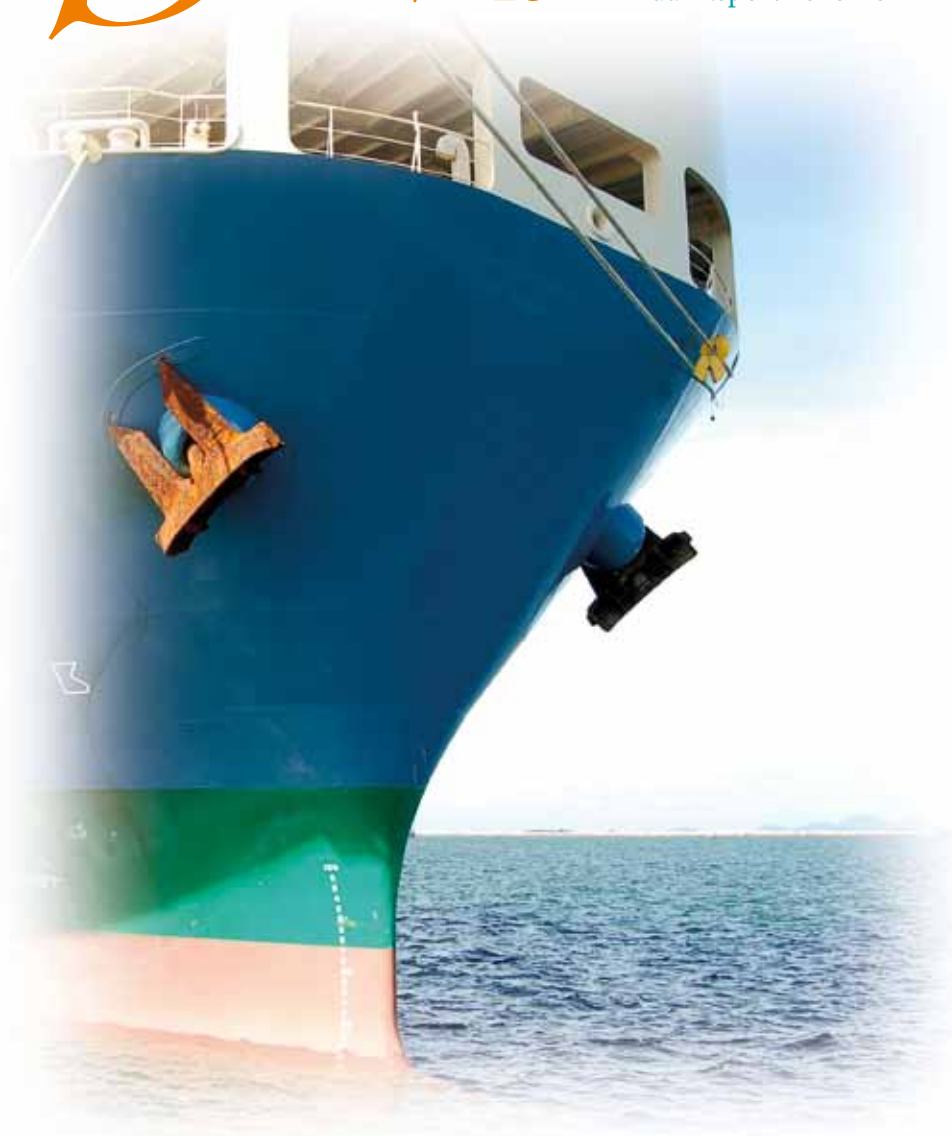


# BSAA

43<sup>rd</sup> Annual Report 2010-2011



The Bangkok Shipowners and Agents Association  
[www.thaibsaa.com](http://www.thaibsaa.com)



# BSAA EXECUTIVE COMMITTEE 2009-2011



Mr. Sutham Chitranukroh  
Honorary Chairman



Mr. Suwat Asavathongkul  
Chairman  
CMA CGM (Thailand) Ltd.



Mr. Sathit Jintarasamee  
Vice-Chairman  
Samudera Traffic Co., Ltd.



Mr. Suchart Chalermkarnchana  
Vice-Chairman  
Sealite Shipping Co., Ltd.



Mr. Kiernarong Komin  
Executive Secretary  
Hanjin Shipping (Thailand)  
Co., Ltd.



Mr. Nobuo Ishida  
PR Officer  
K Line (Thailand) Ltd.



Mr. Chol Simavanichkul  
Treasurer  
Seaway Express Co., Ltd.



## Member

1. Capt. Sompong Channoi  
Alliance Shipping Services Co., Ltd.
2. Mr. Watana Kitikongnopakorn  
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3. Mr. K.B. Lim  
Eastern Maritime (Thailand) Ltd.
4. Mr. Nivat Changariyavong  
Evergreen Shipping Agency (Thailand) Co., Ltd.
5. Mr. Somkiat Tantaranukul  
Heung-A Shipping (Thailand) Co., Ltd.
6. Capt. Pittayakorn Sangchay  
ISS Thoresen Agencies Ltd.
7. Mr. Simon P. Davies  
Jardine Pacific (Thailand) Ltd.
8. Ms. Dhaneeya Sukkaew  
Maersk Line (Thailand) Ltd.
9. Ms. Pimrapas Assawachotechuangkul  
MISC Agencies (Thailand) Co., Ltd.
10. Mr. Pornphot Jaroenwatananon  
Mitsui O.S.K. Lines (Thailand) Co., Ltd.
11. Mr. Liang Chaivipas  
Ngow Hock Agency Co., Ltd.
12. Mr. Yutaka Miyaji  
NYK Line (Thailand) Co., Ltd.
13. Mr. Jason Lim  
Rico Maritime (Thailand) Co., Ltd.
14. Mr. Thanit Hanbenjaphong  
Siam ECL Co., Ltd.
15. Mr. Ashley L. Mawby  
Wallem Shipping (Thailand) Ltd.
16. Mr. Piroj Eaungpulsawat  
United Thai Shipping Corp., Ltd.





# SUB-COMMITTEE AND MEMBERS 2009-2011

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	Siam ECL Co., Ltd.	thanit@siamecl.com

## PORT OF EASTERN COASTAL (Laem Chabang, Sri Racha, Koh Sichang, Maptaphut)

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## LOGISTICS

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	APL Agencies (T.) Ltd.	watana_kitikongnopakorn@apl.com pornchai_duangkeowuttikri@apl.com
	K Line (T.) Ltd.	somchart.k@th.kline.com





# BSAA

## Chairperson's Report



Thailand's international trade had recovered strongly in 2010 with the impressive export growth of +28.4% in term of US Dollar values and the strong currency and domestic economy had driven the import growth by +36.7 % in value term as well.

From the container volume perspective, the overall export container growth from Bangkok and Laem Chabang area had recovered from the contraction in 2009 to a positive increase of 11.8% reaching 3.524 million TEUs in 2010. Thailand's 2010 import container volume had also improved substantially by +26.4 % with the record of 2.170 million TEUs. Overall container throughput both inbound and outbound including empty containers for 2010 was recorded at 7.050 million TEUs which was an 11.5 % increase compared to previous year.

The outlook of Thailand export for 2011 has remained positive although the European debt crisis is intensifying whilst the US economic recovery is not as quick as we all expected. Growth of Thailand export will be mainly driven by Asia's strong market economies as well as demand from new markets like Latin America and Africa region.

During Jan-May 2011, Thailand's export cargo volume by container has increased by only +3.1% whilst import cargo has gained an increase of 10.4% , thanks to the continued buoyant domestic demand. Under the present rather gloomy economic situation affecting Europe and USA, it is most likely to see only a single digit growth rate for Thailand export by container for this year. BSAA is forecasting the export and import container volume will be around 3.735 Million TEUs and 2.387 Million TEUs for 2011.

With the high container throughput of 1.5 Million TEUs during last year, Bangkok (Klongtoey) Port has been seriously congested since April 2010 due the berth closure for gantry cranes replacement and crane's rail track maintenance whilst the Port Authority has also changed their policy to accept more new shipping lines to call its port which compounded the berth congestion problem. The congestion at Bangkok port has become more severe when the port has closed 2 berths plus the H sector of container yard to pursue their renovation program at the end of April this year and shipping lines have been suffering the delay and waiting time of 3 - 5 days for berthing at Bangkok port. Such long delay has greatly impacted the operating cost of shipping lines who have no other alternative but to implement a congestion surcharge for Bangkok port at USD 50/ Teu in May this year. Some carriers had to omit calling Bangkok port or divert call to other private terminals in order to recover their sailing schedule. The congestion at Bangkok port will likely to continue until at least the middle of 2012 when the port renovation plan for terminal 2 is completed.

Severe vessel delay and the additional cost of a Bangkok port congestion surcharge have caused significant impact to exporters and importers who ship their cargo via Bangkok port. BSAA has coordinated with the Board of Trade of Thailand and the Federation of Thai Industry to discuss this serious issue and solution with the management of Bangkok Port and Port Authority of Thailand and the Ministry of Transport.

Our key proposal for long term solution is to re-introduce the "priority berth" scheme or to allocate fixed berth window for each carrier instead of the current berth allocation system based on "first come first serve" basis which causes difficulty for carriers to maintain their weekly fixed day sailing schedule as well as the connection to mainline vessels at transshipment ports. Bangkok Port is obviously not working in line with the standard practice of other port operators around the world who sign terminal service agreement with their customers covering fixed berth window and productivity KPI etc. BSAA is hoping that Bangkok port and P.A.T. will agree to our proposal for the re-introduction of priority berth scheme and the monitoring of productivity KPI.

Laem Chabang Port had experienced an increase of 11.9 % in container throughput volume reaching 5.190 Million TEUs in 2010 and the volume has continued to grow by 7.2 % during the first 5 months of this year. All terminal operators at Laem Chabang have reportedly been providing efficient service so far. However, there had been some serious port worker strike incidence at B2 terminal which affected the efficiency and productivity of this terminal. With many vessels omitting Bangkok port call due to the congestion problem, more cargo volume have been diverted to Laem Chabang during past 2 months which has caused traffic congestion as well as berth and yard congestion at some terminals.

BSAA had taken up with Marine Department on the issue of the restriction of vessel length at 300 meters imposed by Pilot Division which hampers the plan of major shipping lines to introduce Laem Chabang direct call by big mainline vessel whose length exceeds 300 meters. The Pilot Division under the Marine Department has maintained their policy to grant special consideration and approval to bring in vessel with length exceeding 300 meters but not more than 349 meters on case by case basis with the conditions that such vessel must be navigated by at least 2 trained pilots and 5 assisted tugboats. It is rather disappointed that we can not have a black and white regulation on the maximum length of vessel which can berth at Laem Chabang Port on regular basis. However, for the new navigation channel to serve the Phase 3 terminals at Laem Chabang, Pilot Division has agreed to lay a master plan with high specifications to accommodate larger and longer





container vessels in the future. The new navigation channel will be 16 meters deep at lowest water level, 700 meters wide with a turning basin of 800 meters diameter which can serve vessel with length up to 400 meters. BSAA will closely monitor to ensure such specifications of the new navigating channel at Laem Chabang to be incorporated into the project design and to be approved accordingly.

The Announcement No. 273/2553 from the Marine Department pertaining to the new regulations for loading and discharging of DG cargoes has been strongly opposed by BSAA and other concerned parties as such regulation which required insurance cover for third parties and immediate remedial payment to injured parties without proof of fault was not practical and it could not be complied with by our P&I clubs. With our strong lobbying, this announcement no. 273/2553 has been finally cancelled and the previous DG regulations as per announcement no. 279/2542 has been re-applied by Marine Department.

Despite of all efforts spent by BSAA and Customs Department's promises, more than 600 containers belonging to shipping lines have still been detained by Customs along with some illegal logs for more than 4 years. BSAA has received a proposal from one law firm who offered to file law suit against Customs on behalf of shipping lines who owned those detained containers and they will only charge their fee based on success of getting back those containers from Customs. BSAA suggested members concerned to make their own consideration and decision for hiring this law firm.

There was a case of freight forwarder moving inward LCL consolidated container to Free Zone warehouse for unpacking and cargo release to actual consignees. BSAA along with Customs Broker Association and cargo owners have protested this case to Customs Department who after investigation has admitted there was some loopholes in the customs procedure for Free Zone cargoes and they have issued an internal announcement for Free Zone operators to follow the new regulation.

In addition, BSAA has been monitoring and following up the following issues and projects related to our shipping and logistics industry:

- the double track railway to Laem Chabang which has been delayed and will be completed by October 2011.
- Single Rail Operator Phase 1 at Laem Chabang which is under feasibility study and detailed design by consultant.
- The Coastal Terminal at Laem Chabang which is under feasibility study.
- Terminal Expansion at Laem Chabang under Phase 3 project.
- National Single Window data system of Customs Department.
- Renewal of the Concession of existing Lat Krabang ICD.
- New ICD project at Latkrabang which is under study by SRT.
- New deepsea port project at Pakbara-Satun Province and the landbridge project from Pakbara to new Songkhla 2 port.

- Draft amendment to Customs Law.
- Draft amendment to Revenue Code.
- Draft bills and amendments of Maritime Law namely: The Civil Liability of International Terminal Operators Act, The Arrest of Ships Act and The Thai Cogsa (No.2)
- Draft Limitation of Liability on Maritime Claims Act B.E....
- Draft Ship Mortgages and Maritime Liens Act B.E....
- Draft Marine Insurance Act B.E....

Apart from organizing educational activities i.e. training and seminar on various topics related to and beneficial to our shipping industry and its members, BSAA has also given priority on Corporate Social Responsibilities (CSR) program for the past year. BSAA and its participating members have recently donated three water filtration system to those needy schools in Suphanburi communities through the coordination with the Rotary Club of Bangkok – Bangna. A golf tournament was organized to raise funds for donation to those victims of earthquake and tsunami in Japan through the Thai Red Cross society. More details of our members' activities can be found in the sub-committee report.

BSAA has continued to improve its communication and publicity through our quarterly-issued BSAA Newsletter and its website ([www.thaibsaa.com](http://www.thaibsaa.com)) which has been enhanced to be more user-friendly webpage and more content menus which feature an improved shipping schedule section in order to facilitate shippers to be able to check BSAA members' shipping schedule online. More updated statistics are available on our website as well as other useful news and information.

Our working relationship with the Thai National Shippers Council (TNSC), the Board of Trade of Thailand, The Federation of Thai Industries and all concerned government offices and agencies like P.A.T, Customs and Marine Department have remained close and positive with more collaboration to move in the direction which support and facilitate export trade as well as efficient maritime transport system.

On the final note, it has been another busy year for BSAA and I would like to thank all BSAA's members for their kind support and participation to the association's activities over the past year. My sincere thanks also go to the Executive Committee and Sub-Committee members, our Honorary Chairperson and advisors as well as our BSAA's staff who have contributed a great deal to the development and performance of our association.

**Suwat Asavathongkul**  
BSAA Chairperson



Sub-Committee's Report on

# Bangkok Port and Other Ports



The beginning of 2011 took off with a congestion problem due to the temporary closure of quay and terminal areas, which took place area by area according to the terminals renovation plan. Still, the situation was manageable. Later after the long weekend festival of Songkran, the congestion problem worsened. This was caused by the Bangkok Port's policy to accept more customers by about 7-8 companies. That means there will be 7-8 more vessels a week calling at the port.

During the peak congestion period, vessels had to wait as long as five days for berthing. As a weekly service, such a waiting time consumes almost the whole week. This congestion eventually forced shipping lines to implement a congestion surcharge of approximately \$50 per TEU. On the other hand, the Bangkok Port did not initiate any measures to relieve the congestion problem.

To deal with the issue, some vessels temporarily skipped BKP and called at Laem Chabang Port (LCP) or other private river terminals instead. Such a move caused some congestion at LCP. As a result of this new congestion at LCP, trucks had to wait longer for containers to be loaded and discharged. Thus, the round trip between LCP and Lad Krabang was reduced from the normal 2-3 trips a day. The situation may continue for at least another 5-6 months, unless some vessels decide to permanently omit calling at BKP.

With regards to the port renovation, new cranes had already arrived. The last two have just arrived and are now being installed. In the terminal area, renovation at Terminal 1 is expected to be completed by November 2011, whereas that of Terminal 2 will be completed by the third quarter of 2012.

E-gate will be implemented by October 2011. The implementation could worsen the congestion problem because truck drivers will not be familiar with the new practice during the beginning of the implementation. Thus, BKP should prepare and provide officers to deal with problems that might occur.





Sub-Committee's Report on

## Port of Eastern Coastal



Last year, the throughput climbed to a level that was nearly as high as that seen in 2008, thanks to the economic recovery. The throughput in 2010 stood at 5,192,418 TEUs, an increase of 10.69% from 2009 which was 4,637,542 TEUs. The number of vessels followed the same trend. There were 4,375 calls, an increase of 20.39% when compared with the number in 2009 which was 3,483 calls.

The most serious problem during 2011 was the congestion at Laem Chabang Port. The problem was caused by a combination of a strike at B2 Terminal (operated by Evergreen), which caused ships have to call at other terminals instead, and the congestion at Bangkok Port. Thus, some ships took a detour to call at Laem Chabang Port, causing longer window and longer waiting time for loading and discharging. There was also congestion at the quay side and terminal area. The increasing usage of barge transport to and from LCB and Private wharf is also significantly increased.

### Laem Chabang Port Development Project

- The Single Rail Operator Project is currently hiring a consulting company to conduct a feasibility study and detailed design. The project is expected to be completed and open in late 2013.
- The E-toll Project has not been completed yet. The operation has been postponed to 1 October 2011.
- The coastal terminal at Terminal A is currently hiring a consulting company to conduct a feasibility study and environmental impact assessment. The feasibility study is due to complete in July 2011 and will be operational in 2013.
- The Laem Chabang Port Phase III project is under a feasibility study which undergoes economic, engineering and environmental impact assessment and detailed design. The study is estimated to be completed in early 2012.

The Laem Chabang Port Customs Bureau facilitates shippers whose cargoes need to be inspected (red line cargoes, including inbound and outbound cargoes) by offering a one stop service located at the X-ray Container Inspection Center. Furthermore, in order to promote rail transportation, the budget of X-ray machine for rail cargo was allocated to support the upcoming Single Rail Operator Project.

The Marine Department called off the Announcement No. 273/2553 related to the regulations concerning the loading and discharging of goods that might cause damages, so that shippers of DG Cargoes would feel obligated to have their cargoes insured. The reason for the cancellation was that the new regulations contradicted the existing law.

With regards to serving very large vessels, the Marine Department will give special consideration to allow vessel whose LOA is not longer than 349 meters to call at Laem Chabang

Port. This special approval will be done only on request basis. However, the vessels must be navigated through the water channel by at least two trained pilots and five assisted tug boats. Moreover, for safety reasons, the Pilot Division procured the Portable Pilot Unit (PPU) to assist the navigation activity, turning the vessel activity and to anchorage at the designated point. PPU will be used only when vessel LOA is longer than 300 meters. Currently, there are two PPU at Laem Chabang Port Pilot Station and two units at Maptaput Pilot Station. Two more units for each station will be procured in the future.

The Pilot Division has a plan to dig one more channel to serve Laem Chabang Port Phase III and IV. Details include 16 meter depth at the lowest water level, 700 meters wide (the current channel is 400 meters wide), and a turning basin with a 800-meter diameter (the current turning basis is 600 meters). Thus, the new channel will be safe for serving vessels as large as 400 meters in length, which will definitely increase Thailand's competitiveness.

Even though there was a massive tsunami in Japan on 11 March 2011, the amount of car transportation only decreased for one month, in May 2011. The volume has since then bounced back to the normal level. The number of barges has also increased. However, many of the barges have to wait for open window since most LCP's terminals gives priority to large size vessels.

As a consequence of a DG container catching fire, LCP has imposed a preventive measure by ordering ship owners or agents and cargo owners or representatives to inform about DG cargoes and their safety measures through [www.dg-net.org](http://www.dg-net.org) at least 24 hrs in advance before vessels call at the terminal (for inbound cargoes) and at least 12 hrs in advance before delivering DG cargoes to DG warehouses (for outbound cargoes). The announcement became effective on 1 June 2011. If a ship owner or agent and a cargo owner or representative fails to submit the information in time, the Port is obligated not to allow the loading and discharging of such containers and the ship or cargo owner will be fined.

As a result of the economic recovery, it is expected that sea transportation including bulk cargoes, project cargoes, containers and car carriers will increase.



## ICD/Off-Dock

There was not much change in the volume of import and export in 2010 when compared to that in 2009. The total volume increased only by 0.68%.

	2009	2010	Incr. / Decr.
Import	703,668	715,896	1.74%
Export	829,662	827,934	-0.21%
<b>Total</b>	<b>1,533,330</b>	<b>1,543,830</b>	<b>0.68%</b>

In the first Quarter of 2011, the volume increased by about 18%. We expect the volume of 2011 to increase around 10% when compared to that in 2010 because of the congestion at Bangkok Port, which resulted in many carriers having to move their ships out of Bangkok Port.

	2009	2010	Incr. / Decr.
Import	151,650	181,031	19.37%
Export	184,082	214,118	16.32%
<b>Total</b>	<b>335,732</b>	<b>395,149</b>	<b>17.70%</b>

There is no significant change in the mode of transportation in 2010. The double track rail has not yet been completed. There is no way to increase train utilization by more than 30%.

Import	2009	Train/Truck Ratio	2010	Train/Truck Ratio	Decreased
Train	148,851	21%	161,796	23%	8.70%
Truck	554,777	79%	554,100	77%	-0.12%
<b>Total</b>	<b>703,628</b>	<b>100%</b>	<b>715,896</b>	<b>100%</b>	<b>1.74%</b>

Export	2009	Train/Truck Ratio	2010	Train/Truck Ratio	Decreased
Train	227,209	27%	237,791	29%	4.66%
Truck	602,507	73%	590,143	71%	-2.05%
<b>Total</b>	<b>829,716</b>	<b>100%</b>	<b>827,934</b>	<b>100%</b>	<b>-0.21%</b>

Import & Export	2009	Train/Truck Ratio	2010	Train/Truck Ratio	Decreased
Train	376,060	25%	399,587	26%	6.26%
Truck	1,157,284	75%	1,144,243	74%	-1.13%
<b>Total</b>	<b>1,533,344</b>	<b>100%</b>	<b>1,543,830</b>	<b>100%</b>	<b>0.68%</b>

### Rail Transportation Situation

The capacity of the train is still the same. There is no way to increase the capacity until the double track rail is completed. The train is always delayed as usual with the same old reasons such as locomotive damage, repairing rail tracks, etc.

### Road Transport Situation

Road transportation is the main transportation mode between Lat Krabang and Laem Chabang. All ICDs are facing the problem of the shortage of trucks. More volume has moved from Bangkok Port to ICD but the number of trucks is limited. The transportation by truck will also be a problem if the volume keeps increasing.

### Traffic in ICD

The Highway Department has installed traffic lights at ICD to help improve the traffic inside ICD. The traffic inside ICD has improved considerably.

### Renewal of Concessions

The Board of Director of SRT has announced that SRT will appoint 2 contractors to operate ICD under SRT management instead of bidding for concessions. SRT allows current operators to operate until SRT has selected the 2 contractors to operate. However, this plan must first be approved by the Cabinet. It is uncertain whether this new plan will be approved.

The future of ICD is really unknown at this moment.

## Law and Regulation

### Customs Department

The revised draft customs law was concluded by the joint Customs-Ko Ko Ro Committee in November 2009. Since then, there has been little progress in the legislative process which has drawn disappointment from the private sector. It was hoped that Ko Ko Ro's proposed changes and amendments to the original draft would help make a new practical customs law, replacing the long outdated Customs Act B.E. 2469. Despite all efforts and Customs' promises, more than 600 containers belonging to shipping lines still remain detained by Customs for more than 4 years along with some illegal logs. BSAA will continue to work through TCC/BoT to pursue various issues related to customs.

### Revenue Department

Similar to the draft customs law, the proposed revised Revenue Code was kept pending in a lengthy legislative process. Members of BSAA did not encounter any major tax-related problems in the past year. However, through our participation in the TCC/BoT Tax Committee, BSAA has a forum to address members' freight tax issues.

### Maritime Law

Assisted by its in-house consultant and Thammasat University's Institute of Transport and Maritime Law, the Marine Promotion Commission, Marine Department has been working on various draft maritime laws. A few workshop seminars have been organized to hear public opinions about the following draft bills and regulations:

- Draft Limitation of Liability on Maritime Claims Act B.E.....
- Draft Ship Mortgages and Maritime Liens Act B.E.....
- Review on Regulation for Carriage of Government Goods by Thai ships
- Review on Authorities and Functions of National Port Committee
- Review on New Regulation for International Ship Registration
- Draft Marine Insurance Act B.E.....

BSAA will keep its members informed of further development in our maritime laws.

International Chamber of Commerce has announced the new Incoterms 2010, effective January 2011. The updated version in English and Thai is available at the ICC, Thailand.

Thailand will host the 2nd ASEAN Maritime Forum (AMF) on August 18-19, 2011 in Pattaya. The forum, initiated by Indonesia in 2008, aims to build closer connectivity and serves as a forum for the 10-member states to address various Maritime issues of common concern.

The Marine Dept.'s Announcement No. 273/2553, which imposes a new regulation to require an additional insurance coverage for loading/discharging dangerous cargoes, was widely opposed by the private sector, as it was not practical and not in line with international practice. The Marine Dept. eventually agreed to issue Announcement No. 35/2554 dated February 4, 2011 to repeal the new regulation and revert to applying the previous Regulation as per Announcement No. 279/2542.

The moving of import LCL consolidated containers to Free Zone in order to release LCL cargoes to the actual consignees was protested by BSAA, the customs brokers associations, as well as cargo owners. Customs Dept. also admitted that the procedure did not comply with customs regulations. Customs Dept. has issued an internal announcement for FZ operators to follow the new regulation.





Sub-Committee's Report on

# Member Activities and Benefits



For the past two years, BSAA has given priority to corporate social responsibilities (CSR) program. The contribution continued in 2010 with a donation of three water filtration systems, imported from Taiwan, to Suphanburi communities. The project was in coordination with the Rotary Club of Bangkok Bangna. The systems filter unboiled water and allow people to drink it directly.

To help the earthquake and tsunami victims in Japan, BSAA organised a golf event to raise funds and donations to this CSR event. Some members contributed additional money to the fund. The total grant-in-aid was Baht 235,000 and was donated through the Thai Red Cross Society. Similarly, the same golf event also raised fund of approximately Baht 76,000 to aid flood victims in the South of Thailand.

Training related to international practices was regularly organized to educate members' staff. Topics included P & I Club and Claims Procedures, Back Clauses on B/L, Container Handling, and Customs Knowledge at Depot, during 2010-2011. BSAA members found the topics in the training to be informative.

## Activities of year 2010-2011

21/07/10	BSAA AGM, followed by luncheon talk by Khun Chalermchai Meekun-iam, DG of Port Authority of Thailand, on the topic "PAT Development Plan on Bangkok and Laem Chabang Port"
29/07/10	Seminar on Regulation and Implementation of DG cargo at Bangkok and Laem Chabang at the Four Wings Hotel
16/09/10	Training on P & I Club and Claims Procedures at the Windsor Suites Bangkok
07-11/10/10	BSAA Joined the event "7th TILOG 2010" at BITEC.
01/11/10	Donations to flood victims in the Central & North East of Thailand at the Thai Red Cross Society.
03/11/10	Training on "Back Clauses on B/L" at the Rembrandt Hotel Bangkok.
18/11/10	BSAA-PAT Annual Friendship Golf 2010 at Lakewood Country Club.
28/12/10	Discussion on New Regulation for Loading/Discharge of DG Cargo at The Port Authority of Thailand.
28/01/11	BSAA Members Get Together Cocktail Party at the Intercontinental Bangkok.
09/02/11	Training on Container Handling at Depot at the Rembrandt Hotel Bangkok.
14/02/11	Donated water filtration system to 3 urban schools in Suphanburi Province.
31/03/11	BSAA Friendship Golf Tournament at Lakewood Country Club.
07/04/11	Donations for Tsunami victims in Japan and flood victims in the South of Thailand at the Thai Red Cross Society.
26/04/11	Training on General Knowledge of Customs at the Rembrandt Hotel Bangkok.
29/06/11	Luncheon Talk "SRT new developments on ICD and double tracks rail"
09/07/11	BSAA Friendship Bowling competition.





Sub-Committee's Report on

## Communications and Statistics



Again, the Sub-committee would like to thank BSAA's members and related parties who give their full support which allowed a successful informative BSAA News to be published, including their sponsorships and good suggestions. BSAA is committed to creating hot issues and interesting articles related to the industry for its readers.

The user-friendly website is another resource for sharing and providing information to the public. One feature is shipping schedules, where interested shippers will find the right schedule that fit their shipment at one place. Regret, BSAA received regularly very few shipping schedules data from members

One of the most important pieces of information is statistics which has been widely used by all parties both private and public in shipping and non-shipping industry. BSAA will try its best to provide the latest import and export statistics. Nevertheless, the source data do not allow us to categorize the inbound and outbound throughput by country.

Thanks to BSAA staff, news and activities have been regularly added and updated for the most up-to-date events and situations. Again, if there are any other suggestions regarding topics for the next BSAA news issue, including companies' news and activities, please do not hesitate to contact BSAA. We are more than happy to publish them through the BSAA website and the newsletter for public interest.

Sub-Committee's Report on

## Logistics



BSAA's Logistics Sub-Committee has regularly and actively participated in the meetings held by various organizations such as the Thai National Shippers' Council (TNSC) Joint Committee on Global Logistics and Trade Facilitation and the Chamber of Commerce on topics relating to logistics and sea transport. Recent topics of discussion included the Dawai Port in Myanmar, the Pakbara Port in the South of Thailand, and the congestion at Bangkok Port. Accordingly, the Sub-Committee has shared and exchanged information, opinions and suggestions to both public and private sectors who attended the meetings.

Regarding the development of logistics infrastructure on the waterway transport especially for the coastal service, many challenges do remain. Firstly, the coastal terminal at Laem Chabang port is still under construction. Secondly, coastal ships have difficulty to secure berth as the priority is usually given to large ocean-going ships/main line operators. Thirdly, the cost of transporting via coastal vessels is not as competitive as that of land transport, which can be explained by the lack of support from the government to provide incentives to coastal terminal operators so as to be able to lower their tariff and induce the use of waterway transport.

Furthermore, in the attempt to develop human resources in the Logistics/Sea Transport industry, the Sub-Committee, on behalf of BSAA, has liaised and established an MOU with Burapha University. Course Syllabus details are being reviewed, as any new curriculum must comply with the regulations set by the Office of the Higher Education Commission. Nonetheless, a short training course is planned to start during Quarter 3, 2011 as a pioneering project with the objective to prepare graduates with the necessary foundation in the field of international sea transport to cope with the shortage of skilled workforce that meets the requirements as regularly demanded by employers in the industry.





# Thailand Container Port Throughput Statistics

## Inbound Throughput 2009 Vs 2010 (January - December)

Unit : TEUs

	2009			2010			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	577,797	101,943	679,740	731,389	74,997	806,386	153,592	-26,946	126,646	26.58	-26.43	18.63
Laem Chabang Port (LCP)	1,035,992	1,276,940	2,312,932	1,312,013	1,205,162	2,517,175	276,021	-71,778	204,243	26.64	-5.62	8.83
Private Wharves	127,300	73,487	200,787	127,393	75,554	202,947	93	2,067	2,160	0.07	2.81	1.08
Songkhla Port	15,849	52,580	68,429	16,853	45,353	62,206	1,004	-7,227	-6,223	6.33	-13.74	-9.09
<b>Total</b>	<b>1,756,938</b>	<b>1,504,950</b>	<b>3,261,888</b>	<b>2,187,648</b>	<b>1,401,066</b>	<b>3,588,714</b>	<b>430,710</b>	<b>-103,884</b>	<b>326,826</b>	<b>24.51</b>	<b>-6.90</b>	<b>10.02</b>

## Outbound Throughput 2009 Vs 2010 (January - December)

Unit : TEUs

	2009			2010			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	646,867	8,196	655,063	673,046	21,069	694,115	26,179	12,873	39,052	4.05	157.06	5.96
Laem Chabang Port (LCP)	2,349,016	0	2,349,016	2,673,238	0	2,673,238	324,222	0	324,222	13.80	0.00	13.80
Private Wharves	149,067	0	149,067	155,792	0	155,792	6,725	0	6,725	4.51	0.00	4.51
Songkhla Port	68,604	1,321	69,925	63,881	1,540	65,421	-4,723	219	-4,504	-6.88	16.58	-6.44
<b>Total</b>	<b>3,213,554</b>	<b>9,517</b>	<b>3,223,071</b>	<b>3,565,957</b>	<b>22,609</b>	<b>3,588,566</b>	<b>352,403</b>	<b>13,092</b>	<b>365,495</b>	<b>10.97</b>	<b>137.56</b>	<b>11.34</b>

## Total Throughput 2009 Vs 2010 (January - December)

Unit : TEUs

	2009			2010			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	1,224,664	110,139	1,334,803	1,404,435	96,066	1,500,501	179,771	-14,073	165,698	14.68	-12.78	12.41
Laem Chabang Port (LCP)	3,385,008	1,276,940	4,661,948	3,985,251	1,205,162	5,190,413	600,243	-71,778	528,465	17.73	-5.62	11.34
Private Wharves	276,367	73,487	349,854	283,185	75,554	358,739	6,818	2,067	8,885	2.47	2.81	2.54
Songkhla Port	84,453	53,901	138,354	80,734	46,893	127,627	-3,719	-7,008	-10,727	-4.40	-13.00	-7.75
<b>Total</b>	<b>4,970,492</b>	<b>1,514,467</b>	<b>6,484,959</b>	<b>5,753,605</b>	<b>1,423,675</b>	<b>7,177,280</b>	<b>783,113</b>	<b>-90,792</b>	<b>692,321</b>	<b>15.76</b>	<b>-5.99</b>	<b>10.68</b>

## Inbound Throughput 2010 Vs 2011 (January - May)

Unit : TEUs

	2010			2011			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	290,110	30,308	320,418	325,309	25,274	350,583	35,199	-5,034	30,165	12.13	-16.61	9.41
Laem Chabang Port (LCP)	532,575	473,862	1,006,437	588,061	524,378	1,112,439	55,486	50,516	106,002	10.42	10.66	10.53
Private Wharves	53,183	27,255	80,438	53,545	14,865	68,410	362	-12,390	-12,028	0.68	-45.46	-14.95
Songkhla Port	7,154	21,327	28,481	8,360	16,275	24,635	1,206	-5,052	-3,846	16.86	-23.69	-13.50
<b>Total</b>	<b>883,022</b>	<b>552,752</b>	<b>1,435,774</b>	<b>975,275</b>	<b>580,792</b>	<b>1,556,067</b>	<b>92,253</b>	<b>28,040</b>	<b>120,293</b>	<b>10.45</b>	<b>5.07</b>	<b>8.38</b>

## Outbound Throughput 2010 Vs 2011 (January - May)

Unit : TEUs

	2010			2011			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	269,681	7,069	276,750	273,110	7,715	280,825	3,429	646	4,075	1.27	9.14	1.47
Laem Chabang Port (LCP)	1,088,388	0	1,088,388	1,133,541	0	1,133,541	45,153	0	45,153	4.15	0.00	4.15
Private Wharves	63,895	0	63,895	59,420	0	59,420	-4,475	0	-4,475	-7.00	0.00	-7.00
Songkhla Port	28,408	863	29,271	24,526	762	25,288	-3,882	-101	-3,983	-13.67	-11.70	-13.61
<b>Total</b>	<b>1,450,372</b>	<b>7,932</b>	<b>1,458,304</b>	<b>1,490,597</b>	<b>8,477</b>	<b>1,499,074</b>	<b>40,225</b>	<b>545</b>	<b>40,770</b>	<b>2.77</b>	<b>6.87</b>	<b>2.80</b>

## Total Throughput 2010 Vs 2011 (January - May)

Unit : TEUs

	2010			2011			Variance			% Variance		
	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total	Laden	MTY	Total
Bangkok Port (BKP)	559,791	37,377	597,168	598,419	32,989	631,408	38,628	-4,388	34,240	6.90	-11.74	5.73
Laem Chabang Port (LCP)	1,620,963	473,862	2,094,825	1,721,602	524,378	2,245,980	100,639	50,516	151,155	6.21	10.66	7.22
Private Wharves	117,078	27,255	144,333	112,965	14,865	127,830	-4,113	-12,390	-16,503	-3.51	-45.46	-11.43
Songkhla Port	35,562	22,190	57,752	32,886	17,037	49,923	-2,676	-5,153	-7,829	-7.52	-23.22	-13.56
<b>Total</b>	<b>2,333,394</b>	<b>560,684</b>	<b>2,894,078</b>	<b>2,465,872</b>	<b>589,269</b>	<b>3,055,141</b>	<b>132,478</b>	<b>28,585</b>	<b>161,063</b>	<b>5.68</b>	<b>5.10</b>	<b>5.57</b>

## ICD Throughput 2009 Vs 2010 (January - December)

Unit : TEUs

	2009	2010	Variance	%Variance
Import	703,668	715,896	12,228	1.74
Export	829,662	827,934	-1,728	-0.21
<b>Total</b>	<b>1,533,330</b>	<b>1,543,830</b>	<b>10,500</b>	<b>0.68</b>

## ICD Throughput 2010 Vs 2011 (January - May)

Unit : TEUs

	2010	2011	Variance	%Variance
Import	309,171	298,064	-11,107	-3.59
Export	357,937	313,153	-44,784	-12.51
<b>Total</b>	<b>667,108</b>	<b>611,217</b>	<b>-55,891</b>	<b>-8.38</b>





# Financial Statement

## As at May 31, 2011 and 2010

### REPORT OF THE AUDITOR

TO: THE MEMBERS OF BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION

I have audited the balance sheets of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION as at May 31, 2011 and 2010, the related statements of income and expenses for the years then ended. The Executive Committee is responsible for the correctness and completeness of information presented in these financial statements. My responsibility is to express an opinion on these financial statements based on my audits.

I conducted my audit in accordance with generally accepted auditing standards. These standards require that I plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by Executive Committee, as well as evaluating the overall financial statement presentation. I believe that my audit provides a reasonable basis for my opinion.

In my opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the BANGKOK SHIPOWNERS AND AGENTS ASSOCIATION as at May 31, 2011 and 2010, and the results of income and expenses for the years then ended, in conformity with generally accepted accounting principles.

(Thongchai Piyadumrongkul)  
Certified Public Accountant No.3900

Bangkok  
June 16, 2011

### STATEMENT OF INCOME AND EXPENSES

for the Years Ended May 31, 2011 and 2010

	<i>Baht</i>	
	2011	2010
<b>Income</b>		
Subscription Fees	2,008,200.00	1,912,200.00
Donation:-		
- BSAA Thailand Shipping Handbook	350,000.00	350,000.00
- Other	8,457.94	3,937.38
BSAA Sport Activities	1,106,386.92	682,086.92
Meetings and Seminars	1,386,186.88	706,032.43
Newsletter	675,600.00	681,600.00
Interest Income	51,337.32	49,165.24
<b>Total Income</b>	<b>5,586,169.06</b>	<b>4,385,021.97</b>
<b>Expenses</b>		
BSAA Sport Activities	839,984.70	551,100.79
Meetings and Seminars	1,059,329.90	685,019.22
Newsletter	320,101.86	352,550.00
Administrative	2,828,031.69	2,635,765.87
Income Tax	103,497.21	81,389.65
<b>Total Expenses</b>	<b>5,150,945.36</b>	<b>4,305,825.53</b>
<b>Income Exceeds (less than) Expenses</b>	<b>435,223.70</b>	<b>79,196.44</b>

*Accompanying notes are integral parts of the financial statement.*





## ADMINISTRATIVE EXPENSE

for the Years Ended May 31, 2011 and 2010

### Administrative Expenses

Baht

	2011	2010
Salary and Other Remunerations	1,671,698.50	1,546,181.00
Office Rental	358,677.59	361,943.63
Transportation	77,690.00	88,450.00
Entertainment/Meeting Expenses	10,265.58	15,455.00
Stationery and Office Supplies	31,455.21	29,013.55
Depreciation	16,809.70	26,392.85
Postage	10,279.00	6,011.00
Electricity & Water	12,153.20	12,475.20
Audit Fee	14,000.00	14,000.00
Telephone	32,031.90	33,488.93
Office Cleaning Expenses	36,000.00	36,000.00
Staff Accident and Health Insurance	30,399.00	30,399.00
Membership Fee (Board of trade)	15,000.00	15,000.00
Newspaper Subscription	6,065.00	6,055.00
Repair and Maintenance	36,141.00	27,500.00
Expenses for Internet	26,159.70	37,170.00
Sundry Expenses	30,362.16	28,238.57
Bank Charge	3,708.00	2,992.14
Advisor	240,000.00	240,000.00
Donation:-		
- Burapha University	-	40,000.00
- Mercy Centre	-	39,000.00
- Flood Victim in the North East	10,000.00	-
- Water Filtration to School	51,185.00	-
- Tsunami in Japan	107,951.15	-
<b>Total Administrative Expenses</b>	<b>2,828,031.69</b>	<b>2,635,765.87</b>

## BALANCE SHEETS

As at May 31, 2011 and 2010

Baht

### ASSETS

#### Current Assets

	2011	2010
Cash on Hand and At Financial Institutions	3,836,924.55	3,368,160.94
Receivable from Members	58,685.26	5,400.00
Other Current Assets	64,897.47	63,452.09
<b>Total Current Assets</b>	<b>3,960,507.28</b>	<b>3,437,013.03</b>

#### Non-current Assets

Equipment - Net	27,845.93	40,060.30
Other Non-current Assets	136,209.97	136,209.97
<b>Total Non-current Assets</b>	<b>164,055.90</b>	<b>176,270.27</b>
<b>Total Assets</b>	<b>4,124,563.18</b>	<b>3,613,283.30</b>

### LIABILITIES AND ACCUMULATED FUND

#### Liabilities

Accrued Expenses	39,543.05	14,000.00
Other Current Liabilities	79,269.31	28,756.18
<b>Total Current Liabilities</b>	<b>118,812.36</b>	<b>42,756.18</b>
<b>Total Liabilities</b>	<b>118,812.36</b>	<b>42,756.18</b>

### ACCUMULATED FUND

Accumulated Fund Brought Forward		
Contributions from Bangkok Shipping Interest	40,930.76	40,930.76
Income exceeds (less than) expenditure	3,964,820.06	3,529,596.36
<b>Total Accumulated Fund</b>	<b>4,005,750.82</b>	<b>3,570,527.12</b>
<b>Total Liabilities and Accumulated Fund</b>	<b>4,124,563.18</b>	<b>3,613,283.30</b>

Accompanying notes are integral parts of the financial statement.





## NOTES TO CONSOLIDATED FINANCIAL STATEMENT

as at May 31, 2011 and 2010

### 1. SIGNIFICANT ACCOUNTING POLICIES

- 1.1 Income and Expenses are recorded on accrual basis but donation 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.

*Baht*

	2011	2010
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### 2. CASH ON HAND AND AT FINANCIAL INSTITUTIONS

Cash in Hand	8,948.40	2,432.23
Cash in Bank - Current Account	300,051.88	282,707.19
Cash in Bank - Saving Account	22,763.48	22,712.48
Cash in Bank - Fixed Deposit	3,505,160.79	3,060,309.04
<b>Total</b>	<b>3,836,924.55</b>	<b>3,368,160.94</b>

### 3. OTHER CURRENT ASSETS

Interest Receivable	21,880.79	20,435.41
Prepayment (Board of Trade Membership)	8,750.00	8,750.00
Wine & Whisky	3,249.99	3,249.99
Cap	9,200.00	9,200.00
Car Parking Charge	21,816.69	21,816.69
<b>Total</b>	<b>64,897.47</b>	<b>63,452.09</b>

### 4. EQUIPMENT (NET)

<b>Cost</b>		
Office Furniture	385,587.75	385,587.75
Office Equipment	1,239,100.03	1,234,504.70
Telephone	81,391.58	81,391.58
<b>Total</b>	<b>1,706,079.36</b>	<b>1,701,484.03</b>
<b>ACCUMALATED DEPRECIATION</b>		
Office Furniture	385,563.75	385,215.20
Office Equipment	1,212,854.69	1,197,043.82
Telephone	79,814.99	79,164.71
<b>Total</b>	<b>1,678,233.43</b>	<b>1,661,423.73</b>
<b>EQUIPMENT (NET)</b>	<b>27,845.93</b>	<b>40,060.30</b>

### 5. OTHER NON-CURRENT ASSETS

Withholding Income Tax	109,673.97	109,673.97
Lease Deposit - Office Space	26,536.00	26,536.00
<b>Total</b>	<b>136,209.97</b>	<b>136,209.97</b>

### 6. ACCRUED EXPENSES

Accrued Audit Fee	14,000.00	14,000.00
Accrued Expenses-Meetings and Seminars	25,543.05	-
<b>Total</b>	<b>39,543.05</b>	<b>14,000.00</b>

### 7. OTHER CURRENT LIABILITIES

Value Added Tax Payable	27,841.29	3,782.33
Income Tax Payable	51,428.02	24,973.85
<b>Total</b>	<b>79,269.31</b>	<b>28,756.18</b>





# BSAA MEMBERSHIP 2010-2011

## ORDINARY MEMBERS

Company Name	Telephone No.
ALLIANCE SHIPPING SERVICES CO., LTD.	0-2673-9585-90
APL AGENCIES (THAILAND) LTD.	0-2661-5000
ASIAN NAVIGATION CO., LTD.	0-2670-9555
BANGKOK SHIPPING AGENCY LTD., THE	0-2261-3154-63
BEN LINE AGENCIES (THAILAND) LTD.	0-2352-3100
CENTRAL MARITIME CO., LTD.	0-2261-6565, 0-2261-6275-8
CHINA SHIPPING (BANGKOK) CO., LTD.	0-2679-9808
CMA CGM (THAILAND) LTD.	0-2352-3200
COSNAM SHIPPING CO., LTD.	0-2261-1888
EASTERN MARITIME (THAILAND) LTD.	0-2240-0110
ERAWAN MULTIMODAL SERVICES CO., LTD.	0-2440-0510-4
EVERGREEN SHIPPING AGENCY (THAILAND) CO., LTD.	0-2229-9999
F.H. BERTLING (THAILAND) CO., LTD.	0-2261-8300-1
FUJITRANS (THAILAND) CO., LTD.	0-2632-7711
GOLD SHIP CO., LTD.	0-2258-8899
GULF AGENCY COMPANY (THAILAND) LTD.	0-2650-7400
HANJIN SHIPPING (THAILAND) CO., LTD.	0-2367-5021-2
HAPAG-LLOYD (THAILAND) LTD.	0-2685-4200
HEUNG-A SHIPPING (THAILAND) CO., LTD.	0-2637-5400-17
HYUNDAI MERCHANT MARINE (THAILAND) CO., LTD.	0-2661-4488
INTERGROUP AGENCIES (THAILAND) LTD.	0-2656-0099
ISS THORESEN AGENCIES LTD.	0-2250-0569, 0-2254-8437
JARDINE PACIFIC (THAILAND) LTD.	0-2253-7890
K LINE (THAILAND) LTD.	0-2625-0000
KASE SHIPPING (THAILAND) CO., LTD.	0-2367-5688
KMTC (THAILAND) CO., LTD.	0-2120-9500
LINER CLASS CO., LTD.	0-2367-5810
LOTUS CONTAINER LINES CO., LTD.	0-2679-7747-8, 0-2679-8353-6
MAERSK LINE (THAILAND) LTD.	0-2752-9000, 0-2752-9999
MEDITERRANEAN SHIPPING (THAILAND) CO., LTD.	0-2714-7000
MISC AGENCIES (THAILAND) CO., LTD.	0-2367-3558-81
MITSUBI O.S.K. LINES (THAILAND) CO., LTD.	0-2234-6252
NAM YUEN YONG SHIPPING CO., LTD.	0-2233-1807-9, 0-2236-1768-9
NEWSHIP AGENCIES (THAILAND) CO., LTD.	0-2237-9911
NGOW HOCK AGENCY CO., LTD.	0-2295-3737
NORDANA PROJECT & CHARTERING (THAILAND) CO., LTD.	0-2634-4255
NYK LINE (THAILAND) CO., LTD.	0-2629-7777
OOCL (THAILAND) LTD.	0-2646-9500
PB AGENCIES CO., LTD.	0-2747-9477, 0-2747-9488
PEARL SHIPPING SERVICES CO., LTD.	0-2274-0054-9, 0-2274-0330-1
PENEX CONTAINER LINES (THAILAND) CO., LTD.	0-2237-1320
PRECIOUS SHIPPING PLC.	0-2696-8800
PRIME SHIPPING CO., LTD.	0-2249-8569-74, 0-2249-8661-2
RICO MARITIME (THAILAND) CO., LTD.	0-2240-3088
SAMUDERA TRAFFIC CO., LTD.	0-2367-3747-58
SCG LOGISTICS CO., LTD.	0-2341-9000
SEA STAR LOGISTICS CO., LTD.	0-2634-2435
SEALINK SHIPPING & CHARTERING CO., LTD.	0-2643-9820-5
SEALITE SHIPPING CO., LTD.	0-2697-4999
SEASWIFT SHIPPING SERVICES CO., LTD.	0-2712-7431-3, 0-2712-5112-4
SEAWAY EXPRESS CO., LTD.	0-2679-3345-6, 0-2679-4797-9
SIAM ECL CO., LTD.	0-2677-4401-8
SINOKOR MERCHANT MARINE (THAILAND) CO., LTD.	0-2636-7299
SITC CONTAINER LINES (THAILAND) CO., LTD.	0-2661-8188
SKYLINE SHIPPING SERVICES CO., LTD.	0-2713-1920-24
STARLINE AGENCIES ASIA (THAILAND) LTD.	0-2725-5111

Company Name	Telephone No.
T.S. CONTAINER LINES (THAILAND) CO., LTD.	0-2204-7400
THAI MARITIME NAVIGATION CO., LTD.	0-2672-8690
THAI SHIPPING AGENCIES AND TRADING CO., LTD.	0-2249-9565, 0-2633-5644
THAI STAR SHIPPING CO., LTD.	0-2249-8633-42
TRANSPORT & FREIGHT FORWARDING INTERNATIONAL CO., LTD.	0-2671-8778
TRIPLE I MARITIME AGENCIES CO., LTD.	0-2681-8711
UNISEAS SHIPPING LTD.	0-2332-7561-6
UNITED ARAB SHIPPING AGENCY COMPANY (THAILAND) LTD.	0-2253-7890, 0-2253-7550
UNITED THAI SHIPPING CORPORATION LTD.	0-2254-8400
UNIVERSAL TRANSPORTATION LTD.	0-2285-0050
WALLEM SHIPPING (THAILAND) LTD.	0-2237-7830
WAN HAI LINES (THAILAND) LTD.	0-2679-7400
WILHELMSEN SHIPS SERVICE (THAILAND) LTD.	0-2679-1909, 0-2679-1919

## ASSOCIATE MEMBERS

Company Name	Telephone No.
ATLANTIC FORWARDING CO., LTD.	0-2261-5659
BMT PACIFIC LTD.	0-2425-6999
C.M.I. MARITIME AGENCIES CO., LTD.	0-2682-8688-9
CONTAINER NETWORK CO., LTD.	0-2361-3921-4, 0-2361-3916-8
DHIPAYA INSURANCE PLC.	0-2248-0059
EASTERN SEA LAEM CHABANG TERMINAL CO., LTD.	0-3849-1255
EKACHAI CONTAINER TERMINAL CO., LTD.	0-2708-1011-20, 0-2708-0888
FALCON CONTAINER TRANSPORT CO., LTD.	0-2738-8371, 0-2738-8688-90
FORTRESS MARINE CO., LTD.	0-2741-4092-5
INFINITY SHIPPING (THAILAND) CO., LTD.	0-2634-0610
JTJB INTERNATIONAL LAWYERS CO., LTD.	0-2664-2288, 0-2664-2289
K.R.C. TRANSPORT & SERVICE CO., LTD.	0-3840-1309
KERRY SIAM SEAPORT LTD.	0-2686-8999
LAEM CHABANG INTERNATIONAL TERMINAL CO., LTD.	0-3840-8200
LCB CONTAINER TERMINAL 1 LTD.	0-3840-8600
M & R SERVICE CO., LTD.	0-2337-1751-3
MARINE SURVEYORS (THAILAND) LTD.	0-2266-7301-5, 0-2237-8392
NYK LOGISTICS (THAILAND) CO., LTD.	0-2206-8000
PHUKET SHIPPING SERVICES CO., LTD.	0-7621-1432, 0-7621-1447, 0-7621-4117
PIONEER OCEAN FREIGHT CO., LTD.	0-2367-3655-68
PRACHUAP PORT CO., LTD.	0-2630-0323-32
PRAMUANCHAI LAW OFFICE CO., LTD.	0-2219-2155-60
SC MANAGEMENT CO., LTD.	0-2341-9000
SCHENKER (THAI) LTD.	0-2269-6500
SEA OIL CO., LTD.	0-2398-9850-1
SGS (THAILAND) LTD.	0-2678-1813 ext. 1430-33
SIAM SHORESIDE SERVICES LTD.	0-2737-9001
THAI BARGE CONTAINER SERVICES CO., LTD.	0-2963-8280-9
THAI LOGISTICS SERVICE CO., LTD.	0-2263-2111-3
THANYAKIJ SERVICE CO., LTD.	0-2233-1180
TIFFA ICD CO., LTD.	0-2737-9990-6
TILLEKE & GIBBINS INTERNATIONAL LTD.	0-2653-5555
TRITON SHIPBUIDING (THAILAND) CO., LTD.	0-2673-5826
UNITED SUPPLY & TRANSPORT CO., LTD.	0-2391-8445, 0-2381-9293-4
WATSON FARLEY & WILLIAMS (THAILAND) LTD.	0-2665-7800, 0-2665-7878





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