



BSAA

ANNUAL REPORT

2020
2021



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2019-2021

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2019-2021

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Chairman's Report

Since its outbreak late 2019, the COVID-19 pandemic has caused massive economic and social damages worldwide. Thailand's economic growth in 2020 showed a negative growth of - 6.1%. The economic growth for 2021 had been forecast at 2.0 – 3.0% hoping for a recovery. However, the prolonged and worsening situation of COVID-19 is having economists revising a GDP growth of less than 1.0%. A negative economic growth in 2021 could also be envisaged depending on developments in the second half of 2021.

Shipping industry also reeled under the impact of the COVID-19 pandemic during the first months after the outbreak. Shipowners/operators then had to cut down services and fleet inventory in order to stay afloat. The industry, however, recovered with exporting countries in Asia starting to export to major markets in Europe, USA and Australia. The COVID-19 pandemic has affected the logistics/transport industry leading to shortage of workers. As a result, container turnaround time from Europe and USA is taking much longer time causing a global container shortage, especially in exporting countries in Asia including Thailand. The container shortage has pushed up freight rates on most service routes. The container shortage in Thailand which started in the fourth quarter of 2020 has eased as there were more than 700,000 TEU of empty containers repositioned to Thailand during January-May, 2021. The high freight rates, however, continued into 2021.

Despite the container shortage and increased freight rates, Thailand's exports, in term of value in US dollar, have been making new highs since early this year. Exports in June, 2021 has been reported a record in 11 years. Export is one propelling engine for the country's economy. Thailand's exports during the second half of 2021 have yet to be seen. Another engine is tourism, which has been hardest hit by the COVID-19 pandemic. The Phuket Sandbox, introduced to limited groups of tourists, seems to be working. The Phuket Sandbox will serve as a model for gradual and limited open to tourism in Chiangmai and other tourist provinces.



**I WISH TO THANK
ALL MEMBERS OF THE
EXECUTIVE COMMITTEE
FOR YOUR EFFORTS AND
CONTRIBUTION TO THE
ASSOCIATION.
MY THANKS ALSO GO
TO THE STAFF FOR
KEEPING THE WORK OF
OUR ASSOCIATION GOING.**

Affected by COVID-19, the Bangkok Port still managed to achieve a throughput of 1.42 TEU in 2020, a slight decrease of only 3% from the year before. The Bangkok Port remains an import-dominant port with import containers having a bigger volume of about 20% more than export containers. One attributing factor for the congestion in the port is the delayed clearance of import goods especially during period of long holidays. The port performance still suffers from such chronic problems as deficiency in container handling equipment and shortage of drivers.

Looking at the country's main gateway of Laem Chabang Port, the deep sea port recorded a throughput of 7.43 million TEU which was 7% lower than in 2020. Both inbound and outbound volumes of containers were decreased by 8% and 7% respectively. PAT/LCP's development of Laem Chabang Phase III is proceeding with the plan. Completion of LCB Phase III will increase the port container handling capacity from 11.0 million TEU to 18.1 million TEU. Marine Dept. has allowed larger container vessels with LOA over 300m but not exceeding 399m to call at Laem Chabang Port as from February 9, 2021. This will enhance repositioning more empty containers to Thailand and help make our freight rates more competitive which will benefit the country's exports.

Laem Chabang Port is currently working on 2 projects, namely the road maintenance in front of Terminal AO and Terminal B areas and the dredging of the fairway to maintain the water depth to allow calls of large container vessels.

Barges' carryings (to/from Laem Chabang Port) in 2020 saw a significant drop to only 471,488 TEU from more than 600,000 TEU in 2019. Apart from the affect of COVID-19, the compulsory loading of import containers at Terminal A only is seen as a major cause for the sharp decline.

The total throughput at the Lat Krabang ICD was 1.275 million TEU, slightly decreased by 2.1% from the year before in 2019. Improved operation at the rail transfer center led to increased ratio of container movements by rail between Laem Chabang Port and the LICD. The State Railway of Thailand (SRT) was able to increase the frequency of train service to 9-15 trips a day. However, PAT/LCP has yet to select a permanent Single Rail Transfer Operator (SRTO), There was still some traffic congestion in the entrance/exit of the LICD especially during end month period. The new LICD concession is kept pending government's approval of the new operator.

Thailand's national Logistics Plan No. 3 (2017-2021) will end this year. NESDB will have to chart the country's master Logistics Plan No. 4 for further development during the next five years. The issue of overheight of 40'HQ trucking has been discussed during the past two years. Government authorities concerned and the private sector agreed that the current limit of 4.20m should be increased to 4.60m. However, the Ministerial Regulation concerned has to be amended. The e-payment system introduced by PAT/BKP has failed to attracted users due to problem involving the issuance of receipt. Trucking has been affected by congestion in some empty container depots.

There have been quite a few new legislations in Thailand. The most interesting one is the Personal Data Protection Act, B.E. 2562, which was originally scheduled to be effective 1st June 2562. The COVID-19 situation has delayed the process of issuing the necessary by-laws. The effective date has therefore been further postponed to 1st June 2565 (2022). Apart from the PDPA, B.E. 2562 there were interesting amendments to the Anti-Money Laundering Act.

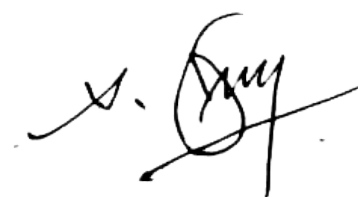
BSAA has been organizing activities for members every year. Unfortunately, most of our activities have to be limited or suspended due to COVID-19 situation. We could only manage to hold our 53rd Annual General Meeting at the Banyan Tree hotel and the 22nd BSAA-PAT Annual Friendship Golf Tournament last year. Most of the meetings and seminars had to be conducted online via ZOOM or Google Meet. BSAA duly participated in these meetings and seminars and shared the information to members.

BSAA keeps communications with members through our website and Facebook Fanpage, which was launched in 2020. Our popular Newsletter, the BSAA News is distributed free of charge to members and other readers quarterly. The publication, with interesting information and useful articles, is distributed to a few thousand importers and exporters.

I would like to take this opportunity to express my sincere appreciation to all sponsors for supporting BSAA and look forward to your continued support.

Finally, I wish to thank all members of the Executive Committee for your efforts and contribution to the association. My thanks also go to the staff for keeping the work of our association going.

Yours sincerely,



Dr. Sathit Jintarasamee
BSAA Chairman

Sub-committee Report

BANGKOK PORT

Total container throughput at the Bangkok Port in 2020 (January-December) was 1.42 million TEU, slightly decreased by 3.0% from the total throughput in 2019. Total volume of import containers was 2.2% lower and total volume of export containers decreased by 3.5% compared to the year before. Despite the fact that Thailand is an exporting country, the Bangkok Port remains an import-dominant Port having a total volume of about 20% more import containers than export containers. Total volume of cargo containers at the Private Wharfs in Chao Phraya River in 2020 suffered a decrease of 19.1%. The sharp decrease was due to the impact of COVID-19 and the resultant container shortage.

The Bangkok Port remains a favourite port for SME importers in and around Bangkok as it is cheaper to keep their cargo in the BKP terminals. The delayed clearance of import cargo has led to frequent congestions in the port especially during long periods of holidays.

The better M&R planning for gantry cranes provided a more efficient service for vessel's loading and discharging operation. There was a total of 1,551 calls at the BKP in 2020 representing a monthly average of 129 calls compared to only 110 calls per month in 2019. However, the on-going COVID-19 situation has forced delay of BKP's planned M&R work for the container

terminals. Many other activities in the BKP have also been limited by shortage of workers due to the infection.

Some of the chronic problems in the Bangkok Port still persisted and remain unsolved. Inefficiency in top loader service due to out-of-order equipment awaiting spare parts or shortage of truck drivers continued to remain problems. These have negatively affected the cargo handling efficiency of the Port

LAEM CHABANG & EASTERN PORTS

Total throughput at Laem Chabang Port in 2020 was 7.4 million TEU, decreased by 7% when compared with 2019. Inbound laden container volume decreased by 8% and inbound empty containers were 3% lower. Outbound laden container volume decreased by 7%. Number of container vessel calls at Laem Chabang Port in 2020 totaled 10,761 calls while there were 9,499 calls of other vessels in Sriracha area, 2,421 calls in Maptaphut area and 537 calls in Sattahip area. Total vessel calls in Eastern Part of Thailand for both container and conventional vessels were 23,218 calls which saw a 10% decrease when compared total calls in 2019.

The COVID-19 pandemic has had an impact on the shipping industry. Many countries have imposed lockdown measures which have led to vessel delays and container shortage. The Ro-Ro shipping also faced significant impact which several automakers received slow orders from international importers and had

to adjust vessel schedule calling. Bulk and conventional businesses were also affected with shippers and consignees having to manage own stock/inventory and adjust their production plan to cope with the situation.

In view of the container shortage and to support bigger container vessels, Marine Department has announced a new regulation, effective from February 9, 2021 to allow vessels with LOA over 300m but not exceeding 400m to call at Laem Chabang Port.

PAT/LCP has yet to finalize the process of selecting a permanent Single Rail Transfer Operator (SRTTO) to operate the rail transfer of containers at the rail transfer center.

The new coastal Terminal A at Laem Chabang Port has been opened to service early 2020. PAT has issued an order to require barges to load import containers at the Terminal A only effective as from 15th July 2020. This has had a negative impact on coastal carryings. The total



through of Terminal A in 2020 was 86,598 TEU with 1,185 calls of barges.

Laem Chabang Port is currently working on 2 projects in 2021. The first project is road maintenance in front of Terminal AO and Terminal B area. The second project is dredging of the fairway for both Basin I and II to maintain a depth of 14m and 16m (MSL) respectively. The work of both projects will start as from June, 2021 and will take around 1 year to complete.

Laem Chabang Customs House has successfully speeded up the auction process to reduce long detained shipments of plastic scrap in containers in LCP terminals.

DOMESTIC SHIPPING



Total barge throughput (to/from Laem Chabang Port) was 471,488 TEU in 2020 which showed a drastic decrease of 139,273 TEU or 29.47% from the previous year. The significant drop was mainly due to the compulsory loading of import containers at Terminal A only. There were totally 4,399 calls of barges at the new Coastal Terminal. The compulsory loading of import containers at Terminal A resulted in additional costs for shipping lines. The compulsory order has also forced shipping lines to use trucking to deliver inbound containers to destinations at river wharfs. Further actions on Terminal A by PAT will have to wait until TDRI has completed its study.

ICD/OFF-DOCK

The total volume of containers passing through ICD Lat Krabang in 2020 compared to year 2019 decreased by 2.01% due to many factors. Firstly, The prolonged Covid-19 situation has caused container shortage situation all over the world due to labor shortage problem. While export demand for normal consumption still maintains causing slow turnaround time of containers as well. Some liners have joined with barge operators causing sharing of some volume to barge transfer movement. SRTO operation also suffered slow movement which caused extra storage cost to importers. This factor also affects to switch mode from ICD to direct port.

Better operation led to improved frequency of the train schedule to about 9-15 trips per day. Volume of import containers in 2020 decreased by 6.58% from 2019 while volume of export containers in 2020 increased by 1.95% from the previous year. The 2020 total volume of 1,249,146 TEU showed a decrease of 2.01% compared to the total volume in 2019.

	2019	2020	Incr. / Decr. %
Import	592,871	553,877	-6.58%
Export	681,959	695,269	1.95%
Total	1,274,830	1,249,146	-2.01%

Some 23% of import containers to the ICD was moved by rail in 2020, an increase by 2% compared to 2019. Volume of export containers moved by rail also increased from 18% in 2019 to 31% in 2020. The good trend of increased ratio of container shuttling by rail versus use of trucking was due to the SRTO operator in Laem Chabang getting to operate more efficiently and faster than previous year.

Import	2019	Train/Truck Ratio	2020	Train/Truck Ratio
Train	124,491	21%	129,387	23%
Truck	468,380	79%	424,490	77%
Total	592,871	100%	553,877	100%

Export	2019	Train/Truck Ratio	2020	Train/Truck Ratio
Train	167,013	18%	212,348	31%
Truck	514,946	82%	482,921	69%
Total	681,959	100%	695,269	100%

Traffic in the ICD

Traffic was heavy during some periods during month end but not so serious as last year.

Renewal of Concession

The concession which has been awarded to the new vender (ALG) is still kept pending as it has to be approved by the cabinet. So, the current six operators still keep on to operate the LICD under unclear condition until they have to hand over the operation to the new vender.



LOGISTICS

Thailand's Logistics Plan No. 3 (2017-2021) will end this year. Logistics Plan No. 3 mostly covers investment in infrastructures, which are being carried out by various government agencies concerned. We have to follow how NESDB charts Logistics Plan No. 4 detailing development of the country's logistics for the next 5 years. In the meantime, our industry is facing a few issues during the past year, noteworthy of mentioning are:

1) *The height of HQ container transport is over law 's limitation.*

According to amendment of MINISTERIAL REGULATION NO. 19, B.E.2550 (กฎกระทรวงฉบับที่19, พ.ศ.2550) issued under the LAND TRANSPORT ACT, B.E. 2522 (1979) (พระราชบัญญัติการขนส่งทางบก พ.ศ.2522) regarding the height of HQ container transportation by truck is over limitation, MINISTERIAL REGULATION allows trucks to carry the goods with the max height at 4.2 meters. Truck trailer height is 1.5 meters from ground plus HQ container height 2.9 meters, total height is 4.40 meters which over limitation. This issue has been discussed between all government departments concerned and private sector since 2019 and Royal Thai Police

has been flexible for this case so long time ago. Recently, Ministry of Transport, Office of Transport and Traffic Policy and Planning, Department of Highways, Royal Thai Police and representatives of Thailand Transport Association had a meeting and agreed to amend the height to be 4.6 meter instead of 4.2 meters. MINISTERIAL REGULATION amendment will be continuously amended as per laws process, may be taking time about 1 year. For car carrier which requested the height at 4.8 meters, all concerned parties so far still did not agree due to risk to damage the bridges, car carrier should apply 4.6 meters as same as agreed by government. The height standard of bridges is 5.0-5.50 meters for all highways.

2) *E-Payment of Bangkok Port*

PAT and Bangkok Port has introduced the e-Payment system since 2020 for export and empty container (outbound). This PAT e-payment system linked with NSW and Bank, also provides special gate for trucks who applied e-payment for convenient service. However, this project is far from being successful due to many reasons such as actual receipt issuance and inconvenience in the registration process. PAT will develop



e-payment system to match with customer requirement and also will develop e-Payment for import containers expecting to complete for inbound shipments around next 4 months. All BKP customers can use e-payment system for both inbound and outbound within the year 2021.

3) *Empty Container Depot Congestion*

Import-Export Transport Association (IM-EX TA) received many complaints from members and truck companies regarding congestion in the ECD and truck turnaround time is more than 3 hours at some depots. Transport Associations need support from shipping lines to monitor the nominated depots and help depot to develop truck turnaround time to be within 1 hour or better KPI. Truck waiting cost is about 200 THB/hour (4-5 liters of Diesel). This will help logistics flow, overall efficiency and cost saving for all parties.

LAW & REGULATION

During the past year we have seen a number of legislations in Thailand. The one most concerned with our industry is the Personal Data Protection Act, B.E. 2019. The details of procedure are awaiting the official announcement. However, due to the situation of COVID-19 issuance of the Notifications has been delayed. Hence, the effective date of this law has been further postponed to 1st June 2022.

Noteworthy of mentioning are:

❑ **Personal data protection law** - announced since 27th of May 2019. Prior to the Covid-19 pandemic, it was expected that Thailand becomes compliant to the said Personal Data

Protection Law by May 27, 2020, however, with the given circumstance, the personal data protection law to be effective was postponed. As to the protection of the personal data rights, complaints and various liability categories, these are effective one year after the announcement to take effect by 1st of June 2022.

❑ **The Evaluation on Customers Act** - This law is to check on the customers as to the laundering of money involved in any of their transactions. The relations are between the customers on one side and the financial institutions on the

other. In order to prevent the laundering of money on the side of the customers, preventive measures are added to the previously Anti- Laundering Money Act of 1999 (AMLA) with the key amendments as follows:

Key Draft Amendments to the AMLA (Anti-Money Laundering Act)

The definition of “financial institution” is expanded to include operators of many financial technology services, including: asset management and digital asset businesses;

- trustees in capital market trusts;
- derivatives businesses;
- authorized juristic persons under foreign exchange controls;
- personal loan businesses;
- nano- and pico-finance businesses;
- peer-to-peer lending businesses;
- crowdfunding platforms;
- regulated e-payment systems and services;
- non-bank credit card service providers; and
- additional businesses related to financial services or financial technology services at risk for money laundering (by further announcement in ministerial regulations).

On 27 March 2020, the Ministry of Finance enacted the Ministerial Regulation No. 361 (the “Ministerial Regulation”) that is issued under the Thai Revenue Code and provides for withholding tax relief in addition to previous COVID-19 Relief Measures.

As far as relief measures for affected businesses are concerned, the Ministerial Regulation provides that the withholding tax imposed on payments by a company or juristic partnership (excluding charitable foundations and associations) on certain

taxable income from 1 April 2020 to 30 September 2020 will be reduced from 3% to 1.5%, with an additional subsequent reduction from 3% to 2% for the period from 1 October 2020 to 31 December 2021. The relief on withholding tax is provided that the payments be made via the Thai Revenue Department’s “e-Withholding” tax system.

Below a summary of the income per Section 40 of the Revenue Code that the relief will apply:

- Section 40 (2): withholding tax imposed on payments to a company or juristic partnership for the performance of work, meeting allowance, gratuity, house rental allowance, etc.
- Section 40 (3): withholding tax imposed on payments to a company or juristic partnership for income derived from goodwill, copyright and any other rights that are similar in nature to royalties.
- Section 40 (6): withholding tax imposed on payments to a company, juristic partnership, or individual for income derived from liberal professions i.e., laws, medical services, engineering, architecture, accounting and fine arts.
- Section 40 (7): withholding tax imposed on payments to a company, juristic partnership, or individual for income derived from a contract of work where the contractor has to provide essential materials besides tools e.g. turn-key contract.
- Section 40 (8): withholding tax imposed on payments to a company, juristic partnership, or individual for Income derived from the hire of work, prizes, discount or any benefits in connection with a sale promotion, and certain other services, excluding service fees paid to hotels, restaurants and life insurance premium.

MEMBER ACTIVITIES AND BENEFITS

BSAA will normally organize activities for all members. Unfortunately, most of BSAA’s activities have to be suspended due to the COVID-19 infection. The pandemic still continues the spread around the world. The impact of the pandemic has slowed down the global economy, disrupted the world trade and movements. Likewise, the Thai government has taken preventive measures to keep social distancing. Our activities have been limited to only a few events.

Most of the meetings and seminars were held online which BSAA duly participated and shared useful information to members. We managed to hold our 53rd Annual General Meeting at the Banyan Tree Hotel which many members participated. We

were also able to organize our 22nd BSAA-PAT Friendship Golf Tournament, which is an annual sports event held to strengthen relationship between BSAA and PAT.

On our CSR activities, we have participated through our donation to PAT’s “Pracharat Dam Construction Project. BSAA intended to organize a Bowling Tournament for our members. Due to the COVID-19 situation the activity has had to be suspended until the situation unfolds.

Activities of year 2020-2021	
18/08/20	53rd Annual General Meeting at The Banyan Tree Bangkok.
05/11/20	22nd BSAA/PAT Annual Friendship golf tournament at The Vintage Club, (PAT-Team Champion)
02/12/20	Training on Labour Law and HR Dispute Resolution for Logistics and Shipping Industries in the Time of COVID-19 Pandemic at the Narai Hotel
08/12/20	Donation to PAT "Pracharat Dam Construction Project
13/01/21	2021 New Year best wishes.

COMMUNICATIONS AND STATISTICS

When you think about how many containers that Thailand has imported and/or exported each month or each year. If you want to know popular ports in Bangkok, Laem Chabang area and their throughput. If you are looking for information to do your market forecast either import and export volume (in TEU) each port either Bangkok Port, Laem Chabang Port, private wharfs along Chao Praya River or Lat Krabang ICD. If you would like to see past record 3-4 years back. How do you get this information?

BSAA collect necessary information and keep as statistics from individual sources like carriers, terminals, ports then combined it in easy format. We provide this information and post it in our BSAA Website. You have just registered and can use it for your reference. Not only statistics that you can find but also providing you the shipping information, news, members' information, BSAA and member activities through this Website. Please visit BSAA Website.

We also provide useful information and articles in BSAA Newsletter. The publication is printed in around 4,000 copies quarterly for free distribution to members and other readers. The updated information and news as well as BSAA's activities were published which will be valuable to the readers. Over 80% of copies are distributed to leading companies engaged in both import and export. This media will be very useful source for your companies and one of the sales tools or CSR for your companies. BSAA always tries to provide widely worldwide and local information in shipping industry and transportation and related industry for you.

BSAA is also pleased to launch our Facebook in early 2020 which we hope will be another communication channel with members. BSAA Facebook will also enhance publicity of our Association to the public. Suggestion for improvement or comments from members will be greatly appreciated.

Last but not least, the sub-committee is very much looking for supports as well as comments and recommendations from members and readers. We also encourage members to send their news, activities, valuable information related to shipping industry including related law, International law and regulation and so on.

Thank you to all for your support and sponsorship over the years, especially for our BSAA News and looking forward to your continued support.

Our BSAA Website

www.thaibsaa.com

FACEBOOK link

www.facebook.com/Bangkok-Shipowners-and-Agents-Association-BSAA-110703577247985/?epa=SEARCH_BOX



Thailand Container Port Throughput Statistics



Inbound Throughput 2019 Vs 2020 (January - December)

	2019			2020			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	874,976	11,537	886,513	837,504	18,332	855,836	-37,472	6,795	-30,677	-4.28	58.90	-3.46
LCP	2,535,478	1,424,519	3,959,997	2,390,128	1,376,571	3,766,699	-145,350	-47,948	-193,298	-5.73	-3.37	-4.88
Private	158,544	68,473	227,017	125,423	63,619	189,042	-33,121	-4,854	-37,975	-20.89	-7.09	-16.73
Songkhla	33,351	54,781	88,132	34,540	60,966	95,506	1,189	6,185	7,374	3.57	11.29	8.37
Total	3,602,349	1,559,310	5,161,659	3,387,595	1,519,488	4,907,083	-214,754	-39,822	-254,576	-5.96	-2.55	-4.93

Outbound Throughput 2019 Vs 2020 (January - December)

	2019			2020			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	541,182	36,238	577,420	551,273	13,240	564,513	10,091	-22,998	-12,907	1.86	-63.46	-2.24
LCP	3,925,197	95,360	4,020,557	3,703,475	76,320	3,779,795	-221,722	-19,040	-240,762	-5.65	0.00	-5.99
Private	273,258	8,785	282,043	219,799	2,811	222,610	-53,459	-5,974	-59,433	-19.56	0.00	-21.07
Songkhla	81,337	7,279	88,616	86,809	7,678	94,487	5,472	399	5,871	6.73	5.48	6.63
Total	4,820,974	147,662	4,968,636	4,561,356	100,049	4,661,405	-259,618	-47,613	-307,231	-5.39	-32.24	-6.18

Total Throughput 2019 Vs 2020 (January - December)

	2019			2020			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	1,416,158	47,775	1,463,933	1,388,777	31,572	1,420,349	-27,381	-16,203	-43,584	-1.93	-33.92	-2.98
LCP	6,460,675	1,519,879	7,980,554	6,093,603	1,452,891	7,546,494	-367,072	-66,988	-434,060	-5.68	-4.41	-5.44
Private	431,802	77,258	509,060	345,222	66,430	411,652	-86,580	-10,828	-97,408	-20.05	-14.02	-19.13
Songkhla	114,688	62,060	176,748	121,349	68,644	189,993	6,661	6,584	13,245	5.81	10.61	7.49
Total	8,423,323	1,706,972	10,130,295	7,948,951	1,619,537	9,568,488	-474,372	-87,435	-561,807	-5.63	-5.12	-5.55

Inbound Throughput 2020 Vs 2021 (January - May)

	2020			2021			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	346,350	7,827	354,177	369,102	8,081	377,183	22,752	254	23,006	6.57	3.25	6.50
LCP	1,026,615	642,275	1,668,890	1,150,909	673,864	1,824,773	124,294	31,589	155,883	12.11	4.92	9.34
Private	51,006	29,587	80,593	43,524	28,789	72,313	-7,482	-798	-8,280	-14.67	-2.70	-10.27
Songkhla	14,063	26,447	40,510	13,741	24,958	38,699	-322	-1,489	-1,811	-2.29	-5.63	-4.47
Total	1,438,034	706,136	2,144,170	1,577,276	735,692	2,312,968	139,242	29,556	168,798	9.68	4.19	7.87

Outbound Throughput 2020 Vs 2021 (January - May)

	2020			2021			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	228,120	4,319	232,439	222,183	6,161	228,344	-5,937	1,842	-4,095	-2.60	42.65	-1.76
LCP	1,528,065	34,383	1,562,448	1,697,288	29,086	1,726,374	169,223	-5,297	163,926	11.07	0.00	10.49
Private	88,346	1,207	89,553	82,505	2,587	85,092	-5,841	1,380	-4,461	-6.61	0.00	-4.98
Songkhla	35,713	2,790	38,503	34,453	1,653	36,106	-1,260	-1,137	-2,397	-3.53	-40.75	-6.23
Total	1,880,244	42,699	1,922,943	2,036,429	39,487	2,075,916	156,185	-3,212	152,973	8.31	-7.52	7.96

Total Throughput 2020 Vs 2021 (January - May)

	2020			2021			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
BKP	574,470	12,146	586,616	591,285	14,242	605,527	16,815	2,096	18,911	2.93	17.26	3.22
LCP	2,554,680	676,658	3,231,338	2,848,197	702,950	3,551,147	293,517	26,292	319,809	11.49	3.89	9.90
Private	139,352	30,794	170,146	126,029	31,376	157,405	-13,323	582	-12,741	-9.56	1.89	-7.49
Songkhla	49,776	29,237	79,013	48,194	26,611	74,805	-1,582	-2,626	-4,208	-3.18	-8.98	-5.33
Total	3,318,278	748,835	4,067,113	3,613,705	775,179	4,388,884	295,427	26,344	321,771	8.90	3.52	7.91

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, 2020, 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, 2020, 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, 2020, audited by other auditor, which performed unqualified opinion according to report dated June 19, 2020.

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.

(MISS PIMPA VIRIYAPATTANACHAI)
Certified Public Accountant Registration No.9586
Bangkok
July 9, 2021



Financial Statement

As at May, 2020 and 2021

Statement of Income and Expenses

for the Year End May 31st, 2021

	2021	2020	Baht
Income			
Membership Fees	2,305,600.00	2,329,200.00	
Meetings and Seminars	414,903.79	900,993.87	
Newsletter	525,400.00	636,200.00	
BSAA Sport Activities	462,915.89	467,415.89	
Interest Income	16,189.57	29,900.67	
Other Income	200.00	300.00	
Total Income	3,725,209.25	4,364,010.43	
Expenses			
Meetings and Seminars	355,991.24	796,541.17	
Newsletter	385,020.50	396,900.25	
BSAA Sport Activities	370,580.06	360,933.40	
Administrative	3,194,433.47	3,249,224.92	
Income Tax	29,687.35	43,088.26	
Total Expenses	4,335,712.62	4,846,688.00	
Income Exceeds (less than) Expenses	(610,503.37)	(482,677.57)	

Accompanying notes are interal parts of the financial statement

Balance Sheet

for the Year End May 31st, 2021

	2021	2020	Baht
ASSETS			
Current Assets			
Cash on Hand and At Financial Institutions	2	1,853,600.95	2,409,409.99
Receivable from Members		301,046.73	300,000.00
Other Current Assets	3	29,420.92	54,348.32
Total Current Assets		2,184,068.60	2,763,758.31
Non-current Assets			
Equipment - Net	4	84,976.60	112,411.09
Other Non-current Assets	5	198,473.97	205,963.97
Total Non-current Assets		283,450.57	318,375.06
Total Assets		2,467,519.17	3,082,133.37
LIABILITIES AND ACCUMULATED FUND			
Liabilities			
Accrued Expenses	6	16,000.00	16,000.00
Other Current Liabilities	7	42,169.33	46,280.16
Total Current Liabilities		58,169.33	62,280.16
Total Liabilities		58,169.33	62,280.16
Accumulated Fund			
Accumulated Fund Brought Forward			
Contributions from Bangkok Shipping Interest		40,930.76	40,930.76
Income exceeds (less than) expenditure		2,368,419.08	2,978,922.45
Total Accumulated Fund		2,409,349.84	3,019,853.21
Total Liabilities and Accumulated Fund		2,467,519.17	3,082,133.37

Accompanying notes are interal parts of the financial statement

Administrative Expenses

for the Year End May 31st, 2021

	2021	2020	Baht
Salary and Other Remunerations	2,349,680.00	2,353,160.00	
Office Rental	355,200.00	355,200.00	
Parking Fee	20,260.00	-	
Transportation	100,300.00	121,410.00	
Entertainment/Meeting Expenses	4,250.00	-	
Stationery and Office Supplies	13,726.24	12,363.56	
Depreciation	37,373.74	43,007.73	
Postage	4,783.30	6,027.00	
Electricity & Water	87,282.39	111,990.23	
Audit Fee	16,000.00	16,000.00	
Telephone	19,069.70	23,839.00	
Office Cleaning Expenses	31,200.00	31,200.00	
Staff Accident and Health Insurance	32,125.00	32,125.00	
Membership Fee (Board of trade)	20,000.00	20,000.00	
Newspaper Subscription	2,600.00	2,550.00	
Repair and Maintenance	25,500.00	37,830.00	
Expenses for Internet	24,238.00	24,738.00	
Social Contribution	22,000.00	24,100.00	
Bank Charge	714.10	819.40	
Donation :-			
- Harbor Department	3,000.00	3,000.00	
- Customs Department	-	3,000.00	
- PAT Dam Project	20,000.00	20,000.00	
Sundry Expenses	5,131.00	6,865.00	
Total Administrative Expenses	3,194,433.47	3,249,224.92	

Accompanying notes are interal parts of the financial statement



Notes to Consolidated Financial Statement

As at May 31st, 2021

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

	2021	2020 <i>Baht</i>
Cash in Hand	8,071.50	280.18
Cash in Bank - Saving Account	417,462.05	109,129.81
Cash in Bank - Fixed Deposit	1,428,067.40	2,300,000.00
Total	1,853,600.95	2,409,409.99

3. OTHER CURRENT ASSETS

Interest Receivable	6,243.97	22,171.37
Prepayment:-		
- Board of Trade Membership	11,666.62	11,666.62
- Repair and Maintenance	2,083.33	2,083.33
- Expenses for Internet	2,700.00	2,700.00
- Golf	6,727.00	6,727.00
Wisky	-	9,000.00
Total	29,420.92	54,348.32

4. EQUIPMENT (NET)

COST

Office Furniture	475,447.75	475,447.75
Office Equipment	1,377,787.87	1,367,848.62
Telephone	93,391.58	93,391.58
Total	1,946,627.20	1,936,687.95

ACCUMALATED DEPRECIATION

Office Furniture	430,518.37	412,546.37
Office Equipment	1,343,882.44	1,326,880.70
Telephone	87,249.79	84,849.79
Total	1,861,650.60	1,824,276.86

EQUIPMENT (NET) 84,976.60 112,411.09

5. OTHER NON-CURRENT ASSETS

Withholding Income Tax	109,673.97	109,673.97
Lease Deposit-Office Space	88,800.00	88,800.00
Lease Deposit-Newsletter	-	7,490.00
Total	198,473.97	205,963.97

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	5,576.59	3,785.99
Withholding Tax Payable	8,906.99	9,927.69
Social Securities Payable	3,000.00	1,500.00
Income Tax Payable	18,685.75	31,066.48
Deferred Membership Fees	6,000.00	-
Total	42,169.33	46,280.16

BSAA Membership 2020-2021



ORDINARY MEMBERS

1 ALLIANCE SHIPPING SERVICES CO.,LTD.	0 2496 1961-64
2 BEN LINE AGENCIES (THAILAND) LTD.	0 2352 3100
3 CENTRAL MARITIME CO.,LTD.	0 2261 6565, 0 2261 6275-8
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 EASTERN MARITIME (THAILAND) LTD.	0 2240 0110
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 SHIPPING (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 K LINE (THAILAND) LTD.	0 2625 0000
18 KASE SHIPPING (THAILAND) CO.,LTD.	0 2367 5688
19 KMTC (THAILAND) CO.,LTD.	0 2120 9500
20 LINER CLASS CO.,LTD.	0 2367 5810
21 MAERSK LINE (THAILAND) LTD.	0 2752 9000
22 MEDITERRANEAN SHIPPING (THAILAND) CO.,LTD.	0 2090 7000
23 MOL SHIPPING (THAILAND) CO.,LTD.	0 2235 9200
24 NAM YUEN YONG SHIPPING CO., LTD.	0 2679 9808
25 NGOW HOCK AGENCY CO., LTD.	0 2295 3737
26 NYK RORO (THAILAND) CO.,LTD.	0 2022 7060
27 OOCL (THAILAND) LTD.	0 2646 9500
28 OCEAN NETWORK EXPRESS (THAILAND) LTD.	0 2097 1111
29 PCL AGENCIES CO., LTD.	0 2237 6234
30 PEARL SHIPPING SERVICES CO., LTD.	0 2274 0054-9 , 0 2274 0330-1
31 PRECIOUS SHIPPING PUBLIC COMPANY LIMITED	0 2696 8800
32 PRIME SHIPPING CO.,LTD.	0 2249 8569-74, 0 2249 8661-2
33 RICO MARITIME (THAILAND) CO.,LTD.	0 2240 3088
34 S 5 ASIA LIMITED	0 2253 7890
35 SAMUDERA TRAFFIC CO.,LTD.	0 2367 3747-58
36 SCG LOGISTICS CO.,LTD.	0 2341 9000
37 SEALINK SHIPPING & CHARTERING CO., LTD.	0 2643 9820-5
38 SEA STAR LOGISTICS CO.,LTD.	0 2634 2435
39 SEALITE SHIPPING CO., LTD.	0 2697 4999
40 SEASWIFT SHIPPING SERVICES CO.,LTD.	0 2381 5070-4
41 SEAWAY EXPRESS CO., LTD.	0 2679 3345-6 , 0 2679 4797-9
42 SEA UNITY CO.,LTD.	0 2634 0370
43 SIAM ECL CO.,LTD.	0 2677 4401-8
44 SINOKOR MERCHANT MARINE (THAILAND) CO.,LTD.	0 2636 7299
45 SITC CONTAINER LINES (THAILAND) CO.,LTD.	0 2204 6700
46 STARLINE AGENCIES ASIA (THAILAND) LTD.	0 2725 5111
47 T S CONTAINER LINES (THAILAND) CO., LTD.	0 2204 7400

48 THAI SHIPPING AGENCIES AND TRADING CO., LTD.	0 2249 9565 , 0 2633 5644
49 TRIPLE I MARITIME AGENCIES CO.,LTD.	0 2681 8988
50 UNITED THAI SHIPPING CORPORATION LIMITED.	0 2254 8400
51 WALLEM SHIPPING (THAILAND) LTD.	0 2237 7830
52 WALLENIUS WILHELMSSEN SOLUTIONS CO.,LTD.	0 2652 6400
53 WAN HAI LINES (THAILAND) LTD.	0 2679 7400
54 WILHELMSSEN SHIPS SERVICE (THAILAND) LIMITED	0 2116 8928
55 X-PRESS FEEDERS AGENCY (THAILAND) CO.,LTD	0 2238 2511-15
56 YANG MING LINE (THAILAND)CO.,LTD.	0 2770 9668
57 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 ENERGEY 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 JWD INFOLOGISTICS PUBLIC COMPANY LIMITED	0 2710 4000
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 PISUT LOGISTICS COMPANY LIMITED.	0 3818 2533
21 PRAMUANCHAI LAW OFFICE CO.,LTD.	0 2219 2155-60
22 PRACHUAP PORT CO.,LTD.	0 2630 0323-32
23 SAHATHAI TERMINAL PUBLIC COMPANY LIMITED	0 2386 8000
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 SUB SRI THAI PUBLIC COMPANY LIMITED	0 2318 5514-5
28 SUKSAWAT TERMINAL CO.,LTD.	0 2463 2061-4
29 THAI CONNECTIVITY TERMINAL CO.,LTD.	0 2754 4501-9
30 TIFFA ICD CO., LTD	0 2737 9990-6
31 TILLEKE & GIBBINS INTERNATIONAL LTD.	0 2056 5555
32 UNITED SUPPLY & TRANSPORT CO., LTD.	0 2391 8445, 0 2381 9293-4
33 YUSEN LOGISTICS (THAILAND) CO.,LTD.	0 2034 8000



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