



ANNUAL REPORT

2024-2025

**BANGKOK SHIPOWNERS
AND AGENTS ASSOCIATION**

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Executive Committee

2024-2026

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Sealite Shipping Co., Ltd.



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Siam ECL Co., Ltd.

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Seaway Express Co., Ltd.

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10 **Mr. Worawoot Thongton**
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11 **Mr. Suthep Sukittiphatthanakun**
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13 **Dr. Sumet Kheawngamdee**
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14 **Ms. Rattaya Kitayanon**
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23 **Mr. Natthavudh Bhuvakorakul**
SITC Container Lines (Thailand) Co., Ltd.
24 **Dr. Jaruwan Songsaeng**
United Thai Shipping Corp., Ltd.
25 **Mr. Chairat Homsetnan**
Wan Hai Lines (Thailand) Ltd.





BSAA Executive Committee

2024-2026

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COMMUNICATIONS AND STATISTICS

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Chairman's Report

The prolonged war between Russia and Ukraine, the conflict between Israel and Hamas and other armed groups and tensions in many parts of the world partly affected the world's economy. The global economic slowdown put pressure on the oil prices which gradually lowered to the level of about US\$65 per barrel since the beginning of 2025. But escalation of conflicts in the Middle East may trigger rise in oil prices.



Mr. Tom Chalermkarnchana
Chairman
Bangkok Shipowners and Agents Association



Thailand's GDP growth in 2024 was 2.5%, albeit lowest in ASEAN. Total exports in 2024 grew 5.4%, but Thailand still suffered a trade deficit of 6,280.4 million dollars. The country's exports continue to grow in 2025 with exports in May, 2025 hitting a record growth of 18.4%. This was because of speeding up export to the US to avoid Trump's reciprocal tariff which will be effective on 9th July 2025. Thailand's GDP growth in 2025 had earlier been forecast above 2%. Due to Trump's reciprocal tariff and the uncertainty situation, most analysts predicted the country's GDP growth in 2025 to be lower than 2%.

The country's tourism has not recovered to the pre-COVID level. Thailand's foreign

visitors increased from 28 million in 2023 to 35.5 million in 2024. Total tourists in 2025 are expected to be slightly lower than 2024.

The Bangkok Port had a throughput of 1.27 million TEU, a slight decrease of 0.2% or 3,631 TEU from a year before. Imports increased by 3.03%, possibly due to increased online ordering, whereas exports dropped by 5.52%. The BKP remains an import dominant port as import volume accounted for 63% of total volume. Some feeder vessels decided to skip BKP and called at private wharfs or LCP instead. However, the drop in throughput led to decision by the BKP to discontinue the on-carriage of import containers from private wharf



to BKP by barge. The BKP is a favourable terminal to many SMEs as container unstuffing became congested, especially during long periods of holidays like New Year or Songkran. One issue which BSAA closely followed up was the shortage of truck drivers. The BKP recruited new drivers which has partly eased the problem. Most other issues still remained unsolved. The chronic problems of loss of working time during change of shift, the damage to cargo inside containers due to flooding in the terminal, etc. Berth 20A still remained closed. BSAA representatives held meetings with the BKP regularly in an endeavor to reach the best solutions. The government seemed to push the Entertainment Complex (in a policy to optimize PAT's assets called "Mixed Use") in the city port.

Laem Chabang Port (LCP) had a total throughput of 9.555 million TEU in 2024, an increase of 8% from 2023. Import container volume increased by 9% and export container volume upped by 6%. Empty containers repositioned also increased by 5% from 1.565 million TEU in 2023. LCP and other eastern ports had a total of 22,885 calls compared to 21,374 calls in 2023.

LCP Phase III development, when completed in 2029, will increase container capacity from 11 million TEU (in Phase I and II) to 18 million TEU. LCP Phase III development will have 4 new container terminals (E1&E2, F1&F2). However, due to the changing world trade, Terminal E0 will be Ro-Ro and multi-purpose terminal.

The coastal Terminal A's throughput in 2024 shot up to 624,044 TEU. PAT is still working on a reduced rate for using Terminal A.

Ro-Ro activities in Thailand were mostly Pure Car Carrier (PCC) with import shipments of CBU from China.

LICD had a throughput of 1.308 million TEU in 2024, slightly down from 1.334 million TEU in 2023. Use of rail shuttling also improved to 34% for import containers and 38% for export containers.

The country's logistics development is underway as planned. PAT is going ahead with development plans to modernize the Bangkok Port as well as LCP Phase III development. The increasing volume of throughput at Laem Chabang led to congestion. The trucking congestion situation at LCP is getting worse. PAT is working on short term and long term solutions to help reduce the congestion problem at LCP. The truck Queue system will be implemented in coming months. The congestion problem will have to be solved by all concerned.

Thailand is moving forward with an overall Climate Change Act to strengthen its environmental policy and align with global standards. The law, expected to take effect in 2026, includes such key mechanisms as Mandatory Emissions Trading Scheme (ETS). Thailand's Carbon Border Mechanism (CBAM), Carbon Tax Framework, Corporate GHG Emissions Reporting and Climate Fund.

The Electronic Transactions Development Agency (ETDA) is also getting stricter about enforcing rules on Digital Platform services. BSAA will closely follow up on the subsequent enactment.

BSAA was able to resume most activities for members. The annual BSAA-PAT

golf, as usual, was actively participated. Members can get interesting and up to date information in the Association's website and face book page. BSAA News, BSAA's quarterly publication with interesting news and shipping knowledge, is very popular among readers.

I would like to take this opportunity to thank all sponsors for their support of the Association's activities and look forward to their continued support.

In conclusion, I wish to express my appreciation to members of the Executive Committee for their contribution to the Association. I also thank 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 had a throughput of 1.27 million TEU, slightly 0.2% or 3,631 TEU lower than 2023. Import containers increased by 3.03%, understandably from increase in online ordering, whereas export dropped by 5.52%. The import volume represented 63% of total throughput or about 36% more than export volume. The combined throughput of private wharfs in 2024 was about the same as a year earlier. The delays from last ports of call forced shipping lines to adjust their vessel schedules with some shipping lines deciding to skip BKP call and calling private wharf or LCP instead.

The BKP is still essential for SMEs and online business leading to container unstuffing congestion, especially long holiday periods during New Year and Songkran.

The drop in cargo volume caused the BKP

to discontinue contract for onward carriage of import containers from river private wharf to the Bangkok Port by barge.

The BKP accommodated 1,381 calls of Feeder vessels in 2024, a drop of 56 calls or 3.9%. There were totally 2568 calls of barge, an increase of 348 calls or 15.7%.

Most of the BKP issues still remained unsolved. Berth 20A remained closed. The flooding areas, especially yard C, during rainy season. Although the flooding was temporary, it caused damage to the cargo inside the containers. As a result, damage claims often took long time as the PAT/BKP opted to “Self-insure” system. The chronic issue of up to 2 hrs. loss of working time during shift changing still persisted.

One issue which the BKP had partly solves was the recruitment of additional

truck-drivers. This has helped increase allocation of trucking for each vessel, although it is not back to the level the BKP used to reach.

The government is rumoured to push the Entertainment Complex project in the Bangkok Port amid protests from some groups. PAT/BKP has repeatedly confirmed no relocation of the Bangkok Port and that the Entertainment Complex project in the Bangkok Port is in line with optimizing PAT assets or the Mixed Use policy. However, most logistics experts opine that it is not easy the two activities (Port and Entertainment) can share the same area.

BSAA representatives engaged in meetings with the BKP regularly to find the best solutions. PAT/BKP is committed to solving these issues and realization of giving the best services. ■

LAEM CHABANG & EASTERN PORTS

The throughput at Laem Chabang Port in 2024 was 9,554,673 TEUs, an increase of 8 % from 2023. The Import laden container volume increased by 9 % and the empty reposition volume increased by 5%. For the export laden increase 6%. There were 9,325 Calls of container vessels called at Laem Chabang Port. For breakbulk vessels, there were 69 Calls at Laem Chabang Port, 10,077 Calls at Sriracha, 2,296 Calls at Maptaphut and 543 Calls at Sattahip. There were 657 Call roro vessels that decreased by 3.5 %. There were 6 Passenger ships called at eastern ports. The total international vessels called in the Eastern Part of Thailand for both container and conventional were 22,885 Calls that 5% increase when compared with 2023 (21,734 Calls). The throughput at Laem Chabang barge Terminal A was 123,677 TUEs, decreased by 33 % and there were 1,267 Calls of barges that decreased by 47%. SRTO handled 472,690

TEUs, a substance increase of 1.4% higher than 2023. In 2024 Tug-Boat service at Laem Chabang Port, there are 19 Tugs (PAT=7 Tugs and Private owned=12 Tugs).

2024 Highlights :

1. Expansion of Laem Chabang Port Phase 3

Progress: Land reclamation for Phase 3 is on track at 2571. The project aim to increase container capacity from 11 million TEUs to 18 million TEUs annually. **Completion Timeline:** The entire project is slated for completion by 2029.

2. 2024 Multimodal Capability

SRTO container throughput was 539,721 TEU or 5.7% , Barge 465,816 TEU or 6.6% and Truck 8,300,506 or 87.7%.

3. Upgrading of Cruise Terminal Facilities

Enhancements: Plans include expanding the cruise terminal at Laem Chabang Port to accommodate larger vessels and improve



passenger services.

4. Progress on Automotive Terminal A5

Development: The A5 terminal, dedicated to vehicle handling, is undergoing improvements to increase capacity and efficiency.

5. Traffic Congestion Challenges

Current Situation: Laem Chabang Port and surrounding areas experience significant traffic congestion, particularly during peak hours and public holidays. This is attributed to the high volume of trucks transporting goods to and from the port, as well as the increasing number of vehicles on the road.

Impact: The congestion leads to delays in cargo handling and transportation, affecting the overall efficiency of port operations and increasing logistics costs. ■

DOMESTIC SHIPPING

Barge throughput in 2024 was 624,044 TEU, a substantial 8% increase over a year before. Total number of barge calls in 2024 was 8,669. After PAT had lifted the compulsory loading of import containers at the coastal Terminal A, barges are free to load import containers are TLC terminals directly. However, Terminal A is still important to barges. PAT is working on a reduced service rate at the coastal Terminal A. ■

ICD/OFF-DOCK

The total volume of containers passing through ICD Ladkrabang in 2024 compared to the year 2023 reduced by 1.77 %. Both import and export containers volumes dropped.

SRT keeps promotion of reducing import tariff so it can induce cargo volume to move via train instead of truck. But SRTO at LCH operated slower than TLC terminals when they handled their own cargo. The frequency of the train SRT can perform well about 10-13 trips per day.

ICD Throughput 2023 Vs 2024

	2023	2024	Incr. / Decr. %
IMPORT	585,770	564,310	-3.8%
EXPORT	748,132	743,930	-0.56%
TOTAL	1,333,902	1,308,240	-1.77%

About 34 % of import containers to the ICD were moved by rail in 2024, an increase of 4 % compared to 2023. The volume of 2024 export containers moved by rail also increase by 4.97 % compared to 2023 as well.

IMPORT : ICD Throughput 2023 Vs 2024

Import	2023	Train/Truck Ratio	2024	Train/Truck Ratio
Train	176,071	30.06%	192,237	34.06%
Truck	409,699	69.94%	372,073	65.94%
Total	585,770	100%	564,310	100%

EXPORT : ICD Throughput 2023 Vs 2024

Import	2023	Train/Truck Ratio	2024	Train/Truck Ratio
Train	248,142	33.17%	285,324	38.14%
Truck	499,990	66.83%	458,606	61.86%
Total	748,132	100%	743,930	100%

Traffic in the ICD

Traffic was normal during early and mid-week but heavy during weekend due to nature of the container business. Road repairs in some periods also affected bad traffic.

Renewal of Concession

After new instructions, SRT let Chulalongkorn University and Thammasat University do the feasibility studies comparing between starting a new tender or proceeding with the old winner. Now SRT will resubmit to the cabinet again for their decision. ■

NON-CONTAINERIZED SERVICE



Conclusion of Ro-Ro situation in CY 2024

■ General situation

1. Ro-Ro shipping line still facing the continuity of berth congestion and allocation during period of Oct - May due to cruise ship season are priority berthing at A1 (around 10-12 ship/month)
2. Blowing plant seed from the nearby mountain drop to covered the vehicle at the A5 exporting yard which impact to delay in operation with increasing cost for removal in winter season
3. Sugar crystal blow from A4 terminal to coat on vehicle surface at the A5 pre-loading area from time to time which cause of increasing cost for cleaning and uncontrollable delay in loading operation

■ Update policy of EV 3.5 are the following

1. CBU (complete built up units) is allowed to import during year 24-25 to be offset for CBU imported is required according to following condition
2. MUST produce offset production domestically for CBU imported at least ratio 1:2 by 2026 and 1:3 by 2027 (Passenger cars with SRP-suggested rate price not over 2M THB, the offset production can be any model but if SRP between 2M-7MTHB, the offset production must be same model as imported)
3. MOU agreement must be signed and obtained approval letter for tax incentives from Excise department
4. The car maker must place Bank guarantee
5. The car maker must obtain Thai industrial Standards and International Standards from Automotive and Tyre Testing Research and Innovation Center (ATTRIC) ■

PCC throughput reported by PCC shipping line in 2024

Month	No. of vessel	Export vol. (units)	Import vol.(units)	T/S vol. (in & out / units)	Remarks
Jan	50	90,678	12,112	18,961	10 cruise ships
Feb	50	90,240	19,951	11,017	12 cruise ships
Mar	48	79,950	6,631	8,119	8 cruise ships
Apr	47	62,385	13,061	6,179	2 cruise ships
May	50	92,735	11,527	8,217	2 cruise ships
Jun	50	94,440	9,052	11,027	2 cruise ships
Jul	43	74,350	11,268	7,892	-
Aug	54	94,156	10,147	13,142	-
Sep	43	72,497	7,945	5,400	-
Oct	52	92,835	12,740	12,840	2 cruise ships
Nov	52	87,666	8,586	5,695	4 cruise ships
Dec	48	86,608	10,458	22,857	6 cruise ships
Total	539	1,018,540	133,478	131,346	

*Note : Passenger cruise berth at LCB-A1 only

LOGISTICS

Port Authority of Thailand (PAT) has a development plan for Bangkok port (Klong Toey) and Laemchabang port (Phase III).

Bangkok port, PAT is developing automated container terminal, Multimodal transport, Distribution center and Linking express way to Bangkok port (S1 expressway project). PAT also have a master plan for land development by zoning for smart port and terminal, commercial area, truck parking area, sport complex and public garden. Recently Bangkok port announced to use E-gate for trucks, this is facilitated delivery cargo in/out of port more efficiency.

Laemchabang port, PAT is developing Laemchabang port Phase III to accept more cargo upto 18.1 million TEU in full capacity. Currently LCH phase I (A & B zone) & phase II (C&D) can accept only 11.1 million TEU and volume is going to be around 10.5 million TEU by end of this year 2025 which already full capacity. Phase III (Terminal F1 F2 & E1 E2) is developing, GPC International Terminal has been awarded the concession contract since 2021 for F1 & F2. Terminal F1 was planned to operate on beginning of 2028 which expected to reduce Laemchabang port congestion.

Laemchabang port congestion

Statistics of container throughput in LCH port, looking back 5 years the growth of volume is about 2.2% every year or growth around 200,000 teu +/- but in 2024 the growth is about 8% or around 700,000 tues increased, total volume of 2024 is 9.4



million TEUs. This is a leap forward growth, growing about 3-4 years in advance. The statistics volume for the first 5 months of 2025 compared to 2024, the growth is about 10%. From significant growth of volume, traffic in Laemchabang port is quite congested, there is 15,000 trucks upto 20,000 trucks go into LCH port per day, trucks take time for receive and delivery container averagely more than 6 hours and sometimes truck turnaround time is up to 15-20 hours per container. It is a huge loss in both of high cost and health of drivers. Ministry of Transport and PAT is solving LCH port congestion, targeting to reduce truck turnaround time to be 3-4 hours by applying truck queue system 100% within August 2025. Moreover, PAT and LCH port are also arranging Master plan for port development in long term and in a short term PAT is increasing buffer area and equipment including dredging the navigation channel and berth depth, develop mobile application (dashboard) and truck parking area. This is to solve LCH port congestion in urgent need, for long term problem solving we have to wait F1 terminal start operation and adjusting the Master plan to increase infrastructure matching with the growth volume. ■

LAW & REGULATION

Thailand's Draft Climate Change Act

Thailand is moving forward with an overall Climate Change Act to strengthen its environmental policies and align with global standards. A revised draft of the Act, launched for public hearing in November 2024 by the Ministry of Natural Resources and Environment (MNRE), includes significant updates such as a Carbon Border Adjustment Mechanism (CBAM), a redesigned Emissions Trading Scheme (ETS), and an enhanced carbon tax system. These measures aim to reduce greenhouse gas (GHG) emissions, prevent carbon leakage, and promote sustainable industry practices.

As of now, the Department of Climate Change and Environment is awaiting input from the Ministry of Finance on the proposed Climate Fund, which will support climate-related business innovation. Once finalized, the draft is expected to receive cabinet approval in 2025 and effect in 2026 following a Council of State review.

Key mechanisms including;

1. Mandatory Emissions Trading Scheme (ETS):

The ETS is a system that sets limits on how much GHG certain industries can emit. Companies will receive a set number of emissions permits, and if they emit less than their limit, they can sell the extra permits to others. This system encourages businesses to reduce their emissions. Details about which industries will be included will come later, but likely focus on high-energy sectors

2. Thailand's Carbon Border Adjustment Mechanism (CBAM):

This new mechanism, inspired by the EU model, requires importers of carbon-intensive goods to declare the emissions of their products and purchase carbon adjustment certificates. Deductions are allowed for carbon prices already paid in exporting countries. The policy ensures fair competition and discourages production relocation to countries with laxer environmental rules.

3. Carbon Tax Framework:

A carbon tax of up to THB 120 per unit will be imposed on industrial emitters and importers. Payments can be deducted during ETS auctions, and further deductions may apply for carbon taxes paid on raw materials used in production.

4. Corporate GHG Emissions Reporting:

Mandatory emissions reporting will apply to businesses within designated categories. Companies must disclose data transparently through standardized reporting and validation processes. This will support the development of national climate policies and the implementation of the ETS.

5. Climate Fund:

The Climate Fund will be established using revenue from ETS, carbon taxes, CBAM fees, and other public-private sources. It

will provide financial backing for emissions reduction projects and research.

The draft Climate Change Act introduces a significant shift in Thailand's climate governance, especially for carbon-intensive industries and importers. Businesses are encouraged to proactively assess their carbon footprints, prepare for new reporting requirements, and explore opportunities for emissions reduction and innovation. Early compliance planning will be exceeded to maintaining competitiveness in a low-carbon economy. ■

MEMBER ACTIVITIES AND BENEFITS



In the past year of 2024-2025, BSAA organized and participated in several activities of government sectors and other organizations to continuously support member's interest both directly and indirectly. We keep sharing information in any developments regarding transportation and logistics industry to all members as the same as every year.



We presented our donation of "PAT Check-Dam Construction Project or คน.....เก็บน้ำให้แผ่นดิน 2024" to PAT

We held the 57th Annual General Meeting at The Banyan Tree Hotel, Bangkok. Many members participated in the meeting with overwhelming and warm enthusiasm.



We were very appreciative to have special guests in our Lunch Talk and Dinner Talk. The events were well received with great response from many members. The honor speakers shared useful information and discussed with members in interesting topics.

We have also continuously arranged Training Program for Logistics & Shipping industry for our members. We would deeply appreciate your great support for honor instructors to continuously support passing on knowledge to all members. We expect to keep organizing the training program in more scales of logistic business in future.



We held the 25th BSAA-PAT Annual Friendship Golf Tournament in 2024, 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.

BSAA and members offered warm New Year Greetings to Directors of government agencies such as PAT, Laem Chabang Port, Customs Dept. Marine Dept and BOT/ TCC . ■



Activities of year 2024-2025

14/06/2024	BSAA Chairman presents our donation to Khun Kriengkrai, Director-General of Port Authority of Thailand and Lt. Yutana Mokekhaow, PAT Deputy Director-General (head of this project) for PAT's Check-dam Construction Project or "คน.....เก็บน้ำให้แผ่นดิน" ปี 2567 at PAT Bldg., 17 Fl.
22/06/2024	BSAA and Member Shipping Lines joined BANGKOK PORT CARNIVAL RALLY 2024
04/07/2024	BSAA congratulated and donated to Ramathibodi Foundation on the occasion of The Thai Customs Department 150th Anniversary.
13/07/2024	BSAA joined PAT's "TA RUA OPEN" Charity Petanque Tournament.
24/07/2024	BSAA joined PAT's Workshop on ISPS Code Exercise 2024
31/07/2024	57th Annual General Meeting at The Banyan Tree Bangkok Hotel
24/08/2024	BSAA joined PAT's Workshop on Port Community System (PCS)
30/08/2024	BSAA joined the PAT's opening ceremony for Rail Mounted Shoreside Gantry Crane
30/08/2024	Lunch Talk on PAT's Developments by Mr. Kriengkrai Chaisiriwongsuk – Director General Port Authority of Thailand at Banyan Tree Bangkok.
28/10/2024	BSAA congratulated the Pilot Bureau - MARINE DEPARTMENT on the occasion of 89th Anniversary.
29/11/2024	25th BSAA-PAT Annual Friendship Golf Tournament 2024 at The Vintage Club, Bangbor, Samutprakarn
27/12/2024	New Year Greetings to Lt. Poom Saengkam, Managing Director of BKP and Lt. Yutana Mokekhaow, Managing Director of LCP Port
02/01/2025	New Year Greetings to Khun Theeraj Athanavanich, Director-General of Customs Dept.
03/01/2025	New Year Greetings to Khun Kriengkrai Chaisiriwongsuk, Director-General of PAT
07/01/2025	New Year Greetings to Khun Kritetch Chaichuay, Marine Dept. Director-General
14/01/2025	New Year Greetings to Khun Sanan Angubolkul, Chairman of The BoT/TCC
23/01/2025	BSAA and TICTA Lunch Meeting at Chef Thanom
07/02/2025	BSAA Members Get-Together Cocktail Party at Banyan Tree Bangkok.
05/03/2025	BSAA-TNSC Friendship Golf and Dinner took place at the Krungthep Kreetha Golf Club
07/04/2025	BSAA joined the Marine Dept's opening ceremony of Rama IIV Wharf
24/04/2025	Training on Green Energy by Khun Phuangphan Srithong- Manager of Low Carbon Business Certification Office at Chatrium Residence Sathon Bangkok
07/05/2025	BSAA Chairman Khun Tom Chalermkanchana and BSAA Manager have a meeting with FONASBA
08/05/2025	BSAA attended a meeting on Truck Queue system at LCP.

COMMUNICATIONS AND STATISTICS



BSAA keeps our website and facebook page up to date for our members and other interesting people. The monthly update of statistics in our website is widely used by members.

BSAA News, our quarterly publication with up to date and educational articles, has proved to be very popular among readers.



Facebook QR code
Website : <http://www.thaibsaa.com>

Thailand Container Port Throughput Statistics

Inbound Throughput 2023 Vs 2024 (January - December)

	2023			2024			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	765,263	15,173	780,437	786,835	17,233	804,068	21,572	2,060	23,632	2.82	13.57	3.03
LCP	2,861,578	1,565,074	4,426,652	3,120,820	1,652,318	4,773,138	259,242	87,245	346,486	9.06	5.57	7.83
Private	150,637	56,287	206,924	149,892	51,612	201,504	-745	-4,675	-5,420	-0.49	-8.31	-2.62
Songkhla	26,754	48,218	74,972	32,686	40,478	73,164	5,932	-7,740	-1,808	22.17	-16.05	-2.41
Total	3,804,232	1,684,752	5,488,984	4,090,233	1,761,641	5,851,874	286,001	76,889	362,890	7.52	4.56	6.61

Outbound Throughput 2023 Vs 2024 (January - December)

	2023			2024			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	467,154	26,655	493,809	441,696	24,850	466,546	-25,458	-1,805	-27,263	-5.45	-6.77	-5.52
LCP	4,296,219	145,369	4,441,588	4,552,730	228,806	4,781,536	256,511	83,437	339,948	5.97	57.40	7.65
Private	233,933	11,031	244,964	240,988	23,209	264,197	7,055	12,178	19,233	3.02	110.40	7.85
Songkhla	68,259	3,768	72,027	65,117	3,356	68,473	-3,142	-412	-3,554	-4.60	-10.93	-4.93
Total	5,065,565	186,823	5,252,388	5,300,531	280,221	5,580,752	234,967	93,398	328,364	4.64	49.99	6.25

Total Throughput 2023 Vs 2024 (January - December)

	2023			2024			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	1,232,417	41,829	1,274,246	1,228,531	42,083	1,270,614	-3,886	255	-3,631	-0.32	0.61	-0.28
LCP	7,157,797	1,710,443	8,868,239	7,673,550	1,881,124	9,554,673	515,753	170,681	686,434	7.21	9.98	7.74
Private	384,570	67,318	451,888	390,880	74,821	465,701	6,310	7,503	13,813	1.64	11.15	3.06
Songkhla	95,013	51,986	146,999	97,803	43,834	141,637	2,790	-8,152	-5,362	2.94	-15.68	-3.65
Total	8,869,797	1,871,575	10,741,372	9,390,764	2,041,862	11,432,626	520,967	170,287	691,254	5.87	9.10	6.44

Inbound Throughput 2024 Vs 2025 (January - May)

	2024			2025			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	322,092	7,949	330,041	324,364	10,050	334,414	2,273	2,101	4,374	0.71	26.43	1.33
LCP	1,242,082	690,782	1,932,864	1,441,295	712,640	2,153,935	199,213	21,858	221,071	16.04	3.16	11.44
Private	61,970	22,003	83,973	59,350	18,552	77,902	-2,620	-3,451	-6,071	-4.23	-15.68	-7.23
Songkhla	11,900	14,480	26,380	14,512	14,196	28,708	2,612	-284	2,328	21.95	-1.96	8.82
Total	1,638,044	735,214	2,373,258	1,839,522	755,438	2,594,959	201,478	20,224	221,702	12.30	2.75	9.34

Outbound Throughput 2024 Vs 2025 (January - May)

	2024			2025			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	182,208	8,337	190,545	174,758	15,566	190,324	-7,450	7,229	-221	-4.09	86.72	-0.12
LCP	1,836,782	72,649	1,909,430	1,961,738	104,320	2,066,058	124,956	31,672	156,628	6.80	43.60	8.20
Private	105,446	7,217	112,663	94,602	10,935	105,537	-10,844	3,718	-7,126	-10.28	51.52	-6.33
Songkhla	24,198	1,928	26,126	25,225	1,680	26,905	1,027	-248	779	4.24	-12.86	2.98
Total	2,148,634	90,130	2,238,764	2,256,323	132,501	2,388,824	107,689	42,371	150,060	5.01	47.01	6.70

Total Throughput 2024 Vs 2025 (January - May)

	2024			2025			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	504,300	16,286	520,585	499,122	25,616	524,738	-5,178	9,330	4,153	-1.03	57.29	0.80
LCP	3,078,864	763,430	3,842,294	3,403,033	816,960	4,219,993	324,169	53,530	377,699	10.53	7.01	9.83
Private	167,416	29,220	196,636	153,952	29,487	183,439	-13,464	267	-13,197	-8.04	0.91	-6.71
Songkhla	36,098	16,408	52,506	39,737	15,876	55,613	3,639	-532	3,107	10.08	-3.24	5.92
Total	3,786,678	825,344	4,612,021	4,095,844	887,939	4,983,783	309,167	62,595	371,762	8.16	7.58	8.06



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, 2025, 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, 2025, 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 26, 2025

Financial Statement

As at May, 2024 and 2025



Statement of Income and Expenses

for the Year End May 31st, 2025

	2025	2024 ^{Baht}
Income		
Membership Fees	3,193,600.00	3,158,000.00
Meetings and Seminars	1,067,537.31	1,313,317.73
Newsletter	758,030.00	579,830.00
BSAA Sport Activities	631,200.00	541,644.86
Interest Income	22,956.56	17,244.52
Other Income	80.37	237.20
Total Income	5,673,404.24	5,610,274.31
Expenses		
Meetings and Seminars	982,406.67	1,038,229.92
Newsletter	532,431.00	395,335.25
BSAA Sport Activities	415,981.38	391,172.75
Administrative	2,853,380.78	4,102,009.60
Income Tax	51,432.62	50,438.24
Total Expenses	4,835,632.45	5,977,185.76
Income Exceeds (less than) Expenses	837,771.79	(366,911.45)

Accompanying notes are integral parts of the financial statement

Balance Sheet

for the Year End May 31st, 2025

note	2025	2024 ^{Baht}
ASSETS		
Current Assets		
Cash and Cash Equivalents 2	2,409,010.18	1,447,298.10
Receivable from Members	175,582.65	229,155.12
Other Current Assets 3	46,815.94	34,282.51
Total Current Assets	2,631,408.77	1,710,735.73
Non-current Assets		
Equipment - Net 4	44,630.05	16,400.13
Other Non-current Assets 5	206,802.97	206,053.97
Total Non-current Assets	251,433.02	222,454.10
Total Assets	2,882,841.79	1,933,189.83
LIABILITIES AND ACCUMULATED FUND		
Current Liabilities		
Accrued Expenses 6	16,000.00	16,000.00
Income Tax	38,794.76	39,123.19
Other Current Liabilities 7	39,966.73	17,095.76
Total Current Liabilities	94,761.49	72,218.95
Non-current Liabilities		
Non-current Provisions for Employee Benefits	89,337.63	-
Total Non-current Liabilities	89,337.63	-
Total Liabilities	184,099.12	72,218.95
Accumulated Fund		
Accumulated Fund Brought Forward		
Contributions from Bangkok Shipping Interest	40,930.76	40,930.76
Income exceeds (less than) expenditure	2,657,811.91	1,820,040.12
Total Accumulated Fund	2,698,742.67	1,860,970.88
Total Liabilities and Accumulated Fund	2,882,841.79	1,933,189.83

Accompanying notes are integral parts of the financial statement

Administrative Expenses

for the Year End May 31st, 2025

	2025	2024 ^{Baht}
Salary and Other Remunerations	1,993,680.00	2,379,860.00
Retirement Benefits	-	933,633.20
Employee Benefits Expenses	89,337.63	-
Office Rental	355,200.00	355,200.00
Parking Fee	21,025.00	15,445.00
Transportation	97,379.00	98,230.00
Stationery and Office Supplies	10,383.53	14,284.88
Depreciation	10,193.45	25,871.65
Postage	8,103.00	6,324.00
Electricity & Water	75,069.17	84,370.78
Audit Fee	16,000.00	16,000.00
Telephone	11,703.00	17,423.50
Office Cleaning Expenses	33,600.00	32,200.00
Staff Accident and Health Insurance	35,806.00	26,565.00
Membership Fee (Board of trade)	20,000.00	20,000.00
Newspaper Subscription	2,625.00	2,600.00
Repair and Maintenance	626.00	9,093.63
Expenses for Internet	24,979.00	24,368.00
Social Contribution	14,000.00	25,755.00
Bank Charge	466.00	341.00
Donation :-		
- PAT Dam Project	20,000.00	-
- PAT	3,000.00	3,000.00
- Custom Dept.	6,000.00	-
Uniform-Badge	-	7,520.00
Sundry Expenses	4,205.00	3,923.96
Total	2,853,380.78	4,102,009.60

Accompanying notes are integral parts of the financial statement



Notes to Consolidated Financial Statement

As at May 31st, 2025

1. SIGNIFICANT ACCOUNTING POLICIES

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

1.2 Equipment

Equipment are stated at cost after deduction of accumulated depreciation.

Depreciation is calculated by straight-line method over the estimated useful of the assets at 20% per year

2. CASH AND CASH EQUIVALENTS

	2025	2024 ^{Baht}
Cash in Hand	3,895.00	12,748.00
Cash in Bank - Saving Account	805,115.18	734,550.10
Cash in Bank - Fixed Deposit	1,600,000.00	700,000.00
Total	2,409,010.18	1,447,298.10

3. OTHER CURRENT ASSETS

Interest Receivable	11,149.32	5,695.89
Prepayment:-		
- Board of Trade Membership	11,666.62	11,666.62
- Expenses for Internet	2,700.00	2,700.00
- Badge	14,020.00	14,220.00
- Wisky	7,280.00	-
Total	46,815.94	34,282.51

4. EQUIPMENT (NET)

COST

Office Furniture	487,209.43	482,709.43
Office Equipment	1,428,267.31	1,394,343.94
Telephone	93,391.58	93,391.58
Total	2,008,868.32	1,970,444.95

ACCUMALATED DEPRECIATION

Office Furniture	479,168.25	477,669.06
Office Equipment	1,391,686.44	1,382,992.18
Telephone	93,383.58	93,383.58
Total	1,964,238.27	1,954,044.82

EQUIPMENT (NET)

44,630.05 16,400.13

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	8,239.00	7,490.00
Total	206,802.97	206,053.97

6. ACCRUED EXPENSES

Accrued Audit Fee	16,000.00	16,000.00
Total	16,000.00	16,000.00

7. OTHER CURRENT LIABILITIES

Value Added Tax Payable	7,109.33	8,061.57
Withholding Tax Payable	8,857.40	6,034.19
Social Securities Payable	3,000.00	3,000.00
Deferred Revenue-Meetings	21,000.00	-
Total	39,966.73	17,095.76

BSAA Membership 2024–2025



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 2022 7300
6	COSCO SHIPPING LINES (THAILAND) CO., LTD.	0 2160 5299
7	COSIAM TRANSPORT CO., LTD.	0 2258 9994
8	CU LINES (THAILAND) CO., LTD.	0 2116 3370-75
9	ESL AGENCY (THAILAND) CO., LTD.	0 2483 5460
10	EVERGREEN SHIPPING AGENCY (THAILAND) CO., LTD.	0 2229 9999
11	FUJITRANS (THAILAND) CO., LTD.	0 2632 7711
12	GULF AGENCY COMPANY (THAILAND) LTD.	0 2650 7400
13	HAPAG-LLOYD (THAILAND) LTD.	0 2685 4200
14	HEUNG A LINE (THAILAND) CO., LTD.	0 2059 6200
15	HMM (THAILAND) CO., LTD.	0 2115 0088
16	INCHCAPE SHIPPING SERVICES (THAILAND) LTD.	0 2672 3070-2
17	INTERASIA LINES (THAILAND) CO., LTD.	0 2285 6250
18	JINJIANG SHIPPING AGENCY (THAILAND) CO., LTD.	0 2460 9659
19	K LINE (THAILAND) LTD.	0 2625 0000
20	KASE SHIPPING (THAILAND) CO., LTD.	0 2367 5688
21	KMTC (THAILAND) CO., LTD.	0 2120 9500
22	MAERSK LINE (THAILAND) LTD.	0 2752 9000
23	MEDITERRANEAN SHIPPING (THAILAND) CO., LTD.	0 2460 6400
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 CO., LTD.	0 2696 8800
34	RICO MARITIME (THAILAND) CO., LTD.	0 2240 3088
35	S 5 ASIA LTD.	0 2253 7890
36	SAMUDERA TRAFFIC CO., LTD.	0 2460 9988
37	SCG LOGISTICS CO., LTD.	0 2341 9000
38	SEA STAR LOGISTICS CO., LTD.	0 2286 2488-93
39	SEA UNITY CO., LTD.	0 2634 0370
40	SEAGLOW SHIPPING LINES CO., LTD.	0 2119 5248-60
41	SEALEAD SHIPPING (THAILAND) LTD.	0 2502 8130
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 2035 6979
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	TNS LOGISTICS AND AGENCY CO., LTD.	0 2361 7500
53	TRIPLE I MARITIME AGENCIES CO., LTD.	0 2681 8988
54	UNITED THAI SHIPPING CORPORATION LTD.	0 2254 8400
55	WALLEM SHIPPING (THAILAND) LTD.	0 2237 7830
56	WALLENUS WILHELMSEN SOLUTIONS CO., LTD.	0 2114 7409
57	WAN HAI LINES (THAILAND) LTD.	0 2679 7400
58	WILHELMSEN PORT SERVICES (THAILAND) LTD.	0 2116 8928
59	X-PRESS FEEDERS AGENCY (THAILAND) CO., LTD.	0 2238 2511-15
60	YANG MING LINE (THAILAND) CO., LTD.	0 2770 9668
61	ZIM (THAILAND) CO., LTD.	0 2028 0508

ASSOCIATE 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
5	CORDSTRAP (THAILAND) CO., LTD.	0 3811 0901-3
6	DHIPAYA INSURANCE PUBLIC CO., LTD.	0 2239 2200
7	EASTERN SEA LAEM CHABANG TERMINAL CO., LTD.	0 3300 5678
8	GPC INTERNATIONAL TERMINAL CO., LTD.	0 2080 4499
9	HUTCHISON LAEMCHABANG TERMINAL LTD.	0 3840 8700
10	INFINITY SHIPPING (THAILAND) CO., LTD.	0 2634 2128-33
11	ISS GLOBAL FORWARDING (THAILAND) CO., LTD.	0 2115 6241-44
12	JTJB INTERNATIONAL LAWYERS CO., LTD.	0 2106 8315
13	K.R.C. TRANSPORT & SERVICE CO., LTD.	0 3840 1309
14	KLN SEAPORT LTD.	0 2686 8999
15	LAEM CHABANG INTERNATIONAL TERMINAL CO., LTD.	0 3840 8200
16	LCB CONTAINER TERMINAL 1 LTD.	0 3840 8600
17	M&R SERVICE CO., LTD.	0 2337 1751-3
18	NS INTERNATIONAL (THAILAND) CO., LTD.	0 2665 6710-15
19	PIONEER OCEAN FREIGHT CO., LTD.	0 2367 3655-68
20	POONPIPAT CO., LTD.	0 2233 3990
21	PRACHUAP PORT CO., LTD.	0 2630 0323-32
22	PRAMUANCHAI LAW OFFICE CO., LTD.	0 2219 2155-60
23	SAHATHAI TERMINAL PUBLIC CO., LTD.	0 2386 8000
24	SCGJWD LOGISTICS PUBLIC CO LTD.	0 2710 4000
25	SIAM COMMERCIAL SEAPORT CO., LTD.	0 2753 4171-6
26	SIAM CONTAINER TERMINAL CO., LTD.	0 2708 1011-20
27	SIAM SHORESIDE SERVICE LTD.	0 2763 5000
28	THAI CONNECTIVITY TERMINAL CO., LTD.	0 2754 4501-9
29	THAI INTERNATIONAL CONTAINER TERMINAL CO., LTD.	0 2092 7888
30	TIFFAICD CO., LTD.	0 2737 9990-6
31	TILLEKE & GIBBINS INTERNATIONAL LTD.	0 2056 5555
32	UNITED SUPPLY & TRANSPORT CO., LTD.	0 2391 8445 0 2381 9293-4
33	YUSEN LOGISTICS (THAILAND) CO., LTD.	0 2034 8000



BSAA

2024-2025
**ANNUAL
REPORT**

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