along with the vessel upsizing trend for all consortium groups. Besides the ongoing dredging plan as highlighted on the progress by LCP Management, the port is focusing on the issue of SRTTO, the expiring of concession agreements of Terminal B2, B3, B4 and Laem Chabang Port Phase III.

Moreover, the new Coastal Terminal A in LCP, which was officially opened on 13th March 2020, is capable of accommodating two barges (one big and one small) with 54 reefer plugs facility and crane productivity of average 25 moves/hr. by gantry crane and 20 moves/hr. by mobile crane. In response to poor utilization, PAT has issued an announcement which enforce all barges to load inbound containers at the new Coastal Terminal A at LCP effective from 15th July 2020 onwards. Such policy and instruction have caused significant additional cost to carriers and barge operators as well as operational problem at the coastal terminal A. In addition, such policy is also contradictory to the government's shift-mode policy as carriers would be compelled to switch to road transport mode which becomes more competitive. BSAA, in conjunction with other stakeholders and TNSC, has voiced strong opposition to Ministry of Transport and PAT for which PAT's Board has agreed to set up a working committee comprising of all key stakeholders to review and study the impact, issues and solution.

As for ICD and off-dock, the total volume of 1,274,830 TEU passing through Lat Krabang ICD in 2019 declined by 10.20% when compared with 2018. Although the bidding for a single operator at Lat Krabang ICD has been done with ALG consortium as the single bidder and winner as announced by SRT, the concession contract is still on pending approval by the cabinet more than a year. Due to such uncertainty, some carriers shared out their volume to other ICD facilities particularly the river ICD.

Since 1 January 2020, the new International Maritime Organization (IMO) Low Sulphur Regulation has been effective to require all shipowners or operators to reduce Sulphur emissions to 0.5%. The increased regulatory requirements and market trends around sustainability and the environment have been affecting shipping

companies for many years and new requirements continue to be introduced, such as the IMO 2020 target for the reduction of Greenhouse Gas emissions.

The International Maritime Organization (IMO) also makes cyber risk management onboard ships mandatory as of 1 January 2021. The Maritime Safety Committee (MSC) adopted Resolution MSC.428(98) on Maritime Cyber Risk Management in June 2017. The key issues of the resolution include the need to raise awareness of cyber risk threats, the need for stakeholders to expedite work towards safeguarding shipping for current and emerging threats and a reference to the 'Guidelines on maritime cyber risk management' as to providing high-level recommendations for maritime cyber risk management.

Locally, Thailand's new labor law, officially called the Labor Protection Act (No.7) has expanded benefits for employees in order to meet international labor law standards. This new law has been effective since 5 May 2019. The main changes relate to better compensation and leave allowances to the employees such as a new category of statutory severance pay over 20 years, an increase maternity leave to 98 days and paid necessary business leave for granted for 3 days. Failure to comply with the provisions in the Labor Protection Act could result in several severe penalties to employers.

BSAA has organized activities for all members like every year but unfortunately, in the early 2020, we faced the COVID-19 pandemic as mentioned earlier in this report. However, BSAA still work hard to also participate in other meetings and seminars organized by government and private sectors in order to negotiate, address the issues and share useful information to all members as usual to ensure our members receive the necessary and useful benefits especially during the time of crisis.

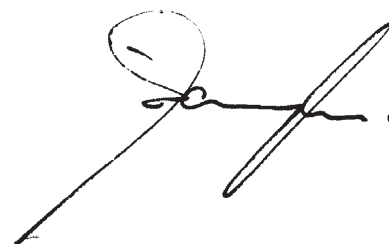
With supports from our sponsors, this year BSAA has been very active to continue approaching out to our members and keep them informed of the latest news affecting their operations. We do this with frequent updates on our website (www.thaibsaa.com) as well as BSAA News, which we produce over 4,000 copies per issue and mail to members and decision makers at stakeholder organizations.

In early 2020, BSAA has launched our Facebook page which we aim to provide more effective and timely communication with members. BSAA Facebook also enhances publicity of our Association to the general public. Suggestions for development or comments from all members are greatly welcome and appreciated.

I would like to kindly remind our members that the success of online communication and BSAA News also depends in large part on member participations. Keeping the information on the website up to date requires more responsiveness from BSAA's members in providing news and information.

To this end, all committees and I sincerely look forwards to your supports, participations as well as recommendations to keep our business community developed and grown.

Yours sincerely,



Suwat Asavathongkul

BSAA Chairman

BANGKOK PORT



Container throughput at the Bangkok Port in 2019 (January-December) totaled 1.46 million TEU, slightly decreased by 1.6% compared with 2018. Total volume of inbound containers slightly increased by 0.4% but total volume of outbound containers showed a decrease of 4.5% from a year earlier. The Bangkok Port remains to be an import-dominant port with the percentage ratio between inbound and outbound containers at approximately 60:40. The combined volume of cargo containers at private wharves in Chao Phraya

River saw a notable decrease of 14.4%, the first time in recent years. The likely reason for this negative growth was the slowdown of the country's imports/exports.

The Bangkok Port still remain a favorite port for inbound cargo owners, especially SMEs, due to its central location in the capital city. With the low tariff of cargo storage charges, importers opted to delay taking delivery and kept their cargo in the port which led to frequent yard congestions, in particular during long weekends. The accumulated backlog of import cargo remaining in the port caused storage congestions in the terminal which, in turn, affected the subsequent vessels. BSAA have from time to time raised this issue to the BKP.

Some of the old problems in the Bangkok Port still persisted. For example, the shortage of container moving equipment. A few units of new top loaders have been acquired, but they are outnumbered by the out-of-order units awaiting to be repaired. Another chronic problem is the shortage of trailer drivers. These problems remained unsolved and are the major causes of inefficiency of the port.

The Bangkok Port has planned several development projects to enhance its efficiency which include additional CFS for import and export cargo stuffing activities, a semi-automated container terminal in the Western quay which will replace the conventional terminal as conventional cargo handling has diminished. Another important project is the construction of an expressway ramp linking the port with the city's main expressways. Significant amount of the land will be allocated for commercial purpose development. These projects will need large investment which will have to be decided by the overseeing authority.

LAEM CHABANG & EASTERN PORTS

Total throughput of Laem Chabang Port in year 2019 was 7,980,553 TEU, decreased by 1.2% when compared with 2018. Volume of inbound Laden containers increased by 5.6% while inbound Empty containers decreased by 9.8%. Volume of outbound Laden containers decreased by 2.7% and outbound Empty containers increased by 58%. Coastal boxes in 2019 decreased by 2% from 2018. Number of container vessel calls at Laem Chabang Port in 2019 were 12,151 calls while there were 10,582 calls of other conventional and bulk cargo vessels in Sriracha area. There were 2,560 calls in Maptaphut port and 577 calls in Sattahip port. Totally, there were 25,870 calls of container and conventional vessels in Eastern Part of Thailand which decreased by 4% when compared with the previous year 2018.

By expertise and good coordination of Pilot Bureau and Laem Chabang Port, all 12,151 calls of container vessels, which included some Mega vessels with LOA exceeding 300 meters but under 400 meters, smoothly and safely arrived at and sailed from Laem Chabang Port.

Thanks to the continual and improving plan of Laem Chabang Port, the dredging operations at both basin 1 and 2 will enable a better draft for all medium and large vessel sizes which go along with the vessel upsizing trend for all consortium groups. Besides the ongoing dredging plan as highlighted on the progress by LCP Management, the port is focusing on the issue of SRT0, the expiring of concession agreements of Terminal B2, B3, B4 and Laem Chabang Port Phase III. Effective as from 15th July 2020, PAT has announced that all barges are required to load inbound containers only at the new Coastal Terminal A at LCP. Such announcement has been opposed

by all stakeholders who have to bear significant additional cost which makes coastal shipping transport mode uncompetitive.

For inbound cargo to ICD, Customs formalities can be processed at LCP Customs House with fast Customs X-Ray inspection which is a drive-through X-Ray system. There will be no further X-Ray inspection required at the delivery place. LCP Customs House has been working to expedite the auction process to reduce the period of long detained shipments of plastic scrap and other commodities.



DOMESTIC SHIPPING



Total barge throughput to/from Laem Chabang Port of 610,761 TEU in 2019 showed a decrease of 2.13% compared with the previous year. Total barge throughput from Coastal Terminal 20G

and Terminal 1 and 2 in the Bangkok Port was 6,228 TEU in 2019 which showed an increase of 60% from the previous year. The new Coastal Terminal A in Laem Chabang Port, which was officially opened on 13th March 2020, offer following facilities:

- can berth two barges, one big and one small, at a time
- has 54 reefer plugs
- crane productivity: average 25 moves/hr. by gantry crane and 20 moves/hr. by mobile crane.

PAT has also issued an announcement on 19th June 2020 on regulation and procedure requiring all barges to load inbound containers only at the new Coastal Terminal A in Laem Chabang Port. The compulsory loading of inbound containers at Coastal Terminal A became effective on 15th July 2020. Such announcement has been opposed by all barge operators who have to bear significant additional cost which makes coastal shipping transport mode uncompetitive. In response to the protest, PAT's Board has announced to set up a working committee comprised of all stakeholders to study the impact and work out possible solution.

ICD/OFF-DOCK

The total volume of 1,274,830 TEU passing through Lat Krabang ICD (LICD) in 2019 decreased by 10.20% from year 2018. The drop was due to various factors. Firstly, the contract for ALG who has been announced by SRT as the winner of the new concession tender is still pending approval by the cabinet while some carriers shared out their volume to other solution and facilities. Secondly, barge operators are carrying more containers transferred to/from river ports. Lastly, US-China trade war had strongly affected overall container volume in the world. The frequency of the train schedule between LICD and LCP has been around 8-11 trips per day. Volume of import containers in 2019 decreased by 7.32% from 2018 and volume of export containers in 2019 decreased by 12.57% from the previous year.

	2018	2019	INCR. / DECR.%
IMPORT	639,713	592,871	-7.32%
EXPORT	779,988	681,959	-12.57%
TOTAL	1,419,701	1,274,830	-10.20%

Some 21% of import containers to the LICD was moved by rail in 2019, an increase from 15% in 2018. Volume of export containers moved by rail also increased from 17% in 2018 to 18% in 2019. The good trend of increased ratio of container shuttling by rail versus use of trucking was due to more competitive rail freight tariff and also the SRTO operator in Laem Chabang getting more experience and efficiency in its operations.

EXPORT	2018	TRAIN/TRUCK RATIO	2019	TRAIN/TRUCK RATIO
TRAIN	97,931	15%	124,491	21%
TRUCK	541,782	85%	468,380	79%
TOTAL	639,713	100%	592,871	100%

EXPORT	2018	TRAIN/TRUCK RATIO	2019	TRAIN/TRUCK RATIO
TRAIN	139,740	17%	167,013	18%
TRUCK	640,248	83%	514,946	82%
TOTAL	779,988	100%	681,959	100%

TRAFFIC ISSUE AT THE LICD

Traffic was heavy and there was bad congestion during mid-week to end-week, particularly during night time. Poor traffic management attributed to the congestion. The condition was made worse by empty trucks being allowed to park along the ICD entrance road.

RENEWAL OF LICD CONCESSIONS

Even the new operator for LICD has been selected by SRT through the tender, the agreement has not been signed yet as it is still kept pending more than a year for final approval from the new cabinet.



LAW AND REGULATION

From the second half of 2019, the Kingdom of Thailand has adopted a number of new laws complying with international standard and local situations, which in one way or the other, have had and will have considerable impacts on many lives. As the years progress, more laws will certainly be introduced and take effect, but for the time being, the followings are some of the new laws, regulations and changes which affect the shipping and logistics industry.

IMO 2020 REGULATION

The new International Maritime Organization (IMO) Low Sulphur Regulation has been effective since 1 January 2020 and required all shipowners or operators to reduce Sulphur emissions to 0.5%.

Increased regulatory requirements and market trends around sustainability and the environment have been impacting shipping companies for many years and new requirements continue to be introduced, such as the IMO 2020 target for the reduction of Greenhouse Gas emissions. Additionally, the recent trends in sustainability, or Environmental, Social and Governance (ESG) performance, are now influencing the decisions of investors in the capital market and the ability of shipping companies to access financing.

This new regulation is set in Annex VI of the International Maritime Organization (IMO) International convention for the Prevention of Pollution from Ships (MARPOL) and will require:

- i) Use of a compliant fuel oil with a Sulphur content that does not exceed 0.5%, or
- ii) If exceeding 0.5%, use an equivalent e.g. an Exhaust Gas Cleaning System ("scrubber"), or
- iii) Use an alternative fuel e.g. LNG, methanol

The sanctions for non-compliance are established by individual Parties to MARPOL, as flag and port States. IMO does not set fines of sanctions – it is upon to the individual State Party. Marine Dept. is the competent authority responsible for implementing enforcement of the new IMO regulation in Thailand.

MARITIME CYBER RISK MANAGEMENT

The International Maritime Organization (IMO) makes cyber risk management onboard ships mandatory as of 1 January 2021. The Maritime Safety Committee (MSC) adopted Resolution MSC.428(98) on Maritime Cyber Risk Management in June 2017.

Key points of the resolution are:

- the need to raise awareness of cyber risk threats
- the need for stakeholders to expedite work towards safeguarding shipping for current and emerging threats
- a reference to the 'Guidelines on maritime cyber risk management' as to providing high-level recommendations for maritime cyber risk management.

Based on the recommendations in MSC FAL.1/ Circ.3, Guidelines on maritime cyber risk management are therefore in place. These guidelines are intended to provide high-level recommendations to help safeguarding shipping vessels from existing and emerging cyber threats and vulnerabilities and include functional elements that support effective cyber risk management. The recommendations can be incorporated into existing risk management processes and are complementary to the safety and security management practices already established by IMO.

E-PAYMENT LAW

On 20 March 2019, Thailand's Revenue Code Amendment Act No. 48, B.E. 2562 (2019) (the "Revenue Code"), commonly known as e-payment law, was published in the Royal Gazette. The law became effective the following day on 21 March 2019.

After the Revenue Code becomes effective, financial institutions, state financial institutions, and e-money service providers are obliged to make reports of specific transactions which are in their possession to the Revenue Department by the end of March every year.

The transactions of their clients that are required to be reported to the Revenue Department are:

- 3,000 deposits or receipts of money transfer or more; or
- at least 400 deposits or receipts of money transfer or more that are worth at least THB 2 million.

If such entities fail to comply with the reporting obligations, they will encounter a maximum administrative fine of THB100,000 (approx. USD3,100) and a fine of THB10,000 (approx. USD310) per day until they fulfill their reporting obligations.

LABOR LAW

Thailand's new labor law, officially called the Labor Protection Act (No.7) has expanded benefits for employees, and this law was effective on 5 May 2019.

Thailand has announced a new labor protection act in order to meet international labor law standards. The main changes relate to better compensation and leave allowances, which have been amended to bring them more in line with current standards. Some of the new amendments to this Act are summarized below:

- New category of statutory severance pay over 20 years: employees who have worked for an uninterrupted period of 20 years or more shall be entitled to a severance pay equal to 400 days of the most recent pay rate.

- Increase maternity leave to 98 days: employers must grant pregnant employees 98 days of maternity leave. This is inclusive of weekend, public, and annual holidays and the employer must pay a minimum of 45 days of the most recent pay rate; this Maternity leave also includes leaves taken for medical appointments and examinations before delivery.

- Paid necessary business leave for granted for 3 days: the new law rectifies "necessary business leave (that is, leave to carry out necessary business), stating that employers must now grant employees a minimum of three(3) days of paid necessary business leave per year.

However, "necessary business" itself remains undefined, leaving scope for further ambiguity. While some circumstances may qualify – notably when an employee's physical attendance somewhere is required by the government – there are others that may be unclear and the interpretation in such cases will remain at the discretion of the employers and their policies.

Failure to comply with the provisions in the Labour Protection Act could result in several severe penalties, and it is therefore vital for employers to thoroughly review their employment agreements and work rules in order that they comply with the said new rules.



PROPERTY TAX LAW

The Land and Building Tax Act became effective in tax year 2020; it is the first land and building tax to be introduced in Thailand.

The taxable properties under the Act are sub-categorized into land, buildings which include house or other constructions that are habitable or utilizable, used as storage units, or used for industrial or commercial purposes, and condominium units to which the title document has been assigned under the Condominium Act.

Persons are treated as taxable persons under this Act as follows:

- An individual or corporate land and building owner; if land and buildings are separately owned by different people, the person having the title over either the land or building is liable for the tax attributable to such properties.

- A beneficiary to land and building owned by the government. For example, a tenant to the state-owned properties is liable for the tax incurred.

- Any persons liable to pay tax on behalf of the taxpayers under the Act. This provision allows an estate administrator; a legal representative of a minor; a legal guardian of a disabled person; a curator of a quasi-incompetent person; one of the co-owners of the properties to pay tax on their behalf; or a representative or a liquidator of a corporate property owner.

It is worth considering the director of a company, as a person liable to pay tax, would be subject to pay tax on the company's behalf if the company fails to pay tax.

MEMBER ACTIVITIES AND BENEFITS

BSAA has organized activities for all members like every year. But early 2020, we faced the outbreak of COVID-19 that soon became a pandemic quickly spreading all over the world. COVID-19 has severely impacted the global economy to slowdown, disrupted the world trade and cargo movements. Thai Government has taken preventive measures to control the situation. COVID-19 also limited our activities especially during first half of 2020.

BSAA also participated in other meetings and seminars organized by government and private sectors in order to share useful information to all members. We were very appreciated for the knowledge given by special guest speakers in our Lunch Talk events. We have also continuously arranged training and seminar events on various topics of knowledge in shipping & transportation industry throughout the years.

BSAA regularly joins the annual 7-Party Friendship Football Tournament which hosted by Port Authority of Thailand. The friendship event helped strengthen relationship among participants, such as BSAA, Customs Dept., TNSC, TIFFA, CTAT and IMP-EXP Transport Association.

BSAA had held the 21st BSAA-PAT Annual Friendship Golf Tournament which is an activity organized annually to strengthen relationship between BSAA and PAT. The annual sport event has drawn enthusiastic participation from golfers from BSAA members and PAT.

On CSR Activity, BSAA has planned to hold and arrange Bowling Tournament for all of BSAA members to join, but due to COVID-19 situation, this activity has been suspended until further. Our plan to organize a charity run has also been suspended.



ACTIVITIES OF YEAR 2019-2020

05-26/06/19	TNSC-BSAA Training Course on Smart & Easy Sea Transport for International Trade
23/07/19	52 nd Annual General Meeting at The Banyan Tree Bangkok Hotel
07/08/19	Training on “Incoterms/UCP and Shipping Terms” and “IMO’s 0.5% Sulphur Cap” at the Tawana Hotel
20/08/19	Lunch Talk on “Foreign Business Act and Transfer Pricing Law” at The Banyan Tree Bangkok Hotel
22/8/19	7-Party Friendship Football Tournament namely PAT, Customs Dept., TNSC, BSAA, TIFFA, CTAT and IMP-EXP Transport Association hosted by Port Authority of Thailand.
08/10/19	Donation to PAT for “Pracharat Dam Construction Project”
31/10/19	21 st BSAA/PAT Annual Friendship golf tournament at The Vintage Club, (PAT-Team Champion)
27/11/19	Training on Digital Transformation in Shipping Industry at the Narai Hotel
10/01/20	New Year’s greetings to concerned authorities
12/02/20	Members Get Together Cocktail Party at Sheraton Grande Sukhumvit Bangkok

COMMUNICATIONS AND STATISTICS

Nowadays there are many media to provide the information to the people like books, newspaper, and information from internet and so on. BSAA is also providing the shipping information thru BSAA Website (<http://www.thaibsaa.com>) and also the useful related information in printing by publication BSAA News. BSAA always try to provide widely worldwide and local information in shipping industry and transportation.

In our website, the visitor will get a lot of information – Carriers' information, Shipping news, and BSAA news. Not only news, BSAA also provided other interesting information and knowledge – Maritime Glossary, Container type and specification, Incoterms - which visitors can learn more details in Shipping industry. Training Program to enhance shipping or related knowledge is also available in this website. In addition, statistics are also available (Port, ICD) for visitors to use in analyzing the market for their future plan.

Around 4,000 copies of BSAA News are distributed to readers quarterly. It is used to give the most updated information and news. Over the past seven years, the publication has provided a lot of information which will be valuable to the reader. Over 80% of the printed

copies are distributed to leading companies both import and export. This media serves as a very useful source for those companies.

BSAA is also pleased to launch our Facebook in early 2020 which we hope will be another communication channel with members. BSAA Facebook will also enhance publicity of our Association to the general public. Suggestion for improvement or comments from members will be greatly appreciated.

Last but not least, the sub-committee looks forward to receiving supports as well as comments and recommendations from members and readers. We also encourage members to send their news, activities, valuable information related to shipping industry including related law, International law and regulation and so on.

Thanks to all of our sponsors during the past years and looking forward to your continuous support.

Our website BSAA Website <http://www.thaibsaa.com>

FACEBOOK link https://www.facebook.com/Bangkok-Ship-owners-and-Agents-Association-BSAA-110703577247985/?epa=SEARCH_BOX

LOGISTICS

Thailand Logistics master plan, “Thailand’s Logistics Development Strategy No. 3 (2017-2021)” is the government’s current national master plan of logistics network and infrastructure development.

The Office of National Economic and Social Development (NESDB) has laid down visions and plans for investment of infrastructure, system and human resources in logistics. All government offices concerned with transportation and logistics have been working on projects of infrastructures, i.e. highway projects, rail projects, ICD projects, Distribution Center (DC), infrastructure investment for EEC, National Single Window (NSW), etc.

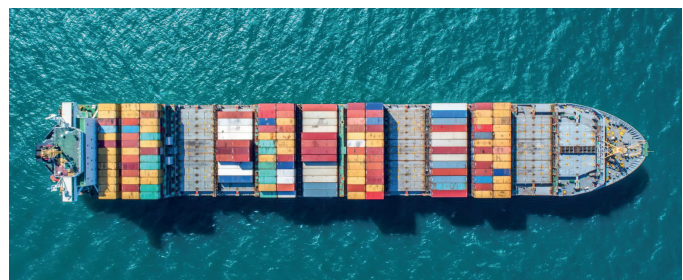
There has been progress on some planned infrastructure projects, mostly highway and double-track rail projects during 2017-2020. However, so far there is no improvement concerning linkage of cargo transportation between ports and inland distribution to support shift mode strategy (from road to waterway and rail) which can be summarized as follows:

1. Shift mode (from road to rail)

- Selection of new Latkrabang ICD operator still no progress
- Schedule of cargo train between LICD-Laem Chabang Port is reduced to 50%. Thus, more containers shift back to road mode.
- The low productivity of Laem Chabang SRTO causes delay to train schedule and result in reduction of train frequency.

2. Shift mode (from road to waterway)

- There is no plan/policy to promote coastal transportation between Southern ports to Bangkok Port and Laem Chabang Port.
- 95% of cargo containers at BKP Coastal Terminal 20G are import cargo from LCP but hardly any export cargo from Terminal 20G to LCP.
- PAT has issued announcement to require barges to load import containers at the new LCP Coastal Terminal A only.



3. Laem Chabang Port congestion problem

- With government policy to increase cargo capacity through Laem Chabang Port Phase III, which is a major project development of EEC, congestion at LCP will be more severe and will cause more problems for logistics cost unless we have good system to handle cargo containers at LCP to inland destinations effectively. We need to increase productivity of SRTO, increase use of rail transportation and promote coastal transportation with efficiency and attractive terminal cost.

4. Truck restriction policy in Bangkok & surrounding area (24.00-04.00 hrs.)

- This policy aims to improve environmental condition and quality of life in Bangkok, but in order to achieve this the government should prepare for Distribution Center (DC) or ICD with efficient logistics connection to move cargo to/from ports. So far, there is no conclusion about new ICD and DC projects.

In conclusion, Thailand’s Logistics Development Strategy did not emphasize on improving efficiency and reducing logistics cost. Development plans for promoting shift mode (cargo train and coastal/inland waterway transportation) have not been seriously considered.

THAILAND CONTAINER PORT THROUGHPUT STATISTICS



INBOUND THROUGHPUT 2018 VS 2019 (JANUARY - DECEMBER)

Unit : TEU

	2018			2019			VARIANCE			% VARIANCE		
	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL
Bangkok Port (BKP)	869,591	13,421	883,012	874,976	11,537	886,513	5,385	-1,884	3,501	0.62	-14.04	0.40
Laem Chabang Port (LCP)	2,401,798	1,579,945	3,981,743	2,535,478	1,424,519	3,959,997	133,680	-155,426	-21,746	5.57	-9.84	-0.55
Private Wharves	175,679	110,813	286,492	158,544	68,473	227,017	-17,135	-42,340	-59,475	-9.75	-38.21	-20.76
Songkhla Port	36,219	71,817	108,036	33,351	54,781	88,132	-2,868	-17,036	-19,904	-7.92	-23.72	-18.42
TOTAL	3,483,287	1,775,996	5,259,283	3,602,349	1,559,310	5,161,659	119,062	-216,686	-97,624	3.42	-12.20	-1.86

OUTBOUND THROUGHPUT 2018 VS 2019 (JANUARY - DECEMBER)

Unit : TEU

	2018			2019			VARIANCE			% VARIANCE		
	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL
Bangkok Port (BKP)	570,233	34,349	604,582	541,182	36,238	577,420	-29,051	1,889	-27,162	-5.09	5.50	-4.49
Laem Chabang Port (LCP)	4,032,445	60,403	4,092,848	3,925,197	95,360	4,020,557	-107,248	34,957	-72,292	-2.66	57.87	-1.77
Private Wharves	303,455	5,031	308,486	273,258	8,785	282,043	-30,197	3,754	-26,443	-9.95	74.62	-8.57
Songkhla Port	98,240	8,206	106,446	81,337	7,279	88,616	-16,903	-927	-17,830	-17.21	-11.30	-16.75
TOTAL	5,004,373	107,989	5,112,362	4,820,974	147,662	4,968,636	-183,399	39,673	-143,726	-3.66	36.74	-2.81

TOTAL THROUGHPUT 2018 VS 2019 (JANUARY - DECEMBER)

Unit : TEU

	2018			2019			VARIANCE			% VARIANCE		
	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL
Bangkok Port (BKP)	1,439,824	47,770	1,487,594	1,416,158	47,775	1,463,933	-23,666	5	-23,661	-1.64	0.01	-1.59
Laem Chabang Port (LCP)	6,434,243	1,640,348	8,074,591	6,460,675	1,519,879	7,980,554	26,432	-120,469	-94,037	0.41	-7.34	-1.16
Private Wharves	479,134	115,844	594,978	431,802	77,258	509,060	-47,332	-38,586	-85,918	-9.88	-33.31	-14.44
Songkhla Port	134,459	80,023	214,482	114,688	62,060	176,748	-19,771	-17,963	-37,734	-14.70	-22.45	-17.59
TOTAL	8,487,660	1,883,985	10,371,645	8,423,323	1,706,972	10,130,295	-64,337	-177,013	-241,350	-0.76	-9.40	-2.33

INBOUND THROUGHPUT 2019 VS 2020 (JANUARY - MAY)

Unit : TEU

	2019			2020			VARIANCE			% VARIANCE		
	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL
Bangkok Port (BKP)	360,244	6,076	366,320	346,350	7,827	354,177	-13,894	1,751	-12,143	-3.86	28.82	-3.31
Laem Chabang Port (LCP)	1,031,736	626,884	1,658,620	1,026,615	642,275	1,668,890	-5,122	15,391	10,270	-0.50	2.46	0.62
Private Wharves	70,324	32,889	103,213	51,006	29,587	80,593	-19,318	-3,302	-22,620	-27.47	-10.04	-21.92
Songkhla Port	14,422	23,371	37,793	14,063	26,447	40,510	-359	3,076	2,717	-2.49	13.16	7.19
TOTAL	1,476,726	689,220	2,165,946	1,438,034	706,136	2,144,170	-38,692	16,916	-21,776	-2.62	2.45	-1.01

OUTBOUND THROUGHPUT 2019 VS 2020 (JANUARY - MAY)

Unit : TEU

	2019			2020			VARIANCE			% VARIANCE		
	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL
Bangkok Port (BKP)	216,119	10,719	226,838	228,120	4,319	232,439	12,001	-6,400	5,601	5.55	-59.71	2.47
Laem Chabang Port (LCP)	1,636,251	32,777	1,669,028	1,528,065	34,383	1,562,448	-108,186	1,606	-106,580	-6.61	4.90	-6.39
Private Wharves	120,924	3,848	124,772	88,346	1,207	89,553	-32,578	-2,641	-35,219	-26.94	-68.63	-28.23
Songkhla Port	34,325	3,200	37,525	35,713	2,790	38,503	1,388	-410	978	4.04	-12.81	2.61
TOTAL	2,007,619	50,544	2,058,163	1,880,244	42,699	1,922,943	-127,375	-7,845	-135,220	-6.34	-15.52	-6.57

TOTAL THROUGHPUT 2019 VS 2020 (JANUARY - MAY)

Unit : TEU

	2019			2020			VARIANCE			% VARIANCE		
	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL	LADEN	MTY	TOTAL
Bangkok Port (BKP)	576,363	16,795	593,158	574,470	12,146	586,616	-1,893	-4,649	-6,542	-0.33	-27.68	-1.10
Laem Chabang Port (LCP)	2,667,988	659,661	3,327,649	2,554,680	676,658	3,231,338	-113,308	16,997	-96,311	-4.25	2.58	-2.89
Private Wharves	191,248	36,737	227,985	139,352	30,794	170,146	-51,896	-5,943	-57,839	-27.14	-16.18	-25.37
Songkhla Port	48,747	26,571	75,318	49,776	29,237	79,013	1,029	2,666	3,695	2.11	10.03	4.91
TOTAL	3,484,346	739,764	4,224,110	3,318,278	748,835	4,067,113	-166,068	9,071	-156,997	-4.77	1.23	-3.72

INDEPENDENT AUDITOR'S REPORT



TO: THE MEMBERS OF BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION

OPINION

We have audited the financial statements of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION, which comprise the statement of financial position as at 31st May 2020, the related statements of income and expenses for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION as at 31st May 2020, and its financial performance for the year then ended in accordance with Thai Financial Reporting Standards.

BASIS FOR OPINION

We conducted our audit in accordance with Thai Standards on Auditing. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION in accordance with the Federation of Accounting Professions under the Royal Patronage of His Majesty the King's Code of Ethics for Professional Accountants together with the ethical requirements that are relevant to our audit of the financial statements, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

RESPONSIBILITIES OF MANAGEMENT FOR THE FINANCIAL STATEMENTS

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Thai Financial Reporting Standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION or to cease operations, or has no realistic alternative but to do so.

AUDITOR'S RESPONSIBILITIES FOR THE AUDIT OF THE FINANCIAL STATEMENTS

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Thai Standards on Auditing will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Standards on Auditing, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with management regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

(Thongchai Piyadumrongkul)

Certified Public Accountant No.3900

Bangkok 19th June 2020

FINANCIAL STATEMENT

As at May 2020 and 2019



STATEMENT OF INCOME AND EXPENSES

for the Years Ended May 31, 2020

	Baht	
	2020	2019
INCOME		
Membership Fees	2,329,200.00	2,323,150.00
Meetings and Seminars	900,993.87	1,459,038.65
Newsletter	636,200.00	562,200.00
BSAA Sport Activities	467,415.89	418,915.89
BSAA Handbook	0	300,000.00
Interest Income	29,900.67	38,167.49
Other Income	300.00	4,234.58
TOTAL INCOME	4,364,010.43	5,105,706.61
EXPENSES		
Meetings and Seminars	796,541.17	1,464,106.71
Newsletter	396,900.25	406,316.00
BSAA Sport Activities	360,933.40	384,467.45
Administrative	3,249,224.92	3,448,929.40
Income Tax	43,088.26	82,704.53
TOTAL EXPENSES	4,846,688.00	5,786,524.09
INCOME EXCEEDS (LESS THAN) EXPENSES	(482,677.57)	(680,817.48)

Accompanying notes are integral parts of the financial statement.

ADMINISTRATIVE EXPENSES

For The Years Ended May 31, 2020

	Baht	
	2020	2019
ADMINISTRATIVE EXPENSES		
Salary and Other Remunerations	2,353,160.00	2,344,580.00
Office Rental	355,200.00	413,419.96
Transportation	121,410.00	119,115.00
Entertainment/Meeting Expenses	-	556.00
Stationery and Office Supplies	12,363.56	34,510.78
Depreciation	43,007.73	31,341.32
Postage	6,027.00	8,364.00
Electricity & Water	111,990.23	45,332.32
Audit Fee	16,000.00	16,000.00
Telephone	23,839.00	36,408.51
Office Cleaning Expenses	31,200.00	35,400.00
Staff Accident and Health Insurance	32,125.00	31,262.00
Membership Fee (Board of trade)	20,000.00	20,000.00
Newspaper Subscription	2,550.00	2,375.00
Repair and Maintenance	37,830.00	32,000.00
Expenses for Internet	24,738.00	26,477.97
Social Contribution	24,100.00	21,500.00
Bank Charge	819.40	2,047.30
Advisor	-	200,000.00
Donation :-		
- Harbor Department	3,000.00	3,000.00
- Customs Department	3,000.00	3,000.00
- Baan Wangmee	-	10,000.00
- Port Authority of Thailand	-	3,000.00
- PAT Dam Project	20,000.00	-
Sundry Expenses	6,865.00	9,239.24
TOTAL ADMINISTRATIVE EXPENSES	3,249,224.92	3,448,929.40

BALANCE SHEETS

As at May 31, 2020

	Baht	
	2020	2019
ASSETS		
CURRENT ASSETS		
Cash on Hand and At Financial Institutions	2,409,409.99	2,883,806.43
Receivable from Members	300,000.00	466,312.18
Other Current Assets	54,348.32	30,125.70
TOTAL CURRENT ASSETS	2,763,758.31	3,380,244.31
NON-CURRENT ASSETS		
Equipment - Net	112,411.09	155,418.82
Other Non-current Assets	205,963.97	205,963.97
TOTAL NON-CURRENT ASSETS	318,375.06	361,382.79
TOTAL ASSETS	3,082,133.37	3,741,627.10
LIABILITIES AND ACCUMULATED FUND		
LIABILITIES		
Accrued Expenses	16,000.00	172,000.00
Other Current Liabilities	46,280.16	67,096.32
TOTAL CURRENT LIABILITIES	62,280.16	239,096.32
TOTAL LIABILITIES	62,280.16	239,096.32
ACCUMULATED FUND		
Accumulated Fund Brought Forward		
Contributions from Bangkok Shipping Interest	40,930.76	40,930.76
Income Exceeds (less than) Expenditure	2,978,922.45	3,461,600.02
TOTAL ACCUMULATED FUND	3,019,853.21	3,502,530.78
TOTAL LIABILITIES AND ACCUMULATED FUND	3,082,133.37	3,741,627.10

Accompanying notes are integral parts of the financial statement.

NOTES TO CONSOLIDATED FINANCIAL STATEMENT

As at May 31, 2020



1. SIGNIFICANT ACCOUNTING POLICIES

1.1 Income and Expenses are recorded on accrual basis but Membership Fees is recorded on cash basis.

1.2 Equipment

Equipment are stated at cost after deduction of accumulated depreciation. Depreciation is calculated by straight-line method over the estimated useful of the assets at 20% per year.

	2020	2019
<i>Baht</i>		
2. CASH ON HAND AND AT FINANCIAL INSTITUTIONS		
Cash in Hand	280.18	2,407.61
Cash in Bank - Saving Account	109,129.81	558,311.82
Cash in Bank - Fixed Deposit	2,300,000.00	2,323,087.00
TOTAL	2,409,409.99	2,883,806.43

3. OTHER CURRENT ASSETS

Interest Receivable	22,171.37	3,948.75
Prepayment:-		
- Board of Trade Membership	11,666.62	11,666.62
- Repair and Maintenance	2,083.33	2,083.33
- Expenses for Internet	2,700.00	2,700.00
- Golf	6,727.00	6,727.00
- Gift Voucher	-	3,000.00
Wisky	9,000.00	-
TOTAL	54,348.32	30,125.70

4. EQUIPMENT (NET)

COST		
Office Furniture	475,447.75	475,447.75
Office Equipment	1,367,848.62	1,367,848.62
Telephone	93,391.58	93,391.58
TOTAL	1,936,687.95	1,936,687.95
ACCUMALATED DEPRECIATION		
Office Furniture	412,546.37	394,574.37
Office Equipment	1,326,880.70	1,304,244.97
Telephone	84,849.79	82,449.79
TOTAL	1,824,276.86	1,781,269.13
EQUIPMENT (NET)	112,411.09	155,418.82

5. OTHER NON-CURRENT ASSETS

Withholding Income Tax	109,673.97	109,673.97
Lease Deposit-Office Space	88,800.00	88,800.00
Lease Deposit-Newsletter	7,490.00	7,490.00
TOTAL	205,963.97	205,963.97

6. ACCRUED EXPENSES

Accrued Audit Fee	16,000.00	16,000.00
Accrued Expenses-50th Anniversary	-	156,000.00
TOTAL	16,000.00	172,000.00

7. OTHER CURRENT LIABILITIES

Value Added Tax Payable	3,785.99	17,038.77
Witholding Tax Payable	9,927.69	10,776.86
Social Securities Payable	1,500.00	3,000.00
Income Tax Payable	31,066.48	36,280.69
TOTAL	46,280.16	67,096.32



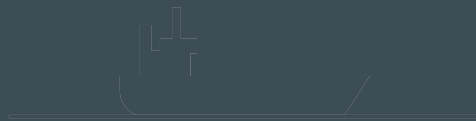
ORDINARY MEMBERS

COMPANY NAME	TELEPHONE NO.
ALLIANCE SHIPPING SERVICES CO.,LTD.	0 2496 1961-64
BEN LINE AGENCIES (THAILAND) LTD.	0 2352 3100
CENTRAL MARITIME CO.,LTD.	0 2261 6565, 0 2261 6275-8
COSCO SHIPPING LINES (THAILAND) CO.,LTD.	0 2160 5299
COSIAM TRANSPORT CO., LTD.	0 2258 9994
CK LINE (THAILAND) CO.,LTD.	0 2681 8711
CMA CGM (THAILAND) LTD.	0 2352 3200
EASTERN MARITIME (THAILAND) LTD.	0 2240 0110
EVERGREEN SHIPPING AGENCY (THAILAND) CO.,LTD.	0 2229 9999
FUJITRANS (THAILAND) CO.,LTD.	0 2632 7711
GULF AGENCY COMPANY (THAILAND) LTD.	0 2650 7400
HAPAG-LLOYD (THAILAND) LTD.	0 2685 4200
HEUNG-A SHIPPING (THAILAND) CO.,LTD.	0 2637 5400-17
HMM (THAILAND) CO.,LTD.	0 2115 0088
INCHCAPE SHIPPING SERVICES (THAILAND) LTD	0 2672 3070-2
INTERASIA LINES (THAILAND) CO.,LTD.	0 2285 6250
K LINE (THAILAND) LTD.	0 2625 0000
KASE SHIPPING (THAILAND) CO.,LTD.	0 2367 5688
KMTC (THAILAND) CO.,LTD.	0 2120 9500
LINER CLASS CO.,LTD.	0 2367 5810
MAERSK LINE (THAILAND) LTD.	0 2752 9000
MEDITERRANEAN SHIPPING (THAILAND) CO.,LTD.	0 2090 7000
MOL BULK SHIPPING (THAILAND) CO.,LTD.	0 2235 9200
NAM YUEN YONG SHIPPING CO., LTD.	0 2679 9808
NGOW HOCK AGENCY CO., LTD.	0 2295 3737
NYK RORO (THAILAND) CO.,LTD.	0 2022 7060
OOCL (THAILAND) LTD.	0 2646 9500
OCEAN NETWORK EXPRESS (THAILAND) LTD.	0 2097 1111
PCL AGENCIES CO., LTD.	0 2237 6234
PEARL SHIPPING SERVICES CO., LTD.	0 2274 0054-9, 0 2274 0330-1
PRECIOUS SHIPPING PUBLIC COMPANY LIMITED	0 2696 8800
PRIME SHIPPING CO.,LTD.	0 2249 8569-74, 0 2249 8661-2
RICO MARITIME (THAILAND) CO.,LTD.	0 2240 3088
S 5 ASIA LIMITED	0 2253 7890
SAMUDERA TRAFFIC CO.,LTD.	0 2367 3747-58
SCG LOGISTICS CO.,LTD.	0 2341 9000
SEALINK SHIPPING & CHARTERING CO., LTD.	0 2643 9820-5
SEA STAR LOGISTICS CO.,LTD.	0 2634 2435
SEALITE SHIPPING CO., LTD.	0 2697 4999
SEASWIFT SHIPPING SERVICES CO.,LTD.	0 2381 5070-4
SEAWAY EXPRESS CO., LTD.	0 2679 3345-6, 0 2679 4797-9
SEA UNITY CO.,LTD.	0 2634 0370
SIAM ECL CO.,LTD.	0 2677 4401-8
SINOKOR MERCHANT MARINE (THAILAND) CO.,LTD.	0 2636 7299
SITC CONTAINER LINES (THAILAND) CO.,LTD.	0 2204 6700
STARLINE AGENCIES ASIA (THAILAND) LTD.	0 2725 5111

COMPANY NAME	TELEPHONE NO.
T S CONTAINER LINES (THAILAND) CO., LTD.	0 2204 7400
THAIOIL MARINE CO.,LTD.	0 2361 7500
THAI SHIPPING AGENCIES AND TRADING CO., LTD.	0 2249 9565, 0 2633 5644
TRIPLE I MARITIME AGENCIES CO.,LTD.	0 2681 8988
UNITED THAI SHIPPING CORPORATION LIMITED.	0 2254 8400
WALLEM SHIPPING (THAILAND) LTD.	0 2237 7830
WALLENUS WILHELMSSEN SOLUTIONS CO.,LTD.	0 2652 6400
WAN HAI LINES (THAILAND) LTD.	0 2679 7400
WILHELMSSEN SHIPS SERVICE (THAILAND) LIMITED	0 2116 8928
X-PRESS FEEDERS AGENCY (THAILAND) CO.,LTD	0 2238 2511-15
YANG MING LINE (THAILAND)CO.,LTD.	0 2770 9668
ZIM (THAILAND) CO., LTD	0 2494 3780

ASSOCIATE MEMBERS

COMPANY NAME	TELEPHONE NO.
ATLANTIC FORWARDING CO.,LTD.	0 2530 9327
BANGKOK LAWYER LTD.	0 2549 7402
BMT PACIFIC LTD.	0 2425 6999
CONTAINER NETWORK CO.,LTD.	0 2361 3916-8, 0 2361 3921-4
CORDSTRAP (THAILAND) CO.,LTD.	0 3811 0901-3
DHIPAYA INSURANCE PUBLIC COMPANY LIMITED	0 2239 2200
EASTERN SEA LAEM CHABANG TERMINAL CO., LTD.	0 3300 5678
FORTRESS MARINE CO.,LTD	0 2741 4092-5
HUTCHISON LAEMCHABANG TERMINAL LIMITED	0 3840 8700
INFINITY SHIPPING (THAILAND) CO.,LTD.	0 2634 0610
JWD INFOLOGISTICS PUBLIC COMPANY LIMITED	0 2710 4000
K.R.C. TRANSPORT & SERVICE CO.,LTD.	0 3840 1309
KERRY SIAM SEAPORT LIMITED	0 2686 8999
LAEM CHABANG INTERNATIONAL TERMINAL CO., LTD.	0 3840 8200
LCB CONTAINER TERMINAL 1 LTD.	0 3840 8600
M&R SERVICE CO., LTD.	0 2337 1751-3
NEXT GEN LOGISTICS COMPLEX CO.,LTD.	0 2738 8371, 0 2738 8688-90
PIONEER OCEAN FREIGHT CO., LTD.	0 2367 3655-68
PRAMUANCHAI LAW OFFICE CO.,LTD.	0 2219 2155-60
PRACHUAP PORT CO.,LTD.	0 2630 0323-32
SAHATHAI TERMINAL PUBLIC COMPANY LIMITED	0 2386 8000
SIAM COMMERCIAL SEAPORT CO.,LTD.	0 2753 4171-6
SIAM CONTAINER TERMINAL CO.,LTD.	0 2708 1011-20
SIAM SHORESIDE SERVICE LTD.	0 2763 5000
SUB SRI THAI PUBLIC COMPANY LIMITED	0 2318 5514-5
SUKSAWAT TERMINAL CO.,LTD.	0 2463 2061-4
THAI CONNECTIVITY TERMINAL CO.,LTD.	0 2754 4501-9
TIFFA ICD CO., LTD	0 2737 9990-6
TILLEKE & GIBBINS INTERNATIONAL LTD.	0 2056 5555
UNITED SUPPLY & TRANSPORT CO., LTD.	0 2391 8445, 0 2381 9293-4
YUSEN LOGISTICS (THAILAND) CO.,LTD.	0 2034 8000



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