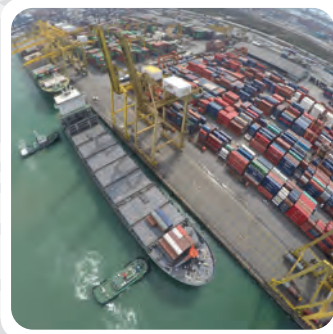


# COMPLETELY READY TO AEC

Leading Maritime Transport Organization linking  
Thai Logistics to ASEAN and Global Economies



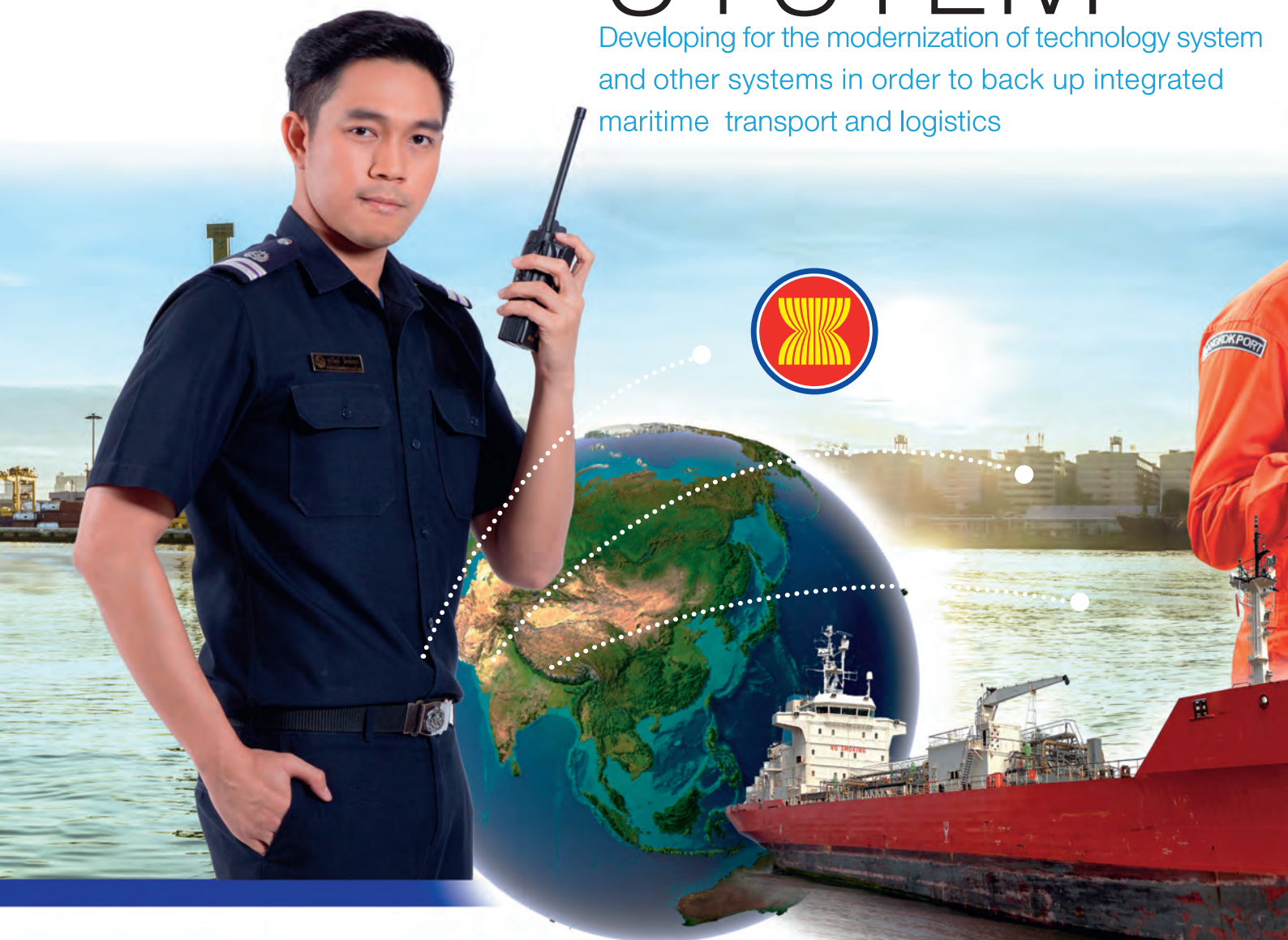
# PROFESSIONAL ORGANIZATION

Carrying on Port administration and development  
with professional efficiency and effectiveness



# ADVANCE SYSTEM

Developing for the modernization of technology system  
and other systems in order to back up integrated  
maritime transport and logistics



# TRUSTWORTHY TEAMS

Having confidence in the Teams by promoting and constructively enhancing Human Resources Development for quality at all levels.



# SUPERIOR SERVICE

Wholeheartedly providing services, attentively caring in  
every process and uplifting service level over the standard  
to become an Excellent Organization



# CONTENTS

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## **PART 1: Message from the Management 03**

- Message from the Chairman of the PAT Board of Commissioners
- Message from the Director General of the Port Authority of Thailand

## **PART 2: Management Team, Roles and Duties 09**

- Board of Commissioners, Fiscal Year 2014
- Management Team
- Roles, Duties and Responsibilities as well as Remuneration and Benefits of the PAT Board of Commissioners
- PAT Board of Commissioners' Meetings and their Remuneration

## **PART 3: Beginning and Development 27**

- History and Significant Achievements of the Port Authority of Thailand (PAT)
- Vision, Mission and Responsibility
- Statement of Directions (SOD)
- Organizational Structure
- Operation Management and Development
- Financial and Asset Management
- Focus Related to Customers, Market and Stakeholders
- Facilities

COMPLETELY  
READY TO  
AEC

## **PART 4: Operation Performance, Fiscal Year 2014 51**

- Vessel and Cargo Services Statistics
- Economic and Industrial Analysis
- International Cooperation
- PAT Highlighted Activities

## **PART 5: Corporate Governance 67**

- Risk Management and Risk Management Results of PAT, Fiscal Year 2014
- Internal Control
- Code of Ethics and Professional Conducts of the Board of Commissioners, Executives and Port Personnel
- Operational Performance Report in accordance with Good Corporate Governance Policy
- Nominations of PAT Executives
- PAT Audit Committee Report of Fiscal Year 2014
- Performance in compliance with the Official Information Act, B.E. 2540 (A.D. 1997)

## **PART 6: Corporate Social Responsibility (CSR) 76**

- PAT Environmental Operations in Fiscal Year 2014
- PAT's Highlighted CSR Activities





## PART 1

# Message from the Management

- Message from the Chairman of the PAT Board of Commissioners
- Message from the Director General of the Port Authority of Thailand





# Message from the Chairman of the PAT Board of Commissioners

2014 is the year of a significant change amidst the country's situation of economic, social and political transitions including the matter that Thailand is preparing herself for entering into ASEAN Economic Community (AEC) in 2015.

The Port Authority of Thailand (PAT), in carrying out its functions as an Organization playing a role in driving the country's economy and being the main Organization in maritime transport is, therefore, necessarily required to map out clear strategy and adjust operational directions in responding to various changes and compatibly conforming with the current situation under the vision aiming to be the maritime transport and logistics hub.

The PAT, in adjusting its role to be the maritime transport hub, would require to avail the mission and strategy in corresponding with its set vision. In this connection, the PAT has prepared itself in mapping out the Enterprise Plan (Strategic Plan) No. 11 for use as the direction framework in its further management and operations in 2015-2019. The PAT's operational objectives have still been focused on the efficient management, the increase in the service capability in order to respond to the port users' requirements, creation of good relations and images with customers in business, community and stakeholder levels and participation in the community, social and environmental responsibility including the operations in accordance with the Policy on the Organizational Development on various important aspects: such as Financial and Asset Management, Sustainable Organization Development, Readiness Preparation for Entering into ASEAN Economy Community (AEC) and Readiness Preparation for Personnel Potential Development.

In the overall pictures of the previous operations, it can be considered yet another year of successful achievement for PAT even it had to face with various challenging changes and impacts. Today's success has derived from the operations carried out with firm determination of the management and all staff who put forward their co-operations and blended spirits with dedications and devotions to the Organization.

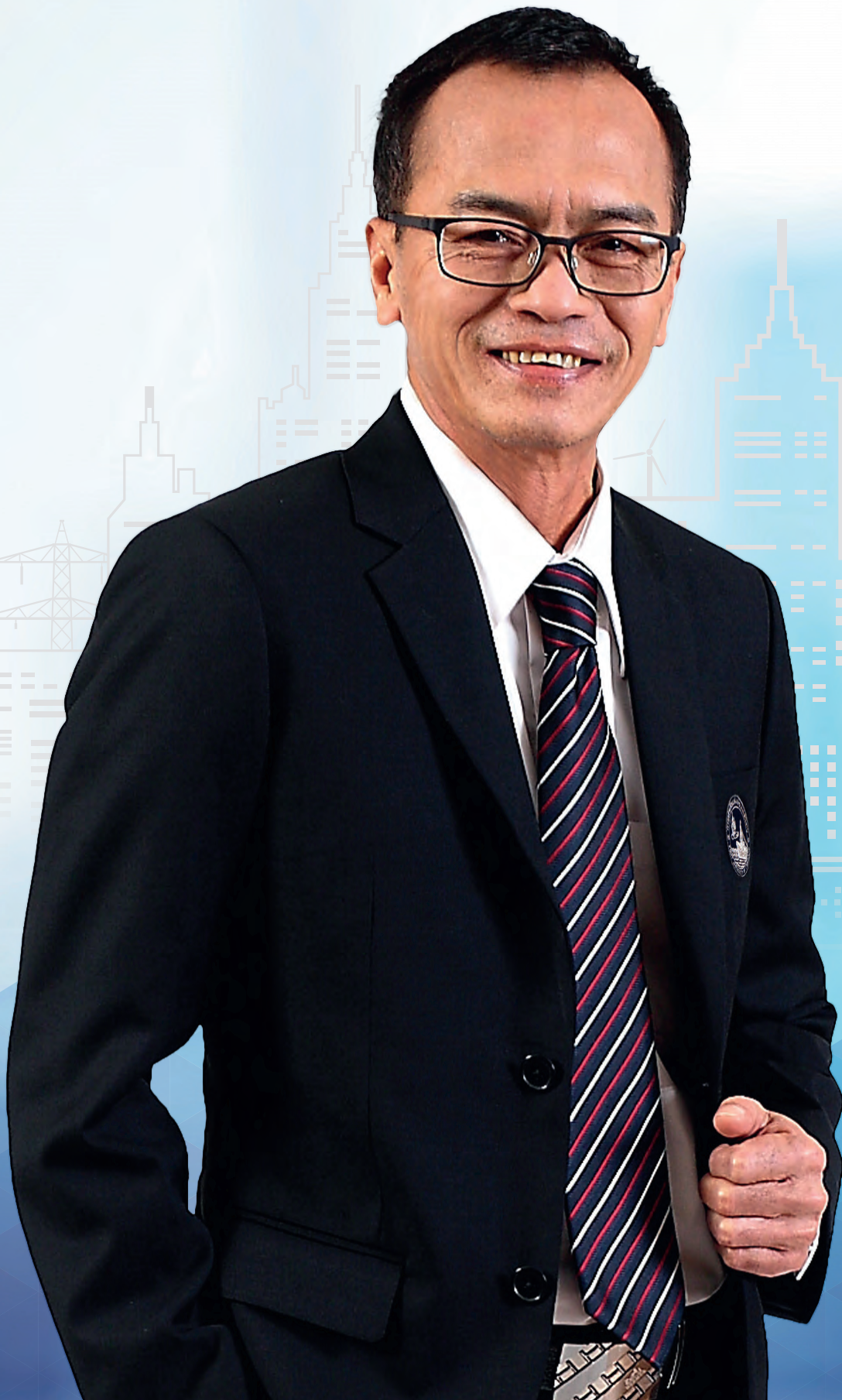
Eventually, I wish to convey my thanks to PAT Board of Commissioners, Executives and staff who take part in the development of the Organization including port users who provide supports to the PAT throughout the period of times. The PAT is firmly determined to develop its business to be excellent in the services together with the operations under transparency, equity and sustainably growing all along with the society as well as being ready to provide further supports to the country's economic system.

Admiral



**(Apiwat Srivardhana)**

**Chairman, PAT Board of Commissioners**



# Message from the Director General of the Port Authority of Thailand

The entering into ASEAN Economic Community (AEC) of Thailand in 2015 is yet another move in increasing her role on maritime transport and the multimodal transport of the country. The Port Authority of Thailand (PAT), as the State Enterprise under the Ministry of Transport carrying out core mission on maritime transport and being a major economic gateway of the country's import and export, is firmly determined to develop, improve and increase the management efficiency to be ready to back up and conform with variously changing situations in order to lead the Organization and country for sustainable growth.

In the passing Fiscal Year (FY 2014), the PAT, by its Management, had taken steps to map out the 11<sup>th</sup> Enterprise Plan (Strategic Plan) to relay the vision, values, mission and core strategy of the Plan to its staff. The Plan which was approved by the PAT Board of Commissioners was submitted onto the Ministry of Transport before it was promulgated in October 2014, in order to create understanding and perception amongst the staff on the importance of carrying out the operations in accordance with the Strategic Plan and instill the organizational values to be a driving force for attaining the achievement according to the prescribed vision slogan, "To be the hub of waterway transport and logistics linking the Thai economy to ASEAN" and the values, "Good Governance, Superior Service, Innovativeness, Environmental care and Unity."

In addition, the PAT signed the Cooperation Agreements with other Ports and related Organizations both domestic and overseas such as Nagoya Port Authority and Yokohama Port of Japan in exchanging knowledge and technology, inter-port business and personnel development including seeking for newly emerged markets; Cooperative Development Project between Ranong Port and Port in Yangon, the Union of Myanmar, in linking the trade routes along the coast of Andaman Sea which will be yet another efficiently new short-cut logistics route on maritime transport and an increase in the potential on international trade competition of the country as well.

For this forthcoming FY 2015, the PAT will carry on important development Projects on various aspects both at Bangkok Port and Laem Chabang Port, namely 20 G Coastal

Quayside Improvement and Development Project, Area Development to increase the efficiency in stuffing services of exporting cargoes, Coastal Quayside Development (Terminal A), Development Project on the Single Rail Transfer Operator (SRT0) at Laem Chabang Port. Such two Projects have made significant contribution to enhance and support the country's logistics cost reduction, energy saving, which can make value added increase to the PAT as well as reduce operating expenses for port operators and traffic problems. For the Regional Ports, the operational efficiencies have been increased through the Project on Cold Storage Establishment and Operation at Chiang Saen Commercial Port and Memorandum of Understanding to establish a sister port relationship between Ranong Port and the Port in Yangon.

I strongly believe that the PAT staff and all related Organizations will continue providing cooperations and enthusiastic dedications with solidarity as they have done. Such co-operations, with full efforts in using their potentials, physical strength and brain power, will be the vital force in driving the economy of the Organization and country for sustainable growth.

Lt.  R.T.N.

**(Ittichai Supanakoon)**

**Deputy Director General,  
Human Resources Management and Finance,  
Acting Director General, Port Authority of Thailand**



## PART 2

# Management Team, Roles and Duties

- Board of Commissioners, Fiscal Year 2014
- Management Team
- Roles, Duties and Responsibilities as well as Remuneration and Benefits of the PAT Board of Commissioners
- PAT Board of Commissioners' Meetings and their Remuneration



## PAT BOARD OF COMMISSIONERS, FISCAL YEAR 2014

OFFICE TENURE FROM 4 DECEMBER 2012 – 30 JUNE 2014



### **Pol. Lt. Gen. Comronwit Toopgrajank** Chairman

**Age: 60 years**

#### **Position**

- Commissioner, Metropolitan Police Bureau

#### **Education/Training**

- Bachelor of Public Administration, Royal Police Cadet Academy (Class 30)
- Advanced Criminal Justice Administration Program

#### **Knowledge/Expertise**

- Management (Labor Relations)
- Government (Politics)
- Criminal Law

#### **Other Appointments**

- None -

### **Mr. Sorasak Saensombat** Commissioner

**Age: 57 years**

#### **Position**

- Director General of Marine Department

#### **Education/Training**

- Master of Engineering, Chulalongkorn University
- Bachelor of Engineering, Chiang Mai University

#### **Knowledge/Expertise**

- Management
- Engineering
- Strategy and Development Planning
- Transport

#### **Other Appointments**

- None -



**Mr. Kritsda Udyanin**  
Commissioner

**Age: 54 years**

#### Position

- Inspector-General, Ministry of Finance

#### Education/Training

- M.Sc. (Fiscal Studies), University of Bath, United Kingdom
- M. A. (Economics), Thammasat University
- Bachelor of Economics, Chulalongkorn University
- Directors Certification Program (Class 75)

#### Knowledge/Expertise

- Economics, Finance and Tax
- Management
- Strategy and Development Planning
- Industrial

#### Other Appointments

- Director, CAT Telecom Public Company Limited
- Director, IRPC Public Company Limited
- Advisor to the Board of Directors, National Credit Bureau Co., Ltd.



**Mr. Chula Sukmanop, Ph.D.**  
Commissioner

**Age: 49 years**

#### Position

- Director General, Office of Transport and Traffic Policy and Planning

#### Education/Training

- Ph.D. (Law), University of Southampton, United Kingdom
- Master of Laws, University of Southampton, United Kingdom
- Bachelor of Laws, Chulalongkorn University
- Senior Executive Program (Class 47)

#### Knowledge/Expertise

- Waterway Transportation
- Laws of Transportation
- Maritime Law
- International Law

#### Other Appointments

- Member of Board of Directors, Thai Maritime Navigation Co., Ltd.



### **Mr. Krisda Punyasmita** Commissioner

**Age:** 60 years

#### **Position**

- Deputy Director General, Department of Legal Counsel, Office of the Attorney General

#### **Education/Training**

- Thai Barrister at Law, Institute of Legal Education of the Thai Bar
- Bachelor of Laws, Ramkhamhaeng University
- Naval War College Course (Class 34), Institute of Advanced Naval Studies

#### **Knowledge/Expertise**

- Laws

#### **Other Appointments**

- None -

### **Gen. Nipat Thonglek** Commissioner

**Age:** 59 years

#### **Position**

- Deputy Permanent Secretary for Defence

#### **Education/Training**

- M.A.(Management), Webster University, Missouri, U.S.A.
- The Command and General Staff College, Fort Leavenworth, Kansas, U.S.A.
- Bachelor of Science, Chulachomklao Royal Military Academy
- Governance Program for Directors and Executives of State Enterprises and Public Organizations (2010)

#### **Knowledge/Expertise**

- International Relations
- Conflict Management
- Government (Politics)
- Security (Intelligence)
- Information System

#### **Other Appointments**

- Executive Committee, Asian Research Center for Migration (ARCM), Institute of Asian Studies, Chulalongkorn University

### **Adm. Keittisak Damapong, R.T.N.** Commissioner

**Age:** 62 years

#### **Position**

- Senior Expert, Royal Thai Navy

#### **Education/Training**

- Chief of Staff, Royal Thai Naval Staff College
- Bachelor of Science, Royal Thai Navy Academy
- Diploma, National Defence College, The Joint State – Private Sector Course (Class 18), The National Defence College
- Advanced Intelligence Course (Class 12), Royal Thai Army

#### **Knowledge/Expertise**

- Organization Management

#### **Other Appointments**

- None -



**Pol. Gen. Chonlatharn Chiranaroang**  
**Commissioner**

**Age: 61 years**

**Position**

- Chief of Royal Court Security Police

**Education/Training**

- Bachelor of Public Administration, Royal Police Cadet Academy
- Advanced Police Administration Program (Class 15)

**Knowledge/Expertise**

- Laws

**Other Appointments**

- None -

**Mrs. Srirat Rastapana**  
**Commissioner**

**Age: 58 years**

**Position**

- Director General of the Department of International Trade Promotion, Ministry of Commerce

**Education/Training**

- M.A. (Economics), University of California, Santa Barbara, U.S.A.
- B.A. (Economics), Thammasat University
- The Corporate Governance for Committee and Senior Executive of State Enterprise and Public Organization Program (Class 6), King Prajadhipok's Institute

**Knowledge/Expertise**

- International Trade Promotion
- International Trade Negotiations
- State Affairs Administration Process

**Other Appointments**

- Chairman, The Zoological Park Organization of Thailand
- Executive Director, The Support Arts and Crafts International Centre of Thailand (Public Organization)
- Board of Director, Thailand Convention and Exhibition Bureau (Public Organization)

**Mr. Rewat Pojanavilard**  
**Commissioner**

**Age: 59 years**

**Position**

- Managing Director, RP Management Co., Ltd.

**Education/Training**

- Bachelor of Laws, Ramkhamhaeng University
- The Corporate Governance for Committee and Senior Executive of State Enterprise and Public Organization Program (Class 12), King Prajadhipok's Institute
- Director Certification Program (Class 169)

**Knowledge/Expertise**

- Laws of Transportation
- Management

**Other Appointments**

- None -

## PAT BOARD OF COMMISSIONERS, FISCAL YEAR 2014

OFFICE TENURE FROM 1 JULY 2014



**Adm. Apiwat Srivardhana**  
**Chairman**

**Age: 62 years**

### Position

- Former President of Royal Thai Navy Advisory Group

### Education/Training

- Bachelor of Science, Royal Thai Naval Academy
- Naval War College, Institute of Advanced Naval Studies
- The National Defence College, National Defence Studies Institute
- Senior Executive, Capital Market Academy (Class19)
- Director Accreditation Program (Class109)

### Knowledge/Expertise

- Management
- Port Management and Navigation

### Other Appointments

- Independent Director, Sahacogen (Chonburi) Public Co., Ltd.
- Independent Director and Audit Committee Member, Inter Link Telecom Co., Ltd.
- Advisor to Inter Link Communication Public Co., Ltd.



**Adm. Jakchai Poocharoenyos, R.T.N.**  
**Commissioner**

**Age: 60 years**

### Position

- Deputy Commander-in-Chief, Royal Thai Navy

### Education/Training

- Bachelor of Science, Royal Thai Naval Academy
- National Security Seminar, Naval War College
- Diploma, National Defence College, The Joint State – Private Sector Course (Class 20), The National Defence College

### Knowledge/Expertise

- National Strategy
- Marine Strategy
- National Security Policy
- Navigation
- Organization Management
- Economics
- Budgeting

### Other Appointments

- Member of National Legislative Assembly (NLA)



**Lt. Gen. Chatchalerm Chalermsook**  
**Commissioner**

**Age: 59 years**

**Position**

- Deputy Chief of Staff, Royal Thai Army

**Education/Training**

- Master of Arts (Military), Command and General Staff College, Royal Thai Army
- Bachelor of Science, Chulachomklao Royal Military Academy

**Other Appointments**

- None -

Remarks : Resigned from the position of PAT Board of Commissioner since 2 September 2014

**Gen. Ekachai Chansri**  
**Commissioner**

**Age: 62 years**

**Position**

- Former Senior Expert, Office of the Permanent Secretary for Defence

**Education/Training**

- Bachelor of Science, Chulachomklao Royal Military Academy

**Knowledge/Expertise**

- Management

**Other Appointments**

- Advisor to the Board of Directors, Sikharn Public Co., Ltd.

Remarks :

1. Appointed to replace Lt. Gen. Chatchalerm Chalermsook since 4 September 2014
2. Resigned from the position of PAT Board of Commissioner since 13 October 2014

**Miss Chutima Bunyapraphasara**  
**Commissioner**

**Age: 58 years**

**Position**

- Permanent Secretary, Ministry of Commerce

**Education/Training**

- Master of Arts (Economics), Western Michigan University, U.S.A.
- Bachelor of Arts (Political Science - Fiscal Management Program), Chulalongkorn University
- National Defence Program, The National Defence College

**Knowledge/Expertise**

- Economics, Finance
- Management and Business Administration (Organizational Administration)
- Laws (Civil and Commercial Code)

**Other Appointments**

- None -



### **Mr. Kritsda Udyanin** **Commissioner**

**Age: 54 years**

#### **Position**

- Director,  
Public Debt Management Office

#### **Education/Training**

- M.Sc. (Fiscal Studies),  
University of Bath, United Kingdom
- M. A. (Economics),  
Thammasat University
- Bachelor of Economics,  
Chulalongkorn University
- Director Certification Program (Class 75)
- Director Accreditation Program (Class 50)

#### **Knowledge/Expertise**

- Economics, Finance and Tax
- Management
- Strategy and Development Planning
- Industrial

#### **Other Appointments**

- Director, CAT Telecom Public  
Company Limited
- Director, IRPC Public Company  
Limited
- Advisor to the Board of Directors,  
National Credit Bureau Co., Ltd.

### **Mr. Sorasak Saensombat** **Commissioner**

**Age: 57 years**

#### **Position**

- Inspector-General, Ministry of Transport

#### **Education/Training**

- Master of Engineering  
(Traffic and Transportation Engineering),  
Chulalongkorn University
- Bachelor of Engineering  
(Civil Engineering),  
Chiang Mai University

#### **Knowledge/Expertise**

- Management
- Engineering
- Strategy and Development Planning
- Transportation

#### **Other Appointments**

- None -

### **Mr. Chula Sukmanop, Ph.D.** **Commissioner**

**Age: 49 years**

#### **Position**

- Director General of Marine Department

#### **Education/Training**

- Doctor of Philosophy (Law) ,  
University of Southampton,  
United Kingdom
- Master of Laws,  
University of Southampton,  
United Kingdom
- Bachelor of Laws,  
Chulalongkorn University
- Senior Executive Program (Class 47)

#### **Knowledge/Expertise**

- Waterway Transportation
- Law of Transportation
- Maritime Law
- International Law

#### **Other Appointments**

- Member of Board of Directors,  
Thai Maritime Navigation Co., Ltd.



**Mr. Vathit Chokwatana**  
**Commissioner**

**Age: 50 years**

**Position**

- Vice President, Saha Pathanapibul Public Company Limited

**Education/Training**

- Master of Business Administration, Assumption University
- Bachelor of Engineering, (Electronics) San Francisco, State University, U.S.A.
- Director Accreditation Program (Class 75)

**Knowledge/Expertise**

- Transportation
- Retailed Sales and Wholesales

**Other Appointments**

- Member of Logistics System Development Group, Board of Trade of Thailand
- Committee of GS1 Thailand, The Federation of Thai Industries
- Member of CER Group, The Federation of Thai Industries

**Mrs. Pratana Mongkolkul**  
**Commissioner**

**Age: 50 years**

**Position**

- Chairwoman, Board of Directors of Boutique Consulting Group Co., Ltd.

**Education/Training**

- Master of Business Administration, Thammasat University
- Bachelor of Accounting, Thammasat University

**Knowledge/Expertise**

- Fiscal and Accounting Administration
- Large Organization Strategy and Investment

**Other Appointments**

- Associate Judge, The Central Intellectual Property and International Trade Court
- Director and Chairperson of the Executive Board of Directors, Mc Group Public Company Limited
- Independent Director, T.K.S. Technology Public Company Limited
- Director, Dusit Thani Public Company Limited

**Mr. Voratat Tantimongkolsuk**  
**Commissioner**

**Age: 45 years**

**Position**

- Managing Director, Logistics One Co., Ltd.

**Education/Training**

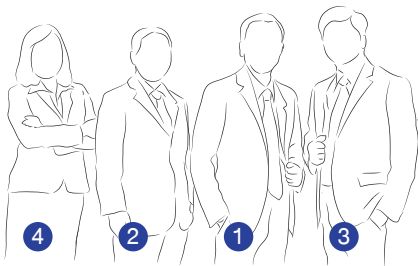
- Business Logistics Royal Melbourne Institute of Technology (RMIT), Australia
- Master of Business Administration, Chulalongkorn University
- Bachelor of Accounting, Thammasat University

**Knowledge/Expertise**

- Logistics System
- International Trade
- International Land Transportation

**Other Appointments**

- Logistics Development Board, Board of Trade of Thailand
- Managing Director, One Transport Co., Ltd.

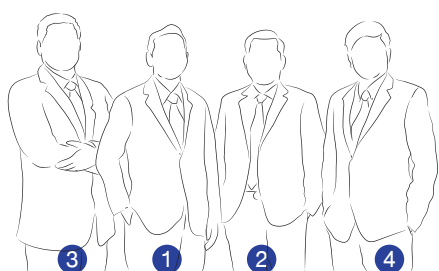


① Lt. Ittichai Supanakoon, R.T.N.  
Acting Director General,

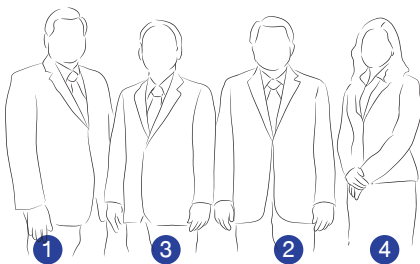
② Mr. Surapong Rongsirikul  
Deputy Director General  
(Asset Management and Business Development)

③ Lt. JG. Kamolsak Promprayoon, R.T.N.  
Deputy Director General  
(Engineering)

④ Mrs. Sirithad Prachonpachanuk  
Administrator 16, Administration Attached  
to the Director General



- ① Sub Lt. Songtham Chantaprasit, R.T.N. Managing Director, Bangkok Port
- ② Lt. Sutthinan Hatthawong, R.T.N. Managing Director, Laem Chabang Port
- ③ Lt. JG. Chamnan Chairith, R.T.N. Deputy Managing Director, Bangkok Port
- ④ Pol. Sub Lt. Montree Lergchumniel  
Deputy Managing Director, Laem Chabang Port



**1** Mr. Nipon Vannakosit  
Assistant Director General  
(Engineering)

**2** M.L. Pornprom Devakul  
Assistant Director General  
(Human Resources Management and Finance)

**3** Mr. Adisorn Anothaisintavee  
Assistant Director General  
(Asset Management and Business Development)

**4** Mrs. Achana Promprayoon  
Assistant Director General  
(Human Resources Management and Finance)

# Roles, Duties and Responsibilities, as well as Remuneration and Benefits of the PAT Board of Commissioners

The PAT Board of Commissioners has been appointed by the Cabinet in accordance with Section 22 of Port Authority of Thailand Act, B.E. 2494 (A.D.1951) (amended by Section 10 of Port Authority of Thailand Act, (No. 2), B.E. 2499 (A.D.1956). PAT Board consists of one Chairman and other members of not less than six persons but not exceed ten persons. At least one each of them shall be knowledgeable and well-versed in Port business, economy or treasury. The PAT Board of Commissioners has the duty to lay out the plans and monitor overall PAT businesses stipulated under Section 29.

## Roles, Duties and Responsibilities of the PAT Board of Commissioners

1. Performing duty in accordance with the Law, Objectives and Regulations of the Organization honestly and shall preserve the Authority's benefits.
2. Regulating the Authority's vision and monitoring over the Management to operate in accordance with the prescribed policy efficiently in order to increase the optimum value to the Organization.
3. Approving various plans and vital policy of the Authority.
4. Making considerations for the approval of the important transactions: such as; new project/work/business, asset purchase/sale, any actions prescribed by law, purchase/hiring in accordance with the power and financial amount provided by PAT Procurement Regulation in giving the approval.
5. Implementing reliable accounting system, financial report and accounting audits including the monitoring of process on the internal control, internal audit and risk management, efficiently and effectively.
6. Monitoring to prevent the problem on the conflict of interest among the stakeholders of the Authority.
7. Having the power to hire Consultants or the third persons in accordance with PAT Regulation to provide opinions or advices in necessary cases.
8. Being responsible for the turnovers and operations of the Management with the careness and intention in performing duties.
9. Overseeing business operations to ensure that ethics in duty performances are complied with.

The PAT Board of Commissioners has designated Board members to participate in a selection of Committees and Sub-committees in order to assist with the following PAT's performances:

## PAT Corporate Governance and Corporate Social Responsibility Committee is responsible for the following:

1. Providing administrative supervisions in accordance with the Good Corporate Governance Principles and policies of the PAT Board of Commissioners;
2. Proposing to the PAT Board of Commissioners those policies concerning regulations and guidelines for the management of Good Corporate Governance Principles and Corporate Social Responsibility;
3. Reviewing regulations and guidelines for Good Corporate Governance and Corporate Social Responsibility, before presenting recommendations to the PAT Board of Commissioners;
4. Considering and authorizing plans for the Good Corporate Governance and Corporate Social Responsibility of PAT;
5. Promoting participation in the Good Corporate Governance of the PAT Board of Commissioners, executives and officials as well as encouraging them along with the communities, customers and citizens to participate in the social and environmental activities organized by the PAT;
6. Considering an appointing sub-committees or working groups in support of activities concerning the Good Corporate Governance and Corporate Social Responsibility as needed;
7. Monitoring and reporting on the operational results to the PAT Board of Commissioners for acknowledgement or consideration on a quarterly basis;
8. Performing other tasks as assigned by the PAT Board of Commissioners.

### The PAT Document Consideration Committee

is responsible for scrutinizing proposed issues before presenting them to the PAT Board of Commissioners.

### The PAT Audit Committee

has duties and responsibilities in accordance with the criteria as assigned by the Cabinet and the Ministry of Finance (as set out in Clause 10 of the Ministry of Finance Regulation on Audit Committee and State Enterprise Internal Audit Unit, B. E. 2555 (A.D. 2012).

### The PAT Risk Management and Internal Control Committee is responsible for the following:

1. Considering and authorizing policy on the scope of risk management and internal control of PAT;
2. Making consideration in regulating the Charter in order to integrate with the Audit Committee;
3. Considering and authorizing the risk management and internal control plan of PAT;
4. Regulating and evaluating the efficiency to ensure that the risk management and internal control are implemented according to the scope of the risk management and internal control framework;
5. Inviting related persons to clarify and provide information and requesting documents from related agencies for consideration as seen suitable;
6. Reporting the results of risk management and internal control to the PAT Board of Commissioners, at appropriate time;
7. Conducting other commitments under PAT Board of Commissioners' assignment.

### The PAT Public and Business Relations Committee

is responsible according to Article 23 of the State Enterprise Labor Relations Act, B. E. 2543 (A.D. 2000).

### The PAT Information & Communication Technology (ICT) Committee is responsible for the following:

1. Regulating policies, strategies and operational guidelines in regard to information technology for PAT;
2. Supervising the provision and improvement of the ICT model scheme in compliance with the strategies for the missions of PAT as well as the ICT policies of the Ministry of Transport and the nation;

3. Supervising the provision and improvement of the ICT action plan for PAT;

4. Supervising the provision and improvement of the PAT's ICT Security Plan for PAT;

5. Monitoring over the operations concerning IT Governance for PAT;

6. Laying out guidelines for the implementation of modern ICT practices relevant to the affairs of PAT in an appropriate manner;

7. Setting up sub-committees or working groups as required.

8. Inviting involved persons to provide information as well as explanations, advices or suggestions as needed.

9. Monitoring and reporting on the operational results to the PAT Board of Commissioners in a timely manner.

### The PAT Legal Affairs Consideration Committee is responsible for the following:

1. Screening suggestions and recommendations concerning legal matters to be presented to the PAT Board of Commissioners;
2. Inviting related persons to clarify or requesting related documents and evidence from PAT agencies as needed;
3. Operating as assigned by the Chairman or the PAT Board of Commissioners.

### The PAT Ethical Value Committee is responsible for the following:

1. Controlling, regulating, supporting and giving suggestions on the operations to ensure the compliance with PAT regulation concerning the Ethics of the PAT Board of Commissioners, Executives and Port Personnel, B.E. 2552 (A.D. 2009) and No. 2, B.E. 2554 (A.D. 2011);
2. Overseeing and keeping surveillance to ensure that the PAT regulations are complied and reporting to the PAT Director General in case of any doubt or complaint of a breach of ethics for expeditious improvement;
3. Considering and making judgment regarding problems of the regulation practice, and reporting the judgment to the PAT Board of Commissioners immediately. If the PAT Board of Commissioners give no different verdict within 90 days after the date of submission, the PAT Ethical Value Committee's judgment shall be considered final;

4. Protecting and ensuring the independence and fairness of the Ethical Protection Working Group or the Corporate Governance the Division;

5. Protecting employees who strictly comply with regulations and preventing superiors from imposing unjust authority over such employees;

6. Giving opinions to the PAT Board of Commissioners on the PAT Director General's compliance assessment and giving opinions to the PAT Director General concerning the appointment, transfer, relief and evaluation of the Director of the Corporate Governance Division;

7. Giving suggestions on the amendment of regulations to the PAT Board of Commissioners;

8. Setting up sub-committees or working groups to assist in the operations according to the regulations and inviting related persons to give information, suggestions and consultation or requests for documents from related agencies for considerations as needed;

9. Operating as assigned by the PAT Board of Commissioners;

10. Publishing an annual report for the PAT Board of Commissioners.

### **The PAT Director General Nomination Committee**

has the authority and duty to select a person who possesses knowledge, competence and experience to be qualified as the PAT Director General for nomination to the PAT Board of Commissioners for consideration according to the Act on Qualification Standards for Directors and Officials of State Enterprise, B.E. 2518 (A.D. 1975) and its amendments.

### **The Sub-committee on Plan Consideration and Evaluation of the PAT Director General's Performance is responsible for the following:**

1. Considering plans proposed by the PAT Director General before presenting to the PAT Board of Commissioners for authorization;

2. Presenting the details, criteria and methods for the assessment of the PAT Director General's Performance to the PAT Board of Commissioners for approval;

3. Assessing the PAT Director General's performance to ensure consistency with the contract, criteria and methods approved by the PAT Board of Commissioners and reporting to the PAT Board of Commissioners.

### **The Sub-committee on the preparation of the contracts and remunerations of the PAT Director General**

has the authority and duty to issue the contracts and determine the remuneration for the PAT Director General and then presents the matter to the PAT Board of Commissioners for consideration to further obtain consent from the Ministry of Finance, according to Section 8 (4) in the Act on Qualification Standards for Directors and Officials of State Enterprise, B.E. 2518 (A.D. 1975) and its amendments.

### **The Sub-committee on Human Resources of the PAT has the authority and duty as follows:**

1. Providing policy suggestions concerning the human resources of the PAT;

2. Considering the Human Resource Master Plan before presenting to the PAT Board of Commissioners;

3. Setting up a replacement system and regulations for promotions to the executive level;

4. Performing other tasks concerning the human resources management as assigned by the PAT Board of Commissioners.

### **The Committee on considering the improvement of performance system and remuneration administration of the PAT has the authority and duty as follows:**

1. Considering the improvement of performance system and remuneration administration to be properly suitable with the current situation to cope with Labor Relation Act, B.E. 2543 (A.D. 2000) and State Enterprise Labor Relation Commission Notification on Minimum Standard of Employment Condition in the State Enterprise, B.E. 2549 (A.D. 2006) and related laws;

2. Regulating policy in the respect of the payment of overtime, weekend wage and weekend overtime concerning PAT officers claim on that matter.

3. Inviting the concerned party to clarify an issue as well as requesting document from other offices concerned for further considerations;

4. Setting up sub-committees or working groups as required;

5. Reporting operational results to the PAT Board of Commissioners for discussions or considerations in issuing order for further actions.

# PAT Board of Commissioners' Meetings and their Remuneration

Payments of monthly remunerations and meeting allowance to the PAT Board of Commissioners and Sub-committees are in accordance with the State Enterprise Remuneration and Meeting Allowance Payment Regulation prescribed by the State Enterprise Policy Commission, Ministry of Finance, which was approved by the Cabinet on 2 July 2013, as follows:

- **Monthly Remuneration:** In accordance with the rate prescribed by the Cabinet (10,000 Baht/person/month), the Chairman of the PAT Board of Commissioners shall receive the remunerations on a monthly basis in the amount twice as much as the remuneration of a Commissioner provided, however, that in the case where a Commissioner's office tenure is not in full month, the monthly remuneration shall be paid base on the proportion of the period of the office term.

- **Meeting Allowance:** In accordance with the rate prescribed by the Cabinet (10,000 Baht/person/time) the allowance shall be paid once at a time to the Commissioners attending the PAT Board of Commissioners' meeting only. In this respect, the PAT Board of Commissioners receive the meeting allowances of not exceeding 1 time per month.

If any of the PAT Board of Commissioners have been appointed a member of a Sub-committee, he shall receive the Sub-committee meeting allowance per meeting at the rate equal to that of the PAT Board of Commissioners' meeting, particularly, for the Commissioner attending the meeting in total of not more than 2 Commissions/Committees, and not exceeding 1 time per Commission/Committee per month.

The Chairman and the Vice Chairman receive the meeting allowances higher than that of a Commissioner at the rate of 25% and 12.5% of such meeting allowances. The income tax payment shall be the entire burden of the PAT Commissioners.

## PAT Board of Commissioners' Meetings

**In the fiscal year 2014, there were a total of 12 PAT Board of Commissioners' Meetings.**

**From October 2013 to June 2014, there were 9 PAT Board of Commissioners' Meetings.**

No.	Name	No. of Attendances	Meeting Allowance (Baht)
1.	Pol.Lt.Gen. Comronwit Toopgrajank	9	112,500
2.	Mr. Sorasak Saensombat	8	80,000
3.	Mr. Kritsda Udyanin	8	80,000
4.	Mr. Chula Sukmanop, Ph.D.	4	40,000
5.	Mr. Krisda Punyasmita	9	90,000
6.	Gen. Nipat Thonglek	7	70,000
7.	Adm. Keittisak Damapong, R.T.N.	9	90,000
8.	Pol.Gen. Chonlatharn Chiranaroang	9	90,000
9.	Mrs. Srirat Rastapana	8	80,000
10.	Mr. Rewat Pojanavilard	9	90,000
<b>Total</b>			<b>822,500</b>

### Remarks:

- The PAT Board of Commissioners chaired by Pol.Lt.Gen. Comronwit Toopgrajank assumed the office duty from 4 December 2012 to 30 June 2014.
- PAT Commissioner No. 6, Gen. Nipat Thonglek tendered his resignation from his position on 2 June 2014.

**From July to September 2014, there were 3 PAT Board of Commissioners' Meetings.**

No.	Name	No. of Attendances	Meeting Allowance (Baht)
1.	Adm. Apiwat Srivardhana	3	37,500
2.	Adm. Jakchai Poocharoenyos	3	30,000
3.	Lt. Gen. Chatchalerm Chalermasukh	0	-
4.	Gen. Ekachai Chansri	1	10,000
5.	Miss Chutima Bunyapraphasara	2	20,000
6.	Mr. Kritsda Udyanin	3	30,000
7.	Mr. Sorasak Saensombat	3	30,000
8.	Mr. Chula Sukmanop, Ph.D.	2	20,000
9.	Mr. Vathit Chokwatana	2	20,000
10.	Mrs. Pratana Mongkolkul	2	20,000
11.	Mr. Voratat Tantimongkolsuk	2	20,000
<b>Total</b>			<b>237,500</b>

### Remarks:

- The PAT Board of Commissioners chaired by Adm. Apiwat Srivardhana assumed the office duty on 1 July 2014.
- PAT Commissioners No. 9-11, assumed the office duties on 21 July 2014.
- PAT Commissioner No. 3, Lt. Gen. Chatchalerm Chalermasukh assumed the office duty from 1 July to 1 September 2014.
- PAT Commissioner No. 4, Gen. Ekachai Chansri assumed the office duty from 4 September to 12 October 2014.

## Committees'/Sub-committees' Meetings

From October 2013 to June 2014 (number of attendances/number of meetings)

First Name – Last Name		PAT Corporate Governance and Corporate Social Responsibility Committee	PAT Document Consideration Committee	PAT Audit Committee	PAT Risk Management and Internal Control Committee	PAT Public and Business Relations Committee	PAT Information & Communication Technology (ICT) Committee	PAT Legal Affairs Consideration Committee	PAT Ethical Value Committee	PAT Director General Nomination Committee	Sub-committee on Plan Consideration and Evaluation of the PAT Director General's Performance	Sub-committee on the Preparation of Contracts and Remunerations of the PAT Director General	Sub-committee on Human Resources of the PAT
1.	Pol.Lt.Gen. Comronwit Toopgrajank	-	-	-	-	-	There was no meeting	-	There was no meeting	-	There was no meeting	There was no meeting	-
2.	Mr. Sorasak Saensombat	-	7/9	-	-	-		4/9		-			2/2
3.	Mr. Kritsda Udyanin	-	-	-	9/9	-		-		-			2/2
4.	Mr. Chula Sukmanop,Ph.D.	0/1	9/9	-	4/9	-		-		0/2			1/2
5.	Mr. Krisda Punyasmita	-	7/9	9/9	-	-		9/9		2/2			-
6.	Gen. Nipat Thonglek	1/1	-	-	2/8	-		-		-			-
7.	Adm. Keittisak Damapong,R.T.N.	-	9/9	9/9	-	-		-		2/2			-
8.	Pol.Gen. Chonlatharn Chiranaroang	-	9/9	-	-	7/7		7/9		2/2			-
9.	Mrs. Srirat Rastapana	1/1	-	7/9	-	-		-		-			-
10.	Mr. Rewat Pojanavilard	1/1	-	-	9/9	-		9/9		2/2			2/2

### Remarks:

- The PAT Board of Commissioners chaired by Pol.Lt.Gen. Comronwit Toopgrajank assumed the office duty from 4 December 2012 to 30 June 2014.
- PAT Commissioner No. 6, Gen. Nipat Thonglek tendered his resignation from his position on 2 June 2014.

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1.	Adm. Apiwat	Srivardhana	-	-	-	-	-	There was no meeting	There was no meeting	-	There was no meeting	There was no meeting	There was no meeting
2.	Adm. Jakchai	Poocharoenyos	-	0/1	-	-	0/1			2/2			
3.	Lt. Gen. Chatchalem	Chalermsukh	-	-	-	-	-			1/2			
4.	Gen. Ekachai	Chansri	-	-	-	-	-			-			
5.	Miss Chutima	Bunyapraphasara	1/1	-	1/1	-	-			0/2			
6.	Mr. Kritsda	Udyanin	-	-	-	1/1	-			2/2			
7.	Mr. Sorasak	Saensombat	-	1/1	-	1/1	1/1			-			
8.	Mr. Chula	Sukmanop, Ph.D.	-	1/1	-	1/1	1/1			2/2			
9.	Mr. Vathit	Chokwatana	-	-	1/1	-	-			-			
10.	Mrs. Pratana	Mongkolkul	1/1	1/1	0/1	-	-			-			
11.	Mr. Voratat	Tantimongkolsuk	1/1	1/1	-	1/1	-			-			

### Remarks:

- The PAT Board of Commissioners chaired by Adm. Apiwat Srivardhana assumed the office duty on 1 July 2014
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## PART 3

# Beginning and Development

- History and Significant Achievements of the Port Authority of Thailand (PAT)
- Vision, Mission and Responsibility
- Statement of Directions (SOD)
- Organizational Structure
- Operation Management and Development
- Financial and Asset Management
- Focus Related to Customers, Market and Stakeholders
- Facilities



## History and Significant Achievements of the Port Authority of Thailand (PAT)

In 1932, the government at that time had a policy on port construction for promoting international trade which was emerged by Vice Admiral Phraya Rajawangsan, the Minister of Defense who proposed the dredging the sandbar at the mouth of the Chao Phraya River and improvement of existing port in order to facilitate large sea-going vessels to cruise through water channel for berthing at the Port conveniently, safely and economically.



The government then requested for the assistance of the League of Nations, which subsequently sent experts to conduct a survey of economic and trade conditions in Bangkok as well as a suitable location for the Port construction. The experts proposed 2 sites, namely Paknam Samut Prakan and Klongtoey Sub-district for the construction of the Port. The government finally selected Klongtoey as the place for the Port construction by dredging water channel at the mouth of Chao Phraya River and constructed the Port at Klongtoey Sub-district. In commencing actions on the Port construction, the government subsequently formed up the "Port Construction Committee" chaired by Colonel Phra Boriphan Yuthakij, the Minister of Economic Development, to carry out operations in dredging the sandbar and constructed the Port which were begun in 1938. In this respect, the government established the Office of Bangkok Port to monitor work controls. The construction was eventually suspended due to World War II, however, the construction resumed again following the end of World War II and continued until its successful completion.

- 1947, the Cabinet appointed a "Committee on Planning and Supervision of the activities of the Bangkok Port Office" with the Minister of the Transportation and Communications serving as chairman of the committee. Subsequently, name of the Ministry of Economic Development was changed to the Ministry of Commerce and the Office of Bangkok Port was transferred to be under the supervision of the Department of Land Transport, Ministry of Transportation and Communications.

- 1951, the government obtained a loan from World Bank for dredging the sandbar, deepening the river course to the Bangkok Port as well as purchasing loading/unloading equipment. The Port Authority of Thailand Act, B.E. 2494 (A.D. 1951) was also enacted to constitute the Port Authority of Thailand as a State Enterprise under the Ministry of Transport. The Port eventually accepted the transfer of Port business from Bangkok Port Office which it was opened on 16 May 1951 with the objective of running all port operations for the benefit of the country and its people. At the initial period, the Port consisted of 9 Western Berths for loading and unloading general and bulk cargoes.

- 1973, the Cabinet approved in principle to construct a new Commercial Port at Laem Chabang. However, Thailand was at the time faced with economic and political instability that hindered the allocation of funds for the construction. Sattahip Port was instead developed as a temporary commercial port while the construction of Laem Chabang Port was being prepared.

- 1975-1977, after cargo transports by container system spread to Thailand, the Eastern Berth was, therefore, constructed for multi-purpose use and handling cargo containers.

- 1978, the Cabinet passed a resolution to improve Chuk Samet Port of Royal Thai Navy to be a Commercial Port and made benefit with the existing facilities. Meanwhile, on 20 March 1979, Sattahip Commercial Port was became as a part of the Port Authority of Thailand. It was a second port, managed by the Port Authority of Thailand, which its was officially inaugurated for operation on 12 December 1979.

- Due to the reason that Bangkok Port was a river port, thus, making it impossible for accommodating large vessels to berth at the Port. In 1982, the government accelerated the Port Authority of Thailand to proceed with the work on the construction designs of Laem Chabang Commercial Port as a new port for ocean liners to accommodate large container ships and agricultural bulk freighters. The new port was also fundamental factor in promoting the Eastern Seaboard Area Development Project. The construction began in 1987 and the port was officially inaugurated on 21 January 1991 under the Port Authority of Thailand Act, B.E. 2494 (A.D. 1951). Under such Project, the government had a policy to allow private sectors to participate in the operation of port terminals. Subsequently, Laem Chabang Commercial Port was renamed "Laem Chabang Port". On 1 May 1991, the Port Authority of Thailand transferred the Sattahip Commercial Port back to Royal Thai Navy for military use.

- 1987-1988, an extremely congested condition had occurred at Bangkok Port, the Port Authority of Thailand then accelerated the development of the Eastern Berth to serve cargo container vessels by installing Shoreside Gantry Cranes, improving the rear area of the Berth, procuring mechanical handling equipment for use in the rear area of the Berth, bringing in computer system for use in the business, thus, enhancing the cargo container accommodation capacity to rapidly increase to 1.3 million T.E.U.s. Nevertheless, the government, thereafter, imposed the restriction on the number of the containers at Bangkok Port to be at 1 million T.E.U.s per year in order to reduce the traffic problems and incitingly enhance persons to increasingly use Laem Chabang Port.

- 2003, the Cabinet passed a resolution on 25 March 2003 acknowledging the guidelines on the development of the Port berths as proposed by National Economic and Social Development Board by assigning the Port Authority of Thailand to handle the administration affairs and carry out business operations of the Regional Ports, which are the ports constructed by the Marine Department. In the regard, Chiang Saen Port was opened for operation on 1 October 2003. Furthermore, on 1 January 2004, 2 other Regional Ports, namely Chiang Khong Port and Ranong Port were opened for operation. Chiang Khong Port was focused on the efficiency in import-export business between Thailand and Laos while Ranong Port focally placed for becoming the main Port for goods transports on Thailand's Andaman Coast in linking trade routes with the countries in South Asia, Africa, Europe and economic gateway to India Ocean which is compatible with the Economic Cooperation Policy of the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC).

- 2011, the Cabinet passed a resolution on 18 January 2011 assigning the Port Authority of Thailand to carry out administration affairs of the 2<sup>nd</sup> Chiang Saen Port, Chiang Rai Province, under One Stop Service nature consequently resulting in the Port Authority of Thailand to hand over the original Chiang Saen Port to Wiang Chiang Saen Sub-district Municipality for use as a Tourist Port in accordance with such Cabinet's resolution.

- 2012, the Port Authority of Thailand officially inaugurated Chiang Saen Commercial Port which has been in operation on 1 April 2012.

Presently, the Port Authority of Thailand is responsible for the administration affairs of all 5 Ports, namely; Bangkok Port, Laem Chabang Port, Chiang Saen Commercial Port, Chiang Khong Port and Ranong Port.



## Significant Tasks

The Port Authority of Thailand has continuously developed the maritime transport by improving and carrying out various strategies on the organizational management to cope with the changing challenges. Modern Information Technology (IT) has been also implemented in its port operations to ensure efficient and modern as compared with other world's leading Ports.

In addition, the Port Authority of Thailand has responded to the government policy in developing the country's logistics system in order to reduce overall transportation cost by promoting Shift Mode from roads to railway and waterway including the development of the infrastructure to back up the country's entry into ASEAN Economic Community (AEC) in 2015. In this respect, Laem Chabang development strategy has been mapped out with a contemplation to open the Port to provide services in its full capability including a preparation for Laem Chabang Phase III Development, putting of coastal berths both at Bangkok Port and Laem Chabang Port into operation in order to accommodate waterway transport between the two Ports instead of road transport. The projects under such Development Phase include the Coastal Quayside Development Project (Berth A) and Single Rail Transfer Operator (SRTTO) Project at Laem Chabang Port berths in order to promote container transport by railway. Such Projects have been done not only to increase the efficiency of port operations to be modernity and rapidity but also to strengthen its commercial competitiveness in world trade arena as well.

The Regional Ports have been developed and strengthened efficiency to serve as maritime transportation network connecting with major ports of the country i.e. Laem Chabang Port and Bangkok Port. In this connection, the ports have provided additional mechanical handling equipment,

resurfaced back up area, established bonded warehouse, renovated electricity system and restored surrounding area for more convenience. Meanwhile, One Stop Service has been operated at both of Chiang Saen and Ranong Ports as well as proactive marketing plan has been conducted to increase their customer base.

Moreover, the Port Authority of Thailand has developed and improved work operations in various fields whether it is on the aspect of the organizational structure, working system and providing of service in order to make the Port Authority of Thailand having the efficient management in accordance with the international port standard and in compatibility with Ministry of Finance Policy in adopting the Economic Value Management (EVM) system for application in carrying out operations in order that the operational result can be measured more clearly and concretely. Furthermore, the State Enterprise Performance Appraisal (SEPA) has been adopted for pushing the development of State Enterprise and lifting up the management towards international standard which will be yet another mechanism to support Thai State Enterprise in uplifting their operational capabilities to meet the international level; create satisfactions to customers and port users as well as playing the role in economic and social development of the country. In addition, the Port Authority of Thailand has placed the importance on the corporate governance by focally placing the emphasis on good governance in order to make the service efficiently be provided under transparency and equitability including the Organization's Corporate Social Responsibility (CSR) in order to create the benefit and good relationship, enhance good quality in the communities, societies and environments in the surroundings of the Port Authority of Thailand.



# Vision Mission and Responsibility



## Vision

“The Port Authority of Thailand aims to be the national gateway in providing excellent service and safety while supporting the economic system for international standard”.

## Mission

1. Managing and developing the port as the main infrastructure in providing service with efficiency and safety that meets the international standard in order to promote the multimodal transport and strengthen the sustainable competitiveness of the country.
2. Developing the transportation and cargo transshipment system into a logistic chain, Port Service Networks, and related business.
3. Promoting balanced asset development as private sector business for the benefit of the nation and public.

## Responsibility

The main role of Port Authority of Thailand is to accommodate vessels and goods, dredging and maintaining water courses, bar channels and basin together with overseeing the transfer, handling, moving, storing and delivering of goods to their consignees as well as collaborating and coordinating with the government agencies and international ports, and developing and improving the operations of the port towards substantial progress to keep pace with the current economic situation, including maintaining its participation in social and environmental responsibility.

## Statement of Directions (SOD)

### • Short Term Plan

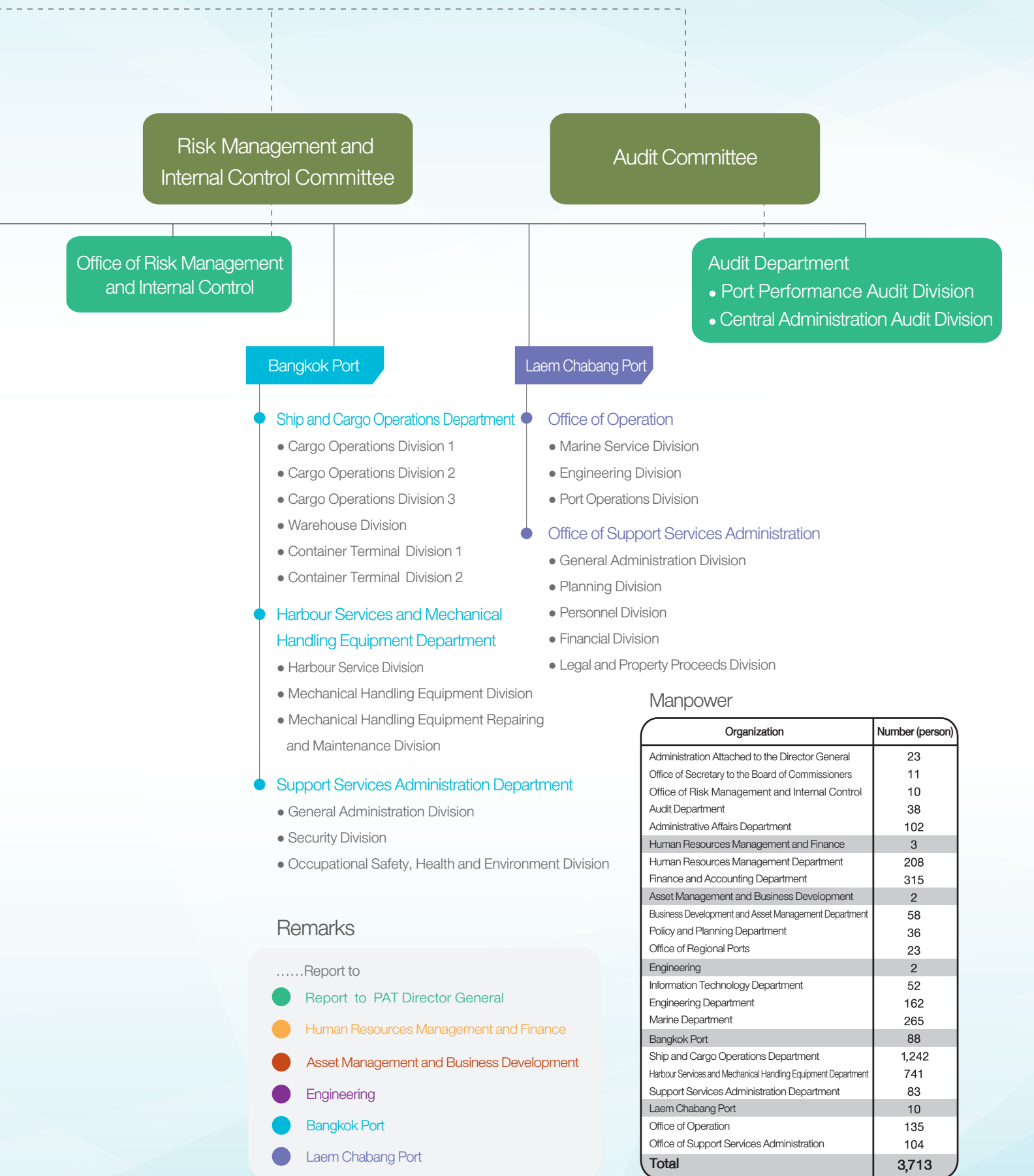
- 1) Accelerating the development of Laem Chabang Port capacity, conducting a study and a detailed design for the construction of Laem Chabang Port Phase III as well as improving the rail transport route in order to enhance Laem Chabang Port to be the sizable Port for accommodating the increased volume of containers in the future.
- 2) Managing Bangkok Port by prescribing category of goods transshipped through Bangkok Port and promoting increasingly use at Laem Chabang Port.
- 3) Accelerating study on the development of existing assets management of Bangkok Port to be utmost utilization.
- 4) Accelerating a study to find the way in creating the equity on the aspect of the competitiveness among private entrepreneurs.
- 5) Considering measures on the increase in the competitive capability of the country to accommodate with the Free Trade opening of ASEAN Economic Community (AEC).
- 6) Developing e-Port to cover the whole system.

### • Long Term Plan

- Accelerating the construction of Laem Chabang Port Phase III to cope with the increased volume of containers in the future.

# PAT Organization Chart and Manpower, Fiscal Year 2014





## Operation Management and Development

Over the years, the Port Authority of Thailand (PAT) has continuously implemented plans and projects for developing the management and enhancing the service efficiency including the development plans in the future for its sustainable growth as follows:

- **Making the 11<sup>th</sup> Corporate Plan (Strategic Plan), Fiscal Year 2015-2019 of the Port Authority of Thailand** With PAT Board of Commissioners, PAT Executives, Bangkok Port EVM Center, Laem Chabang Port EVM Center, and EVM Center of PAT Support Service Administration participating in the Workshop Meeting for PAT Executives to map out the PAT vision, value, strategy, indication value and target value which will be ready for promulgation in 2015 as direction framework for future administrations and operations.

- **Carrying out the Project and Environmental Measure Operations:** PAT has prescribed the organizational development on the aspect of environment as one of the strategies under the 11<sup>th</sup> Corporate Plan (Strategic Plan) which is the making of the “Green Port Project” by designating the Organization’s success indicator and setting the goal to reduce the emission of carbon dioxide quantity and saving the energy from the activities of the Port by 10% within Fiscal Year 2019 in comparing with Fiscal Year 2013. With the aim to promote the overall quality of life of the Port to meet the prescribed standard and develop the Port towards being the Green Port and environmental friendly with the key Work Plan and Projects supporting the operations as follows :

1. The Project of supporting the reduction on carbon dioxide emission and energy saving;
2. The Project of promotion the overall environmental quality of PAT;
3. Conducting the project of Baseline on carbon dioxide emission for 2013;
4. Monitoring and verifying over the environmental quality in PAT’s areas in accordance with the Environmental Impact Assessment (EIA) continuously.



- **Entering into the State Enterprise Performance Appraisal (SEPA) System of PAT, Fiscal Year 2014.** For the first time in FY 2014, PAT officially entered into the State Enterprise Performance Appraisal (SEPA). FY 2013 was the period of the preparedness for its Working Group and PAT Internal Appraiser in order to develop the Organization to conform with the guidelines of SEPA System.

In this regard, PAT appointed the Management Committee to develop the Organization according to PAT’s SEPA System with the PAT Director General chairing the Committee having the duty in monitoring controls, making follow-ups the operations in accordance with PAT’s SEPA System. In addition, the Organizational Development Working Group in accordance with PAT’s SEPA System was appointed with PAT Deputy Director General, Asset Management and Business Development, being Head of the Working Group. The Working Group was divided into 6 Sections according to SEPA System’s 6 process dimensions with the Executives in PAT Assistant Director General or its equivalency being the Section Head. Each Section consisted of working personnel selected from various Organizations who are skillful and knowledgeable on the Organization with the mission in connection with the operations being appraised.

In carrying out operations in Fiscal Year 2014, PAT organized the trainings and held special lectures to integrate knowledge and understanding on the organizational developments in accordance with SEPA System which was the Personnel and Related Person Development Plan continuance from Fiscal Year 2013. The curriculums and contents were arranged in conformance with the targeted groups which were the PAT Board of Commissioners, Executives, Middle Management, Working Group and general staff. In addition, study tours of Thailand Quality Class (TQC) Organization were arranged as well.

Even it was the first year of entering into the appraisal system in accordance with SEPA System, though the appraisal result could pin up the defective point of the Organization in various fields which should be improved; which could encourage all related parties to be awakened and turn around to place the importance on the improvement of the Organization according to the guidelines of SEPA System in order to enhance the standard of its organization to be better performance in port operation continuously and sustainably in the future as well as to support the operations in accordance with the mission and vision which are the goal of the Port Authority of Thailand to achieve success through another way.

### Bangkok Port

- Carrying out the Master Plan Preparation Project on the New Concept of Using all Areas and Resources within the Customs Fences of Bangkok Port as well as other related part of the area and studying the prime suitability on the aspects of the economy, engineering and environmental impact.
- Developing data linkage system with e-Customs system of the Customs Department and provision of information on outward container (e-Export).
- Applying two programs of e-Learning system.
- Operating in accordance with the PAT's ICT Security Plan, under ISO/IEC 27001 standard.
- Collaborating with the Customs Department in developing data linkage system through the National Single Window (NSW) system as signed in the MOU on Electronic Data Interchange.
- Providing One Stop e-Port Service system.
- Currently being under the course of database linkage system development and integrated service by using Service-Oriented Architecture (SOA).
- Currently being under the course of integrated information system for management's decision (Enterprise Data Warehouse).

### Laem Chabang Port

At present, Laem Chabang Port has increasingly carried out operations on the development and management of the infrastructures and facilities for linking with the various forms of connected transportation networks and national logistics system as well as adopting modern administrative system to the Organization in order to increase the operational efficiency continuously. The development of Laem Chabang area has been undertaken under the following Projects:

- Project on the Development of the Single Rail Transfer Operator (SRTTO) at Laem Chabang Port by making the improvement on the original infrastructure and the preparation on available necessary facilities to handle containers up to 2.0 million T.E.U.s. per year which is anticipated to be opened for operation in 2017.
- Coastal Berth Development Project (Berth A) with Supported Inland Area of approximately 17 acres (43 rais), aiming to render public services for cargo transportation by domestic coastal feeder and barge to accommodate two coastal cargo vessels simultaneously in linking with the Ports and diversified forms of transport service including the developments and improvements of public utilities for more efficiency and safety. The Project is anticipated to be opened for operation in 2017.
- Project on Area Development to Support Related Business Activities of Laem Chabang Port (Zone 2); As a result of the study by the Consultant, Zone 2 area can be developed as a supported area for business related to the Port. The Project on the utilizations of the empty area of approximately 95 acres (240 rais) adjacent to Sukhumvit Road for commercial purpose is currently under the proposal to the PAT Management for their assents before further approval in accordance with the process of the Act on Private Participation in State Undertaking, B.E. 2535 (A.D. 1992).

In addition, Laem Chabang Port has a Project in the 11<sup>th</sup> Enterprise Plan (Fiscal Year 2015 – 2019) under Mission No. 2 which is the Organizational Resources Development and Management to cause the creation of the potential and capability for optimal benefit that fall within T5 strategies; namely, Business Development for Asset Potential Increment (including laborsaving devices, equipment and machines), which is One Stop Service. Development Center Project of Laem Chabang Port in Zone 2 area (Laem Chabang Port Office Building, Public Utility Work, Landscaping Work and Information Technology Center Building). The project is now under the approval for selection of the consultants' consortium to study and conduct on detailed design of construction.

- Corporate Social and Environmental Responsibility Project: Laem Chabang Port has set aside the budget of Fiscal Year 2015 for the Projects operations in the amount of 12.5 million Baht by focusing on the educational promotion of juveniles in the surrounding area, port-related business occupational skills development, community enterprise promotion, social welfare development, quality of life and environmental development including occupational development and sustainable income increment of the communities around Laem Chabang Port.

### Chiang Saen Commercial Port

Chiang Saen Commercial Port is Thailand's gateway to the upper Greater Mekong Sub-region which promotes international transportations and trades in accordance with the Agreement on Commercial Navigation on the Lanchang-Mekong River among four countries; namely, China, Laos, Myanmar and Thailand.

Presently, Chiang Saen Commercial Port comprises two-level sloped berth for general cargoes loading and discharging and vertical berth for general cargoes and containerized cargoes. Details are as follows:

- Northern and Southern sloped berths of 300 meters length and 9,600 square meters in areas consisting a total of six wharfs, which can accommodate three 50-meter long ships simultaneously.
- Vertical berth of 200 meters length, which can accommodate four 50-meter long ships simultaneously.

In addition, a basin size of 200 x 800 meters together with two of 30 x 30 meters warehouses and marshalling yard, including facilities being fully equipped are provided in the Port area in order that a One Stop Service in the same office building can be rendered.

Moreover, Chiang Saen Commercial Port also connects with the extensive transport network of road project by the East-West Economic Corridor and North-South Economic Corridor, which intersect at Phitsanulok Province. Furthermore, air transportation can be made through Mae Fah Luang Chiang Rai International Airport in the future, there is a plan to build railway track system as an additional linkage to Chiang Rai Province.

Development of the Chiang Saen Commercial Port is contemplated to increase its capability and provide more conveniences to the port users, particularly, trade linkage with southern provinces of China, Myanmar and Laos, consequently resulting in cargo transports from the Port onto various countries via Bangkok Port, Laem Chabang Port and Ranong Port can be undertaken in an expeditious and economical manner. In addition, it is a preparation of readiness to back up expansions in the future, link trades with China and India and to ensure that the services received by Port users meet the standard and are handled in a convenient, expeditious, safety and economical manner.

### Chiang Khong Port

Chiang Khong Port focally places the emphasis on rendering services on cargo import and export efficiency and cross-border trade promotion between Laos and Thailand in accordance with the Agreement among four countries; namely, China, Myanmar, Laos and Thailand.

Chiang Khong Port has thus far played a significant role in the economic and social development of the countries in the Mekong Sub-region which are Laos, Thailand, Cambodia, Myanmar, Vietnam and China as well as in compatibility with the development of Chiang Rai Province area in being newly emerged economic zone in order to link with neighbouring countries from North to South and from East to West.

### Ranong Port

Presently, Ranong Port is popularly known and has played more roles not only as the Port supporting the international trade activities but also backing up the industrial growth on the expansion of the offshore petroleum exploration and production as a supply base to the sites in the Andaman Sea.

In respect of the trade route linking, Ranong Port is potentially suitable to be opened as a navigational route for trade linkage through a variety category of vessels in the Gulf of Bengal and Malay Peninsula where cargoes can be continually transhipped onto various countries in Africa and Europe.

Ranong Port, therefore, is an importantly international trade gateway of Thailand with western countries due to the fact that it can provide more convenient navigational route with safety as well as helping in shortening the travel time and reducing cargo transport cost for importers and exporters which is yet another alternative of Thai trade to the world.

## Financial and Asset Management

The PAT has aimed to reiterate the financial management for optimal efficiency in term of both the budget and financial accounts, as well as cash management, analysis which is closely monitored and examined. In addition, financial tools are used in the data analysis for assistance on the decision making and administration. The important financial ratios are as follows:

	FY 2013	FY 2014
Current Ratio	1.93 (time)	2.34 (time)
Return on Total Assets	11.02 %	11.27 %
Debt to Total Assets	53.63 %	50.74 %

The PAT has managed its fixed assets, including the lease agreements of lands and buildings existing outside Bangkok Port customs fence to generate the revenues of another part by renting out to both government and private sectors to operate activities supporting the Port business. In order to maximize the benefit from utilizing the area, a study to prescribe the guidelines on the area development under the concept of the Modern Port

City was conducted in order that the area can be used to back up the Port development for suitable level of returns, investment worthiness and generating the greatest benefit. The PAT's asset management in FY 2014 which accounted for the revenues derived from the rents paid by government and private organizations for the leases of land and buildings outside Bangkok Port customs fence are as follows:

Unit: Million Baht

Item	Area (rai)	Fiscal Year	
		2013	2014
Revenue from government agencies	160.25	56.224	57.758
Revenue from government agencies	516.50	251.379	250.986
Total	676.75	307.604	308.744
		Changes	1.14
		% of change	0.37%

**Remarks:** 17.8 acres (45 rais) of the existing area outside Bangkok Port's customs fence was used for PAT activities.

## Focus Related to Customers, Market and Stakeholders

The Port Authority of Thailand (PAT) places the importance in responding to the needs of creating good relations and images with the customers in business, community and stakeholder levels through various activities or development projects in order to support the country's logistics development; prepare for the commencement of ASEAN Economic Community (AEC); add up diversifications to the services and expand the scope in providing services to the original and new groups of customers as well as supporting the projects on the developments of the areas outside the Customs fences and promoting activities of the Regional Ports which is the important factor in developing the business and establishing relationships in the long term and expanding inter co-operations in the future such as;

- Implementing marketing promotions to publicize PAT's businesses as follows:

- Making handout leaflets to publicize PAT's businesses consisting of Chiang Saen Commercial Port, Chiang Khong Port in three languages; namely, Thai, English and Chinese, Ranong Port and the overall picture of PAT in two languages; namely, Thai and English, to enable the targeted customers to know of the information.

- Making advertising signs on Ranong Port and leasing the advertising space on passengers luggage conveyor belts at Krabi Airport, Ranong Airport and Surat Thani Airport for public relations in communicating the rendering of services of Ranong Port directly to the targeted customer groups with the aim to make Ranong Port the main transport gateway on

the coast of Andaman Sea in linking with neighbouring countries. In this respect, PAT has launched marketing promotions by availing cargo containers/cargoes including causing to have the regular shipping lines which are cargo owners group, importer-exporter group, international cargo carriage group, transport entrepreneur group and original port users group as well as publicizing the opening for service operations on the navigational route of Ranong Port to Penang Port and Ranong Navigational Route Project linking with Myanmar Ports and BIMSTEC group.

- Visiting lessees of PAT's properties on the occasion of New Year's Day Celebration, 2014, in order to establish good relationships and understandings with the customer group who leased the lands around PAT for utilizations and related organizations for the advantage on streamlining co-ordinations and more flexibility which yet resulting in good effect on further development of various PAT's areas in the future.

- Organizing a Community Leaders Seminar 2014 in the PAT's area, under the topic of "Successful Community Leader" from 17 to 19 June 2014, at Methawalai Hotel, Petchaburi Province, in order to create relationships, understandings and co-operations between PAT and the communities in PAT area as well as the creation of a participating process on joint brainstorming between community leaders and PAT. Such practice will cause the constructive creation of a happy and sustainable community which, in conclusion, can be all described in six issues as follows:



1. Community economy;
2. Social aspect in the community;
3. Education of community member;
4. Health and environment;
5. Creation of co-operations among communities;
6. Co-ordinations with PAT.

- Organizing a seminar under the topic of “Chiang Saen Port and Frozen Goods Service Development Trend” in accordance with the Project on the Commercial Establishment of Relationships with Customers and Promotions on the Use of Chiang Saen Commercial Port’s Services on 9 July 2014, at Dusit Island Resort Hotel in Chiang Rai. Such seminar was organized to create relationships with the customers/allies as well as to hear their opinions on the possibility and suitability in opening the services on frozen goods storage at Chiang Saen Commercial Port to cope with the demands of the entrepreneurs transporting goods where the temperatures of which are controlled, particularly, agricultural products and frozen goods.

- Organizing the 3<sup>rd</sup> Youth Sports Tournaments, 2014, for 6 schools in the community and the surrounding areas: namely; Soon Ruam Namjai School, Mooban Pattana Community School, Wat Klongtoey Nai School, Thai Prasitsart School, Wat Sapan School and Samakee Songkroh School on 23 August 2014, at PAT Stadium. The sports event consisted of the 7-man team football tournaments with age range of the football players not over 12 years old; cheer group and cheer leader competitions in order to encourage the children and youths to spend their times for useful activities, distant themselves away from narcotics as well as opening yet another opportunity for them to demonstrate their abilities.

- Implementing PAT and Lessee Cooperation Project in Adjusting the Landscape and Returning Happiness to Society in order to improve the areas on both sides along the traffic route and increasing green area in the empty area under the responsibility of PAT to make it cleaned under an orderly condition according to the Transport Safety Standard and properly in accordance with academic principle on the aspect of landscape architecture. The Project received co-operations from the lessees of PAT’s areas, related government and private organizations who participated in the activities to develop such areas on Sunday, 23 September 2014, at the front of PAT Headquarters.



- Implementing the Project on Improving Cooperation between Ranong Port and the Port in Yangon and Promoting Cargo Transport through Ranong Port to Neighbouring Countries. In this respect, PAT Executives and officers paid a courtesy call on His Excellency the Thai Ambassador to Republic of the Union of Myanmar, in Yangon and private sector entrepreneurs during 10-14 March 2014, in order to establish transport and trade cooperation as well as holding discussions with the Management group and officers of Myanmar Port Authority (MPA). The purpose was to study the role and accountability of PAT Board of Commissioners and PAT Organizational Structure for use as the management guidelines, MPA Commissioners formation and the making of the Organizational Structure of Myanmar Port Authority in the future. In this connection, joint discussions were made in making the Memorandum of Understanding (MOU) between the Port Authority of Thailand and Myanmar Port Authority.

- Organizing Dinner Talks on “Ranong Port: the Economic Gateway to Myanmar” on 10 September 2014, at S31 Hotel in order to promote trades and increase business opportunity on cargo cross-border transports from Ranong Port to Myanmar and to enable entrepreneurs desiring to transport cargoes to have the opportunity to learn about transport and logistics system linking to Myanmar efficiently as well as enhancing the availability of containerized vessels services at Ranong Port.

In the seminary session, there were discussions on the Subject of Logistics in Linking Trade Route with Myanmar, Factors of Success towards Thai – Myanmar Trade Route, Ranong Port Development Policy in Backing Up Economic Gateway to Myanmar and Thai Economic Opportunity in Linking Trade and Investment with Myanmar.

## Facilities



## Bangkok Port

### Offshore Area

It is located on the East side of Chao Phraya River between km. +22.5 and km. +28.5, Mouth of Phrakhanong Canal. The outer bar channel begins from km. -18 downstream to the Phra Chullachomklao Fort at km. 0 which is 18 kilometers long. The inner bar channel begins from the Phra Chullachomklao Fort at km. 0 downstream to the Memorial Bridge at km. 48 which is 48 kilometers long. The total length is 66 kilometers.

### Access

The approach to Bangkok Port is through the bar channel of 18 kilometers long, 150 meters wide in the reaches and 250 meters wide at the bend. Such channel has been maintained to a depth of -8.5 meters M.S.L. The depth of the river within the Port is between 8.5 meters and 11 meters below M.S.L.

### Dredging Service

In 2013, a dredging and maintenance operation of the bar channels in the areas of Bangkok Port and Laem Chabang Port was conducted. The materials dredged from both ports totaled up to 1,697,640 cubic meters. The private wharves were dredged at the request for the dredging service in order to facilitate convenient and safe navigation. The dept survey

and installation of navigation aids at navigational channel within Bangkok Port and Laem Chabang Port were also conducted.

### Inland Area

The total areas of Bangkok Port and its surrounding areas of 930.38 acres (2,353.2 rais) consisting of the area inside the customs fence of approximately 400.12 acres (943.2 rais) and another area outside the customs fence of approximately 557.47 acres (1,410 rais). The areas have been used for commercial purpose divided into the area for leasing for government of 64.15 acres (160.3 rais) and private entity use of 204.02 acres (516.5 rais) where the area in making use for social purpose is the area for PAT office building construction which 48.14 acres (117.8 rais). The area requested for use by State Organizations such as the Customs Department, Plant and Animal Quarantine Checkpoint, etc., which accounts for 87.05 acres (217.9 rais), slum area which is 78.25 acres (197.9 rais) and access roads of 78.88 acres (199.6 rais). Other than those, there are office building spaces for leasing to the companies related to vessel and cargoes service activities within the customs fence of Bangkok Port and warehouse, etc.

### Cargo Operational Area consists of:

- **The West Quay** of 226.81 acres (567.2 rais) is the area used for container general cargo and domestic/international berth.

The Offices in charge are Cargo Operation Division 1-3 and Warehouse Division.

### Berth/Dolphin

Berth/Dolphin/Buoy	Length (m.)	Number of Berths	Size of Vessel Length/Draught (m.)	Capacity (Ship)
Conventional Berth (22B-H)	1,179	7	172.25/8.23	7
Domestic Coastal Berth (22I-22J)	347	2	172.25/8.23	2
Tourist Boat Berth (22 A)	133	1	172.25/8.23	1
Klongtoey Midstream Dolphin	1,360	34	172.25/8.23	7
Bang Huasuar Midstream Dolphin	1,600	25	172.25/8.23	8
Sathupradit Buoy	1,580	5	137.19/7.62	4
	-	-	91.46/7.00	1

### Storage Area/Container

Area	Transit Shed					
	Inside (sq.m.)	Outside (sq.m.)	Platform (sq.m.)	Container Yard		
				(sq.m.)	(Ground Slots)	(T.E.U.s)
Transit Sheds (1-2)	10,400	7,200	-	7,200	230	460
Transit Sheds (3-8)	26,670	9,476	2,400	22,269	850	1,700
Transit Sheds (9,11,13,15-17)	40,569	73,582	5,280	57,562	1,964	1,964
Outbound Container	5,569	15,376	-	4,380	168	168
Open Yard for Stuffing (Former)	-	-	-	148,194	2,464	2,464
Open Yard for Stuffing (18 acres/45 rais)	-	-	-	72,000	912	912
(Under Construction)	-	-	-	-	-	-
Empty Container Yard C-Marshalling Yard	-	-	-	61,998	1,748	6,118
Integrated Container Depot (Koh Lao Area)	-	-	-	55,650	1,500	5,250
In-transit Warehouse	7,800	18,324	-	-	-	888
Bonded Warehouse (Red Bldg.)	6,434	-	-	-	444	-
Bonded Warehouse(New Bldg.)	3,120	-	-	-	-	-
Warehouse (Overtime Cargo)	8,955	1,120	-	-	-	-
Vehicle Warehouse	2,000	4,503	-	5,317	33	66
Dangerous Cargo Warehouse	-	-	-	-	-	-
Dangerous Cargo Unit	1,220	-	-	14,976	262	786
Jute, Cotton, Kapok Cargo Unit	6,400	-	-	9,900	268	804

**Remarks:** Yard refer to a net area occupied a 20-foot container.

- **The East Quay** of 132.4 acres (331 rais) is the area used for rendering service for containerized cargo and container berths. The containers include mechanical handling equipment. The Office in charge are Container Terminal Division 1 and 2

Container Terminal Division 1			Container Terminal Division 2		
BERTH			BERTH		
<b>No. Of Berths</b>	4	<b>Berths</b>	<b>No. Of Berths</b>	4	<b>Berths</b>
20A	162	M	20D	183	M
20AB	152	M	20E	183	M
20B	183	M	20F	183	M
20C	183	M	20G	91.50	M
Overall Length	680.00	M	Overall Length	640.50	M
Water Depth	8.23	M	Water Depth	8.23	M
Accommodation	10,000 - 12,000	DWT.	Accommodation	10,000 - 12,000	DWT.
CONTAINER YARD & GATE			CONTAINER YARD & GATE		
Marshalling Yard	98,600	Sq. m.	Marshalling Yard	49,000	Sq. m.
Stacking Capabilities	3,036	Ground Slots	Stacking Capabilities	1,372	Ground Slots
Block A, B, C and D	8,380	T.E.U.s	Block E, F, G and H	4,755	T.E.U.s
Reefer Plugs	460	Units	Reefer Plugs	324	Units
Sub Gate In	5	Units	Sub Gate In	4	Units
Sub Gate Out	3	Units	Sub Gate Out	3	Units
EQUIPMENT			EQUIPMENT		
Rail Mounted Shoreside			Rail Mounted Shoreside		
Gantry Crane 40 tonnes	8	Units	Gantry Crane 40 tonnes	6	Units
Rubber Tyred Gantry Crane	23	Units	Rubber Tyred Gantry Crane	15	Units
4 Plus 1 - 1 Over 3	12	Units	4 Plus 1 - 1 Over 4	5	Units
4 Plus 1 - 1 Over 4	11	Units	6 Plus 1 - 1 Over 4	10	Units
Tractor for Container	62	Units	Tractor for Container	46	Units
Container Chassis	62	Units	Container Chassis	46	Units
COMPUTER SYSTEM			COMPUTER SYSTEM		
Software "CATOS" System	1	Unit	Software "CATOS" System	1	Unit
SERVICE			SERVICE		
No. of Staff	324	Persons	No. of Staff	261	Persons
Service Hours: 24 hours a day , 7 days/week			Service Hours: 24 hours a day , 7 days/week		
In House Customs Clearance			In House Customs Clearance		

## Mechanical Handling Equipment

Item	Capacity (Tonnes)	Quantity (Units)
Top Loader	40	31
Empty Container Reach Stacker	7	23
Mobile Crane	10	3
	50	5
Tractor for Container	30	30
Container Chassis	45	42
Forklift Truck	2.5 – 15	212
Motor Truck	5 – 7	45
Tractor for Trailer	20	4
Multi-Tractor	30	20
Multi-Container Chassis	30	21



## Service Crafts

Item	Capacity	Quantity (Units)
Tug Boat	1,225 – 2,400 hp	9
Garbage Boat	160 – 200 hp	2
Rope Boat	115 – 187 hp	8
Water Supplying Boat	450 x 2 hp	1
Yacht	1,000 x 2 hp	1
Trailing Suction Hopper Dredger	2,500 cubic meters	3
Dredger	240 – 300 metric tonnes	3
Hopper Barge	120 cubic meters	7
Coastal Tug	200 – 350 hp	4
Buoy Tender	600 hp	1
Survey Boat	194.37 – 335.12 hp	3
Rong Nam (boat for supporting marine activities)	150 – 240 hp	2
Water Service Boat	140 tonnes	1
Workshop Boat	15 – 18 metric tonnes	2
Oil Service Boat	21.5 metric tonnes	1

**Remarks:** Actual number of service crafts in operation as of September 2014.





## Laem Chabang Port

### Offshore Area

Laem Chabang Port is located at Thungsukhla Sub-district, Sriracha District and Banglamung Sub-district, Banglamung District, Chonburi Province, on an area of approximately 2,506.63 acres (6,340 rais). The Port has 11 Berths in Basin 1 and all of which have been leased out to private entities to operate and manage. All 11 Berths; A0-A5 and B1-B5 have already been opened for services, with a total capacity to accommodate the containers at 4.3 million

T.E.U.s per year. Whereon Basin 2 which consists of 7 Berths, 4 Quaysides; namely, C3 has been opened for services in July 2004, C0 in February 2007, C1-C2 in October 2007. While D1-D3 are expected to be ready for operations within 2016 with the total annual container-handling capacity of 6.8 million T.E.U.s. When all Berths in both Basin 1 and Basin 2 are fully opened, they will be capable to serve a total containers of 11.1 million T.E.U.s as follows:



#### Capacities to Accommodate Containers Unit: Million T.E.U.s

Vessel Basin 1		Vessel Basin 2	
Berth A0	0.3	Berth C1	1.4
Berth A2	0.4	Berth C2	1.0
Berth A3	0.4	Berth C3	1.0
Berth B1	0.6	Berth D1	1.4
Berth B2	0.6	Berth D2	1.0
Berth B3	0.6	Berth D3	1.0
Berth B4	0.6		
Berth B5	0.8		
<b>Total</b>	<b>4.3</b>	<b>Total</b>	<b>6.8</b>

#### Mechanical handling Equipment

Item	Capacity (Tonnes)	Number (Units)
Rail Mounted Shoreside Gantry Crane	36-61	42
Rubber Tyred Gantry Crane	38-41	113
Reach Stacker	40-45	30
Top Loader	8-30.5	27
Mobile Crane	48-160	3
Container Tractor	-	282
Container Chassis	-	294
Forklift Truck	2.5-16	80

#### Remarks:

- Including mechanical handling equipment of entrepreneurs at each quayside.
- Information as of September 2014.

#### Service Crafts

Category	Capacity (HP)	Number (Units)
Tug Boat	800, 3,000, 3,200, 3,500	7
Garbage Boat	340	1
Rope Boat	210	2
Service Boat	390	2
Buoy and Oil Spill	1,000	1
Elimination Boat		

#### Remarks:

- Excluding 3 private tug boats.
- Information as of September 2014.



## Berth

Berth	Length/Dept (m.)	Number of Berths	Deadweight tonnage per docking (DWT)	Capacity (Units)
<b>Vessel Basin 1</b>				
Coastal and Multi-purpose Berth (A0)	590/14	1	1,000	2
Passenger Berth (A1)	365/14	1	70,000	1
Multi-purpose Berth (A2)	400/14	1	50,000	1
Multi-purpose Berth (A3)	350/14	1	83,000	1
Conventional Berth for Bulk Containers (A4)	250/14	1	40,000	1
Ro/Ro Berth (A5)	527/14	1	70,000	1
Container Berth (B1)	359/14	1	50,000	1
Container Berth (B2-B4)	300/14	3	50,000	3
Container Berth (B5)	400/14	1	50,000	1
<b>Vessel Basin 2</b>				
Berth (C0)	500/16	1	80,000	1
Container Berth (C1)	700/16	1	80,000	2
Container Berth (C2)	500/16	1	80,000	1
Container Berth (C3)	500/16	1	80,000	1
Container Berth (D1)	700/16	1	80,000	2
Container Berth (D2-D3)	500/16	2	80,000	2

## Storage Area/Container

Transit Shed	Area (sq.m.)			
	Quayside front	Bulk yard	Warehouse	Other
Berth (A1, A2, A4 and A5)	49,425	163,875	30,570	
Conventional Berth (B1-B5)	41,475	574,430	18,480	43,286
Conventional Berth C3	12,500	123,424	4,944	84,132
Train Container Yard (Basin 1)		57,305		
Train Container Yard (Basin 2)		58,410		
Open Storage Yard (Basin 1)		56,100		
Open Storage Yard (Basin 2)		303,900		
Reserve Empty Container Yard (Basin 1)		160,400		
Reserve Empty Container Yard (Basin 2)		324,012		
Bonded Warehouse			4,800	
Overtime Cargo Warehouse			4,500	
Dangerous Cargo Warehouse		119,943	10,478	4,776
General Cargo Warehouse		1,800	3,660	
General Cargo Categorizing and Stuffing Warehouse		111,750		
Warehouse (Basin 2)			4,800	
Reserve Area (Basin 2)		929,661		
Empty Container Yard Outside Customs Fence		67,677		



## Chiang Saen Commercial Port

Chiang Saen Commercial Port is situated on the right side of the mouth of Sob Ruak River in the area of Ban Saeo Sub-district, Chiang Saen District, Chiang Rai Province. It is approximately 10 kilometers by land or 6 kilometers by waterway from Chiang Saen Port. Its total area is 153 acres (387 rais). The Opposite of the Port across the river is Lao People's Democratic Republic while its back is adjacent to Highway No. 1129 (Chiang Saen-Chiang Khong).

### Facilities

In order to facilitate the operations, Chiang Saen Commercial Port is, therefore, equipped with mechanical handling equipment and facilities consisting of 10-ton capacity mobile cranes, 10-ton and 3.5-ton capacity forklift trucks, respectively, and for the temperature-controlled cargoes, the Port provides 20 plugs for reefer containers. In addition, a weighing apparatus for inbound/outbound cargoes and parking area for trucks while waiting for cargo loading and offloading is also provided.



### Services

Chiang Saen Commercial Port has adopted One-Stop Service system at the Port office building. These include the services of Chiang Saen Commercial and Chiang Khong Port offices, Marine Office (Chiang Rai Branch), Chiang Saen Customs, Chiang Saen and Chiang Khong Food and Drug Checkpoint, Chiang Saen International Communicable Disease Control, Chiang Saen Immigration Checkpoint, Chiang Saen Plant Quarantine Station, Chiang Rai Animal Quarantine Station and Fishtrade Inspection Office.

### Transportation Network

The navigation route from Chiang Saen Commercial Port to Guan Lei China Southernmost Port lies at a distance of around 265 kilometers. The channel is 1.5-7 meters deep depending on the season. China has deepened the navigational channel and built a dam to generate electricity and control the water level to ensure safe passage of cargo ships all year long.

On domestic roadway transport network, 3 routes as follows can serve the purpose:

1. Highway No. 1209 (Mae Sai – Chiang Saen)
2. Highway No. 1016 (Mae Chan – Chiang Saen)
3. Highway No. 1129 (Chiang Saen – Chiang Khong)



## Chiang Khong Port



Chiang Khong Port is located on Mekhong River bank in Chiang Khong District, Chiang Rai Province. Situated across the River is Huaysai District, Bo Kaew Province of Lao People Democratic Republic (Lao P. D. R.) while the back of the Port adjoins the highway linking Chiang Saen and Chiang Khong.

### Facilities

The structure of the quayside terminal is concrete block, 24 meters wide and 108 meters long, which can accommodate 3-5 ships of 80-150 tonnes simultaneously. The parking area for 5-10 10-wheeled trucks for cargo loading and offloading also provided.

### Services

Chiang Khong Port provides 24 hours services, mostly to serve small ships from Lao P. D. R. which account for 90% of its traffic. Cargoes are loaded and offloaded largely by labors who are employed by cargo owners.

The Port adopted One-Stop Service in which service users can formalize documentation procedures on cargoes, customs clearances, immigrations, plant and animal quarantines and other services conveniently at Chiang Khong Port Office Building.

## Ranong Port

It's located at Latitude 10° 00' 72" (North), Longitude 098° 36' 33" (East) on the East bank of Kra Buri River, Pak Nam–Tarua Sub-district, Muang District, Ranong Province, on the area of 124.54 acres (315 rais), Ranong Port has a multi-purpose berth of 26 meters wide and 134 meters long which can accommodate 2 barges with a maximum loading capacity of 500 tonnage each at the same time. The berths are connected with the marshalling area by two 10-meter wide and 212-meter long access bridges. Where the 30-meter wide and 150-meter long container berth can accommodate a cargo vessel of not exceeding 12,000 DWT at a time. The berths are connected with the marshalling area by a 7.5-meter wide and 212 meter long access bridge while the container berth is linked with the multi-purpose berth by an 8.5-meter wide and a 40-meter long bridge.

In respect of the mechanical handling equipment to expeditiously and safely facilitate services to cargo vessels, Ranong Port has arranged a variety of cargo facilities, such as a mobile harbor crane and other handling equipment for lifting and moving the cargoes.

On warehouse facilities, Ranong Port provides an area to accommodate cargoes as follows : a 1,500 sq.m. transit shed, a 7,200 sq.m. open storage area, 11,000 sq.m. container yard and 8,000 sq.m. open storage area.

On the aspect of security; electricity, lighting and Close Circuit TV (CCTV) systems are installed to monitor controls and ensure the security and safety of the Port and cargoes stored in the Port's area in accordance with the security standard system and build up confidence in the Port's service users.

### Channel

The navigational channel begins from the West of Koh Chang to the terminal on distance of 28 kilometers with 8 meters M.S.L. deep and 120 meters wide. Navigation aids are prompt to enhance safety throughout the bar channel.

### Inland Transportation Network

**Road:** Taking Highway No.4 (Petch Kasem, Bangkok–Chumporn–Ranong) with 568 kilometers distance then taking a right turn into Highway No. 4010 at Ban Nam Tok with 13 kilometers distance to access Ranong Port.



**Railway:** Cost could be saved for cargoes transported by rail from all Regions to Chumporn and shifted to road transport from Chumporn to Ranong Port with 110 kilometers.

**Sea:** Cargoes could be shipped from various ports in the Gulf of Thailand to ports in Prachuap Khiri Khan Province and Surat Thani Province, and then shifted to road transport to Ranong Port.

**Air:** A commercial airport is available in Ranong Province with regular flights operated between Ranong and Bangkok.

### Service

Ranong Port provides a full range of cargo services including offloading, loading, transferring, storage and delivery. To facilitate customer services, the Port has set up a One-Stop Service Center for payment of port charges, immigration, customs clearance and other transactions at the entrance of the Port.

With the aim to back up container transport system, the Port Authority of Thailand (PAT) has adopted a computerized Vessel and Cargo Management System (VCMS) to facilitate containers tracking and invoice issuance. Electricity, water supply and telecommunication system are well-prepared for the conveniences of port user.

Apart from being a strategic location on the Andaman Coast with the state-of-the-art facilities, Ranong Port currently play an important role in the off-shore oil and gas drilling exploration project in the Bay of Bengal.



## PART 4

# Operation Performance, Fiscal Year 2014

- Vessel and Cargo Services Statistics
- Economic and Industrial Analysis
- International Cooperation
- PAT Highlighted Activities



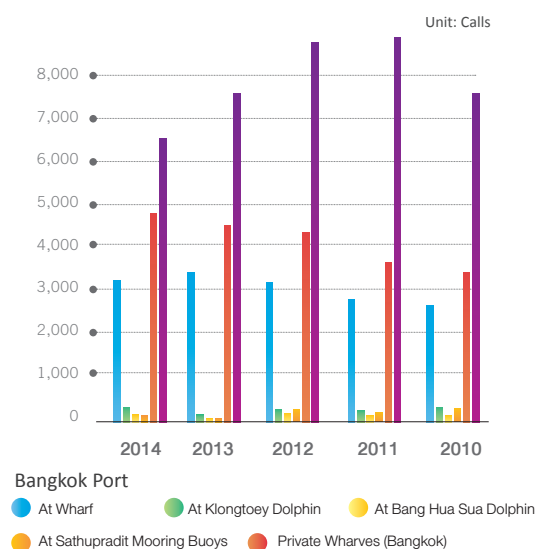
# Operation Performance, FY 2014

## Vessel and Cargo Services Statistics

Number of Calling Vessels at Bangkok Port and Laem Chabang Port

Unit: Calls

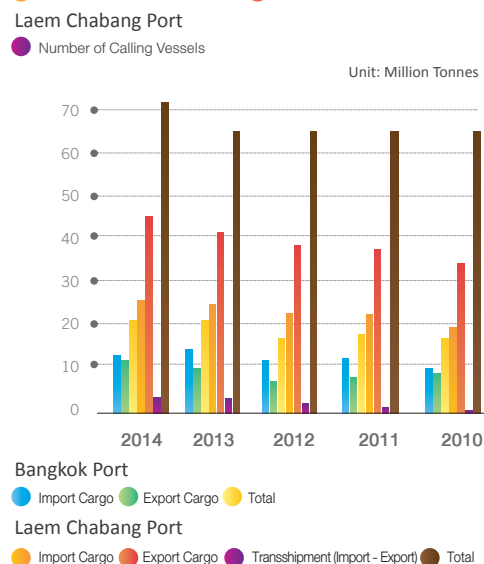
Fiscal Year	2014	2013	2012	2011	2010
<b>Bangkok Port</b>					
At Wharf	3,193	3,353	3,123	2,991	2,681
At Klongtoey Dolphin	236	188	208	237	263
At Bang Hua Sua Dolphin	74	68	108	93	93
At Sathupradit Mooring Buoys	103	69	109	129	155
Private Wharves (Bangkok)	4,934	4,511	4,116	3,692	3,524
<b>Laem Chabang Port</b>	<b>6,600</b>	<b>7,621</b>	<b>8,557</b>	<b>8,562</b>	<b>7,467</b>



Volume of Cargoes at Bangkok Port and Laem Chabang Port

Unit: Million Tonnes

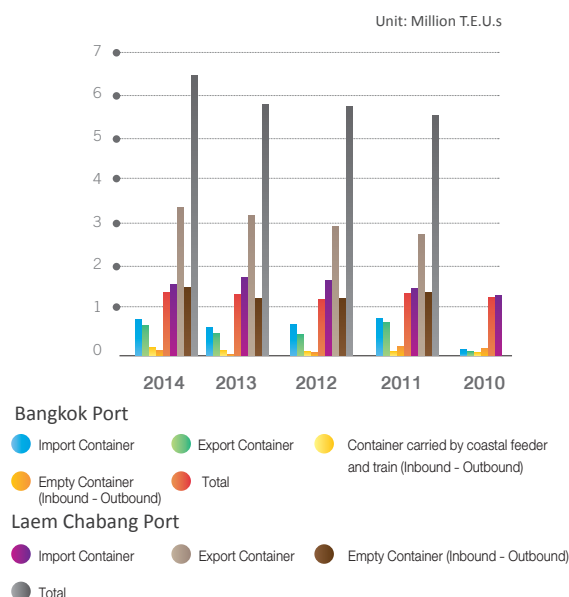
Fiscal Year	2014	2013	2012	2011	2010
<b>Bangkok Port</b>					
Import Cargo	11.292	12.025	10.414	10.853	9.984
Export Cargo	10.130	9.182	7.509	7.828	8.012
<b>Total</b>	<b>21.422</b>	<b>21.207</b>	<b>17.923</b>	<b>18.681</b>	<b>17.997</b>
<b>Laem Chabang Port</b>					
Import Cargo	26.906	26.012	25.618	22.344	19.420
Export Cargo	44.460	40.023	39.012	38.048	33.574
Transshipment (Import - Export)	0.898	0.883	0.598	0.311	0.259
<b>Total</b>	<b>72.264</b>	<b>66.918</b>	<b>65.228</b>	<b>60.703</b>	<b>53.253</b>



Number of Containers at Bangkok Port and Laem Chabang Port

Unit: Million T.E.U.s

Fiscal Year	2014	2013	2012	2011	2010
<b>Bangkok Port</b>					
Import Container	0.753	0.781	0.650	0.709	0.677
Export Container	0.653	0.599	0.488	0.616	0.654
Container carried by coastal feeder and train (Inbound - Outbound)	0.062	0.070	0.072	0.048	0.027
Empty Container (Inbound - Outbound)	0.051	0.045	0.064	0.082	0.095
<b>Total</b>	<b>1.519</b>	<b>1.495</b>	<b>1.274</b>	<b>1.455</b>	<b>1.453</b>
<b>Laem Chabang Port</b>					
Import Container	1.759	1.804	1.747	1.460	1.282
Export Container	3.257	3.007	2.905	2.835	2.573
Empty Container (Inbound - Outbound)	1.443	1.164	1.178	1.363	1.213
<b>Total</b>	<b>6.459</b>	<b>5.975</b>	<b>5.830</b>	<b>5.658</b>	<b>5.068</b>



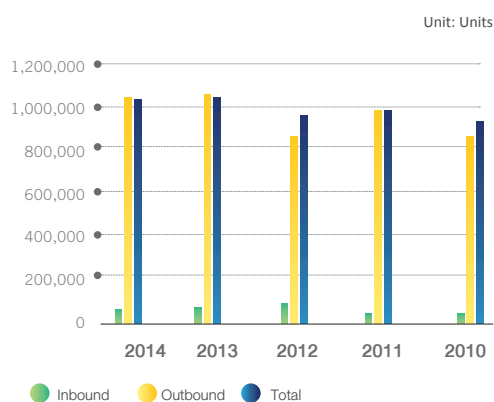
# Operation Performance, FY 2014 (Continued)

## Vessel and Cargo Services Statistics

Number of Vehicles through Laem Chabang Port

Unit: Units

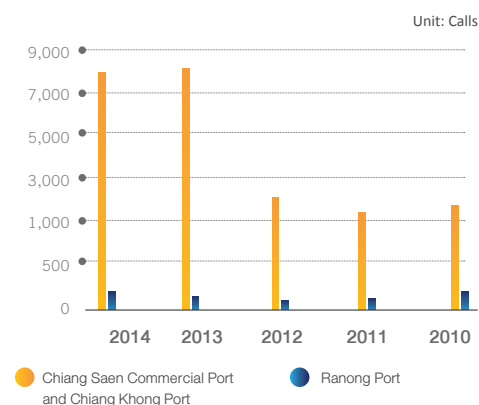
Fiscal Year	2014	2013	2012	2011	2010
Inbound	73,549	77,402	88,500	60,427	62,378
Outbound	1,114,549	1,120,608	826,470	916,881	823,870
<b>Total</b>	<b>1,188,098</b>	<b>1,198,010</b>	<b>914,970</b>	<b>977,308</b>	<b>886,248</b>



Number of Calling Vessels at Regional Ports

Unit: Calls

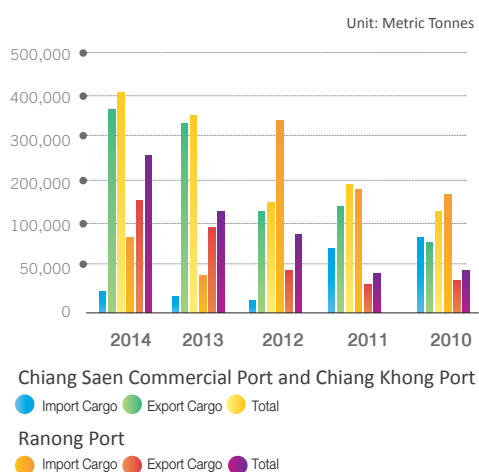
Fiscal Year	2014	2013	2012	2011	2010
<b>Chiang Saen Commercial Port and Chiang Khong Port</b>	<b>8,385</b>	<b>8,575</b>	<b>2,346</b>	<b>1,298</b>	<b>1,511</b>
<b>Ranong Port</b>	<b>356</b>	<b>282</b>	<b>210</b>	<b>257</b>	<b>321</b>



Volumes of Cargoes at Regional Ports

Unit: Metric Tonnes

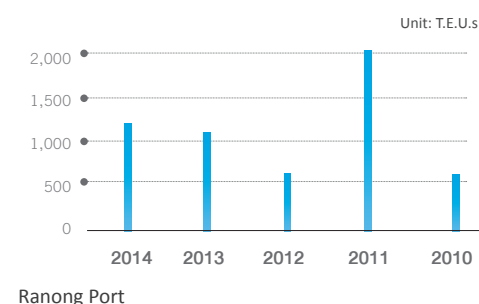
Fiscal Year	2014	2013	2012	2011	2010
<b>Chiang Saen Commercial Port and Chiang Khong Port</b>					
Import Cargo	27,043	24,553	18,344	60,660	73,355
Export Cargo	384,312	341,350	124,234	131,589	61,255
<b>Total</b>	<b>411,355</b>	<b>365,903</b>	<b>142,578</b>	<b>192,249</b>	<b>134,610</b>
<b>Ranong Port</b>					
Import Cargo	82,982	43,818	36,440	18,284	17,879
Export Cargo	160,910	90,976	43,767	24,051	31,094
<b>Total</b>	<b>243,892</b>	<b>134,794</b>	<b>80,207</b>	<b>42,335</b>	<b>48,973</b>



Number of Containers at Regional Ports

Unit: T.E.U.s

Fiscal Year	2014	2013	2012	2011	2010
<b>Ranong Port</b>					
Inbound Container -	1,433	1,242	703	2,015	584
Outbound Container					



**Remarks:** The number of containers at Ranong Port derives from containers measuring 20 - feet long and over

# Economic and Industrial Analysis



## 2014 Economic Overview

World economic overview in 2014 saw its growth better than the preceded year which was all along with the US and Euro Zone economic recovery, but, the growth rate was slightly lower than originally expected, particularly, in Asian group.

In respect of the Thai economy in 2014, the first half of the year was still under a slow down situation as a result of the prolonged political unrest which consequently affected the State spending and confidence of the household and business sector and exports that slowly recovered. However, in the second half of the year, State sector as well as private sector could disburse more money in the spending, thus, resulting in the domestic demand to be well improved. Coupled with the fact that the exports began to recover which was the supporting factor, the economy gradually returned to its normal condition. On the aspect of the exports, the growth accounted for a decrease of 0.4% which was a slow recovery than expected due to the demands of the trading counterparts, particularly, Euro countries and Japan which were still at the low level. Nevertheless, the cargo export role as the economic driving force had been reduced and the production potential in the short term was lower than expected due to the reason that Thai export problem was largely derived from problem of the structure while on the import, has declining growth rate accounted for 4.7% consequently resulting in the current account to have a trend of rather substantial surplus balance of trade from trade deficit in 2013 while the export was at its low level in accordance with the domestically slow down demands.

## Country Competitiveness Ranking

World Economic Forum (WEF) has conducted the Global Competitiveness Index 2014-2015 Rankings in which Switzerland has been found to have the highest potential on the economic competitiveness for six consecutive years followed by Singapore, the United States of America, Finland, Germany, Japan, Hong Kong, The Netherlands, United Kingdom and Sweden, respectively.

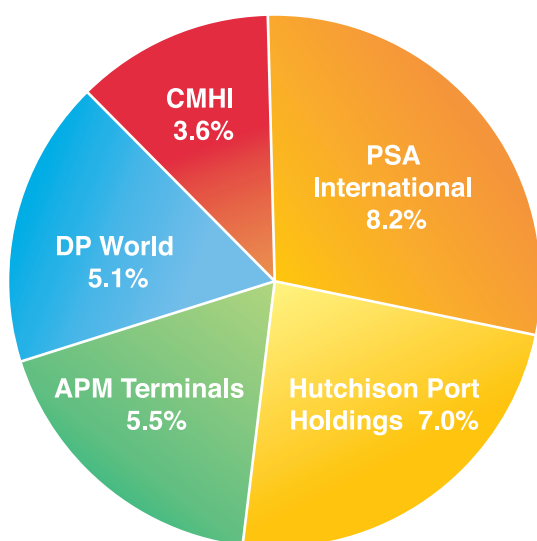
Thailand's economic competitiveness potential ranks No. 31, lower than Asian Region countries which are Singapore, Hong Kong, Taiwan, Malaysia, Korea and China, or in other words, it may be said that Thailand's rating on the country competitiveness ranks the third place in ASEAN Region running after Singapore and Malaysia. Result of the rankings on the quality of port infrastructure, Thailand ranks No. 54 up from No. 56 from the preceded year which is still behind the leading ASEAN countries: namely; Singapore (No. 2) and Malaysia (No. 19). However, Thailand can still improve herself in several areas, particularly, on the aspect of the domestic competitiveness promotion wherein there are still key factors which may affect level of the development: such as; political stability and policy, security regulation and uncertainty relating to the real estate proprietary right.



## Industrial and Maritime Transport Business

There has been a structural change in the organization and management in port industry which, in that, private sector has played a vital role in conjunction with the State sector inclusively on the aspects of the investments and providing of services, berths, cargo operations, facilities and key handling equipments in providing the services of the ports under the supervision of the State sector. Deriving from the statistics of approximately 1,250 container berths worldwide, it is found that 30% of the ports has still been managed by the State sector in full form (Reference: Drewry Maritime Research, 2011). Over the past 20 years, the State-sectors operations was found to gradually decrease.

### Proportion of the first 5 key global berth operators when measuring from quantity of containers throughput at the ports



**Sources:** Global Container Terminal Operators Review 2014 by Shipping Consultancy Drewry

There is a slight change in the ranking of the first 5 key global berth operators from the preceded year when measuring from quantity of containers throughput at the ports except China Merchants Holdings International (CMHI) that ranks No. 5 whereas PSA International has still held No. 1 ranking followed by Hutchison Port Holdings, APM Terminals and DP World, respectively. It is anticipated that in 2018, both HPH and APM would grab the market sharing which should

push them up to be in the forefront place and again in 2018, it is anticipated that quantity of throughput cargoes at container berths worldwide would account for more than 840 million T.E.U.s. The Region anticipated to account for a speedy growth rate would be Africa and China wherein the average growth rate per year would be at 5.6% within the next five years up from 3.4% in 2013.

For the ports in ASEAN countries, there is a trend on the development in increasingly high level continuously, particularly, Indonesia and Vietnam which can be evinced by the infrastructure quality ranking on the ports of Indonesia and Vietnam that jump up 27 and 25 ranks, respectively. The proportion of containers throughput at ports of ASEAN countries that ranking No. 1 is still Singapore followed by Malaysia, Indonesia, Thailand and Vietnam.

The overall picture of maritime transport of Thailand in 2014 was apparently growing all along with the economic activities with the supporting factors being the export recovery, Baltic Dry Index (BDI) and cross-border trade expansions as a result of stepping into ASEAN Economic Community (AEC) in 2015 which would help support international maritime transport activities while the domestic maritime transport both via river waterways and coastal vessels is yet another alternative worthwhile to keep an eye on for the operators due to the cost saving reason which is yet another way to create the competitiveness potential. The domestic maritime transport is still potentially occasioned for substantial growth for the reason that Thailand has potential rivers in country flowing through agricultural and industrial areas which, in the same way, that the Southern and Eastern coastal areas of the country can be developed to cause the link of maritime transport system between the Eastern and Southern Regions. On the domestic market share, Laem Chabang Port is found to be the Port having the highest market share when comparing with Map Ta Phut Port, Bangkok Port, Private Ports, Songkhla Port and Phuket Port.

In conclusion, the international and domestic maritime transports are potentially capable to be developed for more substantial growth, especially, the domestic maritime transport where the growth rate of which is still low. But, there is a challenging issue from the transportation infrastructure problem of Thailand in many areas that still having the opportunity for the development.

## Port Ranking

Deriving from the latest information report of the Journal of Commerce, Top 50 World Container Ports – 2013, August 20, 2014, it mentions that in 2013, Shanghai Port, China, is the Port accounting for the highest cargo container transshipments which is up to 33.62 million T.E.U.s, and that out of the first 20 places in rank of the highest quantity of cargo container Ports, China has a total of up to 9 Ports ranked on the list. The 2nd ranking Ports accounting for cargo container transshipments is Singapore (32.60 million T.E.U.s) followed by Shenzhen Port which ranks in the 3<sup>rd</sup> place (23.28 million T.E.U.s) while Laem Chabang Port ranking is in the 23<sup>rd</sup> place (6.04 million T.E.U.s), Ho Chi Minh City Port of Vietnam ranks in the 24<sup>th</sup> place (5.96 million T.E.U.s) up from the preceded year of 14.80%. The result of such ranking clearly illustrates that Asia is still the Region accounts for the fastest growth in global trades and vital role in driving global economy until the present.



## PAT's Performance in 2014 (October 2013 - September 2014) Comparing with the Same Period of Preceded Year

**Bangkok Port** – had 3,185 vessel calls, a decrease of 4.55%, with the total quantity of throughput cargoes at the Port at 21.422 million tonnes, an increase of 1.01%, consisting of general cargoes of 1.953 million tonnes, a decrease of 14.04%, containerized cargoes of 19.469 million tonnes (excluding midstream), an increase of 2.82%. Quantity of containers throughput at Bangkok Port was at 1.519 million T.E.U.s, an increase of 1.54% by classified into loaded containers of 1.468 million T.E.U.s, an increase of 1.17% and empty containers of 0.051 million T.E.U.s, an increase of 13.33%.

**Laem Chabang Port** – had 6,600 vessel calls (excluding lighters and other boats), a decrease of 13.40%, with the total quantity of throughput cargoes at the Port at 72.264 million tonnes, an increase of 7.99%, consisting of general cargoes of 4.240 million tonnes, a decrease of 0.91% and containerized cargoes of 68.024 million tonnes (including transshipments), an increase of 8.60%. Quantity of containers throughput at Laem Chabang Port was at 6.459 million T.E.U.s, an increase of 8.10% classified into loaded containers of 5.016 million T.E.U.s, an increase of 4.26% and empty containers of 1.442 million T.E.U.s, an increase of 23.38%.

**Regional Ports** – Ranong Port had 356 vessel calls, an increase of 26.24%, with the quantity of throughput cargoes at the Port at 0.244 million tonnes, an increase of 80.94%; Chiang Saen Commercial Port had 8,144 vessel calls, a decrease of 2.67%, with the quantity of throughput cargoes at the Port at 370,726 tonnes, an increase of 19.62% and Chiang Khong Port had 241 vessel calls, an increase of 15.87%, with the quantity of throughput cargoes at the Port at 40,629 tonnes, a decrease of 27.44%.

In the overview, PAT accounted for the increase in cargo containers on the part of Bangkok Port and Laem Chabang Port, thus, resulting in the quantity of transshipped cargo containers from October 2013 to September 2014 to increase to a total of 7.978 million T.E.U.s, which was 6.79% increase.

# International Cooperation

## 2014 International Cooperation Overview

The Port Authority of Thailand made Cooperation Agreements with variously related Ports and Organizations both at bilateral and multilateral levels with the objective to establish mutual relations to promote and develop the port business and maritime transport consisting of variety forms of co-operations; such as, exchanging of information data, knowledge and experts among others including meetings, seminars and trainings both in country and overseas under various frameworks of cooperation of the PAT as follows :

### Bilateral Cooperation

#### 1) The Friendship Agreement between the Port Authority of Thailand and the Government of Flanders, Belgium:

- The Agreement was signed on 23 November 1992.
- Attending Mixed Working Group Meeting during 12-20 October 2013, in the Kingdom of Belgium in order to evaluate result of the activities and project under the Letter of Intent, 2011-2013 and discuss in detail relating to the carrying out of the activities and project under the Letter of Intent, 2014-2016.
- Delegation from the Government of Flanders paid a courtesy call on the PAT Deputy Director General, Asset Management and Business Development, on 27 August 2014, at the PAT Headquarters together with holding a joint meeting with the PAT Representatives to make considerations on the activities to be jointly carried out during the year 2015-2016 under the Friendship Agreement between the Port Authority of Thailand and the Minister of Public Works and Transport of the Government of Flanders). Activities to be jointly carried out during the year 2015-2016 are such as seminar in various topics both at the national and regional level, short-term study trip for Junior Staff of the Government of Flanders, a partially scholarship granted to the PAT's staff in Master Degree level and short-term educational supports to the PAT's staff.

#### 2) The Friendship Agreement for Marketing Cooperation between the Port Authority of Thailand and Nagoya Port Authority, Japan:

- The Agreement was signed on 17 October 2012.
- Welcoming Delegation of Nagoya Port Assembly for a visit to the PAT on 1 November 2013 in order to study the administration potentials and cargo operations of the PAT.
- Conducting a study trip on Nagoya Port Authority Safety Management at Nagoya Port, Japan during 28 November – 2 December 2013.

#### 3) Memorandum of Understanding on Cooperation between the Port Authority of Thailand and Yokohama:

- The Memorandum of Understanding was signed on 22 April 2014.
- Conducting a study trip to Yokohama Port Authority on the aspect of the management of the Port, containers and tourist berths as well as the development of the areas in the rear of Yokohama Port, Japan.
- Delegation of Laem Chabang Port made a study trip to Yokohama Port Authority for the development of the areas in the rear of the Port during 3-7 August 2014.





## Multiple Cooperation

### 1) The ASEAN Ports Association (APA):

- Participating in the 39<sup>th</sup> APA General Meeting during 11-16 November 2013, in Bali, Republic of Indonesia, in order to follow up operations and various activities under APA's cooperation.
- Participating in the APA Academic Working Group Meeting during 22-25 June 2014, in Balikpapan, Republic of Indonesia, in order to jointly prescribe a direction in mapping out strategy and the project/activities under APA's strategic plan.
- The Port Authority of Thailand hosted the 35<sup>th</sup> APA Working Group Meeting during 5-8 August 2014, at Shangri-La Hotel, Chiang Mai, in order to jointly carry out operations and activities relating to Port management for 2014 including the considerations on the making of APA's strategic plan.

### 2) Asia-Pacific Economic Cooperation (APEC):

- Organizing a Workshop Seminar under the Topic of Green Port: Time for Actions and Innovations and the 6<sup>th</sup> APSN Council Meeting during 4-8 November 2013, at Holiday Inn Resort, Phuket, hosted by the Port Authority of Thailand, with the objective to exchange experiences as well as concepts on the management of the Green Port, innovations and technology for environmental management of the Ports.
- Participating in the 2<sup>nd</sup> APEC Training Course on Common Principles to Shipping Policy during 12-14 March 2014, in Cebu, Republic of the Philippines in order to exchange knowledge and information for the development of maritime transport policy in APEC Region for readiness to cope with global economic change and to make the maritime transport compatible in the same direction.
- Participating in the 39<sup>th</sup> APEC Transportation Working Group Meeting during 30 March – 5 April 2014, in Christchurch, New Zealand, and the 40<sup>th</sup> Working Group Meeting during 18-22 August 2014, in Hong Kong Special Administrative Region, People's Republic of China, in order to follow up and continue the development policy and project on the transportation development consequently





resulting from the meetings of the Country Leaders, Ministers and APEC Senior Transport Officials. In this respect, in the case under the stage of maritime transport, Thailand by the Port Authority of Thailand, proposed the 3rd APEC Training Course on Common Principles to Shipping Policy with the contents relating to a search for sources of capitals for Ports development, Ports' commercial operations and authorizations for private entities to participate in carrying on the businesses.

- Participating in the Port Workshop Seminar under the topic of Study to Develop a Carbon Footprint Methodology which is the Project under APEC Transportation Working Group Meeting during 19-21 May 2014, in Kunming, People's Republic of China, in order to exchange knowledge and perceive information on transportation operations by using clean energy and efficient transportation system development in order to reduce carbon dioxide emission on Asia-Pacific Routes.

- Participating in the Workshop Seminar and Training relating to Cruise Ships Industry Promotion in APEC Region during 16-19 June 2014, at Taiwan Economic Zone in order to exchange knowledge, experiences and skills on Cruise Ships terminal management, necessary facilities and basic public utilities development and Case Study on Cruise Ships Dock in APEC Region.

- Participating in the Workshop on Study on the Reduction of Harmful Exhaust Emissions from Ships and the Establishment of Emission Control Areas (ECAs) in the APEC Region during 24-25 July 2014, in Beijing, People's Republic of China in order to exchange knowledge, experiences as well as jointly developing the policy and strategy to solve problems on the emissions of pollutants from the vessels.

- Participating in the "Seminar on APEC Model E-Port" under Promoting Supply Chain Connectivity Through a Model E-Port Initiative and Initiative on Asia-Pacific Model E-Port Network Project during 11-13 August 2014, in Beijing, People's Republic of China in order to exchange knowledge and understanding relating to the carrying out of e-Port operations and development promotions.

### 3) ASEAN Region Cooperation Framework:

- Participating in the 19<sup>th</sup> ASEAN Transport Ministers Meeting and the 36<sup>th</sup> ASEAN Senior Transport Officials Meeting during 15-21 December 2013, in Pakse, Lao People Democratic Republic (Loa P.D.R.) in order to follow up the operations and activities on land, rail, air and waterway transport under the Regional Cooperation Framework.

- Participating in the Workshop Seminar on Electronic Data Interchange (EDI) System during 24-28 February 2014, in Bali, Republic of Indonesia, to exchange knowledge and experiences relating to EDI System operations.



- Participating in the 27<sup>th</sup> & 28<sup>th</sup> Working Group Meeting on ASEAN Maritime Transport during 19-21 March 2014, in Phnom Penh, Kingdom of Cambodia and 20-22 August 2014, in Seam Reap, Kingdom of Cambodia respectively, in order to jointly consider and discuss matter in prescribing the operational guidelines including presenting report on the progress of the activities or development projects on related part of ASEAN maritime transport project currently in process and to be undertaken in the future.

#### 4) Implementation on Cooperation Project between the Association of Southeast Asian Nations and the Government of the Federation of Germany under the Project on “Sustainable Port Development in the ASEAN Region”:

- Welcoming the Delegation of PMO Iloilo Port, Representatives of Iloilo Port Handling Equipment Company and Representatives of the Philippines Port Authority on a study trip of the PAT's business relating to Dangerous Cargo Warehouse, Dangerous Cargo Control and Occupational Health Management, Port Safety Health and Environment (SHE) during 18-28 February 2014.



#### 5) International Maritime Organization (IMO):

- Participating in the 112<sup>th</sup> IMO Council Meeting during 14-22 June 2014, in London, United Kingdom, and providing assistance on electioneering to support Thailand for taking part in Group C International Maritime Organization Council Member elections for 2016-2017 Term.
- Participating in the 39<sup>th</sup> Facilitation Committee Meeting during 22-26 September 2014, in London, United Kingdom, in order to jointly discuss the issue relating to the steps and practical procedures in order to facilitate vessels, cargoes/containers and passengers conforming with the Convention on the Facilitation of International Maritime Organization.



# PAT

## Highlighted Activities



### **PAT Welcomed Port Security Experts from US Coast Guard**

On 18 November 2013, Sub Lt. Songtham Chantaprasit, R.T.N., Managing Director, Bangkok Port, welcomed US Coast Guard officials and Marine Department officials on the mission to observe the executions in compliance with ISPS Code and Port Security of Bangkok Port in order to exchange knowledge and experiences including information on Port Security with one another at Conference Room No. 1301, PAT Headquarters.



### **Laem Chabang Port Conducted Port Security Simulation Exercise in accordance with “Washington State Partnership Program”**

During 10-14 March 2014, Lt. Sutthinan Hatthawong, R.T.N., Managing Director, Laem Chabang Port, presided over the opening ceremony of the 1<sup>st</sup> Laem Chabang Port Security Workshop Training and Simulation Exercise 2014, in accordance with “Washington State Partnership Program” for the Port Authority of Thailand staff, various organizations, wharf and vessel repair dock operators, etc., with the objective to enable persons performing duty on related part to have the knowledge and understanding on the practical procedures in the case of an emergency occurring with a dangerous cargo, at Laem Chabang Welfare Center Conference Room, Laem Chabang Port, Chonburi Province.

### Managing Director of Laem Chabang port participated in ASEAN Logistics Hub Panel Discussion

On 19 June 2014, Lt. Sutthinan Hatthawong, R.T.N., Managing Director, Laem Chabang Port, participated in the panel discussion on “ASEAN Logistics Hub: Thailand Would Fall or Flourish” and accepted the invitation to be a Special Lecturer on the topic of “The Overall Picture of Vessel Cargo Transport of Thailand, Laem Chabang Port’s Operational Performance during the first half of 2014 compared with 2013” and “Progress on Laem Chabang Port Development Plan, Phase 3, and “How the Port shall be accelerated to step forward to become the ASEAN Maritime Transport Hub?” Participating in the panel discussion were State and private sector organizations and people interested in listening to the panel discussions which was held at Miracle Grand Convention Hotel, Bangkok.



### Deputy Managing Director of Bangkok Port Welcomed Delegation from Indonesia Port Corporation II, Indonesia

On 19 May 2014, Lt.JG. Chamnan Chairith, R.T.N., Deputy Managing Director, Bangkok Port, welcomed Delegation from Indonesia Port Corporation II, Indonesia, on the occasion of their visits to PAT by listening to the briefing on Port Management, Personnel Structure, Environment and Vessel and Cargo Operations, at Conference Room 1701, PAT Headquarters as well as observing practical cargo operations in the area of Bangkok Port.



## Laem Chabang Port Held a Commissioning Ceremony of “Tarua 303” Tugboat

On 29 July 2014, Laem Chabang Port held a Commissioning Ceremony of “Tarua 303” Tugboat. The tugboat had a pulling force of not less than 70 metric tonnes. Such tugboat will be used in the function on tugging the boats and fire fighting machine in the area of Laem Chabang Port and its neighboring areas. The ceremony was chaired by Admiral Apiwat Sriwattana, Chairman, PAT Board of Commissioners, and Mrs. Thanawan Sriwattana, his spouse. Participants in the ceremony included PAT Executives and staff. The ceremony was held at Phra Chulachomklao Royal Thai Navy Dockyard, Phra Samutchedi District, Samut Prakan Province.

## Bangkok Port Held Joint Counter Contingent Emergency Tabletop Exercise on Public Health

On 31 July 2014, Sub Lt. Songtham Chantaprasit, R.T.N., Managing Director, Bangkok Port, presided over the Joint Counter Contingent Emergency Tabletop Exercise on Public Health Control at Country Entry-Exit Channel, Bangkok Port, for the year 2014, where co-operations from related State and private organizations were received. Taking part in the joint exercise were such as International Communicable Disease Control Check Point, Customs Office, Immigration Office, Marine Department, Taksin General Hospital, Klong Toey District Office, Tarua Metropolitan Police Station. The objective of the exercise was to prevent, control and remedy the epidemics of disease by avoiding the rising of unnecessary impact on the international travels and trades including the development of capability in strengthening and maintaining the performance on the public health of the country both in the field of the coordination and communications, operations under normal and emergency situation. The exercise took place at the Simulator Center, Bangkok Port.





### The Port Authority of Thailand Welcomed Delegation from Myanmar Port Authority (MPA)

On 10 September 2014, Mr. Surapong Rongsirikul, Deputy Director General, Asset Management and Business Development, along with the Group of Executives welcomed the Group of Executives and Delegation of Myanmar Port Authority (MPA) on the occasion of their visits to the PAT. The objective was to study the role, duties and organizational structure for use as their guidelines on the management and the organizational structure of Union of Myanmar Port Authority in the future. Included in the visiting program were the discussions on the preparation of the Memorandum of Understanding (MOU) between the Port Authority of Thailand (Ranong Port) and Union of Myanmar Port Authority which was held at Conference Room 1701, PAT Headquarters. Subsequently, PAT hosted a Dinner Talk on “Ranong, the Economic Gateway to Myanmar” at S31 Hotel, Sukhumvit 31, Bangkok, in order to publicize and promote container vessel lines to pass through Ranong Port.



### Special Seminar on Opinion Exchange for Executives in Developing PAT's Risk Management Plan, 2015

During 11 – 12 September 2014, Mr. Sorasak Saensombat, Commissioner, as the Executive Member of PAT Risk Management and Internal Control Committee had the honor to preside over the Opening Ceremony of the “Special Seminar on Opinion Exchange for Executives in Developing PAT's Risk Management Plan, 2015” with Mr. Chula Sukmanop, Ph.D., PAT Commissioner and high level Executives participating in the Seminar and Mrs. Chiraporn Sumetheeprasit, as the Lecturer. The Seminar was organized by the Office of Risk Management and Internal Control at Nanchao-Chiang Rath Room, Novotel Suvarnabhumi Airport Hotel, Samut Prakan Province.



## PART 5

# Corporate Governance

- Risk Management and Risk Management Results of PAT, Fiscal Year 2014
- Internal Control
- Code of Ethics and Professional Conducts of the Board of Commissioners, Executives and Port Personnel
- Operational Performance Report in accordance with Good Corporate Governance Policy
- Nominations of PAT Executives
- PAT Audit Committee Report of Fiscal Year 2014
- Performance in compliance with the Official Information Act, B.E. 2540 (A.D. 1997)



# Risk Management and Risk Management Results of PAT, Fiscal Year 2014

## Risk Management

The risk management is yet another instrument in managing and driving the Organization to attain the goal and reduce the Organization's risk. As PAT is aware of the importance of the risk management, the risk management is, there fore, carried on in systematic order. On the management of risk factor and controls over the activities including various work processes in order to reduce the occasion and impact on the potential rise of a risk in the future at the acceptable level to the Organization, the compatible attainment of the goal and the backup of the strategy in accordance with PAT's State Enterprise Plan shall be taken into account.

PAT Risk Management and Internal Control Committee, stipulates the requirements that PAT carries out actions on the development of the risk management systematically; that the Organization is enhanced to have good corporate governance system and helps support the Organization's operations to proficiently achieve the set target as well as responding to the stakeholders' needs as suitable so that the risk management measure leading to the practical implementations which can reduce the risk at the acceptable level to the Organization.

PAT carries out the risk management under the effective risk management standard in accordance with the elements of the Committee of Sponsoring Organizations of the Treadway Commission-Enterprise Risk Management (COSO ERM). All 8 elements contributing to the Practical Risk Management Guidelines are as follows:

1. Environmental condition within the Organization;
2. Setting the objectives;
3. Identifications of the events;
4. Risk management;
5. Risk response;
6. Controlling activities;
7. Information and communications;
8. Monitoring and Evaluation.

In Fiscal Year 2014, PAT developed its risk management with integration by passing knowledge and guidelines on risk appraisal to all levels and work lines including organizing meetings for all levels of the management in order to consider the Organizational risk level and risk factors in order

to back up the strategy in accordance with the State Enterprise Policy which, in this respect, the risk on a case by case of PAT's strategy could be concretely appraised. In addition, the risk management could be integrated with Organizational administration for stepping steadily forwards in the succeeding year.

## Risk Management Results

In 2014, PAT mapped out Work Plan/Measures and Performance Guidelines for Risk Management by placing the emphasis on the risk management to be the continuous strategy and operations of the whole Organization with the integrated risk management wherein the results could be delivered for as follows:

### 1. Risk management achieved better results beyond the target in 3 risk events:

- R 1 Unable to increase capability for accommodating more container quantities in the future of Laem Chabang Port
- R 4 Malfunction of port operating system
- R 7 The lack of a body of knowledge transfer

### 2. Risk management results are below the target in 6 risk events:

- R 2 Organizational structure is not conformed with the mission.
- R 3 Asset development within the territory of Bangkok Port (outside Bangkok Port customs fence) is not in accordance with the target.
- R 5 The development of computer system is not in full efficiency.
- R 6 The damage reduction rate in cargo handling of Bangkok Port is unable to achieve the target.
- R 8 Investment Plan management is not in accordance with the target.
- R 9 Working Regulations have not suitably been revised.

According to the policy of PAT Risk Management and Internal Control Committee in respect of the risk management for Fiscal Year 2014, any risk events which have not been managed to reach the target should be reviewed and placed under the risk management in the succeeding year by making the work plan/measures containing expressly clear guidelines for carrying out the risk management to be systematically reduced.

## Internal Control

The Port Authority of Thailand (PAT) adopts Good Internal Control Principle in accordance with the Rules/Performance Guidelines relating to the Internal Control of the State Enterprise Policy Office, Ministry of Finance, B.E. 2555 (A.D. 2012) by taking into considerations the 5-connected elements which are correlated with the operations and work administration process of PAT consisting of

Element 1 – Environmental Condition of the Control

Element 2 – Risk Assessment

Element 3 – Controlling Activities

Element 4 – Information and Communications

Element 5 – Monitoring and Evaluation

In order to enable the internal control to proceed with an integration manner, PAT Risk Management and Internal Control Committee has a policy to promote the implementation of the evaluation on the efficiency and effectiveness of the internal control which have been laid

down continuously and constantly by emphasizing on trainings in order to build up knowledge and understanding on Control Self Assessment (CSA) to all levels of personnel so that they can adopt it for practical application in their routine duties. In addition, a push to create the participations and the ability to evaluate the main activities in various fields systematically are made and information acquired are adopted for joint improvements before any error or damage would occur.

For Fiscal Year 2014, PAT carried out actions in accordance with PAT Internal Control Operational Plan of Fiscal Year 2011 and PAT Internal Control Improvement Plan of Fiscal Year 2014 as prescribed, thus, resulting in PAT Internal Control to be more efficient. All units in accordance with the PAT organizational structure are instructed to make the Standard Operating Procedure Manual fully in accordance with the System and Regulation of the International Principle.



# Code of Ethics and Professional Conducts for the Board of Commissioners, Executives and Port Personnel

## Ethical Standard for PAT Board of Commissioners towards the Organization

1. To be adherent to moral and ethical behavior;
2. To be of good conscious mind, possess the qualifications of honesty, morality and responsibility;
3. To be adherent to the principle that benefit of the Nation overrides that of the individuals and be free of the conflict of interest;
4. To be steadfast in doing things righteously, fairly and lawfully;
5. To provide services to people expeditiously with friendly disposition without any discrimination;
6. To provide fully complete information to the people without extortion of any facts;
7. To focally determine on work achievement and maintain the work standards with quality, transparency and accountability;
8. To uphold the democratic regime of government with the King as Head of the State;
9. To be adherent to the Professional Code of Ethics of the Organization.

## Code of Conducts for the Executives

1. Possessing the leadership;
2. Performing duty faithfully and demonstrating know-how of being professionalism by applying knowledge, expertise and management skill for use in the PAT's affairs with full competency in all cases;
3. Maintaining and using organizational properties to maximize the benefit and refraining from using the properties for personal interest and interest of the other person;
4. Preparing Corporate Plan, Financial and Budget Plan, Asset Management Plan and other Plans of the PAT which respond to the government policy and administrations of the PAT Board of Commissioners;
5. Preparing accounting and financial report, report on business situation affecting port performance including operational information in order to present PAT financial position and turnovers with consistency, fully in conformity with generally accepted accounting principles, in a timely manner, reliability and accountability;

6. Refraining from disclosing PAT confidential data or information (which have not yet been authorized to be disclosed) to the public in exploitation for the benefit of their own and related persons nor committing any act which may give rise to the conflict of interest of PAT, directly or indirectly;
7. Refraining from using one's status or position own benefit exploitations.

## Code of Conducts for Port Personnel

1. Performing duties faithfully without any bias and refraining from using their own powers and duties in exploiting benefits unlawfully for personal interest or interest of the other person;
2. Performing duties with their all out efforts and competencies by considerably taking into account the benefits of PAT and the whole societies;
3. Performing duties without getting involved or creating any relationships with any person or entity which will lead to the conflict of interest with PAT;
4. Performing duties with due care in using information, keeping information and refraining from disclosing information without any authorization from the authorized person except it is a disclosure in accordance with the law;
5. Performing duties without using the information which is acquired or should not be disclosed for own benefits, friends or relatives or for the purpose in any other form which is deemed to be contradictory to the law or inconsistent with the object of the law;
6. Conducting themselves to be punctual persons and standing readily to devote themselves and their times to fully perform duties for PAT;
7. Maintaining and using the organizational properties in an economical and worthwhile manner and exercising due care to prevent the properties from being damaged or wasteful as if a reasonable person is treating his own properties;
8. Refraining from performing any acts which may cause the rising of a conflict of interest of PAT, directly or indirectly;
9. Keeping PAT's information in confidence by staying on alert and surveillance to prevent the confidential documents under their responsibilities from leaking or falling into the hands of unauthorized persons which may cause a damage to PAT, unless an authorization is first obtained.

# Performance Report in accordance with Good Corporate Governance Policy

## Good Corporate Governance Policy

The main Good Corporate Governance Policy of the Port Authority of Thailand focally aimed to make the Organization the efficient Organization in carrying out port business and port-related business by creating value added to the Organization with the morality, transparency, equitability and accountability under the Principle of Corporate Governance. In this respect, PAT, since 2008, made its Principles and Guidelines on Good Corporate Governance and, subsequently, in 2009, the Principles and Guidelines on Good Corporate Governance were revised to make them in line with the Principles and Good Performance Guidelines of the State Enterprise and the 7 International Standard Principles of the State Enterprise Policy Office. Moreover, such Principles and Guidelines were disseminated to Committees, Executives and staff to be aware of and adhered to in practical performances to cause the rising of transparency, reliability and even more efficiency in carrying out the operations.

In addition, PAT has, since Fiscal Year 2012 until present, mapped out PAT Good Corporate Governance Plan in order to ensure that PAT has had good corporate governance and operations carried out in an efficient manner which is yet a creation of good image generally acceptable.

## Conflicts of Interest Prevention Policy

The Port Authority of Thailand has conducted a measure to prevent the conflict of interest since 2006, by issuing PAT Notification regarding the Procedural Guidelines on the Conflicts of Interest for the Executives and PAT personnel as performance adherence. Subsequently, in 2014, such Notification was repealed and PAT Regulation on Conflicts of Interest, B.E. 2557 (A.D. 2014) was issued to supersede such Notification and that such Regulation has already been disseminated to all Executives and PAT personnel.



## Nomination of the Top-Level Executive of the Port Authority of Thailand

The Port Authority of Thailand is a State Enterprise under the supervision of Ministry of Transport and that the Nomination of the PAT Top-Level Executive must be undertaken in compliance with the Standard Qualifications for Commissioners and Officers of State Enterprise Act, B.E. 2518 (A.D. 1975) which, in this connection, the relevant qualifications must be in accordance with Section 8 *ter.* and the corporate nomination process undertaken in accordance with Section 8 quarter. PAT Board of Commissioners shall appoint a Corporate Nomination Committee consisting of 5 members possessing the qualifications and being clean of prohibitions under the Standard Qualifications Act. The Corporate Nomination Committee shall perform duties to select a person with knowledge, competency and experience suitable to be the Executive of the State Enterprise who must be qualified and being clean of the prohibitions under such Act and must not be a Commissioner of such particular State Enterprise except an Executive who is an *ex officio* member and shall not be over 58 years old on the application submission date. After the Corporate Nomination Committee had completed their considerations in selecting a suitable person for nomination, the name of such person shall be submitted to the person having the authorization to consider for the appointment. This part of the process must be complete within 1 year from the date of vacating office of the previous Executive. The Employment Contract shall be for a period of not over 4 years each term from the effective date of the Contract. In the case where PAT Board of Commissioners would continue to employ the previously Top-Level Executive upon the expiration of the contractual term due to his effectiveness and excellent performance that the reemployment of the former Executive would optimally be beneficial to PAT, PAT shall nominate that Executive to the authorized person for the appointment without any requirement to undergo any new nomination process, however, that the reemployment for a period of over two consecutive terms shall be prohibited.

## PAT Audit Committee Report of Fiscal Year 2014

PAT Board of Commissioners appointed an Audit Committee in accordance with Order No. 36/2555, dated 28 December 2012, consisting of 3 independent commissioners namely; Mrs. Srirat Rastapana, as the Chairperson, Mr. Krisda Punyasmita, Admiral Keittisak Damapong, R.T.N., as the Commissioners and Mr. Apichat Poontai, Director, Audit Department, as the Secretary. Subsequently, PAT Board of Commissioners issued Order No. 11/2557, dated 29 August 2014, appointing a new Audit Committee consisting of 3 commissioners namely; Ms. Chutima Bunyapraphasara, as the Chairperson, Mr. Vathit Chokwatana, Mrs. Pratana Mongkolkul, as the Commissioners and Mr. Apichat Poontai, as the Secretary.

PAT Audit Committee performs their duties in accordance with the Finance Ministry Regulation on Audit Committee and State Enterprise Internal Audit Organization, B.E. 2555 (A.D. 2012), Charter, Rules and Guidelines according to the Standard Operating Procedure Manual

for State Enterprise Audit Committee by State Enterprise Policy Office (SEPO), Ministry of Finance, and as assigned by PAT Board of Commissioners. In Fiscal Year 2014, the Audit Committee held a total of 10 meetings. High level Executives and related officials of various work lines in PAT were invited to attend each meeting regularly. Out of the number of such meetings, 2 were joint meetings among the Executive/Officials of Office of the Auditor General of Thailand, Administrator of Audit Department and Audit Committee without the Management held for the discussions on financial and accounting issues found consequently as a result of the audits and on information for making Internal Audit Plan in order to reduce duplicate work. Furthermore, minutes of meeting was accomplished every time after the end of the meeting and that PAT Audit Committee's important resolutions were circulated to related persons for acknowledgements or executions.



The highlighted performances in FY 2014 can be summarized as follows:

1. Conducting reviews to ensure that PAT has prepared Financial Report properly and reliably by making follow-ups on the preparations of Financial Report of FY 2013 and FY 2014 every month in order to enable PAT's Financial Report to present the operational performance and financial position with essential, sufficient, proper and reliable information and in accordance with the generally accepted accounting standard including related rules and regulations.

2. Verifying the efficiency and effectiveness of the internal control, risk management and giving recommendations to the Management for the improvements of PAT's internal control in the case where a key weak point was found as well as making follow-ups on the operational progress in accordance with the risk management plan and internal control improvement plan regularly every quarter as well as making report on the result of the reviews on the internal control assessment of the internal auditor (Por.Sor.Form) of FY 2013 for the consideration/issuance of order/follow-ups in order to have the key weak point in the internal control of FY 2014 improved/remedied: such as; improvements on the performances of Regional Port Offices, guidelines in solving the problems on the trespassing of Laem Chabang Port areas, contract administration, actions relating to lengthily accrued payment debtors.

3. Verifying the Operational Performance Report on Corporate Governance in order to ensure that PAT has performed in accordance with the Principle of Good Corporate Governance.

4. Verifying various PAT's operations to ensure its efficiency and effectiveness by reiterating the preventive audit; presenting the issues derived from the essential audits to PAT Board of Commissioners for their considerations in taking actions/issuance of orders and making follow-ups on problem solving on related part in order to systemize PAT's practical performances and make such performances proper in accordance with the Laws, Rules, Regulations, Operating Procedures, Resolutions of Council of Ministers, Notifications or related Orders; making follow-ups on the progress/problems, hindrances in proceeding actions on lawsuits of PAT on a regular basis every year as well as verifying the Observation Result Report on the acceptance and opening of PAT procurement bid envelopes with the amount of exceeding 5 million Baht and 1 million Baht with an implicit significance in order to ensure

that such procurement is undertaken in accordance with PAT Procurement Regulation, B.E. 2543 (A.D. 2000) and Regulation of the Office of the Prime Minister on e-Procurement, B.E. 2549 (A.D. 2006).

5. Promoting and supporting audits on IT by contracting Asis Professional Center Co.,Ltd., as a Consultant responsible for personnel development on the aspect of IT Audit, general work system control audit and control specifically on spending cycle under SAP work system of PAT in the nature of co-sourcing which is the Audit Program in FY 2014 in continuation to FY 2015.

6. Monitoring controls over the operational management and internal audit performance by verifying and approving the Internal Audit Charter, Internal Audit Practice Manual, Internal Audit Performance Measuring Index and Strategic Plan in order to improve the audit practice, training plan for the development of personnel of Audit Department; the review of Internal Audit Plan of FY 2014, Operational Management Plan and Internal Audit Plan of FY 2015, Regular 3-Year Audit Plan (2015-2017); giving approval on the budget of Audit Department for FY 2016; verifying result of the Self-operated Performance Report of Audit Department; verifying result of Audit Report on each Work Plan/Project; making follow-ups on the progress of the operational management and performances in accordance with the Audit Plan every quarter; making follow-ups on the result of the improvement and correction which the audited unit has performed at the recommendations mutually agreed upon from the audit report as well as providing additional observations for use in further improvements of PAT's performances for more efficiency; enhancing the initiations on the developments of and trainings for audit officers to be knowledgeable, professionally competent on internal audit, IT audit, administration and other fields continuously including a consideration on the suitability of the appointment, transfer, promotion and performance evaluation of Chief in the Internal Audit Department.

7. Considering related transactions or transactions which may cause a conflict of interest or may have the opportunity for an act of irregularity which may adversely affect the operations of PAT by verifying Report on the Conflict of Interest of the Executives and Port staff as reference data for use in monitoring controls over the PAT's operations under transparency.

8. Carrying on operations in accordance with the Guidelines of Good Practice of Audit Committee; reviewing/improving and making Annual Audit Committee Charter; making Report on Supervision and Internal Audit Performance for submission to PAT Board of Commissioners for acknowledgement on a quarterly basis; disclosing the Audit Committee Report in PAT Annual Report as well as forwarding copies of the Report to Ministry of Transport and Ministry of Finance for acknowledgement. On the aspect of maintaining the performance quality, the Audit Committee's performance self-assessment was conducted individually including the cross-evaluation and the group evaluation in overall picture as well as making report on the results, problems, obstacles and the Audit Committee's Operational Improvement Plan, Operational Plan and Schedule of the Audit Committee's meetings for the succeeding fiscal year submitted to PAT Board of Commissioners for acknowledgement regularly every year.

In conclusion, the Audit Committee has performed their duties by dedicating all their knowledge, competencies with due care under the transparency with reliability, independence in expressing their opinions. The Audit Committee had the view that PAT's administrations and operations on the aspect of good corporate governance have been developed continuously. Risk management and internal control system have been sufficiently and suitably made and laid down; financial report is fully, properly, sufficiently disclosed with reliability and in compatibility with the generally accepted accounting standard including the performance in accordance with related Laws, Rules and Regulations.



(Ms. Chutima Bunyapraphasara)  
Chairperson of the Audit Committee,  
Port Authority of Thailand



## Performance in Compliance with the Official Information Act, B.E. 2540 (A.D. 1997)



The PAT has complied with the Official Information Act, B.E. 2540 (A.D. 1977) in the following matters :

1. Setting up the PAT Information and General Services Division in handling Information under Part 1; Information Disclosure under Article 7-13, Part 2; Confidential Information under Article 14-20, Part 3; Personal Information under Article 21-25 and Part 4; Historical Information under Article 26 including Notice of Official Information Commission, Ministerial Regulations and the Cabinet's resolutions issued under the Official Information Act, B.E. 2540 (A.D. 1977) arranged in categorized files for easy access by the general public.

2. Revising a total of 15 issues of PAT's regulations, disciplines, orders and notices for publications in the Government Gazette consisting of

- Regulations in number of - issue(s);
- Disciplines in number of 4 issues;
- Orders in number of - issue(s);
- Notices in number of 11 issues.

3. A total of 5,334 issues were Notices on Price Inquiry, Invitation to Bid, Bid through e-Auctions and Purchasing/Contracting (Sor.Khor.Ror.1).

4. Encouraging PAT staff to gain knowledge and information by incorporating issues relating to the Official Information Act as one of the topics in the curriculum, "Stepping Forward to a Manager" and "Middle Managers".

5. Responding to people's requests for information and data and considering the matter of the non-disclosure of private information. In 2014, 378 Port users requested for information and data under Official Information Act and that all information and data could be provided to all of them.

6. Improving PAT Information Technology System for information disseminations. The PAT has facilitated public access and searched for information and data via five possible channels :

6.1 Contact in person at Information and General Services Division, PAT Headquarters, 2nd Floor, B Building, near PAT Library.

6.2 Hotline No. 0-2269-5555, extension 1 for information requests, and extension 3 for lodging complaints and Telephone No. 0-2269-5464 for information requests and No. 0-2269-5465 for lodging complaints.

6.3 Fax. No. 0-2269-5466.

6.4 Mailing a letter to the Information and General Services Division, Administrative Affairs Department, Port Authority of Thailand, 444 Tarua Road, Klongtoey, Bangkok 10110.

6.5 Sending e-mail : [info@port.co.th](mailto:info@port.co.th) and visiting website : [www.port.co.th](http://www.port.co.th)

The services under No. 6.1 and 6.2 are offered during office hours: 08.30-16.30 hours, Monday through Friday.

7. Regarding the proceeding of actions by the Information Disclosure Tribunal on the appeal in respect of information non-disclosure in 2014, no appeal on information non-disclosure was lodged with Official Information Committee.

8. A total of 16 complaints were lodged and resolved :

- 8.1 Four complaints on informal loans;
- 8.2 Three complaints on giving advices and rendering services;
- 8.3 None on cargo;
- 8.4 Nine miscellaneous complaints.

## PART 6

# Corporate Social Responsibility (CSR)

- PAT Environmental Operations in Fiscal Year 2014
- PAT's Highlighted CSR Activities









## PAT Environmental Operations in Fiscal Year 2014

The Port Authority of Thailand (PAT) has carried on the organizational development on port management all along with the environmental preservation. In 2011 on over, the Environmental Policy with the reiteration on various business development planning of the Organization has been announced. Under such Business Development Plan wherein environmental impact is necessarily required to be taken into account and the operations carried out in compatibility with the Government Policy and the Official Organization Standard, PAT, in 2014, has stipulated the requirements on the organizational development on the aspect of the environment to be yet another strategy under the PAT Enterprise Plan (Strategic Plan) No. 11 for FY 2015–2019 which is the implementation on “Green Port Project”. The Organization’s success indicator has been designated and the corporate goal has been set for 10% reduction of carbon dioxide CO<sub>2</sub> emission from PAT’s activities within FY 2019 when comparing with 2013 (base year). In this connection, EVM Center of Bangkok Port, Laem Chabang Port and Backoffice Supporting Services jointly participated in making Work Plan/Project Plan for FY 2015–2019 in order to support the operations in reducing the rate of CO<sub>2</sub> emission and saving energy including the operations on the overall environmental quality promotions of PAT to achieve the standard as prescribed for the development towards being the Green Port and environmental friendly. The significant Work Plan/Project supporting the operations are as follows:

### 1. Project on Supporting the Reduction of CO<sub>2</sub> Emission Rate and Energy Saving, for FY 2015–2019 has been implemented through various activities:

such as; procuring Electric Forklift Truck for use within the area of Bangkok Port; Project on LED Light Bulbs Replacement within the area of Bangkok Port and Laem Chabang Port and Workshop Training Project on the Development of Guidelines on Taking Renewable Energy and Energy Conservation to be applied to PAT’s activities.

### 2. Project on Enhancing PAT’s Overall Environmental Quality:

The Project is intended to uplift the overall environmental quality to meet the quality standard officially prescribed in order to develop the Port toward being a Green Port and Environmental Friendly: for instance; Trash Disposal and Wastewater Treatment System Project within the area of Bangkok Port, Green Space Expansion and Landscape Improvement Project in Laem Chabang Port and Environmental Public Relations Project.

### 3. Making Baseline on CO<sub>2</sub> Emission for 2013 (Base Year):

Making the baseline on CO<sub>2</sub> emission from business operations of all 5 PAT’s Ports for use as the data base in making the comparisons and achievement assessment on PAT’s environmental operations in the future.

### 4. Making follow-ups and Inspections on Environmental Quality in accordance with the Environmental Impact Assessment (EIA) Report in Port Areas Continuously:

The actions are intended to carry out the follow-ups and inspections on the environmental impacts: such as; water and air quality and noise level from PAT’s activities which may adversely affect the quality of life of Port staff, Port users and dwellers in the neighboring areas, as a gesture of the environmental caring and preservation to conform with the official standard on a regular basis every year. Such project operations will certainly result in good consequence on the quality of life of the Port staff, Port users and dwellers in the neighboring areas as well as the promotion of good image upon the Organization on Corporate Social Responsibility (CSR) in order to lead to the sustainable organization development.



## PAT's Highlighted CSR Activities



### PAT Humbly Offering Contribution to Mae Fah Luang Royal Foundation

On 5 March 2014, H.R.H. Princess Maha Chakri Sirindhorn graciously granted an audience to Lt. Ittichai Supanakoon, R.T.N., Deputy Director General (Human Resources Management and Finance), Acting Director General and the Organizing Committee for the 25<sup>th</sup> "Port Open" Charitable Pétanque Tournament to present the proceeds from the Pétanque Tournament in the amount of 272,000.- Baht to Mae Fah Luang Foundation Under Royal Patronage at Dusidalai Hall, Chitrada Villa.

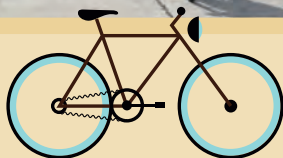


## PAT Humbly Offering Contribution to Rajaprajanugroh Foundation

On 21 March 2014, H.R.H. Princess Maha Chakri Sirindhorn graciously granted an audience to Lt. Ittichai Supanakoon, R.T.N., Deputy Director General (Human Resources Management and Finance), Acting Director General, and the Organizing Committee for the 2<sup>nd</sup> Mini Marathon Tournament in Commemoration of the Port Authority of Thailand Establishment Day, for 2012, to present the proceeds from the Tournament in the amount of 327,358.- Baht to Rajaprajanugroh Foundation Under the Royal Patronage at Dusidalai Hall, Chitrada Villa.

## PAT Carried out the Project on Continuing the Determination of the Princess Mother and Giving Love & Warmth to the Underprivileged Children, at Pang Mapa District, Mae Hongson Province

On 19 December 2013, Lt. Ittichai Supanakoon, R.T.N., Deputy Director General (Human Resources Management and Finance), Acting Director General, presided over the Inauguration Ceremony of the Project. PAT Executives and PAT Volunteers were accompanied with him in the Ceremony to offer 25 pétanque tracks, together with pétanque equipment, and 4,800 warm jackets to students and other related persons as well as to arrange the relationships activities to students in the District. The event was attended by the Governor of Mae Hongson, Mr. Suraphon Phanasampon and his mission at Rajaprajanugroh 34 School, Pang Mapa District, Mae Hongson Province.



## PAT Organized Car Free Day Activity, 2014

On 29 September 2014, PAT State Enterprise Labor Union organized Car Free Day Activity under the slogan, "Opening Cycling City," for 2014. The ceremony organized in the front yard of PAT State Enterprise Labor Union which was presided over by Mrs. Wanvilai Iamsuttha, Administrator 13, Administration Attached to the Director General. Its purpose was to launch a campaign to make PAT staff aware of the use of renewable energy, reduction in air pollution and yet another alternative of the physical exercise for good health.

## CSR of Chiang Saen Commercial Port

On 7 May 2014, Mr. Surapong Rongsirikul, Deputy Director General (Asset Management and Business Development) together with Mr. Charnsak Siri, Managing Director, Office of Regional Ports and PAT staff jointly organized Corporate Social Responsibility (CSR) activity of Chiang Saen Commercial Port. During the morning session, various activities were begun with the adjusting the landscape of Buddha Image Pavilion, planting tree and releasing of a caravan of bicycles in front of Chiang Saen District Office. Following by the opening of Community Relations Hips Activity at Chiang Saen Commercial Port. Within this morning event, the physical check-ups under the Project of Lively Communities for Healthy Being, "Loving Hometown and Praising Arts and Culture" and Solidarity Sports Program Against Drugs under the slogan, "Bright Teens Distant From Drugs were included". During the afternoon session, activities on School Development Voluntary Program took place at Ban Suan Dok Tha-khan Thong Samakkhee School in which playground and library were improved while tree planting was also conducted in order to adjust the environmental condition to support the natural learning. Moreover, the representatives of Chiang Saen District, government and private sectors and plenty of local communities participated in the event.



## PAT delivered a project on Improvement of Nakhon Khuean Khan Green Ecological Learning Center and Carried Out Reforestation Activity to Mark Its 63<sup>rd</sup> Anniversary

On 8 May 2014, Mr. Rewat Pojanavilard, PAT Board of Commissioner, presided over the delivery a ceremony of Nakhon Khuean Khan Ecological Learning Center and the reforestation activity. Lt. Ittichai Supanakoon, R.T.N., Deputy Director General (Human Resources Management and Finance), Acting Director General, together with PAT Executives, PAT staff and a lot of local communities also joined the activity at Nakhon Khuean Khan Green Ecological Area, Samut Prakan Province.



## Managing Director of Laem Chabang Port presided over the Opening Ceremony of Mangrove Forest and Laem Chabang Coastal Area Conservation Project

On 5 June 2014, Lt. Sutthinan Hatthawong, R.T.N., Managing Director, Laem Chabang Port, presided over the Opening Ceremony for the activities of Trash Collection Mangrove Forest Area Cleaning and Releasing Aquatic Animal under the 4th Mangrove Forest and Laem Chabang Coastal Area Conservation Project with Laem Chabang Port Management and staff in accompany public and private organizations along with Ban Laem Chabang community also participated in the activity. The Project was implemented consequently as a result of the signing of the Memorandum of Cooperation in carrying out such Project operations of Laem Chabang Port jointly with Laem Chabang Municipality and Kasetsart University, Sri Racha Campus. The activity was organized on the occasion of coincide with the World Environment Day which falls on 5 June of every year, in the area of Laem Chabang mangrove forest, Chonburi Province.

## PAT Submitted the Project on Garden Improvement in Royal Park Rajapruek

On 5 June 2014, Lt. Ittichai Supanakoon, R.T.N., Deputy Director General (Human Resources Management and Finance), Acting Director General, submitted the project on PAT Garden Improvement in Royal Park Rajapruek, Chiang Mai Province, for exhibition of Royal Activities under His Majesty the King's Royal Initiative Project to be a permanent source of learning to interested people. On this occasion, Mr. Siripong Hangsaharerker, Director, Highland Research and Development Institute received the project at Mangrove Forest Nature Study Center in Royal Park Rajapruek, Chiang Mai Province. In this connection, PAT supported on the use of the facility area of Royal Park Rajapruek and also made a contribution of 1,500,000.- Baht, as a supporting fund for maintenance cost of the area and PAT Garden.



## PAT Presented Money in Funding English Language Development Program for Laem Chabang Port Juveniles

On 6 June 2014, Lt. Sutthinan Hatthawong, R.T.N., Managing Director, Laem Chabang Port, presided over the Ceremony to present money in funding the Juvenile English Language Development Program in the areas surrounding Laem Chabang Port and the Signing Ceremony of the Agreement between PAT and Amsam Corp Co.,Ltd. at National Maritime Museum. Participating in the Ceremony were Laem Chabang Port Management, teachers and students. Such Program is contemplated to develop the juveniles to step forward into international venue that requires them to have potentials on the understanding and creatively by using English language as the means of communications for the preparedness to join ASEAN Economic Community (AEC) in 2015, by starting from the juveniles as the significant matter. The amount of 3,465,000.- Baht was granted to the Juvenile English Language Development Program in total number of 7 schools around Laem Chabang Port areas: namely; Ban Banglamung School, Ban Nawang School, Ban Rongheep School, Ban Pong Saket School, Wat Mai Nern Payom School, Wat Laem Chabang School and Bang-lamung Kindergarten School.



## The Project on Construction of Ban Laem Chabang Community (Multi-Purpose Building)

On 10 October 2014, Lt. Sutthinan Hatthawong, R.T.N., Managing Director, Laem Chabang Port, along with PAT Executives and PAT staff presented the budget of 2,557,000.- Baht to Ban Laem Chabang Community for spending in carrying out the Project on construction of Ban Laem Chabang Community (Multi-Purpose Building) which is intended for use in the community activities such as in organizing traditional festivals or celebrations, etc.

## PAT Participated in "Reforestation Volunteer Project" at Chiang Saen Commercial Port

On 6 June 2014, Lt. Ittichai Supanakoon, R.T.N., Deputy Director General, (Human Resources Management and Finance), Acting Director General, and Mr. Pongsak Wangsamser, Chiang Rai Governor, presided over the opening ceremony of "Reforestation Volunteer Project on Planting 800 Million Saplings in Celebration of Her Majesty the Queen's 80<sup>th</sup> Birthday Anniversary". The Ceremony was taken place in the area of Chiang Saen Commercial Port and Nong Rua Reforestation Plot, Ban Suan Dok, Chiang Saen District, Chiang Rai Province, On this occasion, the representatives from government and private sectors as well as many local communities are also joined this activity.



#### 1. Port Authority of Thailand

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Fax: +66 2672 7156  
e-mail: [www.port.co.th](http://www.port.co.th)

#### 2. Office of Regional Ports, Port Authority of Thailand

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#### 3. Laem Chabang Port

Sukhumvit Road, Thungsukhla,  
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Fax: +66 3849 0149  
e-mail: [contact@laemchabangport.com](mailto:contact@laemchabangport.com)

#### 4. Chiang Saen Commercial Port

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Chiang Rai 57150  
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#### 5. Chiang Khong Port

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#### 6. Ranong Port

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**Port Authority of Thailand**  
is heading its way towards trade gateway  
with the country's maritime transport  
and logistics in order to support the economy  
and international level competitiveness.

