

ANNUAL REPORT

2023-2024

BSAA

Bangkok Shipowners
and Agents Association

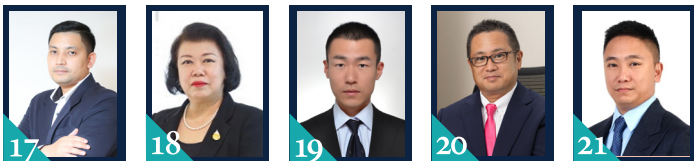


Executive Committee



HONORARY CHAIRMAN

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



2023-2025

CHAIRMAN

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

VICE CHAIRMAN

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

EXECUTIVE SECRETARY

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Siam ECL Co., Ltd.

TREASURER

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

MEMBERS

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



BSAA Executive Committee

2023-2025

BANGKOK PORT AND OTHER PORTS

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

LAEM CHABANG PORT

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

DOMESTIC SHIPPING

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

NON CONTAINERIZED SERVICE

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

ICD/OFF DOCK

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

LOGISTICS

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

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| Convenor | Sealite Shipping Co., Ltd. | tom@sealite.co.th |
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MEMBER ACTIVITIES AND BENEFITS

| | | |
|----------|--------------------------------------|--------------------|
| Convenor | Siam ECL Co., Ltd. | thanit@siamecl.com |
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COMMUNICATIONS AND STATISTICS

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Chairman's Report



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

Mr. Tom Chalermkarnchana
Chairman
Bangkok Shipowners and Agents Association

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

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

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

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

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

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



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

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

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

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

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



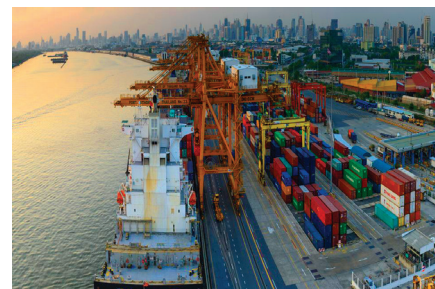
managing their vessels and berthing at Ro-Ro terminals.

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

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

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

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



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

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

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

Yours sincerely,

Mr. Tom Chalermkarnchana
BSAA Chairman

Sub-committee Report

■ BANGKOK PORT

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

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

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

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

are now very few.

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

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

■ LAEM CHABANG & EASTERN PORTS

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

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

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

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

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

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

DOMESTIC SHIPPING

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

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

ICD/OFF-DOCK

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

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

ICD Throughput 2022 Vs 2023

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

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

NON-CONTAINERIZED SERVICE

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

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

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

PCC throughput in 2023 (A1,A5,C0)

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

IMPORT : ICD Throughput 2022 Vs 2023

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

EXPORT : ICD Throughput 2022 Vs 2023

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

Traffic in the ICD

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

Renewal of Concession

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

help to reduce traffic problem in ICD LKB and LCP.

Green Logistics

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

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

Traffic congestion at Empty Container Depot (ECD)

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

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

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

LOGISTICS

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

Traffic issue in Laem Chabang Port

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

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

Rail transport (ICD Lat Krabang - Laem Chabang Port)

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

LAW & REGULATION

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

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

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

Application to Thai Law

Impact on Thai Exporters:

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

Potential Legal and Regulatory Adjustments in Thailand:

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

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

Preparing for Global Shifts:

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

MEMBER ACTIVITIES AND BENEFITS

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

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

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

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

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





Activities of year 2023-2024

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

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

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

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

COMMUNICATIONS AND STATISTICS

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

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

BSAA WEBSITE

<http://www.thaibsaa.com>

BSAA FACEBOOK



Thailand Container Port Throughput Statistics

Inbound Throughput 2022 Vs 2023 (January - December)

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

Outbound Throughput 2022 Vs 2023 (January - December)

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

Total Throughput 2022 Vs 2023 (January - December)

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

Inbound Throughput 2023 Vs 2024 (January - May)

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

Outbound Throughput 2023 Vs 2024 (January - May)

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

Total Throughput 2023 Vs 2024 (January - May)

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



Independent Auditor's Report

TO: THE MEMBERS OF BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION

OPINION

We have audited the financial statements of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION, which comprise the statement of financial position as at May 31, 2024, the related statements of income and expenses for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION as at May 31, 2024, and its financial performance for the year then ended in accordance with Thai Financial Reporting Standards.

BASIS FOR OPINION

We conducted our audit in accordance with Thai Standards on Auditing. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION in accordance with the Federation of Accounting Professions under the Royal Patronage of his Majesty the King's Code of Ethics for Professional Accountants together with the ethical requirements that are relevant to our audit of the financial statements, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

RESPONSIBILITIES OF MANAGEMENT FOR THE FINANCIAL STATEMENTS

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Thai Financial Reporting Standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION or to cease operations, or has no realistic alternative but to do so.

AUDITOR'S RESPONSIBILITIES FOR THE AUDIT OF THE FINANCIAL STATEMENTS

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Thai Standards on Auditing will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Standards on Auditing, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with management regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

(THONGCHAI PIYADUMRONGKUL)
Certified Public Accountant No.3900
Bangkok
June 19, 2024

Financial Statement

As at May, 2023 and 2024

Statement of Income and Expenses

for the Year End May 31st, 2024

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

Accompanying notes are integral parts of the financial statement

Balance Sheet

for the Year End May 31st, 2024

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

Accompanying notes are integral parts of the financial statement

Administrative Expenses

for the Year End May 31st, 2024



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

Accompanying notes are integral parts of the financial statement

Notes to Consolidated Financial Statement

As at May 31st, 2024



1. SIGNIFICANT ACCOUNTING POLICIES

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

1.2 Equipment

Equipment are stated at cost after deduction of accumulated depreciation.

2. CASH ON HAND AND AT FINANCIAL INSTITUTIONS

| | 2024 | 2023 ^{Baht} |
|-------------------------------|---------------------|----------------------|
| Cash in Hand | 12,748.00 | 4,588.48 |
| Cash in Bank - Saving Account | 734,550.10 | 819,428.06 |
| Cash in Bank - Fixed Deposit | 700,000.00 | 1,141,459.64 |
| Total | 1,447,298.10 | 1,965,476.18 |

3. OTHER CURRENT ASSETS

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

4. EQUIPMENT (NET)

COST

| | | |
|------------------|---------------------|---------------------|
| Office Furniture | 482,709.43 | 482,709.43 |
| Office Equipment | 1,394,343.94 | 1,394,343.94 |
| Telephone | 93,391.58 | 93,391.58 |
| Total | 1,970,444.95 | 1,970,444.95 |

ACCUMALATED DEPRECIATION

| | | |
|------------------|---------------------|---------------------|
| Office Furniture | 477,669.06 | 467,257.34 |
| Office Equipment | 1,382,992.18 | 1,368,866.04 |
| Telephone | 93,383.58 | 92,049.79 |
| Total | 1,954,044.82 | 1,928,173.17 |

| | | |
|------------------------|------------------|------------------|
| EQUIPMENT (NET) | 16,400.13 | 42,271.78 |
|------------------------|------------------|------------------|

5. OTHER NON-CURRENT ASSETS

| | | |
|----------------------------|-------------------|-------------------|
| Withholding Income Tax | 109,763.97 | 109,763.97 |
| Lease Deposit-Office Space | 88,800.00 | 88,800.00 |
| Lease Deposit-Newsletter | 7,490.00 | 7,490.00 |
| 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 | 8,061.57 | 14,610.99 |
| Withholding Tax Payable | 6,034.19 | 12,841.60 |
| Social Securities Payable | 3,000.00 | 3,000.00 |
| Total | 17,095.76 | 30,452.59 |



BSAA Membership 2023-2024

ORDINARY MEMBERS

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

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

ASSOCIATED MEMBERS

| | |
|--|--------------------------------|
| 1 ATLANTIC FORWARDING CO.,LTD. | 0 2530 9327 |
| 2 BANGKOK LAWYER LTD. | 0 2549 7402 |
| 3 BMT PACIFIC LTD. | 0 2425 6999 |
| 4 CONTAINER NETWORK CO.,LTD. | 0 2361 3916-8 0 2361 3921-4 |
| 5 CORDSTRAP (THAILAND) CO.,LTD. | 0 3811 0901-3 |
| 6 DHIPAYA INSURANCE PUBLIC COMPANY LIMITED | 0 2239 2200 |
| 7 EASTERN SEA LAEM CHABANG TERMINAL CO., LTD. | 0 3300 5678 |
| 8 GULF ENERGY DEVELOPMENT PUBLIC COMPANY LIMITED | 0 2080 4533 |
| 9 HUTCHISON LAEMCHABANG TERMINAL LIMITED | 0 3840 8700 |
| 10 INFINITY SHIPPING (THAILAND) CO.,LTD. | 0 2634 0610 |
| 11 ISS GLOBAL FORWARDING (THAILAND) CO., LTD. | 0 2115 6241-44 |
| 12 K.R.C. TRANSPORT & SERVICE CO.,LTD. | 0 3840 1309 |
| 13 KERRY SIAM SEAPORT LIMITED | 0 2686 8999 |
| 14 LAEM CHABANG INTERNATIONAL TERMINAL CO., LTD. | 0 3840 8200 |
| 15 LCB CONTAINER TERMINAL 1 LTD. | 0 3840 8600 |
| 16 M&R SERVICE CO., LTD. | 0 2337 1751-3 |
| 17 NEXT GEN LOGISTICS COMPLEX CO.,LTD. | 0 2738 8371 0 2738 8688-90 |
| 18 NS INTERNATIONAL (THAILAND) CO.,LTD | 0 2665 6710-15 |
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| 22 SAHATHAI TERMINAL PUBLIC COMPANY LIMITED | 0 2386 8000 |
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| 24 SIAM COMMERCIAL SEAPORT CO.,LTD. | 0 2753 4171-6 |
| 25 SIAM CONTAINER TERMINAL CO.,LTD. | 0 2708 1011-20 |
| 26 SIAM SHORESIDE SERVICE LTD. | 0 2763 5000 |
| 27 SRIRACHA HARBOUR PUBLIC COMPANY LIMITED | 0 2719 9631-6 |
| 28 THAI CONNECTIVITY TERMINAL CO.,LTD. | 0 2754 4501-9 |
| 29 THAI HANJIN LOGISTICS CO., LTD. | 0 2737 9400 0 2116 7401-4 |
| 30 THAI INTERNATIONAL CONTAINER TERMINAL CO., LTD. | 0 2092 7888 |
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| 32 TIFFA ICD CO., LTD | 0 2737 9990-6 |
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