

Continuous Improvement towards Excellence



Annual Report 2016
Port Authority of Thailand

To be the hub of waterway transport
and logistics linking the Thai
economy to ASEAN

Contents

- 7** **PART 1: Messages from the Management**
Message from the Chairman of the PAT Board of Commissioners
Message from the Director General of the Port Authority of Thailand

- 13** **PART 2: Management Team, Roles and Duties**
Board of Commissioners, Fiscal Year 2016
Management Team, Fiscal Year 2016
Roles, Duties and Responsibilities, as well as Remuneration and Benefits of the PAT Board of Commissioners
PAT Board of Commissioners' Meetings and their Remuneration

- 29** **PART 3: History and Significant Achievements**
History of The Port Authority of Thailand (PAT)
Organizational Structure, Fiscal Year 2016
Operational Management and Development
Financial and Asset Management
Focusing on Human Resource Development, and Employee Retention
Current Key Investments and Future Projects
Focusing on Customers, Markets and Stakeholders
Facilities



- 55** **PART 4: Operational Performance, Fiscal Year 2016**
Vessels and Cargoes Statistics
Economic and Industrial Analysis
Corporate Performance Results
International Cooperation
PAT Highlighted Activities



- 69** **PART 5: Corporate Governance**
Risk Management of the PAT, Fiscal Year 2016
Internal Control
Code of Ethics and Professional Conducts of the Board of Commissioners, Executives and Port Personnel
Good Corporate Governance Policy
PAT Audit Committee Report, Fiscal Year 2016
Performance in compliance with the Official Information Act, B.E. 2540 (A.D. 1997)

- 79** **PART 6: Responsibilities towards the Community, Society, Environment and Country**
PAT Environmental Operations, Fiscal Year 2016
PAT's Highlighted CSR Activities

Vision

"To be the hub of waterway transport and logistics linking the Thai economy to ASEAN"



Mission

- Expanding port services and business related to maritime logistics in Thailand and the ASEAN countries
- Developing and managing internal resources to promote the highest potential and competitiveness to acquire the most advantage
- Increasing competitiveness in management and advancement of services standard with modernity, good governance and international standard



Responsibility

The main role of the 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: SODs

Short Term Plan

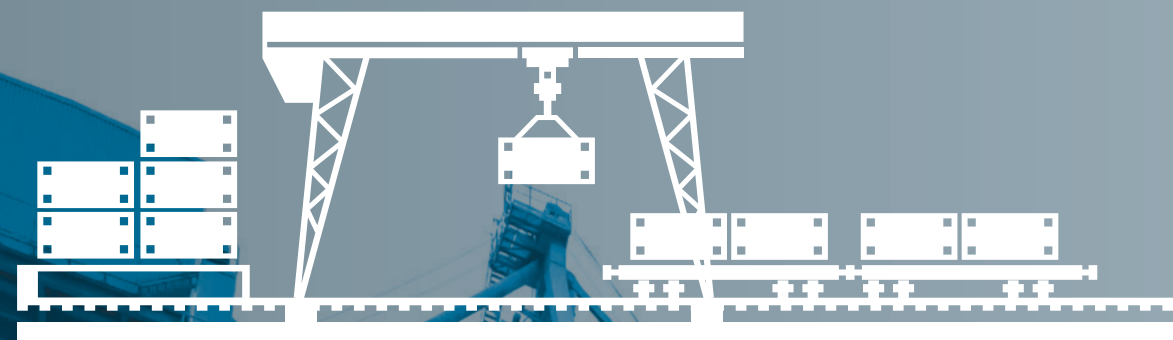
- Accelerating the development of Laem Chabang Port capacity, conducting a study for the construction project of Laem Chabang Port Phase III as well as improving the rail transport route in order to enhance Laem Chabang Port to be the sizable Port for accommodating the increasing volume of containers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

Long Term Plan

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

Continuous Improvement towards **Excellence**





• Chiang Khong Port



• Chiang Saen Commercial Port



• Bangkok Port



• Laem Chabang Port



• Ranong Port

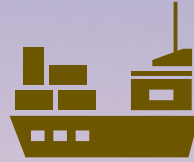


Continuous
Improvement
towards
Excellence

Unceasing Integrated Development Accomplishing Full Business Potential

Maritime Business Center Development Project

Maritime Business Center



AEC Maritime Hub

Stepping forward to be the water
transportation hub of ASEAN

One Stop Service

Improving main ports to be
One Stop Service centers



PART



Messages 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



Focusing on sustainable development: developing areas to serve customers including communities, society and all stakeholders

Fiscal year 2016 was the second year that the Port Authority of Thailand's (PAT) performed its mission and strategies under the 11th State Enterprise Plan. It was also the year Thailand entered the ASEAN Economic Community. During the year, Thailand and several key trading partners confronted global economic that affected country's economy, trade and investment. Nevertheless, the PAT continued several key missions in compliance with government policy and the PAT's State Enterprise Plan including developing infrastructure to increase transportation and logistics capabilities and information technologies preparing for e-Port business. The Board of Commissioners' 2016 policy emphasized five key areas including financial and assets management, sustainable organization development, AEC preparation, personnel development and regulatory adjustment to increase agility. Throughout the year, the PAT improved all management and services dimensions to increase efficiencies and business competitiveness. Generally, we achieved our stated goals and our overall performance was gratifying.

For fiscal year 2017, the PAT is ready to execute the plan according to National and Ministry of Transport Strategic Plans that will need serious collaboration from all sectors. The strategic plan will be adjusted under mission execution principles and guidelines that comply with the government's overall framework; focusing on sustainable development by developing areas to serve customers including communities, society and all stakeholders.

After all, the success of the PAT's performance during past year has resulted from co-operative efforts, unified spirits, dedications and devotions of all employees. I would like to thank the PAT Board of Commissioners, executives and officers for their excellent performance. Most importantly, thank you to all our customers and stakeholders for their continuous support.



Admiral Apiwat Srivardhana,
Chairman, the PAT Board of Commissioners



Message from the Director General of the Port Authority of Thailand



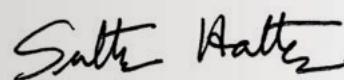
**A leading organization
with a role in driving
the country's economic and
social and connecting the
Thai-economy to ASEAN
and the global economy**

As the Port Authority of Thailand (PAT) is an integral part of the country's waterway transportation system, we perform mission in compliance with government policy including strategy that increase the country's economic potential through transportation infrastructure and maritime developments. The strategy aims to reduce the country's logistics' costs and speedily develop transportation and logistics connectivity within ASEAN and sub-region that enhance commercial advantages and competitiveness of the PAT's organization and the country.

The PAT's developed its 11th State Enterprise Plan (fiscal year 2015 - 2019) and several projects in accordance with government policy. During the fiscal year 2016, the PAT undertook several Bangkok Port major projects, including the Coastal Terminal Development (Berth 20G) that will serve the volume of containers that are likely to increase in the future. This project will reduce transportation costs for entrepreneurs. Area development project was implemented to increase Container Freight Station (exported CFS) and the One Stop Service (OSS) efficiencies to maximize benefits from use of the area and to connect operations between relevant divisions. Major Laem Chabang Port improvement projects were implemented including Laem Chabang Port Phase III Development Project that will allow it to become a major container port in the country, handling up to 18 million T.E.U.s of containers annually. It will include the Single Rail Transfer Operator (SRTO) at Laem Chabang, the Coastal Berth Development Project (Berth A) that will enhance regional ports management capacity for greater competitiveness and be ready for inter-connecting between domestic and ASEAN regions.

In addition, the PAT promoted and encouraged employee to participate in organizational technology innovations that developed products, services and operational benefits for customers and our organization. In terms of social and environmental responsibility, the PAT continuously implemented several projects and activities. We are committed to be a leading organization with a role in driving the country's economic and social as well as connecting the Thai-economy to ASEAN and the global economy.

On this occasion, I would like to thank all customers for their continued support. The PAT intends to continue delivering excellent, convenient and fast services that achieve customers' satisfaction. Thank you to all executives and staff for their dedication and full attention to their work with adhering to good governance guidelines that optimize social and country's benefits.



Lt. Sutthinan Hatthawong, R.T.N.
Director General, Port Authority of Thailand

Increasing the Operational Proficiency in organization supporting the Digital Economy



Operational Excellence



To be an

e-Port



Improving ICT systems

to support the Digital Economy
ICT Master Plan

PART



Management Team, Roles and Duties



- Board of Commissioners, Fiscal Year 2016
- Management Team, Fiscal Year 2016
- Roles, Duties and Responsibilities as well as Remuneration and Benefits of the PAT Board of Commissioners
- PAT Board of Commissioners' Meetings and their Remuneration



Board of Commissioners, Fiscal Year 2016



Adm. Apiwat Srivardhana **Chairman**

Age: 64 years

Position

- Former President of Royal Thai Navy Advisory Group

Education/Training

- Bachelor of Science, Royal Thai Naval Academy
- The National Defence College, National Defense Studies Institute (NDC 2005)
- Advanced Security Management Program, the Association of National Defence College (Class 2)
- Senior Executive Program, Capital Market Academy (Class19)
- Senior Executive Program, Metropolitan Development (Mahanakorn 4), Navamindradhiraj University
- Senior Executive Program, Energy Academy, Thailand Energy Academy (Class 7)
- Diploma, Director Accreditation Program : DAP, Thai Institute of Directors (Class109/2014)
- Diploma, Director Certification Program : DCP, Thai Institute of Directors (Class197/2014)
- Diploma, Role of the Chairman Program : RCP, Thai Institute of Directors (Class 36/2015)
- Diploma, Advanced Audit Committee Program : AACP, Thai Institute of Directors (Class 19/2015)

Knowledge/Expertise

- Administration
- Port Management and Navigation

Other Appointments

- Independent Director, Sahacogen (Chonburi) Public Co., Ltd.
- Member of the National Reform Steering Assembly (NRSA)

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

Age: 63 years

Position

- Former President of the Bangkok Dock Company Limited (A State Enterprise under Ministry of Defence)
- Former Member of the Board Committee, Defence Technology Institute (Public Organization)
- Former Chief of Naval Operations
- Former Deputy Commander-in-Chief, the Royal Thai Navy

Education/Training

- Bachelor of Science, Royal Thai Naval Academy
- National Security Course , National Joint Staff College, National Defence Studies Institute
- National Security Seminar, Naval War College, the Royal Thai Navy
- Diploma, National Defence College, the Joint State - Private Sector Course (Class 20)
- Governance Program for Directors and Senior Executives of State Enterprises and Public Organizations, King Prajadhipok's Institute (PDI - 13)

Knowledge/Expertise

- National Strategy
- Maritime Strategy
- National Security Policy
- Navigation
- Organizational Administration in Public and Private Sectors
- Management and Budgeting

Other Appointments

- Member of the National Legislative Assembly (NLA)
- Vice Chairman of the Board of Directors on Science, Information Technology and Mass Communication, the National Legislative Assembly
- Member and Advisor of the Committee on Public Health, the National Legislative Assembly



Miss Chutima Bunyapraphasara Commissioner

Age: 60 years

Position

- Permanent Secretary, Ministry of Commerce

Education/Training

- Master of Arts (Economics) Western Michigan University, USA
- Bachelor of Arts (Political Science - Fiscal Management Program), Chulalongkorn University
- National Defence Program, the National Defence College
- Thailand Insurance Leadership Program (Class 6)

Knowledge/Expertise

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

Other Appointments

- Committee Member, Securities Commission
- Committee Member, Insurance Commission
- Committee Member, Industrial Estate Authority of Thailand

Remark: Position held until 12 December 2016

Mr. Sorasak Saensombat Commissioner

Age: 59 years

Position

- Inspector-General, Ministry of Transport
- Director-General, Marine Department

Remark : Appointed to the position on 29 March 2016

Education/Training

- Master of Engineering (Traffic and Transport Engineering), Chulalongkorn University
- Bachelor of Engineering (Civil Engineering), Chiang Mai University
- Risk Management Program For Corporate Leaders (RCL) Class 3/2016, Thai Institute of Directors
- Diploma, Director Certification Program: DCP, Thai Institute of Directors (Class 223/2016)

Knowledge/Expertise

- Management
- Engineering
- Strategy and Development Planning
- Transportation

Other Appointments

- Member of Board of Directors, Suvarnabhumi Airport Hotel Company Limited

Mr. Chula Sukmanop, Ph.D. Commissioner

Age: 51 years

Position

- Director General, Department of Airport

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)
- National Defence Program, the National Defence College (NDC 2014)

Knowledge/Expertise

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

Other Appointments

- Member of Board of Directors, Mass Rapid Transit Authority of Thailand



Mr. Chamroen Phothiyod
Commissioner
(the Ministry of
Finance Representative)

Age: 53 years

Position

- Deputy Director-General of Customs Department
- Development and Tax Collection Administration Advisor, Customs Department

Remark : Appointed to the position on 15 January 2016

Education/Training

- Master of Public Administration, National Institute of Development Administration (NIDA)
- Bachelor of Laws, Ramkhamhaeng University
- Senior Executives Program (Class 73/2011)
- National Anti-Corruption Strategy Program, (Class 4/2013)
- National Defence Program, National Defence College (NDC 2015)

Knowledge/Expertise

- Warehouse Administration
- Port Administration in relation to the Customs Department
- e-Tax Incentives

Other Appointments

- Committee Member, Anti- Corruption Foundation
- Member of Board of Directors, Trade Siam Co., Ltd.
- Committee Member, Thailand Convention and Exhibition Bureau (Public Organization)



Mrs. Pattama Teanravisitsagool
Commisioner

Age: 57 years

Position

- Deputy Secretary-General of the National Economic and Social Development Board

Education/Training

- Ph.D (International Economics) Monetary Theory and Policy, Carleton University, Canada
- Master of Public Administration, Carleton University, Canada
- National Defence Program, National Defence College (NDC 2012)
- Advanced Management Program, Harvard Business School (Class 182/2012)
- Senior Executive Fellow, Harvard Kennedy School (2012)

Knowledge/Expertise

- Economics Situation, Trend and Finance Analysis
- Strategic Planning
- Inequality Analysis
- Organizational Administration

Other Appointments

- Executive Board Member, National Metal and Materials Technology Center
- Committee Member, Real Estate Information Center
- Risk Management Committee, Neighbouring Countries Economic Development Cooperation Agency



Mr. Kajornsak Buddhanuparb
Commissioner

Age: 60 years

Position

- Special Prosecutor, Department of Investigation 3, Office of the Attorney General

Education/Training

- Master of Public Administration , Chulalongkorn University
- Master of Science, Chiang Mai University
- Bachelor of Laws, Ramkhamhaeng University
- Thai Barrister at Law, Institute of Legal Education Thai Bar Association
- Diploma, National Defence College, The Joint State - Private Sector Course (Class 18)
- Thailand and ASEAN Economic Community (AEC) Program, King Prajadhipok's Institute
- Corporate Governance Program for Directors and Senior Executives of State Enterprises and Public Organizations (Class 14), King Prajadhipok's Institute

Knowledge/Expertise

- Law

Other Appointments

- Member of Sub-Committee on Investigations, Office of National Anti-Corruption Commission
 - Chairman of Board of Directors, Film Censorship Committee (Committee 5), Ministry of Culture
 - Member of Joint Investigation Team incorporating with DSI
- Remark: Appointed to the position on 3 November 2015



Mr. Vathit Chokwatana **Commissioner**

Age: 52 years

Position

- Commissioner, Saha Pathanapibul Public Company Limited
- Commissioner, Thai President Foods Public Company Limited
- Managing Director, SUN 108 Company Limited

Education/Training

- Master of Business Administration, Assumption University
- Bachelor of Engineering, (Electronics) San Francisco State University, USA
- Director Accreditation Program (DAP) (Class 75)
- Risk Management Program For Corporate Leaders (RCL) (Class 4/2016), Thai Institute of Directors

Knowledge/Expertise

- Logistics
- Retail Sales and Wholesales

Other Appointments

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

Mrs. Pratana Mongkolkul **Commissioner**

Age: 52 years

Position

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

Education/Training

- Master of Business Administration, Thammasat University (1992)
- Bachelor of Accounting, Thammasat University (1984)
- Driving Company Success with IT Governance Program (Class 3/2016), Thai Institute of Directors
- Advanced Audit Committee Program (Class 22/2016), Thai Institute of Directors
- Corporate Governance Program for Directors and Senior Executives of State Enterprises and Public Organizations, (Class 13/2015), King Prajadhipok's Institute
- Thai Intelligent Investors Program (Class 1/2012), Thai Investors Association
- Advanced Management Program, Harvard Business School (Class 180)
- Program for Senior Executives Program (Class 6/2008), Capital Market Academy
- Chief Financial Officer Certification Program (Class 1/2004), the Institute of Certified Accountants and Auditor of Thailand
- Director Diploma Examination Program, the Australian Institute of Directors Association
- Diploma, Director Certification Program: DCP, Thai Institute of Directors (Class 37/2016)

Knowledge/Expertise

- Fiscal and Accounting Administration
- Large Organization Strategy and Investment

Other Appointments

- Associate Judge, the Central Intellectual Property and International Trade Court
- Independent Director and Inspector - General, T.K.S. Technology Public Company Limited
- Independence Director, Dusit Thani Public Company Limited
- Committee Member, FN Factory Outlet Public Company Limited
- Member of Board of Directors, Government Savings Bank
- Member of Board of Directors, Thailand Post Company Limited
- Committee Member, Secretary and Treasurer, Dr.Kamchad-Pranee Mongkolkul Foundation
- Councilor, Thailand Management Association
- Academic Expert and Lecturer, Thai Institute of Directors

Mr. Voratat Tantimongkolsuk **Commissioner**

Age: 47 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

- Committee on Development of Logistics System of Board of Trade of Thailand
 - Managing Director, One Transport Co., Ltd.
- Remark: Position held until 24 December 2015



PAT Executives, Fiscal Year 2016

Lt. Sutthinan Hatthawong, R.T.N.
Director General



Lt. JG. Kamolsak Promprayoon, R.T.N.
Deputy Director General
(Asset Management and Business Development)



Sub Lt. Songtham Chantaprasit, R.T.N.
Managing Director, Bangkok Port



M.L. Pornprom Devakul
Deputy Director General
(Human Resources Management and Finance)

Mr. Adisorn Anothaisintavee

Administrator 16,
Administration Attached to the Director General

Pol. Sub Lt. Montree Lergchumniel

Managing Director, Laem Chabang Port



Lt. JG. Chamnan Chairith, R.T.N.

Deputy Managing Director, Bangkok Port

Mrs. Achana Promprayoon

Assistant Director General
(Human Resources Management and Finance)

Pol. Sub Lt. Tanin Ampawapalin
Assistant Director General (Engineering)

Mr. Apichat Poontai
Assistant Director General (Audit)



Pol. Lt. Prajak Sriwatthana
Assistant Director General
(Asset Management and Business
Development)

Mr. Angkool Luanprapant
Assistant Director General
(Human Resources
Management and Finance)

Lt. JG. Poom Sangkham, R.T.N.
Deputy Managing Director,
Laem Chabang Port

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). The PAT Board of Commissioners 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, and 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 authorization 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 authorization 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.

PAT Board of Commissioners appoints Board members as members of committees and sub-committees to oversee and supervise PAT operations as follows:

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 proposing 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 acknowledgment or consideration on a quarterly basis; and
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; and
7. Conducting other commitments as assigned by the PAT Board of Commissioners.

The PAT Public and Business Relations Committee

has responsibilities in accordance with 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 and communication 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; and
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; and
3. Operating as assigned by the Chairman or the PAT Board of Commissioners.

The PAT Ethical Values 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 compiled 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 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 invite related persons to give information, suggestions and consultation or request for documents from related agencies for considerations as needed;
9. Performing other tasks as assigned by the PAT Board of Commissioners; and
10. Conducting a report to the PAT Board of Commissioners annually.

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 Resources 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.

Budget Expenditure and Port Tariff Structure Improvement Working Group has following authority;

1. Overseeing budget expenditure to ensure efficiency, transparency and duty of care;
2. Overseeing port tariff structure improvements to ensure global standard consistency and competitiveness;
3. Inviting related persons to explain, provide documents, advice or suggestions and also requesting documents from related agencies as needed; and
4. Reporting team performance to the Chairman of the PAT Board of Commissioners.

Three-party Committee on Improving Overtime, System on Working Days and Public Holidays of the PAT has the following authority and duties:

1. Overseeing and amending PAT overtime regulations and specifying overtime payments on working days and public holidays in compliance with the State Enterprise Labor Relations Act B.E. 2543 (A.D. 2000), Labor Relations Announcement on Minimum Standard of State Enterprise Employment B.E. 2549 (A.D. 2006) and related laws.
2. Inviting relevant persons to provide facts or recommendations, as well as requesting required documents from related agencies.
3. Establish working teams as needed; and
4. Reporting the conclusion and resolution to the PAT Board of Commissioners for acknowledgement or further consideration.

The PAT Assets Supervision and Management Committee has the following authority and duties:

1. Considering, examining information/documents concerning the operations to be in compliance with PAT Regulations, Byelaws and procedures stipulated by the PAT Board of commissioners, including other related laws;
2. Providing recommendations, suggestions, guidelines in compliance with PAT Regulations, Byelaw and other related laws to the PAT Board of Commissioners, Management Committee and Director General for consideration;
3. Establishing sub-committees, working groups and inviting relevant parties to provide information, recommendations, advice, suggestions or request documents from related agencies as needed;
4. Reporting performance results of item 2 and 3 to the PAT Board of Commissioners; and
5. Performing other tasks as assigned by the PAT Board of Commissioners.

A third-party expert who is appointed as a member of committee, sub-committee or working group is entitled to receive a meeting remuneration according to the related regulations, except any third-party persons who have signed employment contracts with PAT and shall receive remunerations as specified in the contract.

Lawsuit Supervision Working Group has following authority and duties:

1. Supervising and providing recommendations and suggestions related to lawsuit;
2. Managing and improving the working process of lawsuit settlement as appropriate;
3. Inviting related officers to provide information or requesting for relevant documents from PAT internal units as needed; and
4. Reporting performance results to the PAT Board of Commissioners for acknowledgement or further consideration.



PAT Board of Commissioners' Meetings and their Remuneration

Payments of 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's resolution on July 2, 2013. Details are; 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. Meeting Allowance is in accordance with the rate prescribed by the Cabinet's resolution which categorized for each state enterprise group. For commissioners appointed to more than one committee, they shall receive meeting allowances in total of not more than two committees and not exceeding 1 time per committee per month.

PAT Board of Commissioners' Meetings

In the fiscal year 2016, there were a total of 14 PAT Board of Commissioners' Meetings.

(There were 2 meetings in December 2015 and February 2016)

No.	Name	No. of Attendances	Meeting Allowance (Baht)
1	Adm. Apiwat Srivardhana	14	150,000
2	Adm. Jakchai Poocharoenyos	11	90,000
3	Miss Chutima Bunyapraphasara	6	60,000
4	Mr. Sorasak Saensombat	14	120,000
5	Mr. Chula Sukmanop, Ph.D.	9	90,000
6	Mr. Chamroen Phothead	12	100,000
7	Mrs. Pattama Teanravisitsagool	12	100,000
8	Mr. Khajornsak Putthanuparp	12	110,000
9	Mr. Vathit Chokwatana	9	90,000
10	Mrs. Pratana Mongkolkul	13	120,000
11	Mr. Voratat Tantimongkolsuk	3*	20,000
	Total		1,050,000

Remarks:

- Chairman and other members of the PAT Board of Commissioners (No. 1 - 5) were appointed on July 1, 2014.
- The commissioners (No. 9 - 11) were appointed on July 21, 2014.
- The commissioner (No. 7), Mrs. Pattama Teanravisitsagool was appointed on March 31, 2015.
- The commissioner (No. 6), Mr. Chamroen Phothead (Ministry of Finance Representative) was appointed on July 28, 2015.
- The commissioner (No. 8), Mr. Khajornsak Putthanuparp was appointed on November 3, 2015.
- *Mr.Voratat Tantimongkolsuk resigned from the member of the PAT Board of Commissioners on December 24, 2015 at 17.30 hrs. (attended the PAT Board of Commissioners' meeting 13/2015 on December 24, 2015 but did not accept meeting allowance)

Committee / Sub-committee's Meetings

The Fiscal Year 2016 (The number of attendances / number of meetings)

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 Values Committee	PAT Plan Consideration and Performance Evaluation of the PAT Director General Sub-committee	PAT Human Resources Sub-committee	Three-party Committee on Improving Overtime System on Working Days and Public Holidays of the PAT	The PAT Assets Supervision and Management Committee	Lawsuit Supervision on Working Group
1. Adm. Jakchai Poocharoenyos		10/11				2/4		1/1	5/5				
2. Miss Chutima Bunyapraphasara	2/4		5/7										
3. Mr. Sorasak Saensombat		5/11		12/12	12/12	4/4	5/6			3/5	4/4		
4. Mr. Chula Sukmanop, Ph.D.	2/4	9/11		5/12		0/4	6/6						
5. Mr. Chamroen Phothiyod	2/4	6/11		10/12		3/4			3/5				
6. Mrs. Pattama Teanravisitsagool				8/12					5/5	5/5	2/4		
7. Mr. Khajornsak Putthanuparp		8/11									3/4	5/5	3/3
8. Mr. Vathit Chokwatana			6/7					0/1	4/5	3/5			
9. Mrs. Pratana Mongkolkul	4/4	7/11	7/7					1/1			1/4		
10. Mr. Voratat Tantimongkolsuk	1/4			3/12						1/5			

Remarks:

- Chairman and other members of the PAT Board of Commissioners (No. 1 - 4) were appointed on July 1, 2014.
- The commissioners (No. 8 - 10) were appointed on July 21, 2014.
- The commissioners (No. 6), Mrs. Pattama Teanravisitsagool was appointed on March 31, 2015.
- The commissioners (No. 5), Mr. Chamroen Phothiyod (Ministry of Finance Representative) was appointed on July 28, 2015.
- The commissioners (No. 7), Mr. Khajornsak Putthanuparp was appointed on November 3, 2015.
- Mr. Voratat Tantimongkolsuk (No. 10) resigned from the member of the PAT Board of Commissioners on December 24, 2015.

Enhancing Transport Efficiency, Linking Logistics System

Connecting railway transport to Laem Chabang Port

Logistics Rail Link



Accelerating
the development
Project of
Laem Chabang Port
Phase 3

LCP Phase 3



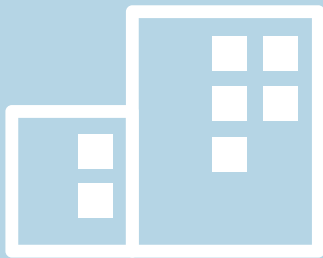
Dry Port

Dry Port Development Project

PART



History and Significant Achievements



- History of the Port Authority of Thailand (PAT)
- Organizational Structure, Fiscal Year 2016
- Operational Management and Development
- Financial and Asset Management
- Focusing on Human Resources Development, and Employee Retention
- Current Key Investments and Future Projects
- Focusing on Customers, Markets and Stakeholders
- Facilities



History of PAT



The Port Authority of Thailand is a Public Facility Enterprise under the Ministry of Transport, established in accordance with the Port Authority of Thailand Act B.E. 2494 (A.D. 1951). The objectives were to carry out operations and bring about the advancement and prosperity of Port Authority business for the benefits of the State and the people. Currently, PAT is responsible for the management of major ports including Bangkok Port, Laem Chabang Port, Chiang Saen Commercial Port, Chiang Khong Port, and Ranong Port.

Subsequent to Thailand's ruling changed from Absolute Monarchy to Constitutional Democracy in 1932, the initiative idea to build a modern State Port had emerged by Vice Admiral Phraya Rajawangsan, Defence Minister of such time. He proposed to dredge the sandbar at the mouth of the Chao Phraya River in order to promote maritime business and enable large sized ocean-going vessels to cruise through water channel to load and transfer cargoes from the Port conveniently and safely instead of transporting cargoes between Bangkok and Koh Sichang as originally done in the past. In addition, the previously existing condition of the Port was proposed to be improved to be a modern Port in order to promote trades with foreign countries. However, such Project was met with enormous variety of problems. Thai government, therefore, sent a Letter seeking assistances to the League of Nations Head Office in Geneva, Switzerland.

Two years later, the League of Nations dispatched experts to Thailand to conduct surveys on economic and trade conditions in Bangkok as well as the location for the construction of the Port of Thai government. The experts proposed the government to dredge water channel in Chao Phraya River and recommended 2 areas: namely; Paknam Samutprakarn and Klongtoey Sub-district for the construction of the Port. The government elected to construct the Port at Klongtoey Sub-district which is the territory of the Port Authority of Thailand, presently.

1935 - The government established the Port Construction Committee, chaired by Colonel Phra Boriphan Yuthakij, the Minister of Economic Development to carry out operations in dredging the sandbar at the mouth of the Chao Phraya River and construct a modern port at Klongtoey sub-district as proposed by the League of Nations.

1936 - The Port Construction Committee conducted a port construction design competition, won by German Professor Argus. Christiani & Nielsen Company was selected as construction contractor for the 20 million Baht construction project.

1938 - The government established the Bangkok Port office. Luang Prasert Vitharath, a craftsman from the Department of Railways headed the Bangkok Port Office (1938-1943) and supervised the construction with consultation from Mr. Robert Schwager. The Bangkok Port office reported directly to the Ministry of Economic Development and the construction of Klongtoey Port was began.

1940 - The government placed an order for a Sandbar Dredging Boat named "Sandon 1" from the Netherlands and water channel dredging operations were subsequently followed. However, the water channel dredging work and Port construction were suspended due to World War II broke out. At which time, Klongtoey Port were seen equiped with only one 1.500 - meter berth, four transit sheds, one 3 - storey warehouse (the present bonded warehouse) and one Office Building: OB (the present Administrative Affairs Building).

1947- The port was opened, with Luang Yuktaseveeviwat being the Director. The Cabinet appointed a Bangkok Port Office Committee on Planning and Supervision, chaired by the Minister of Transportation.

1948 - Captain Luang Suphi Udhakathara, R.T.N. (Suphi Chanthamas), Director of Bangkok Port office, conducted war-time damage repairs and constructed additional buildings.



1951 - The government obtained a loan from the World Bank for dredging the sandbar as a navigational water channel from the mouth of the Chao Phraya River in Samutprakarn Province to Klongtoey Port, a distance of about 66 kilometers, and also purchased loading equipment for Bangkok Port development.

In May 1951, the Port Authority of Thailand Act, B.E. 2494 (A.D.1951) was enacted to constitute the Port Authority of Thailand (PAT) as a state enterprise under the Ministry of Transport. Port business was transferred from Bangkok Port to the Port Authority of Thailand.

Since the Port Authority of Thailand's establishment in 1951, the marine transportation business has evolved steadily to the present. Initially, the port consisted of nine western berths for loading and unloading general and bulk cargoes. After cargo transports by container systems were spread to Thailand during 1975-1977, the eastern berth was constructed and opened in 1977 for multipurpose use and handling cargo containers.

From 1977 onwards, loading and unloading of containers at Bangkok Port increased annually. The port of Bangkok became over-crowded because of inadequate handling equipment. Until 1987-1988, as the Port was extremely congested, the PAT accelerated the eastern berth development to serve cargo container vessels by installing seven Shoreside Gantry Cranes in the initial phase and later purchased an additional 14 cranes. Improving the berth's rear areas, procuring mechanical handling equipment for use in the berth's rear areas and developing computerized systems rapidly enhanced cargo container accommodation capacity to 1.3 million T.E.U.s. Nevertheless, the government restricted the number of the containers at Bangkok Port to one million T.E.U.s per year in order to reduce traffic problems and encourage increase service use at Laem Chabang Port.

Due to the reason that Bangkok Port is a river port, it had faced with a problem on the restriction in accommodating the large cargo vessels. Also economic growth and a seriously congestion forced the port to developing larger port to handle increasing shipments.

In 1987 - 1988, the government had accelerated the construction of Laem Chabang Port. Construction was completed in late 1990 and the Port has been operated since January 1991. During the construction, private ports were permitted to temporarily run their business for loading and unloading containers in the Chao Phraya River to ease the congestion at Bangkok Port.

2003 - the Cabinet passed a resolution on March 25, 2003 acknowledging port berth development guidelines as proposed by the National Economic and Social Development Board, by assigning PAT to handle administrative affairs and carry out regional ports' business operations which were constructed by the Marine Department. In this regard, Chiang Saen Port was opened for operation on October 1, 2003. On January 1, 2004, two other regional ports namely Chiang Khong Port and Ranong Port were opened for operation. Chiang Khong Port focused on import-export business efficiency between Thailand and Laos while Ranong Port became the main goods transportation port on Thailand's Andaman Coast, linking trade routes with South Asia, Africa, Europe and became an economic gateway to the India Ocean which is compatible with the Bay of Bengal initiative for Multi-sectoral Technical and Economic Cooperation (BIMSTEC).

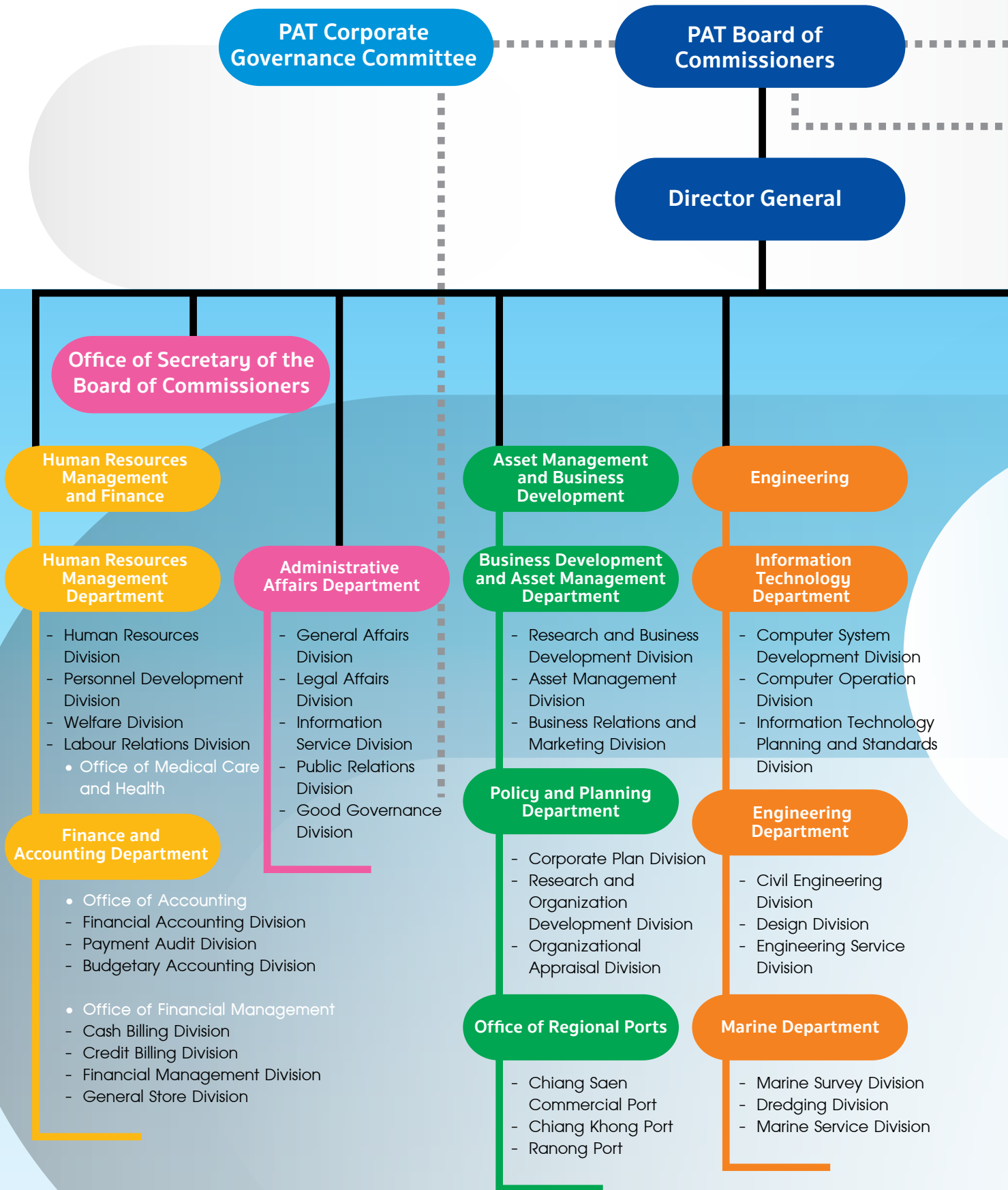
2011 - On January 18, 2011, the Cabinet assigned the PAT to carry out the administrative affairs of the 2nd Chiang Saen Port, Chiang Rai Province, under a One Stop Service initiative. The PAT handed over the original Chiang Saen Port to Wiang Chiang Saen Sub-district Municipality for use as a Tourist Port in accordance with the Cabinet resolution.

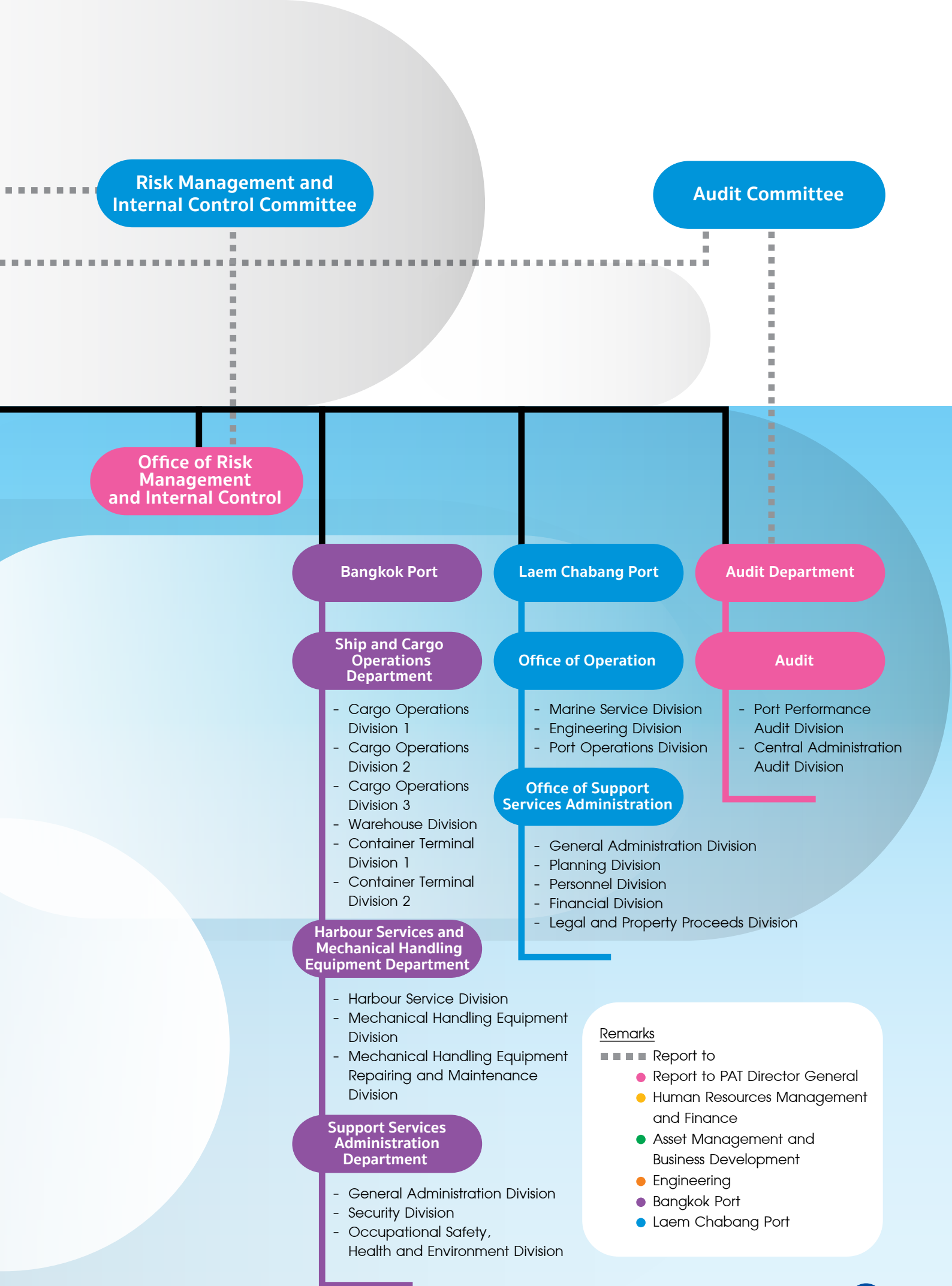
2012, the PAT officially inaugurated Chiang Saen Commercial Port which began operations on April 1, 2012.

Currently, the PAT is responsible for the management of all five Ports, namely: Bangkok Port, Laem Chabang Port, Chiang Saen Commercial Port, Chiang Khong Port and Ranong Port.



PAT Organizational Structure, Fiscal Year 2016







Operational Management and Development



PAT's Performance Assessment following to the State Enterprise Performance Appraisal (SEPA) System for Fiscal Year 2016

PAT officially entered into the State Enterprise Performance Appraisal (SEPA) System in the fiscal year 2014 and the performance result has continually been in accordance with SEPA System since then.

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, and the PAT executives level 15 - 16 are committee members, 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 or its equivalency being Head of the Working Group, the PAT Assistant Director General or its equivalency being the Section Head, and Directors of Department and officers (14-13-level) are working personnel. The Working Group was divided into 7 sections according to SEPA System's 6 Process Dimensions (Section 1 - 6) and Result Dimension Section (Section 7) as follows:

- Section 1 Driving Organization
- Section 2 Strategic Planning
- Section 3 Focusing on Customers and Market
- Section 4 Measurement, Analysis and Knowledge Management
- Section 5 Focusing on Human Resources
- Section 6 Focusing on the Operations
- Section 7 Results

In carrying out operations in Fiscal Year 2016, PAT organized the trainings and held special lectures for the PAT executives to support operational missions of the Organizational Development Working Group in accordance with PAT's SEPA System that were continued from 2015. Meetings and seminars also were organized in sharing opinions with exceptional management-standard institutions, to have a guideline for performance result improvement in accordance with SEPA, ensuring that PAT's performance efficiency and sustainable development.

In fiscal year 2016, PAT considered scrutinizing improvement opportunities provided by results from SEPA account in 2015, incorporated with issues from organizational self - appraisal to create the OFIS Roadmap of PAT, which will be in place to improve the organization and be used as a fostering direction in developing corporate efficiency in accordance with the 11th PAT Corporate Plan of fiscal year 2015 - 2019.



PAT aims for optimal financial management efficiency both in budgeting and financial accounting, as well as cash management which is closely monitored and examined. The financial instruments are used for data analysis to assist in decision making and administration. The key financial ratios are as follows:

	Fiscal Year 2016	Fiscal Year 2015
Current Ratio	1.87 times	2.20 times
Return on Total Assets	11.64 %	11.98 %
Debt to Total Assets	54.78 %	51.26 %

PAT manages land, buildings, leases areas outside of Bangkok Port's customs fence areas to generate revenue. These areas were rented by the government and private agencies to conduct activities that support port business and maximize benefits from the areas. The utilization of PAT-owned areas is conducted under a "Modern Port City" concept so that the area can be used to accommodate the Port's development for appropriate returns on investment and to generate the greatest benefit. Asset management revenues in fiscal year 2016 derived from the land, buildings and areas outside Bangkok Port's customs fence rented by the government and private agencies are as follows:-

Unit: Million Baht

Item	Area (rais)	Fiscal Year	
		2016	2015
Revenue from government agencies	215-0-78.33	104,814,888	57,851,427
Revenue from private agencies	507-1-69.83	257,208,442	253,069,581
Total	722-2-48	362,023,330	310,921,008
	Change	51,102,322	
	% of change	16.44%	

Remarks: The 45-rai area outside Bangkok Port's customs fence was utilized for PAT businesses.

Laem Chabang Port

Laem Chabang Port asset management was performed as follows :

- **Zone 1 was designated as Common Use Areas** : Laem Chabang Port has developed a 70- rai (27.67 acres) truck parking area in the port to mitigate container and traffic congestion inside Laem Chabang Port. At present, the parking lot service has been opened.
- **Zone 2 was designated as Port Related Commercial Areas** : At present, this area has about 40-rai (15.81 acres) of available space to be used for utilization. Currently, the study has been undertaken and the utilization plan has already been conducted for zone 2 of Laem Chabang Port. The objective is to develop the area as a Port Complex that will create advantages for Laem Chabang Port-related businesses.
- **Zone 3 was designated as a Storage Yard** to serve an increasing number of berths in Laem Chabang Port Project, Phase 2, and to reserve the area as a connecting route to Laem Chabang Port, Phase 3. Currently, Laem Chabang Port Project, Phase 2 has still remained unoccupied and therefore the area is being managed for a short-term lease agreement of not exceeding 3 years in order to maximize its own benefit.
 - Zone 3.1 - All areas are rented by private sector.
 - Zone 3.2 - All areas are rented by private sector.
 - Zone 3.3 - All areas are rented by private sector.
- **Zone 4 was designated as a Rail Related Container Yard** : Laem Chabang Port proposed the Single Rail Transfer Operator (SRTTO) project to the Cabinet that has passed resolutions to study the detail design of the project and conduct the feasibility study on Public Private Partnership according to the Privatization Act, B.E. 2535, as specified by Office of the National Economic and Social Development Board, analyze appropriate tariff structures, review project implementation plans to ensure compliance with the State Railway of Thailand's action plans. An environmental impact report has also been developed. The feasibility study reports were completed in 2011 and the project is expected to be launched in fiscal year 2018.
- **Zone 5 Multimodal Center** : This area is fully occupied.
- **Zone 6 Community Projects and Activities**
- **Zone 7 Multi-use of Related Activities and Free Zone Area** : This area is fully occupied.



Focusing on Human Resources Development and Employee Retention



The Port Authority of Thailand (PAT) realizes the importance of human resources development in the organization because all staff is significant mechanism in driving the organization to achieve its targets. The PAT has carried out this by stipulating policies and strategies to intensively enhance human resources efficiency, as well as continuously improving human resources management and development to reach modernity corresponding to new technologies and global standards. Additionally, the PAT also support in planning frame-work for enhancing skill potentials, and capabilities of all-level staff in every dimension. So that PAT staff will become quality people which lead to the organization's sustainable progress. To achieve such goals, PAT has specified model plan in human resources management and development to be used as guidelines and operation framework during the 5-year period in accordance with the fiscal year 2015 - 2019 Corporate Plan and Vision of PAT "To be the hub of waterway transport and logistics linking the Thai economy to ASEAN", in line with the Core Value of PAT "Practicing Good governance, Superior service, Innovativeness and Environmental Care, and Unity for the Organization". This is to be applied on improvement of human resources management and development mechanisms for PAT benefits in pursuing efficiency and adaptability to changes.

The Human Resources Department has worked on improving efficiency of management and development of PAT staff to be in line with business competition. Emphasizing on development from individual-level into corporate-level, with an application of HR Tools to help manage human resources with continuity and responsive to changes under 3 process dimensions.

Human Resources Structure and Manpower Management Several projects were conducted as follows :

- Restructuring corporate structure and manpower to support business operations, competitiveness and future growth by reconsidering organizational structure prescribed in accordance with the law, managing repeated tasks, improving existing structure and manpower responding to future plans that will maximize operational efficiency.



- Conducting Succession Planning is a manpower plan to improve and prepare readiness for the employees to have knowledge, expertise, leadership and positive attitudes so that key positions can be replaced promptly when having a vacant position. The plan also helps motivate employees and retain valuable employees in the organization. The PAT has annually executed and improved its Succession Plans since 2013 and continued to present.

- Planning Career Path to guide people in the organization to have the right perception of their career progress and prepare themselves with right qualifications for promotion. The Career Path Project has been carried out since 2013 and has continued to the present. In fiscal year 2016, the project was completely conducted in all PAT divisions.

Personnel Development by organizing learning programs for all-level of PAT staff, as well as assigning employees for both domestic and overseas in trainings, seminars, meetings and study visits outside of the PAT accordance with scheme of the fiscal year 2016 as follows :

- Trainings / Seminars on fundamental and business management course are organized for employees of all levels; from new officers to pre-retirement employees, including Employee Orientation, Operational Development for Stepping to Executives, Container Berth Management, Middle level Executives, Investment Budget Analysis for Container Berth Management, and Management Skill Development etc.

- Specific Trainings / Seminars such as Driver Training of Mechanical Handling Vehicles, Fundamental Knowledge of Water Channel Dredging, Computer and Information Technology (IT), Port Safety, Health and Environmental Management System (PSHE-MS), as well as knowledge of Logistics Management related to the PAT etc.

- English Language Development Projects for PAT employees which allow employees to take English level tests and learn English Online via the Internet anywhere and anytime. In addition, English Camp Activities were continuously organized for employees to study and converse with native English-speaking teachers in accordance with vision and strategy of the PAT. The PAT Board of Commissioners on Human Resources Management and Development has passed resolutions to issue criteria for Head of Department appointment and supported employees in improving English skills. Furthermore, The Board of Commissioners have approved the selected employee who will attend study visits, trainings, meetings, seminars / studying in oversea, shall communicate in English as a specified requirement.



- Training Courses outside of PAT which is the key to developing successors level 12-16, including Transportation Executives Programs for primary/middle/senior levels, Leadership Succession Program (LSP), National Defense Course, and Senior Government Financial Executive, etc.
- Overseas Trainings / Study Visits such as Ports and Surrounding Area Development, Container Berth Management, High-Bay Warehouse, and One Stop Service Operations, as well as Marketing Development and observation of Development in Real Estate Management in Japan etc.

Employee Retention in order to cheer up employees with encouragement and moral support by providing appropriate welfare benefits, as well as conducting survey on employees' satisfactory level and Employee Engagement. The result showed that employees who have high engagement usually preferred to remain with the organization because of a sense of belonging, and greatly dedicate themselves to performing their responsibilities that help the organization achieve its goals. The PAT has carried out the Projects / activities to create employee engagement and PAT staff retention as the following :

- Survey on PAT employee satisfaction and engagement: Target groups include senior executives (level 14 -16), middle - level executives (level 11- 13), primary-level supervisor (level 8 - 10), and officers (level 6 and lower) according to context of the organization, the State Enterprise Performance Appraisal (SEPA), as well as Employee Satisfaction and Engagement Plans were improved and performed according to plan to increase employee satisfaction and engagement.
- Project on granting memorable gifts to 15-year and 25-year employees to be moral support for their dedication in helping PAT progress sustainably.
- Project on Employee voluntary life insurance (Group Life Insurance) with sum insured of 100,000 Baht or 200,000 Baht. The life insurance policy covers any cause of death or permanent disability, and helps secure a family finance's in tragic situations. The PAT advances annual premiums and employee repay monthly.
- Project on Annual Health Checkup with collaboration from reputed private hospitals through systematic procedures, including result follow-up and information sharing with employees with irregular symptom. Furthermore, an annual Healthcare Week Event was organized as a channel to promote healthcare and healthy living of personnels.



- Project on improving the food quality and safety in PAT's canteens to meet the Bangkok Food Sanitation Standards. All shops will be upgraded to comply with the Bangkok Food Safety City scheme by using Coliform bacteria screening test (SL-2) and conducting the Food Handler License Examinations. The shop owners were provided knowledge to build confidence among consumers, PAT staff, and port users.

- Renovating the PAT Club building to be modern for the use of PAT staff and their families as well as to the internal and external agencies that may require to rent PAT Club building for holding receptions and events.

In addition, the Human Resources Department has executed the following projects:

- Finger Scan - The PAT has introduced the Finger-scan clock-in system to efficiently manage working schedule of the employees in which the system can verify information such as a number of working employees, absence and late arrival with preciseness and rapidity. Currently, Time Attendance System is implemented and 100 Finger Scan machines were installed at several points in Headquarters and port areas. PAT staff are required to clock-in between 5.00 - 8.30 hrs. and clock-out between 16.30 - 19.00 hrs.

- Developing the Key Performance Indicator (KPI): The PAT applied KPI system to measure the achievement of organization success factors. The system will help improve the efficiency of its organizational performance, with better evaluation models. Moreover, and IT system has been adopted with a view to support the performance appraisal of employees. It will also help monitor and drive performance achievement by linking organizational and individual success indicators which will result in fair-minded performance evaluations and employee's performance motivation.

- Policy on preventing Conflict of Interest: PAT's policy and intentions are to perform its mission honestly, truthfully, transparently and with accountability. All PAT executives and staff, including the members of their families must avoid any improper acts which may cause conflict of interest with the PAT. All employees have been assigned to report on conflict of interest in August each year. In the fiscal year 2016, no potential conflict of interest was reported.



Current Key Investments and Future Projects

1 Current Projects

Activities	Budget (Million Baht)	Objectives/ Progress
1) Coastal Berth Development Project (Berth A) with facilities at Laem Chabang Port	1,864.190	<ul style="list-style-type: none"> - This project aims 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 multimodal transportation, as well as to develop and improve the public utilities for more efficiency and safety. - The Project is now being executed by a contractor and scheduled to be complete in November 2017.
2) Project on the Development of the Single Rail Transfer Operator (SRTO) at Laem Chabang Port, Phase 1	2,031.150	<ul style="list-style-type: none"> - This project aims to promote the Policy on Modal Shift from road transport to rail transit system in order to improve country's overall logistics infrastructure, save energy, reduce pollution, lower logistics costs and be able to handle the increasing volume of containers in the future. - The project is now being executed by a contractor and scheduled to be complete in October 2017.
3) Hiring a contractor for port facilities improvements to reduce traffic congestion at Laem Chabang Port	942.690	<ul style="list-style-type: none"> - To reduce traffic congestion in Laem Chabang Port and public routes that connected with Laem Chabang Port, and will improve port facilities for balancing the usage between the port services and hinterland activities of Laem Chabang Port, Phase 1 and 2. - The project is now being executed by a contractor and scheduled to complete in February 2017.
4) Hiring a contractor for constructing dredgers with dredging tools, including one dredger with dredging capacity of over 15-meter depth (Dredger 2 replacement); one tugboat with 10-metric ton pulling capacity (Tugboat 3 replacement); and two propeller-driven dump barges with carrying capacity of over 300 cubic meters (Dump Barge 4, 5, 6 replacement)	695.000	<ul style="list-style-type: none"> - To replace the existing depreciated and high cost equipment, and to increase dredging efficiency, maintain Bangkok Port berths, basin, water channels to ensure safety marine transportation as well as preparing for future increasing dredging demand. - The project is now being executed by contractor and scheduled to complete in May 2017.

Activities	Budget (Million Baht)	Objectives/ Progress
5) The 20 G Coastal Berth Improvement and Development Project	614.000	<ul style="list-style-type: none"> - To improve the 20G Coastal Berth to accommodate the coastal vessels as Bangkok Port has no coastal berth yet, and also prepare for an increasing volume of coastal vessels so that PAT's revenue will be increased. - A contractor for the port surface improvement has been acquired and prepared for project assignment. For the procurement of two Rail Mounted Gantry Crane with capacity of not less than 40 metric tons is now under construction by contractor. The project was scheduled to complete in September 2017.
6) Establishing Disaster Protection and Mitigation Center with an automatic control and fire alarm system at Laem Chabang Port	149.580	<ul style="list-style-type: none"> - To mitigate risk and prevent loss of life and asset, as well as protect the environment in Laem Chabang Port and surrounding area from fire. Also to be the center of manpower and equipment for efficiently responding in case of emergency. - The project was completed in January 2016.
7) Hiring a contractor for producing one 44-meter height water-tower fire truck with equipment (additional)	78.500	<ul style="list-style-type: none"> - To prepare Laem Chabang Port security system for preventing disaster and mitigate life and assets losses from fire in high area inside the Laem Chabang port. - The project was completed in March 2016.

2. Key projects expected to invest in the future

Projects	Budget (Million Baht)	Funding resources
1) Laem Chabang Port Development Project, Phase 3 (2020 - 2036)	88,132.00	Public-Private Partnership (PPP)
2) Hiring a contractor to construct a Container Freight Station (CFS) for export with management system and facilities (Outbound CFS) (2017 - 2019)	1,357.32	PAT
3) Bangkok Port Warehouse Development Project with the mechanical handling equipment management system (Inbound CFS) (2018 - 2020)	2,941.00	PAT
4) Dry Port Business Development Project (2020 - 2022)	644.00	PAT
5) Bangkok Port One Stop Service Center (2020 - 2022)	1,554.50	PAT



Focus Related to Customers, Markets and Stakeholders



17 Rais Area Development Project

The PAT has established the Land Development Plans and guidelines for developing Bangkok Port's areas outside the customs area to maximize benefits (based on area's capability) and generate additional sustainable revenue by assembling Sub-division areas outside the customs area and rearranging areas in line with business activities, in order to motivate investment with the total area of 220 rais of land, divided into four plots of land. To speed up the project, PAT selected 17-rais area located at the side of the PAT Headquarters as the pilot project which is now vacant and not being utilized. The objective of the Project is to create added value of PAT assets to be worth with the capability of the areas, and develop communities surrounding of the Bangkok Port to become modern port communities. PAT also improves and enhances quality of life, society, nearby environment, as well as create employment for people surrounding Bangkok Port. The development supports international trade expansion including a new business center inside the PAT area, especially for port-related business. Furthermore, PAT development enhance Bangkok's reputation as a beautiful, modern capital and port city.

According to the project study under the Modern Port City Concept, PAT assigned a private company to hold design, construction, and management for the entire project under a Build Operate Transfer (BOT) model. The private company will earn revenue from managing this project and must pay rent and return benefits at agreed rates to PAT throughout the 30 year-rental term (including construction period). The Mixed Use building was designed with a Green Building Concept and distinctively displays the organization's icon. The buildings consist of office areas, a Maritime Center, learning center, logistics institute, exhibition center and conference, and exhibition hall, etc. According to the result of the project study, the project is valued at more than 5000 million Baht. Therefore, the project is required to be operated under the Public-Private Partnership (PPP) Act B.E.2556 (2013).



In 2016, PAT proposed the Project on developing 17 rais area in accordance with the process specified in the Public-Private Partnership (PPP) Act B.E.2556 (2013), and the initiation of the Project was proceeded with project proposal submission. The State Enterprise Policy Office as the Secretary of the PPP Committee presented the Projects to the Committee for approval on 11 May, 2016. The committee has approved and passed the following resolutions:

1. Assigned the Ministry of Transport and PAT to ask the government for Bangkok Port's overall area development and visibility plan. Then evaluated whether project was in line with the overall plan.
2. Assigned PAT to discuss with Office of the Council of State evaluating the project's are utilization corresponding to the legal restriction..

After proceeding the project following to item 1 and 2, PAT shall revise the report of the project study result and analysis, as well as present the project in accordance with the process of the Public-Private Partnership (PPP) Act B.E.2556 (2013).




Currently, the project is under development process in accordance with the PPP committee's resolutions and expected to be presented to the committee for consideration and approval in the fiscal year 2017.

Bangkok Port

is located on the East side of Chao Phraya River between km. +22.5 and km. +28.5, at the mouth of Phrakhanong Canal, Klongtoey District, Bangkok

Cargo Operational Area consists of:

The West Quay

- **7** Conventional Berths 
- **2** Domestic Coastal Berths 
- **1** Tourist Boat Berth 

The East Quay

Container Terminal Division **1** •

 **4** Berths

Container Terminal Division **2** •

 **3** Berths

 and **1** Domestic Coastal Berth

Total Inland Area of **960.65** acres

Area for PAT operations inside the customs fence covers **400.12** acres.

Area outside the customs fence covers **48.18** acres.

Area requested for use by State Organizations covers **87.05** acres.

Area for leasing for government use covers **64.15** acres.

Area for leasing for private entity use covers **204.02** acres.

Slum area covers **78.25** acres.

Area for access roads covers **78.88** acres.

Offshore Area The total length is 66 kilometers.

The outer bar channel length is 18 kilometers (begin from km. 18 downstream to the Phra Chullachomklao Fort at km. 0).

The inner bar channel length is 48 kilometers (begin from the Phra Chullachomklao Fort at km. 0 downstream to the Memorial Bridge at km. 48).

Cargo Operational Area consists of:

The West Quay of 226.81 acres is the area used for general container cargo and international/domestic berths. 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)	348	2	172.25/8.23	2
Tourist Boat Berth (22A)	133	1	172.25/8.23	1
Klongtoey Midstream Dolphin	1,360	34	172.25/8.23	6
			91.46/8.23	1
Ban Huasuar Midstream Dolphin	1,600	24	172.25/8.23	7
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	17,376		6,380	200	200
Open Yard for Stuffing (Former)				107,200	2,625	2,625
Open Yard for Stuffing (45 rais)				72,000	777	777
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			444	888
Bonded Warehouse (Red Bldg.)	6,434					
Bonded Warehouse (New Bldg.)	3,120					
Warehouse (Overtime Cargo)	8,955	1,120				
Vehicle Warehouse	1,890	2,954		5,120	75	210
Dangerous Cargo Warehouse	1,200			14,976	262	524
Jute,Cotton,Kapok Cargo Unit	6,400			5,900	144	236

Remarks: Ground Slots refer to a net area occupied for a 20-foot container.

The East Quay of 132.4 acres is the area used for rendering service for containerized cargo and container berths, including mechanical handling equipment. The offices in charge are Container Terminal Division 1 and 2.

Container Terminal Division 1		
No. of Berths	4	Berths
20A	162	M
20AB	152	M
20B	183	M
20C	183	M
Overall Length	680	M
Water Depth	8.23	M
Accommodation	10,000 - 12,000	DWT.

Container Terminal Division 2		
No. of Berths	4	Berths
20D	183	M
20E	183	M
20F	183	M
20G	91.5	M
Overall Length	640.50	M
Water Depth	8.23	M
Accommodation	10,000 - 12,000	DWT.

Container Yard & Gate		
Marshalling Yard	98,600	Sq.m
Stacking Capabilities	3,024	Ground Slots
Ground Slots Block A, B, C and D	8,380	T.E.U.s
Reefer Plugs	460	Units
Sub Gate In	5	Units
Water Depth	8.23	M
Sub Gate Out	3	Units

Container Yard & Gate		
Marshalling Yard	49,000	Sq.m
Stacking Capabilities	1,372	Ground Slots
Block E,F,G and H	4,755	T.E.U.s
Reefer Plugs	324	Units
Sub Gate In	4	Units
Water Depth	8.23	M
Sub Gate Out	3	Units

Handling Equipment		
Rail Mounted Shoreside	8	Units
Gantry Crane 40 tonnes		
Rubber Tyred Gantry Crane	23	Units
4 Plus 1 - 1 Over 3 (35 tonnes)	12	Units
4 Plus 1 - 1 Over 4 (35 tonnes)	11	Units
Tractor for Container	62	Units
Container Chassis	62	Units

Handling Equipment		
Rail Mounted Shoreside	6	Units
Gantry Crane 40 tonnes		
Rubber Tyred Gantry Crane	15	Units
4 Plus 1 - 1 Over 3 (35 tonnes)	5	Units
4 Plus 1 - 1 Over 4 (35 tonnes)	10	Units
Tractor for Container	46	Units
Container Chassis	46	Units

Computer System of Container Terminal Division 1		
Software "CATOS" System	1	Unit

Computer System of Container Terminal Division 2		
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 (Metric Tonnes)	Quantity (Units)
Top Loader	40	29
Empty Container Reach Stacker	7	23
Mobile Crane	10	4
Mobile Crane	50	4
Tractor for Container	30	29
Container Chassis	40 - 45	34
Forklift	2.5 - 25	238
Motor Truck	5-7	40
Multi-tractor	30	22
Multi-Container Chassis	30	18
Chassis Truck (Semi-Trailer Bed Slope)	20	2
Container Chassis	45	4

Service Crafts

Item	Capacity	Quantity (Units)
Trailing Suction Hopper Dredger	2,500 cubic metres	3
Dredger	206.47-420 metric tonnes	3
Hopper Barge	120 cubic metres	7
Coastal Tug	200-350 hp	4
Buoy Tender	593 gross tonnage	1
Survey Boat	194.37-250 hp	3
Rong Nam Boat (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
Tarua 102 Tug Boat	420 hp	1
Tarua 109 Tug Boat	270 hp	1

Laem Chabang Port

Thungsukhla Sub-district, Sriracha District, Chonburi Province



Total area of

2,507

Acres

Thailand's largest trading gateway and ranked

22nd

of the world's ports



A total capacity of

11.1

million T.E.U.s. / year

when all berths in both Basin 1 and Basin 2 are fully opened.

Basin 1 Comprises 11 berths:

- 5 Container Berths,
1 Coastal and Multi-purpose Berth,
2 Multi-purpose Berths,
1 Conventional Bulk Container Berth,
1 Ro-Ro Berth, and 1 Passenger and Ro-Ro Berth

- Berth A0 - A5 and B1 - B5 have a total capacity of

4.3

million T.E.U.s. / year

Basin 2

Comprises 7 berths:

- 4 Berths has been opened for service: C0, C1 - C2, and C3, 3 Berths are on process according to the contracts: D1 - D3

- A total capacity of

6.8

million T.E.U.s. / year
when all berths are fully operated

Logistics Hub

To be the hub of ASEAN multimodal transport and Logistics

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		
Total	4.3	Total	6.8

Berths

Berth	Length / Depth (m.)	Number of Berths	Deadweight tonnage per docking vessel (DWT)	Capacity (Units)
Vessel Basin 1				
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
Vessel Basin 2				
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

Mechanical Handling Equipment

Item	Capacity (Tonnes)	Number (Units)
Rail Mounted Shoreside Gantry Crane	36 - 61	45
Rubber Tyred Gantry Crane	38 - 41	87
Reach Stacker	40 - 45	31
Top Loader	8 - 30.5	32
Mobile Crane	48 - 160	3
Tractor for Container	40' - 45'	350
Container Chassis	-	333
Forklift Truck	2.5 - 16	82

Remarks: 1. Including mechanical handling equipment of entrepreneurs at each quayside

2. Information as of September 2016

Storage Area

Storage Area	Area (sq.m.)			
	Quayside Front	Bulk Yard	Warehouse	Other
Berth (A0)	29,500	144,489	550	
Berth (A1,A2,A4,A5)	49,425	163,875	30,570	
Conventional Berth (B1 - B5)	41,475	574,430	18,480	43,286
Conventional Berth C0	50,000	315,440	3,000	
Conventional Berth C3	12,500	123,424	4,944	84,132
Berth (A3)	17,762	73,500	2,700	
Berth (C1,C2)	36,000	490,510	4,776	
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		

Service Crafts

Category	Capacity (HP)	Number (Units)
Tug Boat	800/3,000/3,500/4,340/5,914	8
Garbage Boat	180,188	2
Rope Boat	210	4
Service Boat	445	1
Survey Boat	445	1
Buoy Boat	1,000	1

Remarks: 1. Excluding 12 private tug boats

2. Information as of September 2016

Chiang Saen Commercial Port

Thailand's gateway to the upper Greater Mekong Sub-region.

Located on the right side of the mouth of Sob Kok River, Ban Saeo Sub-district, Chiang Saen District, Chiang Rai Province

Total area is **153** acres.

One Stop Service

is Available at One Stop Service Building, including

- Chiang Saen Commercial Port Office Building
- Marine Office (Chiang Rai Branch)
- Chiang Saen Customs
- Chiang Saen / 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
- Fishtrade Inspection Office

Facilities



50-ton capacity mobile crane



2-ton and **4.5**-ton capacity forklift trucks



70 Plugs for reefer containers



A weighing apparatus for inbound and outbound trucks



Parking area for trucks while waiting for cargo loading and offloading



Two of **30** m. x **30** m. warehouses

Berth

- Two of 2-level sloped berth with 300-meter length for general cargo loading
- A vertical berth for general cargoes / containers transferring

Roadway

1. Highway No. **1290**
(Mae Sai - Chiang Saen)
2. Highway No. **1016**
(Mae Chan - Chiang Saen)
3. Highway No. **1129**
(Chiang Saen - Chiang Khong)

Transportation Network

Waterway

Serving transportation between

China, Myanmar and Lao PDR

265 km.

from Guan Lei
(the Southernmost port of China)

Benefits

Chiang Saen Commercial Port is the trading center, linking Myanmar, southern China, and Lao PDR, as well as providing multimodal transportation to various countries through Bangkok Port, Laem Chabang Port and Ranong Port.

Chiang Khong Port

Enhancing a cross-border trade efficiency between Lao PDR and Thailand



Located on Mekhong River bank in Chiang Khong District, Chiang Rai Province

Facilities



The quayside can accommodate ships with a capacity of **80-150** tons



The area can serve **3-5** ships



The parking space available for **5-10** trucks

One Stop Service

- Accommodating small cargo ships and cruise ships
- Loading and offloading mainly served by laborers
- Users are able to proceed customs clearance, immigration, plant and animal quarantine documentation procedures and other services at Chiang Khong Port Office Building

Transportation Network

Waterway



Situated across the river is Huaysai, Bo Kaew Sub-district, Lao PDR

Serving **90** %
of all vessels transporting
cargo to Lao PDR
(Luang Prabang)

Benefits

Roadway

The highway linking between Chiang Saen and Chiang Khong

Benefits

Chiang Khong Port plays a vital role in economic and social development of the countries in Mekong Basin, Luang Prabang District of Lao PDR, which exports large volumes of construction materials and consumer products.

Ranong Port

The main port on the Andaman Coast delivering international standard transportation service, linking the Andaman Sea with other regions.



Located on the East bank of Kra Buri River, Pak Nam-Tarua Sub-district, Muang District, Ranong Province.

Total area is

124.54 acres.

Ranong Port plays an important role in the off-shore oil & natural gas drilling and exploration role in the Bay of Bengal.

One Stop Service is provided at the Office Building With a full range of cargo services including offloading, loading, transferring, storage and delivering.

A computerized system was adopted to facilitate containers tracking and invoice issuance. Electricity, water supply and telecommunication systems are also well-prepared for port users, where the port charges, immigration, customs clearance and other transaction payments can be made conveniently.



Container Berth

To accommodate a cargo vessel of not exceeding **12,000 DWT** at a time



Multi-purpose Berth

To accommodate two **500**-tonne barges at a time
Two access bridges

Facilities

- 63**-tonne Capacity Mobile Harbour Crane
- 4** **40**-tonne Capacity Top Loader
- 7**-tonne Capacity Empty Container Reach Stacker
- Forklift Trucks with Lifting Capacity of **10**, **3.5** and **2.5** tonnes
- Tractor for Container
- 30** sets of reefer plugs
- Weighing apparatus for trucks
- Parking area for truck waiting for cargo loading and offloading
- 1,500** sq.m. Transit Shed



Warehouse



1,500 sq.m. Transit Shed



7,200 sq.m. Open storage area



11,000 sq.m. Container yard

8,000 sq.m. Open storage area

Transportation Network

Waterway

Shipping from ports in the Gulf of Thailand to Prachuap Khiri Khan Province and Surat Thani Province, and then transported by road to Ranong Port

Roadway

Taking Highway No.4 (Petch Kasem, Bangkok – Chumporn – Ranong) with **568** kms long, then making a right turn to Highway No. **4010** at Ban Nam Tok with **13** kms. to access Ranong Port.

Railway

Transportation can be made by rail to Chumporn and then transferred to road with **110** kms.

Benefits

- Ranong Port will become trade gateway linking BIMSTEC countries.
- Increasing employment in port business and related activity.
- Serving a wide variety of vessels to strengthen national trade and stability.
- Being a supporting base for off-shore oil & natural gas drilling and exploration.

Management Enhancement Upgrading operations to the global arena



Sustainable Development

Developing and executing sustainable
organization development policy



Implementing International cooperation projects
to jointly promote marine transportation

International Cooperation

PART



Operational Performance, Fiscal Year 2016



- Vessels and Cargoes Statistics
- Economic and Industrial Analysis
- Corporate Performance Results
- International Cooperation
- PAT Highlighted Activities



Operational Performance, FY 2016

Vessels and Cargoes Statistics at Bangkok Port and Laem Chabang Port

Number of Calling Vessels

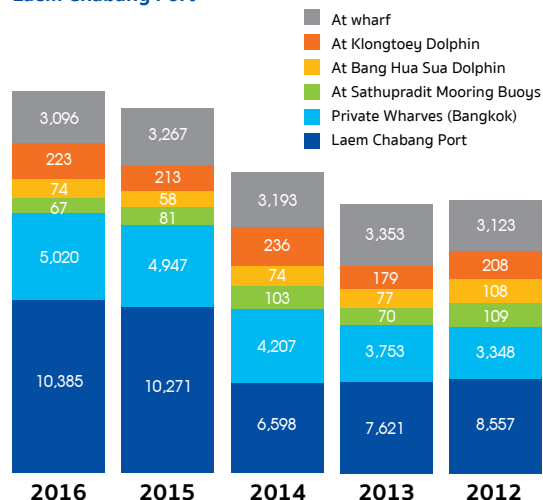
Unit: Calls

Fiscal Year	2016	2015	2014	2013	2012
Bangkok Port					
At Wharf	3,096	3,267	3,193	3,353	3,123
At Klongtoey Dolphin	223	213	236	179	208
At Bang Hua Sua Dolphin	74	58	74	77	108
At Sathupradit Mooring Buoys	67	81	103	70	109
Private Wharves (Bangkok)	5,020	4,947	4,207	3,753	3,348
Laem Chabang Port	10,385	10,271	6,598	7,621	8,557

Remark: Number of vessels at Laem Chabang Port exclude barges and others vessels

Number of Calling Vessels at Bangkok Port and Laem Chabang Port

Unit: Calls



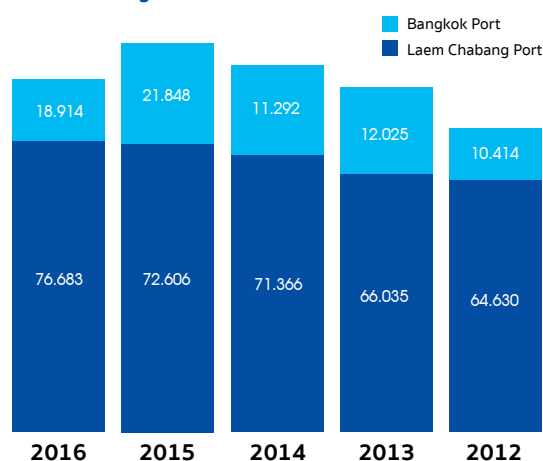
Volume of Cargoes at Bangkok Port and Laem Chabang Port

Unit: Million Tonnes

Fiscal Year	2016	2015	2014	2013	2012
Bangkok Port					
Import Cargo	9.981	12.088	11.292	12.025	10.414
Export Cargo	8.933	9.760	10.130	9.182	7.509
Total	18.914	21.848	21.422	21.207	17.923
Laem Chabang Port					
Import Cargo	29.029	27.471	26.906	26.012	25.618
Export Cargo	47.654	45.135	44.460	40.023	39.012
Total	76.683	72.606	71.366	66.035	64.630

Volume of Cargoes at Bangkok Port and Laem Chabang

Unit: Million Tonnes



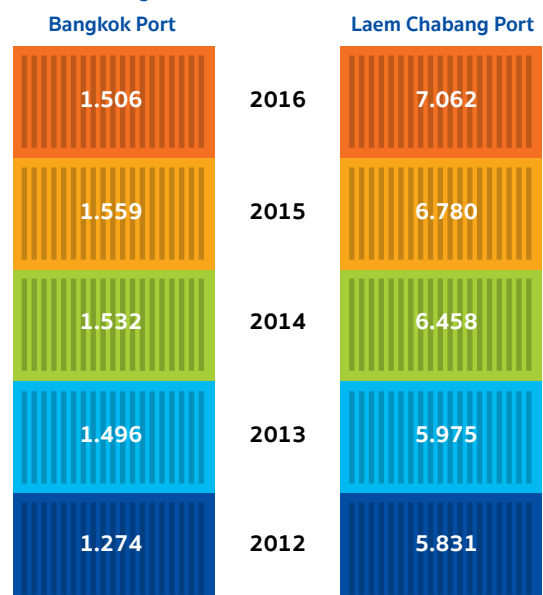
Container Throughput at Bangkok Port and Laem Chabang Port

Unit: Million T.E.U.S

Fiscal Year	2016	2015	2014	2013	2012
Bangkok Port					
Import Container	0.860	0.865	0.802	0.838	0.709
Export Container	0.605	0.651	0.665	0.613	0.501
Container carried by coastal feeder	-	-	-	-	-
Train (Inbound-Outbound)	-	-	-	-	-
Empty Container (Inbound-Outbound)	0.041	0.043	0.065	0.045	0.064
Total	1.506	1.559	1.532	1.496	1.274
Laem Chabang Port					
Import Container	1.989	1.878	1.759	1.804	1.747
Export Container	3.531	3.369	3.257	3.007	2.905
Empty Container (Inbound-Outbound)	1.542	1.533	1.442	1.164	1.179
Total	7.062	6.780	6.458	5.975	5.831

Container Throughput at Bangkok Port and Laem Chabang

Unit: Million T.E.U.S



Remark: *T.E.U. = A 20-foot Standard Container
(T.E.U. : Twenty-Foot Equivalent Unit)

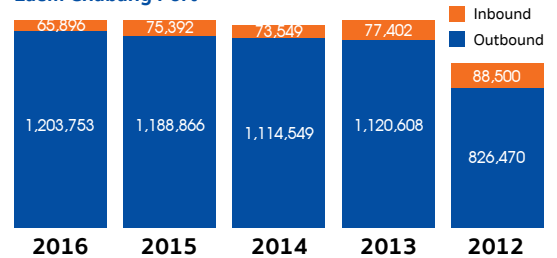
Number of Vehicles through Laem Chabang Port

Unit : Units

Fiscal Year	2016	2015	2014	2013	2012
Inbound	65,896	75,392	73,549	77,402	88,500
Outbound	1,203,753	1,188,866	1,114,549	1,120,608	826,470
Total	1,269,649	1,264,258	1,188,098	1,198,010	914,970

Number of Vehicles through Laem Chabang Port

Unit: Units



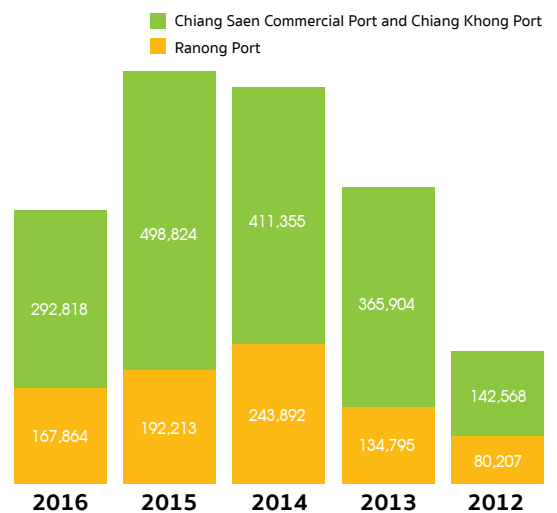
Volume of Cargoes at Regional Ports

Unit : Metric Tonnes

Fiscal Year	2016	2015	2014	2013	2012
Chiang Saen Commercial Port and Chiang Khong Port					
Inbound	13,065	19,120	27,043	24,553	18,333
Outbound	279,753	479,704	384,312	341,351	124,235
Total	292,818	498,824	411,355	365,904	142,568
Ranong Port					
Inbound	63,286	65,803	82,982	43,819	36,440
Outbound	104,578	126,410	160,910	90,976	43,767
Total	167,864	192,213	243,892	134,795	80,207

Volume of Cargoes at Regional Ports

Unit: Metric Tonnes



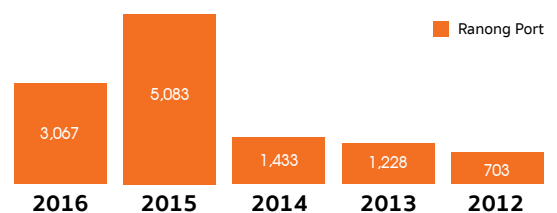
Container Throughput at Ranong Port

Unit: Million T.E.U.s

Fiscal Year	2016	2015	2014	2013	2012
Ranong Port					
(Inbound - Outbound)	3,067	5,083	1,433	1,228	703

Container Throughput at Ranong Port

Unit: Million T.E.U.s





Economic and Industrial Analysis

2016 Economic Overview

Thai economy in 2016 grew by 3.3%, as compared to a 2.8% growth in the previous year. Supporting factors were an increase in number of government expenditures and investments, as a result of the government's disbursement acceleration, including the disbursements of water management and land transportation projects, and the investment on infrastructure projects according to the Urgent Transport Action Plan B.E. 2559 (2016). In addition, a high increase in number of tourist drove tourism industry growth. Private sector consumption most likely continues to expand from the previous year, supported by an increase in revenue and employment of service businesses. The low interest rate environment also helped private sector investment recovery from the previous year and the government investment in key projects become more visible. However, Thailand's exports dwindled, caused by an economic slowdown in the trading partner countries. Regarding the country's economy stability, even though 2016 inflation rate increased from the previous year due to the recovery of domestic demand, it remained at low rate according to the global crude oil prices.

Industry and Maritime Transportation

In 2016, global maritime trade was expected to increase 2.8% to 550 billion tons. Dry bulk transportation and container shipping were not expected to perform well. Container shipping in 2016 expanded only 0.3%. This low expansion rate was for the second time since 2009 that was an 8.3% decrease because of global financial crisis.

The volume of container throughput in the top thirty ports which was more than half of global container shipping, expected to grow only 0.2% in the first half year which was about 184.6 million T.E.U.s

During the first six months of 2016, twelve of thirty ports were reported that container throughput were decreased (compared to the same period of the previous year), including six of the top-ten ports i.e. Hong Kong Port decreased by 10.5% (9.16 million T.E.U.s), Dubai Port decreased by 6.1% (7.4 million T.E.U.s), Singapore Port decreased by 5.1% (15.18 million T.E.U.s), Tanjung Pelepas decreased by 2.8% (4.31 million T.E.U.s), and Rotterdam Port decreased by 2.3% (6.09 T.E.U.s). Meanwhile, the Shanghai Port, the largest port also faced a decrease in container throughput decreased by 0.8 % in the first half year, which was less than 17.9 million T.E.U.s decreased from 18 million T.E.U.s in the previous year.

Trade volumes in the Asia-Europe Westbound routes increased by 1.3% in the second quarter of 2016 and 1.2% in the first quarter of the year, while the trade volumes in the Eastbound Trans-Pacific routes decreased by 0.7% in the second quarter. Although the trade volume in the first quarter grew by 3.7% with a slightly increase in demand from the same period of previous year, there were the ports that success in tough environment such as Algeciras Port, a Transshipment Port in Spain which grew by 13.1% (2.35 million T.E.U.s), followed by Klang Port of Malaysia which grew by 12.3% (4.68 million T.E.U.s). However, a difference in regional level was also recognized, for example, South Asian ports grew by 9% while African ports decreased by 11.5%.

China and Hong Kong ports grew by 1.4% only during the first half of 2016, therefore, it can be concluded that container shipping was rather weak until year end and might be stagnant until 2017.

The overall shipping industry in 2016 experienced a supply and demand imbalance. This imbalance has been occurred since 2004 that has an effect in 2015, and is expected to continue into the future. Recent forecasts predicted that the capacity of container shipping would increase by 4.6% in 2016 and 4.7% in 2017 although the prices of main shipping route reduced around 21 - 44% from the previous year due to a rapidly increasing of demand during 2014. However, container shipping increasing has reached only about 50% of the forecasts, because of the oversupply situation in the industry that has an effect on shipping price. When shipping demand has not achieved the forecasted targets, shipping business required a survival adaptation, either through mergers or other cooperation. The Hanjin crisis affected three Japanese shipping companies i.e. Mitsui O.S.K. Lines, NYK Line and K Line. All three companies were pressured by investors to merge their businesses to avoid bankruptcy as Hanjin Shipping.

Economic and industrial impact on PAT operations

PAT earns income from vessel, cargo and container shipping services, therefore, volume changes of vessel, cargo and container are important to PAT's performance. The PAT's vessel, cargo and container volumes will always be accordingly adjusted to certain economic indicators, for example, reference exchange rates, Thailand's Gross Domestic Product (GDP), GDP of key trading partners such as China, Japan, the Organization for Economic Co-operation and Development (OECD) member countries and ASEAN as well as import and export value of key products through Bangkok Port and Laem Chabang Port shipments e.g. steel, mineral commodity and metal scrap, electrical appliances and components, chemical products, automotive parts and accessories, and medical science equipment as well as machineries and parts.

For the economic condition in early 2016, Thailand had been a decline in economic growth because exports and tourism revenues did not achieve forecasted targets. However in the second half of the year, Thai economy grew better from industry confidence rising and the exports and tourism markets that began recovering.

In fiscal year 2016, overall PAT's vessel volume fell from the previous year, primarily because of decreases in vessel volume, general goods, and RO-RO ship service at Laem Chabang Port decreases. However, PAT had a higher the number of container throughput augmented due to Laem Chabang Port's container volumes increased while Bangkok Port's container volume decreased from the previous year, that is, PAT's calling vessel volume was 9,397 calls, representing a 1.8% decrease, cargo volume was 93,371 million tons, representing a 2.0% decrease, total container volume was 8.567 million T.E.U.s, representing a 2.73% increase from the previous year.

Bangkok Port - had 3,067 vessel calls (not including barges and other vessels), decreased by 5.51%, total cargo volume was 21.046 million tons, representing a 3.67% decrease, and Bangkok Port's container throughput volume was 1.506 million T.E.U.s, representing a 3.42% decrease.

Volume of container throughput at Bangkok Port has continued an increase number since the fiscal year 2012 onwards. However, in fiscal year 2016, its performance slightly decreased including a 82.23% for FCL containers, 15.08% for LCL containers, and 2.69% for empty containers.

The key factors affected Bangkok Port's performance were a continuing world economic volatility and slower growth than expected, particularly in the first half of 2016, in the US, Japan, and China; private ports flexible services pricing and more documentary convenience. Also, Bangkok Port were closed for 45 days for cranes repairing which affected some shipping agents to temporarily switched to use services at other ports.

Laem Chabang Port - had 6,312 vessel calls (not include coastal vessels, barges and other vessels), which increased by 0.11%, cargo volume was 72.324 million tons, which decreased by 1.53%, the volume of container throughput was 7.061 million T.E.U.s, which increased by 4.15%.

The volume of containers at Laem Chabang Port had risen continually since 2012, including 75.22% for FCL containers, 21.41% for empty containers, 2.83% for transshipments cargo and 0.55% for LCL containers.

Regional Ports

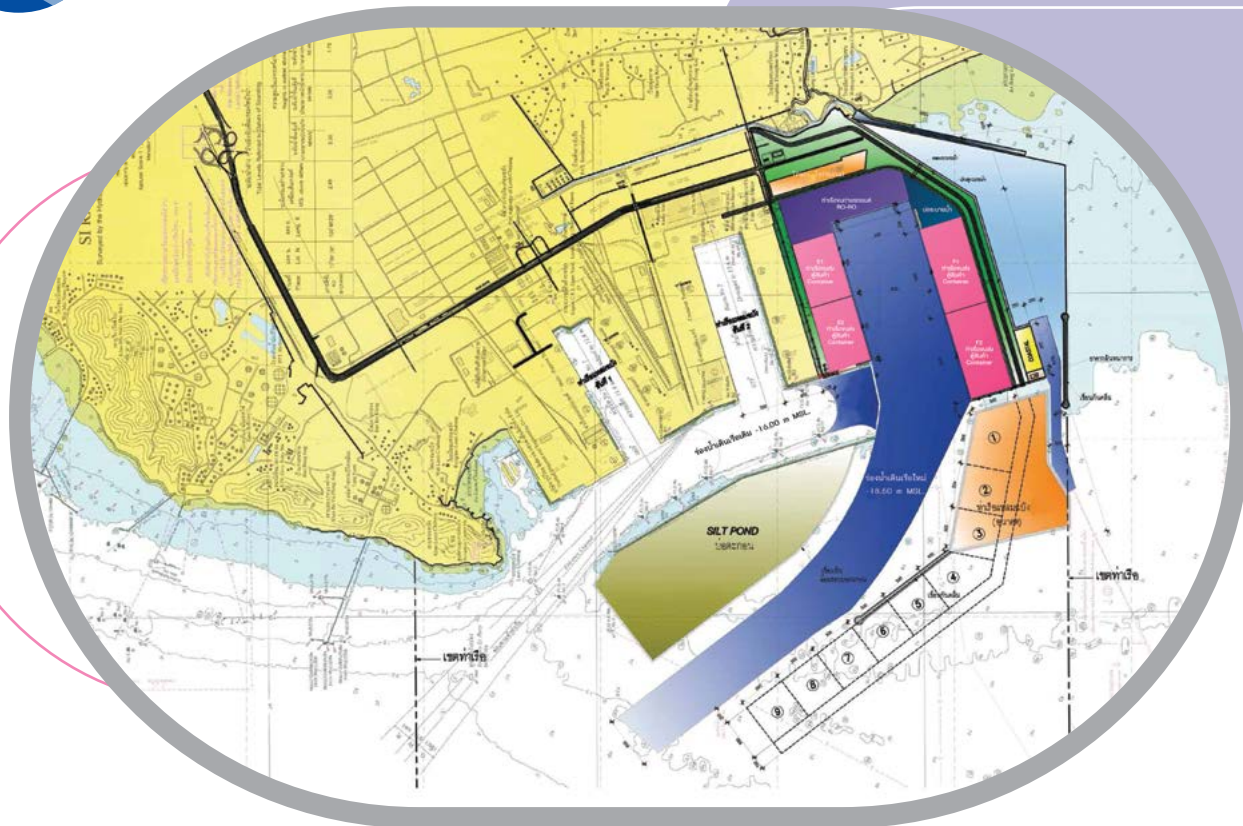
Ranong Port had 346 vessel calls, representing a 9.84% increase, cargo volume was 167,864 tons, which decreased by 12.67%. The main users of Ranong Port were a group of companies with a concession of Gulf of Martaban natural gas and petroleum that entered the port to use services for Off Shore Supply Vessels. Ranong Port's container service was not in a high volume that affected by an empty container shipment problem.

Chiang Saen Commercial Port had 3,485 vessel calls, reflected a 61.5% decrease, cargo volume was 207,942 tons, which decreased by 50.2%. The volume of cargo decreased more than expected because of China's import limitations and a very strict regulation of cargo acceptance that affected the cargo volume falling.

Chiang Khong Port had 942 vessel calls, reflected a 24.11% increase, cargo volume was 84,874 tons, reflected a 4.4% increase which resulted from the infrastructure developments such as R3A Route; Chiang Khong - Huay Sai - Kun Ming, which is the land-link between Thailand; The Lao People's Democratic Republic and China, as well as the fourth Thai-Lao Friendship Bridge. These infrastructure developments reflected Chiang Khong Customs' greater trade value.



Corporate Performance Results



Performance results based on key missions and policies

The PAT has performed in accordance with the Strategic Framework on the Development of Thailand's Transportation Infrastructure (2015-2022), in line with the government's policy on the development of shipping network. For the PAT, key projects signified by the government are as follows:

- Laem Chabang Port Development Project, Phase 3; Laem Chabang Port has the capacity in handling containers at various terminals in the Laem Chabang Port's phase 1 and 2, at a total of 11 million T.E.U.s per year. If taking calculation at 75% of total carrying capacity, it will stand at around 8 million T.E.U.s per year. When forecasting the growth rate of the amount of containers at 4%, Laem Chabang Port has to start operation of the first terminal in Phase 3 within 2025 (If the economy expands sharply where the growth of containers is forecasted at about 7%, Phase 3 must be open in 2021). As each procedure would take long time, the PAT decided to hire a consultant to study and recommend certain engineering specifications and designs, as well as environmental impact. The consultant has already submitted the design work, but has yet to proceed with the study on environmental impact because of resistance from the local community, which created difficulties for the consultant company to collect data and opinions to complete a report on the environmental impact. The project therefore could not be proceeded as planned.

As a result of the mentioned problems, a supervising committee was established to increase the capabilities of Laem Chabang Port, by having representatives from the government sector, private sector and local community who come together to acknowledge the problems and find solutions. In addition, Information Operation Committee was appointed under title "Laem Chabang's Creative Information Operations Committee", to take responsibility in CSR projects and to create accurate perception and understanding that is appropriate for the public, to bring about positive-thinking activities and good corporate image, as well as building friendly relations with surrounding communities. Furthermore, there is a creation of the White Paper to explain information related to the development of Laem Chabang Port, Phase 3 in simple language, in order to create right perception and understanding to the public.



- Coastal Berth Development Project (Berth A) at Laem Chabang Port: This project is in line with the government's policy which was proposed to the Parliament on 23 August 2011 about "Development of Transport Route Connecting Laem Chabang Port" and "Development of Shipping and Merchant Marine Activities". At present, the volume of containers throughput at Laem Chabang Port has increased dramatically. From 2008-2012, the amount of containers from coastal shipping had been about 178,000 T.E.U.s per annum and tends to expand continuously. Therefore, the PAT has emphasised the important of preparation to uphold the Modal Shift policy, a transitioning from land transport to maritime transport, in order to reduce national gross transportation costs by strengthening the logistics system and national competitiveness. This upgrading will help to support other private river ports and coastal shipping ports along the Gulf of Thailand, which is home to significant manufacturing bases in the Southern provinces of Thailand such as Prachuap Khiri Khan, Chumphon and Surat Thani. Laem Chabang Port gives precedence to servicing coastal transport demanded by businesses, which then becomes a special service to prepare for the growing amount of containers in the future. Laem Chabang Port operates as a port of embarkation and disembarkation of cargo shipping between Laem Chabang Port and other river ports, as well as coastal ports in Southern Thailand. The cabinet approved the initiation of this project on 26 May 2015.

PAT contracted Naowarat Pattanakarn Public Co., Ltd. to executed the project which will be completed in 2017 and estimated to start operation in 2018.

- Development Project on the Single Rail Transfer Operator (SRT0) at Laem Chabang Port: The project follows the government's policy in transportation Shift Mode from road to rail and waterways, in order to improve national logistics competency based on energy conservation, pollution reduction and saving of nationwide logistics costs. The PAT has the policy to develop the SRT0 to support transferring of containers by railway. At present, the methods of container transfer to the hinterland have attributed to 88% road transport, while rail and waterways transports contribute only 7% and 5%, respectively. This is due to constraint of infrastructure to handle container transfer through rail system, making the capability of rail transport in the port to stand at only around 500,000 T.E.U.s per year. Therefore, Laem Chabang Port is in need of SRT0 development to be able to increase the rail capacity to 2.0 million T.E.U.s per year, which will also expand the proportion of rail transport at Laem Chabang Port from 7% to 15% in the future. The cabinet approved the initiation of this project on 22 September 2015.

PAT hired ITD-WH Consortium Co., Ltd. to construct Rail Transfer Operator. It was scheduled to complete in 2017 and start operation in 2018.



Report on Analysis of Performance Results based on the PAT's Corporate Plan



The Port Authority of Thailand's 11th Corporate Plan for fiscal year 2015-2019 aims at development and management to prepare for expansive growth as a result of the liberalization of the ASEAN Economic Community (AEC). The plan includes improvement and management of various ports under supervision of the PAT; Bangkok Port, Laem Chabang Port and Regional Ports (Chiang Saen Commercial Port, Chiang Khong Port and Ranong Port). Through these reasons, the PAT has allocated investment budget and placed great importance on essential issues as follows:

- Developing and expanding the investment of the PAT's scope of services in order to generate new type of service or related businesses, as well as establishing the subsidiaries to prepare for the liberalization of the AEC, by improving the transport and logistics system linking between the ports to enhance the convenience, flexibility and services potential of the PAT. The most important factor is an investment that can generate revenue and drive country's economy.
- Developing PAT's assets and organizational resources to achieve the maximum benefit while generating appropriated and valued revenue following the current situation or market price, is a form of investment to increase compensation and revenue from various types of assets which belong to the PAT, which cover assets in forms of estate, building, handling equipment and machines that are ready to be used for revenue generation, and other kinds of resources, as well as Information Technology System, to promote efficiency and integration. Additionally, the Management and development of Human Resources in the organization to highlight improvement of potential and capability, as well as knowledge management to foster service and business expansion of the PAT.
- Improving business competitiveness, service efficiency and upgrading working standard and corporate administration, as well as emphasizing transparent governance to create business opportunities and positive image to the PAT.

The PAT's Performance in the fiscal year 2016 is based on the Corporate Plan which was the second year of operation. Therefore, the majority of the PAT's Development Projects, namely the Development of 20G Coastal Terminal, Coastal Quayside (Terminal A), and Single Rail Transport Operators (SRTO) at Laem Chabang Port are now under the process of implementation, which are scheduled to be completed by the end of 2017 and ready for service in fiscal year 2018. These projects will increase PAT income and service competitiveness that will better serve port users' needs.



In fiscal year 2016, the Port Authority of Thailand (PAT) made Cooperation Agreements with various related Ports and Organizations both at bilateral and multilateral levels with the objective of creating mutual relations to promote and develop 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 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 November 23, 1992.
 - The Mixed Working Group meeting was organized on August 11, 2016 at PAT Headquarters.

- 2) Memorandum of Understanding (MOU) on Cooperation between the Port Authority of Thailand and Yokohama
 - The MOU was signed on April 22, 2014.
 - PAT welcomed the representatives from Yokohama Port during October 28 - 29, 2015 at PAT Headquarters.
 - PAT representatives attended short course training regarding the Development of Port Area and its Vicinity Areas, Administration of Container Wharf, High-Roofed Warehouse, One Stop Service Operation, and Marketing Development. The training was held during November 9 - 14, 2015 at Yokohama, Japan.



3) Implementation of activities in accordance with the Sister Port Agreement between Laem Chabang Port and the Guangzhou Port Authority

- The Agreement was signed on November 8, 2015.
- PAT representatives participated in the Signing Ceremony of the Sister Port Agreement and attended the Mixed Working Group Meeting between both ports, also visited Nansha Port and Shekou Port during December 8 -12, 2015 in Guangzhou, Guangdong Province, the People's Republic of China.
- PAT in collaboration with Guangzhou Port organized an event on networking and partnership building under the theme of "Modern Port Development" , during July 4 - 5, 2016 at Anantara Sathorn Bangkok Hotel.

4) Memorandum of Understanding (MOU) between the Port Authority of Thailand (PAT) and Busan Port

- The MOU was signed on May 31, 2016.
- PAT representatives attended Busan International Port Conference during November 3 - 7, 2015 in Busan, Republic of South Korea.
- PAT representatives participated in the Joint Working Group Meeting between PAT and Busan Port and attended the MOU Signing Ceremony during May 30 - June 2, 2016 in Busan, Republic of South Korea.

Multilateral Cooperation

1) The ASEAN Ports Association (APA)

- PAT attended the 41st ASEAN Ports Association Meeting during November 3 - 4, 2015 in Brunei Darussalam.
- PAT participated the 12th ASEAN Ports Association Sports Meet during May 9 - 13, 2016 in Ho Chi Minh City, the Socialist Republic of Vietnam.



2) Asia-Pacific Economic Cooperation (APEC)

- PAT representatives attended the Seminar on “Greener Voyage Fuelled by LNG” during November 18 - 20, 2015 in Busan, Republic of South Korea.
- PAT organized the 3rd APEC Training Course on Common Principles to Shipping Policy under the topic of “Port Commercialization and Privatization” and “Port Investment Funding” during December 15 - 19, 2015 at Centara Grand Central World Hotel.
- PAT representatives participated in the 2nd Maritime Silk Road Port International Cooperation Forum on July 12, 2016 in Ningbo, the People’s Republic of China.

3) ASEAN Cooperative Framework

- PAT representatives attended the 31st ASEAN Maritime Transport Working Group Meeting (MTWG) during April 6 - 8, 2016 in Boracay, Philippines.
- PAT in collaboration with Indonesian Port organized an academic seminar under the Personnel Development Project in order to enhance the highest excellence in port business and logistics, entitled “The Transformation of Ports to the Competitive World: the Case Study of Indonesian Ports” on June 28, 2016 at Hilton Hotel, Bangkok.

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

- PAT representatives attended the 9th Regional Project Progress Review and Planning during November 4 - 5, 2015 at training room, Personnel Development Division, 4th floor, Building B, PAT Headquarters.

5) Implementation of activities on behalf of member of the International Maritime Organization (IMO)

- PAT representatives participated in the 112th session of the IMO Council and made a campaign seeking for re-election to the member of the IMO Council under Category C for the term of 2016 - 2017, during November 21 - 29, 2015 in London, United Kingdom.



PAT Highlighted Activities

Royal Kathin and Monastic Robe Presentation Ceremony 2016

On November 13, 2016, Adm. Apiwat Srivardhana, Chairman of the PAT Board of Commissioners chaired the Royal Kathin and Monastic Robe Presentation Ceremony 2016 and the Groundbreaking Ceremony of Venerable Father Khean Sukvaro Museum Building, participated by Adm. Jakchai Poocharoenyos, R.T.N., Mr. Sorasak Saensombat, Mr. Khajornsak Putthanuparp, Mr. Voratat Tantimongkolsuk, PAT Commissioners, Sub.Lt. Songtham Chantaprasit, R.T.N., Managing Director of Bangkok Port, Acting Director General of PAT; together with other executives and official from the PAT. The Ceremony was held at Wat Phantha Wicha, Mueang District, Amnat Charoen Province. On this occasion, PAT donated money in the amount of 1,219,185.- Baht to Wat Phantha Wicha.

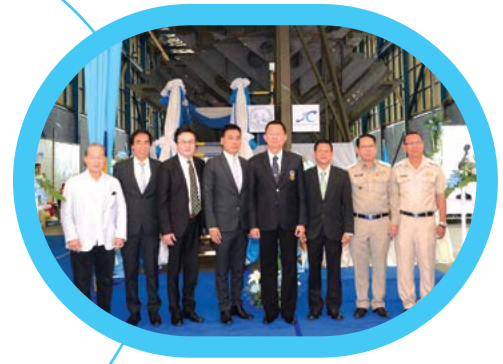


Signing Ceremony of the Contract for Single Rail Transfer Operator (SRTO) Project

On April 21, 2016, Mr. Arkhom Termpittayapaisith, Minister of Transport, presided over the Signing Ceremony of the Contract for the Single Rail Transfer Operator (SRTO) Project between the Port Authority of Thailand and the ITD - WH Consortium which includes Italian - Thai Development Public Company Limited and Henan Weihua Heavy Machinery Company Limited. In this connection, Lt. Sutthinan Hatthawong, R.T.N., PAT Director General, represented in signing the contract while Mr. Thawatchai Suthiprapha and Mr. Zheng Yaojie, Executives from the ITD - WH Consortium were the counterpart. The SRTO Project is being implemented according to the 11th Corporate Plan (for the fiscal year 2015 -2019) which seek to encourage a modal shift of container transportation from road to rail. The Project will be able to accommodate the growing volume of container while helping reduce Thailand's overall transportation cost, saving energy and reducing road traffic congestion and pollution. The Ceremony was held at Banglampoo Room, Amari Watergate Bangkok Hotel, attended by the Chairman, members of the PAT Board of Commissioners, executives and staff of the PAT, executives of the ITD - WH Consortium, executives of the Ministry of Transport, government agencies, related private - sector organizations, press, as well as guests of honor.

The Keel – laying Ceremony of “Tarua 124” Tug Boat

On June 30, 2016, Adm. Apiwat Srivardhana, Chairman of PAT Board of Commissioners presided over the Keel – laying Ceremony of “Tarua 124” Tug Boat, participated by Mr. Khajornsak Putthanuparp, PAT Commissioners, Lt. Sutthinan Hatthawong, R.T.N., PAT Director General, Sub.Lt. Songtham Chantaprasit, R.T.N., Managing Director of Bangkok Port, high – level executives of the PAT, accompanied by Mr. Wittawat Soonthornvinet, an Advisor to Seacrest Marine Co., Ltd., Mr. Thaweepol Haemungkorn, Mr. Thanapat Haemungkorn, and Mr. Bank Haemungkorn, Managing Director of Seacrest Marine Co., Ltd., and honorable guests. The ceremony was held at the Dockyard of Seacrest Marine Co., Ltd’ in Samut Prakarn Province.



PAT Director General wins the “Outstanding Executive of the Year Award 2016” - in the field of State Enterprise Management

On July 7, 2016, Lt. Sutthinan Hatthawong, R.T.N., PAT Director General was honored to receive the Outstanding Executive Award 2016 in the field of State Enterprise Management together with a trophy granted by His Excellency Air Chief Marshal Chalit Pukbhasuk, Privy Councillor. The Award was project to honor an outstanding executive who brings the successful achievements and positive outcomes to the organization in compliance with the organizational policies, to be good role model for society, and the general public. The event was held at the Chaiyapruk Hall, Air Force Auditorium.



PAT Way Innovation Awards 2016

On September 22, 2016, PAT organized the 2nd PAT WAY Innovation Awards 2016. On this occasion, Lt. Sutthinan Hatthawong, R.T.N., PAT Director General, Mr. Poonsawat Phoaprapat, Vice President of Corporate Sustainability Development Division and Director of CPALL Innovation Center of CPALL Public Company Limited, as well as PAT executives were participated in the event as the award committee of the project to consider and select the winners. The event was held at the Exhibition Room, 1st floor, Building B, PAT Headquarters.

The project aimed to promote and support PAT staff’s participation in creating innovative technology and service supporting system that will maximize the efficiency and benefits of the organization. The Project was an activity under PAT’s research and development plan. The Award winners of the Innovation category and Conceptual category were the Forklift Accessories for Water Impulsion Project and the Intelligent Barcodes System Project respectively.

Personnel and Knowledge Development, Strengthening Foundations



Inside Out Development

Continuously developing personnel
attitudes, skills and knowledge



Integrity Pact

Creating good value,
transparency and fairness



Solidarity

Be united ; striving for service excellence

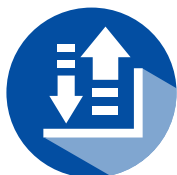
PART



Corporate Governance



- Risk Management of the PAT, Fiscal Year 2016
- Internal Control
- Code of Ethics and Professional Conducts of the Board of Commissioners, Executives and Port Personnel
- Good Corporate Governance Policy
- PAT Audit Committee Report, Fiscal Year 2016
- Performance in compliance with the Official Information Act, B.E. 2540 (A.D. 1997)



Risk Management



The Port Authority of Thailand (PAT) has enhanced its risk management in accordance with the organization's risk management policy. Risk management processes were developed as management tools in line with Good Governance principles to ensure organizational performance improvement and growth according to established strategies and goals, as well as to achieve stakeholders recognition and satisfaction. The PAT prioritizes its risk management framework and procedures to ensure alignment with international standard regulations. Moreover, the PAT has implemented a Business Continuity Management System for all ports under its management and considered the following risk management issues: environment, treatment of communities, safety, regulations and financial issues, in order to maintain organizational sustainability.

The PAT's risk management and internal control policies are laid down as the risk management guidelines by appointing a Committee in accordance with the PAT's Risk Management and Internal Control Structure, including the members of PAT Board of Commissioners to work on a policy level and the PAT Executives who are responsible for tracking the organization's risk management as well as resolving risk management problems on a monthly basis. The Office of Risk Management and Internal Control is responsible for overall procedures of the organization's risk management and systematically developing processes of risk management and internal control to support the continuity of risk management and internal control that can be integrated with other organizational management systems.

The PAT has developed an annual Risk Management and Internal Control Development Plan as a guideline in developing, reviewing and reinforcing knowledge and understanding for all-level personnel, encouraging all officers to be aware of such importance and to be responsible for comprehensive risk management.

In terms of making Annual Risk Assessment in the fiscal year 2016, executives and officers were responsible for the risk management and internal control for their own business units and organization. All personnel must undertake risk assessments in accordance with the annual Development Plan to build up risk management systems and procedures in compliance with international guidelines. Personnel participation to drive risk management and internal control became a part of the organizational culture.

At the national policy level, the PAT has implemented a Business Continuity Management System as a guideline for achieving a national preparedness strategic plan under the government policy. The PAT has been executing the "PAT Business Continuity Management System Project in accordance with the International Standards (2015 - 2018)" in driving the Ministry of Transport's strategy by operating in accordance with ISO 22301 that ensure PAT's business continuity and truly build port users' and stakeholders' trust.



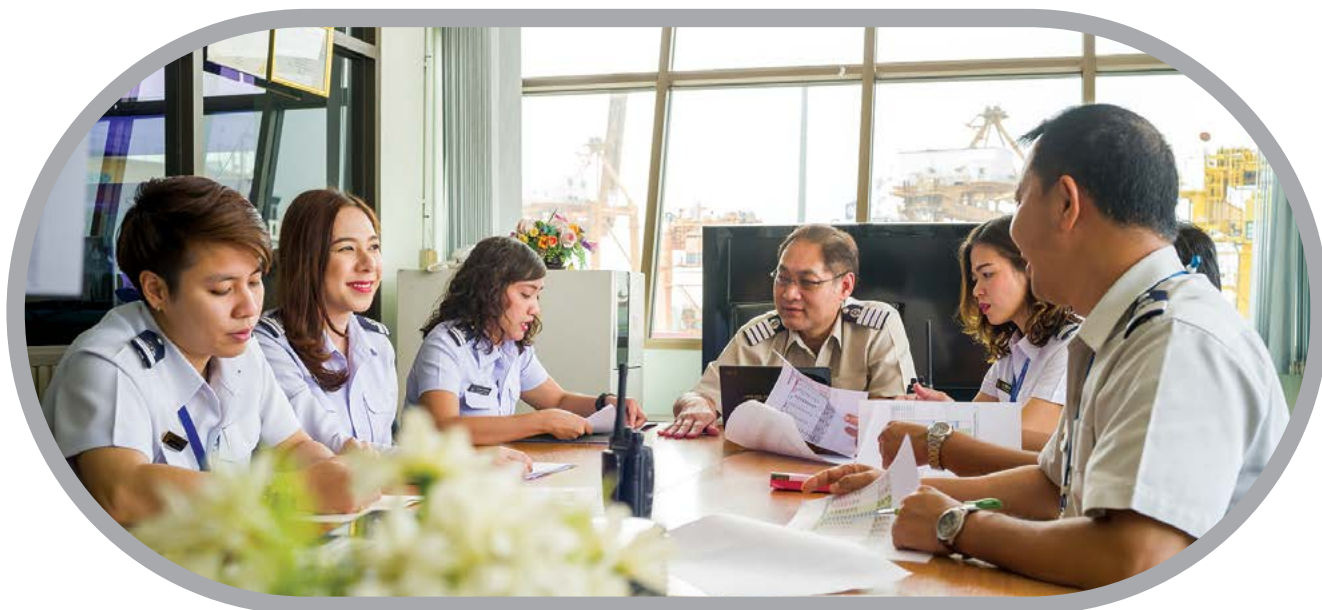
The PAT's Internal Control System is in accordance with rule and performance guidelines of the State Enterprise Policy Office, Ministry of Finance and in line with internal control guidelines of the Committee of Sponsoring Organization of the Tread Way Commission (COSO). Under supervision of the PAT's Director General and Administrator 16, Administration attached to the Director General (as a senior officer), the Office of Risk Management and Internal Control is responsible for developing internal control activities plan, gathering and concluding the assessment of adequacy and capability of the organization's Internal Control System for submission to the Committee guided by the PAT's risk management and internal control framework. The PAT's Internal Control performance result was considered to ensure the efficiency and effectiveness increasing and achieve specified objectives and targets.

In accordance with the State Audit Commission's regulations on the Specification of Standards relating to the Internal Control, PAT summarized the assessment of Internal Control and submitted the result to the State Audit Commission, the supervisors and the Audit Committee within 90 days after the end of fiscal year. In fiscal year 2016, there was an evaluation of the Internal Control structure in accordance with the regulations of the State Audit Commission on the Specification of Standards relating to the Internal Control, B.E. 2544 (2001); including 5 standard elements. The PAT gives priority to following up of Internal Control improvement results, as well as verification of performance result regularly. The PAT also realized Internal Control Unit coordination as an important mechanism in evaluating and verifying internal control independently, as well as in serving integrity, transparency, efficiency and effectiveness in management of the organization, in accordance with good governance guideline to ensure confidence in achieving precise objectives of the Internal Control in terms of resources utilization efficiency; assets management; prevention or reduction of errors, damages, information leakages, and wastes; reliability of financial and other reports; as well as compliance with the laws, rules, regulations, cabinet resolutions and policies.

Moreover, the PAT also gives priority to following up of Internal Control improvement results, by bringing the IT system to frequently monitor the Internal Control improvement of various units, as well as verification of performance result reporting to the Committee guided by the PAT's risk management and internal control framework for consideration to adjust and improve annually internal control and ensure an achievement of the specified objectives and targets.



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



Ethical Standard for the 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.

Ethical Standard for the PAT Executives towards the Organization

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 reports, 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.

Ethical Standard for Port Personnel towards the Organization

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.



Conflict of Interest

PAT conflict of interest procedural regulations and guidelines ensures that the PAT executives and personnel performances are under good governance, transparency, and fairness principles. The regulations and guidelines will help eliminate personnel corruption, law avoidance and self-seeking at all levels, as well as prevent any acts that might lead to the conflict of interest, in the line with the Constitution of the Kingdom of Thailand B.E. 2550 (2007), Section 279, outlining the politicians, civil servants and government officer required ethical standards. PAT accordingly stipulated the practices under the PAT Regulations concerning Conflicts of Interest, B.E. 2557 (A.D. 2014).



Good Corporate Governance Policy



The Port Authority of Thailand focuses on being an efficient organization in carrying out its port and port-related businesses by creating value-added to the organization with morality, transparency, equitability and accountability under the Principles of Good Corporate Governance as follows:

- The PAT Board of Commissioners, executives and staff shall perform their duties earnestly and responsibly with full competency for the organization's greatest benefit, and adhere to the PAT ethics manual and the Principles of Good Corporate Governance as practice guidelines so that these principles may become an organizational culture.
- The PAT Board of Commissioners work together with executives on key roles that determined the organization's vision, policies, strategies and significant plans as well as lay down the management framework and select appropriate port businesses.
- The PAT Board of Commissioners shall demonstrate their transparent performance at all Board meetings to build up stakeholders' confidence and to be good role models for PAT executives and staff.
- Executives and all of Procurement Committees shall demonstrate their performance with transparency as stipulated in the Procurement Committee Transparency Letter.
- The PAT Board of Commissioners and executives shall ethically perform leadership activities and be role models with integrity, fairness, transparency, and accountability in accordance with PAT's ethics guidelines.
- The PAT Board of Commissioners, executives and staff are to be committed to fair treatment of all stakeholders, as well as inspect and control any actions expressing the conflicts of interest.
- The PAT Board of Commissioners and executives shall support and promote stakeholder participation to express their opinions on PAT operations.

PAT Audit Committee Report of Fiscal Year 2016



PAT Board of Commissioners appointed an Audit Committee in accordance with Order No. 11/2557, dated 29 August 2014, consisting of 3 independent commissioners namely; Miss Chutima Bunyapraphasara, as the Chairperson, Mr. Vathit Chokwatana, Mrs. Pratana Mongkolkul, as the Commissioners and Mr. Apichat Poontai, Assistant Director General (Audit), 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 2016, the Audit Committee held a total of 7 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, one 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 fiscal year 2016 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 Reports of fiscal year 2015 and fiscal year 2016 regularly 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 as well as making report on the result of the reviews on the internal control assessment of the internal auditor (Por.Sor.Form) of fiscal year 2015 for the consideration/issuance of order/follow-ups in order to have the key weak point in the internal control improved/remedied regularly and continuously.

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 such as; improvements on the performances of Regional Port Offices (Chiang Saen Commercial Port and Ranong port) , contracts and dangerous goods warehouse administration, vessel and port services, tug boat issues at Laem Chabang port, handling equipment service and overtime work controlling, warehouse works (automobile warehouse, goods in transit warehouse), quarterly accounting audit, follow-ups on lengthily accrued payment debtors, reviewing the impairment of some part of operations at Bangkok Port and Laem Chabang Port, personnel medical welfare, outsourcing consultant companies, in order to systemize PAT's practical performances and make such performances proper in accordance with the Laws, Rules, Regulations, Operating Procedures, Resolutions of the Cabinet, 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).

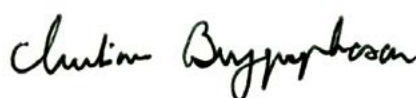
5. Promoting and supporting audits on IT by contracting Asis Professional Center Co.,Ltd., as a Consultant responsible for personnel development on the aspect of IT Audit, general work system control audit and special system control in the nature of co-sourcing which is the Audit Program in fiscal year 2016 as well as follow-ups the IT audit-finding.

6. Monitoring controls over the operational management and internal audit performance by verifying and approving the Internal Audit Charter, Internal Audit Practice Manual, training plan for the development of personnel of Audit Department, Operational Management Plan and Internal Audit Plan of fiscal year 2017, regular 3-Year Audit Plan (2017-2019), verifying result of the Self-operated Performance Report of Audit Department of fiscal year 2015, 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 of Internal Audit personnel 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 and providing recommendations on PAT's operation controlling 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 Internal Audit Performance of Audit Committee 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 as well as developing 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 addition, PAT's Audit Committee attended Thai Institute of Directors (IOD)'s two training courses i.e. "Advanced Audit Committee Program (AACP)" and "Risk Management Program for Corporate Leaders (RCL)"

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.



(Miss 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 24 issues of PAT regulations, disciplines, orders and notices for publications in the Government Gazette consisting of :

- Regulations in number of - issue(s);
- Disciplines in number of 11 issues;
- Orders in number of - issue(s); and
- Notices in number of 13 issues.

3. A total of 4,119 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 fiscal year 2016, 257 Port users requested for information and data under the 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 number 0-2269-5555, extension number 1 for information requests, and extension number 3 for lodging complaints, or telephone number 0-2269-5464 for information requests and number 0-2269-5465 for lodging complaints.

6.3 Fax. number 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 an e-mail to info@port.co.th and visiting website : www.port.co.th

7. The services under No. 6.1 and 6.2 are offered during 08.30-16.30 hours. Regarding the proceeding of actions by the Information Disclosure Tribunal on the appeal in respect of information non-disclosure in fiscal year 2016, no appeal on concealing information non-disclosure was lodged with the Official Information Commission.

8. A total of 33 complaints were lodged and resolved :

8.1 None on informal loans;

8.2 Three complaints on giving advices and rendering services;

8.3 Two complaints on cargo; and

8.4 Twenty-eight miscellaneous complaints.

9. In fiscal year 2016, there were no complaints on procurement of the PAT.

Social and Environmental Responsibilities

Continuously Improving Sustainable Society and Environment



Green Port

Developing the environment-friendly Green Port



Social Responsibility

Being aware of social and environmental responsibility

Social Enterprise

Promoting social enterprises in community for sustainable self-reliance



PART



Responsibilities towards the Community, Society, Environment and Country



- PAT Environmental Operations, Fiscal Year 2016
- PAT's Highlighted CSR Activities



PAT Environmental Operations in Fiscal Year 2016



PAT has stipulated organizational development requirements with environmental aspects as one of the strategies under the PAT Enterprise Plan (Strategic Plan) No.11 for fiscal year 2015-2019 which include the implementation on "Green Port Project". The Organization's success indicators have been designated and the corporate goal has been set for 10% reduction of carbon dioxide (CO₂) emissions from PAT activities within fiscal year 2019 when comparing with 2013 (base year). In fiscal year 2016, PAT has carried out environmental projects which can be concluded as follows:

1. Project on Studying and Planning the PAT's Sustainable Waste Management

PAT's sustainable waste management policy includes providing suggestions for garbage sorting containers in all areas, and designing waste collection locations in compliance with sanitation principles, as well as specifying guidelines for handling waste of PAT through the sustainable waste management system to encourage CO₂ emission reduction.

2. Policy of the Port Authority of Thailand on Prohibiting the Use of Polystyrene Foam Food Packaging.

The Policy was officially announced on July 29, 2016, prohibiting polystyrene foam food packaging and promoting the use of environmentally-friendly packaging made of natural materials such as bagasse, cassava, bamboo, etc. Consequently, all shops, cafeterias, and catering of PAT were asked to stop using polystyrene foam food packaging by January 2017. Apart from that, PAT launched the Project on "reducing foam-reducing cancer -reducing global warming" by encouraging shop owners in Bangkok Port and port areas to use environmentally-friendly packaging. To publicize this project to port staff and customers, PAT conducted publication media and launched a campaign which increase awareness of polystyrene foam food packaging's disadvantages by providing banners with a message "Clean Food Good Taste Say No Foam" to stores that refuse to use polystyrene foam food products.

3. Project on Electric Forklift Truck Procurement

To promote lifting equipment, handling equipment, motor engines and machines driven by alternative energy and environmentally-friendly technology instead of oil, PAT, therefore, procured 7 units of stevedoring electric forklift truck with side shifters installation. Each of them has lifting capacity of over 3 metric tonnes. Bangkok Port currently has 49 electric forklift trucks, operating in Transit Sheds and each unit is able to reduce CO₂ emission at approximately 3,000 Kg CO₂eq/year.

4. PAT Notice on Oil Waste Treatment and Collection from Ship at Wharfs of the Port Authority of Thailand

To prevent the discharge of used oil or oily bilge water from ships into public water resources and seas within territory of Thailand, PAT stipulates that ship owners or representatives who aim to collect and treat ship waste and oil waste must strictly comply with Marine Department regulations. PAT officers shall observe the discharge process to prevent environmental impact.

5. Project on Environmental Quality Follow-Ups and Inspections In Accordance With the Environmental Impact Assessment (EIA) Report

The project was conducted continuously within the Bangkok Port, Laem Chabang Port, Chienksaen Commercial Port and Ranong Port areas. The environmental follow-up and inspection activities included: Reviewing PAT water, air quality and noise levels caused by PAT operations and may adversely affect Port staff, Port users and dwellers' quality of life.

6. Projects on Enhancing Environmental Quality of Bangkok Port

Several projects were conducted intending to uplift the overall environmental quality to meet the standards required by government agencies that will lead to the development of a Green and Environment-friendly Port.

- Project on "Rectifying Garbage and Ship Waste Management in accordance with the Annex V of MARPOL 73/78, Regulations for the Prevention of Pollution by Garbage from ships": In order to improve the ship waste management system to be in line with the Annex V of MARPOL 73/78, Bangkok Port has requested all ships to conduct a waste segregation prior to disposal. The Ship Waste Management Manuals were distributed in November 2016, and the Waste Notification Form was officially used in December 2016.

- Project on "Returning of Clear Water to the Chaopraya River: Implementing Wastewater Treatment System at Bangkok Port's Cafeterias": to convert wastewater from Bangkok Port to be environmentally safe as per the government agency standards prior to release to public waters.

- Project on "Waste Segregation to Reduce Global Warming": Encouraging garbage segregation by placing wire mesh containers at Bangkok Ports cafeterias 1-3, for sorting plastic bottles out from other trash. Full cycle trash management is being developed.

- Project on "Hazardous Waste Segregation and Management" : The hazardous waste from Bangkok Port's activities will be segregated and treated properly to reduce risks from contact with hazardous waste and environmental pollution.

- Project on "Toilet Management at Bangkok Port's Cafeteria to meet the Health Accessibility Safety (HAS) Standards" : Improving four toilets in the cafeterias at Bangkok Port to enhance the capacity of national gateway of Bangkok Port during normal situation, in compliance with HAS Standards of the Department of Health, under the International Health Regulations B.E. 2548 (A.D. 2005). The project will help reduce a spread of communicable disease and ensure the utmost port users' satisfaction.

7. Project on Enhancing the Environmental Quality in the Laem Chabang Port Areas

- Project on "Waste segregation in the Laem Chabang Port areas" : Placing 320 units of 120-liter sorting trash bins, according to government agency standards. Each bin type was separated by color.

- Project on "Improving Green Areas in Laem Chabang Port" : Planting additional trees to reduce high temperature and absorb carbon dioxide. With the aim of reducing global warming, 42 trees including 38 Brugmansia Trees, 3 Flame Trees, and a Date Palm Tree were planted.

8. Environmental Public Relations Campaigns and Training

- World Ocean Day 2016 Event was organized by World Ocean Day Sub-Committee and hosted by the Marine Department. In 2016, the PAT supported the World Ocean Day activities by inviting Mr. Aomsin Cheewapruet, Deputy Minister of Transport to chair the opening ceremony of the event. Mr. Sorasak Sansombat, Director General of the Marine Department and PAT Board of Commissioners, along with the executives from the Ministry of Transport, PAT Director General, Deputy Director General (Asset Management and Business Development), and PAT executives also attended the event. The event was organized under the theme of "Shipping: Indispensable to the World" on September 29, 2016 at the Exhibition Room, Building B, PAT Headquarters.

- Occupational Health, Safety and Environment Exhibition: This project provided staff knowledge and developed greater safety and environment awareness. The exhibition was organized during June 21 - 23, 2016 at the Exhibition Room, Building B, PAT Headquarters. The program included knowledge activities, games, and several activities concerning safety, occupational health and environment.

- Environment Training: PAT organized environment trainings to enhance the efficiency of its staff in environmental aspect, raise awareness of environmental conservation. In fiscal year 2016, the following trainings were conducted:

- Training on "Commitment to International Maritime Organization (IMO) and the substances of the International Convention for the Prevention of Pollution from Ship (MARPOL)";

- Training on Environmental Laws related to Port; and

- Study Visit and Workshop Program on "Sustainable Waste Management of PAT".



PAT's Highlighted Corporate Social Responsibility (CSR) Activities

PAT Humbly Offering Contribution to Thammasat Hospital for purchasing “Hemodialysis” Machine

On December 7, 2015, H.R.H. Princess Maha Chakri Sirindhorn graciously granted an audience to Lt. JG. Kamolsak Promprayoon, R.T.N., Deputy Director General (Asset Management and Business Development) and the Organizing Committee for “the 27th Port Open, Charitable Petanque Tournament to present the proceeds from the Petanque Tournament in the amount of 580,000.- Baht to Thammasat Hospital for purchasing “Hemodialysis” Machine at the Chaipattana Building, Chitralada Villa.



Proceeds from the 32nd Queen's Cup Football Tournament presented to HRH Princess Maha Chakri Sirindhorn

On August 4, 2016, H.R.H. Princess Maha Chakri Sirindhorn, representing Her Majesty Queen Sirikit graciously granted an audience to Lt. Sutthinan Hatthawong, R.T.N., Director General of the Port Authority of Thailand and PAT executives to present the proceeds from the 32nd Queen's Cup Football Tournament in the amount of 200,000.- Baht to be spent at Her Royal Highness Princess judgment at Dusidalai Hall, Chitralada Villa, Dusit Palace

The Queen's Cup Football Tournament was first contested in 1970 to strengthen relationships between Thai football clubs and international football teams as well as promote the football players to be in national football team. It is considered the biggest royal cup in Thailand. PAT is honored to host the 32nd Queen's Cup Football Tournament in 2006 for Royal Trophy donated by H.M. Queen Sirikit on the Occasion of the 60th Anniversary Celebrations of His Majesty the King's Accession to the Throne and in Honor of Her Majesty Queen Sirikit. PAT organized this great event to express the deepest loyalty to the monarchy and upgrade Thai football to meet world-class standards.



Run for Charity Project - 4th Mini-Marathon 2016 for the PAT's 65th Anniversary

On May 29, 2016 Mrs Prathana Mongkolkul, PAT Board of Commissioners, presided over the Opening Ceremony of "Run for Charity Project - 4th Mini-Marathon 2016 for the PAT's 65th Anniversary". The event was attended by Lt. Sutthinan Hatthawong, R.T.N., Director General of the Port Authority of Thailand, PAT executives and staff together with representatives from several associations and people who realize how importance of exercise is. This event develops a positive CSR culture and creates tremendous common benefits. The net proceeds were presented to the Forest Ranger Fund : "Seub Nakhasathien Foundation" at the PAT Headquarters and the Customs areas at the Bangkok Port.



Supporting the construction of check dams at Lap-lae District, Uttaradit Province to commemorate His Majesty the King and Her Majesty the Queen

On August 12, 2016 M.L. Pornprom Devakul, Deputy Director General (Human Resources Management and Finance), presided over the Delivery Ceremony of Check Dam, which is a part of the government's "Pracharat" project. The construction of which is a collaboration between Lap-lae District and PAT under a theme of "Giving our Spirits to the Lap-lae Land, delivering the Check Dam as merit making for H.M. King Rama IX. On this occasion, Lt. JG Kamolsak Promprayoon, R.T.N., Deputy Director General (Asset Management and Business Development), Mr. Adisorn Anothaisintavee, Administrator 16, Administration Attached to the Director General, along with Mr. Sumit Kerdklum, Deputy Governor of Uttaradit Province, District Chief Officer of Lap-lae, military officers, related government and private companies, and local communities also participated in the ceremony to commemorate the 70th Anniversary of His Majesty the King's Accession to the Throne and celebrate the Auspicious Occasion of Her Majesty the Queen Sirikit's 84th Birthday. The ceremony was held at the Check Dam area, Mae Prong canal, Moo 7, Mae Pool Sub-district, Lap-lae District, Uttaradit Province.

Project on "Reforestation in Honor of Their Majesties the King and Queen"

On August 5, 2016, Lt. Sutthinan Hatthawong, R.T.N., Director General of the Port Authority of Thailand, presided over a reforestation project to mark "The 70th Anniversary of His Majesty the King's Accession to the Throne" on June 9, 2016 and "The Celebrations on the Auspicious Occasion of Her Majesty the Queen's 7th Cycle Birthday Anniversary" on August 12, 2016. PAT executives, and staff together with representatives from the Royal Forest Department, related government agencies and private companies, People from Song Khanong community and members of the press, numbering around 900 people in total, attended the activity at Song Khanong Sub-district, Phra Pradaeng District, Samut Prakarn Province (in the green area of Sri Nakhon Khuean Khan Park and Botanical Garden).





Port Authority of Thailand

444 Tarua Road, Klongtoey, Bangkok 10110

Tel: +66 2269 3000

Fax: +66 2672 7156

1

Office of Regional Ports Port Authority of Thailand

444 Tarua Road, Klongtoey, Bangkok 10110

Tel: +66 2269 5421, +66 2269 5422, +66 2269 5325

Fax: +66 2269 5500

2

Laem Chabang Port

Sukhumvit Road, Thungsukhla, Sriracha, Chonburi 20230

Tel: +66 3884 9000

Fax: +66 3849 0149

e-mail: contact@laemchabangport.com

3

Chiang Saen Commercial Port

888 Moo 10, Ban Saeo, Chiang Saen, Chiang Rai 57150

Tel: +66 5318 1750

Fax: +66 5318 1747

4

Chiang Khong Port

Moo 3, Vieng, Chiang Saen, Chiang Rai 57150

Tel: +66 5379 1719

Fax: +66 5379 1719

5

Ranong Port

160/1 Moo 5, Ban Khao Nang Hong, Pak Nam-Tha Ruea, Mueang, Ranong 85000

Tel: +66 7787 3961, +66 7787 3963, +66 7787 3964

Fax: +66 7787 3962

e-mail: Ranongport@yahoo.com

6



Published by

Public Relations Division, Administrative Affairs Department,
Port Authority of Thailand
www.facebook.com/prportthailand

Designed by

Smaller & Better Design Co, Ltd.



Port Authority of Thailand

444 Tarua Road, Klongtoey, Bangkok 10110

Tel: +66 2269 3000 Fax: +66 2672 7156

www.port.co.th