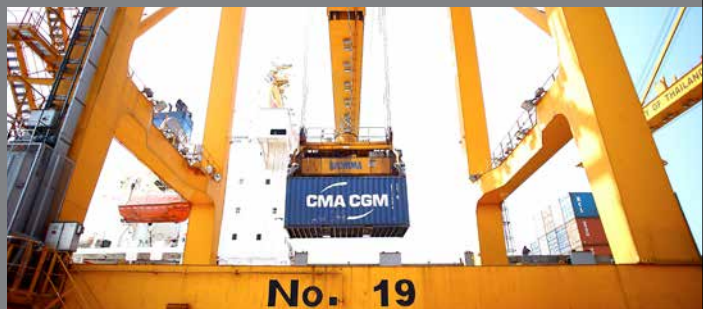


The Hub of Waterway Transport & Link Thai Logistics to ASEAN

Annual Report 2013,
Port Authority of Thailand





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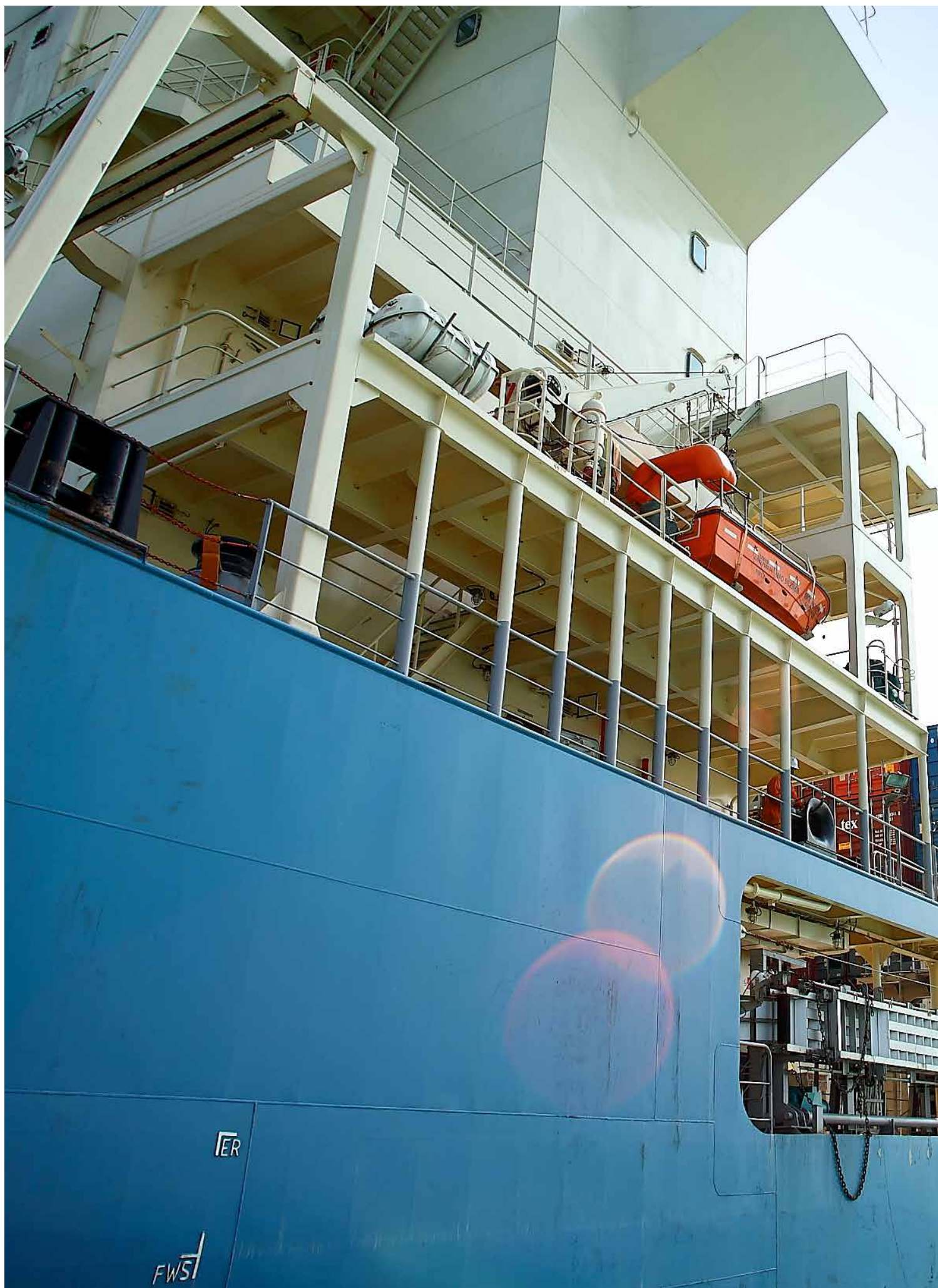
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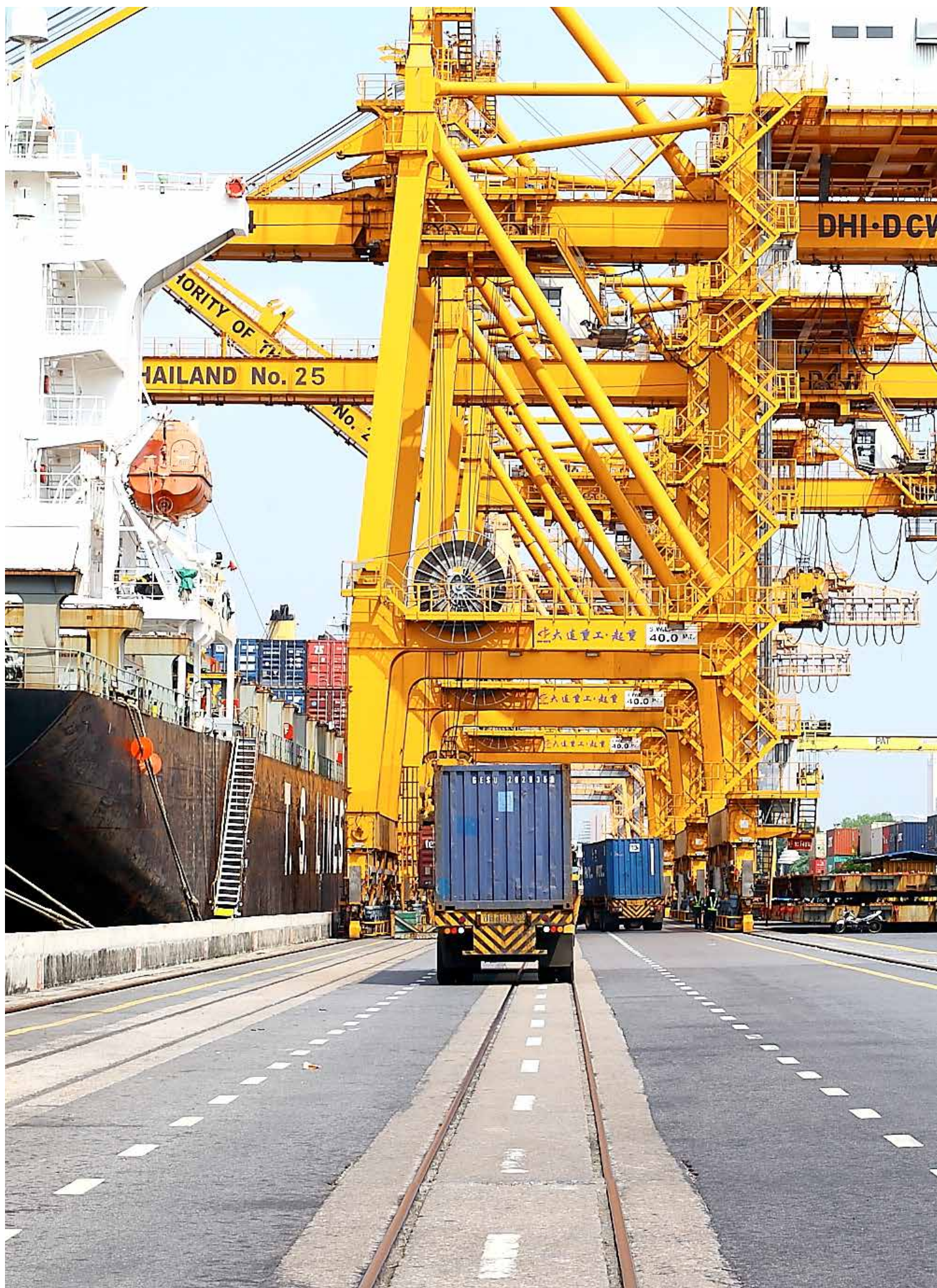
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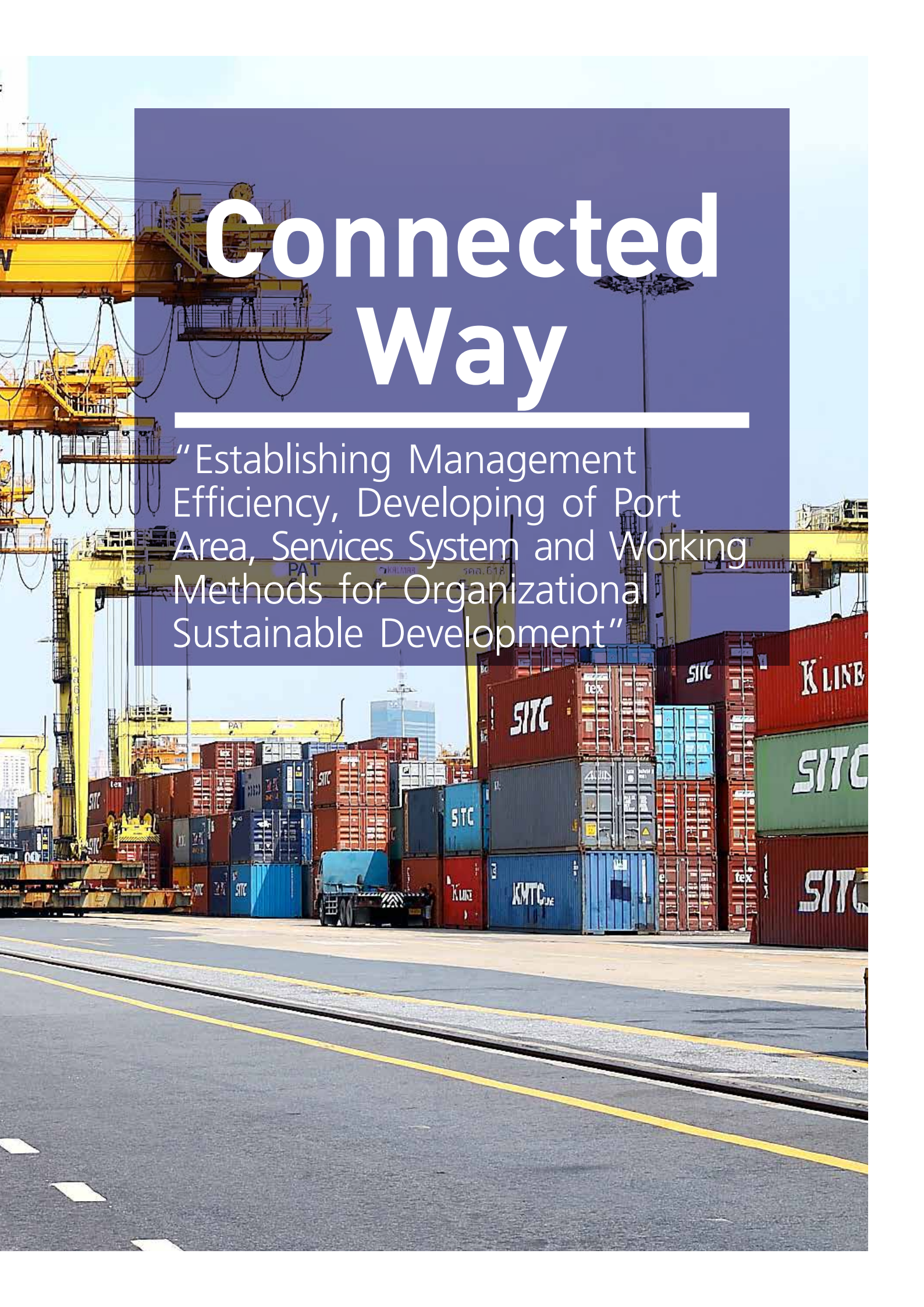


Connected World

“Developing the Modern Port,
Linking Waterway Transport to
the Centralized Logistics of
Distributing Goods and Services”







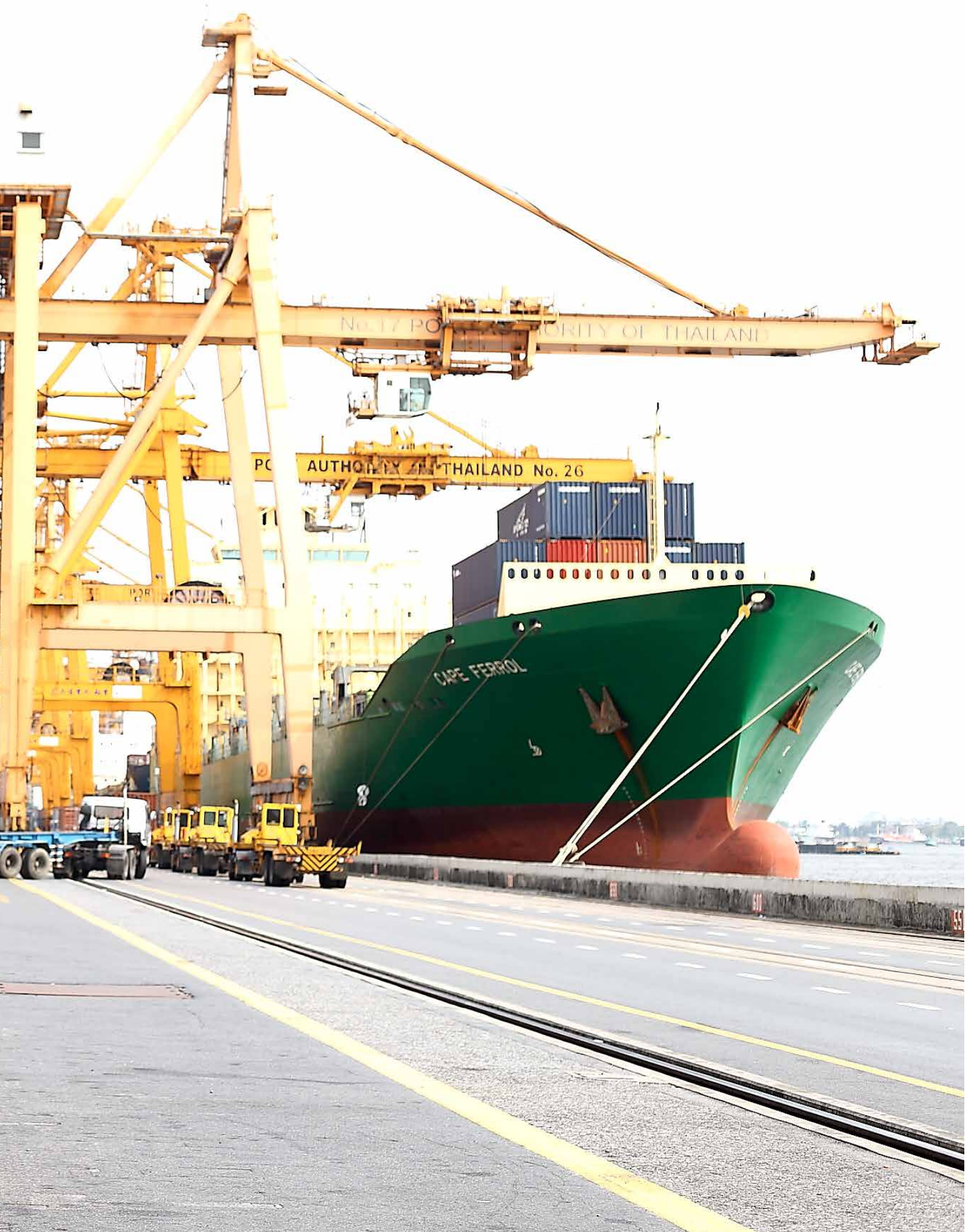
Connected Way

“Establishing Management Efficiency, Developing of Port Area, Services System and Working Methods for Organizational Sustainable Development”



Connected Mind

“Adjusting Business Model,
Increasing Streamline Management,
Creating Opportunities for
Economic Competitiveness”





PART 1 : MESSAGE FROM COMMISSIONERS

- Message from the Chairman
of the PAT Board of Commissioners
- Message from the Director General





●● Aware of the importance of personnel who are considered comparatively as the core cogwheels in bringing the organization towards sustainable growth. As such, the efforts in every possible way are put forward in order to promote, create and blend spirits of our people altogether in solidarity. ●●

Message from the Chairman of the PAT Board of Commissioners

In the age of global rapid change as a result of economic, energy and environmental crisis, a preparation to cope with such change is yet another significant mission ranking in the forefront. The Port Authority of Thailand (PAT), as an Organization playing an important role in driving the country's economy and participating in social responsibility, is, therefore, aware of such duty and, thus, preparing itself to be ready in responding to the changing situation.

In 2013, the PAT carried out the operations in accordance with various important policies in developing the Port for modernity, more efficiency, in compatibility with the country's economic condition and government policy. In carrying out such actions, the environment and safety including the development to make the Port "the Green Port" were taken into account.

In addition, Readiness Preparation Plan was made to back up the country's entry into ASEAN Economic Community (AEC) in the fiscal year 2013-2017. In this connection, consequential Projects of Bangkok Port, Laem Chabang Port and Regional Ports in accordance with the set strategy were mapped out. Such Projects were contemplated to increase the capability in providing services, efficiency in the management, personnel and human resource development.

Furthermore, Coastal Terminal Service Development Project, Single Rail Transport Operation Center Development Project, Convenient and Rapid Service Back-up Area Development Project, Logistics System Infrastructure Development, Infrastructure Connectivity to Multi-modal Transport Development and Service Development Project towards e-Port, etc., were included in such initiated Projects.

Apart from the abovementioned policy on the variety aspects of the organizational development, the commissioners are aware of the importance of personnel who are considered comparatively as the core cogwheels in bringing the organization towards sustainable growth. As such, the efforts in every possible way are put forward in order to promote, create and blend spirits of our people altogether in solidarity which indeed have led to the determination, intention, co-operations, unity in developing the organization to attain the set goal. The efforts and co-operations consequently resulted in the operations in the overall picture to be in satisfactory level. In 2013, the PAT accounted for a net profit of 4,931 million Baht setting milestone record of the maximum benefits the organization ever generated throughout all these years.

Eventually, I wish to convey my thanks to the PAT commissioners, managements, staff as well as port users for playing your roles and performing duties in an extremely excellent manner to the extent of making the PAT steadily growing and standing elegantly as it is looked nowadays.

Pol. Lt. Gen. 
(Comronwit Toopgrajank)

Chairman, PAT Board of Commissioners



As a core organization on waterway transports, has played out its role and carried out its mission in conformance with the policy or strategy of the government as well as developing the country logistics system in the overall pictures in preparation for responding to any change which will occur in the future, particularly, in joining ASEAN Economic Community (AEC) of Thailand in 2015.

Message from the Director General

The Port Authority of Thailand (PAT), as a core organization on waterway transports, has played out its role and carried out its mission in conformance with the policy or strategy of the government as well as developing the country logistics system in the overall pictures in preparation for responding to any change which will occur in the future, particularly, in joining ASEAN Economic Community (AEC) of Thailand in 2015. It is anticipated that the flows of goods and raw materials in ASEAN Region will increasingly soar up following the opening of free trades, services and investments. Moreover, various domestic supporting factors which are the main economic driving forces would result in Container Transport Management System to have a trend of an increase.

Over the past year, the PAT adopted the State Enterprise Performance Appraisal (SEPA) System for monitoring and controlling over the operations, efficiency. It was the mechanism employed in pushing the development of the State Enterprise and lifting up the management towards international standard and carrying out Project Operations on Resource Utilizations and Synergy of the State Enterprises which were reiteratively determined to be beneficial to the State and the people. Additionally, marketing cooperation promotions were signed with foreign Ports: such as; the Government of Flanders and Nagoya Port Authority of Japan in order to enhance the competitiveness and increase trade potentials on international trades and investments.

Furthermore, on the part of Corporate Social Responsibility (CSR), the PAT has carried out environmental project and measure to continuously look after and preserve environmental quality according to the government policy and standard of related public organization. Plans on several aspects have been made to maintain environmental conditions, conserve natural resources and develop clean energy

for putting into the business and try the alternative energy as well as new technology for implementing with different categories of mechanical handling equipments. In this respect, an attempt to reduce the use of oil as much as possible is made. Such move is the enhancement of health and creation of good relationship between the PAT and communities. We, the PAT, also participated in and provided supported the activities of social benefits.

It has been 62 years up to the present that the PAT has developed and improved its managements and services for efficiency and safety of international level. Technology system is modernized and new innovation is adopted for increasing the efficiency continuously until the present time in order to meet the needs of port users, related public and private sector organizations, sufficiently and unceasingly. Such practice is yet another way to create value added to the organization.

Lastly, I wish to convey my thanks to all of you and extremely hope that co-operations from all staff and related agencies of all sectors would be provided for joint operations in developing the PAT for the benefit and perpetual sustainability of the country in the overall pictures.

Lt.  , R.T.N.
(Ittichai Supanakoon)

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





PART 2 : MANAGEMENT TEAM, ROLES AND DUTIES

- Board of Commissioners, Fiscal Year 2013
- Management Team
- Roles, Duties and Responsibilities, as well as, Remuneration and Benefits of the PAT Board of Commissioners
- PAT Board of Commissioners' Meetings and their Remuneration



1. Pol. Lt. Gen. Comronwit Toopgrajank
Chairman

Date of Birth

- 22 August 1954

Position

- Commissioner, Metropolitan Police Bureau

Education / Training

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

Knowledge / Expertise

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

Other appointments

-None-



2. Mr. Sorasak Saensombat
Commissioner

Date of Birth

- 6 March 1957

Position

- Director General of Marine Department

Education / Training

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

Knowledge / Expertise

- Management
- Engineer
- Strategy and Development Planning
- Transport

Other appointments

-None-



3. Mr. Kritsda Udyanin

Commissioner

Date of Birth

- 22 January 1960

Position

- Inspector-General, Ministry of Finance

Education / Training

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

Knowledge / Expertise

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

Other appointments

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



4. Mr. Chula Sukmanop, Ph.D.

Commissioner

Date of Birth

- 10 January 1965

Position

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

Education / Training

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

Knowledge / Expertise

- Waterway Transportation
- Laws of Transportation, Maritime Law and International law

Other appointments

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



5. Mr. Krisda Punyasmita Commissioner

Date of Birth

- 2 September 1954

Position

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

Education / Training

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

Knowledge / Expertise

- Laws

Other appointments

-None-



6. Gen. Nipat Thonglek Commissioner

Date of Birth

- 14 October 1955

Position

- Deputy Permanent Secretary for Defence

Education / Training

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

Knowledge / Expertise

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

Other appointments

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



7. Adm. Keittisak Damapong, R.T.N.
Commissioner

Date of Birth

- 4 December 1952

Position

- Senior Expert, Royal Thai Navy

Education / Training

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

Knowledge / Expertise

- Organization Management

Other appointments

-None-



8. Pol. Gen. Chonlatharn Chiranaroang
Commissioner

Date of Birth

- 29 March 1953

Position

- Chief of Royal Court Security Police

Education / Training

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

Knowledge / Expertise

- Laws

Other appointments

-None-



9. Mrs. Srirat Rastapana
Commissioner

Date of Birth

- 12 January 1956

Position

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

Education / Training

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

Knowledge / Expertise

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

Other appointments

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



10. Mr. Rewat Pojanavilard
Commissioner

Date of Birth

- 3 June 1955

Position

- Managing Director, RP Management Co., Ltd.

Education / Training

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

Knowledge / Expertise

- Transport Law
- Management

Other appointments

-None-

**11. Sub Lt. Viroj Chongchansitto, R.T.N.**

Commissioner (4 December 2012 - 31 March 2013)

Date of Birth

- 15 April 1955

Position

- Director General, Port Authority of Thailand

Education / Training

- Master of Public Administration Program, The National Institute of Development Administration
- Bachelor of Science, Royal Thai Naval Academy
- Advanced Certification Course in Public Economics Management for Executives (Class 10), King Prajadhipok's Institute
- Waterfront Development Course, Chulalongkorn University

Knowledge / Expertise

- Transportation System and Warehouse
- Engineer (Engine/ Mechanic)
- Social (Good Governance)

Other appointments

-None-

Management Team



Lt. Ittichai Supanakoon, R.T.N.
Deputy Director General
(Human Resources Management and Finance)

Ms. Lawan Oungkiros
Deputy Director General
(Asset Management and Business Development)

Mr. Surapong Rongsirikul
Administrator 16, Administration
Attached to the Director General

Sub Lt. Viroj Chongchansittho, R.T.N.
Director General

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



Lt. JG. Chamnan Chairith, R.T.N.
Deputy Managing Director, Bangkok Port

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

Lt. Sutthinan Hatthawong, R.T.N.
Managing Director, Laem Chabang Port

Pol. Sub. Lt. Montree Lergchumniel
Deputy Managing Director,
Laem Chabang Port



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

Mr. Nipon Vannakosit
Assistant Director General (Engineering)

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

Mrs. Sirithad Prachonpachanuk
Assistant Director General
(Human Resources Management and Finance)

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

The PAT Board of Commissioners has been appointed by the Cabinet in accordance with Section 22 of Port Authority of Thailand Act, B.E. 2494 (1951) (amended by Section 10 of Port Authority of Thailand Act, (No. 2), B.E. 2499 (1956). Chairman and members of the Board shall be appointed by the Cabinet, and the Cabinet may also appoint the Director General as a member of the Board. PAT Board consists of one Chairman and other members of not less than six persons but not exceed 12 persons. At least one each of them shall be knowledgeable and well-versed in Port business, economy or treasury. The Board has the duty to lay out the plans and monitor overall PAT businesses as stipulated under Section 29.

Role and Responsibility 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 with efficiency to increase the optimum value to the Organization.

3. Approving various plans and vital policy of the Authority.

4. Making considerations for the approval of the important transactions: such as; new project/work/business, asset purchase/sale, any actions prescribed by law, purchase/hiring in accordance with the power and financial amount provided by PAT Procurement Regulation in giving the approval.

5. Implementing reliable accounting system, financial report and accounting audits including the monitoring process on the internal control, internal audit and risk management, efficiently and effectively.

6. Monitoring controls to prevent the problem on the conflict of interest among the stakeholders of the Authority.

7. Having the power to hire Consultants or the third persons in accordance with PAT Regulation to provide opinions or advices in necessary cases.

8. Responsible for the turnovers and operations of the Management with due care and intention in performing duties.

9. Overseeing business operations to ensure that ethics in duty performances are complied with.

The PAT Board of Commissioners has designated Board members to participate in a selection of committees and sub-committees in order to assist with the following operations of the PAT.

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

1. Providing administrative supervision in accordance with the Good Corporate Governance Principles and policies of the PAT Board of Commissioners;

2. Proposing to the PAT Board of Commissioners those policies concerning regulations and guidelines for the management of Good Corporate Governance Principles and Corporate Social Responsibility;

3. Reviewing regulations and guidelines for Good Corporate Governance and Corporate Social Responsibility, before presenting recommendations to the PAT Board of Commissioners;

4. Considering and authorizing plans for the Good Corporate Governance and Corporate Social Responsibility of PAT;

5. Promoting participation in the Good Corporate Governance of the PAT Board of Commissioners, executives and officials, as well as encouraging them along with communities, customers and citizens to partake in the social and environmental activities organized by the PAT;

6. Considering and 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 operating results to the PAT Board of Commissioners for acknowledgement or consideration on a quarterly basis;

8. Performing other tasks as assigned by the PAT Board of Commissioners.

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

The PAT Audit Committee has duties and responsibilities as assigned by the Cabinet and the Ministry of Finance.

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;
2. Considering and authorizing risk management plans;
3. Regulating and monitoring to ensure that risk management and internal control are implemented according to the scope of the risk management and internal control framework;
4. Inviting related persons to clarify and provide information and request documents from related agencies for consideration as seen suitable;
5. Reporting the results of risk management and internal control to the PAT Board of Commissioners in the appropriate time scheme.

The PAT Public and Business Relations Committee is responsible, according to Article 23 of the State Enterprise Labour Relations Act, B.E. 2543 (A.D. 2000)

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

1. Regulating policies, strategies and operational guidelines in regard to information technology for PAT;
2. Supervising the provision and improvement of the ICT model scheme in compliance with the strategies for the missions of PAT as well as the ICT policies of the Ministry of Transport and of 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 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. Inviting involved persons to provide information as well as explanation, advice or suggestions as needed;
8. Monitoring and reporting operational results to the PAT Board of Commissioners in a timely manner;
9. Setting up sub-committees or working groups as required.

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 related documents and evidence from PAT agencies as needed;
3. Operating as assigned by the Chairman or the PAT Board of Commissioners.

The PAT Ethical Value Committee is responsible for the following:

1. Controlling, regulating, supporting and giving suggestions on the operations to ensure compliance with PAT regulations concerning the ethics of the PAT Board of Commissioners, executives and port personnel, B.E. 2552 (A.D. 2009) and revisions;

2. Monitoring for compliance and reporting to the PAT Director General in case of doubt or complaint of a breach of ethics for rapid improvement;

3. Considering and making judgment regarding problems of regulation practice, and reporting the judgment to the PAT Board of Commissioners immediately. If the PAT Board of Commissioners gives no different verdict within 90 days after the date of submission, the PAT Ethical Value Committee's judgment is 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 Government 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 operations according to the regulations and inviting related persons to give information, suggestions and consultation or requests for documents from related agencies for consideration as needed;

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

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

The PAT Director General Nomination Committee

has the authority and duty to select a person who possesses knowledge, competence and experience that the position of PAT Director General requires. The committee then presents the matter to the PAT Board of Commissioners for consideration, according to the Act on Qualification Standards for Directors and Officials of State Enterprises, B.E. 2518 (A.D. 1975) and its amendment.

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 Enterprises, B.E. 2518 (A.D. 1975) and its amendment.

The Sub-committee on Human Resources of the PAT is responsible for the following:

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.

PAT Board of Commissioners' Meetings and their Remuneration

Payments of the 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. In this respect, Board Chairman of State Enterprise receives the remunerations on a monthly basis in the amount twice as much as the remuneration of a Member of State Enterprise Board. The meeting allowance for a Board Member shall be in accordance with the Cabinet's resolution which is classified according to the group of the State Enterprise. If any State Enterprise Board Member should have been appointed a Member of more than 1 Commission/Committee, he shall receive the meeting allowance in total of not more than 2 Commissions/Committees and not exceeding 1 time per Commission/Committee per month.

PAT Board of Commissioners' Meetings

In the fiscal year 2013, there were 12 meetings of the PAT Board of Commissioners.

No.	Name	No. of Attendances	Meeting Allowance (Baht)
1.	Pol.Lt.Gen. Comronwit Toopgrajank	12	125,000
2.	Mr. Sorasak Saensombat	5	50,000
3.	Mr. Kritsda Udyanin	10	80,000
4.	Mr. Chula Sukmanop, Ph.D.	6	60,000
5.	Mr. Krisda Punyasmita	11	100,000
6.	Gen. Nipat Thonglek	10	90,000
7.	Adm. Keittisak Damapong, R.T.N.	10	80,000
8.	Pol.Gen. Chonlatharn Chiranaroang	12	100,000
9.	Mrs. Srirat Rastapana	5	50,000
10.	Mr. Rewat Pojanavilard	12	100,000
11.	Sub Lt. Viroj Chongchansittho, R.T.N.	4	30,000
Total			865,000

Remark:

- The PAT Board of Commissioners was appointed by the Cabinet's resolution on 4 December 2012.
- Mr. Krisda Punyasmita's membership had been effective from 19 December 2012, as authorized by Attorney General's Committee resolution.
- Mr. Sorasak Saensombat was appointed by the Cabinet's resolution on 12 March 2013.
- Sub Lt. Viroj Chongchansittho, R.T.N. was terminated by his resignation on 1 April 2013.
- In December 2012 and February 2013, there were 2 meetings of PAT Board of Commissioners.
(Payment for meeting allowance at once)

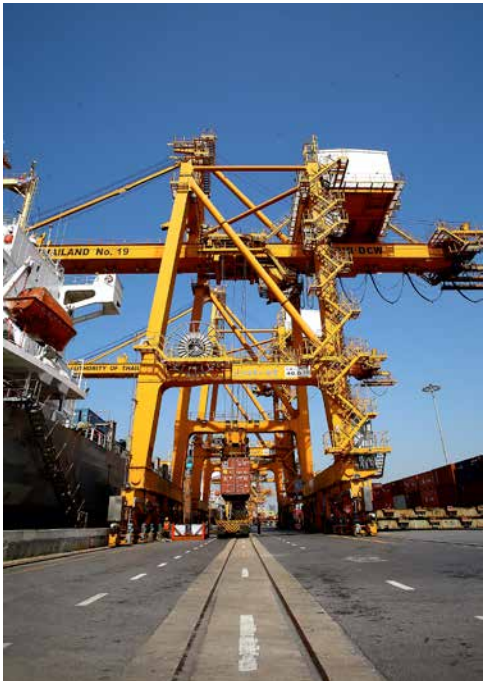
Committees' / Sub-committee's Meetings

The fiscal year 2013 (number of attendances/number of meetings)

First Name - Last name	PAT Corporate Governance and Corporate Social Responsibility Committee	PAT Document Consideration Committee	PAT Audit Committee	PAT Risk Management and Internal Control Committee	PAT Public and Business Relations Committee	PAT Information & Communication Technology Committee	PAT Legal Affairs Consideration Committee	PAT Ethical Value Committee	PAT Director General Nomination Committee	Sub-committee on Plan Consideration and Evaluation of the PAT Director General's Performance	Sub-committee on the Preparation of Contracts and Remunerations of the PAT Director General	Sub-committee on Human Resources of the PAT
1. Pol.Lt.Gen. Comronwit Toopgrajank	-	-	-	-	-	-	-	-	-	-	-	-
2. Mr. Sorasak Saensombat	-	3/3	-	-	-	2/2	2/4	-	-	-	-	1/2
3. Mr. Kritsda Udyanin	-	-	-	8/8	-	4/4	-	-	-	1/1	-	3/3
4. Mr. Chula Sukmanop, Ph.D.	2/3	10/10	-	3/8	-	-	-	-	1/1	-	-	1/3
5. Mr. Krisda Punyasmita	-	6/10	8/9	-	-	-	8/8	-	1/1	1/1	-	-
6. Gen. Nipat Thonglek	3/3	-	-	8/8	-	4/4	-	-	-	-	-	-
7. Adm. Keittisak Damapong, R.T.N.	-	8/10	9/9	-	-	3/4	-	-	0/1	-	-	-
8. Pol.Gen. Chonlatharn Chiranaroang	-	8/10	-	-	9/9	-	4/8	-	1/1	1/1	-	-
9. Mrs. Srirat Rastapana	2/3	-	9/9	-	-	0/4	-	-	-	-	-	-
10. Mr. Rewat Pojanavilard	3/3	-	-	7/8	-	-	7/8	-	1/1	-	-	3/3
11. Sub Lt. Viroj Chongchansittho, R.T.N.	1/1	3/4	-	1/2	1/2	-	0/2	-	-	-	-	0/1

Remark:

- Sub Lt. Viroj Chongchansittho, R.T.N. was terminated by his resignation on 1 April 2013.
- Mr. Sorasak Saensombat was appointed by The PAT Board of Commissioners' resolution on 30 May 2013, to be committee member of PAT Document Consideration Committee, Sub-committee on Human Resources of the PAT, PAT Information & Communication Technology Committee and PAT Legal Affairs Consideration Committee.



PART 3 : BEGINNING AND DEVELOPMENT

- Beginning Point towards Port Authority of Thailand's Growth and Development
- Vision Mission and Responsibility
- PAT Organization Chart and Manpower
- Operation Management and Development
- Financial and Asset Management
- Focus Related to Customers, Market and Stakeholders
- Facilities



Beginning Point towards Port Authority of Thailand's Growth and Development

Port Authority of Thailand (PAT) is a Public Facility Enterprise under the Ministry of Transport. Established in accordance with Port Authority of Thailand Act, B.E. 2494 (A.D. 1951), its 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.

From the Beginning Point

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 selected to construct the Port at Klongtoey Sub-district which is the territory of the Port Authority of Thailand, presently.**



Stepping Forward to Growth

From the commencement of Klongtoey Port construction, the government formed up the Port Construction Committee in 1935, 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. Subsequently, the government established Bangkok Port Office with Luang Prasert Vitharath (Engineer from the Department of Railways) as Chief of Bangkok Port Office (from 1938 to 1943) and the construction controlled by Mr. Robert Schwager as the Technical Consultant working directly under the Ministry of Economic Development. The construction of Klongtoey Port then began in 1938.



In 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 the Port construction were suspended due to World War II broke out. At which time, Klongtoey Port were seen equipped with only one 1,500-meter berth, four transit sheds one 3-storey warehouse (the present bonded warehouse) and OB Building (the present Administrative Affairs Building).

The Port could be opened for business operations in 1947 with Luang Yuktaseveeviwat being the Director. The Cabinet appointed a Committee chaired by Transport and Communications Minister to lay out the plan and control the business of Bangkok Port Office. Subsequently, Captain Luang Suphi Udhakathara, R.T.N. (Suphi Chanthamas) assumed the Director of Bangkok Port Office during which various buildings damaged from the War were repaired and additional buildings were constructed. The government also sought a loan from the World Bank for use in navigational water channel dredging operations from Paknam, Samutprakarn in the Chao Phraya River to Klongtoey Port in the total distance of approximately 66 kilometers. Cargo hoisting and handling equipments were purchased for the development of Bangkok Port.

Until May 1951, the government enacted **Port Authority of Thailand Act, B.E. 2494 (A.D. 1951)** constituting the Port Authority of Thailand as a State Enterprise under the Ministry of Transport and accepted the transfer of Port business from Bangkok Port Office for carrying out operations by own self ever since.

Leaping to Development

“Port Authority of Thailand” gradually developed its business on waterways transports from the inception date of its establishment until the present time. In the past, cargoes transported by sea-going vessels were general and bulk cargoes. At such time, there were 9 Western Berths for loading and unloading general and bulk cargoes. After cargo transports by container system were spread to Thailand in 1975 to 1977, the Port Authority of Thailand, therefore, constructed the Eastern Berth for multi-purpose use and handling cargo containers.



From 1977 onwards, Bangkok Port saw the increase in cargo loading and unloading every year consequently resulting in Bangkok Port to obviously be congested. After condition of the Port became extremely congested during 1987 to 1988, the Port Authority of Thailand then accelerated the development of the Eastern Berth to serve cargo container vessels by installing 7 Shoreside Gantry Cranes during the initial period. Nowadays, the Port accounted for 14 cranes and the rear area of the berth were improved for placing cargo containers with efficiency. Mechanical handling equipments were procured for lining up the containers. Computer system was brought in for use in the business, thus, enhancing the cargo container accommodation capacity to increase to 1.3 million T.E.U.s



Due to the reason that Bangkok Port was a River Port, it had faced with a problem on the restriction in accommodating the sizable cargo vessels along with the economic growth. Therefore, it was necessary to develop the Port to become a large size Port to cope with the quantity of the vessels and cargoes which were substantially increasing. Additionally, an attempt to reduce the congestions and traffic problems in Bangkok Port had necessitated the government to restrict number of the containers at Bangkok Port to be at 1 million T.E.U.s per year. At the same time, the government had accelerated the construction of Laem Chabang Port to be a Deep Sea Port with potentials comparable to those of world class ports. The construction was completed by the end of 1990 and the Port has been operated since January 1991.

In 2003, National Economic and Social Development Board proposed guidelines on the development of the Port berths by assigning the Port Authority of Thailand to handle the administration affairs and carry out business operations of the Regional Ports in order to respond to the government policy in accommodating the economic growth and being the gateway of international trades and investments. In carrying out the assigned task, Port Authority of Thailand began to open the operations at Chiang Saen Port on 1 October 2003 to be an economic gateway to countries in Greater Mekong Sub-region. In 2011, the services were expanded to be in form of an International Commercial Port by renaming it,

“Chiang Saen Commercial Port” which has been known until the present time.

Furthermore, there were two others Regional Ports opened for operations on the same day of 1 January 2004 namely; Chiang Khong Port, the Port on which the emphasis was placed for the efficiency in import-export business between Thailand and Laos and Ranong Port, being the main Port for goods transports on Thailand’s Andaman Coast in linking trade routes with the countries of South Asia, Africa, Europe and the economic gateway to India Ocean which is compatible with the Economic Cooperation Policy of the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC).



Throughout the period of times, the Port Authority of Thailand has developed and improved work and service efficiencies of the Ports under its responsibilities and adopted the modern management and technology system. Such developments and improvements include the change in the work administration system to be in the form of the private-run business for the flexibility in carrying out the operations and supporting the future-related emerging business as well as adopting various ISO systems for use in the operations to build up confidence in the port users.





Vision Mission and Responsibility

Presently, Port Authority of Thailand is responsible for the managements of 5 key Ports: namely; Bangkok Port, Laem Chabang Port, Chiang Saen Commercial Port, Chiang Khong Port and Ranong Port. Being a State Enterprise, PAT plays a significant role on industrial, economic and trade development of Thailand, with the turnovers ranking one of the first top ten place of State Enterprises, bringing in the maximum revenues to government treasurer. PAT's operational performance has been assessed by the government as a good class State Enterprise for many consecutive years and acceptable to the service users both in country and overseas.

Vision

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

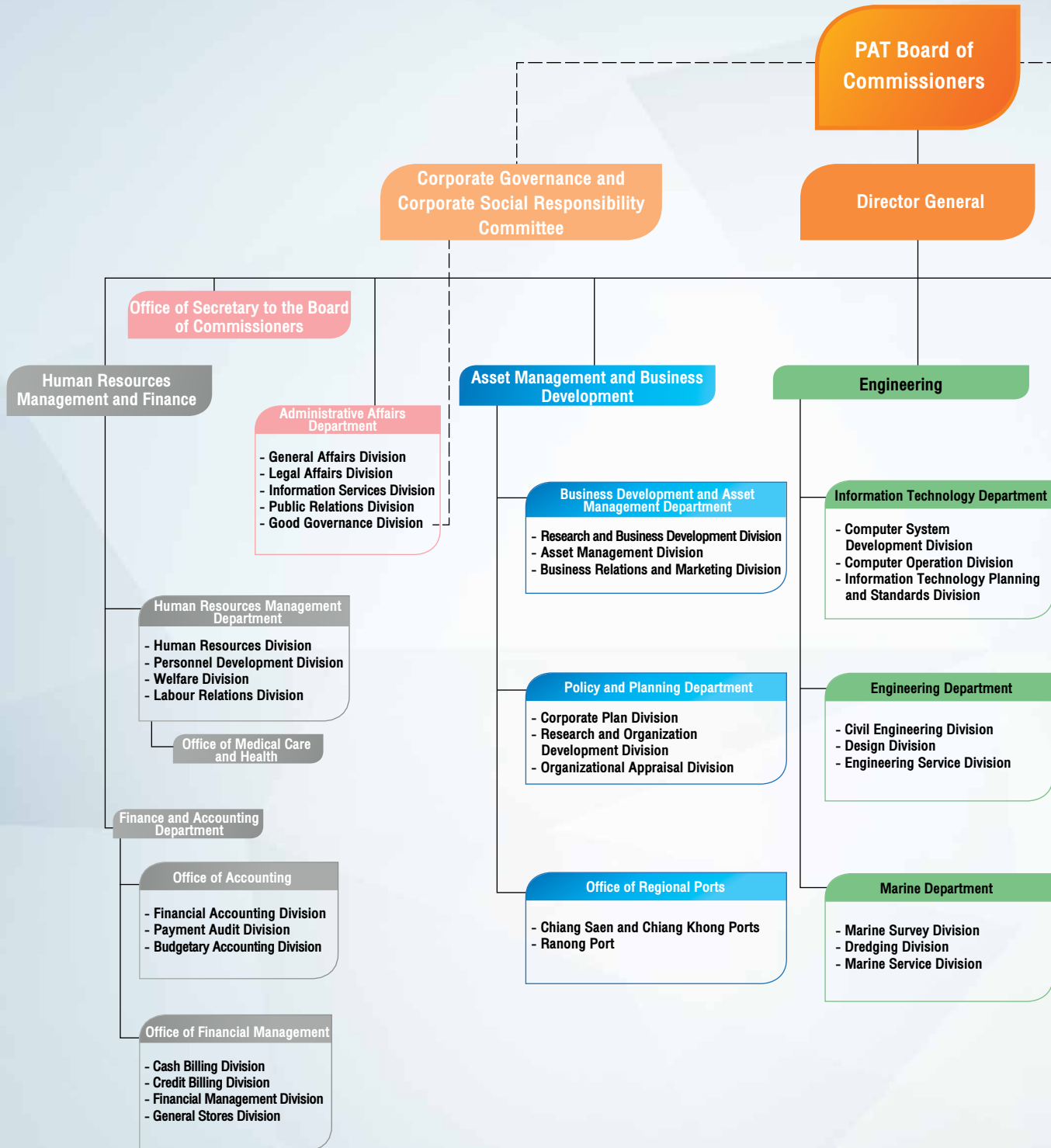
Mission

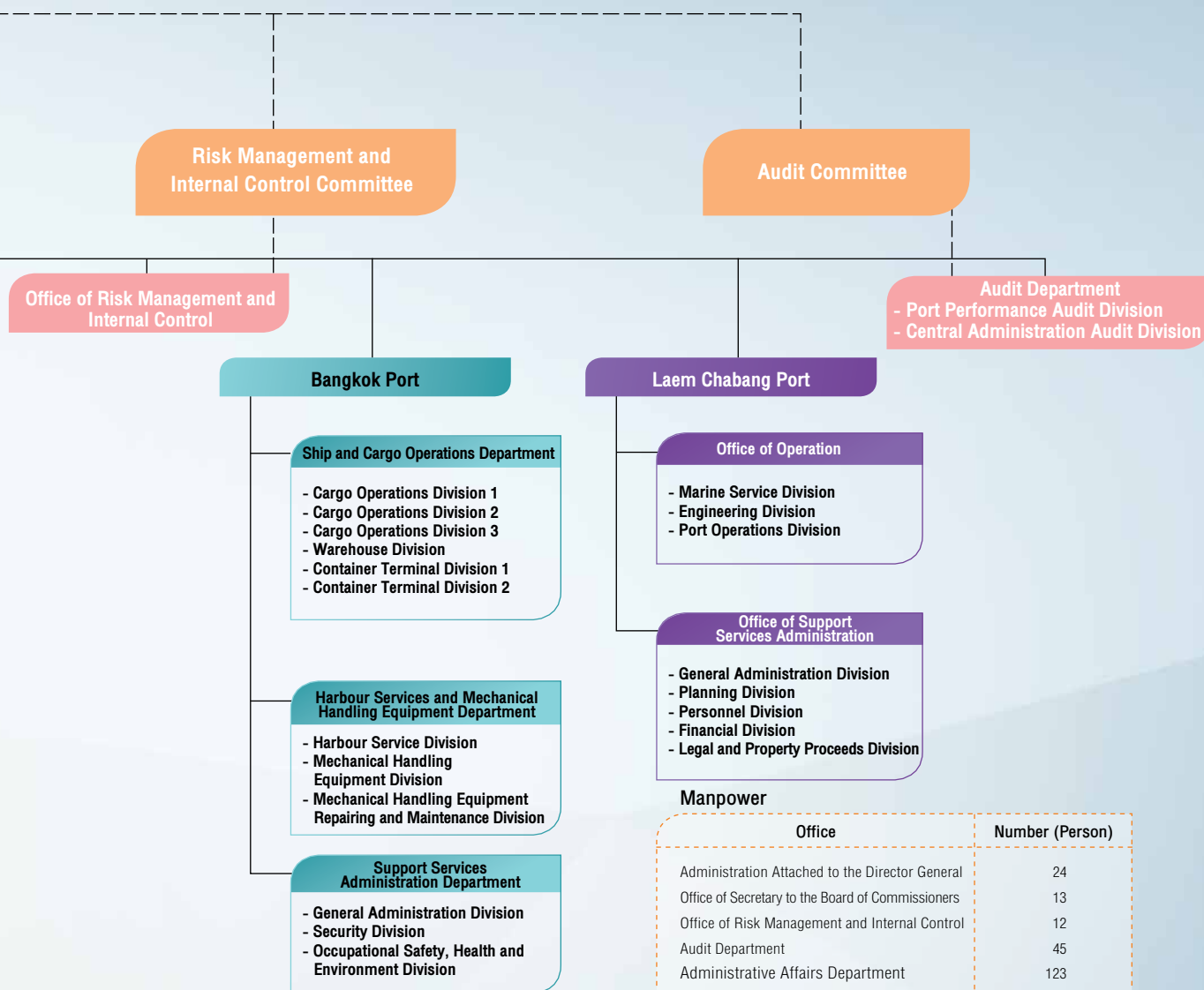
- Managing and developing the port as the main infrastructure to ensure service efficient and safe service with international standard in order to promote the multimodal transport and strengthen the sustainable competitiveness of the country.
- Developing the transportation and cargo transshipment system into a logistics chain, Port Service Networks, and related business.
- Promoting balanced asset development as private sector business for the benefit of the nation and public.

Responsibility

The main role of the PAT 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 operation of the port towards substantial progress, and realize current economic situation, including maintaining its social and environmental responsibility.

PAT Organization Chart and Manpower, Fiscal Year 2013





Manpower

Office	Number (Person)
Administration Attached to the Director General	24
Office of Secretary to the Board of Commissioners	13
Office of Risk Management and Internal Control	12
Audit Department	45
Administrative Affairs Department	123
Human Resources Management and Finance	3
Human Resources Management Department	274
Finance and Accounting Department	344
Asset Management and Business Development	2
Business Development and Asset Management Department	68
Policy and Planning Department	46
Office of Regional Ports	27
Engineering	2
Information Technology Department	60
Engineering Department	311
Marine Department	394
Bangkok Port	93
Ship and Cargo Operations Department	1,411
Harbour Services and Mechanical Handling Equipment Department	868
Support Services Administration Department	148
Laem Chabang Port	10
Office of Operation	158
Office of Support Services Administration	110
Total	4,546

Operation Management and Development

Over the years, the PAT has continuously implementing plans and projects for developing management and enhancing service efficiency, yet there are still future development plans for its sustainable growth as follows:

- **Making the 11th Corporate Plan (Strategic Plan), Fiscal Year 2015-2019 of the Port Authority of Thailand** with PAT Board of Commissioners, PAT Executives, Bangkok Port EVM Center, Laem Chabang Port EVM Center, and EVM Center of PAT Support Service Administration participating in the Workshop Meeting for using as a direction framework for future administrations and operations.

- **Implementation of Environmental Project and Measure** to maintain and preserve environmental quality in accordance with the government policy and official government standard in 2014 as follows:

1. Conducting Study Project for the preparation of PAT Environmental Management Master Plan, 2014-2015.
2. Implementing Project on Supporting Equipment for Dolphin and Whale in Gulf of Thailand Exhibition at Recreation Center Division, Quartermaster General Department of the Royal Thai Army, Samut Prakan Province.
3. Organizing environmental campaign and public relations activities.
4. Collaborating with the Department of Land Transport, Ministry of Transports to conduct checking on air pollutant emissions from trucks and trailers operated in Port area.

- **Entry into the State Enterprise Performance Appraisal (SEPA) System** under which the following important operational plans are to be implemented:

1. Providing lecturers to give lectures on knowledge and understanding for Working Group, Executives, PAT staff including organizing Workshop Meeting for the Working Group for carrying out actions in accordance with the SEPA System.

2. Improving Operational Performance Report according to SEPA System, conducting Organizational Appraisal, preparing Organizational Improvement Plan and operating in conformance with Organizational Improvement Plan.



Bangkok Port

- Carrying out the Master Plan Preparation Project on the New Concept of Using all Areas and Resources within the Customs Fences of Bangkok Port.
- Developing network for data linkage system between Bangkok Port and the Customs Department (e-Customs) and provision of information on outward container (e-Export).
- Applying two programs of e-Learning system.
- Operating in accordance with the PAT's ICT Security Plan, under ISO/IEC 27001 standard.
- Collaborating with the Customs Department in developing data linkage system through the National Single Window (NSW) system as signed in the MOU on Electronic Data Interchange.
- Providing One Stop e-Port Service system.
- Providing information network system and integrated service by Service-Oriented Architecture (SOA).
- Providing an integrated information system for management's decision (Enterprise Data Warehouse).



- Providing the second phase of the Enterprise Resource Planning (ERP) system.

Laem Chabang Port

Laem Chanbang Port has carrying on the developments and managements of the infrastructures and facilities for linking with the various forms of connected transportation networks and national logistics system as well as adopting modern administrative system to the Authority in order to increase the operational efficiency continuously. The development of Laem Chanbang area has been undertaken under the following Projects:

- **Project on the Development of the Single Rail Transfer Operator (SRTTO) at Laem Chabang Port** by making the improvement on the original infrastructure and the preparation on available necessary facilities to handle containers up to 2.0 million T.E.U.s per year which is anticipated to be opened for operation in 2015.
- **Coastal Quayside Development Project (Quayside A) with Supported Inland Area of approximately 17 acres (43 rais)** for rendering the public services on cargo transports through coastal terminals and domestic service ships, and to be able to serve 2 coastal cargo vessels at the same time in linking with the Ports and diversified forms of transport including the developments and improvements of public utilities for more efficiency and safety. The Project is anticipated to be operated in 2016.
- **Project on Area Development to Support Related Business Activities of Laem Chabang Port (Zone 2):** As a result of the study by the Consultant, Zone 2 area can be developed as a supported area for business

related with the Port where the empty area of approximately 95 acres (240 rais) adjacent to Sukhumvit Road can be used for commercial purpose. Presently, the Proposal has been submitted for the assent of the Management before further submitting for an approval in accordance with the process of the Act on Private Participation in State Undertaking, B.E. 2535 (1992).

- **Corporate Social and Environmental Responsibility Project:** Laem Chabang Port has set aside the budget of fiscal year 2013 for the Projects operations in the amount of 19 million Baht. The Project focally places the emphasis on educational promotion of juveniles in the surrounding area, port-related business occupational skills development, community enterprise promotion, social welfare development, quality of life and environmental development including occupational development and sustainable income increment of the communities around Laem Chabang Port.



Chiang Saen Commercial Port

Chiang Saen Commercial Port is Thailand's gateway to the upper Greater Mekong Sub-region which promotes transportation and international trade under the Agreement on Commercial Navigation on the Lanchang-Mekong River among four countries, namely, China, Laos, Myanmar and Thailand. The port also enhance economic stability and investment in accordance with the National Economic and Social Development Plan. On 18 January 2011, the Cabinet had resolution to authorize the Port Authority of Thailand (PAT) to manage and operate Chiang Saen Commercial Port.

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

- Northern sloped berth: 300 meters berth length, 9,600 sq.m. areas, a total of six wharfs which can accommodate three 50-meters long ships simultaneously.
- Southern sloped berth: 300 meters berth length, 9,600 sq.m. areas, a total of six wharfs which can accommodate three 50-meters long ships simultaneously.
- Vertical berth: 200 meters berth length, which can accommodate four 50-meters long ships simultaneously.

In the port area, there are provided the basin size of 200x800 meters with two of 30x30 meters warehouses and marshalling yard, including One-Stop Service Center at the Office Building.

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

Chiang Saen Commercial Port is considered a productive connection point for trade with southern provinces of China, Myanmar and Laos. The port can also be served as cargo transport to other countries via Bangkok Port, Laem Chabang Port and Ranong Port.

Development of the Chiang Saen Commercial Port is part of a plan to strengthen the basic infrastructure and service in preparation for the expected expansion in the future. The development is also enable to connects China-India via Chiang Saen Commercial Port as an international commercial port. It can be ensured that services will be standardized, fast, convenient, safe and cost effective.

Chiang Khong Port

Chiang Khong Port was designed and constructed by the Marine Department at about the same time when Chiang Saen Port, Phase I was constructed. The Chiang Khong Port was officially opened on 1 December 2003. The port aims to improve the efficiency in import-export and trading business between Laos



and Thailand under the Agreement among four countries, namely China, Myanmar, Laos and Thailand.

Chiang Khong Port has an important role in the economic and social development of the countries in the Mekong sub-region—Laos, Thailand, Cambodia, Myanmar, Vietnam, and China. The port is also in accordance with the area development of Chiang Rai Province as a new economic zone that links neighboring countries from North-South and East-West.



Ranong Port

After its official opening, Ranong Port has been recognized increasingly. It's not only serve its initial role as supporting international trade, but also supporting the expansion of the offshore petroleum exploration and production as a supply base to the sites in the Andaman Sea.

Ranong Port has potential to serve trade routes linking the west coast of Thailand and countries in the Bay of Bengal and Malay Peninsula through various types of vessels, which the cargoes could be continually transhipped to countries in Africa and Europe.

Ranong Port, thus, is an important gateway for trade with western countries. It provides more convenient navigation route by avoiding congested and unsafe from pirates through Malacca Strait. Importers and exporters will enjoy time and costs saving. It is an alternative trade lane of Thailand's Trade to the world market.

Financial and Asset Management

The PAT has aimed to maximize efficiency in financial management in term of both budget and financial accounts, as well as cash management, which is closely monitored and examined.

Moreover, financial tools are used to analyse data in order to assist decision making and administration. The important financial ratios are as follows:

	2012	2013
Current Ratio	2.12 (time)	1.93 (time)
Return on Total Assets	10.52%	11.02%
Debt to Total Assets	57.67%	53.63%

The PAT has managed its fixed assets, including the lease contracts of land and buildings existing outside the customs fence as part of income, by renting out to both government and private sectors to operate activities supporting port business. For utmost benefit, the utilization is conducted under the concept of the Modern Port City in order to support

the development of ports to generate the greatest benefit and appropriate returns on investment. The revenue from asset management in the fiscal year 2013 was generate from rents paid by government and private organizations for the lease of land and buildings in Bangkok Port's customs fence. The details are as follows:

Item	Area (rais)	Fiscal Year	
		2555	2556
Revenue from government agencies	160.25	56.849	56.224
Revenue from private agencies	516.50	225.360	251.379
Total	676.75	282.209	307.604
		Changes	25.395
		% of change	8.99%

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

Focus Related to Customers, Market and Stakeholders

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

- Participating in “Chiang Rai Gateway and Logistics Hub” Seminar and Northern Logistics Fair, 2013 during 5-6 September 2013, at Chiang Rai Grand Ballroom Hotel in order to show the potentials on the developments of the infrastructures and logistics; connection to capacity; cargo and passenger transportation regulations as the key factors. Emphasis was placed on the co-operations among the government, private, academic and public sectors in this area to cope with the economic changes, particularly, in logistics in the areas. Such Seminar offered the matter which would enable the participants to know of the potentials on the providing of services of Chiang Saen Commercial Port including the building up of confidence in the entrepreneurs using for services. Various problem issues were analyzed as a move on a readiness preparation for joining AEC.

- Participating in “Thailand International Logistics Fair, 2013, during 4-7 September 2013, at BITEC Exhibition and Meeting Center, Bangna, in order to open the opportunity to Thai entrepreneurs demonstrate their management potentials on logistics and trades internationally. By exhibitions of Thai products and innovative logistics of Thai entrepreneurs, which both Thais and foreigners were interested in: such as; Chinese, South Koreans, Vietnamese, Singaporeans, Indonesians, Cambodians, Laos and Japanese. The aim was to push Thailand to become the ASEAN logistics hub. This time PAT has an opportunity to launch PAT public relations in full form of port business entrepreneur and present various port service promotions





under supervisions of the Port Authority of Thailand. In addition, PAT had the Q&A discussion with the entrepreneurial groups interested in the shipping routes business planning including PAT's useful information providing to the participants of this Fair.

- Participating in Logistics Forum and Exhibition on “Asia Engine for Growth” during 1-2 July 2013, at Istana Hotel, Kuala Lumpur, Malaysia, organized by Port Klang Authority (PKA). Purpose of the Forum was to learn about the trend on trades, investments, development projects and new innovations of leading port entrepreneurs of ASEAN countries including the exchange in the knowledge, experiences and concepts in Asia and adjustment preparations in entering ASEAN Economic Community (AEC). PAT participated in the exhibition by displaying operational information of our 5 Ports including business negotiations with the representatives of the entrepreneurs who were interested in the maritime transports. Route Connection Development Project with neighboring countries, Laem Chabang Port Phase 3 Development Project, Coastal Port Terminal Development Project were given in order to build up confidence in the customer groups using the services of Port Authority of Thailand.

- Organizing seminar of community leaders in the area of Port Authority of Thailand for 2013 under the topic of “Community Readiness Preparations in Developing Dwelling Places for Better Life of Klongtoey Community” during 29-30 July 2013, at Ing Tarn Resort, Nakhon Nayok Province. Purpose of the seminar was to create relationships, understandings and cooperation

between PAT and the community in PAT area and the creation of a participating process as well as the knowledge development of all parties involving in crowded community development and problem solving including reducing the conflict which may arise between PAT and the community. 52 community leaders from 26 communities had attended this seminar by sharing their opinions that made PAT aware of their real problems which would lead to the creation of the understandings in the same direction. As a result of the survey, the communities wanted the seminar to be continuously organized.

- Organizing Juveniles Sports Tournaments for 6 schools in the community and the surroundings: namely; Soon Ruam Namjai School, Mooban Pattana Community School, Wat Klongtoey Nai School, Thai Prasitsart School, Wat Sapan School and Samakkhee Songkhroh School. The sports event was the 7-man team football tournaments with age range not over 12 years. Purpose of the tournaments was to encourage the children and juveniles to spend their times for useful activities; to create unity; reduce social problems as well as be able to live in Klongtoey community with the better physical health. Such activity was organized on 16 August 2013, at PAT Stadium. Result of the Project's satisfaction questionnaires revealed that the satisfactions of those participants were in high level and that they wanted the activity to be organized continuously.

Facilities



Bangkok Port

Offshore Area: The outer bar channel begins from km. -18 downstream to the Phra Chulachomklao Fort at km. 0, which is 18 kilometers long. The inner bar channel begins from the Phra Chulachomklao Fort at km. 0 downstream to the Memorial Bridge at km. 48, thus 48 kilometers long. The total length is 66 kilometers.

Access: The approach to the port is through the bar channel, which is 18 kilometers long, 150 meters wide in the reaches and 250 meters wide at the bend. The channel is maintained to a depth of -8.5 meters M.S.L. The depth of the river within the port area varies from 8.5 meters to 11 meters below M.S.L.

Dredging Service: In 2013, the Bangkok Port conducted a dredging operation and maintenance of the bar channel in the area of Bangkok Port and Laem Chabang Port. Dredged materials from both ports totaled 1,697,640 cu.m. The dredging service for private wharves was conducted by request. To ensure safe and convenient navigation, depth survey and installation of navigation aids at navigation channel within Bangkok Port and Laem Chabang Port were also conducted.

Inland Area: The total areas of Bangkok Port and the surrounding areas is 930.38 acres (2,353.2 rais) consisting of the area within Bangkok Port Customs fence of approximately 400.12 acres (943.2 rais) and another area outside Bangkok Port Customs fence of approximately 557.47 acres (1,410 rais). The areas are used for commercial purpose divided into the area for leasing to the State of 160.3 rais and private entity of 204.20 acres (516.5 rais) where the area in making use for social purpose is the area for PAT office building constructions which is 48.14 acres (117.8 rais). The areas requested for use by State Organizations: such as; The Customs Department, Plant and Animal Quarantine Checkpoint, etc., which is cover 87.05 acres (217.9 rais), slum community which is 78.25 acres (197.9 rais) and passage way which is 78.88 acres (199.6 rais). Other than those, there are office building spaces for leasing to the companies related to ship service activities and cargoes within the customs territory of Bangkok Port and warehouse, etc.

Service Crafts

Item	Capacity	Quantity (Units)
Trailing Suction Hopper Dredger	2,500 cubic meters	3
Dredger	206.47-420 metric tonnes	3
Hopper Barge	120 cubic meters	7
Coastal Tug	200-350 hp	4
Buoy Tender	600 hp	1
Survey Boat	194.37-335.12 hp	3
Rong Nam Boat (boat for supporting marine activities)	150-240 hp	2
Water Service Boat	140 tonnes	1
Workshop Boat	15-18 metric tonnes	2
Oil Services Boat	21.5 metric tonnes	1

Cargo Operation Division 1 Berth and Cargo Division Berth

Berth/Dolphin/Buoy	Length (m.)	Number of Berths	Size of Vessel Length/Draught (m.)	Capacity
Conventional Berth (22B-H)	1,179	7	172.25/8.23	7
Domestic Coastal Berth (22I-22J)	347	2	172.25/8.23	2

Storage Area/Container

Area	Transit Shed					
	Inside (sq.m.)	Outside (sq.m.)	Platform (sq.m.)	(sq.m.)	Yard (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

Laem Chabang Port:

Laem Chabang Port is located at Thungsukhla Sub-district, Sriracha District and Banglamung Sub-district, Banglamung District, Chonburi Province, on an area of approximately 2,506.63 acres (6,340 rais). The Port has 11 Berths in Basin 1 and all have been leased out to private entities to manage and operate. All 11 Berths; A0-A5 and B1-B5 have already been opened for services, with a total capacity to accommodate the containers at 4.3 million T.E.U.s per year. Whereon Basin 2 which consists of 7 Berths, 4 Quaysides; namely, C3 has been opened for services in July 2004, C0 in February 2007, C1-C2 in October 2007. While D1-D3 are expected to be ready for operations within 2014 with an annual container-handling capacity of 6.8 million T.E.U.s per year. When all Berths in both Basin 1 and Basin 2 are fully opened, they will be capable to serve a total containers of 11.1 million T.E.U.s per year as following details:



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

Berth

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

Berth (Continued)

Berth	Length/ Depth (m.)	Number of Berths	Deadweight Tonnage/ per docking vessel (DWT)	Capacity (Units)
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

Service Crafts

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

Remark: - Excluding 3 private tug boats
- Information as of September 2013

Mechanical Handling Equipment and Facilities

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

Remark: - Including mechanical handling equipment entrepreneurs at each quayside
- Information as of September 2013

Storage Area

Transit Shed	Area (sq.m.)			
	Quayside front	Bulk yard	Warehouse	Other
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 C3	12,500	123,424	4,944	84,132
Train Container Yard (Basin 1)	-	57,305	-	-
Train Container Yard (Basin 2)	-	58,410	-	-
Open Storage Yard (Basin 1)	-	56,100	-	-
Open Storage Yard (Basin 2)	-	303,900	-	-

Storage Area (Continued)

Transit Shed	Area (sq.m.)			
	Quayside front	Bulk yard	Warehouse	Other
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 Container Cargo Categorizing and Stufng Warehouse	-	111,750	-	-
Warehouse (Basin 2)	-	-	4,800	-
Reserve Area (Basin 2)	-	929,661	-	-
Empty Container Yard Outside Customs Fence	-	67,677	-	-



Chiang Saen Commercial Port

Chiang Saen Commercial Port is situated on the right side of the mouth of Sob Kok River, Ban Saeo Sub-district, Chiang Saen District, in Chiang Rai Province. It is about 10 kilometers by land and 6 kilometers by water from Chiang Saen Port. Total area is 153 acres (387 rais). The opposite of the port is Laos, while its back is adjacent to Highway No. 1129 (Chiang Saen - Chiang Khong).

Facilities

In order to facilitate operation, Chiang Saen Commercial Port is equipped with facilities including 10-ton-capacity mobile cranes, a 10-ton-capacity forklift trucks, 3.5-ton-capacity forklift trucks and for the temperature-controlled cargoes, the port provides 20 plugs for reefer containers. Apart from that, a weighing

apparatus for inbound / outbound cargoes and parking area for trucks while waiting for loading and discharging cargoes are also provided.

Services

Chiang Saen Commercial Port has adopted a one-stop service system at the port office building. These services include the Office of Chiang Saen and Chiang Kong Ports, Marine Office (Chiang Rai Branch), Chiang Saen Customs, Chiang Saen and Chiang Khong Food and Drug Checkpoint, Chiang Saen International Communicable Disease Control, Chiang Saen Immigration Checkpoint, Chiang Saen Plant Quarantine Station, Chiang Rai Animal Quarantine Station and Chiang Rai Fish trade Inspection Office.

Transportation Network

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

The inland cargo transport by road can be made through three highways, which are

1. Highway No.1290 (Mae Sai – Chiang Saen)
2. Highway No.1016 (Mae Chan – Chiang Saen)
3. Highway No.1129 (Chiang Saen – Chiang khong)



Chiang Khong Port

Chiang Khong Port is located on the bank of Mekong River in Chiang Khong District, Chiang Rai Province. On the opposite side of the port is Huaysai Bo Kaew in the Lao P.D.R., while the back of the port is a highway linking Chiang Saen and Chiang Khong District.

Facilities

The structure of the quayside terminal is concrete block, 24 meters wide and 180 meters long. The structure is able to accommodate 3-5 ships of 80-150 tons simultaneously. The port also provides an area for 5-10 10-wheeled trucks to load and discharge cargoes.

Services

Chiang Khong Port provides 24 hours services. The port mostly serves small ships from the Lao P.D.R., which calls for 90% of its traffic. Cargoes are loaded and discharged mostly by laborers which are employed by cargo owners.

The port adopted one-stop service to facilitate documentation procedures. Port users are able to proceed through customs clearance, immigration, plant and animal quarantines, and other services conveniently at Chiang Khong Office Building.



Ranong Port

Ranong Port is on the area of 124.54 acres (315 rais) of land, located at Latitude 10 00' 72" (North) and Longitude 098 36' 33" (East) along the east side of Kra Buri River, Pak Nam – Tarua Sub-district, Muang District, Ranong Province. There are the multi-purpose berth: with a 26-meter width and 134-meter length which can accommodate 2 barges with a maximum loading of 500 gross tonnage each at the same time. Two access bridges with a 10-meter width and 212-meter length connect the berths with the marshalling area. The container berth with a 30-meter width and 150-meter length can accommodate a cargo vessel of less than 12,000 DWT at a time. A 7.5-meter wide and 212-meter long access bridge connecting berths with the marshalling area and another 8.5-meters wide and 40-meter long bridge link the container berth to the multi-purpose berth.

To ensure convenient, fast and safe services to cargo vessel, Ranong Port has arranged a variety of cargo handling facilities including a mobile harbor crane and other cargo handling equipments for lifting and moving cargoes.

As for warehouse facilities, Ranong Port has prepared areas to accommodate cargoes as follows; a 1,500 sq.m. transit shed, 7,200 sq.m. open storage area, 11,000 sq.m. container yard and 8,000 sq.m. open storage area.

Security of Ranong Port is equipped with standard electricity and lighting system. The closed-circuit television system is installed to ensure safety and security of port and cargoes stored in the port area in accordance with security standard system, assuring customer confidence.

Channel

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

Inland Transportation Network

Road: Taking Highways No.4 (Petch Kasem, Bangkok – Chumporn - Ranong) with 568 Kilometers distance. Turn right to the Highway No.4010 at Baan Nam Tok with 13 kilometers distance to access Ranong Port.

Railway: Cost could be saved for cargo transported by rail from all regions to Chumporn, and shift to road transport. The distance for the road transport from Chumporn to Ranong Port is around 110 kilometers.

Sea: Cargoes could be shipped from various ports in the Gulf of Thailand to ports in Prachuap Khiri Khan Province and Suratthani Province. They are then transported by road to Ranong Port.

Air: A commercial airport is available in Ranong Province with a regular flight between Ranong and Bangkok.

Service

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

The Port Authority of Thailand has adopted a computerized Vessel and Cargo Management System (VCMS) to facilitate containers tracking and invoice issuance. Electricity, water supply and telecommunication system are well-prepared to serve the customer's needs.

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



PART 4 : OPERATION PERFORMANCE

- Vessels and Cargoes Statistics
- Economic and Industrial Analysis
- International Cooperation
- Highlighted Activities

Operation Performance of year 2013

Vessels and Cargoes Statistics

Number of Calling Vessels

Unit: Calls

Fiscal Year	2013	2012	2011	2010	2009
Bangkok Port					
At wharf	3,353	3,123	2,991	2,681	2,541
At Klongtoey Dolphin	188	208	237	263	188
At Bang Hua Sua Dolphin	68	108	93	93	53
At Sathupradit Mooring Buoys	69	109	129	155	110
Private Wharves (Bangkok)	4,511	4,116	3,692	3,524	2,666
Laem Chabang Port	7,621	8,557	8,562	7,467	6,288

Volume of Cargoes at Bangkok Port and Laem Chabang Port

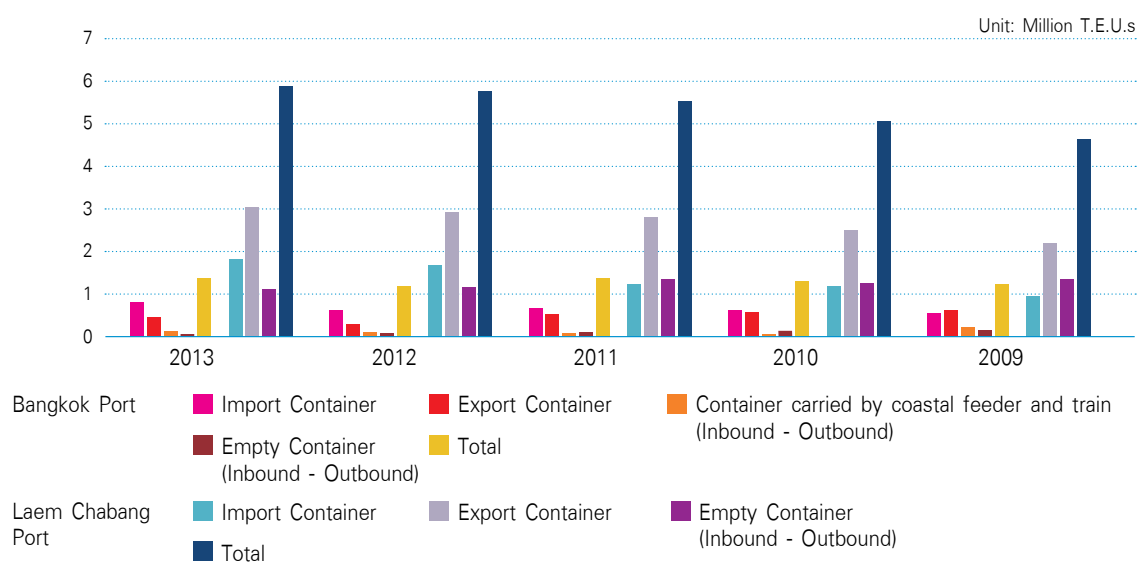
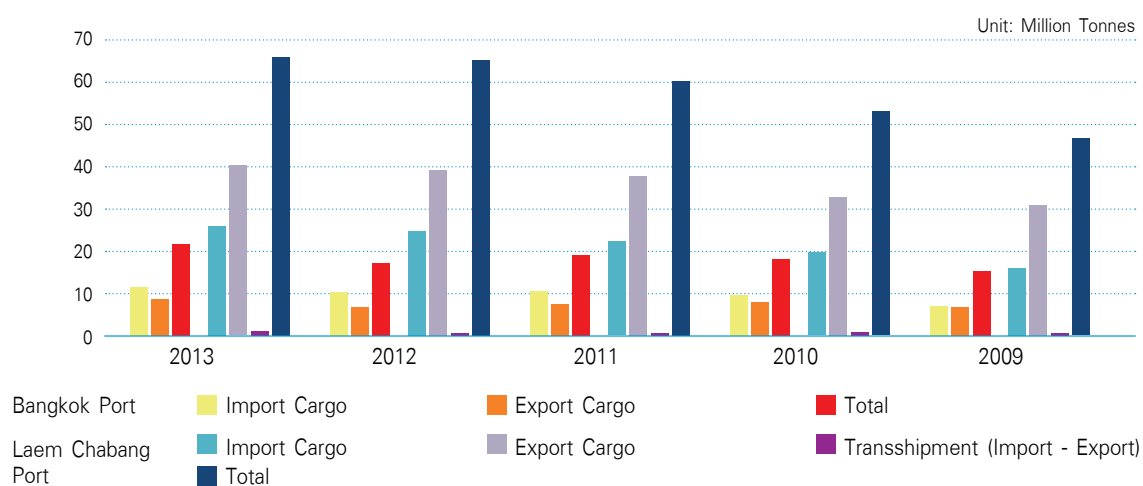
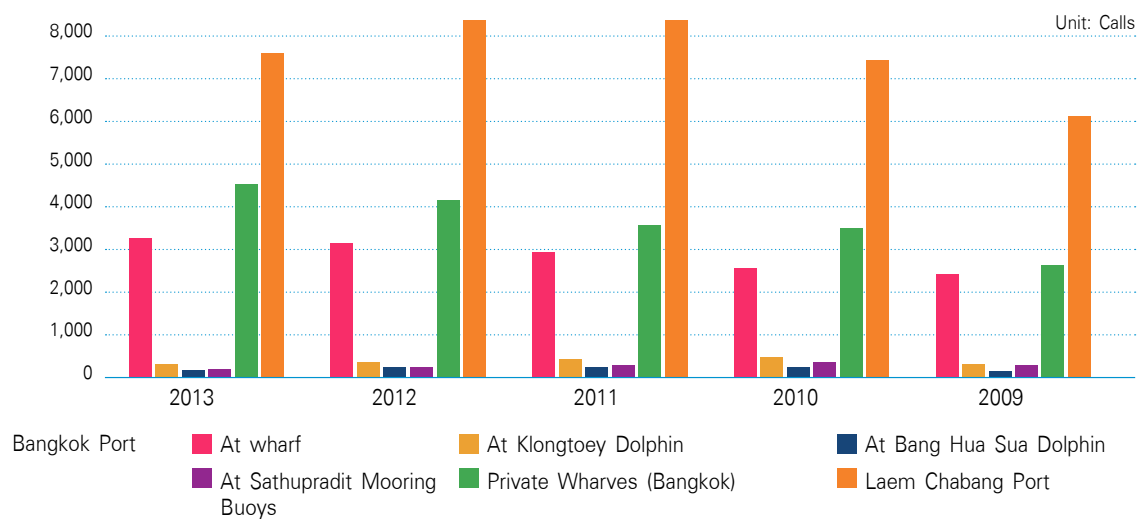
Unit: Million Tonnes

Fiscal Year	2013	2012	2011	2010	2009
Bangkok Port					
Import Cargo	12.025	10.414	10.853	9.984	7.852
Export Cargo	9.182	7.509	7.828	8.012	7.717
Total	21.207	17.923	18.681	17.997	15.569
Laem Chabang Port					
Import Cargo	26.012	25.618	22.344	19.420	15.791
Export Cargo	40.023	39.012	38.048	33.574	31.190
Transshipment (Import - Export)	0.883	0.598	0.311	0.259	0.107
Total	66.918	65.228	60.703	53.253	47.088

Number of Containers at Bangkok Port and Laem Chabang Port

Unit: Million T.E.U.s

Fiscal Year	2013	2012	2011	2010	2009
Bangkok Port					
Import Container	0.781	0.650	0.709	0.677	0.547
Export Container	0.599	0.488	0.616	0.654	0.622
Container carried by coastal feeder and train (Inbound - Outbound)	0.07	0.072	0.048	0.027	0.024
Empty Container (Inbound - Outbound)	0.045	0.064	0.082	0.095	0.117
Total	1.495	1.274	1.455	1.453	1.310
Laem Chabang Port					
Import Container	1.804	1.747	1.460	1.282	0.990
Export Container	3.007	2.905	2.835	2.573	2.272
Empty Container (Inbound - Outbound)	1.164	1.178	1.363	1.213	1.360
Total	5.975	5.830	5.658	5.068	4.622



Operation Performance of year 2013 (Continued)

Vessels and Cargoes Statistics

Number of Vehicles through Laem Chabang Port

Unit: Units

Fiscal Year	2013	2012	2011	2010	2009
Inbound	77,402	88,500	60,427	62,378	43,100
Outbound	1,120,608	826,470	916,881	823,870	533,553
Total	1,198,010	914,970	977,308	886,248	576,653

Number of Calling Vessels at Regional Ports

Unit: Calls

Fiscal Year	2013	2012	2011	2010	2009
Chiang Saen Commercial Port and Chiang Khong Port	8,575	2,346	1,298	1,551	2,180
Ranong Port	282	210	257	321	321

Volumes of Cargoes at Regional Ports

Unit: Metric Tonnes

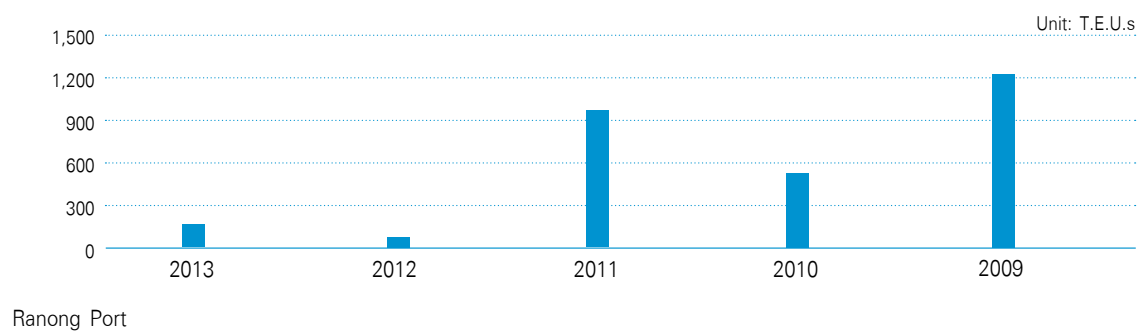
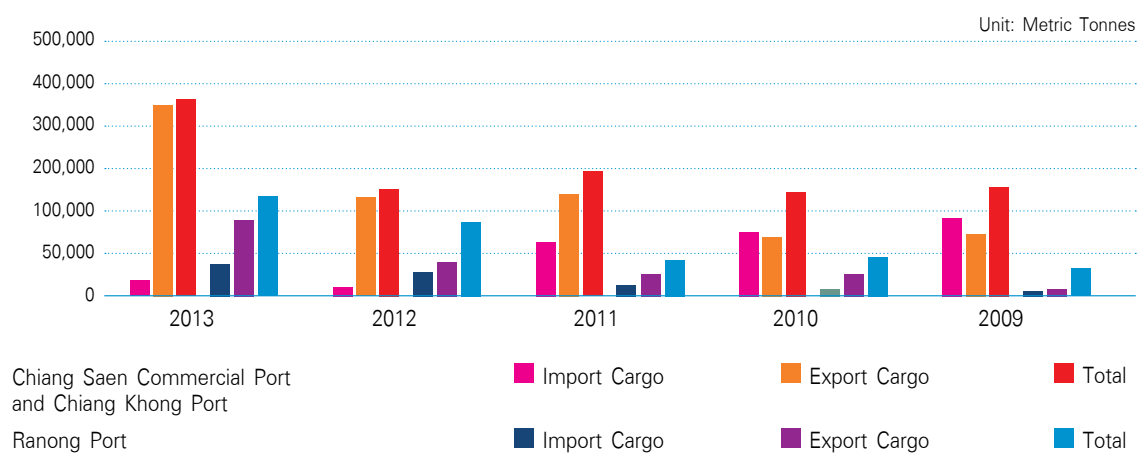
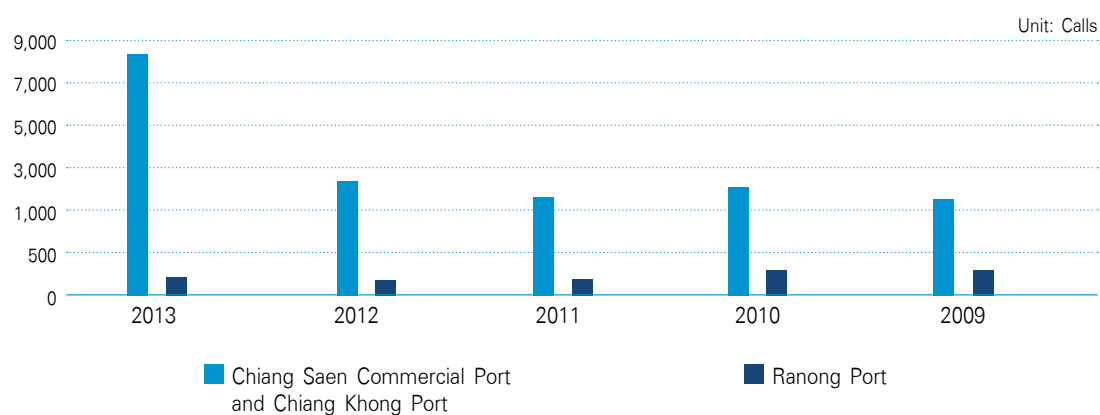
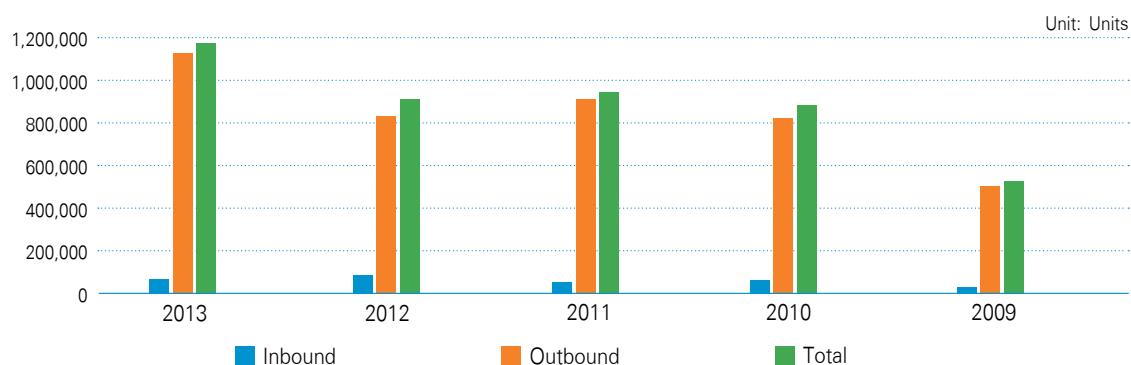
Fiscal Year	2013	2012	2011	2010	2009
Chiang Saen Commercial Port and Chiang Khong Port					
Import Cargo	24,553	18,344	60,660	73,355	83,497
Export Cargo	341,350	124,234	131,589	61,255	64,464
Total	365,903	142,578	192,249	134,610	147,961
Ranong Port					
Import Cargo	43,818	36,440	18,284	17,879	9,970
Export Cargo	90,976	43,767	24,051	31,094	17,420
Total	134,794	80,207	42,335	48,973	27,390

Number of Containers at Regional Ports

Unit: T.E.U.s

Fiscal Year	2013	2012	2011	2010	2009
Ranong Port					
Inbound Container - Outbound Container	151	57	947	584	1,216

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



Economic and Industrial Analysis

2013 Economic Overview:

Economic situation of Thailand has still been affected continuously by world economic slow down which is reflected through the country's exports. Such economic slow down has increasingly delivered a risk to the Thai economic stability according to high and continuous financial and capital market fluctuations. The financial and capital market fluctuations are key factors consequently causing currency value to fluctuate throughout the world, thus, resulting in the investors to still reduce their investments scales in the newly emerging countries including Thailand, continuously. Investors keep their eyes on the countries faced with the problems on continuous current account balance deficit: such as; Indonesia and India, causing currency value of those countries to be substantially weakened. However, Thailand has a rigid fundamental factor; to wit, international reserve quantity in high level comparing with foreign short-term liabilities without any problem on a continuous current account balance deficit. Therefore, Baht currency value should likely be maintained at the level of 30.6 Baht to one US Dollar and inflation risk from external factors should likely decrease. In addition, there is a trend that crude oil price on the world market will remain stable. It is expected that exports will recover all along with the economy of the US, Euro Zone and China. However, the increasing currency value volatility is a new risk factor to the international trades.

The trend on domestic economic situation and domestic private sector spending are still slowing down as a result of a much acceleration on car purchases in the first part of 2013 from the First-Car Tax Rebate Scheme. In addition, the factor which may result in the household sector to be cautions on their spending is the financial asset price: such as; bond shares, foreign currencies, securities indexes which are decreasing and highly uncertain including the burdens on the liabilities additionally arising as a

result of the previously accelerated spending. For the private sector, there has not yet been any factor for acceleration on the investments. It is anticipated that the economic growth in 2013 will be averagely rated at 3.7% as estimated by Bank of Thailand, a slow down from 2012 which had the growth at 6.4%.

Industrial Sector:

Based on Bank of Thailand statistics, it is found that Japan is still the directly maximum net foreign investment capital source of Thailand. In this respect, the projects and the investment values both accounted for the equal decrease by 23% from the same period of the previous year. Next in line are Hong Kong, The Netherlands, Singapore and Malaysia, respectively. When making considerations on the basis of direct foreign investment projects applying for receiving investment promotions in Thailand in 2013 classified by investment branches, it is found that metal product branch, machinery and transport equipments are the top list of branches for which the investment promotion is most applied for.

Board of Investment (BOI) presents a study report under the Study and Analysis Project on Confidence of Foreign Investment in Thailand, 2013, that 97.40% of foreign investors have a plan to maintain their levels of investments or investment expansions in 2013 and 2014 and another 2.6% have a plan to decrease their levels of investments and no investors have a plan to withdraw their investments. The business in which the investment level is maintained at highest proportion are chemical product, paper and plastic, agricultural and agricultural produces. Foreign investors maintaining their highest investment proportions are Swiss, US and Hong Kong investors where Japanese, Chinese, European Union and South Korea are the investor groups having plan to expand the investments at a high proportion.

The first 5 factors most contributing to the investment proportion level in Thailand are the overall infrastructures (66.48%), sufficient suppliers (54.83%), sufficient raw materials and spare parts (54.32%), investment privileges and investment stimulations in Thailand (50.92%) and high domestic market demands (41.48%). In addition, 13.6% of foreign investors in Thailand have a plan to expand their investments to foreign countries, particularly, ASEAN member countries. The country most wanted for them to invest is Indonesia and next in line are Vietnam, Burma, Malaysia and China.

Port Ranking:

Deriving from information data report of The Journal of Commerce, 20 August 2012 and 19 August 2013 and Ports, it suggests that in 2012 Shanghai Port, China is the Port accounting for the highest cargo container transshipments which is up to 32.53 million T.E.U.s, and from the Port ranking for the highest quantity of cargo containers in the first 20 places, China has a total of 10 Ports ranked on the list. The 2nd ranking Port accounting for cargo container transshipments is Singapore with the cargo container quantity of 31.65 million T.E.U.s followed by Hong Kong Port in the 3rd place with the cargo container quantity of 23.10 million T.E.U.s. For Laem Chabang Port's ranking is in the 23rd place with the cargo container quantity of 5.83 million T.E.U.s and Bangkok Port ranking in the 93rd place, an increased ranking from the 85th rank in the previous year, with the cargo container quantity of 1.27 million T.E.U.s.

Result of PAT's performance in the 2013:

Number of Vessel Calls; Bangkok Port: 3,337 vessel calls, an increase of (+7.09%) when comparing with the same period of the previous year and Laem Chabang Port: 7,621 vessel calls (excluding the lighters and other boats), a decrease of (-10.94%). As for the Regional Ports, there were 8,367 vessel calls of Chiang Saen Commercial Port, an increase of (+284.69%), 208 vessel calls at Chiang Khong Port, an increase of (+21.64%) and 282 vessel calls at Ranong Port, a decrease of (-34.29%).

Total Tonnes of Cargo Passing Through

Ports - Bangkok Port: 21.207 million tonnes (excluding midstream) comparing with the same period of last year (17.923 million tonnes), an increase of (+18.32%) consisting of general cargo of 2.272 million tonnes, an increase of (+2.95%) and containerized cargo of 18.935 million tonnes, an increase of (+20.48%). As for Laem Chabang Port, an amount of cargo totalled 66.917 million tonnes comparing with the previous year (65.227 million tonnes) was an increase of (+2.59%) consisting of general cargo of 4.279 million tonnes, an increase of (+0.49%) and containerized cargo of 62.638 million tonnes, (including vessel transshipment cargoes), an increase of (+2.74%). While the figure for the Regional Ports were 309,913 tonnes at Chiang Saen Commercial Port, an increase of (+236.00%), 55,990 tonnes at Chiang Khong Port, an increase of (+11.24%) and 134,795 tonnes at Ranong Port, an increase of (+68.06%).

Number of Container throughput at the

PAT's ports - Bangkok Port: 1.496 million T.E.U.s when comparing with the previous year (1.274 million T.E.U.s), which is increased by (+17.40%) consisting of loaded container of 1.450 million T.E.U.s, empty container of 0.045 million T.E.U.s. Laem Chabang Port saw 5.974 million T.E.U.s comparing to the previous year at 5.830 million T.E.U.s which is an increase of (+2.47%) by having loaded containers of 4.810 million T.E.U.s and empty containers of 1.164 million T.E.U.s.

In the overall picture, of PAT's number of container throughput was increased in both Bangkok Port and Laem Chabang Port compared to last year, which results in increasing of container throughput from October 2012 to September 2013 at 7.470 million T.E.U.s, an increase of (+5.15%) compared to the previous year at 7.104 million T.E.U.s.

International Cooperation

Port Authority of Thailand made Cooperation Agreements with various related Ports and Organizations both in Thailand and foreign counter-parts of data, knowledge and experience exchanges and management. Such cooperation includes seminars, trainings, executive meetings in order to build up various business facilities between port and organization within its scope. The framework of cooperation agreements between various International Agencies and Organization's as follows:

Bilateral Cooperation

1. The Friendship Agreement between the Port Authority of Thailand and the Government of Flanders, Belgium

The Agreement was signed on 23 November 1992, for cooperation on waterways transports and developments on various factors relating to Port businesses of one another. In addition, under the Letter of Intent signed on 21 September 2007 in Belgium, the Government of Flanders would support, advise and assist on data, including trainings in the form of a seminar, study tour or dispatching experts to pass knowledge to the Port Authority of Thailand on various topics which will be beneficial to the development of the Organization.

2. The Sister Ports between the Port Authority of Thailand and the Port of Kitakyushu

The Agreement was signed on 28 March 1996, in order to provide facilitations on the aspect of the academic subjects and information including inter staff exchange for port study tour.

3. Memorandum of Understanding between the Port Authority of Thailand and The Government of His Majesty The Sultan and Yang Di-Pertuan of Brunei Darussalam represented by The Ports Department of Brunei Darussalam

The Memorandum of Understanding (MOU) was signed on 15 January 2007, in order to facilitate and support on waterways transport related issues among ports and all organizations in public and private sectors of both countries. Namely; Shipping, Ports, Freight Forwarding and Human Resources Development.

4. Friendship Agreement between Luka Koper D.D.-Port of Koper and the Port Authority of Thailand

The Agreement was signed on 11 May 2011, for coordination of cooperation on waterways transports and Port developments consisting of the exchanges of the following categories such as: experiences, basic information, expert support, and technologies, seminars, and trainings. The trade promotion and social activities are also implemented, including the creation of good relationships between Koper Port and organizations of waterways transport of Thailand, both in public and private sectors.

5. Friendship Agreement between Port Authority of Thailand and Chuo Fukken Consultants (CFK) Co.Ltd., Japan

The Agreement was signed on 2 October 2012, in order to exchange experiences and information on environmental management, especially, air pollution caused by traffic and port operations.



6. Agreement on Marketing Collaboration between the Port Authority of Thailand and Nagoya Port, Japan

- The Agreement was signed on 17 October 2012, in order to exchange information on port management, operations and business development to seek for new market as well as market base expansion. The agreement also includes training arrangement and personnel exchange between each party.

- The delegation of Nagoya Port and Shipping Line Company representatives and logistics entrepreneurs of Japan paid a visit to the Port Authority of Thailand to observe port business and related activities (Ladkrabang Inland Container Depot) during 22-23 January 2013.

- The delegation of Nagoya Chamber of Commerce & Industry and the Nagoya Port Assembly paid visits to the Port Authority of Thailand on 4 February 2013 and 6 February 2013, respectively.

Multiple Cooperation

1. The ASEAN Ports Association (APA):

- Participating in the 38th APA Meeting during 19-24 November 2012, in Thailand hosted by the Port Authority of Thailand.

- Participating in the 11th APA Sports Meet from 25 February to 2 March 2013, in Manila, Republic of the Philippines.

- Participating in the 34th APA Working Committee Meeting during 25-28 June 2013, in the Republic of Singapore.

2. Asia-Pacific Economic Cooperation (APEC)

- Having the objective in following up and carrying on the policy or transport development project resulting from the meetings of the country Leaders, Ministers and Senior Officers on Transports of APEC. Moreover, it is the venue for the initiation of the APEC Group Transport Development Cooperation for compatibility and moving forward in the same direction.

- Participating in the 37th APEC Transportation Working Group Meeting during 8-13 April 2013, in Ho Chi Minh, Socialist Republic of Vietnam and the 38th Working Group Meeting from 30 June to 6 July 2013 in Bali, Republic of Indonesia.

- Participating in The APEC Port Services Network (APSN) Council Meeting during 4-8 November 2012, in Hong Kong Special Administrative Region of the People's Republic of China.

- Participating in The APSN President's Meeting during 17-20 September 2013, in Vancouver, Canada.

- Participating in The Transportation Ministerial Meeting (TMM) during 4-6 September 2013, in Tokyo, Japan.



3. ASEAN Region Cooperation Framework

- Participating in the 25th and the 26th ASEAN Maritime Transport Working Group Meeting (MTWG) during 12-14 March 2012 and 20-22 August 2013, in Mandalay and Rangoon, Union of Myanmar, respectively.
- Participating in the 35th ASEAN Senior Transport Officials Meeting (STOM) during 27-31 May 2013, in Luang Prabang, Laos PDR.

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

- The objective of the project is to study, give recommendations, provide assistances and regulate guidelines on the sustainable port developments of member countries under the “Sustainable Port Development in the ASEAN Region” Project.
- Participating in the 7th Regional Project Progress Review and Planning Meeting during 20-22 August 2013, in Johor Bahru, Malaysia.

5. International Association of Ports and Harbors (IAPH)

- The Port Authority of Thailand reinstated its membership of IAPH on 1 November 2012, in order to enhance Port business development, waterways transports and related industries for compatibility and moving forward in the same direction; creating good relationships and co-operations as well as adding the



channels on the publicity of the Organization; enhancing potentials and developing personnel of the Organization in learning and gaining experiences from the participations in the international level; being capable to take part in the Regional Port developments through the channel on the considerations of the selection of the Association Administrators who will be the Regional Representatives playing the important roles in mapping out the policy and Port development direction compatible with and suitable to member country's economic situation.

- Welcoming Representatives of Shimizu Port during a visit to the Port Authority of Thailand and related business in Thailand (Inland Container Depot: ICD, Ladkrabang) during 22-23 January 2013.

Highlighted Activities



PAT Signed Marketing Cooperation Agreement with Nagoya Port

Ms. Lawan Oungkiros, PAT Deputy Director General, Asset Management and Business Development, as Head of PAT Delegations, **jointly signed Business Agreement for Marketing Cooperation with Mr. Takashi Yamada**, Executive Vice President, Nagoya Port Authority, at Nagoya Port, Japan. Such Business Agreement has the objective on marketing cooperation with one another in enhancing relations and cooperation on trades and developments of both ports; expanding market bases and promoting joint trades for the benefits in carrying business for substantial growth in the future.



PAT Adopted SEPA System in the Organizational Performance Appraisal

In January 2013, **Ms. Lawan Oungkiros**, PAT Deputy Director General, Asset Management and Business Development, as the Chairperson of PAT's Organizational Development Working Group according to the State Enterprise Performance Appraisal System (SEPA), disclosed that PAT **would adopt SEPA System for monitoring and controlling over PAT Operational Efficiency** in order to motivate the Organization to develop and raise the management level up to international standard by applying the system form of Self Assessment Report (SAR) and the Rules of Thailand Quality Award (TQA) in conjunction with the present Assessment System. Such applications will result in the increase of the country competitive efficiency. In this respect, Ministry of Finance has mapped out a plan to get PAT into SEPA System in Fiscal Year 2014 while the Year 2013 would be the period for the preparations of reporting documents as required by various Regulations.



Seminar on "Port Handling and Service Charge Online Payment"

On 17 October 2012, **Sub Lt. Viroj Chongchansittho, R.T.N.**, PAT Director General, presided over the Seminar of the Port Users on e-Payment Service via internet system of Kasikorn Bank Public Co., Ltd., at the Conference Room, 19th Floor, PAT Headquarters. Seminar participants included PAT Executives, staff, port users and staffs of Kasikorn Bank Public Co., Ltd.





PAT Opened the 38th ASEAN Ports Association Meeting

On 20 November 2012, the Port Authority of Thailand (PAT) hosted the 38th ASEAN Ports General Meeting to exchange opinions and experiences of the Experts on waterways transport and disseminate useful information in preparation for joining ASEAN Economic Community in 2015. On this auspicious occasion, **Pol. Gen. Wichien Pojphosri**, Transport Ministry Permanent Secretary presided over the

Opening Ceremony and **Ms. Lawan Oungkiros**, PAT Deputy Director General, Asset Management and Business Development, as the ASEAN Port Association Chairperson, delivered the Address together with holding press conference jointly with Leaders of all 9 country members. The workshop seminar was conducted under the project name, “Sustainable Port Development in the ASEAN Region,” at Dusit Thani Hotel, Bangkok.



PAT Opened Chiang Saen Commercial Port to support Economic Triangle, move towards preparing for AEC

On 12 December 2012, **Mr. Chadchart Sittipunt**, Minister of Transport, presided over the formal **Inauguration Ceremony of Chiang Saen Commercial Port**, Chiang Rai province, where the services of which are provided in full efficiency both on the aspect of personnel and various facilities in order to build confidence in the port users as well as promoting industrial, agricultural, investment, tourism and service expansions and give rise to job employments; raise the level of living to be ready in joining ASEAN Economic Community in 2015. Participants in the inauguration ceremony included **Gen. Prin Suwannat**, **Mr. Prasert Jantararungtong**, Deputy Minister of Transport and **Pol. Gen. Wichien Pojphosri**, Ministry Permanent Secretary of Transport, PAT Board of Commissioners, PAT Director General, PAT Executives, honorable guests and mass media representatives.



PAT Received the Outstanding State Enterprise Award on Outstanding Organizational Development in the Overall Picture

On 5 October 2012, **Mr. Surapong Rongsirikul**, Administrator 16, Administration Attached to Director General, represented Port Authority of Thailand (PAT) to receive the **Outstanding State Enterprise Award 2012 on Outstanding Organizational Development in the Overall Picture** from **Mr. Kittiratt Na-Ranong**, Deputy Prime Minister and Minister of Finance, Presentation Ceremony Chairman, at Makhawan Rungsan Room, Royal Thai Army Club.

PAT participating in Workshop Meeting

On 18 January 2013, **Mr. Chadchart Sittipunt**, Transport Minister, presided over the opening ceremony of workshop meeting on the subject of “**The Role of Dawei Project and the Creation of Competitive Advantage of Thailand**” at Yongyut Sarasombat Conference Room, Office of Transport and Traffic Policy and Planning Building. Other dignitaries attending the ceremony were **Mr. Prasert Jantararungtong**, Deputy Transport Minister, **Pol. Gen. Wichien Pojphosri**, Transport Ministry Permanent Secretary, **Sub Lt. Viroj Chongchansittho, R.T.N.**, PAT Director General, together with PAT Executives, Representatives from Government, private organizations and mass media. On such occasion, **Lt. Sutthinan Hatthawong, R.T.N.**, Managing Director, Laem Chabang Port, represented PAT in attending the seminar under the Topic, “**Actions on the Construction of the Transport Infrastructure connecting Dawei Economic Zone and Impact on Thai Transport Network**” in conjunction with qualified persons from both public and private sectors.



PAT Held Commissioning Ceremony of “Tarua 302” Tugboat

On 11 January 2013, **Mr. Prasert Jantararungtong**, Deputy Minister of Transport, presided over the **Commissioning Ceremony of “Tarua 302”**, tugboat of Laem Chabang Port (LCP), at Service Division Building, LCP Berth. Participating in the Ritual Ceremony were PAT Board of Commissioners, PAT Executives and honorable guests. The move was intended to enhance the service efficiency to cargo vessels with conveniences, rapidity; reduction in the service time and safe, including the developments of the potentials and capability in carrying on new or related business to be able to compete in global markets.



PAT Jointly Signed Contract for Hiring Master Plan Consultant

On 22 February 2013, **Lt. Ittichai Supanakoon, R.T.N.**, Deputy Director General, Human Resources Management and Finance, Acting Director General presided over the signing ceremony of **Contract for Hiring Master Plan Consultant** and primary specification designs on the use of all areas and resources within the boundary of Bangkok Port Customs fence in the new form; conduct feasibility study on the suitability in respect of the economy, engineering and primary environmental impact of the Area Development Project to back up Bangkok Port’s cargo containers in order to form the suitable utilizations and meet the standard. In this connection, PAT made the Contract of Service to hire Consultants from Chotichinda Mouchel Consultants Co., Ltd., Group and Global Maritime and Port Services Pte., Ltd., with **Sub Lt. Songtham Chantaprasit, R.T.N.**, Managing Director, Bangkok Port, representing PAT to sign such Contract of Service with **Mr. Goon Kok Loon**, Executive Chairman, at the Conference Room, 19th Floor of PAT Headquarters.

PAT Conducts a 2-Year Business and Operational Plan (Fiscal Year 2014-2015)

The Port Authority of Thailand (PAT) held a Workshop Meeting on a 2-Year Business and Operational Plan (Fiscal Year 2014-2015) during 12-13 March 2013 for SWOT Analysis, consideration of indicators, target and mapping out Strategic Improvement Plan (SIP) as guidelines in making such Business and Operational Plan before implementing on EVM Center of Bangkok Port, Laem Chabang Port and Bangkok Port's Support Services. The meeting, held at The Imperial Lakeview Resort and Golf Club, Cha-Am, Petchburi Province, was chaired by **Lt. Ittichai Supanakoon, R.T.N.**, Deputy Director General, Human Resources Management and Finance, Acting Director General and attended by PAT high level Executives.



Deputy Minister of Transport Opened the 4th Checking Gate and Wind Turbines at Laem Chabang Port

On 25 March 2013, **Mr. Prasert Jantararuangtong**, Deputy Minister of Transport, presided over the Opening Ceremony of the 4th Checking Gate and 84 wind turbines under Wind Turbine Project for 10 kilowatts Electricity Generation. The Project introduction was given by **Pol. Lt. Gen. Comronwit Toopgrajank**, Chairman, PAT Board of Commissioners. The ceremony was held at the Wind Turbine Ground and Laem Chabang Development Control Tower, Laem Chabang Port and attended by PAT Executives and honorable guests.

PAT Signed Memorandum of Cooperation Agreement Salvage Operations in Crisis with PTT

On 12 June 2013, the PAT held a signing ceremony of the Memorandum of Cooperation Agreement amongst State Enterprises, under the Project of Salvage Cooperation and Cooperative Salvage Operations in Crisis Procedures between the Port Authority of Thailand and PTT



Public Co., Ltd., at the Exhibition Room, B Building, PAT Headquarters. Representing PAT in signing the Memorandum of Cooperation Agreement was **Lt. Ittichai Supanakoon, R.T.N.**, Deputy Director General, Human Resources Management and Finance, Acting Director General, while **Mr. Sathaporn Chaiprasob**, Executive Vice President, Supply and Logistics, PTT Public Co., Ltd., was the counterpart in signing such Memorandum of Agreement. **Sub Lt. Songtham Chantaprasit, R.T.N.**, Managing Director, Bangkok Port and **Mr. Sakchalerm**

Sitthiwong, Manager, Central Petroleum Storage, PTT Public Co., Ltd., were the signatories of the Cooperative Operations Procedures.

PAT Signed Memorandum of Understanding Jointly with 7 Organizations on Cooperation in Connecting Transportation Routes

On 25 July 2013, **Mr. Chusak Kewee**, Deputy Permanent Secretary of Transport Ministry and Head of Highway Infrastructure Development Working Group presided over the signing ceremony of Memorandum of Understanding on Cooperative Consideration on the connection of the motorway with the industrial sector, residential and transports organizations, at Maruay Garden Hotel. **Lt. Ittichai Supanakoon, R.T.N.**, Deputy Director General, Human Resources Management and Finance, Acting Director General, represented PAT in signing the Memorandum of Understanding jointly with 7 other organizations; namely, Expressway Authority of Thailand, Industrial Estate Authority of Thailand, National Housing Authority, Airports of Thailand Public Co., Ltd., State Railway of Thailand, Mass Rapid Transit Authority of Thailand and the Transport Co., Ltd. Such cooperation project is aimed to integrate work development promotion of each organization and establish alliance relations in jointly using resources of the State Enterprises.



PAT Organized Security Drills and Exercise Workshop in Compliance with ISPS Code for the Year 2013

On 28 August 2013, **Lt. Ittichai Supanakoon, R.T.N.**, Deputy Director General, Human Resources Management and Finance, Acting Director General, presided over the Opening Ceremony of Security Drills and Exercise Workshop in Compliance with **ISPS Code for the Year 2013**, at Transport Safety Center Building. The Exercise was participated by the organizations both internal and external: such as; Marine Department, Tarua Metropolitan Police Station, Klongtoey District Office, Expressway Authority of Thailand, PTT Public Co., Ltd., Bangkok Fire and Rescue Department, Patrol and Special Operations Division, Lerdsin Hospital, Kluay Namthai Hospital, Erawan Medical Center, Transport Safety Center, Transport Ministry and Department of Disaster Prevention and Mitigation. The Exercise was yet another plan on the readiness preparation in coping with a contingent incident and decision making in solving the problem upon crisis.

PART 5 : CORPORATE GOVERNANCE

- Risk Factors
and Risk Management of PAT
- Internal Control
- Code of Ethics and Professional Conducts
for the Board of Commissioners,
Executives and Port Personnel
- PAT Audit Committee Report
of Fiscal Year 2013
- Performance in Compliance
with the Official Information Act,
B.E. 2540 (A.D. 1997)



Risk Factors and Risk Management of PAT

PAT is aware of the mission on the administrations and developments of the Port as the important infrastructure for efficient services of international level. All these include the of supports in multimodal transport system in order to create the country's competitive ability. One of the instruments to help the Organization to proficiently achieve the goal is the risk management which PAT has carried out such risk management operation under the framework of the Committee of Sponsoring Organizations of the Treadway Commission (COSO) to increase the value and build up confidence in driving the operations for stakeholders and PAT staff to achieve the goal and objective.

In 2013, PAT revised its Risk Management Manual and carried out actions on risk management fully in accordance with its **"Risk Management Development and Internal Control Plan for Fiscal Year 2013"**, as well as attained the main objective on the enhancement and development of the risk management process and internal control, systematically and in orderly manner. In addition, support was rendered to enable the actions on risk management and internal control to be carried on with integration, especially, the emphasis on the clear risk management, systematically, by actual practical executions according to the Risk Management Development Plan.

PAT Risk Management Plan in the Fiscal Year 2013



With a continuous practices under Risk Management Development Plan throughout the Organization of the Committee in accordance with the Risk Management and Internal Control Structure of PAT, which the Committee has duties to control over the risk management for ultimate effectiveness and the Administrators in Line Chief level has duties to monitor risk management to be under the acceptable level to

the Organization. In this respect, the actions on such risk management and internal control are systematically handled by Risk Management and Internal Control Bureau, have made the risk management system of PAT successful and possessed the development as one of the Executives' instruments for use in the management and operations in attainably achieving the objective or goal of the Organization.

Risk Management

PAT has carried actions on risk assessment of the organizational level and made it the Risk Management Plan in the fiscal year 2013, consisting of 10 risk events. Result of the risk management has turned out to be as follows:

1. Risk management result being beyond the target consists of 5 risk events: Capability expansion for accomodating container quantity in the future of Laem Chabang Port has delivered the result inconsistent with the target;

- The creation of added value from asset management is not in accordance with the target;
- Malfunction of mainframe computer system;
- The development and implementation of Data Center of Laem Chabang Port are not in full efficiency;
- Personnel preparations are not in a timely manner to cope with the replacements of key positions;

2. Risk management result below the target consists of 5 risk events:

- Losing case in which PAT staff had filed lawsuits demanding overtime pays from PAT;
- Failing to adopt the rules/operational guideline framework in carrying out the investment management project in order to use in the investment budget set up covering all projects;
- The shipping damage reduction rate of Bangkok Port is not in accordance with the target;
- CTMS is not well-supported for container operations;
- The lack of data in supporting of new business expansion.

For any risks in the 2013 fiscal year, which PAT has not managed to reach the target as planned, however, the clear solving direction was put into action and enable to reach the target. Such risks were:

- Failing to adopt the rules/operational guideline framework in carrying out the investment management project in order to use in the investment budgets set up covering all projects;
- The lack of supporting data for new business expansion.

Regarding to the risk event, “the losing of the case which PAT staff had filed lawsuits payment of overtime from Port Authority of Thailand”, Port Authority of Thailand, after taking the matter into considerations, was of the view that the external problem was the cause of the risk and that the actions in the appropriated way of the law cannot achieve by the risk management, such matter was, therefore, removed from the risk.

In respect of the risk event, “the damage reduction rate on freight forward of Bangkok Port is not in accordance with the target”, it is still the risk burden which Port Authority of Thailand must take actions on the management to reduce the risk to the level acceptable to the Organization. The Committee according to the Risk Management Structure and Internal Control of PAT has already stipulated the operational guidelines in the fiscal year 2014.



Internal Control

Port Authority of Thailand (PAT) gives importance to internal control system by implementing the internal control according to The Committee of Sponsoring Organization of the Tradeway Commission's (COSO) guideline frame fully and thoroughly covered in accordance with the Internal Control Standard prescribed by the Auditor General of Thailand. Such implementation is necessary in carrying on the operations for successful achievements of 3 objectives on the internal control: namely; Operations which give rise to effectiveness and efficiency; Financial Report that is reliable and Related Rules and Regulations which are observed.

Presently, the PAT has managed and carried on its operations in accordance with the prescribed internal control system. Other than operating under such System, the previously existing internal control has simultaneously been developed and improved sufficiently to cope with the current situation and environmental condition by carrying on operations in compliance with 24 Internal Control Plans of the Port Authority of Thailand for Fiscal Year 2013.

In monitoring the assessments of internal control, the PAT has assigned persons to be responsible for such actions on all levels both small-scaled level and organizational level. The responsible persons consist of senior level officers of the office of Risk Management and Internal Control and Audit Department to assess the sufficiency and effectiveness of the internal control measures. Duties of the action persons, monitoring controls and assessments persons are separately divided in order to give rise to the suitable inter organizational balancing and verifications.

For Fiscal Year 2013, the PAT sets out the requirements to conduct the assessments in each small-scaled section so that the result of which can be used as the fundamental and the reasonable assessment on PAT Internal Control. In this connection, the internal control the internal control system having been laid out with integration and thoroughly covering the whole Organization. Management and administrators in each small-scaled section shall be responsible for the Control Self Assessment (CSA). Where the highest Executive and persons to be responsible for such actions shall have the duty to carry out those actions in accordance with the report preparation process on internal control for reporting to the Auditor General Commission in conformity with the "Auditor General Commission Regulation on the Prescription of Internal Control Standard, B.E. 2544 (2001)". In this regard, the PAT has completed actions on such reports within the prescribed period of time and further implemented on the Internal Control Improvement Plan for 2014.

On the internal control development in Fiscal Year 2013, the Port Authority of Thailand made it as the Knowledge and Understanding Development Plan for all employees of the whole organization; as a Plan in providing advices on the internal control procedures; improving the Port Authority of Thailand Internal Control Manual and participating in the internal control system assessments of the remote Organization as Laem Chabang Port.

All these are intended to make the internal control system become the instruments to enhance the efficiency and operations of the Organization to attain sustainable success.



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

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

- To adhere to moral and ethical behavior;
- To have good senses, honesty, morality and responsibility;
- To adhere to principle that the benefit of Nation overrides that of the individuals and have no conflict of interest;
- To stand for righteousness, fairness and lawfulness;
- To provide service to people with a timely manner, courteousness and without discrimination;
- To provide correct and sufficient information to the people with no abuse;
- To focus on work achievement and maintain the standards, with quality, transparency and accountability;
- To uphold the democratic regime of government with the King as Head of State;
- To adhere to the code of ethics of the organization.

Code of Conducts for the Executives

- To have leadership;
- To perform the duties honestly, with professional competency by applying knowledge, proficiency and skill to organizational management;
- To maintain and use organizational properties in an economical and worthwhile manner and refrain from using the properties for personal and other interests;
- To conduct Corporate Plan, Financial Statement Plan, Asset Management Plan and other appropriate plans in response to government policy, PAT Board of Commissioners' administration management;
- To conduct financial statements, report on business situation affecting port performance and operational information presenting PAT financial position and performance in conformity with generally accepted accounting principles applied on a consistent basis;
- Refraining from disclosing PAT confidential data or information (which have not yet been authorized) to the public for own benefit exploitations and related persons, as well as not to perform any acts which may cause the conflict of interest of PAT, whether directly or indirectly;
- Refraining from using one's status or position for own benefit exploitations.



PAT Audit Committee Report of Fiscal Year 2013

PAT Board of Commissioners appointed an Audit Committee in Order No.36/2555 on 28 December 2012. The Committee consists of 3 independent commissioners who are all knowledgeable and skillful in finance and accounting, management, law, good corporate governance in organizational management, technology applications to increase working efficiency, comprising Audit Department Director as the Secretary. The committee members were as follows:

- | | |
|------------------------------------|--------------|
| 1. Mrs. Srirat Rastapana, | Chairperson |
| 2. Mr. Krisda Punyasmita, | Commissioner |
| 3. Adm. Keittisak Damapong, R.T.N. | Commissioner |
| 4. Mr. Apichat Poontai | 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 (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. In the fiscal year 2013, the highlighted performances can be summarized as follows:

1. Reviewing/adjusting and making the PAT Audit Committee Charter for promulgation in the fiscal year 2014. Such Charter has already been approved by PAT Board of Commissioners.

2. Examining the operational efficiency and effectiveness on the risk management, internal control and supervision:

- seeking consultation with the Executives and Officers of Risk Management and Internal Control Office relating to the issue of the risk and key weak point of the organizational internal control, risk management plan, internal control improvement plan of PAT including the follow-ups on the operational progress in accordance with the risk management plan and internal control improvement plan in every quarter;
- acknowledging report on the conclusion of the internal control assessment of internal auditors (Form Por.Sor.) of the fiscal year 2013 for considerations and issuances of orders to related Organization and persons in charge of the operations to follow up and carry out actions on the improvements/corrections of

key weak point in the internal control in the fiscal year 2013: such as; conducting the follow-ups on the practical performances of Regional Port Offices, guidelines on problem solving in respect of the overtime cargoes and debtors whose cargoes with unpaid goods charges are seized;

- seeking consultation with the Executives and Officers of Good Governance Division to perceive the matter in respect of key operational plan, good governance operations progress, corporate social responsibility, counter corruption prevention and violation of PAT Code of Ethics reduction.

3. Examining PAT's Financial Report to be accurate and reliable by:

- following-ups on the financial report of the fiscal year 2013 and monthly financial report of the fiscal year 2013, finance and including financial and account operations of Bangkok Port, Laem Chabang Port and Office of Regional Port;
- seeking consultation with the Executives of Finance and Accounting Department, the Executives

from Office of the Auditor General of Thailand (OAG) as PAT Account Auditor, in respect of the financial and accounting matters, the appropriateness of accounting policy, adequacy on information disclosure, as well as providing suggestion for PAT to conform according to the related rules and have the financial report which presents the performance and financial status with the essential and reliable information;

- following-ups on result of the investment budget disbursements, auditing an observation report on survey of assets, controlled office supplies and inventories of the fiscal year 2013.

4. Examining PAT operations to ensure its proper compliances with the law, rules, regulations, operating procedures in accordance with the Cabinet's resolutions, or related Notifications; following-ups on the progress of the lawsuits under the cases of Bangkok Port and Laem Chabang Port in which PAT is the plaintiff and as the defendant every year; examining the observation report on the acceptances and openings of the PAT procurement bid, which the amount of money is over 5 million Baht and 1 million Baht with the implicit significance to ensure that the procurement is carried out all along under PAT Regulations on Procurement, B.E. 2543 (2000) and Office of Prime Minister Regulation on e-Auction Procurement, B.E. 2549 (2006).

5. Examining various operations of Bangkok Port, Laem Chabang Port and Regional Ports to ensure that their operations are efficiently and effectively carried on: such as; operations on dangerous cargo warehouse, import cargo executions, contract administration on contracting service agreement in hiring a third person to repair and provide after-services for mechanical handling equipment of Bangkok Port, contract administration of terminal operators at Laem Chabang Port including special assignments in auditing the overtime payment.

6. Promoting and supporting the audits on IT which in the fiscal year 2013, the Audit Department

has hired Asis Professional Center Co., Ltd., to be a Consultant to handle work on personnel development of IT Audit and Container Terminal Management System (CTMS) of PAT in the nature of co-sourcing.

7. Monitoring operational management and internal audit performance:

- considering the independency of the audit department from the organizational structure; verifying activity performances of the audit department and following-ups on the operations of the Audit Officers on the Progress Line expansion;

- examining and approving the Internal Audit Charter, Internal Audit Practice Manual, Strategic Plan for Internal Audit Improvement; reviewing the Annual Audit Plan of the fiscal year 2013, the fiscal year 2014 Internal Audit Plan a 3 year Audit Plan (2014-2016), Key Performance Indicator and evaluation guidelines of Audit Department for the fiscal year 2013, human development training plan for Audit Department's officers for the fiscal year 2014 and expenditure budget of the fiscal year 2015;

- Examining report of each plan/project, work administration and audit work performance result report; following-ups the progress of operation in accordance with the quarterly and annually audit plan including the following-ups the improvement and correction which the audit department has performed according to the recommendations mutually agreed upon from the audit report, as well as providing the additional observations in PAT operation improvements for more efficiency;

- Reviewing the overall operation of Audit Department's Key Performance Indicator the conclusion of auditors' self-assessment, the conclusion of PAT Audit Committee satisfaction towards internal audit performance of Audit Department including the observations derived from the operations on internal audit by State Enterprise Policy Office (SEPO) for the fiscal year 2012 as well as providing suggestions and

reiterating the audit department to improve result of the assessment rated at the low level, in the performance of the audit work in the fiscal year 2013 for better quality;

- Encouraging the development and training of audit officers to be knowledgeable and capable on inter audit profession, IT audit, administrations and the other fields, suitably and continuously.

8. Considering related transactions or a transaction which may cause a conflict of interest or the possibilities to cause a corruption which may adversely affect the operations of PAT. In this respect, a report on the conflict of interest of PAT Executives and staff shall be examined as information in superintending and overseeing PAT operations in a transparent manner.

9. Proposing recommendations to PAT Board of Commissioners for considerations the appropriateness on the appointments, transfers, promotions, position promotions and performance evaluations of Internal Audit Department Chief and Audit Officer.

10. Coordinating with the Executives and Officers of Office of the Auditor-General of Thailand (OAG) for discussions on the matter of the internal control weak point including the findings/observations of OAG derived from PAT Financial Audit Report; exchanging opinions/data for considerations on the preparations of the annually audit plan and the 3-year audit plan to reduce the duplicated work.

11. Audit Committee Operational Report:

- Making a report on the supervision and Internal Audit Control by PAT Audit Committee for submission to PAT Board of Commissioners on a regular basis every quarter and at the end of every PAT accounting year that must be submitted to Ministry of Transport and Ministry of Finance for their acknowledgements;

- Proposing the important issues found in auditing to PAT Board of Commissioners for their considerations, orders and follow-ups on solving PAT's various problems: such as; proposing the issues to Legal Affairs Scrutiny Committee of PAT Board of Commissioners for interpretations relating to the accountabilities and responsibilities in destroying the overtime cargoes and the follow-ups on goods' charges which are unpaid and such cargoes have been seized, by clarifying first before solving the problems on the related parts;

12. Maintaining working quality by an assessment on PAT Audit Committee performances, will be in the form of an individual self-assessment under the nature of a cross-assessment and the whole group assessment regularly every year including the assessment report of problems, challenges as well as Operational Improvement Plan of PAT Audit Committee for submission to PAT Board of Commissioners for their acknowledgements.

13. Disclosing Annual Operational Report of the Audit Committee in the PAT Annual Report.

14. PAT Audit Committee has arranged a monthly meeting since the date of its appointment. 9 meetings were held in the fiscal year 2013 and PAT Executives and staff in related fields participated each meeting regularly. Furthermore, the Executives and staff from Office of the Auditor General of Thailand were 1 time invited to discuss with auditors and PAT Audit Committee regarding the financial and accounting issues and consider about internal audit plan. In addition, Minutes of Meeting is prepared every time after the meeting is complete; important resolutions of PAT Audit Committee are circulated to related persons for acknowledgements or executions.

PAT Administration and Management in the Future

PAT Audit Committee held a meeting for discussions and exchanges of opinions with PAT Executive in relation to the past performance, business development direction, personnel of the Organization in the future and development of important IT as a tool for efficient administration, details of which are as follows:

- **Human Resources of Organization:** PAT fills the staffs in many work sections in accordance with the Organization's Structure and Manpower, sufficiently and suitably. In addition, supports and promotions are provided to personnel to enable them to develop their knowledge and capabilities ready to cope with the Organization development situation and direction, continuously and efficiently. Furthermore, PAT has extended manpower position of the highest level Chief of Audit Department (Director) to the level of PAT Assistant Director General or equivalent (Level 15). Ministry of Transport has agreed with this extension matter, however that additional reasons relating to work experiences of the Director of Internal Audit Department currently under the actions of Human Resources Management Department and such documents shall also be proposed to Ministry of Transport accordingly.

- **IT Development:** PAT has prepared to bring in ISO/IEC 27001: Information Security Management System (ISMS) for IT management system. In addition, there is an IT system to support risk management consisting of IT Governance which are IT Security of Main Computer Center and Off-site Back up at Laem Chabang Port. PAT considers the work systems: such as; Vessel Cargo Management System (VCMS) and Enterprise Resource Planning (ERP) to be the important systems in providing services and managements of PAT in order to build up confidence and reduce the risk from the service interruption of working system and possess reliable stability, especially, the providing of continuous services, creations of satisfactions to

port users and high IT Security system if a disaster should have occurred to PAT main Computer Center. In this respect, PAT Audit Committee has provided supports and enhanced Audit Officers to continuously develop their knowledge on IT audit: such as; Information Security, "Information Security Awareness Training for IT Audit", and IT Audit on General IT Controls and Application IT Controls, Essential Knowledge for Information System Auditor and "Practical Audit Techniques Workshop for IT Auditor" in order that the Audit Officers can apply their knowledge on computer audits with more efficiency.

PAT Audit Committee has duly performed its duties scrupulously intellect as well as maintained its independence in expressing reasonably straightforward opinions based on the ultimate benefits of the Authority.



(Mrs. Srirat Rastapana)
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. 1997) in the following matters:

1. Setting up of the PAT Information and General Service Division. The Division handles information under Part 1 - Disclosure of Information, as stipulated in Articles 7-13; Part 2 - Confidential Information, as stipulated in Articles 14-20; Part 3 - Personal Information, as stipulated in Articles 21-25; and Part 4 - Historical Information, as stipulated in Article 26. The Division also handles Notice of Official Information Commission, Ministerial Regulations, the Cabinet's resolution, issued in accordance with the Official Information Act B.E. 2540 (A.D. 1997). The information is arranged in categorized files for easy access by the general public.

2. Revising PAT's regulations, disciplines, orders and notices; a total of 11 issues were published in the government Gazette as follows:

- 2 Disciplines
- 9 Notices

3. A total of 5,450 issues were invitation to Bid, Price Inquiry, Electronic Bid and Purchasing/Contracting.

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 "Step Ahead to a Manager" and "Middle Managers".

5. The PAT's response to people's request for information and data and consideration not to disclose private information: In 2013, 224 port users requested information and data as per the Official Information Act; and the PAT was able to supply all of them with the general information requested.

6. Improvement of PAT Information Technology Systems for Information Dissemination. The PAT has facilitated public access and search 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 the PAT library;

6.2 Hotline no. 0-2269-5555: ext. 1 for information requests, and ext. 3 for complaints; and telephone no. 0-2269-5464 for information requests and no. 0-2269-5465 for complaints;

6.3 Fax no. 0-2269-5466;

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

6.5 PAT website: www.port.co.th of e-mail to: info@port.co.th

The services under no. 6.1 and 6.2 are offered during office hours: 08.30-16.30 hrs., Monday to Friday.

7. The Information Disclosure Tribunal's performance on information disclosure appeal in 2013, which none of appeals has been made.

8. A total of 6 complaints lodged and resolved, consisting of:

8.1 None of complaints on informal loans;

8.2 2 complaints on giving advice and rendering services;

8.3 None of complaints on cargo;

8.4 4 miscellaneous complaints.



PART 6 : CORPORATE SOCIAL RESPONSIBILITY (CSR)

- Project and Environmental Measure
Operations in Caring the Society,
Environments and Country
- Corporate Social Responsibility Activities



Project and Environmental Measure Operations in Caring the Society, Environments and Country

Port Authority of Thailand (PAT) carries out the Project and Environmental Measure Operations in caring and preserving the environmental quality in accordance with the Government Policy and the standard of related organizations which can be concluded as follows:

1. Hiring Consultants from Office of Public Health Environmental Technology Service (OPHETS), Mahidol University to lay out Guideline Framework and map out Environmental Management Plan for PAT to make itself as a Green Port. The Consultants also conducted the surveys on the environmental conditions; followed-up and inspected on environmental quality; prepared information data on environmental status, laid guideline framework and mapped out the Environmental Management Plan for PAT including making the Action Plan to make all 5 Ports as Green Ports; namely, Bangkok Port, Laem Chabang Port, Ranong Port, Chiang Saen Commercial Port and Chiang Khong Port.

2. Carrying out the Project Operations to give knowledge and understanding to management and employees by organizing training on **“Green Port Management”** which is a creation of body of knowledge, understanding on port’s operational guidelines and environmental management and a readiness preparation to become a Green Port.

3. Port Authority of Thailand (PAT), in conjunction with the organizations under Ministry of Transport and various organizations of both public and private sectors involving in waterways transport, organized World Maritime Day activity to disseminate maritime activities to world populations every year. In 2013, International Maritime Organization (IMO) specified the **“Sustainable Development: IMO contribution beyond Rio+2”** as the Topic of the event at the Royal Thai Navy Convention Hall, Bangkok.

4. Preparing the environmental public relations media by

- producing the leaflets on **“Green Port”** and **“Green Way”** in order to distribute to staff to know of the information data, ways in caring the environments and to be aware of the importance of the participations in giving helping hands on the protections of and solving on environmental problems which are increasingly serious at present.

- creating article for publishing in News Wave Journal under the Topic, **“PAT Reports the Results of Following-up and Inspecting on Environmental Quality.”**

- composing article for publishing in APA News Letter under the Topic of PAT Goes Green (or Environmental Friendly) with The Environmental Management Framework and Policy for Port Authority of Thailand.

5. The PAT participated in the Project of Pollution Inspection on air pollution and noise pollution of official vehicles under Ministry of Transport conducted by The Department of Land Transport in measuring black smoke, carbon monoxide, hydrocarbon and noise level twice a year every year.



Corporate Social Responsibility Activities



“The Completion of the Artificial Coral-Reef Creation in Honor of H.M. the King Project, Phase 2”

Lt. Ittichai Supanakoon, R.T.N., Deputy Director General, Human Resources Management and Finance, as Chief of the Working Group on **“PAT Lighthouse for Fish in Honor of H.M. the King” Project, Phase 2** disclosed that PAT had completed the Project by constructing and laying artificial corals in 300 places in the area of Laem Chabang Hill, Chonburi Province. The Project was initiated in 2011 to commemorate the auspicious occasion of His Majesty the King 7 cycles of His Birthday Anniversary, 5 December 2011. The Project was also intended to conserve marine natural resources and environments; make the area for the sanctuaries and breeding places of fishes an aquatic animals; reduce the strengths of waves and currents; prevent the costal erosions including tourism promotions by making the place a scuba diving area which, apparently, brought more income to the community people in the area as well.

“Reducing Global Warming through Cycling for Health with PAT”

On 4 October 2012, Pol. Lt. Gen. Chat Kuldilok, Deputy Minister of Transport presided over the opening ceremony of **“Reducing Global Warming through Cycling for Health with PAT”** Project in a campaign on global warming reduction and health promotion; by focally placing the emphasis on the community, society, environment, as well as reducing the use of energy and encouraging people to increasingly use bicycles. Approximately 500 cyclists consisting of PAT Director General, PAT Executives and staff, including community representatives, teachers and students from Klongtoey and Bangkachao Community Schools, Thai Cycling for Health Association representatives and mass medial personnel took part in the cycling event. The cycling routes began from PAT Headquarters to Sri Nakhon Khuean Khan Park and Botanical Garden, Bangkachao Sub-District, Phra Pradaeng District, Samut Prakan Province. During the cycling event, 12 bicycles were presented to the representatives of 12 schools in Klongtoey and Bangkachao Communities.



PAT Made Memorandum of Cooperative Agreement on Promoting and Developing Quality of Life in Disabled Persons

On 9 November 2012, **Mr. Prasert Jantararungtong**, Deputy Minister of Transport, and **Pol. Lt. Gen. Chat Kuldilok**, Deputy Minister of Interior, participated in the ceremony witnessing the signing of Memorandum of Cooperative Agreement on Promoting and Developing on Quality of Life in Disabled Persons between the Port Authority of Thailand and The Redemptorist Foundation for People with Disabilities. The Memorandum of Agreement was jointly signed by **Sub Lt. Viroj Chongchansittho**, R.T.N. PAT Director General, and **Father Dr. Phichan Jaiseri**, President of the Redemptorist Foundation for People with Disabilities at the Conference Room on the 19th Floor of PAT Headquarters. In order to promote and develop quality of life in disabled persons, PAT gave the Foundation a supporting subsidy in the amount of 2,000,000 Baht.

PAT Donated Money to “Sacrifice for the Sacrificers” Project

On 3 February 2013, **Lt. Ittichai Supanakoon**, R.T.N., Deputy Director General, Human Resources Management and Finance, represented Port Authority of Thailand (PAT) in making money donation in the amount of 2,000,000 Baht to the “**Sacrifice for the Sacrificers**” Project at Royal Thai Army Television Station (RTA TV Channel 5) to support the purchase of medical tools, equipments and durable supplies to Veterans General Hospital Under Royal Patronage of H.M. the King in order to help war veterans who courageously sacrificed their lives for the country.

PAT Organized 2013 National Children’s Day Event

On 12 January 2013, **Sub Lt. Viroj Chongchansittho**, R.T.N., PAT Director General, presided over the **2013 National Children’s Day Celebration** at the Port Authority of Thailand Club. The event was participated by a great number of students from Thai Prasitsart School and juveniles from the neighbouring areas.





PAT Organized the 26th Pétanque “Port Open”

On 4 May 2013, H.E. Air Chief Marshal Kamthon Sindhavananda, President of Ptanque Association of Thailand, presided over the opening ceremony of the 26th “Port Open” Charitable Ptanque Tournament for Royal Trophies of H.R.H. the Princess Mother, H.R.H. Princess Maha Chakri Sirindhorn and H.R.H. Princess Galyani Vadhana, regularly hosted by PAT every year. Mr. Surapong Rongsirikul, Administrator 16, Attached to the Director General, as the Chairman of PAT Petanque Organizing Committee, gave report on the event. Other participants in the ceremony which was held at PAT Ptanque Track were Lt. JG. Kamolsak Promprayoon, R.T.N., Deputy Director General, Engineering, PAT Executives staff and honorable guests.

The 6th Health Care Week Fair

On 10 July 2013, Lt. Ittichai Supanakoon, R.T.N., Deputy Director General, Human Resources Management and Finance, Acting Director General, presided over the opening ceremony of the 6th Health Care Week Fair held from 10-12 July 2013, at the Training Room on the 4th Floor of B Building, the Port Authority of Thailand with high level Administrators participated in the ceremony. Activities in the Fair included the academic lectures relating to health narrated by Experts in various fields and exhibitions of health products from leading hospitals: such as; BNH Hospital, Kluay Namthai General Hospital, Bangpakok 9 Hospital, etc. Products for health from leading brands were also available for distributions at over 30 booths. In addition, all staff and visitors were entertained by stage shows; such as, belly dancing, physical exercises of the students, cooking demonstrations of healthy foods, athletic dancing and lucky draws for the prizes as well.



PAT Presented Money to Ingkhayutha Borihan Military Camp Hospital for the Procurement of Medical Equipments

On 8 August 2013, Lt. Ittichai Supanakoon, R.T.N., Deputy Director General, Human Resources Management and Finance, Acting Director General, together with PAT Executives presented the amount of 400,000 Baht to Ingkhayutha Borihan Military Camp Hospital, Nongjik District, Pattani Province, to support Military Assistance Project in 3 Southern Border Provinces. The donated money would be spent for the purchase of medical equipments for use in emergency lifesavings; medical evacuations of ailing persons in the areas of the Southern Border Provinces. Representing the Hospital to receive the donated money which was taken place at the Reception Room 1701, PAT Headquarters was Col. Dr. Roongtham Bowornyanyong, M.D.







PAT Participated in Reforestation Volunteer Project on Planting 800 Million Saplings, Celebrating H.M. the Queen Sirikit's 80th Birthday

On 27 June 2013, Mr. Pongsak Wangsamr, Chiang Rai Governor, presided over the opening ceremony of “Reforestation Volunteer Project on Planting 800 Million Saplings Celebrating Her Majesty the Queen’s 80th Birthday Anniversary” Ms. Lawan Oungkiros, Deputy Director General, Asset Management and Business Development, Lt. JG. Kamolsak Promprayoon, R.T.N., Deputy Director General, Engineering, PAT Executives and staff joined the ceremony and participated in planting the saplings in accordance with PAT Policy in enhancing and supporting reforestation activity in the area of Chiang Saen Commercial Port; Nong Rua Reforestation lot, Ban Thakhanthong (Moo No.3) and Ban Suandok (Moo No.8), Chiang Saen District, Chiang Rai Province. Other than reforestation, the party also took part in community relations activity by participating in improving the small public park and presenting sports equipments, basketball court, computers and books to Library of Saew Wittayakhom School, Chiang Rai Province.

PAT Organized Football Tournaments for 6 Schools surrounding the PAT Area

On 16 August 2013, Lt. Ittichai Supanakoon, R.T.N., Deputy Director General, Human Resources Management and Finance, Acting Director General, presided over the Youth Football Tournaments, the activity in accordance with the Corporate Social Responsibility (CSR) Execution Plan. Taking part in the tournaments were 6 schools the surrounding area of the PAT which was held at PAT Stadium. The activity was yet another move to create good relations between PAT and the community; encourage children and youth to spend their times usefully; create love, unity and good health.

PAT Staff Donated Blood to the Thai Red Cross Society

PAT, in conjunction with the National Blood Center, Thai Red Cross Society, received blood donations from PAT staff and port users throughout Fiscal Year 2012 from January, April and July 2013, at PAT Headquarters. The activity is one of its kind which PAT has continuously and regularly held every year, particularly, 2013 is deemed to be a special year as the blood donations are contemplated for dedication to Mother of the Land under the Project, “Humbly Offering Mind and Soul For Blood Donations in Commemoration of H.M. the Queen” on the auspicious occasion of Her 80th Birthday Anniversary.

PART 7 : REPORT ON RESPONSIBILITY FOR FINANCIAL STATEMENTS AND AUDITOR'S REPORT

- Report on the PAT Board of Commissioners' Responsibility for Financial Statements
- Auditor's Report
- Statement of Financial Position
- Statement of Comprehensive Income
- Statement of Changes in Capital
- Statement of Cash Flows
- Notes to Financial Statements



Report on the PAT Board of Commissioners' Responsibility for Financial Statements

The PAT's financial budget was prepared in accordance with auditing standards generally acceptable in Thailand. It was audited by the Office of the Auditor General of Thailand.

The Board of Commissioners of the Port Authority of Thailand is responsible for the accuracy and comprehensiveness of its accounting information and

ensuring that its accounting records are accurate and comprehensive enough to maintain its assets and to prevent corruption and mismanagement in its operations in any significant way. Sufficient crucial information should be provided in the remarks attached to the financial budget in accordance with accounting standards.

Pol. Lt. Gen. 

(Comronwit Toopgrajank)

Chairman, PAT Board of Commissioners

Lt.  , R.T.N.

(Ittichai Supanakoon)

Deputy Director General

(Human Resources Management and Finance)

Port Authority of Thailand

Acting Director General, Port Authority of Thailand

Auditor's Report

To: PAT Board of Commissioners

The Office of the Auditor General of Thailand conducted the audits of Financial Statements of Port Authority of Thailand consisting of Statement of Financial Position as of 30 September 2013 and Statement of Comprehensive Income, Statement of Changes in Capital and Statement of Cash Flow on the same year-end date, including remarks summarizing the significant accounting policy and remarks on the other matters.

Management's Responsibility for Financial Statements

The Management shall be responsible for the preparation and presentation of these Financial Statements accurately in accordance with the Financial Reporting Standard and the responsibility relating to the internal control considered to be necessary by the Management in order to be assured that the Financial Statements are free of material misstatements and are not contradictory to the facts no matter whether such misstatements or contradictions could have arisen consequently as a result of a corruption or an error.

Auditor's Responsibility

The Office of the Auditor General of Thailand is responsible for expressing opinions on such Financial Statements. Upon conducting the audits, the Office has complied with the generally accepted account auditing standard which requiring us to observe the Terms of the Code of Ethics; plan and perform the audits to obtain reasonable assurance whether the Financial Statements are free of material misstatements.

The auditing methods include examining on a test basis to get the supporting evidences of the figures and data disclosures in the Financial Statements. The auditing method is selected under the discretion of the Auditor which includes the risk assessment conducted as a result of a declaration being contradictory to the fact, due to corruptions or errors. In conducting such risk assessment, the Auditor examined the internal control relating to the preparations and presentations of the Financial Statements with appropriate practices of the Port Authority of Thailand, in order to optimize the suitable auditing method, not to express the opinions on the effectiveness of the internal control of the Port Authority of Thailand. The audits include the assessment on the suitability of the Accounting Policy practiced by the Management and the reasonability of the accounting estimates made by the Management as well as the assessment on the overall presentations of the Financial Statements.

The Office of the Auditor General of Thailand believes that the account auditing evidences received are fairly sufficient and suitable as the basis in expressing our opinions.

Opinions

According to the above-mentioned Financial Statements showing financial position as of 30 September 2013, the Office of the Auditor General of Thailand came to the conclusion that the operation performance and the cash flow of PAT on the year-end date each year corresponded to the Generally Accepted Accounting Principles.



(Mrs. Kletnathi Manosan)
Director of the Audit Office 5



(Miss Thanomjai Teerawattanaphong)
Group Director

Port Authority of Thailand

Statement of Financial Position

As of 30 September 2013

Unit : Baht

Assets	Note	2013	2012
Current Assets			
Cash and cash equivalents	5	7,646,327,338.36	5,124,544,615.23
Temporary investments	6	2,196,790,824.31	2,194,636,686.79
Accounts receivable	7	970,746,860.37	1,017,540,933.93
Other debtors	8	11,151,267.79	9,154,289.35
Debtor account of provident fund (arrears)	9	5,119,854.20	5,119,854.20
Inventories	10	216,687,428.89	216,949,466.62
Other current assets	11	97,261,071.75	77,224,196.07
Total current assets		11,144,084,645.67	8,645,170,042.19
Non-Current Assets			
Long Term Investment		941,000,000.00	593,000,000.00
Debtor account of provident fund (not overdue)	9	480,834,409.47	682,236,563.66
Deferred income from rent	12	15,020,535,111.85	14,227,280,938.29
Real Estate for Investment	13	7,433,368,938.83	7,719,895,860.80
Property, plant and equipment	14	9,098,469,049.68	9,414,567,342.16
Assets under construction and installation	15	899,300,993.75	891,149,901.42
Deferred debit of assets of community project	16	337,983,934.77	337,983,934.77
Intangible assets	17	111,655,746.15	102,867,069.40
Other non-current assets		74,225,216.50	28,353,545.36
Total non-current assets		34,397,373,401.00	33,997,335,155.86
Total Assets		45,541,458,046.67	42,642,505,198.05

The accompanying notes are integral part of these financial statements.

Port Authority of Thailand

Statement of Financial Position

As of 30 September 2013

Unit : Baht			
Liabilities and Capital	Note	2013	2012
Current Liabilities			
Accounts payable		773,159,697.37	529,431,611.71
Creditor (The Revenue Department)		4,671,157.96	19,901,907.35
Accrued expenses	18	689,428,419.01	677,078,626.94
Deferred income	19	391,236,483.53	356,715,912.41
Accrued remittance	20	3,561,000,000.00	2,074,965,000.00
Deposits and guarantee		179,618,321.12	174,777,989.20
Refundable deposits		16,317,084.42	104,662,288.70
Other current liabilities	21	158,780,860.18	143,924,999.68
Total Current Liabilities		5,774,212,023.59	4,081,458,335.99
Non-Current Liabilities			
Deferred income from donated assets	22	368,109,713.80	399,415,475.97
Accrued saving deposit & accrued interest	23	430,003,831.59	478,102,491.71
Provident fund	24	17,228,263,592.95	19,036,841,596.11
Provisions	25	621,104,573.13	595,126,413.64
Total Non-Current Liabilities		18,647,481,711.47	20,509,485,977.43
Total Liabilities		24,421,693,735.06	24,590,944,313.42
Capital			
Capital	26	7,185,159,731.60	7,185,159,731.60
Retained earning			
Appropriated			
Reserve for expansion and investment		8,625,662,587.26	8,625,662,587.26
Insurance Fund	27	578,734,817.65	578,734,817.65
Unappropriated		3,068,973,638.94	1,612,618,070.07
Other capitals		1,661,233,536.16	49,385,678.05
Total Capital		21,119,764,311.61	18,051,560,884.63
Total Liabilities and Capital		45,541,458,046.67	42,642,505,198.05

The accompanying notes are integral part of these financial statements.

Lt.  , R.T.N.

(Ittichai Supanakoon)

Deputy Director General (Human Resources Management and Finance)

Port Authority of Thailand

Acting Director General, Port Authority of Thailand



(Mr. Angkool Lounprapant)

Director of Finance and Accounting Department

Port Authority of Thailand

Statement of Comprehensive Income

For the Year Ended 30 September 2013

Unit: Baht

	Note	2013	2012
Revenues			
Ship handling		1,580,811,893.99	1,458,839,317.92
Cargo handling		9,803,776,232.43	8,985,159,493.65
Services		317,344,400.53	331,657,220.05
Land, building and warehouse rental		969,934,703.94	869,507,902.31
Fuel sold for charters		513,220,420.31	500,307,196.70
From provident fund	28	35,093,276.67	42,325,895.45
From insurance fund		48,943,328.79	46,320,892.77
Interest earned		235,148,609.67	193,576,632.79
Gain on sales of fixed assets		19,677,547.22	57,161,099.98
Other revenues	29	84,290,802.51	75,929,035.49
Total revenues		13,608,241,216.06	12,560,784,687.11
Expenses			
Personnel expenses		4,209,838,105.60	4,123,074,904.29
Repair and maintenance		748,958,436.87	604,376,102.55
Fuel and electricity		805,937,725.28	697,489,077.33
Fuel sold for charters		508,096,680.00	495,323,260.00
Depreciation and amortization		1,566,643,476.70	1,425,693,581.78
Public Utilities		46,142,358.91	43,055,465.89
Stationery and book expenses		19,749,491.59	18,409,991.03
Safety equipment expenses		54,824,564.84	63,257,056.78
Public Relations and Marketing Cost		95,424,977.15	73,554,757.95
Expert and outsource worker's wages		282,259,207.10	161,395,072.16
Contracting private tug boat services cost		108,874,397.44	105,739,344.82
Aid fund of employees and workers	28	37,707,916.51	38,562,510.72
Asset Insurance fund		1,845,580.17	2,124,878.31
Other expenses	31	104,547,729.30	221,809,738.56
Total expenses		8,590,850,647.19	8,073,865,742.17
Net Income for the Year		5,017,390,568.87	4,486,918,944.94
Other Comprehensive Income:			
Profit from actuarial estimates for employees' benefit project		1,611,847,858.11	-
Total Income for the year		6,629,238,426.98	4,486,918,944.94

The accompanying notes are integral part of these financial statements.

Port Authority of Thailand

Statement of Changes in Capital

For the Year Ended 30 September 2013

Retained Earnings							Other Components of Capital			Unit : Baht
	Capital	Appropriated		Unappropriated	Surplus on Revaluation of Assets	Profit from Actuarial Science Estimated	Total Capital	Total		
		Reserve for Expansion	Insurance Fund							
Account balance as of 1 October 2011	7,185,159,731.60	8,625,662,587.26	578,734,817.65	324,266,125.13	49,385,678.05	-	49,385,678.05	16,763,208,939.69		
Total Income for the year	-	-	-	4,486,918,944.94	-	-	-	4,486,918,944.94		
Reserve for remittance - 2012	-	-	-	(3,198,465,000.00)	-	-	-	(3,198,465,000.00)		
- 2011	-	-	-	(102,000.00)	-	-	-	(102,000.00)		
Account balance as of 30 September 2012	7,185,159,731.60	8,625,662,587.26	578,734,817.65	1,612,618,070.07	49,385,678.05	-	49,385,678.05	18,051,560,884.63		
Account balance as of 1 October 2012	7,185,159,731.60	8,625,662,587.26	578,734,817.65	1,612,618,070.07	49,385,678.05	-	49,385,678.05	18,051,560,884.63		
Total Income for the year	-	-	-	5,017,390,568.87	-	1,611,847,858.11	-	6,629,238,426.98		
Reserve for remittance - 2013	-	-	-	(3,561,000,000.00)	-	-	-	(3,561,000,000.00)		
- 2012	-	-	-	(35,000.00)	-	-	-	(35,000.00)		
Account balance as of 30 September 2013	7,185,159,731.60	8,625,662,587.26	578,734,817.65	3,068,973,638.94	49,385,678.05	1,611,847,858.11	1,661,233,536.16	21,119,764,311.61		

The accompanying notes are integral part of these financial statements.

Port Authority of Thailand

Statement of Cash Flows

For the Year Ended 30 September 2013

Unit : Baht

Cash Flows from Operating Activities	2013	2012
Net Profit	5,017,390,568.87	4,486,918,944.94
Net Profit on cash increase (decrease) from operating activities		
Allowance for doubtful debt	4,904,072.70	10,215,844.29
Depreciation and amortisation	1,566,643,476.70	1,425,693,581.78
Amortisation of assets	-	(1.00)
Gain on sales of assets	(19,677,547.22)	(57,161,099.98)
Obligation on Employee's benefit	973,271,115.38	975,662,718.19
Provisions	25,978,159.49	390,606,365.47
Interest Receivable	(235,148,609.67)	(193,576,632.79)
Revenue from provident fund	(34,687,540.14)	(41,458,916.82)
Provident fund expenses	37,706,012.51	38,560,606.72
Revenue from insurance fund	(48,943,328.79)	(46,320,892.77)
Deferred income	(793,254,173.56)	(1,017,964,962.50)
Income from donated assets	(31,350,762.17)	(31,303,350.97)
Profit on operating Revenues before change of Assets and Liabilities	6,462,831,444.10	5,942,872,204.56
Operating assets increase (decrease)		
Accounts receivable	41,890,000.86	(287,796,352.83)
Other debtors	(1,996,978.44)	1,766,602.77
Inventories	262,037.73	3,879,566.75
Debtor account (Provident Fund)	201,402,154.19	(186,914,509.69)
Other current assets	(1,153,280.48)	14,078,101.69
Operating liabilities increase (decrease)		
Accounts payable	104,545,196.11	(63,782,031.67)
Creditor (The Revenue Department)	(15,230,749.39)	14,986,874.02
Accrued expenses	12,349,792.07	286,503,770.82
Deposit and guarantee	4,840,331.92	55,711,189.50
Refundable deposit	(88,345,204.28)	450,499.60
Deferred income	34,520,571.12	17,989,807.32
Other current liabilities	14,855,860.50	(343,562,662.14)
	6,770,771,176.01	5,456,183,060.70
Cash from interest	299,895,883.40	276,901,178.26
Cash from Employee saving	18,399,379.15	19,470,589.35
Cash paid for savings and accumulated interest	(104,204,051.78)	(53,871,323.24)
Obligations on employee's benefits	(1,170,001,260.43)	(1,103,909,669.62)
Net cash from operating activities	5,814,861,126.35	4,594,773,835.45

The accompanying notes are integral part of these financial statements.

Port Authority of Thailand

Statement of Cash Flows (Continued)

For the Year Ended 30 September 2013

Unit : Baht

	2013	2012
Cash flows from Investing Activities		
Decrease in temporary investment	(2,154,137.52)	(2,056,139,973.39)
Decrease in long-term investment	(348,000,000.00)	(493,000,000.00)
Proceeds from sales of fixed assets	27,129,459.00	60,665,933.33
Investment in property, plant and equipment	(6,077,427.39)	(433,437,238.01)
Investment in intangible assets	(152,232.85)	(5,507,515.90)
Investment in assets under construction and installation	(888,824,064.46)	(1,480,981,769.02)
Net cash for investment activities	(1,218,078,403.22)	(4,408,400,562.99)
Cash flows from Financing Activities		
Contribution to state remittance	(2,075,000,000.00)	(2,170,500,000.00)
Net Cash used in financing activities	(2,075,000,000.00)	(2,170,500,000.00)
Increase (decrease) in Cash and Net Cash Equivalents	2,521,782,723.13	(1,984,126,727.54)
Cash and Cash Equivalents at Beginning of Year	5,124,544,615.23	7,108,671,342.77
Cash and Cash Equivalents at End of Year	7,646,327,338.36	5,124,544,615.23

The accompanying notes are integral part of these financial statements.

Port Authority of Thailand

Notes to Financial Statements

For the Year Ended 30 September 2013

1. General Information

The Port Authority of Thailand (PAT) is a public utility state enterprise under the supervision of the Ministry of Transport. It was established by the Port Authority of Thailand Act, B.E. 2494 (A.D. 1951) with the status of a juristic person. Its objective is to carry out operations and bring about the progress of Port's business in the interest of the State and people. The Ministry of Transport is the authority to monitor and supervise the management policy and business development plan of the Port Authority of Thailand (PAT) to correspond with the Government Policy including the duty to select PAT Board of Commissioners.

The main duties of the PAT are providing services and facilities to vessels and cargoes, conducting dredging and maintenance of the bar channels and basins, supervising stevedoring, handling, moving, storing and delivering cargoes to the consignee, coordinating and cooperating with the government agencies concerned and international ports and developing its organization to cope with the economic situation.

At present, the PAT takes charge of the following ports:

(1) Bangkok Port is the main river port providing services and facilities to conventional and container vessels. All berths are operated and managed by the PAT.

(2) Laem Chabang Port is the major deep sea port. The PAT takes charge of the overall administration while the operation belongs to the private sector.

(3) The regional ports were constructed by the Marine Department. Upon completion, each regional port must be assigned to the Treasury Department and registered as state property. The PAT has managed and operated the following regional ports according to the Cabinet's resolution on 25 March 2003.

- Chiang Saen Port has been in operation since 1 October 2003
- Chiang Khong Port has been in operation since 1 January 2004
- Ranong Port has been in operation since 1 January 2004

From the Cabinet's Resolution approved on 18 January 2011, PAT is required to manage the 2nd Chiang Saen Port (Chiang Saen Commercial Port) to accommodate cargoes handling and the 1st Chiang Saen Port became the transportation / tourist port. PAT has start operating Chiang Saen Commercial Port on 1 April 2012 and transferred the 1st Chiang Saen Port back to the Treasury Department before handling over to the Municipality of Wiang Chiang Saen Sub-district for management on 10 January 2013.

2. Criteria for Consolidating the Financial Statements

2.1 Criteria of practices

This financial statement was prepared in compliance in compliance with the Accounting Standard, Financial Reporting Standard as well as interpretation of accounting standards being announced by the Federation of Accounting Professions under the Royal Patronage of His Majesty the King, related rules and notices of the State Enterprise Policy Office (SEPO), which meet the generally accredited accounting principles of Thailand.

Federation of Accounting Professions issued the new revision of Accounting Standard which would be enforceable over the accounting period cycles commencing on or after 1 January 2013, 1 January 2014 and 1 January 2016. The Standard is disclosed in Notes to the Financial Statements No.34.

2.2 Criteria for valuation

This financial statement has been prepared under the recording criteria based on the existing cost price.

2.3 Estimation and use of discretion

On preparation of this financial statements based on the Financial Reporting Standard, the executives have to apply the discretions, estimations and several assumptions, which affect the determination of the accounting policy and reporting of the amount relating to the assets, debts, income and expenses. The actual outcomes may be different from estimation.

Estimations and assumptions using in preparation of the financial statement shall be reviewed continuously. Updating of the accounting estimations shall be recorded in the estimated accounting period and in the affected future period, the data relating to the estimation of uncertainty and important assumptions to determine the accounting policies affects substantially against the acknowledgement of the amount in the financial statement as follows:

Allowance for doubtful accounts

Allowance for doubtful accounts is the adjustment of the debtor's value with the expected loss due to the impossibility of debt settlement. The executives use his discretion to estimate the loss for the outstanding debtor by considering several methods i.e. analysis of the debts term, experiences of debt settlement by considering the current economic environments. However, use of the estimations and assumptions may affect against the value of estimation of the allowance for doubtful accounts and must be updated for the margin in the future.

Plant, equipment and intangible asset

The executives estimate the lifetime and remaining value for the plant, equipment and intangible asset of the PAT, mostly referring from the technical data of

the assets and including the disposal of the deteriorated or out-of-use assets by means of sale or disuse.

Estimation of debts for Employee's Post-Retirement Benefits Project

The Port Authority of Thailand provides benefits for employees after their termination or retirement in accordance with the related law; State Enterprise Labour Relations Committee's Announcement B.E. 2549 (2006) or Thai Labour Law. The current value of debt estimation is calculated by using several assumptions, including the discount rate, increasing rate of the employee's salary and changing rate in the number of employees. Changes in these rates result in the estimation of costs and debts of the employee's post-retirement benefits project.

3. Principle Accounting Policy

3.1 Presentation of the Financial Statements

PAT observes the Accounting Standard 1 (revision 2009) regarding the presentation of the financial statements under the requirements of the updated standards. The financial statement consists of:

- Statement of Financial Position
- Statement of Comprehensive Income
- Statement of Changes in Capital
- Statement of Cash Flow
- Notes to the Financial Statements

3.2 Revenue Recognition

- Service Revenue Recognition

Recognizing on the accounting period of being services

- Revenue from the private sector's operating (Fixed Fee) and additional compensation (Add Fee)

Revenue from the private sector's operating (Fixed Fee), including other minimum amount which be paid throughout the remaining period of the lease contract, has been recognized as Statement of

Comprehensive Income by linear method throughout the lease contract period. For the additional compensation (Add Fee) which will be paid based on the volume of contingent containers or cargo in each year under the classified rate in each contract, it is recognized as the contingent lease and the revenue in accounting period of that lease.

- Interest Received

Recognizing on a time proportion basis concerning with actual compensation rate.

3.3 Cash and cash equivalents

Cash and cash equivalents refer to cash, bank deposits: current accounts, saving accounts and fixed accounts of less than 3 months and non-refundable deposit.

3.4 Account receivable and other debtors

Account receivable and other debtors are demonstrated as the price in the invoice of doubtful debt deduction.

Allowance for doubtful debts is set as an amount of estimated loss from doubtful debts based on historical records and the current financial status of non-government and non-state enterprise debtors as of the date in the balance sheet, which is in compliance with the Ministry of Finance's Regulations regarding State Enterprise's Accounting and Finance, B.E. 2548 (A.D. 2005) and the criteria of the PAT Board of Commissioners's resolution at its 9/2549 meeting on 16 October 2006. The allowance for doubtful debt is set for non-government and non-state enterprise debtors at the following rates:

Length of Overdue	Allowance for Doubtful Debts (Percentage)
Over 3 months to 6 months	50
Over 6 months to 1 year	75
Over 1 year	100

The allowance for doubtful debts is recognized as an expense. When the bad debt is realized, it will be deducted from the allowance for doubtful debts.

3.5 Inventories

Inventories at the end of budget year are recorded as a cost on the basis of the moving-average method or net realizable value, whichever is the lower. Deteriorated spares and handling equipments are recorded as actual costs.

3.6 Property, plant and equipment

Property, plant and equipment valued is over 30,000 Baht are recorded at the cost of acquiring date or upon its completion, deducts the accumulated depreciation except for land transferred to the PAT in 1951, which has to be demonstrated as actual cost plus an increased valuation. Other properties valued

lower than 30,000 Baht are recorded as expenses in the accounting period.

The cost price includes the direct cost relating to the acquisition of assets, construction cost, assets built by PAT as well as cost of the materials, direct labor and other direct costs relating to the supply of assets, to maintain the assets ready to use as required. The elements of each particular of land, plant and equipment with an unequal exploitation lifetime must be recorded separately, as well as the depreciation assessment of each substantial matter is also determined separately.

Asset from donation accounts are recorded with deferred income from the donated assets account

and recognized as revenue which is equivalent to the depreciation of assets from donations.

Profit or loss from the sale of property, plant and equipment is the difference between the net compensation from the sale and accounting value of property, plant and equipment by mean of the net recognition as other revenue in the Statement of Comprehensive Income.

Categorization of the real estate is arranged as the investment property.

Upon changes of the available real estate to be the investment property, the real estate shall be re-categorized as the investment property with the accounting value.

Subsequent Costs

Costs of substitution of the elements shall be recognized as an integral part of the accounting value of the particular of the property, plant and equipment. High possibly that PAT shall receive economic benefits in the future and the value of the cost could be measured reliably; the substituted parts shall be disposed based on the accounting value. The costs for restoration or maintenance of the property, plant and equipment being regularly incurred shall be recognized for the profit or loss upon occurrence.

Depreciation

The depreciation is calculated from the deterioration value of the assets, consisting of the cost price of the assets or cost price for other substitution and deducted with the remaining value of the assets.

The depreciation is recorded as the expense in the Statement of Comprehensive Income by linear method throughout the approximate lifetime criteria of the elements of each particular of assets during 2-30 years.

The residual value of the land, building and equipment must be estimated by the value which PAT has expected to receive at the present from the dispositions of the assets as if such assets have had the lifetimes and conditions anticipated to probably be at the end of useful life. Furthermore, the residual

value and useful life are reviewed, at least once by the end of every year.

3.7 Intangible Assets

The project for the Development of a Financial and Accounting Administration System, the Administration Accounting System as well as the Overall Organisational Resources Planning through the implementation of the copyright on the SAP software programme is an expense of upgrading the financial and accounting administration system, the administration accounting system, the human resources management system, the storing system, the maintenance system and the information technology system for the PAT's management. The expense will be set as an expense in 3-5 years.

3.8 Real estate for investment

The real estate for investment i.e. real estate occupied for exploitation from the income, rent or increased value or both, not for sale the regular business course or used on manufacturing or products supply or service or used for management.

The cost price of the real estate for investment includes the direct cost to acquire the real estate for investment and the construction cost of PAT as well as the raw material cost, direct wage and other direct costs to maintain the real estate for investment to be ready for use.

The real estate for investment being shown in the cost price, less the cumulative depreciation cost and loss from the depreciation cost shall be recorded in the Statement of Comprehensive Income by linear method throughout the approximate lifetime of each particular of the assets.

3.9 Employee's benefits

The obligations of the PAT and benefits for the employee are recognized and measured for the benefits of employee in each category as follows:

1. Short-term benefits for employee: the PAT acknowledges the debts and expenses from the annual leave being carried forward to the next year by recognizing the cost price, which is expected to carry forward the yearly holidays without updating of the discount rate.

2. Post-retirement benefits

2.1 Contribution fund according to the project of employee's post-retirement benefits are provided by PAT in 2 conditions:

- Aid Fund: PAT pays the contribution in the certain amount in the fund established by PAT without separation as the juristic person from the PAT and additional amount equal to the obligations of the employee's post-retirement benefits by using the estimation techniques based on the Actuarial Science and calculating the benefits to determine the current value of the obligations for the pension and succeeded pension in 30 times of the current service cost and past service cost by recognizing as the liabilities in the Financial Statement and the expenses in statement of comprehensive income promptly.

- Provident Fund: PAT pays the contribution in certain amount separately and has no obligations according to the law or obligations of payment of additional allowance. The obligations of the contribution in the project shall be recognized as the employee's cost in the Statements of Comprehensive Income during the period of employment at the PAT.

2.2 Retirement compensation and medical coverage after retirement program by using the estimation techniques based on the Actuarial Science and calculating the benefits to determine the present value of the obligations, current service cost, past service cost by recognizing as the liabilities in the statement of financial position and the expenses in statement of comprehensive income. Any profit and loss from the estimation based on the Actuarial Science Principle are considered as the costs in the statement of comprehensive income immediately.

3. Other long-term benefits are estimated by using the techniques based on the Actuarial Science and calculating the benefits to determine the present value of the obligation, current service cost, past service cost by recognizing as the liabilities in the statement of financial position and the expenses in statement of comprehensive income. Any profit and loss from the estimation based on the Actuarial Science are recognized as the costs in the statement of comprehensive income immediately i.e. remuneration for 15/25 years of services and welfare in case of disability or death from working.

4. Severance benefits upon termination: the PAT shows its intention to be obliged obviously relating to the employee's termination and it is impossible for cancellation with the official details on the termination prior to the original retirement date or encouragement of voluntary resignation. The severance benefit is recognized as an expense when the PAT offers the benefit for voluntary resignation and it has possibility to be accepted with a reasonably estimated number of acceptance. The cash flow is depreciated if the period of benefit payment exceeds 12 months since the date of reporting named as Early Retirement Project.

3.10 Provisions

Provisions shall be recognized when the PAT has the liabilities according to the law or from the estimation as the result of the past event and it is certainly possible that the PAT shall lose the economic benefits to pay for the aforementioned liabilities and based on the reliable estimation of the payable amount.

3.11 Depreciation of the assets

The accounting value of the PAT's assets is reviewed on every reporting date whether the depreciation is indicated. In case of indication, the PAT would have estimated the value of the assets expected to be recovered. The loss from the depreciation is recognized when the accounting value of the asset is higher than the expected value to be recovered from the depreciation and recorded in the statements of income.

Calculation of the value expected to be recovered

Expected value to be recovered means the value from use of the assets or fair value of the assets, after deducting the sale cost, whichever is higher. On assessment of the value from use of the assets, the estimation of the cash flow to be received in the future shall be calculated in the current value to reflect the assessable value in the current market, which varies upon the time and risk against the asset. For the asset, which does not cause the cash flow independently from other assets, shall consider the

expected value to be recovered together with the asset unit causing the cash, which the asset relates to.

Reversion of the depreciation

The loss from the depreciation shall be reversed in case of the loss recognized in the previous statement is lower which the PAT has expected the value to be recovered. The loss from depreciation shall be reversed only when the accounting value of the asset does not exceed the accounting value after deduction of the depreciation cost or disposal cost as if the loss from the depreciation were not recorded before.

3.12 Insurance Fund

The Insurance Fund was established in accordance with the Port Authority of Thailand Insurance Fund Regulation B.E. 2528 (A.D. 1985) by virtue of the section 29 (1) of the Port Authority of Thailand Act, B.E. 2494 (A.D. 1951) with the main objective to insure the assets of the PAT.

Assets and liabilities of the Insurance Fund are shown in the PAT Assets and Liabilities; meanwhile, the fund appeared on inappropriate retained earnings statement, revenues and expenses of the Insurance Fund are recorded as Revenues and Expenses of the PAT.

4. Re-categorization

The PAT has prepared particulars in the statement of financial position as of 30 September 2012 and 2011, re-categorized the statement of comprehensive income for the year ended 30 September 2012 of conformation and comparison with the statement of financial position as of 30 September 2013 and the statement of comprehensive income for the year ended 30 September 2013 which has no effect on the reported net profit, as follows;

4. Re-categorization

Unit : Million Baht

	Antecedent Work Categorization	Re-Categorization	New Categorization
Statement of Financial Position as of 30 September 2012			
Accounts receivable	552.41	465.13	1,017.54
Debtor accounts (Provident fund)	687.36	(687.36)	-
Unpaid Debtor accounts (Provident fund)	-	5.12	5.12
Other current assets	556.65	(479.43)	77.22
Debtor accounts under due date (Provident fund)	-	682.24	682.24
Other non-current assets	14.05	14.30	28.35
Accrued expenses	717.11	(40.03)	677.08
Refundable deposits	104.95	(0.29)	104.66
Other current liabilities	150.10	(6.18)	143.92
Obligation on employee's benefits	18,990.34	46.50	19,036.84
Surplus on fixed assets valuation	49.39	(49.39)	-
Other elements of capital equity	-	49.39	49.39
Statement of Financial Position as of 30 September 2011			
Accounts receivable	401.48	338.48	739.96
Debtor accounts (Provident fund)	500.44	(500.44)	-
Unpaid Debtor accounts (Provident fund)	-	5.12	5.12
Other current assets	620.98	(534.13)	-
Debtor accounts under due date (Provident fund)	-	495.32	495.32
Other non-current assets	14.11	195.66	209.77
Accrued expenses	389.96	0.61	390.57
Refundable deposits	104.53	(0.32)	104.21
Other current liabilities	492.51	(5.02)	487.49
Obligations on Employee's Benefits	2,125.43	4.73	2,130.16
Surplus on fixed assets valuation	49.39	(49.39)	-
Other elements of capital equity	-	49.39	49.39

4. Re-categorization (Continued)

Unit : Million Baht

	Antecedent Work Categorization	Re-Categorization	New Categorization
Statement of Comprehensive Income as of 30 September 2012			
Revenues from provident fund	3.77	38.56	42.33
Expenses of Employee's Benefits	(4,131.20)	8.13	(4,123.07)
Operating expenses	(644.42)	644.42	-
Public utilities	-	(43.06)	(43.06)
Expenses of stationeries and books	-	(18.41)	(18.41)
Expenses of Security Equipments	-	(63.26)	(63.26)
Public Relations and Marketing Cost	-	(73.55)	(73.55)
Expert and Outsourcer's Wages	-	(161.40)	(161.40)
Contracting Private Tug Boat Services Cost	-	(105.74)	(105.74)
Expenses of Provident fund	-	(38.56)	(38.56)
Other expenses	(34.68)	(187.13)	(221.81)

5. Cash and Cash Equivalents consist of the followings:

Unit : Million Baht

	2013	2012
Cash	87.08	102.79
Bank Deposits		
Current Account	(14.54)	(10.24)
Saving Account	2,598.03	1,176.87
3-month fixed deposit-non refundable	4,975.76	3,855.12
Total	7,646.33	5,124.54

The total amount of cash and cash equivalents of 7,646.33 million Baht, belongs to the PAT in the amount of 7,459.21 million Baht, the provident fund 156.39 million Baht and the insurance fund for 30.73 million Baht.

6. Temporary investments consist of the followings:

Unit : Million Baht

	2013	2012
Over 3-month fixed deposit		
Refundable	16.24	15.77
Non-Refundable	2,180.55	2,178.87
Total	2,196.79	2,194.64

The refundable 3-month fixed deposit totals 16.24 million Baht, 0.30 million Baht is used for an electricity guarantee and 15.94 million Baht is used as guarantee for housing loans of the third phase of Klongtoey Community Residence Development Project. The non-refundable 3-month fixed totals 2,180.55 million Baht which 860.08 million Baht belongs entirely to the PAT and 1,320.47 million Baht is for the insurance fund.

7. Account Receivable consist of the followings:

Unit : Million Baht

	2013	2012
Trade Account Receivables	1,104.92	1,146.81
<u>Less</u> Allowance for Doubtful Debt	(134.17)	(129.27)
Trade Account Receivables - Net	970.75	1,017.54

The trade account receivables are categorized based on the debt aging as follows:

Unit : Million Baht

	2013	2012
Debt Aging		
Undue	968.30	997.67
Over 3 months - 6 months past due	2.35	5.28
Over 6 months - 1 year past due	4.98	13.27
Over 1 year past due	129.29	130.59
Total	1,104.92	1,146.81

8. Other Debtors consist of the followings:

Unit : Million Baht

	2013	2012
Advance Loan	7.75	6.80
Car Leasing	0.03	0.05
Indemnity	0.33	0.35
Miscellaneous	3.36	2.27
Total	11.47	9.47
<u>Less</u> Allowance for Doubtful Debt	(0.32)	(0.32)
Other Debtors - Net	11.15	9.15

9. Debtors Accounts (Provident Fund) consist of the followings:

Unit : Million Baht

	2013	2012
General Loan	127.60	151.66
Housing Loan	7.04	8.06
Vehicle Loan	0.26	0.44
Special Loan	42.60	48.83
Economic Crisis Loan	0.01	0.01
Economic Recession Loan	1.53	6.67
Special Loan for Debt Burden	101.95	171.88
Flooding Crisis Loan	204.96	299.81
Total	485.95	687.36

Unit : Million Baht

	2013	2012
Debtor account in arrears (Provident fund)	5.12	5.12
Debtor account not due for payment (Provident fund)	480.83	682.24
Total	485.95	687.36

10. Inventories consist of the followings:

Unit : Million Baht

	2013	2012
Handling Equipment Parts	189.79	202.03
<u>Less</u> Inventory Obsolescence Reserve	(25.97)	(25.97)
Handling Equipment Parts - Net	163.82	176.06
Vessel Parts	7.91	8.11
Electrical and Phone Equipment	4.63	4.82
Building Repair Materials	1.68	1.65
Fuel and Lubricant	8.57	9.47
Stationeries and Consumable Supplies	6.91	7.53
Waterworks Equipment and Sanitation	0.66	0.64
Car and Mechanical Parts	0.46	0.64
Medicine and medical supply costs	10.51	-
Others	11.54	8.03
Total	216.69	216.95

11. Other Current Assets consist of the followings:

Unit : Million Baht

	2013	2012
Accrued Bank Interest Receivable	56.83	38.23
Accrued Revenues	6.97	6.68
Prepaid Expense	0.56	0.55
Deposit	0.53	0.53
Undue Input - Tax	32.28	31.09
Other Current Assets	0.09	0.14
Total	97.26	77.22

12. Income from the pending rent consist of the followings:

Unit : Million Baht

	2013	2012
Bring Forward	14,227.28	13,209.31
<u>Plus:</u> Income based on the new contracts	3,466.57	3,449.43
<u>Less:</u> Received amount based on the contracts	(2,673.32)	(2,431.46)
Amount carried forward	15,020.53	14,227.28

In 2013, PAT began to comply with the accounting standard TAS 17 regarding the Lease Agreements by recognizing the rental income as the revenue based on the linear method throughout the lease contract term, instead of individual contract. PAT adopts this method for the contracts with the term of 10 years and over, totaling 62 contracts consist of:

	Bangkok Port (Contract)	Laem Chabang Port (Contract)
Area leasing contract	3	46
Area leasing contract for the port service operators	-	13
Total	3	59

13. Investment Properties consist of the followings:

Investment Properties			
	Land	Building and Construction	Total
Cost Price			
As of 1 October 2012	237.36	13,673.02	13,910.38
Increase	-	59.02	59.02
Decrease	-	(16.18)	(16.18)
As of 30 September 2013	237.36	13,715.86	13,953.22
Cumulative Depreciation Cost			
As of 1 October 2012	-	6,190.49	6,190.49
<u>Increase</u> Depreciation Cost for the period	-	342.90	342.90
<u>Less</u> Amortization	-	(13.54)	(13.54)
As of 30 September 2013	-	6,519.85	6,519.85
Accounting Price			
As of 1 October 2012	237.36	7,482.53	7,719.89
As of 30 September 2013	237.36	7,196.01	7,433.37

Depreciation cost of the investment properties of the year is 342.90 million Baht.

Investment Properties as of 30 September 2013 consisted of:

Port Authority of Thailand	Accounting value as of 30 September 2013		
	Investment Properties		
	Capital	Cumulative depreciation cost	Price based on the net account
Land occupied by PAT for earning the revenue from rental fee and price increase in the future Bangkok Port			
Empty land under the land lease contract	15,989,856.17	-	15,989,856.17
Laem Chabang Port			
Empty land under the land lease contract	172,389,099.61	-	172,389,099.61
Land of the Housing Authority / Accommodation	20,168,283.63	-	20,168,283.63
	208,547,239.41	-	208,547,239.41
Empty Land	28,818,347.62	-	28,818,347.62
	237,365,587.03	-	237,365,587.03

Investment Properties as of 30 September 2013 consisted of: (Continued)

Port Authority of Thailand	Accounting value as of 30 September 2013		
	Investment Properties		
	Capital	Cumulative depreciation cost	Price based on the net account
Leased buildings group under the lease and operating contract			
Bangkok Port			
Commercial building and community flat	802,252,406.27	(416,620,549.68)	385,631,856.59
In-transit warehouse building	16,200,833.75	(16,179,323.44)	21,510.31
Office building	31,545,892.97	(13,969,193.83)	17,576,699.14
	849,999,132.99	(446,769,066.95)	403,230,066.04
Laem Chabang Port			
Building on the leased area	12,865,858,518.64	(6,073,085,232.88)	6,792,773,285.76
	13,715,857,651.63	(6,519,854,299.83)	7,196,003,351.80
Total	13,953,223,238.66	(6,519,854,299.83)	7,433,368,938.83

Investment Properties of the PAT consists of:

Lands in the total areas of 1,333.80 acres (3,373.56 rais) are held by PAT for the benefit in the acquisitions of the revenues from the rents and the increments of the price in the future. 267.57 acres (676.76 rais) of which is located at Bangkok Port and 1,066.23 acres (2,696.80 rais) at Laem Chabang Port. They have been leased to the third persons under both short and long term Land Lease Agreements. As of 30 September 2013, the accounting value of such lands was 208.55 million Baht, and the fair value was 30,549.29 million Baht appraised by referring to land appraisal price of The Treasury Department conducted on the lands in the neighbouring areas.

Empty land belonging to the enterprise located at Laem Chabang Port (totaling 170.80 acres valued 4 million Baht each) is not available for services or business management. As of 30 September 2013, the empty land has an accounting value at 28.82 million Baht and fair value at 1,726.24 million Baht by considering from the land assessed value of the Treasury Department in the surrounding area.

Commercial buildings, community flats, office buildings and warehouses in Bangkok Port were leased out to the third parties under the lease contract as of 30 September 2012 with the cost price of 850 million Baht, accounting value of 403.23 million Baht and fair value of 2,053.42 million Baht, which determined and assessed with the compensation method by considering the depreciation from the physical depreciation, utilization and depreciation due to the external or economic factors.

Assets; land and building under the lease and operating contract of 13 berths at Laem Chabang Port was leased out to the private company and berth operator on 30 September 2013 with the cost price of 12,865.86 million Baht, accounting value of 6,792.77 million Baht and fair value of 20,627.00 million Baht, which determined by the Income Method (DCF Technique).

The amount of money which relevant to the investment properties recognized in the Statements of Comprehensive Income consists of:

Unit : Million Baht

	2013	2012
Revenues derived from the rents of the lands, buildings and warehouses	969.93	869.51
Direct operating expenses arising from immovable properties		
Rental for the year	342.90	342.53

14. Land, Plant and Equipment - Net consist of the followings:

Unit : Million Baht

	Cost price				Other Assets			Total
	Land	Buildings	Floating Assets	Handing Equipment	PAT's	Provident Fund's	Insurance Fund's	
Cost Price								
Bring Forward								
as of 1 October 2012	133.14	5,877.33	4,448.46	8,317.78	3,434.11	0.06	0.04	22,210.92
Increase	-	260.54	369.88	57.31	186.51	-	-	874.24
Decrease	-	(17.05)	(34.40)	(43.53)	(119.15)	-	-	(214.13)
Cost Price								
as of 30 September 2013	133.14	6,120.82	4,783.94	8,331.56	3,501.47	0.06	0.04	22,871.03

Unit : Million Baht

	Accumulated Depreciation				Other Assets			Total
	Land	Buildings	Floating Assets	Handing Equipment	PAT's	Provident Fund's	Insurance Fund's	
Accumulated Depreciation								
Bring Forward								
as of 1 October 2012	-	3,309.34	3,176.82	3,862.12	2,447.97	0.06	0.04	12,796.35
Increase	-	175.67	114.33	642.97	252.67	-	-	1,185.64
Decrease	-	(12.45)	(34.40)	(43.53)	(119.05)	-	-	(209.43)
Accumulated Depreciation								
As of 30 September 2013	-	3,472.56	3,256.75	4,461.56	2,581.59	0.06	0.04	13,772.56
Accounting Value								
As of 1 October 2012	133.14	2,567.99	1,271.64	4,455.66	986.14	-	-	9,414.57
As of 30 September 2013	133.14	2,648.26	1,527.19	3,870.00	919.88	-	-	9,098.47

In the accounting period of the year 2013, the yearly depreciation cost is 1,185.64 million Baht, which includes the depreciation cost of the donated asset group in the amount of 8.17 million Baht.

15. Assets Under Construction and Installation consist of the followings:

Unit : Million Baht

	2013				2012
	Bring Forward	Increasing	Decreasing	Carry Forward	
Construction work in progress	478.69	274.52	(401.09)	352.12	478.69
Pending in purchase order	412.46	634.54	(555.22)	491.78	412.46
Maintenance work in progress	-	55.40	-	55.40	-
Total	891.15	964.46	(956.31)	899.30	891.15

Additional works of 964.46 million Baht are partially transferred from the advance payment in the amount of 14.30 million Baht.

16. Deferred Debit of Assets of Housing Community Project consist of the followings:

Unit : Million Baht

	2013	2012
Deferred Debit of Assets of Housing Community Project	337.98	337.98
<u>Less</u> Conversion to During-Year Expenses	-	-
Total	337.98	337.98

Deferred Debit of Assets of Housing Community Project is an expense of Klongtoey's Community Housing Development Project undertaken by the PAT in conjunction with the National Housing Authority. It aims to move out 4,200 resident families of slum communities and 600 resident families in Blocks 7-12 of community from the PAT's area in order to develop the area for port business. In this regard, part of the PAT area was allocated for the construction of a 1,680-unit flat, which are now completed. PAT also provided the empty land outside the area of the PAT by purchasing the land at Soi Watcharaphon and Nong Chok District Area. The expenses shall be paid upon moving-in by the community and ownership transfer.

As of 30 September 2013, the lands at Soi Watcharaphon and Nong Chok District Area contain the remaining value at 39.91 million Baht and 298.07 million Baht respectively.

17. Intangible Assets consist of the followings:

Unit : Million Baht

Intangible Assets			
	Project on Development of Administration Accounting and Human Resources Planning System	Licenses of Other Software Programs	Total
Cost Price			
As of 1 October 2012	82.98	115.67	198.65
Increase	-	46.89	46.89
As of 30 September 2013	82.98	162.56	245.54
Amortization Cost			
As of 1 October 2012	73.16	22.62	95.78
Increase	8.89	29.21	38.10
As of 30 September 2013	82.05	51.83	133.88
Accounting Price			
As of 1 October 2012	9.82	93.05	102.87
As of 30 September 2013	0.93	110.73	111.66

18. Accrued Expenses consist of the followings:

Unit : Million Baht

	2013	2012
Accrued Wages and Overtime Wages	170.55	180.47
Accrued Bonus of Commissioners and Port Personnel	462.88	416.42
Accrued Pension and Gratuity	11.77	11.32
Others	44.23	68.87
Total	689.43	677.08

19. Advance Revenues consist of the followings:

Unit : Million Baht

	2013	2012
Bangkok Port	4.06	1.63
Laem Chabang Port	384.79	353.89
Ranong Port	2.39	1.19
Total	391.24	356.71

20. Accrued Remittance consists of the followings:

Unit : Million Baht

	2013	2012
Accrued Remittance		
As of the date of the beginning period	2,074.97	1,046.90
Plus Reserve for Remittance		
from annual net profit	3,561.00	3,198.47
from annual net profit 2011 Adjustment (increasing)	-	0.10
from annual net profit 2012 Adjustment (increasing)	0.03	-
	5,636.00	4,245.47
Less Remittance to the Ministry of Finance	(2,075.00)	(2,170.50)
As of 30 September	3,561.00	2,074.97

In the accounting period of 2013, the PAT reserved the remittance from the net profit of 2013 at the rate of sixty-five percent (65%) of the net profit before bonus expense reserve in the amount of 3,561.00 million Baht. As of 30 September 2013, the PAT accounts for the accrued remittance to the Ministry of Finance in the amount of 3,561.00 million Baht.

21. Other Current Liabilities consist of the followings:

Unit : Million Baht

	2013	2012
Withholding Tax	54.90	48.55
Deferred Income Tax	31.68	39.12
Withholding Corporate Income Tax	3.93	3.02
Berth Entrepreneur's Payable	4.60	4.80
Cheques	54.40	41.68
Deposit Property Tax	6.71	5.14
Other Current Liabilities	2.56	1.61
Total	158.78	143.92

22. Unrealized Revenue from Donated Assets consist of the followings:

Unit : Million Baht

	2013	2012
Bring Forward	399.42	430.01
<u>Plus</u> Assets from Donation	0.04	0.71
	399.46	430.72
<u>Less</u> Revenue Recognition Amortized	(31.35)	(31.30)
Balance Forward	368.11	399.42

23. Accrued Savings Deposit and Accrued Interest consists of the followings:

Unit : Million Baht

	2013		2012	
	Accrued Saving Deposit	Accrued Interest Payable	Total	Total
Bring Forward	201.92	276.18	478.10	473.94
<u>Plus</u> Augmentation During the Year	18.40	37.70	56.10	58.03
Total	220.32	313.88	534.20	531.97
<u>Less</u> Installment during the Year	(38.93)	(65.27)	(104.20)	(53.87)
Balance Forward	181.39	248.61	430.00	478.10

As of 30 September 2013, accrued savings deposit and accrued interest payable of 430.00 million Baht will be paid by the PAT to employees when they retire or are dismissed.

24. Obligations of Employee's Benefit consist of the followings:

The Port Authority of Thailand has complied with the Accounting Standard No.19 on Employee's Benefits which has taken effect since 1 October 2011. The numbers recognized in the Statement of Financial Position are as follows:

Unit : Million Baht

Statement of Financial Position as of 30 September 2013	2013	2012
1. Employee's Short Term Benefits		
Annual accumulated leave days program	45.78	46.50
2. Employee's Long Term Benefits		
Obligations of employee's post-retirement benefit project		
Retirement Compensation	903.42	976.08
Aid Fund Project	12,284.58	13,148.55
Medical Coverage Plan After Retirement	3,953.81	4,818.44
Total obligations of employee's benefit after retirement project	17,141.81	18,943.07
Obligations of Other Long-Term Benefit Project		
	13.43	18.98
Welfare Program Upon Death due to Work	27.24	28.29
Total obligations of Other Long-Term Benefit Project	40.67	47.27
Total obligations of employee's benefit after project	17,228.26	19,036.84

Unit : Million Baht

Statement of Comprehensive Income for the Year Ended 30 September	2013	2012
Annual Accumulated Leave Days Program	2.56	4.18
Retirement Compensation Plan	82.07	79.55
Aid Fund Project	627.92	636.75
Medical Coverage Plan After Retirement	257.95	255.51
Long-Term Work Compensation Project	1.90	1.77
Welfares Program Upon Death due to Work	0.87	0.90
Total Expenses recognized in the Statement of Comprehensive Income	973.27	978.66

Annual Accumulated Leave Days Program

The obligations according to the Statement of Financial Position are as follows:

Unit : Million Baht

	2013	2012
Present Value of the Obligations of Employee's Benefits	45.78	46.50

Changes on the Present Value of the Obligations of the Benefit Project

	Unit : Million Baht	
	2013	2012
Obligations of the Benefit Project on the Beginning Date of Period	46.50	47.04
Present Service Cost	2.56	4.18
Benefits paid by the Project	(3.28)	(4.72)
Obligations of the Benefit Project on the Ending Date of Period	45.78	46.50

Expenses recognized in the Statement of Comprehensive Income

	Unit : Million Baht	
	2013	2012
Present Service Cost	2.56	4.18
Total Expenses recognized in the Statement of Comprehensive Income	2.56	4.18

Retirement Compensation Plan

PAT has the policy of compensation payment when the employee is retired based on the regulations and notices according to the State Enterprise Labor Relations Act B.E. 2543 (2000).

The obligations according to the Statement of Financial Position are as follows:

	Unit : Million Baht	
	2013	2012
Present Value of the Obligations of Employee's Benefits	903.42	976.08

Changes on the present Value of the Obligations of the Benefit Project

	Unit : Million Baht	
	2013	2012
Obligations of the Benefit Project Carried Forward	976.08	56.05
Debts During the Change	-	899.13
Obligations of the Benefit Project on the Beginning Date of Period	976.08	955.18
Present Service Cost	43.25	43.92
Paid Interest	38.82	35.63
Benefits Paid by the Project	(134.18)	(58.65)
Obligations of the Benefit Project	923.97	976.08
(Profit) Loss in accordance with the actuarial science principle recognized at the end of the accounting period	(20.55)	-
Obligations of the Benefit Project on the Ending Date of Period	903.42	976.08

Expenses recognized in the Statement of Comprehensive Income

	Unit : Million Baht	
	2013	2012
Present Service Cost	43.25	43.92
Paid Interest	38.82	35.63
Total Expense recognized in the Statement of Comprehensive Income	82.07	79.55

Aid Fund Project

PAT has established the Aid Fund for officers and workers to pay allowance to the employee upon leaving the position, in accordance with the Port Authority of Thailand Provident Fund Regulation B.E. 2497 (1954) by virtue of Section 42 of the Port Authority of Thailand Act, B.E. 2494 (1951). The obligations due to the benefits of the aid fund project consist of:

1. Pension
2. Inherited Pension

The obligations based on the Statement of Financial Position are as follows:

Unit : Million Baht

	2013	2012
Present Value of the Obligations of Employee's Benefit	12,284.58	13,148.55

Changes on the present value of the obligations of Employee's benefits project

Unit : Million Baht

	2013	2012
Obligations of the Benefits Project Carried Forward	13,148.55	2,069.38
Debts During the Change	-	11,346.11
Obligations of the Benefits Project on the Beginning Date of Period	13,148.55	13,415.49
Present Service Cost	143.88	149.76
Paid Interest	484.04	486.99
Benefits Paid by the project	(897.32)	(903.69)
Obligations of the Benefits Project	12,879.15	13,148.55
(Profit) Loss in accordance with the actuarial science principle recognized at the end of the accounting period	(594.57)	-
Obligations of the Benefit Project on the Ending Date of Period	12,284.58	13,148.55

Expenses recognized in the Statement of Comprehensive Income

Unit : Million Baht

	2013	2012
Present Service Cost	143.88	149.76
Paid Interest	484.04	486.99
Total Expenses recognized in the Statement of Comprehensive Income	627.92	636.75

Medical Coverage Plan After Retirement

PAT has the policy to pay for the medical expenses to the PAT retired officers, who had started working before 7 June 2005 and been the member of the Aid Fund and Provident Fund. The payment could be done under the criteria according to the rules of the Port Authority of Thailand Welfares of Medical Regulation B.E. 2547 (1954).

The obligations based on the Statement of Financial Position are as follows:

	Unit : Million Baht	
	2013	2012
Present Value of Obligations of Employee's Benefits	3,953.81	4,818.44

Changes on the present value of the obligations of employee's benefits project

	Unit : Million Baht	
	2013	2012
Obligations of the Benefits Project Carried Forward	4,818.44	-
Debts During the Change	-	4,697.26
Obligations of the Benefits Project on the Beginning Date of Period	4,818.44	4,697.26
Present Service Cost	83.59	85.00
Paid Interest	174.36	170.51
Benefits Paid by the Project	(131.31)	(134.33)
Obligations of the Benefits Project	4,945.08	4,818.44
(Profit) Loss in accordance with the actuarial science principle recognized at the end of the accounting period	(991.27)	-
Obligations of the Benefits Project on the Ending Date of Period	3,953.81	4,818.44

Expenses recognized in the Statement of Comprehensive Income

	Unit : Million Baht	
	2013	2012
Present Service Cost	83.59	85.00
Paid Interest	174.36	170.51
Total Expenses recognized in the Statement of Comprehensive Income	257.95	255.51

Long-Term Work Compensation Project

PAT has policy to give the remuneration to PAT officers upon completing of 15 years and 25 years of service.

The obligations based on the Statement of Financial Position are as follows:

Unit : Million Baht

	2013	2012
Present Value of Obligations of Employee's Benefits	13.43	18.98

Changes on the present value of the obligations of employee's benefits project

Unit : Million Baht

	2013	2012
Obligations of the Benefits Project Carried Forward	18.98	-
Debts During the Change	-	17.79
Obligations of the Benefits Project on the Ending Date of Period	18.98	17.79
Present Service Cost	1.15	1.13
Paid Interest	0.75	0.64
Benefits Paid by the Project	(1.98)	(0.58)
Obligations of the Benefits Project	18.90	18.98
(Profit) Loss in accordance with the actuarial science principle recognized at the end of the accounting period	(5.47)	-
Obligations of the Benefits Project on the Ending Date of Period	13.43	18.98

Expenses recognized in the Statement of Comprehensive Income

Unit : Million Baht

	2013	2012
Present Service Cost	1.15	1.13
Paid Interest	0.75	0.64
Total Expenses recognized in the Statement of Comprehensive Income	1.90	1.77

Welfares Program upon Death due to Work

PAT has the policy to pay monthly welfares to PAT's employee's beneficiary in case of decease while on duty. The obligations from the Welfares Program Upon Death due to Work are calculated from the sum of the present value of the cash flow expected to be paid to the beneficiary in each year. The obligations are recognized as the whole cost during the accounting period when the employee deceased.

The obligations based on the Statement of Financial Position are as follows:

Unit : Million Baht		
	2013	2012
Present Value of Obligations of Employee's Benefits	27.24	28.29

Changes on the present value of the obligations of employee's benefits project

Unit : Million Baht		
	2013	2012
Obligations of the Benefits Project Carried Forward	28.29	-
Debts During the Change	-	29.32
Obligations of the Benefits Project on the Beginning Date of Period	28.29	29.32
Paid Interest	0.87	0.90
Benefits Paid by the Project	(1.92)	(1.93)
Obligations of the Benefits Project on the Ending Date of Period	27.24	28.29

Expenses recognized in the Statement of Comprehensive Income

Unit : Million Baht		
	2013	2012
Paid Interest	0.87	0.90
Total Expenses recognized in the Statement of Comprehensive Income	0.87	0.90

Financial Cost - Employee's Benefits

Unit : Million Baht

	2013	2012
Retirement Compensation Plan	38.82	35.63
Aid Fund Project	484.04	486.99
Medical Coverage Plan After Retirement	174.36	170.51
Long-Term Work Compensation Project	0.75	0.64
Welfares Program Upon Death due to Work	0.87	0.90

Main assumptions of the estimation based on the Actuarial Science Principles on the date of reporting are as follows:

Unit : Million Baht

Discount Rate	2013 Percentage	2012 Percentage
Retirement Compensation Plan	4.22	3.73
Aid Fund Project	3.98	3.63
Medical Coverage Plan After Retirement	3.98	3.63 and 3.79
Long-Term Work Compensation Project	4.22 and 3.87	3.73 and 3.58
Increasing Rate of the Future Salary (Average)	7.96	8.08
Inflation Rate	3.00	3.50
Growth Rate of the Medical Cost	5.00	5.00
Circulation Rate of Employee		
Aged 0-40 year	0.40	0.40
Aged 41-50 year	0.20	0.20
Aged 51-60 year	-	-

Assumptions relating to the death refer to the Mortality Table B.E. 2551, as the statistical data being generally propagated and announced by the Office of Insurance Commission.

Contribution to Provident Fund Project

The PAT has registered for the Provident Fund, with registration No.4/2548, effective from 7 June 2005. The Provident Fund is a juristic person established with the aim of promoting saving and serving as welfare and insurance for member employees and their families in case of death, resignation from the Authority or from the Fund. Admission starts from 1 July 2005 and the PAT Board of Commissioner's resolution No.14/2548 dated 25 November 2005 approves of additional admission from 1 December 2005. Employees making an application during the two

periods will be entitled to a special monthly top-up until the termination of membership, following the PAT's motivation strategy, totaling 10% of the salary at the time of admission. They will also be entitled to a special rate for the starting amount and special top-up from the salary base as of fiscal year 2006. According to the regulations of the Provident Fund, members pay a minimum of 5% of salary but not exceeding the contribution by the PAT, which will also pay a monthly contribution at a rate of 5-10% of salary following age of work.

25. Estimated Long-Term Liabilities consist of the followings:

Unit : Million Baht

	Lawsuit of Overtime Case	Other Lawsuit	Total
As of 1 October 2012	384.65	210.48	595.13
Estimation of Increased Liabilities	25.04	0.93	25.97
As of 30 September 2013	409.69	211.41	621.10

The long-term liabilities in 2013 is estimated to increase by 25.97 million Baht from the lawsuit of the overtime pays which the Court of Appeals has passed its decision directing PAT to make the additional payment of 0.60 million Baht and the estimate on interest from the estimated original liabilities in the amount of 25.37 million Baht.

26. Capital consists of the followings:

Unit : Million Baht

	2556	2555
Bangkok Port's Capital		
First Set Capital	47.79	47.79
Sattahip Commercial Port's Operation	117.22	117.22
Economic Development	9.79	9.79
Loan and Interest Paid by Government	82.08	82.08
The Chao Phaya River Bar's Maintenance Division's Operation	3.24	3.24
	260.12	260.12

26. Capital consists of the followings: (Continued)

Unit : Million Baht

	2013	2012
Laem Chabang Port's Capital		
Government Budget	6,688.23	6,688.23
Reserve from Exception of Remittance for External Debt		
Payment by Repaying in terms of Baht Currency	40.00	40.00
Reserve from Economic Structure Adjustment Loan (SAL 2)	96.74	96.74
Capital from Transfer of Sattahip Commercial Port's Fixed Assets	100.07	100.07
	6,925.04	6,925.04
Total	7,185.16	7,185.16

27. Insurance Fund

As of 30 September 2013 and 2012, the assets and liabilities of Insurance Fund are as follows:

Unit : Million Baht

	2013	2012
Assets		
Cash and Cash Equivalents	30.73	237.52
Temporary Investments	1,320.47	876.17
Debtor Accounts (Provident Fund)	309.92	477.12
Long-term Investments	186.00	138.00
Accrued Interest Receivable	18.68	13.40
Total	1,865.80	1,742.21
Liabilities and Funds		
Funds	578.73	578.73
Retained Earning	1,163.47	1,054.79
Revenues Over Expenses	123.60	108.69
Total	1,865.80	1,742.21

28. Provident Fund Revenues consist of the followings:

	Unit : Million Baht	
	2013	2012
Revenues		
Bank Deposit Interest	0.88	0.84
Provident Fund's Loan Interest	33.81	40.62
Miscellaneous Revenues	0.40	0.87
Total	35.09	42.33
Expenses		
Accumulated Saving Deposit Interest	(37.71)	(38.56)
Total	(37.71)	(38.56)

29. Other Revenues consist of the followings:

	Unit : Million Baht	
	2013	2012
Fines	14.41	6.64
Revenue from Donated Assets	31.35	31.30
Miscellaneous Revenues	30.39	35.10
Others	8.14	2.89
Total	84.29	75.93

30. Compensation of Key Executives

The Executive means the high level Administrators being in the rank of Assistant Director General of the Port Authority of Thailand and higher positions, including the PAT Board of Commissioners in total number of 23 persons.

	Unit : Million Baht	
For the year ended on 30 September	2013	2012
Compensation of Key Executives		
Short-term benefits	23.58	23.81
Benefits after resignation	1.06	7.52
Other long-term benefits	-	0.01
Total compensations of key executives	24.64	31.34

31. Other Expenses consist of the followings:

Unit : Million Baht

	2013	2012
Travelling Expenses-Domestic	5.89	9.94
Travelling Expenses-International	0.69	5.94
Cost of Equipments and Appliances	3.63	3.56
Expenses on Computer System	7.67	7.06
Expenses on Controlled Office Supplies	22.10	38.31
Photocopier Rental and Photocopy Expenses	2.74	1.85
Expenses on Auditing	0.65	0.65
Sports Expenses	21.44	19.65
Cars Rental	17.83	16.32
Fee	4.61	4.27
Insurance Premium	3.30	5.39
Entertainment Expenses	10.03	9.09
Association Supporting Fee and Subsidies	5.91	6.86
Costs of Emergency - Flood, Fire Accident etc.	8.02	4.42
Doubtful Debts	4.90	10.21
Compensatory on Damages	(87.25)	31.91
Book Publishing Costs	1.71	2.07
Donations	48.25	31.93
Miscellaneous Expenses	0.07	0.67
Others	22.36	11.71
Total	104.55	221.81

32. Obligations and Contingent Liabilities consist of:

Obligations:

1) As of 30 September 2013, PAT guaranteed commitment which was paid by the 12 month-fixed deposit as follows:

Unit : Million Baht

Guaranteed Commitment	Bank	2013	2012
Electricity use	KrungThai Bank	0.30	0.30
Loan payable for Klongtoey Electricity use Community Development Project, Phase 3	The Government Housing Bank	15.94	15.47
Total		16.24	15.77

2) The Cabinet agreed and approved a resolution on 12 November 1985, on the Eastern Seaboard Development Committee's Resolution in respect of the Treasury Development's approval of the PAT's utilization of State Property, the Plot No. Chor. Bor. 341 in Tungsukhla, Sriracha District, Chonburi Province. The Treasury Department also declared that the domain public state was alienated by virtue of Royal Decree for further sales to the Port Authority of Thailand and approved the Ministry of Transport to temporarily utilize an area of about 764 acres (1,910-0-09 rais) for the construction of Laem Chabang Deep Sea Port.

At present, an area of about 582 acres (1,456-0-83 rais) at Tungsukhla, Sriracha District, Chonburi Province, of the whole area of around 766 acres (1,941-2-15 rais) at Plot No. Chor. Bor. 341 was alienated by virtue of the Royal Decree.

The Ministry of Finance approved the sale of that state property as in the competence of the committee according to the Ministerial Order No.2 (2), Vol.11 (B.E. 2537) by virtue of State Property Act, B.E. 2518 (A.D. 1975) and approved the selling price according to the Ministerial Order No.4 at the rate 1.83 million Baht per 2.5 acres (1 rai) for the state property on an area of around 582 acres (1,456-0-83 rais). Consequently, a total amount of 2,660.49 million Baht has been offered to the PAT to be paid in 4 installments from the fiscal year 2007 to the fiscal year 2010.

However, the PAT considered the price of property quoted by the Treasury Department was unreasonable, in order to settle the matter, the PAT Board of Commissioners assigned the PAT to negotiate for a reduced price of property Plot No. Chor. Bor. 341, in conformity with the Eastern Seaboard Development Committee's resolution which was approved by Cabinet's resolution. According to the above, the price of the property was assessed, based on the land rate compensated by the PAT to 1,260 owners or occupants of the plot of land in Tungukhla Sub-district, Sriracha District, and that in Banglamung Sub-district, Banglamung District, Chonburi Province, under the provision of the Land Expropriation Act, B.E. 2521 (A.D. 1978). The maximum and minimum rate of compensation for the expropriated land of about 1,755 acres (4,388-2-92 rais) was 0.10 and 0.03 million Baht per 2.5 acres (1 rai) respectively which averaged at 0.05 million Baht per 2.5 acres (1 rai). Therefore, the total amount of compensation was

199.56 million Baht. Based on the above-mentioned basis, the net price of the state property, Plot No. Chor. Bor. 341 for the whole area of about 582 acres (1,456-0-83 rais) was 60.28 million Baht, which was decreased by 10% of the total price of 66.98 million Baht. On 8 February 2008, the PAT submitted a letter to the Treasury Department, negotiating for the reduced price of the property. At present, it is under the Treasury Department's consideration.

The Treasury Department has issued an order that the Land Office of Chonburi conduct a new measurement of the land due to the protest made against the Treasury Department's request for a title deed, stating that a civilian has previously owned a portion of the land and thus had title in that portion of land. The area of land to be sold to the PAT, the payment and the price may require reconsideration according to the Treasury Department.

Contingent Liabilities

As at 30 September 2013, the Port Authority of Thailand has been under lawsuits of 1,206 cases consisting of 3 non-capital involved cases and 1,203 capital involved cases in total amount of 21,539.75 million Baht. Among the number of such cases, PAT has recognized the liability estimates as a result of being sued in 237 cases of total amount 1,416.66 million Baht. Details of the cases with the capital involved are as follows:

1) The Port Authority of Thailand is subject to lawsuits under 1,199 cases with the capital involved in the amount of 3,702.00 million Baht, consisting of:

- Being sued for general proceedings under 8 cases by which Plaintiffs demand PAT to make indemnification of damages in the total amount of approximately 317.21 million Baht (not including the interest). The case is still pending the Court's consideration and has not yet been finalized.
- Being sued for cancellation of Klongtoey Market Lease Agreement under 3 cases by which Plaintiffs demand PAT pay compensatory damages in the total amount of approximately 65.84 million Baht (not including the interest). The Court dismissed the charge, however, Plaintiffs filed the appeal against the Court's judgment. The cases are currently pending the considerations of the Court of Appeal.

- Being sued for the overtime pays under 1,188 cases by which Plaintiffs demand the PAT to pay compensatory damages in the total amount of approximately 3,318.95 million Baht (not including the interest). The case is still pending the Court's consideration and has not yet been finalized.

2) The Port Authority of Thailand presently has 4 cases under the Arbitration Process by which the disputing parties demand the PAT to compensate for their loss in the amount of approximately 17,837.75 million Baht (not including the interest). The disputes are currently under the course of taking the evidences by the Panel of the Arbitrator.

The cases under which the PAT has been sued and under the Court's considerations with high amount of capital involved are as follows:

1) The Sahaisant Co., Ltd., submitted an offer in respect of the dispute to Arbitrator Institute as the Dispute Case under Black Number Case No.70/2546 between the Sahaisant Co., Ltd., and the Port Authority of Thailand, Objecting Party, involving the capital of 171.00 million Baht in the case where PAT made a contract with the Sahaisant Co., Ltd., to build 2 units of rail mounted shoreside gantry cranes, 40 metric tonnes each. After the Contract was signed, the Company submitted a written notice on the termination of the Contract by citing the reasons for the termination that 1. The Company had made a request to change its joint-venture, 2. The Company was under the process of requesting to change in the controlling stamps and 3. The Company had made a request to change the Performance Bond from an indefinite period to a definite period of the guarantee. The PAT did not agree with the reasons cited by the Company and deemed the acts of the Company to be non-compliance with the Contract. The PAT then refused to make remuneration payment of the first installment to the Company. The Company subsequently gave PAT a notice on the termination of the Contract and then filed a lawsuit with the Arbitrator Institute. The PAT entrusted the Office of the Attorney General to defend the case on its behalf. Each party to the case has already appointed its Arbitrator.

The case is currently under the period of waiting for the Chairman of the Arbitration Board to pin up the disputing issues and the schedule for further taking of the evidences of both parties.

2) Miss Kunnika Boonyotha, together with co-plaintiffs consisting of a group of vendors totaling 404 persons, filed a complaint against the PAT to the Civil Court as per the Court Case Black No. 2280/2552 for the disbursement of 64.64 million Baht. The plaintiffs were lessees of Klongtoey Market whose contract with the PAT had been terminated and who had refused to move out of the market. They alleged that the new contract which had been granted to the Legal Professional Co., Ltd. for the lease of Klongtoey Market was illegitimate. The PAT then requested the Office of the Attorney to defend the case, and the prosecutor submitted a testimony defending the case for the PAT. Later, on 12 October 2012, the Court granted order to withdraw the lawsuit, but the plaintiffs continued to file the appeal. Presently, the case is under the Court of Appeal's consideration.

3) Triumph Engineering Co., Ltd., together with two co-plaintiffs, referred the dispute between Triumph Engineering Co., Ltd., (claimant) and the PAT (disputant) to the Thai Arbitration Institute as per the Court Case Black No.14/2552. The company considered the PAT had failed to comply with the contract for the construction of 2 units of rail mounted shoreside gantry cranes and therefore launched a claim against this authority in the amount of 324.82 million Baht. The PAT, then authorized the prosecuting attorney to defend the case. On 18 March 2011, the Thai Arbitration Institute made an arbitration award that the PAT should return the fine on the following condition: the third installment of the payment in the amount of 21.69 million Baht, together with the interest at a rate of 7.5% per year, calculated from 17 May 2007 onwards until the date of payment completion; the fourth and fifth installments in the amount of 97.98 million Baht, together with interest at a rate of 7.5% per year, calculated from 26 January 2008 onwards until the date of payment completion; the damages resulted from an increase in labour costs due to the delay in the consignment of an area and the first advance payment was to be in the amount of 20 million Baht; and the rent of cranes in the amount of 3 million Baht. The prosecuting attorney submitted the complaint to the Central Administrative Court with a request that the Thai Arbitration Institute's arbitration award be repealed. Later, the plaintiffs submitted a complaint to the Central Administrative Court that the arbitration award be enforced.

On 20 June 2013, The Central Administrative Court granted order to withdraw Thai Arbitration Institute's writ.

4) In the year 2010-2012, the PAT was litigated by PAT's staff in the lawsuit of payment of overtime, weekend wages and weekend overtime made by the PAT was not in compliance with labour law in a total of 1,188 cases in the amount of 3,318.95 million Bath. The PAT has authorized the Supreme of Attorney General to appoint a prosecuting attorney who is charged with Labour Case to defend the case and has submitted statement for the cases. At present, the court has issued an order to examine PAT's witnesses.

5) The AIG Europe S.A. Co., Ltd. was the Plaintiff filing a lawsuit against the PAT to the Southern Bangkok Civil Court under Case Black No.9624/2544, Case Red No.1998/2544, Case Red No.1998/2554, involving the capital of 19.32 million Baht, in the case under which a cargo forklift operator of the PAT had lifted cargoes of printing machines consisting of the printers and several components separately contained in 10 wooden boxes of the AIG Europe S.A. Co., Ltd. and dropped only 1 unit only of the printers causing the damage. However, Plaintiff sued the PAT for the compensation of damages equal to the amount as if the whole lot of disputed cargoes are completely damaged. The PAT assigned Office of the Attorney General to handle actions in pleading the case. Subsequently, The Southern Bangkok Civil Court rendered the judgment on 4 November 2011 ordering the PAT to pay the amount of 12.46 million Baht with the interest at the rate of 7.5% per year from 10 April 2011 onwards until the payment is completely fulfilled. In addition, the PAT was requested to pay the cost for Plaintiff and Lawyer's fee in the amount of 15,000.00 Baht. Thereafter, the prosecutor advised the PAT to appeal against the judgment of the Court of First Instance in the Appeal Court and the PAT agreed. The case is presently in Court pending the taking of evidences by the Appeal Court.

6) The Oversea Fin Corporation Co., Ltd. filed a complaint against the PAT to the Central Administrative Court as per the Court Case Black No.3285/2544 and the Court Case Red No.587/2550 for the disbursement of 203.41 million Bath for withdrawal of an Invitation to the Bid for a selection of private sector businesses to manage and operate the Container

Terminal C3 at Laem Chabang Port. The new PAT Board of Commissioners made a resolution to cease the signing of a contract and reasoned that the existing bid did not comply with the Act of Private Participation in State Undertakings, B.E. 2535 (A.D. 1992), which stipulates that the project proposal must be presented to the Cabinet before the signing of any contract. Such cessation might cause damage to the company. The PAT then authorized the Office of the Supreme Attorney General to defend the case. The Central Administrative Court passed judgment that the PAT must be in a position to be liable for the disbursement of the amount of 6.57 million Baht. However, the PAT has appealed the case to the Supreme Administrative Court. At present, the case is under the Supreme Administrative Court's adjudication.

7) The A and Marine (Thailand) Co.,Ltd. filed a complaint against the PAT to the Central Administrative Court as per the Court Case Black No.355/2550 and the Court Case Red No.810/2553 for the disbursement of 66.62 million Baht. The case is that PAT made a contract with the A and Marine (Thailand) Co.,Ltd. for the purchase and installation of an Automatic Ship Identification System (AIS). On the PAT's inspection, it was found that the equipment and the system did not perform properly in accordance with the terms of the contract. Thus, the PAT reserved the right not to accept the work submitted by the company. The PAT, then, terminated the contract by written notice and forfeited the bank guarantee. However, the Company rejected the termination of the contract and requested the PAT's approval for changing the equipment to cope with the terms of the contract as well as the PAT's acceptance of the equipment and the system. The Company also referred this dispute to the Central Administrative Court. The PAT then authorized the Office of the Supreme Attorney General to defend the case. At present, the case is under the Supreme Administrative Court's adjudication. The Central Administrative Court granted order to withdraw the lawsuit. Later, on 5 June 2010, the plaintiff has appealed the case of the Central Administrative Court to the Supreme Administrative Court. Presently, the case is under the Supreme Administrative Court's adjudication.

8) Laem Chabang International Terminal Co.,Ltd. submitted a complaint of operational impact by contract to the Collaborating Committee for Container Berth C3, which had been established according to the Act of Private Participation in State Undertakings, B.E. 2535 (A.D. 1992) explaining the necessity for adjustment in the terms of the contract. The company also submitted a complaint against the PAT for an unjust contract which has caused the company to suffer loss to the Office of the Ombudsman Thailand. The Office of the Ombudsman Thailand gave the opinion that the PAT's operation by contract was rightful and in compliance with related laws and regulations and that the company's loss may have resulted from various causes. The Office of the Ombudsman Thailand then ruled that the facts of the complaint were unsubstantiated and consideration of the case ceased according to Article 28 (3) of the Organic Act on Ombudsman B.E. 2552 (A.D. 2009).

Later, the company requested for provisional protection from the Central Administrative Court. The Central Administrative Court then issued an order that the company's request be withdrawn and that it considered the decision final based on the provisional measures of protection prior to or during prosecution.

The company referred the dispute to the Thai Arbitration Institute, the Alternative Dispute Resolution Office, the Office of the Judiciary, as per the Court Case Black No.54/2553 for the disbursement of 17,320.74 million Baht, covering the interest of the principle disbursement and the legal expenses during the consideration of the Thai Arbitration Institute. The PAT then authorized the Office of the Supreme

Attorney General to defend the case. At present, the case is under the process of taking evidences by the Thai Arbitration Institute.

33. Events occurring after the date in the Financial Statements

According to the case that the Port Authority of Thailand have been sued by its staff for their payments of the overtime work, wages for working on holidays and overtimes for working on holidays which are not legally in accordance with Thai Labour Law, PAT lodged an appeal to the Supreme Court. Subsequently, on 10 March 2014, the Supreme Court rendered a judgment directing the PAT to make overtime payments to 217 staff in monetary amount of 283.07 million Baht with the interests at the rate of 7.5% per year from the date of filing the lawsuit to the date of successfully completing such payments, within 15 days from the date of passing the judgment.

34. New Unenforceable Accounting Standard

Federation of Accounting Professions has issued a new revision of Accounting Standard which would be enforceable over the accounting period commencing on or after 1 January 2013, 1 January 2014 and 1 January 2016, as follows:

Effective for the accounting period beginning on or after 1 January 2013

Financial Reporting Standards	Topics
TAS 12	Income Taxes
TAS 20 (revised 2009)	Accounting for Government Grants and Disclosure of Government Assistance
TAS 21 (revised 2009)	The Effects of Changes in Foreign Exchange Rate
TFRS 8	Operating Segments
SIC 10	Government Assistance-No Specific Relation to Operating Activities
SIC 21	Income Taxes-Recovery of Devalued Non-depreciable Assets
SIC 25	Income Taxes-Changes in the Tax Status of an Enterprise in Its Shareholders
Accounting practices	Transfer and Transferred Acceptance of the Financial Assets

Effective for the accounting period beginning on or after 1 January 2013 (Continued)

Financial Reporting Standards	Topics
TAS 1 (revised 2012)	Presentation of Financial Statements
TAS 7 (revised 2012)	Statement of Cash Flows
TAS 12 (revised 2012)	Income Taxes
TAS 17 (revised 2012)	Lease Agreement
TAS 18 (revised 2012)	Revenue
TAS 19 (revised 2012)	Employee's Benefits
TAS 21 (revised 2012)	The Effects of Changes in Foreign Exchange Rates
TAS 24 (revised 2012)	Related Party Disclosures
TAS 28 (revised 2012)	Investments in Associates
TAS 31 (revised 2012)	Interests in Joint Ventures
TAS 34 (revised 2012)	Interim Financial Statement
TAS 36 (revised 2012)	Impairment of Assets
TAS 38 (revised 2012)	Intangible Assets
TFRS 2 (revised 2012)	Share - Based Payments
TFRS 3 (revised 2012)	Business Combinations
TFRS 5 (revised 2012)	Non-current Assets Held for Sale and Discontinued Operations
TFRS 8 (revised 2012)	Operating Segments
SIC 15	Operating Leases-Incentive
SIC 27	Evaluation the Substance of Transaction in a Legal Form of a Lease
SIC 29	Service Concession Arrangements: Disclosure
SIC 32	Intangible Assets-Website Costs
TFRIC 1	Changes in Existing Decommissioning, Restoration and Similar Liabilities
TFRIC 4	Determining whether an Arrangement contains a Lease
TFRIC 5	Rights to Interests arising from Decommissioning, Restoration and Environmental Rehabilitation Funds
TFRIC 7	Applying the Restatement Approach under IAS 29 Financial Reporting in Hyperinflationary Economies
TFRIC 10	Interim Financial Reporting and Impairment
TFRIC 12	Service Concession Agreements
TFRIC 13	Customer Loyalty Programmes
TFRIC 17	Distributions of Non-cash Assets to Owners
TFRIC 18	Transfers of Assets from Customers

Effective for the accounting period commencing on or after 1 January 2016

Financial Reporting Standards	Topics
TFRS 4	Insurance Contracts

The PAT Management did assessed and considered that the Financial Reporting Standard shall not materially affect the Financial Statements for the year in which such Standards have been effective.

PAT Annual Report 2013

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Gear to the Gateway of Trade
by Thai Waterway Transport
and Logistics for International
Commercial Support and
Competitiveness”**

