



BSAA

The Bangkok Shipowners and Agents Association

41st Annual Report 2008-2009

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SUB-COMMITTEE AND MEMBERS 2008-2009

BANGKOK PORT AND OTHER PORTS		
Convenor	Mitsui O.S.K. Lines (T.) Co., Ltd.	somporn@moltha.infonet.com
Members:	Jardine Pacific (T.) Ltd.	sompongb@jsa.jp.co.th
	ISS Thoresen Agencies Ltd.	sunchai@thoresen.com
	Thai Star Shipping Co., Ltd.	operation@thaistarshipping.com
	CMA CGM (T.) Ltd.	thd.smongkolsirikiat@cma-cgm.com
	Heung-A Shipping (T.) Co., Ltd.	somkiatt@heung-a.co.th
PORT OF EASTERN COASTAL (Laem Chang, Sriracha, Koh Sichang, Maptaphut)		
Convenor	NYK Line (Thailand) Co., Ltd.	tamrong_chotjinda@th.nykline.com nattapan_sirattapol@th.nykline.com
Members:	Sealite Shipping Co., Ltd.	suchart@sealite.co.th
	Mitsui O.S.K. Lines(T.) Co., Ltd.	somporn@moltha.infonet.com
	ISS Thoresen Agencies Ltd.	sunchai@thoresen.com
	APL Agencies (Thailand) Ltd.	sravoot_chatkittichai@apl.com
ICD / OFF DOCK		
Convenor	Hanjin Shipping (T) Co., Ltd.	louiskomin@hanjin.com
Members:	NYK Line (Thailand) Co., Ltd.	tamrong_chotjinda@th.nykline.com nattapan_sirattapol@th.nykline.com
	Maersk Line (Thailand) Ltd.	thatrmmng@maersk.com
LAW AND REGULATION		
Convenor	Evergreen Shipping Agency (T.) Co., Ltd.	yongyos@evergreen-shipping.co.th
Members:	Ngow Hock Agency Co., Ltd.	liang@ngowhock.co.th
	Mitsui O.S.K. Lines (T.) Co., Ltd.	somporn@moltha.infonet.com
MEMBER ACTIVITIES AND BENEFITS		
Convenor	Hyundai Merchant Marine (T.) Co., Ltd.	thrst@hmm21.com
Members:	K Line (T.) Ltd..	khunatham.v@th.kline.com
	Eastern Maritime (T.) Ltd.	kblim@ksc.th.com
	Alliance Shipping Services Co., Ltd.	supat.a@hotmail.com allship@asianet.co.th
	Sealite Shipping Co., Ltd.	suchart@sealite.co.th
	United Thai Shipping Corp., Ltd.	pairj.e@unithai.com
COMMUNICATIONS AND STATISTICS		
Convenor	United Thai Shipping Corp., Ltd.	pairj.e@unithai.com
Members:	APL Agencies (Thailand) Ltd.	pornchai_duangkeowuttikri@apl.com
	Alliance Shipping Services Co., Ltd.	supat.a@hotmail.com allship@asianet.co.th
	MISC Agencies (T.) Co., Ltd.	kiattiphol@misc.co.th
	Sealite Shipping Co., Ltd..	suchart@sealite.co.th
LOGISTICS		
Convenor	APL Agencies (Thailand) Ltd.	watana_kitkongnopakorn@apl.com pornchai_duangkeowuttikri@apl.com
Members:	Samudera Traffic Co., Ltd.	sathit@samuderathai.com somkid@samuderathai.com
	Hyundai Merchant Marine (T.) Co., Ltd.	thrst@hmm21.com





BSAA

Chairperson's Report



During 2008, Thailand's international trade had expanded in term of US Dollar values at 16.8% for export and 26.4% for import. From the container volume perspective, the export growth rate for 2008 had indeed slowed down to only 3.13% reaching 3.469 million TEUs due to the impact of financial crisis in USA which started to affect global economy from the third quarter of last year. Thailand's 2008 import container volume had grown 14.39% with the record of 2.058 million TEUs. Overall container throughput both inbound and outbound including empty containers for 2008 was recorded at 7.051 million TEUs with a small growth of only 3.42% compared to previous year.

The outlook for 2009 was rather gloomy since the global financial crisis has hampered the demand and economic growth in most major markets causing the major drop in international trade and container cargo volume. All carriers needed to trim down capacity and rationalize service to reduce costs in order to cope with major loss of cargo volume and freight revenue.

Thailand market has also suffered the sharp drop in export cargo volume as the statistics shown a negative growth of 17.48% for export laden container volume during Jan-May 2009. Import laden container volume is experiencing an even more serious negative growth of 28.32% for the first 5 months this year. Although it is forecasted that market demand in the second half of 2009 will improve, we would likely to see the negative growth rate of 7 – 10% and 15-20% for Thailand's export and import container cargo respectively for this year.

In order to mitigate the economic burden of shipping lines and agents as well as other port users i.e. exporters and importers, BSAA has appealed to the Ministry of Transport and Port Authority of Thailand to consider reducing port tariff by 10% on a temporary basis as well as the fuel surcharge. After a meeting with the Deputy Transport Minister which was followed by an official letter outlining benefits of port tariff reduction which would induce shipping lines to bring in more empty containers for storage in Thailand, it is very disappointing to receive no feedback so far. Even the PAT-announced suspension of the facility fee for export cargo packing in Bangkok port is still not materialized up till now.

The incidents whereby Port Authority of Thailand's Labor Union had joined the protests staged by People's Alliance for Democracy (PAD) causing the Bangkok port to be closed twice were indeed unacceptable to all port users who suffered from the cancellation of ship's calls and shifting of vessels to other ports resulting in additional transfer cost and delay of cargo loading and delivery. The frequent breakdown of quay cranes and shortage of trailers were also annoying port users as it caused berth congestion and longer port stay of vessel. The implementation of E-Gate project at Bangkok port will also create additional administrative work and financial cost to shipping lines and agents who, accordingly to PAT's planned work procedure, will have to pay gate charge on their containers passing through Bangkok port and to reimburse the charge back from their shippers / consignees. BSAA had raised all these issues with the management of P.A.T. and would keep





close follow-up and discussion with them to find solution and improvement since the Bangkok port , though less efficient, is still a major port preferred by customers located in and around Bangkok city.

Laemchabang port has been experiencing a sharp drop of -18% in container throughput for the first 5 months of this year and therefore there has been no congestion or major issues reported for this privately-run deep sea port. All terminal operators at Laemchabang have reportedly been providing efficient service so far. The rail service linking Laemchabang port and Latkrabang ICD is still not as efficient as we all expected and it will only improve when the double track railway Hua Takae Station and Laemchabang port is completed in 2010.

As per the policy of this executive committee, BSAA has been focusing on organizing more educational activities i.e. training , seminar and workshop on various topics related to and beneficial to our shipping industry and its members. BSAA has signed an MOU with Burapha University to jointly develop a Master Degree program in Logistics as well as other short-course marine-logistics training and development programs. BSAA will provide input and suggestion on the professional requirements of the shipping and marine-logistics industry to Burapha University who will tailor-make the Logistics study program to develop personnel with required knowledge and competency for our shipping and logistics industry.

BSAA has also further developed its website (www.thaibsa.com) with a more user-friendly webpage and more content menus which feature an improved shipping schedule section in order to facilitate shippers to be able to check BSAA members' shipping schedule online. More updated global shipping news are now available on our website as well as other useful information. We have also recently signed an MOU with Netbay Co Ltd to develop an E-Shipping service which will facilitate shippers to conduct online transactions with BSAA members through BSAA website. Online transactions under such E-Shipping service will include Sailing schedule search, freight enquiry, E-Booking , E-Shipping Instruction , E-Payment and E-B/L may be available in the future. Such online e-service will save time and reduce expenses for both shippers and shipping lines who are BSAA's members. This E-Shipping service will be completed and installed in BSAA's website in Q3/2009 and we hope it will be another major useful market channel for our members to develop more business in Thailand.

Our working relationship with the Thai National Shippers Council (TNSC) has remained solid and positive with more collaboration in pushing the government agencies to move in the direction which support and facilitate export trade as well as efficient maritime transport system. To protect their members' interest, TNSC had filed complaint to Internal Trade Department on the increase of Documentation fee imposed by shipping lines. With the coordination of BSAA, shipping lines were able to explain to Internal Trade Department the cost structure of documentation fee and the justification for such increase. It is encouraging to hear that Internal Trade Department has officially replied to TNSC that they found the increased documentation fee is reasonable.

On the final note, it has been another busy year for BSAA and I would like to thank all BSAA's members for their kind support and participation to the association's activities over the past year. My sincere thanks also go to the Executive Committee and Sub-Committee members as well as our Honorary Chairperson and advisors who have contributed a great deal to the development and performance of our association. I also fully appreciated the excellent administration and efficient service of Khun Thaveesak – our BSAA manager and his team.



Suwat Asavathongkul
BSAA Chairperson





Sub-Committee's Report on

Bangkok Port and Other Ports



Last year, Bangkok Port (BKP) faced some obstacles due to a broken quay crane, the protest staged by People's Alliance for Democracy (PAD), and the protest by the Port Authority of Thailand labor union causing the port to be closed twice. Those incidents caused some shipping lines to shift their calls to private river ports; some avoided calls at the BKP, while some delayed their calls at the BKP.

Late last year, the reefer plugs were in short supply due to renovation of the reefer plug area. As a result, shipping lines had to vie with each other for the plugs. Some had to directly load containers onto vessels. Some, whose vessels also called at Laem Chabang Port (LCP), chose to load their reefer containers at LCP.

The progress on renovation of terminal area at the Terminal 1 has already been completed and the construction at Terminal 2 is going to be started soon. Last year during the peak season, some containers had to be temporarily placed at the conventional terminal because of the construction. The truck turn-around time increased as a result.

During the first half of last year, BKP faced a critical shortage of trailers. The situation was gradually resolved after the procurement of trailers was delivered one after another. By the time there were enough trailers, the cargo traffic had reduced significantly due to the economic slowdown. The equipment shortage which was the main problem at BKP is no longer an issue.

The two new quay cranes, which have already been installed at the 20F terminal, are still not operational due to the procurement inspection process. 20A and 20C terminals have also been temporarily closed to remove and install new quay cranes. Thus, there are currently 3 terminals out of 7 terminals in service, resulting in port congestion even in the economic downturn when there are fewer cargoes to handle. The reason is that the number of vessel calls doesn't decrease. Unfortunately, some vessels may have to wait at least a day to berth. However, ship waiting time is less when compared with that during the economic boom. At that time, vessels might have to wait about 2-3 days.



It's hoped that the new crane installed at 20A and 20C will be usable, unlike those at 20F. If the new cranes are operated, there will be six terminals in operation. Under such circumstances, the port will be able to accommodate vessels more comfortably.

Another problem is about fuel surcharge, an expense that couldn't be recovered from exporters and importers. In order to reflect the market fuel rate more accurately, BSAA asked PAT to adjust the rate from every six months to every three months.

E-gate project, aiming to reduce congestion at the main gate, is being implemented. It's expected to be completed in October 2009. BSAA strongly supports the project, but is somewhat concerned about the fee collecting procedure. BSAA is expected to collect fees from container owners instead of trailers as it was. That means an extra job and advance expenses to shipping lines.

However, on the positive side, shipping lines will benefit from the system. The module allows the system to generate container inspection documents, which liners never received in the past.

Lastly, BSAA has suggested that during the economic slowdown when the port is not busy, it would be a good opportunity for PAT to begin maintenance on its damaged equipment to keep them in good condition. When the economy recovers, the repaired equipment will be ready to serve more customers.





Sub-Committee's Report on

Port of Eastern Coastal



In 2008, the throughput at Laem Chabang Port (LCP) was 5.13 million TEUs, representing an increase of 5.9% over 2007 which saw an annual growth of 16.58%. The slower growth in 2008 is caused by the economic recession in the US which has spread all over the world.

Last year, one major problem was the intervention controlling tariff of 0% discount. In order to be one of the competitive ports when compared to neighboring countries' ports, such as those in Vietnam, Malaysia, Singapore, the attractive tariff will lead to more direct calls to LCP where the import and export activities of Thailand will be facilitated.

During an economic downturn, the cargo volume is reduced but the number of vessel calls does not significantly decrease. Empty containers are positioned in Thailand due to its cheaper storage costs as well as cheaper repair and maintenance costs. This huge repositioning of empty containers has created extra jobs to Thai people.

During such a tough time, BSAA members joined hands to reduce expenses in an attempt to decrease costs to the customers. For example, the container haulage cost is extremely high especially during the periods of high oil prices. Hence, BSAA' members try to plan for more round trips of transportation.

Traffic in the port areas is much better after PAT adopted a measure controlling truck turn around time of each terminal. PAT also encourages terminals to find their own solutions to cope with the traffic in front of their terminal areas. The traffic on the highway was also solved after the expansion of the road from 2 lanes to 4 lanes had been completed.

Regarding the port development, the construction of double track between Hua Takae Station and Laem Chabang Port is expected to be completed next year. As a result, the traffic

of rail transportation is expected to increase. In the single rail operator project, LCP has already set up its business unit and a business model, but the unit is not operational yet. Currently, each terminal still has to perform its own rail transfer.

The demand for coastal vessels has significantly increased as shipping lines need to save costs as well as avoiding problems that occur at Bangkok Port. However, further cooperation from all parties concerned is needed so that the competitive tariff can be set.

Recently, the Customs Department has installed radiation detection equipment under the Megaports Initiative Project. The equipment is meant to prevent terrorists from acquiring, smuggling, and using dangerous nuclear materials to develop weapons of mass destruction or radiological dispersal devices. All import and export containers are required to pass through the inspection.

In cooperating with government agencies, the Pilot Division currently organizes a meeting every 3 months to discuss and find solutions for any problems facing shipping agents and terminal operators. The Customs Department also holds monthly meetings where related parties will jointly discuss and solve problems related to import and export process.

Breakbulk and general cargoes are still in good shape during the 1st half of the year. These volumes are also affected by the recession and there is a big decrease for the import portion of steel cargoes. A total of 776,140 of completely built units (CBU) has been exported, which represents a 12% increase over the year 2007. The number of pure car carriers (PCC) called LCP is approximately 40 calls per month. The car business is also badly hit by the burger crisis.





Sub-Committee's Report on

ICD/Off-Dock

The volume of 2008 was slightly increased because of good export volume during the first 9 months. The import volume decreased by 2.72%, while the export volume increased by 4.89%. On the other hand, the overall volume increased by 1.22%

	2007	2008	Inc./Dec	1 st Qtr 2009
Import	822,455	800,062	-2.72%	203,336
Export	884,841	928,072	4.89%	236,788
Total	1,707,296	1,728,134	1.22%	440,124

The volume decreased by almost 24% for the first quarter of 2009. The outlook of 2009 is not so good for Lat Krabang ICD.

	1 st Qtr 2008	1 st Qtr 2009	Inc./Dec
Import	203,336	151,650	-25.42%
Export	236,788	184,082	-22.26%
Total	440,124	335,732	-23.72%

There is no significant change in the mode of transportation in 2008. The first quarter of 2009 also shows a minimal difference in the utilization of trains.

	2007	2008	Incr./Decr.	1 st Qtr 2009
Import Train	22%	25%	3%	21%
Import Truck	78%	75%	-3%	79%
Export Train	27%	26%	-1%	27%
Export Truck	73%	74%	1%	73%

Rail Transportation Situation

There has not been much change in the development of rail transportation since 2007. There have been some delays and some cancellations of trains. The double track is still under construction and expected to open in September 2010.

Road Transport Situation

Road transportation is still the main transportation mode. As the oil price dropped by the end of 2008, the trucking rate also decreased.

Renewal of Concessions

There has been very little progress since last year. The Attorney General has just approved a draft contract and is now waiting for the approval of SRT Board before sending the contract to the Ministry of Transportation. After the SRT Board officially approved the contract, the Ministry of Transportation must approve and submit it to the Cabinet for final approval. The contract will expire in less than 2 years, but so far there is no sign of success.

Sub-Committee's Report on

Law and Regulation

Customs Department

Despite all the efforts in negotiating with the Customs Department, some 600 containers with impounded logs belonging to members of the shipping lines are still detained. Most of these containers have been detained for more than two years now. BSAA will continue to push for the return of these containers to the members. It was learned that the newly drafted Customs Act had been approved by the cabinet for further deliberation in the Parliament. As far as problems related to customs under the outdated laws are concerned, most of the old regulations are maintained in the new draft bill. It remains to be seen if BSAA's and other trade associations' opinions and proposed amendments will be accepted.

Revenue Department

Apart from an inexplicable passive reaction to BSAA's proposed solution to the long pending issues of deduction of withholding tax on freight, revenue stamp fixing on B/L and D/O and tax registration for tramp service the past year did not see other major issues. BSAA did nevertheless receive sporadic reports from members about questions raised by revenue officials. However, members have so far been able to clarify those questions with the revenue officials. Members are urged to report any potential issues to the Association for assistance.

Maritime Law

The UNCITRAL's draft Convention on Carriage of Goods (Wholly or Partly by Sea) was accepted in the UN General Assembly in June, 2008. The unified Convention, which will be known as "Rotterdam Rule", is now subject to the ratifications of member states. We will closely monitor developments as to how the new Convention will affect Thailand's COGSA and other related laws.





Sub-Committee's Report on

Member Activities and Benefits



The objective of Member Activities and Benefits Sub-Committee is to create a community where members can get together socially, share information, and jointly solve problems.

Regarding sharing information and solving problems, BSAA regularly organizes meetings, such as a meeting on returning detained containers involving smuggled log, a seminar on shipping documents, and a luncheon talk on "AEO", etc. These meetings aim to increase knowledge, sharing experience among members and expanding their network. Moreover, such knowledge could be used for organization development. The expenses incurred in organizing seminars are also fully tax deductible.

Last year, BSAA held an educational tour to Lat Krabang ICD and Laem Chabang Port. The last tour was held a couple of years ago. This was an opportunity for staff of BSAA members to receive in-depth knowledge from a highly knowledgeable organizer. BSAA can expose members to new and extraordinary perspectives such as Laem Chabang Tower.

Nevertheless, we still have social and recreational activities such as badminton and golf with Port Authority of Thailand. There are also some other activities for members to participate in and enjoy.

The social contribution activity is also important agenda. Although the country is currently going through an economic recession and our association is not a large entity, we intend to contribute to the society in the form of industry developments as well as donations. BSAA has signed an MOU with Burapha University to support each other towards our common goal of developing personnel for logistics and transportation. We still plan for a day trip to visit the underprivileged children in a nearby province and enjoy sight-seeing.



Activities of year 2008-2009	
10/06/08	Meeting Between BSAA Sub-Committee of Bangkok Port / K. Chalermchai - DG of Bangkok Port at Chandr Phen Restaurant
22/07/08	41st Annual General Meeting at Dusit Thani Bangkok Hotel
22/07/08	Celebration of 40th Years Anniversary at Dusit Thani Bangkok Hotel
21/08/08	Luncheon Meeting with Bangkok Port at Chandr Phen Restaurant
26/08/08	Meeting on Return of empty containers detained by Customs due to smuggled logs at Port Authority of Thailand by 3 authorities i.e. Customs, Police, Ministry of Natural Resources and Environment
17/09/08	Seminar on "The Draft Act on Promotion and Development of Logistic Business" at Port Authority of Thailand by Khun Pramual Chancheewa
01/10/08	Luncheon Talk on "AEO" at Holiday Inn Silom Hotel
16/10/08	Education tour to LKB & LCB
29/10/08	BSAA-PAT Golf Tournament at The President Country Club
25/11/08	Seminar on "Shipping Documentation" at Hotel Windsor Suites, Bangkok by Khun Rien Vorapipatkumtorn and his teams, BSAA Sub-Committee of Laws & Regulations
12/02/09	Training on "Containers to Customers' Requirements" at Hotel Windsor Suites, Bangkok by Khun Worawoot Thongton and Khun Attasit Panjatatkul of APL Agencies (Thailand) Ltd.
11/03/09	Friendship Badminton BSAA-PAT at Port Authority of Thailand
26/03/09	Training on Practical Knowledge of Reefer Containers and Actual Operation at Hotel Windsor Suites, Bangkok by Khun Pakasit Sarasook of Thai Cool Solutions Co., Ltd.
14/05/09	Brainstorming session of various problems with Revenue at The Fourwings Hotel Bangkok by Khun Liang C. of Ngow Hock Agency Co., Ltd. and Khun Rien V., BSAA advisor





Sub-Committee's Report on

Communications and Statistics



It has been over a year since the first re-launched BSAA News was published. Since then, BSAA has received good response with interest from readers. A total of 4,000 copies of the newsletter will continue to be distributed once every 3 months. BSAA News provides news and articles to readers, who are importers, exporters, freight forwarders, BSAA members, as well as related government agencies and national chambers of commerce.

This year, BSAA also developed a website with a new web page appearance and more content menus. The aim was to emphasize BSAA website as an information center related to national transportation.

New content menus and features include shipping schedules, which will facilitate shippers to check BSAA members' ship schedules. There is no longer any need to call each ship's agent for the schedule as it was in the past. This will enormously save times & expenses to both shippers and ship agents. In

addition, the website has added a list of world ports, so that shippers can check where the main ports of countries are and which shipping lines provide services at those ports.

BSAA tries to provide the most updated statistics and adds more data which are useful for Internet users.

In late 2008, BSAA signed an MOU with Netbay Co., Ltd. to develop an e-shipping service. The system will facilitate shippers to conduct online transactions with BSAA shipping line members through the BSAA website. Online transactions include e-booking and e-payment, while e-B/L may be available in the future. The online service will save time, reduce expenses, and facilitate shippers more conveniently.

In May 2009, BSAA also signed an MOU with the Burapa University to develop a Master's degree program in logistics. The program was developed not only to serve the demands in the shipping industry but to also serve as a channel for people to know more about BSAA.

Sub-Committee's Report on

Logistics



Thailand logistics development during the last few years is mostly in the form of awareness. The public sector has invited industry savants to join the working group in setting national logistics in terms of infrastructure, IT systems, law and regulations, personnel development, as well as the support of Thai logistics provider. However, this development has not gone beyond the awareness stage yet. No concrete action to push the national logistics from the present stage is in sight.

As for the private sector, logistics has been improving significantly. Many firms have improved their logistics activities and employment to increase the efficiency and to reduce costs. An indicator of success is the need of workforce in the logistics field. Moreover, it can be seen that the number of logistics provider companies have grown significantly for several years.

Such facts reveal the imbalance between macro logistics – the public and micro logistics – the private. The goal is to push each micro into the larger logistics flow so that logistics will be more efficient and cost will be lower. Thus, in order to push the national logistics forward, the government must be stable, has good vision and employs knowledgeable staff. In the meantime, the construction of infrastructure must be useful and linked as one model.

With regards to personnel, in terms of volume there is sufficient workforce in the business, but people with good analytical skills especially in the public sector are lacking. If the logistics especially in the macro aspect is further developed, the national total logistics cost will be reduced significantly. Thus, people will be able to work more favorably. More people will want to work in the business since

they see good opportunities. On the contrary, if logistics-related work lacks quality, the field cannot attract skilled workers into the business.

In order to develop better workforce, BSAA has cooperated with Burapha University to develop a Master's degree program in logistics. While it is true that many Thais have received Master's degrees in logistics abroad, logistics operations are different among countries due to differences in logistics circumstances and traditions. Thus, the new program will draw upon the university's academic strength and the experiences and operations of BSAA members, which will fit the present logistics situation in Thailand.

Furthermore, BSAA also held an ad hoc seminar on logistics initiatives. The seminar served as a forum where new knowledge and ideas are brought together which are then communicated and shared among members and their clients.

During the hard time of economic recession, whether the macro logistics development will be slow or not depends on the government's viewpoint and policies. If the government sees the current recession as an opportunity to invest to keep the GDP from falling further when export is slow, then this is a good time to spend the money.

For micro logistics, the recession greatly affected the private sector, especially the exporters. Since logistics is one of total product cost and varied in proportion in different products, logistics becomes a more important factor. If one knows how to use logistics knowledge to generate the best economic value under such a critical situation, using logistics as a tool to increase compatibility becomes an opportunity.



Thailand Container Port Throughput Statistics

Inbound Throughput 2007 Vs 2008 (January - December)

Unit : TEUs

	2007			2008			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	635,857	147,565	783,422	615,783	103,968	719,751	-20,074	-43,597	-63,671	-3.16	-29.54	-8.13
Laem Chabang Port (LCP)	1,033,484	1,385,984	2,419,468	1,263,469	1,276,501	2,539,970	229,985	-109,483	120,502	22.25	-7.90	4.98
Private Wharves	113,779	57,053	170,832	163,149	77,479	240,628	49,370	20,426	69,796	43.39	35.80	40.86
Songkhla Port	16,243	53,283	69,526	15,903	54,084	69,987	-340	801	461	-2.09	1.50	0.66
Total	1,799,363	1,643,885	3,443,248	2,058,304	1,512,032	3,570,336	258,941	-131,853	127,088	14.39	-8.02	3.69

Outbound Throughput 2007 Vs 2008 (January - December)

Unit : TEUs

	2007			2008			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	783,366	8,756	792,122	645,075	10,342	655,417	-138,291	1,586	-136,705	-17.65	18.11	-17.26
Laem Chabang Port (LCP)	2,429,042	0	2,429,042	2,594,719	0	2,594,719	165,677	0	165,677	6.82	0.00	6.82
Private Wharves	85,250	0	85,250	161,131	0	161,131	75,881	0	75,881	89.01	0.00	89.01
Songkhla Port	66,156	3,154	69,310	68,239	2,130	70,369	2,083	-1,024	1,059	3.15	-32.47	1.53
Total	3,363,814	11,910	3,375,724	3,469,164	12,472	3,481,636	105,350	562	105,912	3.13	4.72	3.14

Total Throughput 2007 Vs 2008 (January - December)

Unit : TEUs

	2007			2008			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	1,419,223	156,321	1,575,544	1,260,858	114,310	1,375,168	-158,365	-42,011	-200,376	-11.16	-26.87	-12.72
Laem Chabang Port (LCP)	3,462,526	1,385,984	4,848,510	3,858,188	1,276,501	5,134,689	395,662	-109,483	286,179	11.43	-7.90	5.90
Private Wharves	199,029	57,053	256,082	324,280	77,479	401,759	125,251	20,426	145,677	62.93	35.80	56.89
Songkhla Port	82,399	56,437	138,836	84,142	56,214	140,356	1,743	-223	1,520	2.12	-0.40	1.09
Total	5,163,177	1,655,795	6,818,972	5,527,468	1,524,504	7,051,972	364,291	-131,291	233,000	7.06	-7.93	3.42

Inbound Throughput 2008 Vs 2009 (January - May)

Unit : TEUs

	2008			2009			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	267,982	44,827	312,809	212,452	46,882	259,334	-55,530	2,055	-53,475	-20.72	4.58	-17.10
Laem Chabang Port (LCP)	514,399	552,234	1,066,633	346,500	529,313	875,813	-167,899	-22,921	-190,820	-32.64	-4.15	-17.89
Private Wharves	70,144	36,078	106,222	50,541	25,892	76,433	-19,603	-10,186	-29,789	-27.95	-28.23	-28.04
Songkhla Port	5,782	22,350	28,132	5,699	21,792	27,491	-83	-558	-641	-1.44	-2.50	-2.28
Total	858,307	655,489	1,513,796	615,192	623,879	1,239,071	-243,115	-31,610	-274,725	-28.32	-4.82	-18.15

Outbound Throughput 2008 Vs 2009 (January - May)

Unit : TEUs

	2008			2009			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	271,185	2,925	274,110	245,591	3,756	249,347	-25,594	831	-24,763	-9.44	28.41	-9.03
Laem Chabang Port (LCP)	1,083,878	0	1,083,878	877,376	0	877,376	-206,502	0	-206,502	-19.05	0.00	-19.05
Private Wharves	74,202	0	74,202	52,679	0	52,679	-21,523	0	-21,523	-29.01	0.00	-29.01
Songkhla Port	27,572	1,102	28,674	26,511	544	27,055	-1,061	-558	-1,619	-3.85	-50.64	-5.65
Total	1,456,837	4,027	1,460,864	1,202,157	4,300	1,206,457	-254,680	273	-254,407	-17.48	6.78	-17.41

Total Throughput 2008 Vs 2009 (January - May)

Unit : TEUs

	2008			2009			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	539,167	47,752	586,919	458,043	50,638	508,681	-81,124	2,886	-78,238	-15.05	6.04	-13.33
Laem Chabang Port (LCP)	1,598,277	552,234	2,150,511	1,223,876	529,313	1,753,189	-374,401	-22,921	-397,322	-23.43	-4.15	-18.48
Private Wharves	144,346	36,078	180,424	103,220	25,892	129,112	-41,126	-10,186	-51,312	-28.49	-28.23	-28.44
Songkhla Port	33,354	23,452	56,806	32,210	22,336	54,546	-1,144	-1,116	-2,260	-3.43	-4.76	-3.98
Total	2,315,144	659,516	2,974,660	1,817,349	628,179	2,445,528	-497,795	-31,337	-529,132	-21.50	-4.75	-17.79

ICD Throughput 2007 Vs 2008 (January - December)

Unit : TEUs

	2007	2008	Variance	%Variance
Import	825,167	803,549	-21,618	-2.62
Export	889,478	928,072	38,594	4.34
Total	1,714,645	1,731,621	16,976	0.99

ICD Throughput 2008 Vs 2009 (January - May)

Unit : TEUs

	2008	2009	Variance	%Variance
Import	345,424	262,744	-82,680	-23.94
Export	388,336	317,251	-71,085	-18.31
Total	733,760	579,995	-153,765	-20.96





Financial Statement

As at May 31, 2009 and 2008

REPORT OF THE AUDITOR

TO: THE MEMBERS OF BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION

I have audited the balance sheets of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION as at May 31, 2009 and 2008, the related statements of income and expenses for the years then ended. The Executive Committee is responsible for the correctness and completeness of information presented in these financial statements. My responsibility is to express an opinion on these financial statements based on my audits

I conducted my audit in accordance with generally accepted auditing standards. These standards require that I plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by Executive Committee, as well as evaluating the overall financial statement presentation. I believe that my audit provides a reasonable basis for my opinion.

In my opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION as at May 31, 2009 and 2008, and the results of income and expenses for the years then ended, in conformity with generally accepted accounting principles.

(Thongchai Piyadumrongkul)
Certified Public Accountant No.3900

Bangkok
June 24, 2009

STATEMENT OF INCOME AND EXPENSES

for the Years Ended May 31, 2009 and 2008

	<i>Baht</i>	
	2009	2008
Income		
Subscription Fees	1,891,950.00	1,572,900.00
Donation:-		
- BSAA Thailand Shipping Handbook	350,000.00	350,000.00
- Other	15,476.63	43,523.36
BSAA Sport Activities	486,925.24	986,761.15
Meetings and Seminars	1,170,380.24	959,732.49
Newsletter	728,200.00	368,400.00
Interest Income	78,276.61	95,632.25
Total Income	4,721,208.72	4,376,949.25
Expenses		
BSAA Sport Activities	351,210.31	792,057.70
Meetings and Seminars	1,070,736.25	677,947.11
Newsletter	371,186.00	189,896.00
Administrative	2,431,747.44	2,324,239.32
Income Tax	90,537.77	55,861.10
Total Expenses	4,315,417.77	4,040,001.23
Income Exceeds (less than) Expenses	405,790.95	336,948.02

Accompanying notes are integral parts of the financial statement.



ADMINISTRATIVE EXPENSE

for the Years Ended May 31, 2009 and 2008

Administrative Expenses

Baht

	2009	2008
Salary and Other Remunerations	1,507,620.00	1,437,305.00
Office Rental	357,075.78	323,625.57
Transportation	88,420.00	85,270.00
Entertainment/Meeting Expenses	15,382.05	5,038.54
Stationery and Office Supplies	39,825.62	55,415.93
Depreciation	83,123.33	141,906.67
Postage	9,012.00	5,512.00
Electricity & Water	11,435.05	11,926.91
Audit Fee	14,000.00	14,000.00
Telephone	36,726.81	37,956.91
Office Cleaning Expenses	39,094.00	38,797.00
Staff Accident and Health Insurance	29,967.00	29,536.00
Membership Fee (Board of trade)	15,000.00	15,000.00
Newspaper Subscription	4,925.00	5,983.00
Repair and Maintenance	35,556.00	42,360.00
Sundry Expenses	51,571.62	58,382.04
Bank Charge	3,013.18	2,939.25
Additional Income Tax	-	13,284.50
Advisor	40,000.00	-
Contribution - Harbor Department	50,000.00	-
Total Administrative Expenses	2,431,747.44	2,324,239.32

BALANCE SHEETS

As at May 31, 2009 and 2008

	Baht	
	2009	2008
ASSETS		
Current Assets		
Cash on Hand and At Financial Institutions	3,190,836.19	2,697,726.48
Receivable from Members	82,024.22	138,931.65
Other Current Assets	59,354.78	62,592.74
Total Current Assets	3,332,215.19	2,899,250.87
Non-current Assets		
Equipment - Net	49,369.51	130,175.09
Other Non-current Assets	136,209.97	132,892.97
Total Non-current Assets	185,579.48	263,068.06
Total Assets	3,517,794.67	3,162,318.93
LIABILITIES AND ACCUMULATED FUND		
Liabilities		
Accrued Expenses	14,000.00	71,524.00
Other Current Liabilities	12,463.99	5,255.20
Total Current Liabilities	26,463.99	76,779.20
Total Liabilities	26,463.99	76,779.20
ACCUMULATED FUND		
Accumulated Fund Brought Forward		
Contributions from Bangkok Shipping Interest	40,930.76	40,930.76
Income exceeds (less than) expenditure	3,450,399.92	3,044,608.97
Total Accumulated Fund	3,491,330.68	3,085,539.73
Total Liabilities and Accumulated Fund	3,517,794.67	3,162,318.93

Accompanying notes are integral parts of the financial statement.





NOTES TO CONSOLIDATED FINANCIAL STATEMENT

for the Years Ended May 31, 2009 and 2008

1. SIGNIFICANT ACCOUNTING POLICIES

- 1.1 Income and Expenses are recorded on accrual basis but donation is recorded on cash basis.
 1.2 Property, Plant and 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.

Baht

	2009	2008
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2. CASH ON HAND AND AT FINANCIAL INSTITUTIONS

Cash in Hand	3,114.47	319.67
Cash in Bank - Current Account	162,946.36	284,651.56
Cash in Bank - Saving Account	22,646.20	22,542.97
Cash in Bank - Fixed Deposit	3,002,129.16	2,390,212.28
Total	3,190,836.19	2,697,726.48

3. OTHER CURRENT ASSETS

Interest Receivable	35,988.13	26,622.76
Prepayment (Board of Trade Membership)	8,750.00	8,750.00
Wine & Whisky	5,416.65	27,219.98
Cap	9,200.00	-
Total	59,354.78	62,592.74

4. EQUIPMENT (NET)

	As at May 31, 2008	Additional/ Purchase	Sales/ Transfer	As at May 31, 2009
Cost				
Office Furniture	385,587.75	-	-	385,587.75
Office Equipment	1,218,354.70	-	-	1,218,354.70
Telephone	78,140.19	2,317.75	-	80,457.94
Total	1,682,082.64	2,317.75	-	1,684,400.39
ACCUMALATED DEPRECIATION				
Office Furniture	374,943.21	9,389.96	-	384,333.17
Office Equipment	1,098,828.15	73,324.43	-	1,172,152.58
Telephone	78,136.19	408.94	-	78,545.13
Total	1,551,907.55	83,123.33	-	1,635,030.88
EQUIPMENT (NET)	130,175.09			49,369.51
Year End Depreciation	141,906.67			83,123.33

5. OTHER NON-CURRENT ASSETS

Withholding Income Tax	109,673.97	109,673.97
Lease Deposit - Office Space	26,536.00	23,219.00
Total	136,209.97	132,892.97

6. ACCRUED EXPENSES

Sport Activities	-	57,524.00
Accrued Audit Fee	14,000.00	14,000.00
Total	14,000.00	71,524.00

7. OTHER CURRENT LIABILITIES

Value Added Tax Payable	8,633.67	5,255.20
Withholding Tax Payable	87.75	-
Income Tax Payable	3,742.57	-
Total	12,463.99	5,255.20





BSAA MEMBERSHIP 2008-2009

ORDINARY MEMBERS

Company Name	Telephone No.
ALLIANCE SHIPPING SERVICES CO., LTD.	0-2673-9585-90
APL AGENCIES (THAILAND) LTD.	0-2661-5000
ASIAN NAVIGATION CO., LTD.	0-2670-9555
BANGKOK SHIPPING AGENCY LTD., THE	0-2261-3154-63
BEN LINE AGENCIES (THAILAND) LTD.	0-2352-3100
CENTRAL MARITIME CO., LTD.	0-2261-6565, 0-2261-6275-8
CHINA SHIPPING (BANGKOK) CO., LTD.	0-2679-9808
CMA CGM (THAILAND) LTD.	0-2352-3200
COSNAM SHIPPING CO., LTD.	0-2261-1888
EASTERN MARITIME (THAILAND) LTD.	0-2240-0110
ERAWAN MULTIMODAL SERVICES CO., LTD.	0-2440-0510-4
EVERGREEN SHIPPING AGENCY (THAILAND) CO., LTD.	0-2229-9999
F.H. BERTLING (THAILAND) CO., LTD.	0-2261-8300-1
GOLD SHIP CO., LTD.	0-2258-8899
GULF AGENCY COMPANY (THAILAND) LTD.	0-2650-7400
HANJIN SHIPPING (THAILAND) CO., LTD.	0-2367-5021-2
HAPAG-LLOYD (THAILAND) LTD.	0-2685-4200
HEUNG-A SHIPPING (THAILAND) CO., LTD.	0-2637-5400-17
HYUNDAI MERCHANT MARINE (THAILAND) CO., LTD.	0-2661-4488
ISS THORESEN AGENCIES LTD.	0-2250-0569, 0-2254-8437
JARDINE PACIFIC (THAILAND) LTD.	0-2253-7890
K LINE (THAILAND) LTD.	0-2625-0000
LINER CLASS CO., LTD.	0-2367-5810
LOTUS CONTAINER LINES CO., LTD.	0-2679-7747-8, 0-2679-8353-6
MAERSK LINE (THAILAND) LTD.	0-2752-9000, 0-2752-9999
MEDITERRANEAN SHIPPING (THAILAND) CO., LTD.	0-2714-7000
MISC AGENCIES (THAILAND) CO., LTD.	0-2367-3558-81
MITSUI O.S.K. LINES (THAILAND) CO., LTD.	0-2234-6252
NAM YUEN YONG SHIPPING CO., LTD.	0-2233-1807-9, 0-2236-1768-9
NEWSHIP AGENCIES (THAILAND) CO., LTD.	0-2237-9911
NGOW HOCK AGENCY CO., LTD.	0-2295-3737
NORDANA PROJECT & CHARTERING (THAILAND) CO., LTD.	0-2634-4255
NYK LINE (THAILAND) CO., LTD.	0-2267-9900, 0-2238-4500
OOCL (THAILAND) LTD.	0-2646-9500
PB AGENCIES CO., LTD.	0-2747-9477, 0-2747-9488
PEARL SHIPPING SERVICES CO., LTD.	0-2274-0054-9, 0-2274-0330-1
PRECIOUS SHIPPING PLC.	0-2696-8800
PRIME SHIPPING CO., LTD.	0-2249-8569-74, 0-2249-8661-2
RICO MARITIME (THAILAND) CO., LTD.	0-2240-3088
SAMUDERA TRAFFIC CO., LTD.	0-2367-3747-58
SCG LOGISTICS CO., LTD.	0-2341-9000
SEA STAR LOGISTICS CO., LTD.	0-2634-2435
SEALINK SHIPPING & CHARTERING CO., LTD.	0-2643-9820-5
SEALITE SHIPPING CO., LTD.	0-2697-4999
SEASWIFT SHIPPING SERVICES CO., LTD.	0-2712-7431-3, 0-2712-5112-4
SEAWAY EXPRESS CO., LTD.	0-2679-3345-6, 0-2679-4797-9
SIAM ECL CO., LTD.	0-2677-4401-8
SINOKOR MERCHANT MARINE (THAILAND) CO., LTD.	0-2636-7299
SKYLINE SHIPPING SERVICES CO., LTD.	0-2260-5481-94
STARLINE AGENCIES ASIA (THAILAND) LTD.	0-2725-5111

Company Name	Telephone No.
T.S. CONTAINER LINES (THAILAND) CO., LTD.	0-2204-7400
THAI INDIA CORPORATION LTD.	0-2296-1141-4
THAI MARITIME NAVIGATION CO., LTD.	0-2672-8690
THAI SHIPPING AGENCIES AND TRADING CO., LTD.	0-2249-9565, 0-2633-5644
THAI STAR SHIPPING CO., LTD.	0-2249-8633-42
TRANSPORT & FREIGHT FORWARDING INTERNATIONAL CO., LTD.	0-2671-8778
TRIPLE I MARITIME AGENCIES CO., LTD.	0-2636-7222
UNISEAS SHIPPING LTD.	0-2332-7561-6
UNITED ARAB SHIPPING AGENCY COMPANY (THAILAND) LTD.	0-2253-7890, 0-2253-7550
UNITED THAI SHIPPING CORPORATION LTD.	0-2254-8400
UNIVERSAL TRANSPORTATION LTD.	0-2285-0050
WALLEM SHIPPING (THAILAND) LTD.	0-2237-7830
WAN HAI LINES (THAILAND) LTD.	0-2679-7400
WILHELMSEN SHIPS SERVICE (THAILAND) LTD.	0-2679-1909, 0-2679-1919

ASSOCIATE MEMBERS

Company Name	Telephone No.
ATLANTIC FORWARDING CO., LTD.	0-2261-5659
BMT PACIFIC LTD.	0-2425-6999
C.M.I. MARITIME AGENCIES CO., LTD.	0-2682-8688-9
CONTAINER NETWORK CO., LTD.	0-2361-3921-4, 0-2361-3916-8
EASTERN SEA LAEM CHABANG TERMINAL CO., LTD.	0-3849-1255
EKACHAI CONTAINER TERMINAL CO., LTD.	0-2183-5111, 0-2183-5057-75
FALCON CONTAINER TRANSPORT CO., LTD.	0-2738-8371, 0-2738-8688-90
FORTRESS MARINE CO., LTD.	0-2741-4092-5
JTJB INTERNATIONAL LAWYERS CO., LTD.	0-2664-2288, 0-2664-2289
K.R.C. TRANSPORT & SERVICE CO., LTD.	0-3840-1309
KASE SHIPPING (THAILAND) CO., LTD.	0-2367-5688
KERRY SIAM SEAPORT LTD.	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.	0-2744-5589
MARINE SURVEYORS (THAILAND) LTD.	0-2266-7301-5, 0-2237-8392
NYK LOGISTICS (THAILAND) CO., LTD.	0-2206-8000
PHUKET SHIPPING SERVICES CO., LTD.	0-7621-1432, 0-7621-1447, 0-7621-4117
PIONEER OCEAN FREIGHT CO., LTD.	0-2367-3655-68
PRACHUAP PORT CO., LTD.	0-2630-0323-32
PRAMUANCHAI LAW OFFICE CO., LTD.	0-2219-2155-60
SC MANAGEMENT CO., LTD.	0-2341-9000
SCHENKER (THAI) LTD.	0-2269-6500
SGS (THAILAND) LTD.	0-2678-1813 ext. 1430-33
THAI BARGE CONTAINER SERVICES CO., LTD.	0-2963-8280-9
THAI LOGISTICS SERVICE CO., LTD.	0-2263-2111-3
TIFFA ICD CO., LTD.	0-2737-9990-6
TILLEKE & GIBBINS INTERNATIONAL LTD.	0-2653-5555
UNITED SUPPLY & TRANSPORT CO., LTD.	0-2391-8445, 0-2381-9293-4
WATSON FARLEY & WILLIAMS (THAILAND) LTD.	0-2665-7800, 0-2665-7878





The Bangkok Shipowners and Agents Association (BSAA)

Boonmitr Building, 12th Floor, 138 Silom Rd., Suriyawong, Bangrak, Bangkok 10500, Thailand

Tel: 0 2634 4046-7 Fax: 0 2634 4048

URL: www.thaibsaa.com Email: manager@thaibsaa.com, bsaa@loxinfo.co.th