



2022
2023

ANNUAL REPORT

BANGKOK
SHIPOWNERS
AND AGENTS
ASSOCIATION

BSAA



BSAA Executive Committee



1

2021-2023

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Maersk Line (Thailand) Ltd.

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- 11 Mrs. Nareekarn Euapinyakul
Evergreen Shipping Agency (Thailand) Co., Ltd.
- 12 Dr. Sumet Kheawngamdee
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- 13 Mr. Kongkeat Tangkham
KMTC (Thailand) Co., Ltd.
- 14 Mr. Witoon Senewong Na Ayuttaya
MOL Shipping (Thailand) Co., Ltd.
- 15 Mr. Praphan Lohaviriyaisiri
Ngow Hock Agency Co., Ltd.
- 16 Mr. Wataru Kuroda
NYK RoRo (Thailand) Co., Ltd.
- 17 Mr. Yasutaka Ikeda
Ocean Network Express (Thailand) Ltd.
- 18 Mr. Nataphong Ratanasuwanthawee
SCG Logistics Co., Ltd.
- 19 Mr. Natthavudh Bhuvasorakul
SITC Container Lines (Thailand) Co., Ltd.
- 20 Mr. Chartchai Sakulmongkolnam
United Thai Shipping Corp., Ltd.
- 21 Mr. Worawoot Thongton
CMA CGM (T) Ltd.
- 22 Mr. Supoj Mongkolsirikiat
CU Lines (Thailand) Co., Ltd.
- 23 Mr. Peeradech Jareonsetthapanich
Bangkok Barge Service Co., Ltd.



HONORARY CHAIRMAN

Mr. Sutham Chitranukroh

Mr. Suwat Asavathongkul

Dr. Sathit Jintarasamee





BSAA Executive Committee

2021-2023

BANGKOK PORT AND OTHER PORTS

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

LAEM CHABANG PORT

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

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Members:	PCL Agencies Co., Ltd.	nvzskitti@gmail.com

NON CONTAINERIZED SERVICE

Convenor	MOL Shipping (Thailand) Co., Ltd.	witoon.senewong@molgroup.com
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ICD/OFF DOCK

Convenor	SITC Container Lines (Thailand) Co., Ltd.	natthavudh@sitc-thai.com
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LOGISTICS

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

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	Eastern Maritime (Thailand) Ltd.	kblim@bkk.pilship.com

COMMUNICATIONS AND STATISTICS

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Chairman's Report

COVID-19 had a severe impact on world economy in 2020-2021. In 2022, the COVID-19 situation gradually improved allowing most countries, including Thailand, to relax COVID-19 measures and to resume economic activities. However, the economic recovery is hampered by the energy and commodities crisis, intensified by the Russia and Ukraine conflict which led to a surge in inflation rates all over the world. The crisis in turn created pressure on central banks in many countries to raise interest rates in an endeavor to control inflation. The Russia-Ukraine war, in longer than 16 months, is still going on. The commodities crisis has eased and inflation has improved in Thailand and in many other countries. The energy prices have gradually decreased, but still remained high compared to the pre-COVID-19 period.



Piset Rittapirom
Chairman
Bangkok Shipowners and Agents Association

In terms of value in US dollar, Thailand's total exports suffered a negative growth for the 8th month in a row starting from October, 2022. The decline was due to slowdown in global demand and the weak purchasing power especially in major markets, such as the US, EU, Japan. Hardest hit were the sectors of electronic & parts, plastic pellets, rubber & rubber products, chemicals, iron & steel. Export of food products is still strong and helps curb the export drop. China, since its U-turn on zero COVID-19 policy, was expected to help bolster the economic situation but started to show stagnation. Forecast of Thailand's exports in 2023 has been revised to 0% to -1% on condition of exports recovery in the latter half of 2023. Due to the low

base in 2021, Thailand's GDP growth in 2022 was 2.6%. The economic growth in 2023 is forecast at 3.6%.

The main engine to drive the country's economic growth is tourism. Despite lower number of tourists than expected from China, totally about 28 million tourists are anticipated to visit Thailand in 2023. EEC development during the next 4-5 years is very crucial to Thai economy. The office of EEC is also facing a challenging task in inducing Foreign Direct Investment (FDI) in the EEC projects, e.g. the aviation center of Maintenance, Repair and Overhaul (MRO) in U-Tapao, Industrial Port development in Maptaphut.

The Bangkok Port handled a total

throughput of 1.27 million TEU in 2022 (January-December), a drop of 8.6% from the 2021 throughput. Export container volume decreased 11.6% while import container volume declined 6.9%. Bangkok Port remains a favorite port for SMEs in and around Bangkok due to the low storage cost in the terminal. The old issues in BKP such as wet damage to cargo in the containers due to flooding in the rainy season, the container handling deficiency, driver shortage, etc. still persisted. However, these issues are continually discussed by BSAA and shipping lines with BKP officers in an endeavor to lessen the problem.

The country's main deep sea port, Laem Chabang Port had a total throughput of 8.741 million TEU, a slight increase

of 2.55% from 2021. Import container volume decreased by 0.7% whereas volume of export containers increased by 1.85%. Volume of empty containers discharged at LCP substantially increased by 10.3% to 1.845 million TEU. Total international vessels calling at LCP and Eastern ports were 22,565 calls in 2022 which were just slightly increased by 0.85% when compared with 22,374 calls in 2021. The total calls of 22,565 in 2022 comprised of 9,140 container vessel calls at Laem Chabang Port, 145 calls of break bulk vessels at LCP, 9,541 calls at Sriracha, 2,580 calls at Maptaphut and 541 calls at Sattahip, 616 Ro-Ro vessel calls and 2 passenger vessel calls.

Laem Chabang Port Phase III development has been several months delayed from original schedule. Much delayed is operation of reclaimed land due to insufficient dredging.

The coastal Terminal A had a throughput of 216,846 TEU from 2,742 barges in 2022. PAT has announced to allow loading of empty containers directly at TLC terminals with immediate effect. However, the repeal of compulsory loading of import containers at Terminal A will have to wait until 1st October 2023. Also, service charges and future operation of Terminal A has yet to be decided by PAT.

The SRTO handled 595,268 TEU in 2022, a much improvement than 2021. However, majority of container transfer between LCP and LICD was by trucking.

In 2022, barges carried a total of 523,636 TEU, a slight decrease when compared to a year earlier. Barge operators are still awaiting PAT's decision on future operation (after 30/9/23) of the coastal Terminal A at LCP.

Most active non-containerized service is Ro-Ro service. Majority of Ro-Ro service at LCP are car carriers as Thailand is one of the leading car exporting countries. Currently, there are some 7 car carrier lines regularly calling at Terminal A1, A5 and C0 at Laem Chabang. Transshipment of cars at Laem Chabang is also increasing.

Lat Krabang ICD serves containerized cargo to/from Laem Chabang Port. There were 1.42 million TEU passing through the ICD which saw an increase of 3.9% when compared to 2021. Shuttling of containers between LCP and LICD by rail was still low (26.8% for import containers and 29.5% for export containers) as about 70% was by trucking. The new concession contract has yet to be approved by the cabinet.

NESDC has charted the national logistics plan for the next five years 2023-2027. The earlier 3 national logistics plans involved more on infrastructure construction projects. But NESDC will focus more on the guidelines for logistics development in the latest plan.

Heavy traffic congestion at various ports/terminals and container depots has become a major issue, costing the country's logistics system billions of baht per year. All parties concerned have to work together to lessen the problem.

Despite government's heavy investment in rail projects, cargo transport by rail has so far taken a very small share. The newly established Department of Rail Transport (DRT), under the Ministry of Transport, is currently working on many important rail projects such as the High Speed Train and double-track rail projects. Most significant is development of freight area at Natha, Nong Khai and construction of a new bridge across the Mekong River to support linkage with the China-Lao Railway for Thai fruit exports. The government has a target of reaching 4% for rail transport.

During the past year, there was no important legislation directly affecting the transport business. The enacted Personal Data Protection Act, B.E. 2562 (which only effective on June 1, 2022) should not have much impact on business operators in the transport/logistics industry.

With improving COVID-19 situation, the government has relaxed the pandemic measures and allowed business activities to resume. Meetings and seminars began to be organized on site. BSAA

also resumed our activities, including our 2022 AGM, the 23rd BSAA-PAT Friendship Golf. BSAA maintains CSR activities with our fourth donation to PAT's Check-dam Construction Project.

BSAA has recognized the need to adapt to media changes and to make improvements to align with current trends. Our BSAA News, the quarterly publication, remains a popular knowledge source of reading for members, major importers/exporters and other trade organizations. Our statistics on ports/terminal throughput, updated monthly, on BSAA Website are also found very useful.

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

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

Yours sincerely,



Piset Rittapirom
BSAA Chairman

Sub-committee Report

BANGKOK PORT

The Bangkok Port handled a total throughput of 1.27 million TEU in 2022 (January-December), a drop of 8.6% from the 2021 throughput. Export container volume decreased 11.6% while import container volume declined 6.9%. The import containers accounted for 64% of the total throughput. Combined throughput at Chao Phraya River private wharfs also declined 6.8%. The drop was believed to be due to limitation of the river navigation as more and more shipping lines deployed bigger container ships to achieve economy scale of lower cost per TEU.

There were 1,409 calls of feeder vessels at the Bangkok Port which is slightly increased from the total calls in 2021. Total number of barges calling at the BKP

surged to 2,846 calls. Bangkok Port is an important distribution center for SMEs and remains a favorite port for importers in and around Bangkok. However, delayed clearance of import shipments especially during long holidays has led to congestion in the city port. The Bangkok governor has recently suggested relocation of the Bangkok Port, which was believed to be the main cause of PM2.5 air pollution. The suggestion has drawn disagreement from parties concerned who argued that the city port was not the main cause of PM2.5 pollution. Relocation of Bangkok Port will instead add to the logistics cost of import-export goods.

Container storage areas, yard C in particular, in the Bangkok Port was often inundated

during rainy season. The flooding, although temporary, caused damage to the ground tier of containers. Settlement of wet damage claims also was limited a took lengthy procedure as the Bangkok Port did not have a proper insurance system and relies on self-insured.

Chronic problems, such as container-handling deficiency, low level service of trucking for loading/discharge containers due to driver shortage, still persisted. The recent report on the slow replacement of worn-out tires has created concern over the safety issue.

Many thanks go to the BKP officers concerned for having frequent meetings with BSAA and shipping lines to discuss in an endeavor to solve these issues.

LAEM CHABANG & EASTERN PORTS

The throughput at Laem Chabang Port in 2022 was 8,741,079 TEU, increased by 2.55% from 2021. The Import laden container volume decreased by 0.70% and the Empty reposition volume increased by 10.26%. For the Export laden container volume increased by 1.85%. There were 9,140 Container Vessel calls at Laem Chabang Port, increased by 2%. For the break bulk vessels, there were 145 calls at Laem Chabang Port, 9,541 calls at Sriracha, 2,580 calls at Maptaphut and 541 calls at Sattahip. There were 616 Roro vessels, which increased by 16%. There were 2 Passenger ship calls at eastern ports. The total international vessels calling at Eastern Ports of Thailand for both container and conventional were 22,565 calls, which showed a 0.85% increase when compared with 2021 (22,374 calls).

The throughput at Laem Chabang barge

Terminal A was 216,846 TEU from 2,742 barge calls, which decreased by 15% in terms of volume and decreased 7.70% in terms of barge calls.

SRTO handled 595,268 TEUs, a substantial increase of 52.17% higher than 2021.

In 2022 Tug-Boat service at Laem Chabang port was reported to have a fleet of 16 tug boats (11 - Private owned and 5 - PAT)

Laem Chabang Port Phase 3 development was much delayed, land reclaiming in particular, from the initial schedule due to insufficient number of dredging vessels. Nowadays, the dredging work is only 5% progress. PAT plans to add 5 more dredgers in Nov 2023, expecting the seaside construction will be completed

in 2026. The commercial operation will be started in 2028 based on the current plan.

Earlier this year PAT announced to withdraw the enforcement to use barge Terminal A for IMP shipments, effective date is Oct 1st, 2023. As for service charges and future operation of Terminal A, PAT has yet to make a decision.

Road maintenance at Terminals B and C. Phase1: The road maintenance at LCH port started since 25 March 2022 and completed. Phase2: In front C Terminals, starting on Oct 1st, 2022 and is scheduled to be completed in June 2023

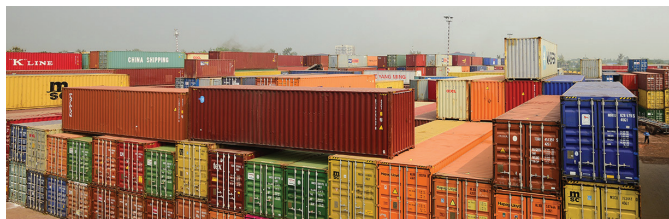
Police began to enforce strict road regulation for weight limitation which is expected to result in higher cost in container trucking.

DOMESTIC SHIPPING

Total volume of containers carried by barge In 2022 was 523,636 TEU, a slight decrease when compared to 2021. Totally, there were 4,669 barge calls compared to 4,604 calls in 2021.

PAT has announced to allow direct loading of empty containers from the container terminals at LCP, but agreed to lift the compulsory loading of import containers at the coastal Terminal A on 1st October 2023 after expiration of the current contract of the Terminal A operator. PAT will also have to make decision on the future service charges and operation of Terminal A after 30th September 2023.

ICD/OFF-DOCK



The total volume of containers passing through ICD Lat Krabang in 2022 reached 1,418,432 TEU, an increase of 3.9% compared to the year 2021. Economy is almost back to normal which leads to the import and export volumes improving on most trade lanes for shipping business.

SRT still maintains promotion of reducing import tariff so it can induce cargo volume to move via train in stead of truck. Despite additional locomotives and wagons acquired by SRT, the current frequency of train is limited to about 10-13 trips per day.

Volume of import containers in 2022 increased by 1.3 % from 2021 while volume of export containers in 2022 increased by 6.2 % from the previous year. The 2022 total volume of 1,418,432 TEU was an increase of 3.9 % compared to the total volume in 2021.

ICD Throughput 2021 Vs 2022

	2021	2022	Incr./Decr. %
Import	629,212	637,489	1.30%
Export	735,481	780,943	6.20%
Total	1,364,493	1,418,432	3.90%

NON-CONTAINERIZED SERVICE

Thailand is a major car exporting country. Due to congestion in Singapore, Ro-Ro service has more and more moved to Thailand. The most active Ro-Ro service in Thailand is Pure Car Carrier (PCC). Currently, there are some 7 Ro-Ro lines making regular PCC calls at LCP Terminals A1, A5 and C0. Transshipment of cars in LCP is becoming an important alternative.

Car storage spaces in the three terminals pose a significant problem for Ro-Ro lines. There is also complaint on the poor condition of road in front of the terminals. PCC operators are now facing the issue of grass weeds and insects for car exports to Australia and New Zealand.

There are less activities of cruise ships in Thailand as we need to actively engage in development of cruise port facilities.

Import containers to the ICD moved by rail in 2022 increased by 1 % compared to 2021, but still below 27% . Volume of export containers moved by rail slightly declined to 73.18% compared to 74.03% in 2021

IMPORT : ICD Throughput 2021 Vs 2022

Import	2021	Train/Truck Ratio	2022	Train/Truck Ratio
Train	163,379	25.97%	170,999	26.82%
Truck	465,833	74.03%	466,490	73.18%
Total	629,212	100%	637,489	100%

EXPORT : ICD Throughput 2021 Vs 2022

Export	2021	Train/Truck Ratio	2022	Train/Truck Ratio
Train	239,727	32.59%	230,370	29.50%
Truck	495,754	67.41%	550,573	70.50%
Total	735,481	100%	780,943	100%

Traffic in the ICD

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

Renewal of Concession

There was report that the cabinet may approve the contract with new vendor (ALG) after forming of the new government.

LOGISTICS

The National Economic and Social Development Commission (NESDC) has charted the country's Logistics Plan No. 4 for the next five years 2566-2570 (2023-2027). NESDC has also emphasized on guidelines for development of each logistics plan.

The volume of Thailand's imports and exports has continuously increased. In the year 2022, there were about 12 million TEU passing through, 8.74 million TEU at Laem Chabang Port, 1.27 million TEU at Bangkok Port and some 2 million TEU at other private ports and wharfs. There is a greater volume of truck transportation. A truck currently needs 4-10 hours in delivering to or picking up containers causing heavy traffic congestion in these places. Such problems incur significant costs to transport operators. According to estimates, it costs approximately 200 baht per hour (using about 6 liters of fuel per hour on average). The traffic problem is believed to cost the logistics system of the country more than 10 billion baht per year. In addition, it also causes environmental problems such as toxic dust, PM2.5, etc. The ICD at Lat Krabang is an important gateway for import and export containers connecting with Laem Chabang Port. But of the volume of about 1.4 million TEU per year at LICD,

about 30% was moved by rail with the other 70% by truck. The ICD at Lat Krabang also had traffic congestion. The government and related agencies must give importance to make this issue a national priority.

Over the years, the government has heavily invested in rail development. However, cargo transport by rail has taken a very negligible share. Department of Rail Transport (DRT) has been established to be in charge of the country's rail development and activities. DRT has the task of increasing the country's rail freight to 4%. Major rail developments are:

1. Thailand-China High Speed Rail Construction Plan:
 - Phase 1: Bangkok-Nakorn Rachasima, scheduled to open service end of 2026.
 - Phase 2: Nakorn Rachasima-Nong Khai, scheduled to commence operation in 2028
2. Double-track Railway Project:
 - Kon Kaen-Nong Khai, a distance of 167 km. with 15 stations. MoT is in the process of approving the project.
3. Construction of a new bridge over the Mekong River. The project study will be completed in July 2023 and the construction is expected to be completed in 7 years.
4. Development of Freight Area in Natha, Nong Khai
 - The SRT is developing a major freight area in Natha, Nong Khai to support transport of Thai fruits to South China on the China-Lao Railway.

Carbon Credit Trend

Global warming or climate change is an issue that the world is aware of and pays great attention to. Many countries collaborate to reduce the world's greenhouse gas emissions to control the temperature of the world. It is from this point that carbon credits are traded. Thailand Greenhouse Gas Management Organization (TGO), a public organization under the Ministry of Natural Resources and Environment, has been set up to manage and look after the country's greenhouse gas emission policy. Thailand currently has guidelines and carbon credit management mechanisms to support the achievement of goals that reduce greenhouse gas emissions. The trend of carbon credit policy will have more influence on manufacturing, industry, transportation and energy sectors.

LAW & REGULATION

Thailand's Personal Data Protection Act, effective since 1st June 2022, does not seem to affect operators in the transport and logistics sectors as all operators in the industry already comply with the law. During the past year, seminars on Arbitration under collaboration with Thailand Arbitration Center (THAC) were organized to give knowledge to the industry operators. The seminars aimed to promote Alternative Dispute Resolution (ADR). The rationale is to mediate the disputes to reduce number of cases going to the court.

The on-going trade conflicts may affect Thailand's exports to main markets such as the US and EU. Thai exporters are recommended to carefully check with the Department of

Foreign Trade to comply with requirements and regulations. Members are also recommended to closely follow the updates of Free Trade Agreement (FTA) Thailand made with other countries especially the Regional Comprehensive Economic Partnership (RCEP) made under ASEAN.

Other interesting enactments include the Revenue Department Notification (No. 433) on tax exemption for net profits derived from sale of carbon credits. Customs Dept. is expected to require use of HS2022 harmonized code in ASEAN Trade in Goods Agreement (ATIGA) form.

MEMBER ACTIVITIES AND BENEFITS

In the past year of 2022-2023, COVID-19 situation has improved. Hence, the government relaxed the COVID-19 measures and re-opened the country to allow activities to resume. Meetings and seminars, of private organizations or government agencies, began to be organized on site. Some meetings/seminars were still available for online participation. BSAA duly participated in these meetings/seminars and kept sharing information to members.

We held our 55th Annual General Meeting on the 30th August 2022 at The Banyan Tree Hotel, Bangkok. Members could join our AGM both on-site and online. The event was actively participated by members.

We managed to organize Lunch Talk and Dinner Talk events that received great response from many members who enjoyed the opportunity of grabbing knowledge and interesting information from guest speakers.



The 23rd BSAA-PAT Annual Friendship Golf Tournament took place at the Vintage Club on 10th November 2022. The annual sports event, aimed to strengthen relationship between BSAA and PAT, drew enthusiastic participation from BSAA and PAT golfers. BSAA maintains a good relationship with Thai National Shippers Council (TNSC) by having meetings and friendship golf. BSAA also maintains good relationship with government agencies concerned by making well wishes on New Year greetings.

BSAA promotes CSR activities for members. Led by BSAA Chairman and Executive Members, we presented our fourth donations to PAT Check-dam Construction Project. If COVID-19 situation further improves, we expect to have more activities.

Activities of year 2022-2023

6/7/2022	BSAA Executive members, led by Khun Piset Rittapirom BSAA Chairman, congratulated with Lt. JG. Poom Sangkham, R.T.N. on his appointment as the new Managing Director of the Bangkok Port.
23/7/2022	BSAA joined PAT 's Charity petanque "Ta Rua Open" 2022.
30/8/2022	BSAA 55th Annual General Meeting held on site at Banyan Tree Hotel, and online.
25/10/2022	Dinner Talk on "PAT VISION AND FUTURE DEVELOPMENT" by Khun Kriengkrai Chaisiriwongsuk, Director-General of Port Authority of Thailand.
10/11/2022	23rd BSAA-PAT Annual Friendship Golf Tournament at The Vintage Club, Bangna-Trad Rd. (Km. 27), Bangbor, Samutprakarn.
6-7 /12/2022	Khun Piset Rittapirom BSAA Chairman, Joined as speaker of the Panel discussion for Session 7 of Seminar on "ALL HANDS ON DECK: Thailand Maritime Stakeholder Workshop to
5/1/2023	New Year Greetings to Mr. Patchara Anuntasilpa , DG of Customs Dept. @Customs Dept.
6/1/2023	New Year Greetings to- Mr.Kriengkrai Chaisiriwongsuk Director General of Port Authority of Thailand Lt.JG. Yutana Mokekhaow, Deputy Director General of Port Authority of
12/1/2023	New Year Greetings/ Dinner with TNSC at Chef Man at Royal Palace 2, Ratchadamri Road.
3/2/2023	BSAA Members Get Together Cocktail Party at Banyan Tree Bangkok.
23/2/2023	BSAA/TNSC Friendship Golf tournament at Krungthep Kreetha Golf Course.
28/3/2023	Lunch Talk on the Eastern Economic Corridor (EEC) by Dr.Chula Sukmanop, the Secretary General of Office of EEC, at the Banyan Tree Hotel.
9/5/2023	Presentation of donation to PAT "PAT Check-dam Construction Project-2023".



Communications and Statistics

In the wake of social media trends that impact the world of communication, BSAA understands the potential of social media as a powerful marketing and communication tool. In addition to our website, we launched a Facebook page under “Bangkok Shipowners and Agents Association – BSAA” as another communication channel in 2020 to enhance the publicity of our association and promote community engagement between members and other trade associations. However, due to the COVID-19 situation, there may have been a decrease in publicity.

After the post-COVID-19 period, with the “New Normal” becoming the norm for everyone, BSAA has recognized the need to adapt to changes in livelihood, work lifestyle, communication channels, and is currently in the process of making improvements to align with current trends. As the world moves forward, BSAA promises to have a more active presence on social media, contributing our story and news.

BSAA News, the quarterly newsletter, remains a popular publication among readers. We also make monthly update of statistics of various ports and terminals throughput on BSAA Website.

BSAA WEBSITE

<http://www.thaibsaa.com>

BSAA FACEBOOK



Thailand Container Port Throughput Statistics

Inbound Throughput 2021 Vs 2022 (January - December)

	2021			2022			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	854,905	18,403	873,308	781,747	31,538	813,285	-73,158	13,135	-60,023	-8.56	71.37	-6.87
LCP	2,712,567	1,585,296	4,297,863	2,698,930	1,760,292	4,459,222	-13,637	174,996	161,359	-0.50	11.04	3.75
Private	107,126	56,595	163,721	100,220	49,658	149,878	-6,906	-6,937	-13,843	-6.45	-12.26	-8.46
Songkhla	31,525	52,873	84,398	25,751	51,642	77,393	-5,774	-1,231	-7,005	-18.32	-2.33	-8.30
Total	3,706,123	1,713,167	5,419,290	3,606,648	1,893,130	5,499,778	-99,475	179,963	80,488	-2.68	10.50	1.49

Outbound Throughput 2021 Vs 2022 (January - December)

	2021			2022			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	500,846	13,609	514,455	439,298	15,357	454,655	-61,548	1,748	-59,800	-12.29	12.84	-11.62
LCP	4,158,610	66,877	4,225,487	4,196,671	85,187	4,281,858	38,061	18,310	56,371	0.92	27.38	1.33
Private	189,815	6,426	196,241	174,198	11,382	185,580	-15,617	4,956	-10,661	-8.23	77.12	-5.43
Songkhla	77,175	4,041	81,216	72,140	3,102	75,242	-5,035	-939	-5,974	-6.52	-23.24	-7.36
Total	4,926,446	90,953	5,017,399	4,882,307	115,028	4,997,335	-44,139	24,075	-20,064	-0.90	26.47	-0.40

Total Throughput 2021 Vs 2022 (January - December)

	2021			2022			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	1,355,751	32,012	1,387,763	1,221,045	46,895	1,267,940	-134,706	14,883	-119,823	-9.94	46.49	-8.63
LCP	6,871,177	1,652,173	8,523,350	6,895,601	1,845,479	8,741,080	24,424	193,306	217,730	0.36	11.70	2.55
Private	296,941	63,021	359,962	274,418	61,040	335,458	-22,523	-1,981	-24,504	-7.59	-3.14	-6.81
Songkhla	108,700	56,914	165,614	97,891	54,744	152,635	-10,809	-2,170	-12,979	-9.94	-3.81	-7.84
Total	8,632,569	1,804,120	10,436,689	8,488,955	2,008,158	10,497,113	-143,614	204,038	60,424	-1.66	11.31	0.58

Inbound Throughput 2022 Vs 2023 (January - May)

	2022			2023			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	329,231	16,371	345,602	315,945	6,100	322,045	-13,286	-10,271	-23,557	-4.04	-62.74	-6.82
LCP	1,106,966	765,621	1,872,587	1,217,802	562,046	1,779,848	110,836	-203,575	-92,739	10.01	-26.59	-4.95
Private	39,491	20,933	60,424	46,166	21,562	67,728	6,675	629	7,304	16.90	3.00	12.09
Songkhla	11,745	21,611	33,356	11,067	19,592	30,659	-678	-2,019	-2,697	-5.77	-9.34	-8.09
Total	1,487,433	824,536	2,311,969	1,590,980	609,300	2,200,280	103,547	-215,236	-111,689	6.96	-26.10	-4.83

Outbound Throughput 2022 Vs 2023 (January - May)

	2022			2023			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	185,531	3,419	188,950	187,804	8,538	196,342	2,273	5,119	7,392	1.23	149.72	3.91
LCP	1,762,973	24,260	1,787,233	1,684,068	54,571	1,738,639	-78,905	30,311	-48,594	-4.48	124.94	-2.72
Private	66,132	4,264	70,396	78,584	2,616	81,200	12,452	-1,648	10,804	18.83	-38.65	15.35
Songkhla	30,315	1,885	32,200	27,398	1,661	29,059	-2,917	-224	-3,141	-9.62	-11.88	-9.75
Total	2,044,951	33,828	2,078,779	1,977,854	67,386	2,045,240	-67,097	33,558	-33,539	-3.28	99.20	-1.61

Total Throughput 2022 Vs 2023 (January - May)

	2022			2023			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	514,762	19,790	534,552	503,749	14,638	518,387	-11,013	-5,152	-16,165	-2.14	-26.03	-3.02
LCP	2,869,939	789,881	3,659,820	2,901,870	616,617	3,518,487	31,931	-173,264	-141,333	1.11	-21.94	-3.86
Private	105,623	25,197	130,820	124,750	24,178	148,928	19,127	-1,019	18,108	18.11	-4.04	13.84
Songkhla	42,060	23,496	65,556	38,465	21,253	59,718	-3,595	-2,243	-5,838	-8.55	-9.55	-8.91
Total	3,532,384	858,364	4,390,748	3,568,834	676,686	4,245,520	36,450	-181,678	-145,228	1.03	-21.17	-3.31



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, 2023, 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, 2023, 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.

OTHERS

The financial statements of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION for year ended at May 31, 2022, audited by other auditor, which performed unqualified opinion according to report dated June 27, 2022.

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 PIADUMRONGKUL)
Certified Public Accountant No.3900

Bangkok
June 24, 2023

Financial Statement

As at May, 2022 and 2023



Administrative Expenses

for the Year End May 31st, 2023

Statement of Income and Expenses

for the Year End May 31st, 2023

	2023	2022 ^{Baht}
Income		
Membership Fees	3,017,700.00	2,855,900.00
Meetings and Seminars	975,013.87	59,541.92
Newsletter	613,000.00	543,000.00
BSAA Sport Activities	514,111.86	-
Interest Income	11,685.67	6,530.31
Other Income	300.00	12,300.00
Total Income	5,131,811.40	3,477,272.23
Expenses		
Meetings and Seminars	838,645.81	57,800.00
Newsletter	383,113.50	386,478.50
BSAA Sport Activities	395,834.97	-
Administrative	3,534,343.01	3,138,408.40
Income Tax	43,217.08	12,709.87
Total Expenses	5,195,154.37	3,595,396.77
Income Exceeds (less than) Expenses	(63,342.97)	(118,124.54)

Accompanying notes are integral parts of the financial statement

Balance Sheet

for the Year End May 31st, 2023

note	2023	2022 ^{Baht}	
ASSETS			
Current Assets			
Cash on Hand and At Financial Institutions	2	1,965,476.18	1,725,597.29
Receivable from Members		64,869.19	300,000.00
Other Current Assets	3	28,130.02	27,376.11
Total Current Assets		2,058,475.39	2,052,973.40
Non-current Assets			
Equipment - Net	4	42,271.78	70,163.80
Other Non-current Assets	5	206,053.97	206,053.97
Total Non-current Assets		248,325.75	276,217.77
Total Assets		2,306,801.14	2,329,191.17
LIABILITIES AND ACCUMULATED FUND			
Liabilities			
Accrued Expenses	6	16,000.00	16,000.00
Other Current Liabilities	7	62,918.81	21,965.87
Total Current Liabilities		78,918.81	37,965.87
Total Liabilities		78,918.81	37,965.87
Accumulated Fund			
Accumulated Fund Brought Forward			
Contributions from Bangkok Shipping Interest		40,930.76	40,930.76
Income exceeds (less than) expenditure		2,186,951.57	2,250,294.54
Total Accumulated Fund		2,227,882.33	2,291,225.30
Total Liabilities and Accumulated Fund		2,306,801.14	2,329,191.17

Accompanying notes are integral parts of the financial statement

	2023	2022 ^{Baht}
Salary and Other Remunerations	2,383,060.00	2,348,450.00
Office Rental	355,200.00	355,200.00
Parking Fee	19,260.00	20,260.00
Transportation	95,960.00	96,510.00
Stationery and Office Supplies	11,132.92	8,548.53
Depreciation	33,892.02	32,630.55
Postage	4,196.00	3,013.00
Electricity & Water	75,844.74	65,118.24
Audit Fee	16,000.00	16,000.00
Telephone	18,631.00	17,878.50
Office Cleaning Expenses	31,200.00	31,200.00
Staff Accident and Health Insurance	26,350.00	26,350.00
Membership Fee (Board of trade)	20,000.00	20,000.00
Newspaper Subscription	2,625.00	2,600.00
Repair and Maintenance	2,083.33	25,000.00
Expenses for Internet	24,238.00	25,828.00
Social Contribution	25,000.00	16,200.00
Bank Charge	285.00	276.00
Donation :-		
- PAT Dam Project	20,000.00	20,000.00
- PAT	3,000.00	3,000.00
- Custom Dept.	3,000.00	-
- DIT	10,000.00	-
Sundry Expenses	3,385.00	4,345.58
Expenses for Annual Report 2019-2020	50,000.00	-
Bad Debt	300,000.00	-
Total	3,534,343.01	3,138,408.40

Accompanying notes are integral parts of the financial statement



Notes to Consolidated Financial Statement

As at May 31st, 2023

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 ON HAND AND AT FINANCIAL INSTITUTIONS

	2023	2022 ^{Baht}
Cash in Hand	4,588.48	11,479.00
Cash in Bank - Saving Account	819,428.06	578,789.42
Cash in Bank - Fixed Deposit	1,141,459.64	1,135,328.87
Total	1,965,476.18	1,725,597.29

3. OTHER CURRENT ASSETS

Interest Receivable	7,036.40	4,199.16
Prepayment:-		
- Board of Trade Membership	11,666.62	11,666.62
- Repair and Maintenance	-	2,083.33
- Expenses for Internet	2,700.00	2,700.00
- Golf	6,727.00	6,727.00
Total	28,130.02	27,376.11

4. EQUIPMENT (NET)

COST

Office Furniture	482,709.43	476,709.43
Office Equipment	1,394,343.94	1,394,343.94
Telephone	93,391.58	93,391.58
Total	1,970,444.95	1,964,444.95

ACCUMULATED DEPRECIATION

Office Furniture	467,257.34	448,641.77
Office Equipment	1,368,866.04	1,355,989.59
Telephone	92,049.79	89,649.79
Total	1,928,173.17	1,894,281.15

EQUIPMENT (NET)	42,271.78	70,163.80
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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	7,490.00	7,490.00
Total	206,053.97	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	14,610.99	8,608.22
Withholding Tax Payable	12,841.60	8,875.24
Social Securities Payable	3,000.00	600.00
Income Tax Payable	32,466.22	3,882.41
Total	62,918.81	21,965.87



BSAA Membership 2022-2023

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 2352 3200
8 CU LINES (THAILAND) CO.,LTD.	0 2645 3112-14
9 EASTERN MARITIME (THAILAND) LTD.	0 2240 0110
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 NYK RORO (THAILAND) CO.,LTD.	0 2022 7060
28 OOCL (THAILAND) LTD.	0 2646 9500
29 OCEAN NETWORK EXPRESS (THAILAND) LTD.	0 2097 1111
30 PCL AGENCIES CO., LTD.	0 2237 6234
31 PEARL SHIPPING SERVICES CO., LTD.	0 2274 0054-9 , 0 2274 0330-1
32 PRECIOUS SHIPPING PUBLIC COMPANY LIMITED	0 2696 8800
33 PRIME SHIPPING CO.,LTD.	0 2249 8569-74, 0 2249 8661-2
34 RICO MARITIME (THAILAND) CO.,LTD.	0 2240 3088
35 S 5 ASIA LIMITED	0 2253 7890
36 SAMUDERA TRAFFIC CO.,LTD.	0 2367 3747-58
37 SCG LOGISTICS CO.,LTD.	0 2341 9000
38 SEALINK SHIPPING & CHARTERING CO., LTD.	0 2643 9820-5
39 SEA STAR LOGISTICS CO.,LTD.	0 2634 2435
40 SEALITE SHIPPING CO., LTD.	0 2697 4999
41 SEASWIFT SHIPPING SERVICES CO.,LTD.	0 2381 5070-4
42 SEAWAY EXPRESS CO., LTD.	0 2679 3345-6 , 0 2679 4797-9
43 SEA UNITY CO.,LTD.	0 2634 0370
44 SIAM ECL CO.,LTD.	0 2853 9112
45 SINOKOR MERCHANT MARINE (THAILAND) CO.,LTD.	0 2636 7299
46 SITC CONTAINER LINES (THAILAND) CO.,LTD.	0 2204 6700
47 STARLINE AGENCIES ASIA (THAILAND) LTD.	0 2725 5111

48 T S CONTAINER LINES (THAILAND) CO., LTD.	0 2204 7400
49 THAI SHIPPING AGENCIES AND TRADING CO., LTD.	0 2249 9565 , 0 2633 5644
50 TRIPLE I MARITIME AGENCIES CO.,LTD.	0 2681 8988
51 UNITED THAI SHIPPING CORPORATION LIMITED.	0 2254 8400
52 WALLEM SHIPPING (THAILAND) LTD.	0 2237 7830
53 WALLENIUS WILHELMSSEN SOLUTIONS CO.,LTD.	0 2114 7409
54 WAN HAI LINES (THAILAND) LTD.	0 2679 7400
55 WILHELMSSEN PORT SERVICES (THAILAND) LIMITED	0 2116 8928
56 X-PRESS FEEDERS AGENCY (THAILAND) CO.,LTD	0 2238 2511-15
57 YANG MING LINE (THAILAND)CO.,LTD.	0 2770 9668
58 ZIM (THAILAND) CO., LTD	0 2494 3780

ASSOCIATED MEMBERS

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



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