

# ANNUAL REPORT

2023-2024

**BSAA**

Bangkok Shipowners  
and Agents Association



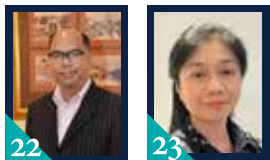
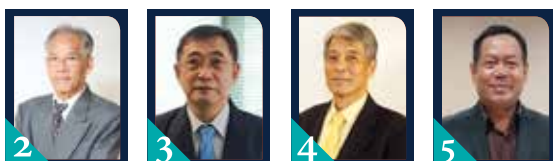
# Executive Committee



1

## HONORARY CHAIRMAN

Mr. Sutham Chitranukroh  
Mr. Suwat Asavathongkul  
Dr. Sathit Jintarasamee  
Mr. Piset Rittpirom



## 2023-2025

### CHAIRMAN

1 **Mr. Tom Chalermkarnchana**  
*Sealite Shipping Co., Ltd.*

### VICE CHAIRMAN

2 **Mr. Supat Aimsaard**  
*Alliance Shipping Services Co., Ltd.*  
3 **Mr. Praphan Lohaviriyasiri**  
*Ngow Hock Agency Co., Ltd.*  
4 **Mr. Kitti Sajjanukoon**  
*PCL Agencies Co., Ltd.*  
5 **Dr. Suntorn Phajon**  
*Starline Agencies Asia (Thailand) Ltd.*

### EXECUTIVE SECRETARY

6 **Mr. Thanit Hanbenjaphong**  
*Siam ECL Co., Ltd.*

### TREASURER

7 **Mrs. Phornthip Triratphadungporn**  
*Seaway Express Co., Ltd.*

### MEMBERS

8 **Mr. Peeradech Jareonsetthapanich**  
*Bangkok Barge Service Co., Ltd.*  
9 **Mr. Worawoot Thongton**  
*CMA CGM (Thailand) Ltd.*  
10 **Mr. Suthep Sukittiphatthanakun**  
*Cosco Shipping Lines (Thailand) Co., Ltd.*  
11 **Mrs. Nareekarn Euapinyakul**  
*Evergreen Shipping Agency (Thailand) Co., Ltd.*  
12 **Dr. Sumet Kheawngamdee**  
*HMM (Thailand) Co., Ltd.*  
13 **Ms. Rattaya Kitayanon**  
*Jinjiang Shipping Agency (Thailand) Co., Ltd.*  
14 **Mr. Kongkeat Tangkham**  
*KMTC (Thailand) Co., Ltd.*  
15 **Mr. Phongkrit Somkham**  
*Maersk Line (Thailand) Ltd.*  
16 **Mrs. Rungruedee Kurutuch**  
*Mediterranean Shipping (Thailand) Co., Ltd.*  
17 **Mr. Witton Senewong Na Ayuttaya**  
*MOL Shipping (Thailand) Co., Ltd.*  
18 **Mrs. Pensri Leungsuwan**  
*Nam Yuen Yong Shipping Co., Ltd.*  
19 **Mr. Keisuke Furukawa**  
*NYK Line (Thailand) Co., Ltd.*  
20 **Mr. Yasutaka Ikeda**  
*Ocean Network Express (Thailand) Ltd.*  
21 **Mr. Nataphong Ratanasuwanthawee**  
*SCG Logistics Co., Ltd.*  
22 **Mr. Natthavudh Bhuvatorakul**  
*SITC Container Lines (Thailand) Co., Ltd.*  
23 **Dr. Jaruwat Songsaeng**  
*United Thai Shipping Corp., Ltd.*



# BSAA Executive Committee

## 2023-2025

### BANGKOK PORT AND OTHER PORTS

Convenor	Sealite Shipping Co., Ltd.	opsmng@jshipping.co.th
Members:	PCL Agencies Co., Ltd.	nvzskitti@gmail.com
	Ngow Hock Agency Co., Ltd.	nha742@rclgroup.com

### LAEM CHABANG PORT

Convenor	Ocean Network Express (Thailand) Ltd.	pisut.eamampaiwongse@one-line.com sunisa.sangvisuit@one-line.com
----------	---------------------------------------	---

### DOMESTIC SHIPPING

Convenor	SCG Logistics Co., Ltd.	jittapa.waikhethan@scgroupthai.com tongta.malivan@scgroupthai.com
Member:	PCL Agencies Co., Ltd.	nvzskitti@gmail.com

### NON CONTAINERIZED SERVICE

Convenor	MOL Shipping (Thailand) Co., Ltd.	witoon.senewong@molgroup.com
----------	-----------------------------------	------------------------------

### ICD/OFF DOCK

Convenor	SITC Container Lines (Thailand) Co., Ltd.	natthavudh@sitcthai.com
Member:	Evergreen Shipping Agency (Thailand) Co., Ltd.	nareekarn@evergreen-shipping.co.th

### LOGISTICS

Convenor	Starline Agencies Asia (Thailand) Co., Ltd.	suntorn.p@slaathai.com
----------	---	------------------------

### LAW AND REGULATION

Convenor	Sealite Shipping Co., Ltd.	tom@sealite.co.th
----------	----------------------------	-------------------

### MEMBER ACTIVITIES AND BENEFITS

Convenor	Siam ECL Co., Ltd.	thanit@siamecl.com
Member:	Alliance Shipping Services Co., Ltd.	supataim@gmail.com

### COMMUNICATIONS AND STATISTICS

Convenor	Sealite Shipping Co., Ltd.	tom@sealite.co.th
Member:	Alliance Shipping Services Co., Ltd.	supataim@gmail.com

# Chairman's Report



THE POST COVID-19 GLOBAL ECONOMIC RECOVERY WAS SLOW. THE ECONOMIC RECOVERY IS HAMPERED BY IMPACT OF GEOPOLITICS, THE WAR BETWEEN RUSSIA AND UKRAINE, THE CONFLICTS BETWEEN ISRAEL AND HAMAS AND OTHER ARMED GROUPS, TENSION BETWEEN SOUTH KOREA AND NORTH KOREA, POLITICAL STRAINS IN SOUTH CHINA SEA AND OTHER PARTS OF THE WORLD AND, LASTLY, THE TRADE WARS. THE HIGH INFLATIONS HAVE EASED IN MOST COUNTRIES, INCLUDING THAILAND. THE SURGED OIL PRICES HAVE ALSO DECREASED, BUT STILL REMAIN HIGH AT ABOUT \$80.00 TO \$90.00 PER BARREL.

**Mr. Tom Chalermkarnchana**  
**Chairman**  
**Bangkok Shipowners and Agents Association**

Thailand suffered trade deficit of more than Bht. 300,000 million in 2023. Total exports in 2023 contracted 1.5%. The country's exports are expected to improve in 2024 to a growth of 1-2%. GDP growth in 2023 was only 1.9% against earlier forecast of more than 2.5%. Forecast of the country's economic growth in 2024 by most economic analysts has been reduced from 3.0% or more to 2.7%.

The other main economic engine is tourism. Thailand had a total of 28 million tourists in 2023. Total foreign visitors in 2024 is forecast to reach 35 million. Free visa, for China in particular,

has been extended and expanded to other countries as well. Free visa seems to be a tactic adopted by many countries to attract more tourists.

The Bangkok Port handled a total throughput of 1.274 million TEU in 2023 (January-December), a drop of just 0.5% from the 2022 throughput. The throughput decrease was due to prolonged closure of Berth 20A. Some container vessels decided to skip BKP and called at other river private wharfs instead. The BKP partly solved the problem by allowing import containers discharged at private wharfs carried to BKP by barge. The problems in BKP such as flooding during

rainy season, below standard equipment services and shortage of truck drivers still persisted. There is call again for closure of the BKP. However, PAT/BKP need to consider thousands of SME importers still preferring to use the city port. The closure call also drew objection from PAT Labor Union.

The country's main deep sea port, Laem Chabang Port (LCP) had a total throughput of 8.868 million TEU in 2023, a slight increase of 1.4% from 2022. Import container volume increased by 4.6% whereas volume of export containers increased by 1.5%. Empty containers repositioned to Thailand in 2023 decreased



to 1.565 million TEU compared to 1.846 million TEU in 2022. Total international vessels calling at LCP and Eastern ports in 2023 were 22,287 calls compared with 22,374 calls in 2022.

Laem Chabang Port Phase III development has been much delayed from the original schedule, mainly due to insufficient dredging. However, PAT has planned to acquire additional dredging vessels. PAT has also studied the possibility of a Shore Power system for vessels calling at LCB phases 1 and 2 terminals.

The coastal Terminal A had a much decreased throughput of 183,558 TEU in 2023 compared to 216,846 TEU in 2022. PAT has announced to lift the compulsory loading of import containers at coastal Terminal A as from October 1, 2023 onwards. However, PAT/LCP has yet to make a decision on the service rate at Terminal A.

Barges carried a total of 524,081 TEU in 2023, about the same volume as a year earlier. However, total number of barge calls has much increased in 2023 making a lower carrying per barge.

Ro-Ro activities in 2023 have much increased with CBU EV car shipments from China under government subsidy. The government also set conditions for investment to produce EV locally in future. Due to the increased activities, Ro-Ro agents are facing a difficult time



managing their vessels and berthing at Ro-Ro terminals.

Lat Krabang ICD achieved a throughput of cargo containers to/from LCP of 1.334 million TEU in 2023 compared to 1.42 million TEU in 2022. Percentages of shuttling by rail also improved to more than 30% and 33% respectively for import and export containers.

Logistically, LCP Phase 3 development, when completed in 5-6 years from now, will increase the LCP capacity from 11 to 18 million TEU. This means an increase in the number of trucks into the terminals, worsening the traffic congestion and health environment. Currently, there are bad congestions in the LCP, Lat Krabang ICD and container depots. Apart from using IT technologies, the congestion issues need full cooperation from PAT/LCP, terminals, depots, shipping lines/agents and cargo owners.

During the past year, there was no important local legislation directly affecting the transport/logistics industry. However, Thai manufacturers and exporters have to bear higher costs from transition to clean energy. Foreign buyers are more demanding and there will be carbon reduction measures and regulations that indirectly affect our transport/logistics operators.

With improving COVID-19 situation, BSAA activities for members resumed again. Our 56th AGM, Lunch/Dinner



Talks received enthusiastic support from members. The annual event of BSAA-PAT friendship golf tournament was actively participated by golfers from both BSAA and PAT. BSAA News, the quarterly publication with full support from PAT and members, provides up to date knowledge and news to readers both in the government and private sectors. BSAA Facebook page also serves as another channel of communication.

I wish to take this opportunity to sincerely thank all sponsors for supporting BSAA and look forward to future continued support.

Finally, I wish to express appreciation to all members of the Executive Committee for their contribution to the Association. My thanks are also extended to BSAA staff for their contribution to the Association's work.

**Yours sincerely,**

**Mr. Tom Chalermkarnchana**  
BSAA Chairman

# Sub-committee Report

## ■ BANGKOK PORT

---

The Bangkok Port handled a total throughput of 1.274 million TEU in 2023 (January-December), an increase of just 0.5% when compared to the year 2022. Import container volume dropped 4.0% whereas export container volume increased 8.6%. However, the Bangkok Port still remains an import dominant port with import volume representing 61% of total throughput. Private wharfs on the Chaophraya River had a combined throughput of 451,888 TEU in 2023 which was a substantial increase of 34.7% when compared with 2022. Some container ships decided to skip the BKP and called the private wharfs instead due to the prolonged closure of Berth 20A of the BKP. The BKP partly solved the problem by allowing import containers discharged with private wharfs to be on carried to BKP by barge. There was a total of 1,437 calls of feeder vessels at BKP in 2023 whereas there were 2,226 barge calls at 20G.

The government has policy to develop for other undertakings and has called for

closure of the Bangkok Port citing problem of traffic congestion and PM2.5 air pollution. The call has triggered debates in the transport/logistics industry as thousands of SMEs in and around Bangkok opt to use the city port. There were periodical port congestions due to delayed clearance of import goods, especially during long holidays. Some importers chose to keep their goods in the BKP terminals due to lower storage costs. Closure of the BKP will force importers to divert their shipments to other private wharfs or Laem Chabang. The closure call has also become a major issue for PAT as it has to take the factor of a few thousand personnel into consideration. The idea also drew opposition from PAT Labor Union.

The government's proposal to develop the East Quay of BKP for tourism does not seem to suit the physical characteristics of the BKP, which is a river port, that has a limit of 180m LOA of vessels to call at the port whereas cruise ships with LOA under 180m

are now very few.

One chronic problem is flooding in the port, especially yard C, during the rainy season. The floods, despite temporary, have often caused wet damage to the cargo inside containers. Other problems in the port still persisted, such as container service deficiency, shortage of drivers and the loss of up to 2 hours during shift change. Calling vessels have to spend 20 - 24 hrs. to complete discharging/loading. Some ships had to wait for the next tide for sailing blocking the next berthing. BSAA has also tried to reduce the guarantee amount in the B/G which poses a burden for shipping lines. A 50% reduction will help the cash flow of shipping lines.

BSAA Sub-committee had regular meetings with the BKP officers on various issues in an endeavor to mitigate the problems. We however need more support and cooperation from member shipping lines in solving these problems.

## ■ LAEM CHABANG & EASTERN PORTS

---

The throughput at Laem Chabang Port in 2023 was 8,868,239 TEU, increased by 1.45% when compared with 2022. Import laden container volume increased by 4.6% and Export laden container volume was 1.5% increase from 2022. In 2023, there were 9,063 calls of container vessels at Laem Chabang Port. For breakbulk vessels, there were 107 calls at Laem Chabang Port, 9,268 calls at Sriracha, 2,503 calls at Mabtaphut and 616 calls at Sattahip. There were 681 calls of Ro-Ro vessels in 2023 which increased by

11%. There were 49 passenger ship calls at Eastern ports in 2023. The total number of international vessels, both container and non-container, at Eastern ports of Thailand were 22,287 calls, which was just 1.2% decrease compared with 2022 (22,565 calls). The throughput at Coastal Terminal A, LCP was 183,558 TEU which saw a substantial decrease of 15%. Total calls of barges at Terminal A was 4% lower than in 2022. SRTO handled 466,092 TEU in 2023. PAT has announced to withdraw the enforcement to

use Coastal Terminal A for import containers as from October 1, 2023 onwards.

SRT acquired new locomotives and bogeys to improve shuttling service between LCP and ICD at Lad Krabang. There was traffic congestion at both LCP and LICD which impacted truck productivity and delayed delivery of export containers from LICD to LCP. The Thai Police issued a strict regulation that does not allow 2X20' per truck between LICD and LCP starting from June 2023.

Laem Chabang Port Phase III development was delayed from the schedule due to insufficient dredging vessels. Nowadays, the dredging work by PAT is only 5% progress. PAT plans to add 5 more dredging vessels late last year. The seaside construction will be completed in 2026 with commercial operations planned to start two years later in 2028 after the container terminal construction.

LCP is studying the possibility of a Shore Power System to supply power for vessels calling at Laem Chabang phases I and II when the vessels are alongside the terminals in a sustainable enforcement by reducing CO2 emission. LCP had meetings with BSAA and TICTA to study on demand of shipowners and terminals, for example, power utilization and equipment information from other countries.

## DOMESTIC SHIPPING

The barge throughput in 2023 was 524,081 TEU, about the same as in 2022. Total number of sailings of barges in 2023, however, increased to 8,105. The carryings per barge call was much lower from average 112 TEU per barge in 2022 to only 65 TEU in 2023.

After PAT had lifted the compulsory loading of import containers at the new Coastal Terminal A, LCP effective from October 1, 2023 onwards, the barge volume and transit time of delivery of import containers to BKP and river wharf destinations are expected to improve. Barges will still call the coastal Terminal A on a voluntary basis. However, PAT has yet to make a decision on the rate of service charge of Terminal A.

## ICD/OFF-DOCK

The total volume of containers passing through ICD Lat Krabang in 2023 reached 1,333,902 TEU, a decrease of 6.0% compared to the previous year 2022. The import volume from LCP to LICD and export volume from LICD to LCP also saw decreases of 8.1% and 4.2% respectively. The post COVID-19 slow global economy recovery is affecting all trade lanes for shipping business.

SRT still keeps the promotion of reduced import tariff so it can induce cargo volume to move via train in stead of truck. The additional locomotives and bogeys acquired will enable SRT to a maximum schedule of 15 trips a day. However, based on current cargo volume and operation SRT can perform well with a schedule of 10 – 13 trips per day.

### ICD Throughput 2022 Vs 2023

	2022	2023	Incr. / Decr. %
Import	637,489	585,770	8.1 %
Export	780,943	748,132	4.2 %
Total	1,418,432	1,333,902	6.0 %

Ratio of shuttling between LCP and LICD in 2023 improved significantly to over 30% for import containers and over 33% for export containers from 26.8% and 29.5% respectively in 2022.

## NON-CONTAINERIZED SERVICE

The year 2023 saw a surge of Ro-Ro activities with total Ro-Ro vessels reaching 576 calls. Cruise ships at LCP also increased to 38 calls in 2023.

Majority of Ro-Ro ships are pure car carrier (PCC). The past year saw very active Complete Built UP (CBU) car shipments from China under government subsidy which make Electric Vehicles (EV) available at affordable prices. The government also offered Chinese and other car makers promotional investment and conditions for future production locally. We will also see increased investment in EV charge station.

Due to the increased activities, Ro-Ro agents are facing a difficult time managing berthing of their vessels.

### PCC throughput in 2023 (A1,A5,C0)

Month	No. of vessel	Export vol.	Import vol.	T.S vol. (in & out)	Remarks (A1)
Jan	49	71,910	11,242	9,049	5 cruise ships
Feb	55	73,688	13,471	11,321	5 cruise ships
Mar	52	31,660	17,279	15,025	5 cruise ships
Apr	48	85,815	18,070	11,790	5 cruise ships
May	51	98,682	18,781	8,274	5 cruise ships
Jun	50	94,936	11,685	17,454	-
Jul	51	94,790	12,386	12,608	-
Aug	51	84,581	15,507	16,258	-
Sep	50	90,580	13,793	14,740	-
Oct	56	95,130	15,240	14,556	-
Nov	60	63,081	12,084	7,694	6 cruise ships
Dec	51	85,666	10,930	9,260	7 cruise ships
<b>Total</b>	<b>624</b>	<b>970,519</b>	<b>170,468</b>	<b>148,029</b>	

### IMPORT : ICD Throughput 2022 Vs 2023

Import	2022	Train/Truck Ratio	2023	Train/Truck Ratio
Train	170,999	26.82 %	176,071	30.06 %
Truck	466,490	73.18 %	409,699	69.94 %
Total	637,489	100 %	585,770	100 %

### EXPORT : ICD Throughput 2022 Vs 2023

Export	2022	Train/Truck Ratio	2023	Train/Truck Ratio
Train	230,370	29.50 %	248,142	33.17 %
Truck	550,573	70.50 %	499,990	66.83 %
Total	780,943	100 %	748,132	100 %

### Traffic in the ICD

Traffic was normal during early and mid week but heavy during weekend due to nature of the container business. Traffic was also affected during road repair work.

### Renewal of Concession

There was no progress until now. The new government still has yet to make a decision.

help to reduce traffic problem in ICD LKB and LCP.

### **Green Logistics**

CBAM will enter the Transition Period on October 1, 2023, in which importers of six target product groups - cement, electricity, fertilizer, iron and steel, aluminum and hydrogen - will be required to report import volumes including the amount of direct and indirect carbon emissions (Embedded Emission) of the product, and CBAM will come into full effect on January 1, 2026, in which importers must purchase a CBAM Certificate according to the import volume and emissions volume of product.

The challenge is to measure the amount of carbon emissions of the product that is directly proportional to the price of the CBAM Certificate. In the past, Thailand has been working on measuring greenhouse gas emissions that can be applied to measuring Embedded Emissions of CBAM, that is, issuing the Carbon Footprint of Product (CFP) mark, which is a mark indicating the amount of greenhouse gases emitted throughout the product's life cycle (Life Cycle Assessment) from the procurement of raw materials, production process, product distribution, use and waste management after used (Business to Consumer) in order to communicate to consumers that it is a product that cares about the environment. Manufacturers can request a mark from the Greenhouse Gas Management Organization (Public Organization) or TGO, which must be responsible for calculating the carbon footprint by themselves or may hire consultants. Then there is the verification process by an authorized person or agency, and finally, it must be inspected and approved by the Greenhouse Gas Management Organization. (Public Organization). All shippers should be aware of CBAM for further shipping management.

### **Traffic congestion at Empty Container Depot (ECD)**

There is a traffic congestion at Container depots in both of Bangkok and Laemchabang area. Truck turnaround time for receiving and delivery empty container is about 3 hours per container and 4-5 hours for some depots. Import and Export Transport Association and Laemchabang – Chonburi Transport Association received many complaints from members regarding heavy traffic in container depot and need the support from shipping line/container owner to solve the problem for better truck turnaround time. Container depots can support by preparing enough handling equipment, expanding operation hours, start operation earlier, using IT system to manage overall operations and etc. This will help to be better truck turnaround time and efficiency delivery. Truck waiting time 1 hour will cause the transport cost about 200 THB/hour.

countries in industries like cement, electricity, fertilizers, iron and steel, aluminum, and hydrogen, including indirect emissions and downstream products such as screws and bolts. Importers must report quarterly on the CO2 emissions generated during production, detailing (1) the volume of goods imported, (2) the amount of CO2 emissions, and (3) any carbon fees paid in the countries of origin.

By 2025, the EU will assess the progress and outcome based on the data collected and may begin enforcing a carbon tax

## **LOGISTICS**

Laem Chabang Port (Phase 1 and 2 or Port A B C D) has capability to handle containers 11 million TEU, which the current cargo volume imported and exported through LCP approximately 9 million TEU. The increasing volume causes congestion in port for receiving and delivery containers at various times. PAT made a plan to develop LCP Phase 3 to support economic expansion, international trade and supports development according to the Eastern Economic Corridor (EEC) development plan. LCP Phase 3 (Terminals E, F, E0, coastal terminal and service terminal) has the potential to support the volume of containers at 7 million TEU, which when including Port Phases 1, 2, and 3, LCP will have the potential to accommodate up to 18 million TEU. It is expected that Terminal F in phase 3 will open for service in 2027. LCP Phase 3 will accommodate increased container volumes, reduce congestion and is a connection for shipping cargoes in CLMV countries and southern China Including being a product distribution center in the region.

### **Traffic issue in Laem Chabang Port**

The volume of imported and exported containers passing through LCP have been growing continuously. This has caused an increase in the number of trucks coming to use the container delivery service. Each container delivery takes several hours. As a result, there is continuous traffic congestion in the port. Such problems arise from many interrelated causes which affect increased costs, health and environmental problems.

The guideline for traffic problem solving found that the LCP must develop an efficient infrastructure and digital system to support the continuously increasing volume of containers by integration with terminal system. Shipping Line must pay attention to vessel schedule and release empty container to customers according to actual berth time. Terminals (TLC) uses information technology to control container delivery and yard management, have enough handling equipment to ensure the efficiency of receiving and delivery containers in the port.

### **Rail transport (ICD Lat Krabang - Laem Chabang Port)**

Cargo transport by rail is not much increasing if compared with last year, current rail transport percentage is rather far away from the target which set by government at 50%. Rail transport increment can

## **LAW & REGULATION**

The impact of Climate Change is very evident. Every country is obligated to reduce carbon emission. One good example is CBAM, a measure implement by the EU.

The Members of the European Parliament (MEPs) reached a preliminary agreement on December 13, 2022, to implement the Carbon Border Adjustment Mechanism (CBAM) starting October 1, 2023. This mechanism targets imports from non-EU



from 2026 onwards, based on average weekly prices in the EU Emission Trading System (ETS). The CBAM may expand to other sectors like basic organic chemicals, plastics, and polymers, with the ETS being phased out by 2034.

### Application to Thai Law

#### Impact on Thai Exporters:

- **Industries Affected:** The CBAM mainly affects Thai exports in iron, steel, and aluminum industries.
- **Export Value:** In 2021, these exports to the EU were worth THB18.1 billion, 2.3% of Thailand's total exports to the EU and 5.8% of exports in the same industries, involving 1,298 exporters.
- **Compliance:** Thai exporters need to adjust to comply with CBAM requirements to maintain their market share and potentially expand if other countries' exporters cannot keep up with the regulations.

#### Potential Legal and Regulatory Adjustments in Thailand:

- **Environmental Reporting:** Thai exporters may need to adopt stricter reporting mechanisms for CO2 emissions in line with CBAM requirements.

- **Carbon Tax Considerations:** With the EU potentially enforcing a carbon tax from 2026, Thai law might need to evolve to align with international standards, possibly introducing similar carbon tax measures.
- **Industry Adaptations:** Industries in Thailand may need to invest in greener technologies and practices to reduce carbon emissions, aligning with global environmental regulations.

#### Preparing for Global Shifts:

- **Market Adaptation:** Thai exporters should stay ahead of potential global shifts, such as the US considering the US Clean Competition Act, to ensure they remain competitive in international markets.
- **Policy Development:** Thai lawmakers and regulatory bodies might need to develop policies that support exporters in transitioning to lower carbon emissions and complying with international environmental standards. This adaptation ensures Thai exporters can continue to access and compete in the EU market and prepares them for similar regulations that might be adopted by other countries in the future.

## MEMBER ACTIVITIES AND BENEFITS

In the past year of 2023-2024, all activities have been back to normal after COVID-19 pandemic's situation is under control. BSAA has been able to organize activities for all members just like every year.

We participated in several meetings and agencies and other organizations to keep members informed and to share information of various developments in the transport and logistics industry.

We held the 56th Annual General Meeting at The Banyan Tree Hotel, Bangkok which received overwhelming support from members.

Members were very appreciative at catching knowledge from keynote speeches of guest speakers at our Lunch Talk and Dinner Talk.

We also have organized a few seminars of training in the Logistics & Shipping industry for members, who appreciated the informative lecture conducted by the training instructors. We hopefully can arrange more training in the coming years.





## Activities of year 2023-2024

26/06/2023	BSAA joined the Market Sounding meeting on Khlong Yai Port organized by Port Authority of Thailand at PAT Bldg.
08/07/2023	BSAA joined PAT's Charity Petanque "Ta Rua Open 2566" at PAT Sport Center.
10/07/2023	BSAA participated in a meeting on PAT services at Bangkok Marriott Marquis Queen 's Park.
25/07/2023	56th Annual General Meeting at Banyan Tree Hotel.
16/08/2023	BSAA participated in a meeting on Coastal Terminal A organized by PAT's Maritime and Logistics Institute (MLI) at PAT Bldg.
26/09/2023	Training on Maritime Laws by Prof. Pramual Chancheewa at The Chatrium Residence Sathon.
16/10/2023	BSAA joined the ceremony for PAT's donation of its mobile van for breast cancer screening (mammogram) on the occasion of HM the King's 71 anniversary and to mark the world breast cancer campaign in the month of October.
03/11/2023	24th BSAA-PAT Annual Friendship Golf Tournament 2023 at The Vintage Club, Bangbor, Samutprakarn
10/11/2023	BSAA Chairman Khun Piset Rittapirom, together with Marine Dept. DG and TIFFA , were invited to a meeting on Maritime Development Direction organized by Thammasat University Law Faculty.
01/12/2023	BSAA Together with TSA and BoT, took part in a meeting on Land Bridge at the parliament.
21/12/2023	New Year Greetings to Mr. Kriengkrai Chaisiriwongsuk, Director-General of PAT and Lt. Poom Saengkam, Managing Director of BKP
08/01/2024	New Year Greetings to Lt. JG. Yutana Modekhaow, Deputy Director-General of PAT
15/01/2024	New Year Greetings to Mr. Theeraj Athanavanich, Director-General of Customs Dept.
02/02/2024	BSAA Members Get-Together Cocktail Party at Banyan Tree Bangkok.
07/03/2024	BSAA joined PAT's workshop on Decarbonization conference.
22/03/2024	Training on Bill of Lading & Cargo Claims by Khun Noppramart Thammateeradaycho, of Tilleke & Gibbins.
12/03/2024	Congratulations to Khun Kritpetch Chaichuay on his appointment to the new Director-general of Marine Dept.
28/03/2024	BSAA Joined PAT's workshop on "Digital Transformation to Smart Port for Sustainable Goals"
23/04/2024	Presentation on PAT's PCS at BSAA Executive Committee Meeting.
21/05/2024	BSAA and members joined PAT dinner to celebrate its 73rd anniversary.
28/05/2024	Lunch Talk on Marine Dept. Developments by Mr. Kritpetch Chaichuay The Marine Dept. Director-General at Banyan Tree Bangkok.

Our Chairman and BSAA members congratulated Khun Kritpetch Chaichuay on his appointment to the new Director-General of Marine Department.

BSAA presented another donation to PAT Check-Dam Construction Project.

We held the 24th BSAA-PAT Annual Friendship Golf Tournament 2023 which is an activity organized annually to strengthen the relationship between BSAA and PAT at the Vintage Club. The annual sports event has drawn enthusiastic participation from golfers from BSAA members and PAT.

## COMMUNICATIONS AND STATISTICS

BSAA continues to bring up to date information to our members and interested people on our website. Our monthly update of statistics has become very popular. BSAA Facebook page is also another communication channel for the transport & logistics community.

BSAA News, the quarterly newsletter with full support from members and PAT, remains a popular publication among readers, the country's major exporters/importers, government agencies and trade organizations.

### BSAA WEBSITE

<http://www.thaibsaa.com>

### BSAA FACEBOOK





# Thailand Container Port Throughput Statistics

## Inbound Throughput 2022 Vs 2023 (January - December)

	2022			2023			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	781,747	31,538	813,285	765,263	15,173	780,437	-16,484	-16,365	-32,849	-2.11	-51.89	-4.04
LCP	2,698,930	1,760,292	4,459,222	2,861,578	1,565,074	4,426,652	162,648	-195,219	-32,571	6.03	-11.09	-0.73
Private	100,220	49,658	149,878	150,637	56,287	206,924	50,417	6,629	57,046	50.31	13.35	38.06
Songkhla	25,751	51,642	77,393	26,754	48,218	74,972	1,003	-3,424	-2,421	3.89	-6.63	-3.13
<b>Total</b>	<b>3,606,648</b>	<b>1,893,130</b>	<b>5,499,778</b>	<b>3,804,232</b>	<b>1,684,752</b>	<b>5,488,984</b>	<b>197,584</b>	<b>-208,378</b>	<b>-10,794</b>	<b>5.48</b>	<b>-11.01</b>	<b>-0.20</b>

## Outbound Throughput 2022 Vs 2023 (January - December)

	2022			2023			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	439,298	15,357	454,655	467,154	26,655	493,809	27,856	11,298	39,154	6.34	73.57	8.61
LCP	4,196,671	85,187	4,281,858	4,296,219	145,369	4,441,588	99,548	60,182	159,730	2.37	70.65	3.73
Private	174,198	11,382	185,580	233,933	11,031	244,964	59,735	-351	59,384	34.29	-3.08	32.00
Songkhla	72,140	3,102	75,242	68,259	3,768	72,027	-3,881	666	-3,215	-5.38	21.47	-4.27
<b>Total</b>	<b>4,882,307</b>	<b>115,028</b>	<b>4,997,335</b>	<b>5,065,565</b>	<b>186,823</b>	<b>5,252,388</b>	<b>183,258</b>	<b>71,795</b>	<b>255,053</b>	<b>3.75</b>	<b>62.42</b>	<b>5.10</b>

## Total Throughput 2022 Vs 2023 (January - December)

	2022			2023			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	1,221,045	46,895	1,267,940	1,232,417	41,829	1,274,246	11,372	-5,067	6,306	0.93	-10.80	0.50
LCP	6,895,601	1,845,479	8,741,080	7,157,797	1,710,443	8,868,239	262,196	-135,037	127,159	3.80	-7.32	1.45
Private	274,418	61,040	335,458	384,570	67,318	451,888	110,152	6,278	116,430	40.14	10.29	34.71
Songkhla	97,891	54,744	152,635	95,013	51,986	146,999	-2,878	-2,758	-5,636	-2.94	-5.04	-3.69
<b>Total</b>	<b>8,488,955</b>	<b>2,008,158</b>	<b>10,497,113</b>	<b>8,869,797</b>	<b>1,871,575</b>	<b>10,741,372</b>	<b>380,842</b>	<b>-136,583</b>	<b>244,259</b>	<b>4.49</b>	<b>-6.80</b>	<b>2.33</b>

## Inbound Throughput 2023 Vs 2024 (January - May)

	2023			2024			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	315,945	6,100	322,045	322,092	7,949	330,041	6,147	1,849	7,996	1.95	30.31	2.48
LCP	1,217,802	562,046	1,779,848	1,242,082	690,782	1,932,864	24,280	128,736	153,016	1.99	22.90	8.60
Private	46,166	21,562	67,728	61,970	22,003	83,973	15,804	441	16,245	34.23	2.05	23.99
Songkhla	11,067	19,592	30,659	11,900	14,480	26,380	833	-5,112	-4,279	7.53	-26.09	-13.96
<b>Total</b>	<b>1,590,980</b>	<b>609,300</b>	<b>2,200,280</b>	<b>1,638,044</b>	<b>735,214</b>	<b>2,373,258</b>	<b>47,064</b>	<b>125,914</b>	<b>172,978</b>	<b>2.96</b>	<b>20.67</b>	<b>7.86</b>

## Outbound Throughput 2023 Vs 2024 (January - May)

	2023			2024			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	187,804	8,538	196,342	182,208	8,337	190,545	-5,596	-202	-5,798	-2.98	-2.36	-2.95
LCP	1,684,068	54,571	1,738,639	1,836,782	72,649	1,909,430	152,714	18,078	170,791	9.07	33.13	9.82
Private	78,584	2,616	81,200	105,446	7,217	112,663	26,862	4,601	31,463	34.18	175.88	38.75
Songkhla	27,398	1,661	29,059	24,198	1,928	26,126	-3,200	267	-2,933	-11.68	16.07	-10.09
<b>Total</b>	<b>1,977,854</b>	<b>67,386</b>	<b>2,045,240</b>	<b>2,148,634</b>	<b>90,130</b>	<b>2,238,764</b>	<b>170,780</b>	<b>22,744</b>	<b>193,524</b>	<b>8.63</b>	<b>33.75</b>	<b>9.46</b>

## Total Throughput 2023 Vs 2024 (January - May)

	2023			2024			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	503,749	14,638	518,387	504,300	16,286	520,585	551	1,648	2,198	0.11	11.25	0.42
LCP	2,901,870	616,617	3,518,487	3,078,864	763,430	3,842,294	176,994	146,813	323,807	6.10	23.81	9.20
Private	124,750	24,178	148,928	167,416	29,220	196,636	42,666	5,042	47,708	34.20	20.85	32.03
Songkhla	38,465	21,253	59,718	36,098	16,408	52,506	-2,367	-4,845	-7,212	-6.15	-22.80	-12.08
<b>Total</b>	<b>3,568,834</b>	<b>676,686</b>	<b>4,245,520</b>	<b>3,786,678</b>	<b>825,344</b>	<b>4,612,021</b>	<b>217,844</b>	<b>148,658</b>	<b>366,501</b>	<b>6.10</b>	<b>21.97</b>	<b>8.63</b>



# 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 May 31, 2024, 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 May 31, 2024, 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  
June 19, 2024

# Financial Statement

As at May, 2023 and 2024

## Statement of Income and Expenses

for the Year End May 31<sup>st</sup>, 2024

	2024	2023 <sup>Baht</sup>
<b>Income</b>		
Membership Fees	3,158,000.00	3,017,700.00
Meetings and Seminars	1,313,317.73	975,013.87
Newsletter	579,830.00	613,000.00
BSAA Sport Activities	541,644.86	514,111.86
Interest Income	17,244.52	11,685.67
Other Income	237.20	300.00
<b>Total Income</b>	<b>5,610,274.31</b>	<b>5,131,811.40</b>
<b>Expenses</b>		
Meetings and Seminars	1,038,229.92	838,645.81
Newsletter	395,335.25	383,113.50
BSAA Sport Activities	391,172.75	395,834.97
Administrative	4,102,009.60	3,534,343.01
Income Tax	50,438.24	43,217.08
<b>Total Expenses</b>	<b>5,977,185.76</b>	<b>5,195,154.37</b>
<b>Income Exceeds (less than) Expenses</b>	<b>(366,911.45)</b>	<b>(63,342.97)</b>

Accompanying notes are integral parts of the financial statement

## Balance Sheet

for the Year End May 31<sup>st</sup>, 2024

	note	2024	2023 <sup>Baht</sup>
<b>ASSETS</b>			
<b>Current Assets</b>			
Cash on Hand and At Financial Institutions	2	1,447,298.10	1,965,476.18
Receivable from Members		229,155.12	64,869.19
Other Current Assets	3	34,282.51	28,130.02
<b>Total Current Assets</b>		<b>1,710,735.73</b>	<b>2,058,475.39</b>
<b>Non-current Assets</b>			
Equipment - Net	4	16,400.13	42,271.78
Other Non-current Assets	5	206,053.97	206,053.97
<b>Total Non-current Assets</b>		<b>222,454.10</b>	<b>248,325.75</b>
<b>Total Assets</b>		<b>1,933,189.83</b>	<b>2,306,801.14</b>
<b>LIABILITIES AND ACCUMULATED FUND</b>			
<b>Liabilities</b>			
Accrued Expenses	6	16,000.00	16,000.00
Income Tax		39,123.19	32,466.22
Other Current Liabilities	7	17,095.76	30,452.59
<b>Total Current Liabilities</b>		<b>72,218.95</b>	<b>78,918.81</b>
<b>Total Liabilities</b>		<b>72,218.95</b>	<b>78,918.81</b>
<b>Accumulated Fund</b>			
Accumulated Fund Brought Forward			
Contributions from Bangkok Shipping Interest		40,930.76	40,930.76
Income exceeds (less than) expenditure		1,820,040.12	2,186,951.57
<b>Total Accumulated Fund</b>		<b>1,860,970.88</b>	<b>2,227,882.33</b>
<b>Total Liabilities and Accumulated Fund</b>		<b>1,933,189.83</b>	<b>2,306,801.14</b>

Accompanying notes are integral parts of the financial statement

## Administrative Expenses

for the Year End May 31<sup>st</sup>, 2024



	2024	2023 <sup>Baht</sup>
Salary and Other Remunerations	2,379,860.00	2,383,060.00
Retirement Benefits	933,633.20	-
Office Rental	355,200.00	355,200.00
Parking Fee	15,445.00	19,260.00
Transportation	98,230.00	95,960.00
Stationery and Office Supplies	14,284.88	11,132.92
Depreciation	25,871.65	33,892.02
Postage	6,324.00	4,196.00
Electricity & Water	84,370.78	75,844.74
Audit Fee	16,000.00	16,000.00
Telephone	17,423.50	18,631.00
Office Cleaning Expenses	32,200.00	31,200.00
Staff Accident and Health Insurance	26,565.00	26,350.00
Membership Fee (Board of trade)	20,000.00	20,000.00
Newspaper Subscription	2,600.00	2,625.00
Repair and Maintenance	9,093.63	2,083.33
Expenses for Internet	24,368.00	24,238.00
Social Contribution	25,755.00	25,000.00
Bank Charge	341.00	285.00
Donation :-		
- PAT Dam Project	-	20,000.00
- PAT	3,000.00	3,000.00
- Custom Dept.	-	3,000.00
- DIT	-	10,000.00
Uniform-Badge	7,520.00	-
Sundry Expenses	3,923.96	3,385.00
Expenses for Annual Report 2019-2020	-	50,000.00
Bad Debt	-	300,000.00
<b>Total</b>	<b>4,102,009.60</b>	<b>3,534,343.01</b>

Accompanying notes are integral parts of the financial statement

# Notes to Consolidated Financial Statement

As at May 31<sup>st</sup>, 2024



## 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.

## 2. CASH ON HAND AND AT FINANCIAL INSTITUTIONS

	2024	2023 <sup>Baht</sup>
Cash in Hand	12,748.00	4,588.48
Cash in Bank - Saving Account	734,550.10	819,428.06
Cash in Bank - Fixed Deposit	700,000.00	1,141,459.64
<b>Total</b>	<b>1,447,298.10</b>	<b>1,965,476.18</b>

## 3. OTHER CURRENT ASSETS

Interest Receivable	5,695.89	7,036.40
Prepayment:-		
- Board of Trade Membership	11,666.62	11,666.62
- Expenses for Internet	2,700.00	2,700.00
- Golf	-	6,727.00
- Badge	14,220.00	-
<b>Total</b>	<b>34,282.51</b>	<b>28,130.02</b>

## 4. EQUIPMENT (NET)

### COST

Office Furniture	482,709.43	482,709.43
Office Equipment	1,394,343.94	1,394,343.94
Telephone	93,391.58	93,391.58
<b>Total</b>	<b>1,970,444.95</b>	<b>1,970,444.95</b>

### ACCUMALATED DEPRECIATION

Office Furniture	477,669.06	467,257.34
Office Equipment	1,382,992.18	1,368,866.04
Telephone	93,383.58	92,049.79
<b>Total</b>	<b>1,954,044.82</b>	<b>1,928,173.17</b>

### **EQUIPMENT (NET)**

**16,400.13      42,271.78**

## 5. OTHER NON-CURRENT ASSETS

Withholding Income Tax	109,763.97	109,763.97
Lease Deposit-Office Space	88,800.00	88,800.00
Lease Deposit-Newsletter	7,490.00	7,490.00
<b>Total</b>	<b>206,053.97</b>	<b>206,053.97</b>

## 6. ACCRUED EXPENSES

Accrued Audit Fee	16,000.00	16,000.00
<b>Total</b>	<b>16,000.00</b>	<b>16,000.00</b>

## 7. OTHER CURRENT LIABILITIES

Value Added Tax Payable	8,061.57	14,610.99
Withholding Tax Payable	6,034.19	12,841.60
Social Securities Payable	3,000.00	3,000.00
<b>Total</b>	<b>17,095.76</b>	<b>30,452.59</b>



# BSAA Membership 2023-2024

## ORDINARY MEMBERS

1 ALLIANCE SHIPPING SERVICES CO.,LTD.	0 2496 1961-64
2 BANGKOK BARGE SERVICE CO., LTD.	0 2386 8000
3 BEN LINE AGENCIES (THAILAND) LTD.	0 2352 3100
4 CK LINE (THAILAND) CO.,LTD.	0 2681 8711
5 CMA CGM (THAILAND) LTD.	0 2352 3200
6 COSCO SHIPPING LINES (THAILAND) CO.,LTD.	0 2160 5299
7 COSIAM TRANSPORT CO., LTD.	0 2258 9994
8 ESL AGENCY (THAILAND) CO., LTD.	0 2483 5460
9 EVERGREEN SHIPPING AGENCY (THAILAND) CO.,LTD.	0 2229 9999
10 FUJITRANS (THAILAND) CO.,LTD.	0 2632 7711
11 GULF AGENCY COMPANY (THAILAND) LTD.	0 2650 7400
12 HAPAG-LLOYD (THAILAND) LTD.	0 2685 4200
13 HEUNG A LINE (THAILAND) CO.,LTD	0 2637 5400-17
14 HMM (THAILAND) CO.,LTD.	0 2115 0088
15 INCHCAPE SHIPPING SERVICES (THAILAND) LTD.	0 2672 3070-2
16 INTERASIA LINES (THAILAND) CO.,LTD.	0 2285 6250
17 JINJIANG SHIPPING AGENCY (THAILAND) CO.,LTD.	0 2460 9659
18 K LINE (THAILAND) LTD.	0 2625 0000
19 KASE SHIPPING (THAILAND) CO.,LTD.	0 2367 5688
20 KMTC (THAILAND) CO.,LTD.	0 2120 9500
21 MAERSK LINE (THAILAND) LTD.	0 2752 9000
22 MEDITERRANEAN SHIPPING (THAILAND) CO.,LTD.	0 2460 6400
23 MOE CONTAINER LINE CO.,LTD.	0 2427 5905
24 MOL SHIPPING (THAILAND) CO.,LTD.	0 2235 9200
25 NAM YUEN YONG SHIPPING CO., LTD.	0 2679 9808
26 NGOW HOCK AGENCY CO., LTD.	0 2295 3737
27 NYK LINE (THAILAND) CO.,LTD.	0 2022 7060
28 OCEAN NETWORK EXPRESS (THAILAND) LTD.	0 2097 1111
29 OOCL (THAILAND) LTD.	0 2646 9500
30 PCL AGENCIES CO., LTD.	0 2237 6234
31 PEARL SHIPPING SERVICES CO., LTD.	0 2274 0054-9 0 2274 0330-1
32 PIL SHIPPING (THAILAND) LTD.	0 2662 8589
33 PRECIOUS SHIPPING PUBLIC COMPANY LIMITED	0 2696 8800
34 PRIME SHIPPING CO.,LTD.	0 2249 8569-74 0 2249 8661-2
35 RICO MARITIME (THAILAND) CO.,LTD.	0 2240 3088
36 S 5 ASIA LIMITED	0 2253 7890
37 SAMUDERA TRAFFIC CO.,LTD.	0 2367 3747-58
38 SCG LOGISTICS CO.,LTD.	0 2341 9000
39 SEA STAR LOGISTICS CO.,LTD.	0 2634 2435
40 SEA UNITY CO.,LTD.	0 2634 0370
41 SEAGLOW SHIPPING LINES CO., LTD.	0 2119 5253-56
42 SEALINK SHIPPING & CHARTERING CO., LTD.	0 2643 9820-5
43 SEALITE SHIPPING CO., LTD.	0 2697 4999
44 SEASWIFT SHIPPING SERVICES CO.,LTD.	0 2381 5070-4
45 SEAWAY EXPRESS CO., LTD.	0 2679 3345-6 0 2679 4797-9
46 SIAM ECL CO.,LTD.	0 2853 9112
47 SINOKOR MERCHANT MARINE (THAILAND) CO.,LTD.	0 2636 7299
48 SITC CONTAINER LINES (THAILAND) CO.,LTD.	0 2204 6700
49 STARLINE AGENCIES ASIA (THAILAND) LTD.	0 2725 5111
50 T S CONTAINER LINES (THAILAND) CO., LTD.	0 2204 7400

51 THAI SHIPPING AGENCIES AND TRADING CO., LTD.	0 2249 9565 0 2633 5644
52 TRIPLE I MARITIME AGENCIES CO.,LTD.	0 2681 8988
53 UNITED THAI SHIPPING CORPORATION LIMITED.	0 2254 8400
54 WALLEM SHIPPING (THAILAND) LTD.	0 2237 7830
55 WALLENIUS WILHELMSSEN SOLUTIONS CO.,LTD.	0 2114 7409
56 WAN HAI LINES (THAILAND) LTD.	0 2679 7400
57 WILHELMSSEN PORT SERVICES (THAILAND) LIMITED	0 2116 8928
58 X-PRESS FEEDERS AGENCY (THAILAND) CO.,LTD	0 2238 2511-15
59 YANG MING LINE (THAILAND)CO.,LTD.	0 2770 9668
60 ZIM (THAILAND) CO., LTD	0 2494 3780

## ASSOCIATED MEMBERS

1 ATLANTIC FORWARDING CO.,LTD.	0 2530 9327
2 BANGKOK LAWYER LTD.	0 2549 7402
3 BMT PACIFIC LTD.	0 2425 6999
4 CONTAINER NETWORK CO.,LTD.	0 2361 3916-8 0 2361 3921-4
5 CORDSTRAP (THAILAND) CO.,LTD.	0 3811 0901-3
6 DHIPAYA INSURANCE PUBLIC COMPANY LIMITED	0 2239 2200
7 EASTERN SEA LAEM CHABANG TERMINAL CO., LTD.	0 3300 5678
8 GULF ENERGY DEVELOPMENT PUBLIC COMPANY LIMITED	0 2080 4533
9 HUTCHISON LAEMCHABANG TERMINAL LIMITED	0 3840 8700
10 INFINITY SHIPPING (THAILAND) CO.,LTD.	0 2634 0610
11 ISS GLOBAL FORWARDING (THAILAND) CO., LTD.	0 2115 6241-44
12 K.R.C. TRANSPORT & SERVICE CO.,LTD.	0 3840 1309
13 KERRY SIAM SEAPORT LIMITED	0 2686 8999
14 LAEM CHABANG INTERNATIONAL TERMINAL CO., LTD.	0 3840 8200
15 LCB CONTAINER TERMINAL 1 LTD.	0 3840 8600
16 M&R SERVICE CO., LTD.	0 2337 1751-3
17 NEXT GEN LOGISTICS COMPLEX CO.,LTD.	0 2738 8371 0 2738 8688-90
18 NS INTERNATIONAL (THAILAND) CO.,LTD	0 2665 6710-15
19 PIONEER OCEAN FREIGHT CO., LTD.	0 2367 3655-68
20 PRACHUAP PORT CO.,LTD.	0 2630 0323-32
21 PRAMUANCHAI LAW OFFICE CO.,LTD.	0 2219 2155-60
22 SAHATHAI TERMINAL PUBLIC COMPANY LIMITED	0 2386 8000
23 SCGJWD LOGISTICS PUBLIC COMPANY LIMITED	0 2710 4000
24 SIAM COMMERCIAL SEAPORT CO.,LTD.	0 2753 4171-6
25 SIAM CONTAINER TERMINAL CO.,LTD.	0 2708 1011-20
26 SIAM SHORESIDE SERVICE LTD.	0 2763 5000
27 SRIRACHA HARBOUR PUBLIC COMPANY LIMITED	0 2719 9631-6
28 THAI CONNECTIVITY TERMINAL CO.,LTD.	0 2754 4501-9
29 THAI HANJIN LOGISTICS CO., LTD.	0 2737 9400 0 2116 7401-4
30 THAI INTERNATIONAL CONTAINER TERMINAL CO., LTD.	0 2092 7888
31 THONG-EK & TRATIT CO.,LTD	0 2684 6888
32 TIFFA ICD CO., LTD	0 2737 9990-6
33 TILLEKE & GIBBINS INTERNATIONAL LTD.	0 2056 5555
34 UNITED SUPPLY & TRANSPORT CO., LTD.	0 2391 8445 0 2381 9293-4
35 YUSEN LOGISTICS (THAILAND) CO.,LTD.	0 2034 8000

# BSAA

BSAA IS A TRADE ASSOCIATION FOCUSING ON THE SHIPPING/ MARITIME INDUSTRY IN THAILAND THROUGH COOPERATION AMONG THE INDUSTRY WITH OUTSIDE INDUSTRIES, ESPECIALLY RELATED GOVERNMENT AGENCIES.