



2025
2026

ANNUAL REPORT

BSAA

Bangkok Shipowners
and Agents Association



Executive Committee



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HONORARY CHAIRMAN

left to right



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



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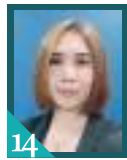
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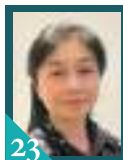
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2025-2027

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Sealite Shipping Co., Ltd.

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Alliance Shipping Services Co., Ltd.
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Ngow Hock Agency Co., Ltd.
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PCL Agencies Co., Ltd.
5. Dr. Sunton Phajon
Starline Agencies Asia (Thailand) Ltd.
6. Mr. Supoj Mongkolsirikiat
Wallem Shipping (Thailand) Ltd.

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Siam ECL Co., Ltd.

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8. Mrs. Phornthip Triratphadungporn
Seaway Express Co., Ltd.

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Bangkok Barge Service Co., Ltd.
10. Mr. Worawoot Thongton
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25. Ms. Napassarwan Chinroongrotch
ESL Agency (Thailand) Co., Ltd.
26. Mr. Poomsit Chitamara
SeaLead Shipping (Thailand) Ltd.



BSAA Executive Committee

2025-2027

BANGKOK PORT AND OTHER PORTS

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LAEM CHABANG PORT

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DOMESTIC SHIPPING

Convenor	PCL Agencies Co., Ltd.	nvzskitti@gmail.com
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VAT

Convenor	CMA CGM (Thailand) Limited.	thd.wthongton@cma-cgm.com
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LAW AND REGULATION

Convenor	Sealite Shipping Co., Ltd.	tom@sealite.co.th
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Chairman's Report

The past year has been characterized by both robust growth and significant operational challenges across Thailand's major gateways.

Laem Chabang Port (LCP) demonstrated strong performance, with container throughput increasing by 9.4% to over 10.45 million TEUs. However, this surge has brought LCP near its maximum capacity, resulting in severe traffic congestion where truck waiting times peaked at 16–24 hours. In response, the Port Authority of Thailand (PAT) has implemented short-term measures, including a real-time "Smart Traffic" dashboard and a truck queuing system. Progress on LCP Phase 3 remains on track, with commercial operations targeted for late 2027.

In contrast, **Bangkok Port** saw stable container volumes of 1.27 million TEUs. While cooperation with port management remains positive, the port continues to struggle with low productivity—averaging 25–26 containers per hour—and delays in opening Berth 20A. We have also seen a significant shift toward barge services (up 13.6%) as feeder vessels increasingly discharge Bangkok-bound cargo at LCP to avoid delays.

Additionally, the **Songkhla Port** has entered a new era with a 25-year concession extension and major equipment upgrades.

The Association remains committed to the government's policy of shifting cargo from road to rail to reduce costs and emissions. At **ICD Ladkrabang**, although total volume dropped by 3.21%, the proportion of containers moved by rail increased to approximately 41–42%.

A major highlight this year is the digital transformation at Bangkok Port. The transition toward a "Smart & Green Port" has seen the successful pilot of the e-DO (Electronic Delivery Order) system, which has drastically reduced cargo release times from three days to just one day. We are now moving toward the implementation of e-B/L (Electronic Bills of Lading) to further modernize our logistics hub.

On the regulatory front, we are closely monitoring the new China's Maritime Law (effective May 2026), which recognizes electronic records and expands carrier liability. Furthermore, the IMO's Net-Zero Framework is set to introduce a global fuel standard and pricing mechanism by 2027, mandating a transition to zero-emission technology.

Domestically, the Association continues to support members facing VAT refund delays, particularly regarding slot exchange arrangements. We have advised member lines to explicitly link ancillary expenses, such as container repairs, to the Bill of Lading to qualify for 0% VAT. We also served as advisors for the Port Authority of Thailand Act amendments to ensure port land is utilized strictly for water transport and port-related benefits.

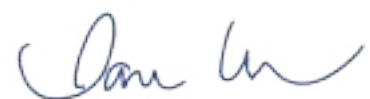
Coastal shipping has shown impressive resilience, growing by 12.72% in 2025. We are actively advocating for a 40% reduction in handling charges (LOLO rates) to enhance the competitiveness of waterborne transport. In the automotive

sector, while overall exports declined by 6%, Thailand is successfully transitioning into an EV hub, with domestic production of electric passenger cars surging by over 794%.

BSAA has remained a vibrant community, hosting the Member Get Together, the 26th BSAA–PAT Friendship Golf Tournament, and various "Lunch Talk" sessions on topics like LCP Phase III and the EEC.

As we navigate the complexities of global trade and environmental mandates, the BSAA will continue to safeguard member interests through proactive dialogue with government agencies and the provision of specialized training. I thank all members and our partner organizations for their continued dedication to enhancing the competitiveness of Thailand's maritime industry.

Yours sincerely,



Mr. Tom Chalermkarnchana
BSAA Chairman



Mr. Tom Chalermkarnchana
Chairman
BSAA

Sub-committee Report

BANGKOK PORT AND OTHER PORTS

Container throughput at Bangkok Port in 2025 (January–December) reached 1.27 million TEUs. Compared to 2024, this volume remained nearly unchanged, seeing only a marginal increase of 641 TEUs or 0.05%. Both inbound and outbound container volumes were stable, with an import-to-export ratio of 63:37. In contrast, container throughput at private terminal along the Chao Phraya River decreased by 6.6% compared to 2024. Bangkok Port continues to play a vital role for small-scale importers and e-commerce businesses. This importance is clearly reflected in the high volume of LCL (Less than Container Load) cargo, which has caused congestion at the devanning areas behind warehouses, particularly during long holidays such as New Year and Songkran.

Operational Shifts and Efficiency

The number of feeder vessels calling at Bangkok Port totaled 1,265 calls, a decrease of 116 calls or 8.4% from 2024. Conversely, barge services saw 2,918 calls, an increase of 350 calls or 13.6%. There is a growing trend of feeder vessels discharging cargo at Laem Chabang Port and then transferring Bangkok-bound containers via barge due to frequent vessel delays at previous ports of call. Operational efficiency at Bangkok Port has not yet reached the level of private ports. When vessels are delayed and cannot

adjust their schedules at Bangkok Port, the most effective alternative is to omit Bangkok port, discharge all containers at Laem Chabang, and move the Bangkok containers inward via barge instead.

Management and Productivity Challenges
Despite a management vacuum at the Port Authority due to the absence of a Board of Directors, cooperation between Bangkok Port and shipping lines remains positive. This is due to close relationships with port management and excellent cooperation from the Bangkok Port Customs Office. However, the opening of Berth 20A remains indefinitely delayed. Productivity is hampered by long shift changes lasting up to 2 hours and sub-standard performance compared to the other ports. The average productivity is only 25–26 containers per hour, which is nearly half the rate of private terminal. Consequently, the overall efficiency of Bangkok Port remains low, causing feeder vessels to spend more than 24 hours at the berth. Liability issues for cargo and containers under the port's custody also remain a persistent problem for shipping lines, an issue the Association will continue to push for resolution.

Legislative Updates

The Port Authority of Thailand Act (No. ...) B.E. ... has been approved by the Ad Hoc Committee, with representatives from

the Bangkok Shipowners and Agents Association serving as honorary advisors. Minor amendments were made to the draft approved by the House of Representatives, specifically regarding Section 8(3). The wording was revised from "(3) Carry out other businesses related to or associated with port operations for the benefit of the Port Authority of Thailand" to "(3) Carry out other businesses related to or associated with port operations **that support water transport or enhance port operations** for the benefit of the Port Authority of Thailand". This amendment aims to prevent Port Authority land from being used for unrelated purposes, such as an entertainment complex. Although the Senate returned the draft to the House of Representatives, the process has been halted due to the dissolution of Parliament.

Songkhla Port Development

Following the expiration of the Songkhla Port concession in 2023, Chao Phraya Port International Co., Ltd. was awarded a 25-year extension and has initiated a major renovation project. The upgrades include improving the container yard, installing two Panamax-sized rail-mounted quay cranes, and adding various container handling equipment. This project marks a significant step forward in the development of the port.

LAEM CHABANG & EASTERN PORTS

In FY2025, Laem Chabang Port demonstrated robust operational growth, with its grand total container throughput increasing by 9.4% year-over-year from 9,554,673 TEUs in 2024 to 10,452,417 TEUs. This expansion was driven by a solid performance across both inbound and outbound segments.

Total inbound volume grew by 9.7% to reach 5,236,722 TEUs, fueled primarily by a 12.4% surge in laden inbound cargo (3,508,630 TEUs). Meanwhile, total outbound traffic grew by 9.1% to 5,215,646 TEUs; although outbound laden cargo showed steady growth of

7.6% (4,896,908 TEUs), empty outbound containers saw a substantial spike of 39.0%, rising to 318,738 TEUs, reflecting a highly dynamic shift in regional container repositioning.

In response to increasing container volumes

at Laem Chabang Port (LCP), several short-term measures were implemented to improve yard utilization and traffic management. Export container storage capacity at the Rail Transfer Terminal (SRT0) was expanded to accommodate up to 19,410 TEUs. To alleviate congestion, LCP introduced a real-time traffic dashboard for monitoring truck density, queue status, and CCTV feeds, adjusted gate operations according to traffic conditions, coordinated extended operating hours with government agencies, and deployed traffic support personnel around the clock. Parallel measures included preparing an 83-rai truck staging area outside the customs-controlled zone and converting unused rail terminal

space into supplementary truck parking areas.

LCP was facing severe traffic congestion issue. Truck waiting time to enter some terminals raised upto 16-24 hours. As a result, the trucking companies are trying to implement the surcharge when the booking is made to pick up or return to some TLC.

For long-term sustainability, LCP is developing a new Master Plan to optimize land utilization, increase the proportion of core port operations, and align facility allocation with international standards. The development of Laem Chabang Port Phase 3 is progressing, with land reclamation nearly complete and

commercial operations targeted by late 2027. The State Railway of Thailand (SRT) is also upgrading rail infrastructure to increase train capacity from 32 to 35 wagons by March 2026. During January–April 2025, import and export volumes at LCP increased year-on-year, although container transfers through the SRT0 terminal remained slower than expected. Meanwhile, customs authorities introduced a new automated manifest-matching process to facilitate transshipment within the same customs-controlled area without requiring a separate transshipment declaration, and regulatory amendments are being pursued to further strengthen Thailand’s competitiveness as a regional transshipment hub.

DOMESTIC SHIPPING

Overview of Domestic Shipping Performance

Domestic shipping remains a vital component of Thailand's domestic logistics and multimodal transport networks. It plays a critical role in reducing road congestion, enhancing container movement efficiency, strengthening supply chain resilience, and providing a cost-effective transport alternative for shipping lines, terminal operators, and cargo owners. Key performance indicators and operational highlights are summarized below:

1. Historical Performance (2024–2025)

2024 (January–December): Coastal shipping services handled a total container volume of 624,044 TEUs across 8,699 vessel calls.

2025 (January–December): Container volume increased to 702,319 TEUs, representing a growth rate of 12.72% year-on-year, while vessel calls rose to 9,362.

2. 2026 Performance Projections

Based on average performance during the first five months of 2026 (January–May), the full-year projections are as follows:

Estimated Container Volume:

Approximately 710,350 TEUs.

Estimated Coastal Vessel Calls:

Approximately 9,571 calls.

The aforementioned projections underscore a sustained growth trend for the third consecutive year. Coastal shipping services remain a cornerstone of containerized cargo

transport to the Bangkok Port and various river terminals, specifically serving as a crucial link for transshipment from Laem Chabang Port into the national inland waterway network system.

3. Operational Context and Infrastructure

While the utilization of Terminal A0.5 decreased following the removal of mandatory usage requirements, the terminal maintains its **strategic importance** to the domestic waterway network. It serves international vessels that do not call directly at Bangkok Port but still require cargo delivery to the Bangkok area. Currently, coastal vessel operations face constraints regarding berth windows and scheduling at the **TLC Terminal**, where priority is generally given to international ocean-going vessels. Consequently, coastal service availability depends on berth vacancy and terminal capacity at any given time. In this context, **Terminal A0.5 remains an essential infrastructure** for accommodating Bangkok-bound inbound containers. It should be developed, managed efficiently, and integrated into the Port Authority of Thailand’s overall service network.

4. Operational Efficiency Improvements at Bangkok Port

Port authorities and Customs have implemented several operational improvements to enhance service for coastal vessels, including:

Dedicated Space: Allocation of Warehouse

8 and Warehouse 9 for coastal cargo handling, effective from early June 2026.

Top-Up Operations: Increased flexibility by allowing vessels to load containers at Bangkok Port and subsequently topup additional cargo at private terminals.

Flexible Cargo Release: Approval for the partial release of containers under a single Bill of Lading (B/L) to improve operational fluidity and customer responsiveness.

Process Streamlining: Ongoing improvements to berthing, unberthing, and cargo handling activities to accommodate the rising trend in coastal cargo volumes.

5. Strategic Recommendations

To strengthen the efficiency, reliability, and competitiveness of the domestic waterway logistics system, the following measures are recommended:

Implement a 40% reduction in handling charges (LOLO rates), as proposed by the TDRI and currently awaiting approval from the Ministry of Transport.

Promote the utilization of Terminal A0.5 in alignment with customer demand, operational feasibility, and regulatory frameworks.

Review and restructure additional fees and service charges to enhance the commercial attractiveness of water transport compared to road transport.

6. Conclusion

The continuous support for containerized coastal shipping will yield several significant outcomes:

- Diversification:** Expanding the range of available domestic freight transport modes.
- Congestion Relief:** Alleviating bottlenecks

and traffic congestion within the land-based logistics network.

Systemic Enhancement: Elevating the overall efficiency, resilience, and sustainability of the nation’s logistics system.

Waterborne transport is widely recognized as

a sustainable mode of transport and holds strategic importance in global logistics systems. Therefore, strengthening the potential of domestic coastal shipping services will bolster long-term logistics development, enhance the efficiency of multimodal transport connectivity, and elevate Thailand's overall logistics competitiveness.

ICD/OFF-DOCK

LKB ICD IMPORT / EXPORT LIFTING THROUGHPUT REPORT (2024 Vs 2025)

The total volume of containers passing through ICD Ladkrabang in 2025 compared to the year 2024 reduced by 3.21%. Both import and export container volumes dropped.

ICD Throughput 2024 Vs 2025

	2024	2025	Incr. / Decr. %
IMPORT	544,668	530,012	-2.69%
EXPORT	729,792	703,434	-3.61%
TOTAL	1,276,48	1,235,471	-3.21%

About 40.65% of import containers to the ICD were moved by rail in 2025, a significant increase of 5.90% compared to 2024. The volume of 2025 export containers moved by rail also increased by 2.25% compared to 2024 as well, showing a continuous modal shift from road to rail transport.

IMPORT : ICD Throughput 2024 Vs 2025

Import	2024	Train/Truck Ratio	2025	Train/Truck Ratio
Train	189,279	34.75%	215,443	40.65%
Truck	355,389	65.25%	314,569	59.35%
Total	544,668	100%	530,012	100%

EXPORT : ICD Throughput 2024 Vs 2025

Import	2023	Train/Truck Ratio	2024	Train/Truck Ratio
Train	294,253	40.32%	299,450	42.57%
Truck	435,539	59.68%	403,984	57.43%
Total	729,792	100%	703,434	100%

Traffic in the ICD

Traffic was generally light and manageable throughout the year, despite ongoing road repairs in some periods which caused minor disruptions. For rail transport, train operations remained highly efficient and performed well on schedule with minimal delays. Supported by the effective transfer operations of the SRTTO (Single Rail Transfer Operator) terminal, the connectivity between LKB ICD and Laem Chabang Port was seamless. The frequency of the train service reached 22 trips per day, evenly distributed with 11 inbound (import) trips and 11 outbound (export) trips.

NON-CONTAINERIZED SERVICE

Overview of the Automotive Industry in 2025

In 2025, the Thai automotive industry underwent a significant structural transition. Although total production reached 1,455,569 units, overall exports faced challenges from a slowing global economy and stricter environmental and carbon emission policies from major trading partners. While the Internal Combustion Engine (ICE) vehicle market shranked significantly, the Battery Electric Vehicle (BEV) and Hybrid Electric Vehicle (HEV) markets demonstrated remarkable growth—both in terms of exports and domestic production to offset imports.

- The overall automotive export volume declined in line with global market conditions, but it clearly reflects the ongoing technological transition within the industry. The total export volume in 2025 was 959,686 units which showed the decrease of 6% when compared to 2024 especially on the passenger cars due to discontinued models and trading partners' strict environmental measures.
- Import Situation and Compensation Production In 2025, import statistics for CBU vehicles, particularly BEVs, slowed down significantly. This is primarily because various automakers fully commenced their production lines in Thailand for "compensation production." This aligns with the conditions of the government's EV support measures (which allowed imports for domestic sales during 2022-2023). Domestic production of electric passenger cars surged by over 794%, exceeding 10,000 units per month to supply the domestic market and begin exporting.

PCC throughput reported by PCC shipping line in 2025

PCC THROUGHPUT 2025 reported by Shipping Lines in 2025					
Month	Vessel no. 2025	Export vol. (units) 2025	Import vol. (units) 2025	T/S vol. (in & out / units) 2025	Remarks
Jan	40	66,347	7,783	10,275	8 cruise ships
Feb	50	86,013	7,750	15,566	13 cruise ships
Mar	48	85,566	8,135	19,605	8 cruise ships
Apr	38	66,287	7,067	20,747	6 cruise ships
May	44	82,962	10,488	19,225	3 cruise ships
Jun	48	85,982	8,806	23,649	1 cruise ship
Jul	43	74,690	7,474	23,342	-
Aug	46	74,539	8,947	25,508	-
Sep	48	86,512	12,355	19,903	-
Oct	42	84,104	9,027	21,234	-
Nov	46	85,310	12,470	17,591	7 cruise ships
Dec	49	80,764	23,998	25,010	10 cruise ships
Total	542	956,886	124,318	242,275	

LOGISTICS

1. Advancements in Rail Transport Infrastructure

The State Railway of Thailand (SRT) continues to accelerate the expansion of the national rail network to enhance the country's transportation efficiency.

Expansion Phases: The first phase of the dual-track and new rail line projects, spanning over 993 km, is now almost entirely operational. Development has shifted focus to Phase 2, which covers six routes totaling 1,249 km.

Operational Shifts: Between January and May 2026, the volume of cargo transported via rail between ICD Lat Krabang and Laem Chabang Port reached 477,492 TEUs. Notably, the proportion of rail transport increased to 41% (up from 40% in 2025), while road transport decreased to 59%.

2. Laem Chabang Port: Addressing Capacity and Congestion

Laem Chabang Port experienced significant growth in 2025, handling 10,452,417 TEUs—a 9.4% increase from the previous year.

Capacity Challenges: The port is currently operating near its maximum capacity of 11.1 million TEUs per year. This surge has led to severe congestion, with 13,000 to 15,000 trucks entering the port daily, resulting in average wait times of six hours or more.

Technological Solutions: To mitigate these "bottlenecks," the Port Authority of Thailand (PAT) has implemented a Truck Queuing system. While currently deployed at the

most congested terminals, the PAT plans to upgrade this to a Real-Time "Smart Traffic" system across the entire port by 2028 to maximize container handling efficiency.

3. Bangkok Port: Transitioning to a "Smart & Green Port"

During 2025–2026, Bangkok Port (Klong Toey) has prioritized upgrading its facilities to become a semi-automated "Smart & Green Port" and a central urban economic hub.

Digital Transformation (e-Port Services): The port has launched a comprehensive One-Stop e-Port Service. This includes:

e-Payment & e-Receipt: Allowing users to settle cargo charges via mobile or internet banking and print electronic receipts independently, significantly speeding up cargo release.

e-Gate: An automated gate system that reduces paper use and eases traffic congestion at port entrances.

Efficiency Gains via e-DO: Bangkok Port served as the pilot for the e-DO (Electronic Delivery Order) system via the National Single Window (NSW). This initiative, coordinated with the Customs Department, has successfully reduced the cargo release processing time from three days to just one day, resulting in massive logistics cost savings.

Future Outlook: The port is currently moving toward the concrete implementation of e-B/L (Electronic Bill of Lading) to replace traditional paper documents, further solidifying its position as a logistics hub within the ASEAN region.

LAW & REGULATION

China's Maritime Law, which was passed on October 28, 2025, and took effect on May 1, 2026. This modernization effort aligns Chinese shipping rules with international IMO safety and environmental standards.

Key highlights of the updated law include:

Expanded Liability: The law introduces stricter rules regarding cargo delivery and documentation, expanding the obligations of both carriers and shippers. It also includes detailed provisions for oil and fuel pollution damage, bringing China in line with international conventions.

Digitalization: For the first time, electronic bills of lading and electronic transport records are recognized as legally valid.

Operational Scope: The law covers a wide range of maritime activities, including ship and crew management, cargo transport, chartering, salvage, marine insurance, and collision.

Crew and Safety: Updates have been made to seafarer contracts, crew rights, and the authority of the ship's captain.

Foreign Vessel Restrictions: The law reinforces existing restrictions on foreign ships operating between Chinese ports

without prior approval.

Additionally, the source mentions related 2025 Regulatory Updates for international shipping. These require international shipping platforms to register with transport authorities and allow for countermeasures against discriminatory restrictions imposed by foreign states. Non-compliance with these regulations can result in fines of up to ¥100,000.

Thai operators and others trading with China are advised to immediately update their contracts, insurance policies, and compliance procedures to meet these new standards.

IMO Net-Zero Framework Overview The International Maritime Organization (IMO) has approved a legally binding framework to achieve net-zero greenhouse gas (GHG) emissions from international shipping by or around 2050. This framework, to be integrated into MARPOL Annex VI, applies to large ocean-going ships (over 5,000 gross tonnage) and is expected to enter into force in 2027.

VAT

TAX ISSUE

In 2025, several shipping lines encountered significant delays in the VAT refund process for their principal. Local revenue offices have been particularly stringent regarding slot exchange arrangements, where a shipping line provides services on Thai routes without utilizing its own vessels. In these instances, shipping agents are required to present comprehensive documentation and provide detailed technical explanations to revenue officials regarding the standard operating procedures of international maritime transport.

Clarification of Zero-Rated (0%) Freight-Related Expenses

A primary point of contention involves the classification of specific service fees as part of "sea freight," which qualifies for a 0% VAT rate. Key examples include:

Container Repair Fees

Container Cleaning Fees

To resolve these delays, it was noted that shipping lines must explicitly link these ancillary expenses to the Bill of Lading (B/L). Furthermore, successful resolution often requires personnel with deep expertise in maritime logistics systems to provide formal clarifications to tax authorities. Member lines that have adopted this proactive approach have been successful in "unlocking" stagnant refund processes and ensuring smoother administrative transitions.

MEMBER ACTIVITIES AND BENEFITS

During 2025–2026, BSAA organized and participated in a wide range of activities in collaboration with government agencies and other organizations to continuously promote and safeguard the interests of our members, both directly and indirectly. We also continued to keep our members informed of key developments in the transportation and logistics industries by regularly sharing relevant news, updates, and industry information.

We hosted representatives from government agencies, the private sector, and academic institutions to engage in constructive dialogue, present strategic initiatives, and exchange expertise. Through these collaborative engagements, we aim to enhance the capabilities and competitiveness of Thailand's maritime industry, ensuring it remains modern, resilient, and well-positioned to meet the challenges of an evolving global maritime environment.

Building on the recognition of the “คน.....เก็บน้ำให้แผ่นดิน” project at the THAILAND MORAL AWARDS 2024 for its contribution to sustainable water conservation and its role as a model moral organization for Thai society, we continued our commitment by presenting our donation for the “PAT Check-Dam Construction Project (คน.....เก็บน้ำให้แผ่นดิน 2025)” to PAT.

We successfully held the 58th BSAA Member Get Together Cocktail Party 2026 at Banyan Tree Bangkok, with an excellent turnout and active participation from our members.

We were honored to welcome distinguished guest speakers to our Lunch Talk and Dinner Talk sessions. Both events received an overwhelming response from members, with the speakers sharing valuable insights and engaging in meaningful discussions on topics of interest to the shipping and logistics industry.

BSAA also continued to organize a series of training programs for professionals in the logistics and shipping industry. We sincerely appreciate the continued support and dedication of our distinguished instructors in sharing their expertise with our

members. We look forward to expanding these training programs to cover a broader range of logistics-related topics in the coming year.

We organized the 26th BSAA–PAT Annual Friendship Golf Tournament 2025 at The Vintage Club. This annual event continues to strengthen the long-standing relationship between BSAA and PAT while providing an excellent opportunity for networking among BSAA members and PAT representatives. The tournament once again received enthusiastic participation from golfers representing both organizations.

BSAA and its members also paid New Year courtesy visits to senior executives of key government agencies, including PAT, Laem Chabang Port, the Customs Department, the Marine Department, and other partner organizations, to extend New Year greetings and strengthen our longstanding relationships.

BSAA, together with the Thai Chamber of Commerce and the Thai Shipowners' Association, met with the Deputy Minister of Transport to discuss the development of Thailand's logistics and maritime industry.



Activities of year 2025-2026

05/06/2025	BSAA and Member Shipping Lines joined a Charity Golf by Marine Dept. Retired Official Club on 5th Jun 2025 at the Windsor Park & Golf Club.
12/06/2025	Lunch Talk on on LCP Phase III Development by Lt. Jg. Yutana Mokekhaow – LCP Managing Director at Chatrium Residence Sathon.
19/06/2025	BSAA joined PAT/BKP ISPS Code Exercise at PAT.
24/06/2025	BSAA joined PAT's Workshop on Traffic Problems at Laem Chabang Port.
04/07/2025	BSAA congratulated and donated to Ramathibodi Foundation on the occasion of The Thai Customs Department 151st Anniversary.
05/07/2025	BSAA joined PAT's "TA RUA OPEN" Charity Petanque Tournament.
16/07/2025	BSAA and Member Shipping Lines joined a Seminar on e-D/O at the Grand Center Point Hotel, Lumpini
23/07/2025	BSAA attended the Meeting on Market Sounding – LCB TERMINAL A2 at Oakwood Hotel & Residence Sri Racha
29/07/2025	58th Annual General Meeting at The Banyan Tree Bangkok Hotel
06/08/2025	BSAA congratulated and donated u the Marine Department's 166th anniversary celebration.
10/08/2025	BSAA joined BANGKOK PORT RALLY 2025 "SAILOR KNIGHT"
19/08/2025	BSAA joined a logistics forum to exchange industry insights at the Maritime Logistics Institute (MLI) seminar, held under the theme "Half a Century of Colors in Thai Logistics."
27/08/2025	BSAA participated in the seminar "Promoting Safety in the Maritime Transport of Dangerous Goods in Thailand," organized by the Port Authority of Thailand
04/09/2025	Lunch Talk on EEC by Dr. Chula Sukmanop – Secretary General of the office of EEC at Chatrium Residence Sathon Bangkok.
09/09/2025	BSAA attended the THAILAND MORAL AWARDS 2024 ceremony, recognizing the "คุณ.....แห่งน้ำใจคนไทย" project for its contribution to sustainable water conservation and its role as a model moral organization for Thai society.
10/09/2025	BSAA organized a member discussion on Slot Exchange issues to address challenges and enhance industry collaboration.
16/09/2025	BSAA joined Laem Chabang Port Global Harmony Gala Night
25/09/2025	BSAA participated in a meeting of the Senate Subcommittee on Water Transport and Maritime Commerce Policy to discuss issues related to Thailand's maritime transport sector.
29/10/2025	BSAA participated in a consultation meeting with the Customs Department to discuss customs system enhancements and operational efficiency.
13/11/2025	BSAA congratulated to the 30th Anniversary celebration of LCB1 Group under the theme "A Trusted Partner, A Reliable Port."
21/11/2025	26th BSAA-PAT Annual Friendship Golf Tournament 2025 at The Vintage Club, Bangbor, Samutprakarn
27/11/2025	Courtesy visit to the Director-General of the Customs Department to extend congratulations and discuss shipping industry matters.
01/12/2025	BSAA participated in a meeting on passenger vessel operations at Laem Chabang Port for the 2025–2028 period.
02/12/2025	BSAA and members participated in a Port Authority of Bangkok workshop seminar.
04/12/2025	BSAA congratulated the "Celebrating 50 Million TEUs" event to congratulate Hutchison Ports Thailand
18/12/2025	BSAA was honored to be invited by the Thai International Cargo and Container Terminals Association (TICTA) for a lunch meeting in Chonburi to exchange views and discuss future cooperation



24/12/2025	New Year Greetings to Khun Kritpetch Chaichuay, Marine Dept. Director-General
26/12/2025	BSAA attended the opening ceremony of the New Year road safety campaign "Safe Driving, Secure Locks for Every Journey" for 2026.
26/12/2025	New Year Greetings to Khun Kriengkrai Chairiwongsuk, Director-General of PAT and Khun Thaemsin Sribangpleenoi, Deputy Director of Bangkok Port.
29/12/2025	New Year Greetings to Acting Sub Lt. Rutthakorn Khiewpaisal, Deputy Director General, Financial Management and Corporate Strategy) Acting Managing Director, Laem Chabang Port Acting Director General, Port Authority of Thailand.
22/01/2026	BSAA attended a special forum with the Customs Department under the theme "A New Dimension of Customs: Collaborating to Enhance Import-Export Efficiency for Quick-Win Results."
04/02/2026	BSAA participated in the 1/2569 meeting of the Senate Subcommittee on Water Transport and Maritime Commerce Policy to review draft study reports on maritime transport policy.
13/02/2026	BSAA Member Get Together Cocktail Party 2026 at Banyan Tree Bangkok.
05/03/2026	BSAA and members attended a promotional event on seasonal fruit export services for 2026 at Hyatt Regency Bangkok Sukhumvit.
11/03/2026	BSAA Chairman presents our donation to Acting Sub Lt. Rutthakorn Khiewpaisal, Deputy Director General for PAT's Check-dam Construction Project or "คน.....แห่งน้ำใจแผ่นดิน"
12/03/2025	BSAA attended the opening ceremony of DITP EXPO 2026 at the Ministry of Commerce.
25/03/2026	BSAA participated in the 2nd seminar on Bangkok Port services organized by the Port Authority of Thailand.
01/04/2026	BSAA attended a meeting with the Department of Internal Trade, chaired by the Deputy Director-General, to discuss relevant trade-related matters.
02/04/2026	BSAA attended a seminar on "Future Direction of Global Trade and Strategies for Multimodal Transport Connectivity" at Hyatt Regency Bangkok Suvarnabhumi Airport.
07/04/2026	BSAA Training on "Maximizing Productivity with 4 Gen AI" at Bliston Suwan Park View Hotel, Bangkok
08/04/2026	BSAA participated in a road safety campaign for truck drivers organized by the Port Authority of Thailand under the "Safe Driving, Secure Locks" initiative during Songkran 2026.
05/05/2026	BSAA, together with the Thai Chamber of Commerce and the Thai Shipowners' Association, met with the Deputy Minister of Transport to discuss the development of Thailand's logistics and maritime industry
15/05/2026	BSAA and Member Shipping Lines congratulated and joined to PAT 75th Anniversary.

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 2024 Vs 2025 (January - December)

	2024			2025			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	786,835	17,233	804,068	779,873	25,041	804,914	-6,962	7,808	846	-0.88	45.31	0.11
LCP	3,120,820	1,652,318	4,773,138	3,508,630	1,728,142	5,236,772	387,811	75,824	463,635	12.43	4.59	9.71
Private	149,892	51,612	201,504	130,618	47,650	178,268	-19,274	-3,962	-23,236	-12.86	-7.68	-11.53
Songkhla	32,686	40,478	73,164	35,210	37,220	72,430	2,524	-3,258	-734	7.72	-8.05	-1.00
Total	4,090,233	1,761,641	5,851,874	4,454,331	1,838,053	6,292,384	364,098	76,412	440,510	8.90	4.34	7.53

Outbound Throughput 2024 Vs 2025 (January - December)

	2024			2025			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	441,696	24,850	466,546	427,780	38,561	466,341	-13,916	13,711	-205	-3.15	55.18	-0.04
LCP	4,552,170	229,366	4,781,536	4,896,908	318,738	5,215,646	344,738	89,372	434,110	7.57	38.96	9.08
Private	240,988	23,209	264,197	228,995	19,536	248,531	-11,993	-3,673	-15,666	-4.98	-15.83	-5.93
Songkhla	65,117	3,356	68,473	63,187	5,539	68,726	-1,930	2,183	253	-2.96	65.05	0.37
Total	5,299,971	280,781	5,580,752	5,616,870	382,374	5,999,244	316,899	101,593	418,492	5.98	36.18	7.50

Total Throughput 2024 Vs 2025 (January - December)

	2024			2025			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	1,228,531	42,083	1,270,614	1,207,653	63,602	1,271,255	-20,878	21,519	641	-1.70	51.13	0.05
LCP	7,672,990	1,881,684	9,554,674	8,405,538	2,046,880	10,452,418	732,549	165,196	897,745	9.55	8.78	9.40
Private	390,880	74,821	465,701	359,613	67,186	426,799	-31,267	-7,635	-38,902	-8.00	-10.20	-8.35
Songkhla	97,803	43,834	141,637	98,397	42,759	141,156	594	-1,075	-481	0.61	-2.45	-0.34
Total	9,390,204	2,042,422	11,432,626	10,071,201	2,220,427	12,291,628	680,997	178,005	859,002	7.25	8.72	7.51

Inbound Throughput 2025 Vs 2026 (January - May)

	2025			2026			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	324,364	10,050	334,414	345,849	10,357	356,206	21,485	307	21,792	6.62	3.05	6.52
LCP	1,441,295	712,640	2,153,935	1,543,676	695,146	2,238,822	102,381	-17,494	84,887	7.10	-2.45	3.94
Private	59,350	18,552	77,902	56,864	18,140	75,004	-2,486	-412	-2,898	-4.19	-2.22	-3.72
Songkhla	14,512	14,196	28,708	17,168	12,144	29,312	2,656	-2,052	604	18.30	-14.45	2.10
Total	1,839,522	755,438	2,594,959	1,963,557	735,787	2,699,344	124,036	-19,651	104,385	6.74	-2.60	4.02

Outbound Throughput 2025 Vs 2026 (January - May)

	2025			2026			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	174,758	15,566	190,324	164,407	20,047	184,454	-10,351	4,482	-5,870	-5.92	28.79	-3.08
LCP	1,961,738	104,320	2,066,058	2,065,468	156,173	2,221,641	103,730	51,853	155,583	5.29	49.71	7.53
Private	94,602	10,935	105,537	95,479	9,462	104,941	877	-1,473	-596	0.93	-13.47	-0.56
Songkhla	25,225	1,680	26,905	25,027	2,686	27,713	-198	1,006	808	-0.78	59.88	3.00
Total	2,256,323	132,501	2,388,824	2,350,381	188,368	2,538,749	94,058	55,867	149,926	4.17	42.16	6.28

Total Throughput 2025 Vs 2026 (January - May)

	2025			2026			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	499,122	25,616	524,738	510,256	30,404	540,660	11,134	4,789	15,922	2.23	18.69	3.03
LCP	3,403,033	816,960	4,219,993	3,609,144	851,319	4,460,463	206,111	34,359	240,470	6.06	4.21	5.70
Private	153,952	29,487	183,439	152,343	27,602	179,945	-1,609	-1,885	-3,494	-1.05	-6.39	-1.90
Songkhla	39,737	15,876	55,613	42,195	14,830	57,025	2,458	-1,046	1,412	6.19	-6.59	2.54
Total	4,095,844	887,939	4,983,783	4,313,938	924,155	5,238,093	218,094	36,217	254,310	5.32	4.08	5.10



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, 2026, 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, 2026, 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 29, 2026

Financial Statement

As at May, 2025 and 2026



Statement of Income and Expenses

for the Year End May 31st, 2026

	2026	2025 ^{Baht}
Income		
Membership Fees	3,312,200.00	3,193,600.00
Meetings and Seminars	1,328,986.98	1,067,537.31
Newsletter	527,070.00	758,030.00
BSAA Sport Activities	874,957.94	631,200.00
Interest Income	26,225.42	22,956.56
Other Income	-	80.37
Total Income	6,069,440.34	5,673,404.24
Expenses		
Meetings and Seminars	1,069,311.63	982,406.67
Newsletter	324,462.00	532,431.00
BSAA Sport Activities	560,565.56	415,981.38
Administrative	3,259,169.19	2,853,380.78
Income Tax	57,242.84	51,432.62
Total Expenses	5,270,751.22	4,835,632.45
Income Exceeds (less than) Expenses	798,689.12	837,771.79

Accompanying notes are integral parts of the financial statement

Balance Sheet

for the Year End May 31st, 2026

	2026	2025 ^{Baht}
ASSETS		
Current Assets		
Cash and Cash Equivalents	3,457,711.95	2,409,010.18
Receivable from Members	21,383.20	175,582.65
Other Current Assets	44,817.18	46,815.94
Total Current Assets	3,523,912.33	2,631,408.77
Non-current Assets		
Equipment - Net	40,182.97	44,630.05
Other Non-current Assets	206,802.97	206,802.97
Total Non-current Assets	246,985.94	251,433.02
Total Assets	3,770,898.27	2,882,841.79
LIABILITIES AND ACCUMULATED FUND		
Current Liabilities		
Accrued Expenses	16,000.00	16,000.00
Income Tax	40,012.32	38,794.76
Other Current Liabilities	36,953.10	39,966.73
Total Current Liabilities	92,965.42	94,761.49
Non-current Liabilities		
Non-current Provisions for Employee Benefits	180,501.06	89,337.63
Total Non-current Liabilities	180,501.06	89,337.63
Total Liabilities	273,466.48	184,099.12
Accumulated Fund		
Accumulated Fund Brought Forward		
Contributions from Bangkok Shipping Interest	40,930.76	40,930.76
Income exceeds (less than) expenditure	3,456,501.03	2,657,811.91
Total Accumulated Fund	3,497,431.79	2,698,742.67
Total Liabilities and Accumulated Fund	3,770,898.27	2,882,841.79

Accompanying notes are integral parts of the financial statement

Administrative Expenses

for the Year End May 31st, 2026

	2026	2025 ^{Baht}
Salary and Other Remunerations	2,006,977.22	1,993,680.00
Retirement Benefits	340,240.00	-
Employee Benefits Expenses	91,163.43	89,337.63
Office Rental	355,200.00	355,200.00
Parking Fee	24,980.00	21,025.00
Transportation	106,280.00	97,379.00
Entertainment/Meeting Expenses	6,851.75	-
Stationery and Office Supplies	8,313.55	10,383.53
Depreciation	15,631.45	10,193.45
Postage	6,914.00	8,103.00
Electricity & Water	69,502.87	75,069.17
Audit Fee	16,000.00	16,000.00
Telephone	10,997.67	11,703.00
Office Cleaning Expenses	37,800.00	33,600.00
Staff Accident and Health Insurance	38,059.00	35,806.00
Membership Fee (Board of trade)	20,000.00	20,000.00
Newspaper Subscription	2,600.00	2,625.00
Repair and Maintenance	8,002.25	626.00
IT Related Expenses	25,285.00	24,979.00
Social Contribution	35,700.00	14,000.00
Bank Charge	504.00	466.00
Donation :-		
- PAT Dam Project	20,000.00	20,000.00
- PAT	2,000.00	3,000.00
- Custom Dept.	3,000.00	6,000.00
- Marine Dept.	3,000.00	-
Sundry Expenses	4,167.00	4,205.00
Total	3,259,169.19	2,853,380.78

Accompanying notes are integral parts of the financial statement



Notes to Consolidated Financial Statement

As at May 31st, 2026

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

	2026	2025 ^{Baht}
Cash in Hand	20,000.00	3,895.00
Cash in Bank - Saving Account	1,322,861.95	805,115.18
Cash in Bank - Fixed Deposit	2,114,850.00	1,600,000.00
Total	3,457,711.95	2,409,010.18

3. OTHER CURRENT ASSETS

Interest Receivable	13,310.56	11,149.32
Prepayment:-		
- Board of Trade Membership	11,666.62	11,666.62
- IT Related Expenses	2,700.00	2,700.00
- Badge	14,020.00	14,020.00
- Wisky	3,120.00	7,280.00
Total	44,817.18	46,815.94

4. EQUIPMENT (NET)

COST

Office Furniture	487,209.43	487,209.43
Office Equipment	1,439,451.68	1,428,267.31
Telephone	93,391.58	93,391.58
Total	2,020,052.69	2,008,868.32

ACCUMALATED DEPRECIATION

Office Furniture	481,520.59	479,168.25
Office Equipment	1,404,965.55	1,391,686.44
Telephone	93,383.58	93,383.58
Total	1,979,869.72	1,964,238.27

EQUIPMENT (NET)	40,182.97	44,630.05
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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	8,239.00
Total	206,802.97	206,802.97

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	15,707.33	7,109.33
Withholding Tax Payable	8,145.77	8,857.40
Social Securities Payable	3,500.00	3,000.00
Deferred Revenue	9,600.00	21,000.00
Total	36,953.10	39,966.73



BSAA Membership 2026–2027

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	COSCO SHIPPING LINES (THAILAND) CO.,LTD.	0 2160 5299
5	COSIAM TRANSPORT CO., LTD.	0 2258 9994
6	CK LINE (THAILAND) CO.,LTD.	0 2681 8711
7	CMA CGM (THAILAND) LTD.	0 2022 7300
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 2637 5400-17
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	NP MARINE CO.,LTD.	0 2341 9000
28	NYK LINE (THAILAND) CO.,LTD.	0 2022 7060
29	OOCL (THAILAND) LTD.	0 2646 9500
30	OCEAN NETWORK EXPRESS (THAILAND) LTD.	0 2097 1111
31	PCL AGENCIES CO., LTD.	0 2237 6234
32	PEARL SHIPPING SERVICES CO., LTD.	0 2274 0054-9 0 2274 0330-1
33	PIL SHIPPING (THAILAND) LTD.	0 2662 8589
34	PRECIOUS SHIPPING PUBLIC COMPANY LIMITED	0 2696 8800
35	RICO MARITIME (THAILAND) CO.,LTD.	0 2240 3088
36	RIVER NETWORK CONNECTION CO., LTD.	094 494 8815
37	S 5 ASIA LIMITED	0 2253 7890
38	SAMUDERA TRAFFIC CO.,LTD.	0 2460 9988
39	SEALINK SHIPPING & CHARTERING CO., LTD.	0 2643 9820-5
40	SEA STAR LOGISTICS CO.,LTD.	0 2286 2488-93
41	SEALITE SHIPPING CO., LTD.	0 2697 4999
42	SEASWIFT SHIPPING SERVICES CO.,LTD.	0 2381 5070-4
43	SEAWAY EXPRESS CO., LTD.	0 2679 3345-6 , 0 2679 4797-9
44	SEA UNITY CO.,LTD.	0 2634 0370
45	SEAGLOW SHIPPING LINES CO., LTD.	0 2119 5248-60
46	SEALEAD SHIPPING (THAILAND) LTD.	0 2502 8130
47	SIAM ECL CO.,LTD.	0 2853 9112
48	SINOKOR MERCHANT MARINE (THAILAND) CO., LTD.	0 2035 6979
49	SINOTRANS CONTAINER LINES OVERSEAS CO., LTD	0 2661 8093
50	SITC CONTAINER LINES (THAILAND) CO.,LTD.	0 2204 6700

51	STARLINE AGENCIES ASIA (THAILAND) LTD.	0 2725 5111
52	T S CONTAINER LINES (THAILAND) CO., LTD.	0 2204 7400
53	THAI SHIPPING AGENCIES AND TRADING CO., LTD.	0 2249 9565 0 2633 5644
54	TRIPLE I MARITIME AGENCIES CO.,LTD.	0 2681 8988
55	UNITED THAI SHIPPING CORPORATION LIMITED.	0 2254 8400
56	TNS LOGISTICS AND AGENCY CO., LTD.	0 2361 7500
57	WALLEM SHIPPING (THAILAND) LTD.	0 2237 7830
58	WALLENIS WILHELMSEN SOLUTIONS CO.,LTD.	0 2114 7409
59	WAN HAI LINES (THAILAND) LTD.	0 2679 7400
60	WILHELMSEN PORT SERVICES (THAILAND) LIMITED	0 2116 8928
61	X-PRESS FEEDERS AGENCY (THAILAND) CO.,LTD	0 2238 2511-15
62	YANG MING LINE (THAILAND)CO.,LTD.	0 2770 9668
63	ZIM (THAILAND) CO., LTD	1800012926 0 2028 0508

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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	CPS SHIPPING & LOGISTICS CO.,LTD.	0 2354 2174
7	DHIPAYA INSURANCE PUBLIC COMPANY LIMITED	0 2239 2200
8	EASTERN SEA LAEM CHABANG TERMINAL CO.,LTD.	0 3300 5678
9	GPC INTERNATIONAL TERMINAL CO.,LTD.	0 2080 4499
10	HUTCHISON LAEMCHABANG TERMINAL LIMITED	0 3840 8700
11	INFINITY SHIPPING (THAILAND) CO.,LTD.	0 2634 2128-33
12	ISS GLOBAL FORWARDING (THAILAND) CO.,LTD.	0 2115 6241-44
13	JTJB INTERNATIONAL LAWYERS CO.,LTD.	0 2106 8315
14	K.R.C. TRANSPORT & SERVICE CO.,LTD.	0 3840 1309
15	KLN SEAPORT LIMITED	0 2686 8999
16	LAEM CHABANG INTERNATIONAL TERMINAL CO.,LTD.	0 3840 8200
17	LCB CONTAINER TERMINAL 1 LTD.	0 3840 8600
18	M&R SERVICE CO., LTD.	0 2337 1751-3
19	NS INTERNATIONAL (THAILAND) CO., LTD	0 2665 6710-15
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21	POONPIPAT CO.,LTD.	0 2233 3990
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23	PRACHUAP PORT CO.,LTD.	0 2630 0323-32
24	SAHATHAI TERMINAL PUBLIC COMPANY LIMITED	0 2386 8000
25	SCG JWD LOGISTICS PUBLIC COMPANY LIMITED	0 2710 4000
26	SIAM COMMERCIAL SEAPORT CO.,LTD.	0 2753 4171-6
27	SIAM CONTAINER TERMINAL CO.,LTD.	0 2708 1011-20
28	SIAM SHORESIDE SERVICE LTD.	0 2763 5000
29	SIAM LINER CO.,LTD.	0 2393 8980-1
30	SRIRACHA HARBOUR PUBLIC COMPANY LIMITED	0 2719 9631-6
31	THAI CONNECTIVITY TERMINAL CO.,LTD.	0 2754 4501-9
32	TGM (THAILAND) CO., LTD.	0 2182 0188
33	TILLEKE & GIBBINS INTERNATIONAL LTD.	0 2056 5555
34	UNITED SUPPLY & TRANSPORT CO., LTD.	0 2391 8445 0 2381 9293-4



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