**Report of Activities**

**PAT get ready for AEC**

PAT launched 3 strategies for improving port service efficiency

1. Strategy 1: Improve port service capacity – To improve port infrastructure efficiency to meet consumer satisfaction and larger market from AEC implementation.

1.1 To improve the capacity and efficiency of port existed.

- Development and enhancement on capacity and efficiency of existed port infrastructure. There are several projects support this goal, such as;

* The LaemChabang Port (LCP) Development Project, Phase 3
* According to the throughput forecasting demonstrate that the total containers accommodated in Phase I and Phase II would exceed 10 million TEUs/year by 2018, while the maximum capacity of Phase I and Phase II is approximately 11 million TEUs/year. Due to the above mentioned capacity, the new port Phase III development, is needed to be development. With this regard, LCP will invest on the main infrastructure such as dredging, land reclamation, breakwater, etc.

This project is expected to be completed by January 2020. Nonetheless, because of the resistance from local people and relevant agencies, the project has been suspended until the problems are solved. However, it’s expected that the problems could be resolved within the year 2015 and recontinued to be completed approximately in 2024

Due to, PAT also needs to come to an understanding with people in the communities around the port regarding the impact of the port construction, therefore; Chonburi Governor has appointed “the Follow-up Committee” to deal with any problems that may occur in the communities

Nowadays, various environmental community projects has been launched by PAT to comply with the Follow-up Committee adoption and solving the confliction between PAT and local people.

* Coastal Terminal Development Project of LaemChabang Port

- LaemChabang Berth has the waterfront area at the end of the Basin 1 between A0 and A1 Berths, which is about 150 meters long and back up area of about 17 acres (43 rais). The coastal berth construction, which has the basin of 115x120 meters, -10 MSL deep, is able to accommodate one vessel of 3,000,000 DWT with 200 T.E.U.s and one vessel of 1,000 DWT with 100 T.E.U.s respectively at a time. This project will be invested and operated by PAT. It had been approved by Ministry of Transport. Currently, it is in the process of consideration of the cabinet.

* Single Rail Transfer Operator DevelopmentatLaemChabang Port
* PAT has modernized the Rail Transfer Terminal in response to promote shift mode policy from road to rail to help reduce transport cost by starting the Rail Yard construction between Berths B and C in the area about 238 acres (600 rais) for providing the necessary facilities in the future. Rail Yard’s installation with jointed-railways of 6 rails, which are able to park 2 trains at each rail or the total parking of 12 trains at a time. Also, the installation of Rail Mounted Gantry Crane (RMG) with the spreaders lifting 6 rails at a time that leads to the increasing of container accommodation of 2.0 million T.E.U.s per year. This project will be invested and operated by PAT. It had been approved by Ministry of Transport. Currently, it is in the process of consideration of the cabinet.
* Berth 20 G at Bangkok Port

- To compliance with the government’s policy on shifting mode of transport from road to rail and waterway, and to strengthen the role of primary seaport in Thailand.

Accordance with excessive capacity of handling containers at terminal 1-2, Bangkok Port, thus some container have been temporary stored at LaemChabang Port before moving to Bangkok Port. Nevertheless, freight boats from LeamChabang Port have to wait for 2-3 days for loading or discharging container at the terminal 1-2. Due to above mentioned, the berth 20G has been developed to be coastal terminal for increasing terminal operation capacity and reduce the sum of ship turnaround time. If this project succeeds, it will decrease the logistics costs for exporters/importers and also serve domestic waterway transport within Thailand. Furthermore, it will be incentive Thailand’ role competitiveness according to the lower logistics cost.Currently, the project is in the process of feasibility studies.

* Master plan of PAT’s Asset Utilization

- PAT established a master plan of PAT’s Asset Utilization covering an area of 2,353 Rais of land (941.2 acres) which are PAT’s ownership lands in Bangkok Port and surrounding areas. The objective of this plan is to be used as the developing concept in conformity with the Thai government policy on asset management and thereby bring about the utmost benefits as a whole.

* **Ideal Concept**

To modernize a Modern Port City and specify a new Bangkok Port area in the Customs fence to be more appropriated for the use of major Bangkok Port activities efficiently. Also, in parallel, developing other areas to gain a high commercial benefit under the various activities and supporting core port undertakings for the greatest benefits as well as earning revenues for port sustainably in the long-term period. The management is not only in the terms of economic and town layout planning, but also in the areas of community and environmental development which can be well-connected to each other developments of surrounding areas systematically as well as the business feasibility.

* **Development Method**
  + - Development an area in the Customs fence

Promoting an idea of specifying a new Bangkok Port area in the Customs fence to be more appropriated that, currently, Bangkok Port has an area of 898 rais (359.2 acres) for port undertaking which is divided into two areas as follows:-

West Quay Area: About 764 rais (305.6 acres), which is used for domestic berth and cruise ship berth as well as cargo operation services such as stuffing, storing and keeping the containers at marshalling yard.

East Quay Area: About 92 rais (36.8 acres), which is used for serving container terminal and marshalling yard.

* The development of outside Customs fence at Bangkok Port

The area outside the Customs fence covers 1,444 rais (557.6 acres) which consists of the government use and lease private sector hired plot, local communities and thoroughfare.

The concept of these projects is aimed to be the New Urban Core Development and the specific policy in detail as followings:-

1. The river bank area, which has great value in market, will develop the land as “Mixed Use Concept” and green area to make the good quality of life for the users. These projects will be motivated to develop by the private sector because it will link other projects as well.
2. The area that leased by the government agency will be developed for the government use only. Remaining area will be developed as affordable Housing Complex and also Public Community Centre for local communities to motivate them to stay there, which will[accelerate](http://dict.longdo.com/search/accelerate) the successful of the land development venture of PAT.
3. 4 Plots allotted to develop as following purposes:-

* Plot 1 : Borders the headquarters of PAT is about 17 rais (6.8 acres). It would be ideal for a Maritime Business Centre.
* Plot 2 : The area along Arjnarong Road that covers (26.6 acres), including the Thawich Building, Office of Medical Care Building and warehouses, is suitable to develop as a logistics and distribution center.
* Plot 3 : Covering 137 rais (54.8 acres) from the Klongtoey Market to the Bangkok City Bus Station. The plot is ideal for a “Modern Business Complex”.
* Plot 4 : Covering 15 rais (6 acres), Bonded Warehouse will be Modern Office Building.

1.2 To develop new service to meet customer satisfaction, the projects under this sub-strategy is Establishment a high rise terminal and so on.

1.3 To develop the corporation between government sectors and private sectors and improving the seaborne transportation in ASEAN region.

1. To improve port management system – For increasing port management system to meet international standard.

2.1 Information and Communication Technology (ICT) systems development, the projects under this sub-strategy, for example; e-Port, e-Gate system.

2.2 To improve organization management

1. Human resources development

3.1 Specification on core competency consistent with organization objective. - PAT aim to provide employees with specialized knowledge and technical skills. Various training programs have been established to facilitate the development of personnel capable of acting independently and to provide employees with safety and secures kill.

3.2 Human resources development short term planning, PAT designed to provide employees with ASEAN language skill and Training to acquire the basic knowledge necessary for AEC.

**Port Statistic**

* **Operation Performance Vessels and cargoes Statistics**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Port** | **Fiscal Year** | | | | |
|  | **2009** | **2010** | **2011** | **2012** | **2013** |
| **Bangkok Port** |  |  |  |  |  |
| Number of Vessels | 2,541 | 2,681 | 2,991 | 3,123 | 3,353 |
| Number of Container (Unit: Million T.E.U.s) including Empty Container | 1.31 | 1.453 | 1.455 | 1.274 | 1.496 |
| Number of Cargoes (Unit: Million Tonnes) | 15.569 | 17.997 | 18.681 | 17.923 | 21.207 |
| **LeamChabang Port** |  |  |  |  |  |
| Number of Vessels | 6,288 | 7,467 | 8,562 | 8,557 | 7,621 |
| Number of Container (Unit: Million T.E.U.s) including Empty Container | 4.622 | 5.068 | 5.658 | 5.83 | 5.974 |
| Number of Cargoes (Unit: Million Tonnes) | 47.088 | 53.253 | 60.703 | 65.228 | 66.917 |
| Number of Vehicles through (Unit:Units) | 576,653 | 886,248 | 977,308 | 914,970 | 1,071,079 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Port** | **Fiscal Year** | | | | |
|  | **2009** | **2010** | **2011** | **2012** | **2013** |
| **Regional Ports** |  |  |  |  |  |
| **Chiang Saen Commercial Port and Chiang Khong Port** |  |  |  |  |  |
| Number of Vessels | 2,180 | 1,511 | 1,298 | 2,346 | 8,575 |
| Number of Cargoes (Unit: Tonnes) | 147,961 | 134,610 | 192,249 | 142,578 | 365,903 |
| **Ranong Port** |  |  |  |  |  |
| Number of Vessels | 321 | 321 | 257 | 210 | 282 |
| Number of Cargoes (Unit: Tonnes) | 27,390 | 48,973 | 42,335 | 80,207 |  |
| Number of Container (Unit: T.E.U.s) including Empty Container | 1,216 | 584 | 2,015 | 703 |  |