



Laem Chabang Port's Infrastructure Development & Connectivity



Laem Chabang Port
PORT AUTHORITY OF THAILAND
November 2017



ท่าเรือแหลมฉบัง

Outline

- Overview of Port Authority of Thailand and Laem Chabang Port Development
- Laem Chabang Port Performance
- LCP Latest Port Project Updates

Port Authority of Thailand

- Port Authority of Thailand (PAT) is a state enterprise under supervision of Ministry Transport
- PAT plays a significant role for serving industrial development and supporting international trade of the country
- PAT manage 5 major ports in Thailand, namely
 1. Bangkok Port
 2. Laem Chabang Port
 3. Chiengsaen Port
 4. ChiengKhong Port and
 5. Ranong Port



Laem Chabang Port's Development Area

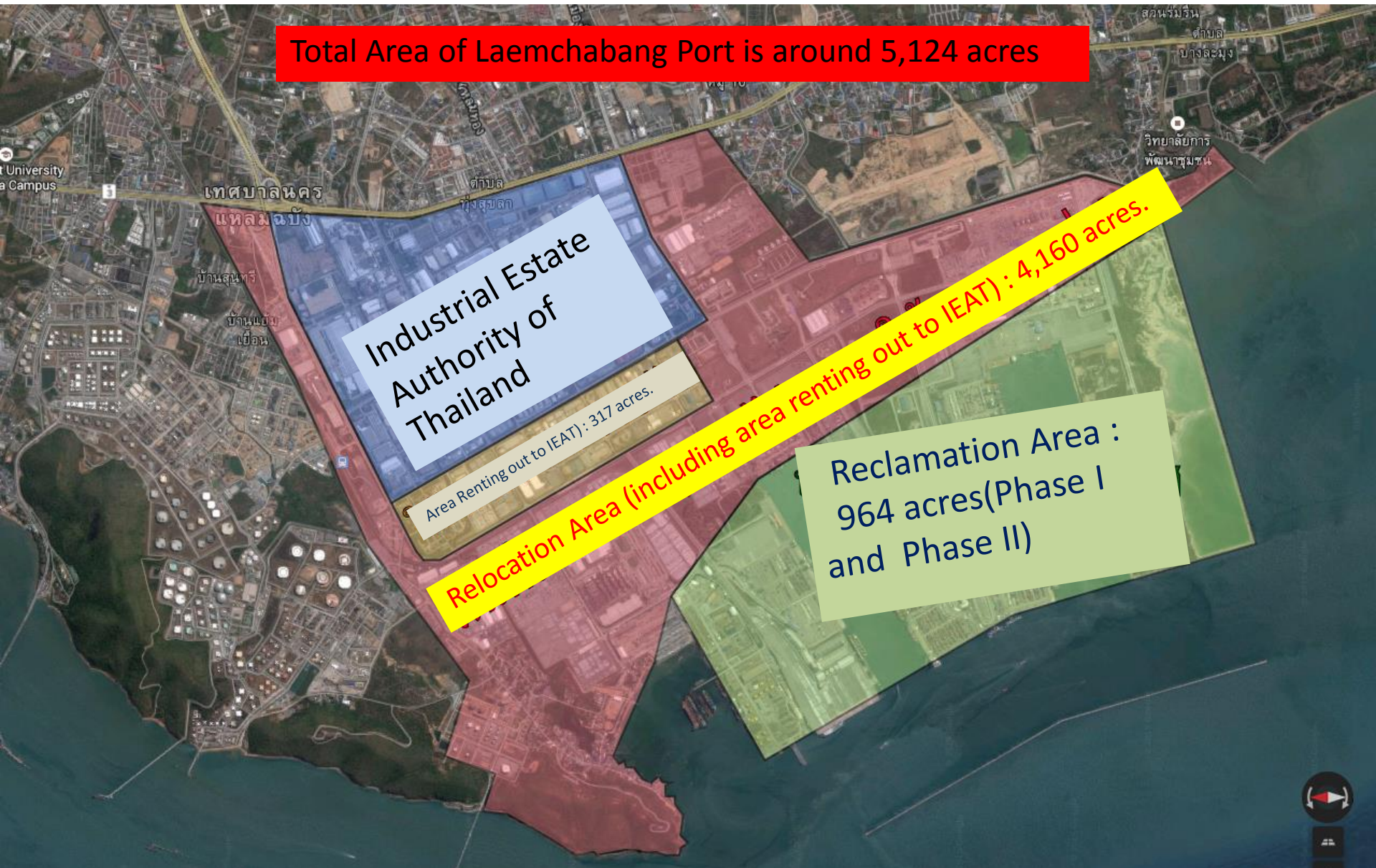
Total Area of Laemchabang Port is around 5,124 acres

Industrial Estate
Authority of
Thailand

Area Renting out to IEAT : 317 acres.

Relocation Area (including area renting out to IEAT) : 4,160 acres.

Reclamation Area :
964 acres (Phase I
and Phase II)

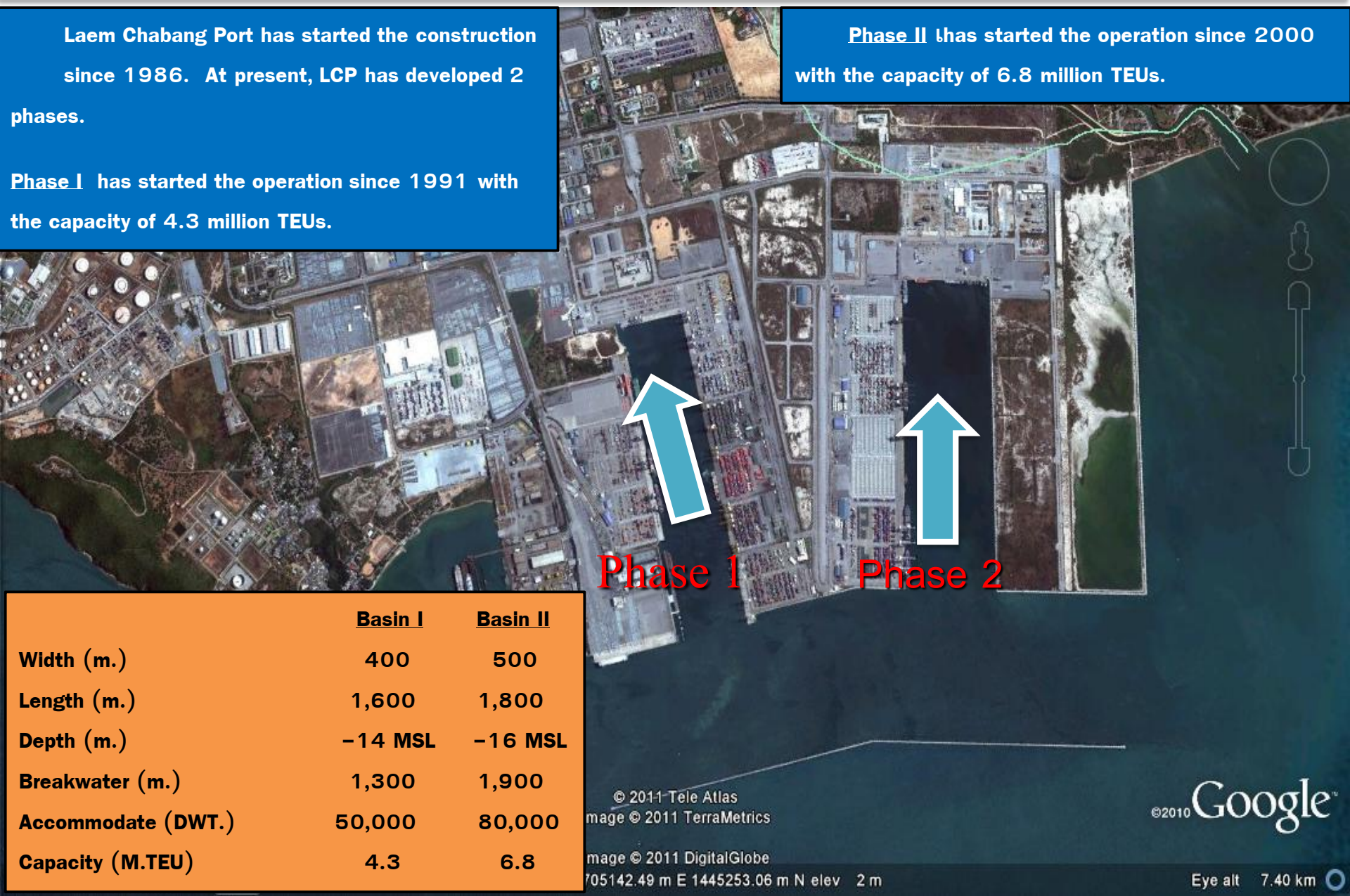


Laem Chabang Port's Development Project

Laem Chabang Port has started the construction since 1986. At present, LCP has developed 2 phases.

Phase I has started the operation since 1991 with the capacity of 4.3 million TEUs.

Phase II has started the operation since 2000 with the capacity of 6.8 million TEUs.



Phase I

Phase 2

	<u>Basin I</u>	<u>Basin II</u>
Width (m.)	400	500
Length (m.)	1,600	1,800
Depth (m.)	-14 MSL	-16 MSL
Breakwater (m.)	1,300	1,900
Accommodate (DWT.)	50,000	80,000
Capacity (M.TEU)	4.3	6.8

© 2011 Tele Atlas
image © 2011 TerraMetrics

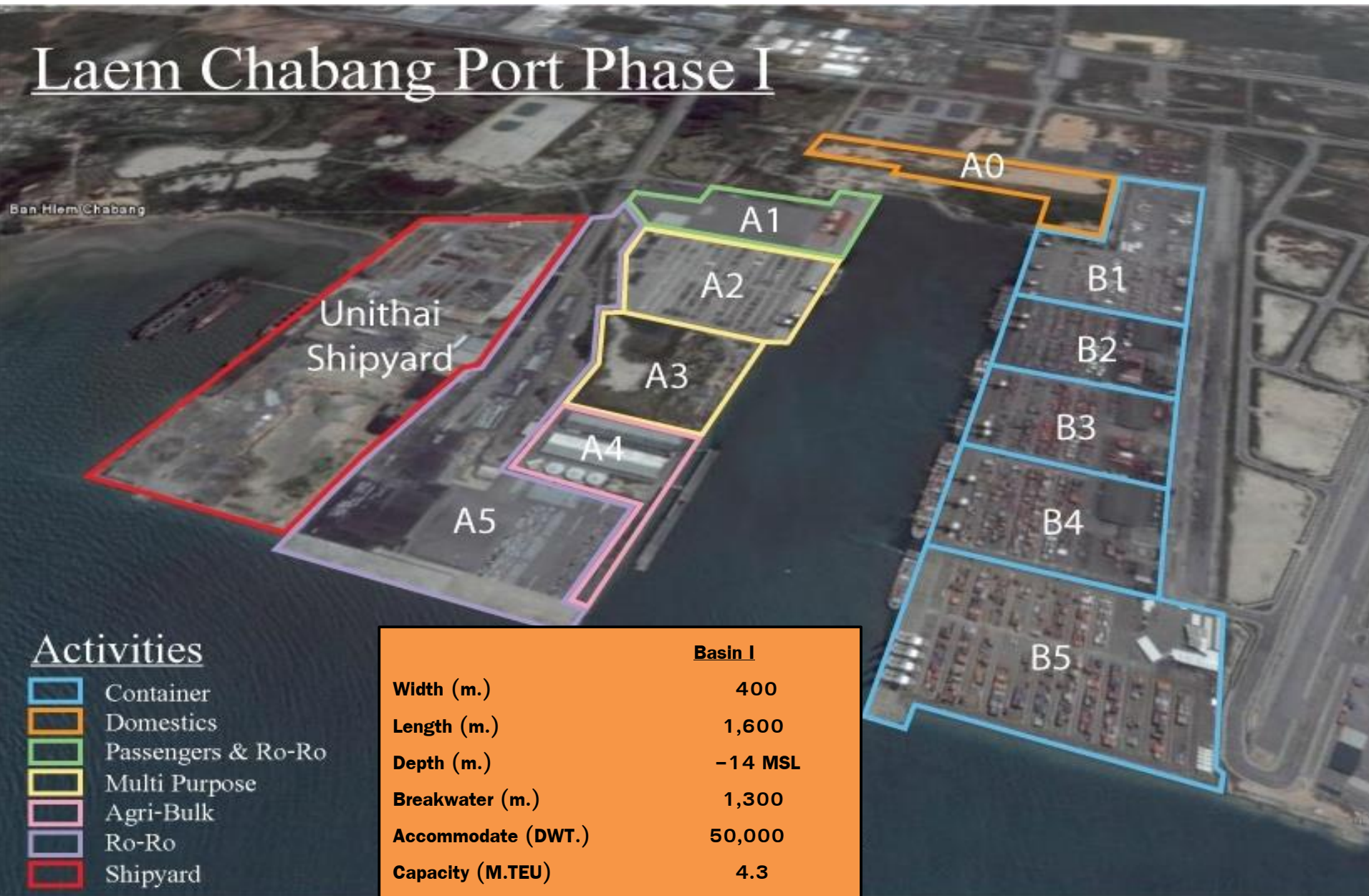
image © 2011 DigitalGlobe
705142.49 m E 1445253.06 m N elev 2 m

©2010 Google™

Eye alt 7.40 km

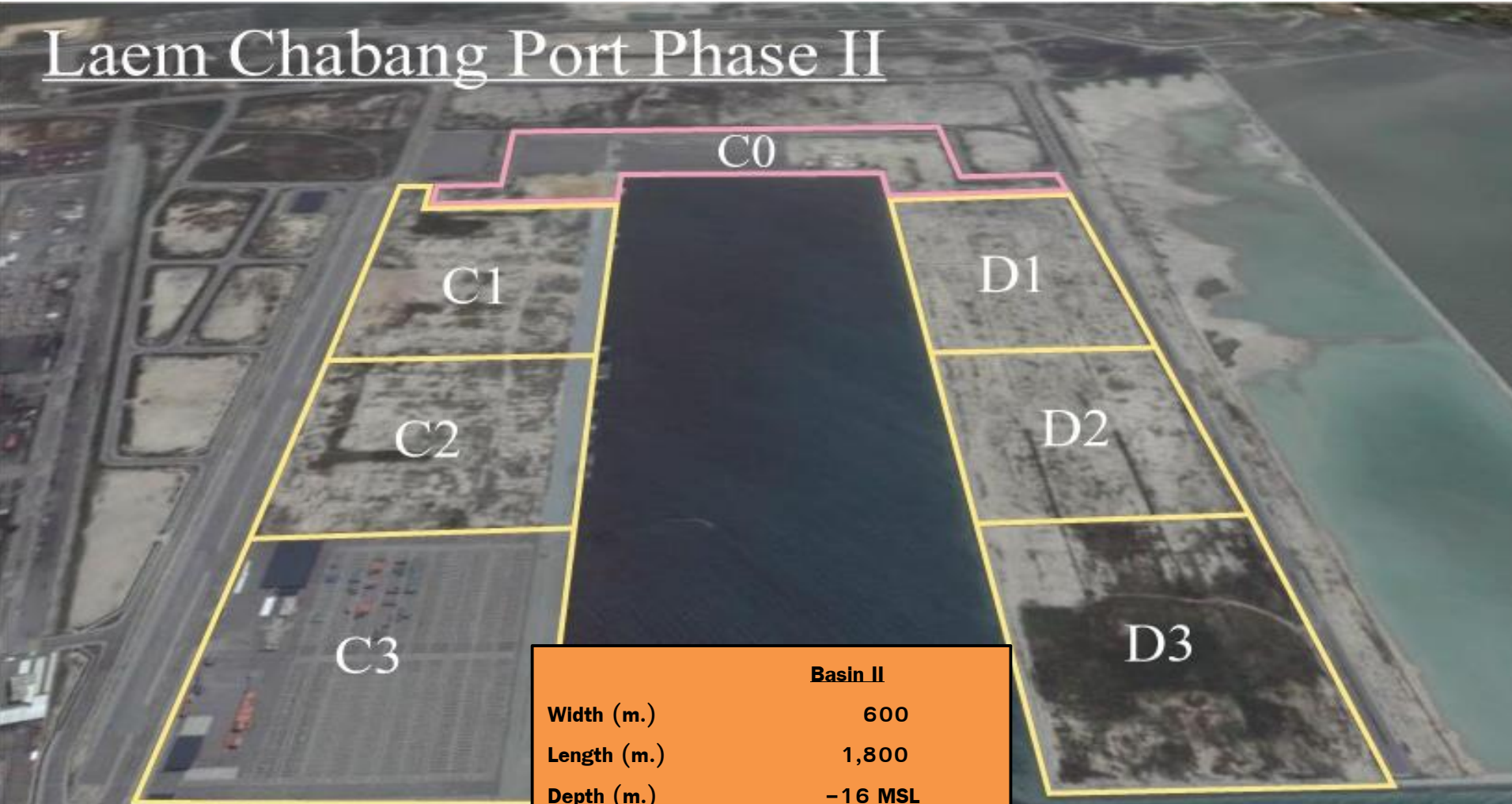
Laem Chabang Port : Phase I

Laem Chabang Port Phase I



Laem Chabang Port : Phase II

Laem Chabang Port Phase II



Activities

- Container
- General Cargo & Ro-Ro

Basin II

Width (m.)	600
Length (m.)	1,800
Depth (m.)	-16 MSL
Breakwater (m.)	1,900
Accommodate (DWT.)	80,000
Capacity (M.TEU)	6.8

total Capacity of Phase II

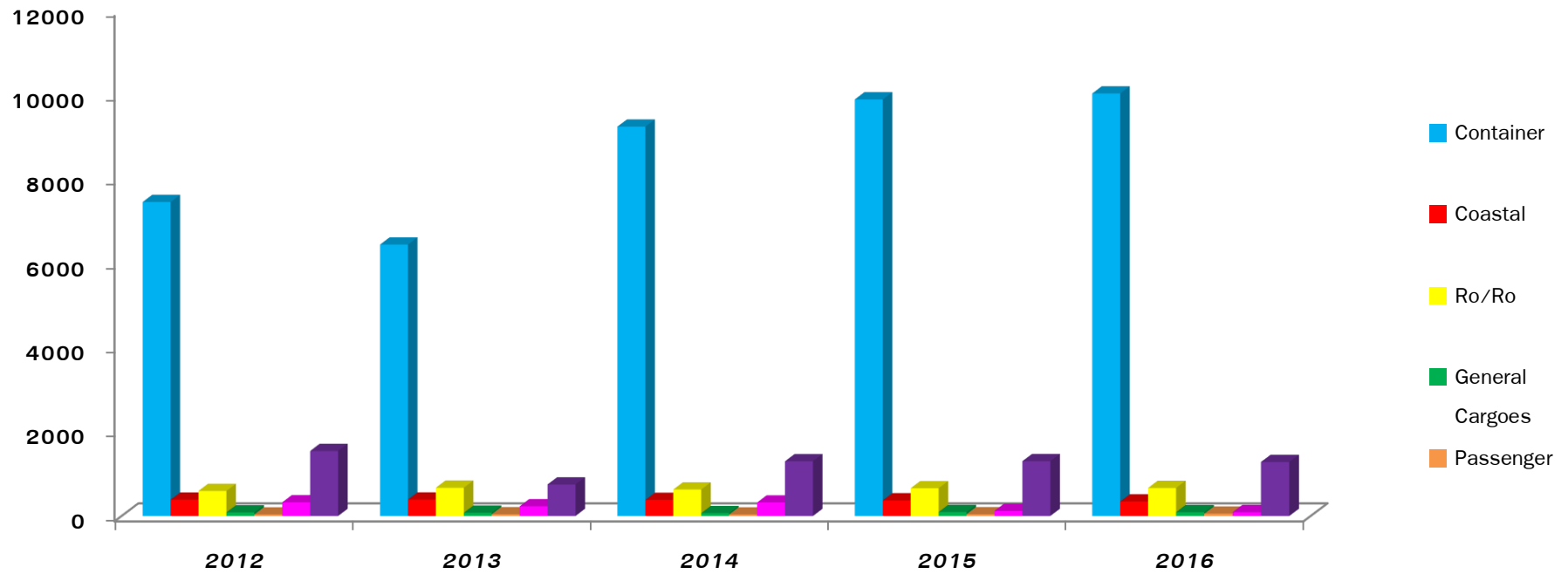
Container = 6.8 m.TEUs/year
General Cargo = 318,000 Metric Tons/year
Vehicles = 1 m. Units/year

Laemchabang Port's performance



Number of Vessel calls

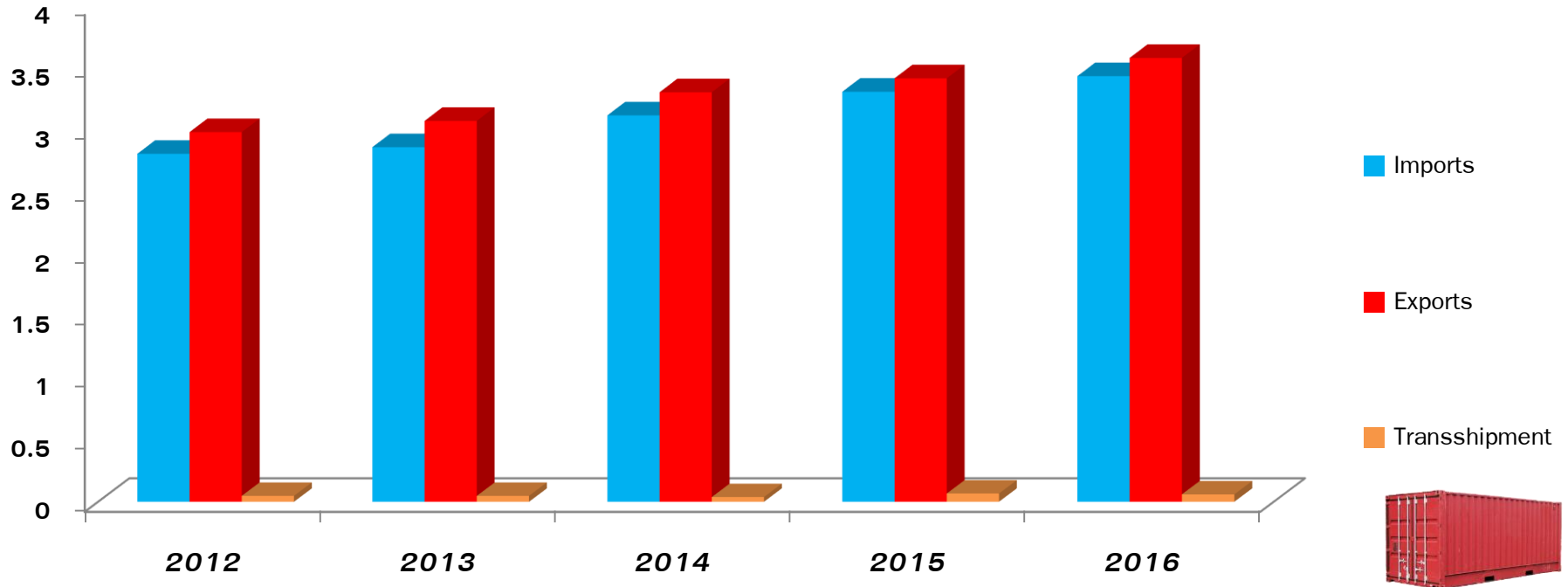
Type/Fiscal Year	2011	2012	2013	2014	2015	2016
(Calls)						
Container	7,527	7,453	6,443	9,242	9,889	10,030
Coastal	277	387	390	382	371	344
Ro/Ro	632	594	670	629	659	665
General Cargoes	85	86	77	68	94	91
Passenger	41	37	41	36	42	56
Lighter	401	326	230	320	122	92
Others	1,553	1,543	749	1,298	1,301	1,282
Total	10,516	10,426	8,600	11,975	12,478	12,560



Number of Throughput via LCP

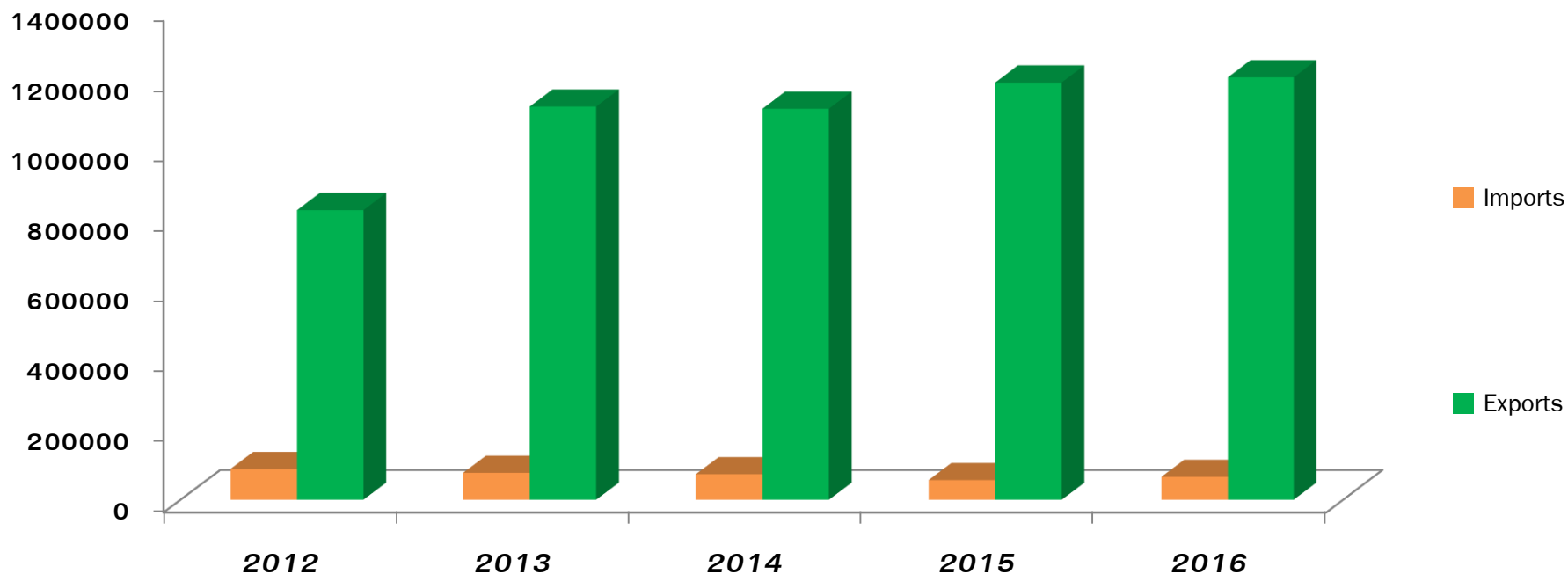


Type/Fiscal Yaer	2011	2012	2013	2014	2015	2016
(Million TEUs)						
Imports	2.761	2.804	2.857	3.112	3.302	3.427
Exports	2.875	2.978	3.068	3.298	3.410	3.573
Transshipment	0.021	0.048	0.048	0.038	0.067	0.060
Total	5.658	5.830	5.974	6.458	6.779	7.060



Number of Cars transported via LCP

ประเภท/ ปีงบประมาณ	2011	2012	2013	2014	2015	2016
Units of Car						
Imports	60,427	88,500	77,402	73,549	56,506	65,896
Exports	856,454	826,470	1,120,608	1,114,549	1,188,866	1,203,753
Total	916,881	914,970	1,198,010	1,188,098	1,245,372	1,269,649
Growth Rate (%)	4.00	-1.00	30.93	-0.83	4.82	1.90



VEHICLE FACTORY IN THAILAND

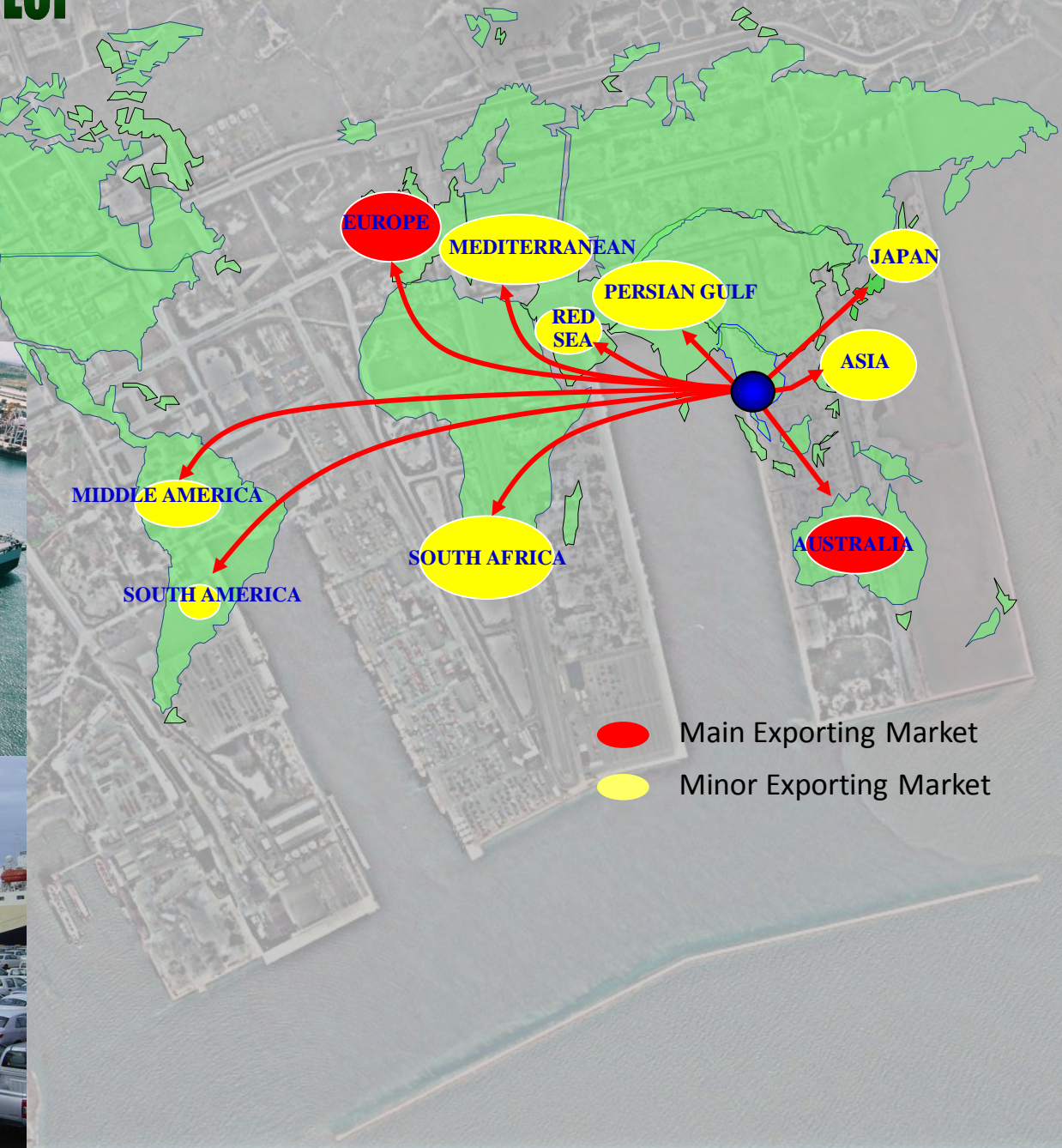
98% Exported at LCP

- Honda
- Isuzu (Samutprakran)
- Nissan
- Toyota (Samutprakran)
- Ford, Mazda, Gm,
- Isuzu (Rayong)
- Mitsubishi (Chonburi)

250 Km.
125 Km.
97 Km.
120 Km.
80 Km
3.5 Km

LCP

VEHICLE EXPORTED FROM LCP



In year 2014

Container Throughput of main ports in Thailand

➤ **8,350,901 T.E.U.s**

- Bangkok port share **18.19%**
- Laem Chabang share **77.34%**
- About 95% of containers throughput shared by Bangkok Port & Laem Chabang port

BKP&LCP Market Share

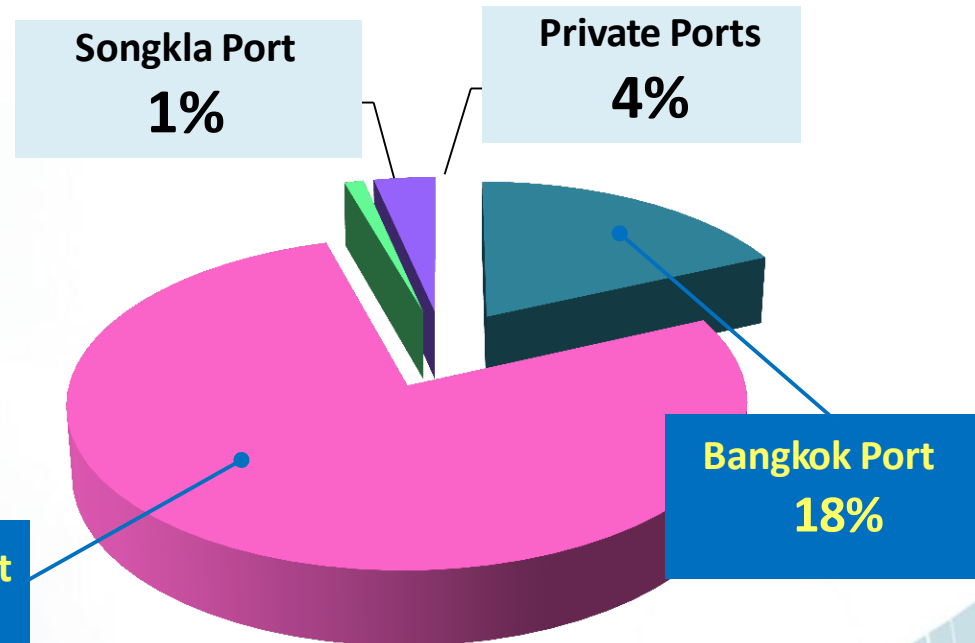
Market Share of Container Throughput of main ports In Thailand 2014

Laem Chabang Port
77%

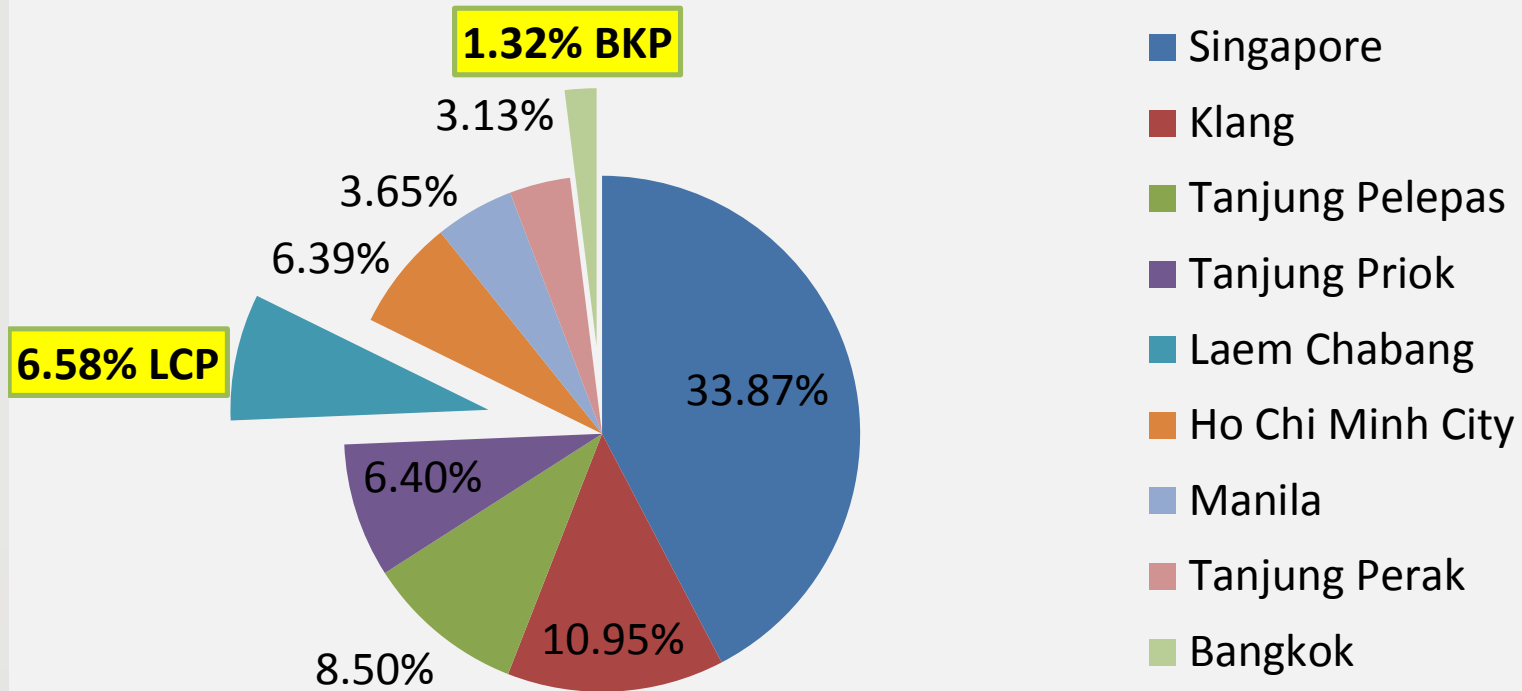
Songkla Port
1%

Private Ports
4%

Bangkok Port
18%



Market Share in ASEAN Ports 2014



Since 2009 **LCP has been growing strongly at 7% a year on average** and gained more market share in ASEAN Ports which is around **6.58% in the year 2015.**

Laem Chabang Port's Ranking

Rank	Port	Volume 2014 (M.TEU)	Volume 2013 (M.TEU)
1	Shanghai, China	35.29	33.62
2	Singapore	33.87	32.6
3	Shenzhen, China	24.03	23.28
4	Hong Kong, S.A.R., China	22.23	22.35
5	Ningbo-Zhoushan, China	19.45	17.33
6	Busan, South Korea	18.65	17.69
7	Qingdao, China	16.62	15.52
8	Guangzhou Harbor, China	16.16	15.31
9	Jebel Ali, Dubai, United Arab Emirates	15.25	13.64
10	Tianjin, China	14.05	13.01
22	Laem Chabang, Thailand	6.58	6.04

LCP Latest Port Project Updates



Main Projects at Laem Chabang Port

Investment programme continued in development plan

Coastal Terminal
(Terminal A)

Single Rail
Transfer Operator
(SRTO)

Development Project
(Phase 3)



Coastal Terminal Development of Laem Chabang Port Project

Purpose

- To develop the coastal terminal for serving containers transported from/to LCP by coastal ship from southern port of Thailand or barge from inland waterway.
- To reduce the logistics cost of the country in compliance with the government's policy, Ministry of Transport and Port Authority of Thailand.
- To reduce traffic congestion and offer the port users a cost-effective mode of transport.

Coastal Terminal (Terminal A)



Location : At the End of Basin 1

Project Area : 17.5 acres

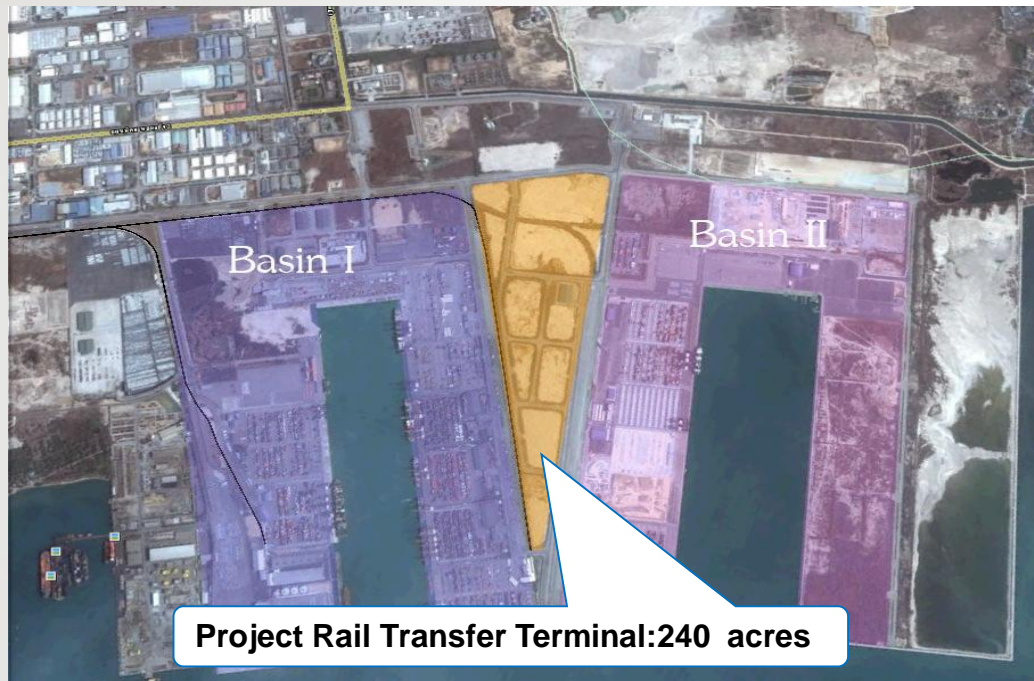
Length (Meter) : 150

Depth (Meter) : -10

Vessel Size (DWT) : 3,000

Capacity (Maximum) : 300,000 TEUs/year

Single Rail Transfer Operator Development Project



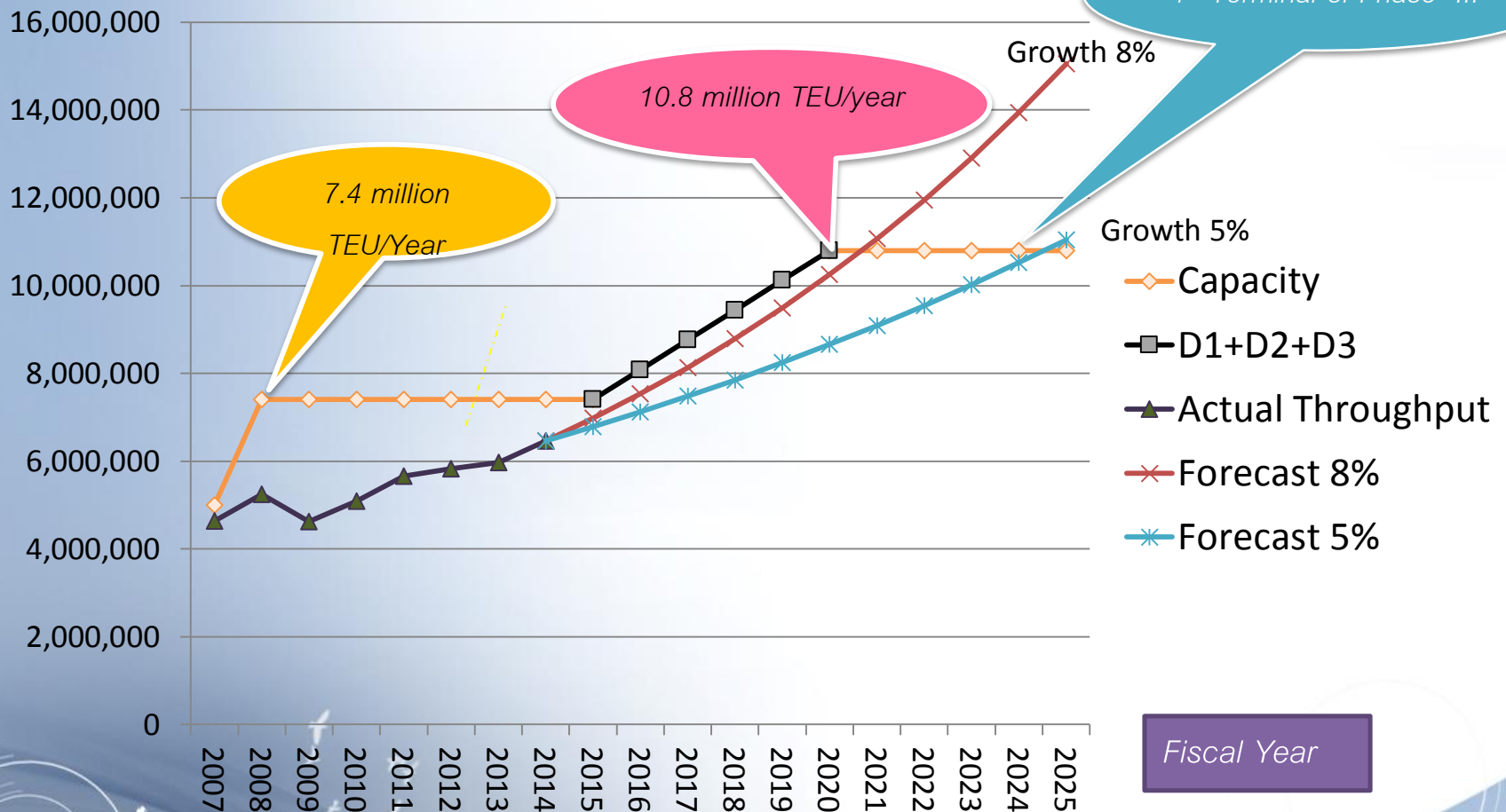
Purpose

- The project would largely help facilitate rail transfer in the future in response to the completion of double track construction project of State Railway Authority of Thailand (SRT). It would increase the handling capacity of rail transport in LCP from the existing of 500,000 TEUs/year to 2 million TEUs/year.
- To increase the efficiency of rail transfer in LCP, and subsequently make the operation faster and safer.
- To support the SRT's double tracking system project linking from Chachoengsao Province to Laem Chabang Railway Station.
- To reduce the logistics cost of the country in compliance with the government's policy, Ministry of Transport and Port Authority of Thailand.



A Comparison between Demand and Capacity In Laem Chabang Port

Unit : TEU



Fiscal Year

Laem Chabang Port (LCP) Development Project (Phase 3)

Purpose

- To serve the increasing throughput in the future.
- To strengthen the LCP's role as a Gateway Port of the Asian Region.



Laem Chabang Port (LCP) Development Project (Phase 3)



2011-2017

Feasibility study and
Detail Design

2019 -2022

Construction

2020

Bidding for private sectors
to participate in investing
superstructures and
operating terminals

Operation Year (The First Terminal) : **2025**

Laem Chabang Port's Capacity

Unit : Million TEUs

Phase 1+2

Phase 3

Container Terminal

11.1

7.0

Ro/Ro Terminal

1.98

1.0

Rail Transfer Capacity Available

2

1.0

Coastal Terminal

0.6

1.0

Thank you for your attention

