

NEWSLETTER FROM
TICON GROUP

FORWARD

October-December 2015 | ISSUE 8

TICON Launches
its First Green Factory in
**the Asia
Industrial Estate
Suvarnabhumi**

**The TPARK
Management Team**

Wishes You
a Happy New Year.

**Concerns about
Foreign Investment**

in Thailand
(EP.2)

**Logistics Development
in GMS Region**

Under Chinese Government's
One Belt One Road policy

**HAPPY
NEW YEAR**

2  **1 6**

YEAR OF THE MONKEY

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30 LOCATIONS
TOTAL 4 MILLION
SQ M

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TPARK

Message from the Managing Director



Mr. Virapan Pulges
Managing Director
TICON Industrial Connection Public
Company Limited

The year 2015 marks the elevation of TICON as the leading developer and provider of high quality factories and ready-built warehouses. TICON was recently voted as Thailand's best industrial real estate developer 2015 by Euromoney, Britain's leading economic and financial magazine. The vote was resulted from surveys among real estate companies in Thailand conducted annually by Euromoney Magazine. Moreover, TICON achieved the Leadership in Energy and Environment Design (LEED Certified) for being the first provider of green factories and warehouses in Thailand from U.S. Green Building Council (USGBC).

These awards reflect TICON's unwavering determination to develop its products and services with a focus on sustainable development of the environment to ensure alignment with the global standards applicable to factories and warehouses.

I would like to take this opportunity to express my appreciation toward your support throughout 2015. As 2016 is approaching, I would like to convey my best wishes to our readers. May you and your family enjoy happiness and success in all aspects of life. We look forward to your continued support in the coming year.

Happy New Year.

ISSUE 8 October-December 2015

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Article by Mr. Sanyawit Sathapokin

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Logistics Development in GMS Region

Under Chinese Government's **ONE BELT ONE ROAD** Policy

THE YEAR 2013 SAW A GREAT CHANGE IN CHINA'S LOGISTIC INDUSTRY WHEN PRESIDENT XI JINPING DECLARED **THE ONE BELT ONE ROAD POLICY**, REVIVING THE SILK ROAD TRADE ROUTE DEVELOPED FOR CHINA-EUROPE TRADE DURING THE HAN DYNASTY (206 B.C. – 220 A.D.), AND INCORPORATING THE ANCIENT SHIPPING ROUTE (960 A.D. -1279 A.D.) WHICH PEAKED IN THE REIGN OF ZHENG HE EMPEROR OF THE MING DYNASTY. AS SUCH, THE ONE BELT ONE ROAD LOGISTICS STRATEGY CONSISTS OF 2 KEY TRADE ROUTES I.E. THE NEW SILK ROAD AND THE 21ST CENTURY'S MARITIME SILK ROAD.



China has initiated several mega infrastructure construction projects in the region, including the R3 highway construction,

Kyaukpyu port in Myanmar, a natural gas and crude oil pipeline network, a railway network from Kunming to the Kyaukpyu port and various other railways to connect China with Laos PDR, Thailand, and Vietnam, all of which are rolled out under the One Belt One Road policy.

Among the above projects is a billions-of-Baht joint investment project to construct 800 kilometers of double-track railway including the Nongkhai-Bangkok and Khaengkhoi-Rayong routes. The project, of course, is required to hire China's railway companies, trains, and technology while Thailand would enjoy economic growth along the routes, improved domestic logistics, and export opportunities from the railway network to China. The said network will also be China's backup plan for goods exported from Yunnan to Laemchabang sea port if there is a delay in the railway construction to the Kyauk-pyu port in Myanmar.

The growth in trade and investment demands logistics expansion, as logistics services will be expected to accommodate increasing product volumes passing through Thailand, which will inevitably



and GMS (Greater Mekong Sub region) Economic Corridors Forum, which has been held for the 7th year. Back in 2013, the GMS (Greater Mekong Sub region) Economic Corridors Forum appointed the GMS Logistics Enterprises Cooperation Committee, chaired by China and consisting of members from 5 GMS countries i.e. Myanmar, Laos PDR, Cambodia, Vietnam, and Thailand, which also assumes the Vice Chair role.

The Meeting's key agenda focuses on

So, the question is how Thailand would optimize benefits from the above policy; or we will let our country be the arena for other countries to harvest freely, while all we can do is watch and wait for any leftovers?

In my opinion, Thailand needs to adjust to neighboring countries and follow suit in terms of international cooperation with leading logistics nations like China and Japan. Both public and private sectors are to coordinate at association or organizational level so as to work, meet, and brainstorm together. It may take years to build mutual trust, which would serve as the foundation for future cooperation. Even China now realizes that no man is an island, and it also needs to rely on neighboring countries. At the same time, Japan would not want to miss a chance and let China enjoy expanding influence alone. As such, the only way for Thailand to survive is to be the best coordinator and the big brother of CLMV countries to enjoy growth along with both key logistics players. This is a challenge but it seems to be the only chance for the survival of our nation in this aspect. In the 3rd GMS Logistics Enterprises Cooperation Committee meeting organized in Kunming in 2015, I am invited to attend as a part of the Committee and to give a speech under the topic of 'The opportunities for the development and cooperation of the logistics industry among GMS countries, due to the implementation of the Belt and Road policy.' I will share with all my readers about the event in my future articles. ■

“So, the question is **how Thailand would optimize benefits from the above policy**; or we will let our country be the arena for other countries to harvest freely, while all we can do is watch and wait for any leftovers?”

become the strategic location for China's trade and logistics operations. Based on both the New Silk Road and the 21st Maritime Silk Road routes, China would utilize Yunnan and Guang Xi provinces as centers to connect with the ASEAN market and use ASEAN to bridge its exports to India, the Middle East, Africa, and European countries.

Each June, China's Ministry of Commerce and the Yunnan government organize the China South Asia EXPO

elevating cooperation between logistics operators in the GMS countries under the One Belt One Road policy. In this regard, the Chinese government will allocate a budget to the government of Yunnan while another budget will be granted to the Committee to produce studies and research, focusing on SWOT analysis to further develop logistics operations through cooperation with universities in China and Thailand. This is expected to produce concrete achievements for the Committee in the future.

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Mr. Takashi Fuse
Advisor
TICON Logistics Park Co., Ltd.

Concerns about **FOREIGN INVESTMENT** in Thailand (EP.2)

TO COMPENSATE THE PRIVILEGES GIVEN TO THE VARIOUS INDUSTRIES UNDER THE ZONING SYSTEM OF PREVIOUS ACT WHICH WERE CANCELLED BY THE NEW POLICY, THE GOVERNMENT DETERMINED THAT BUSINESSES INVESTING IN 20 LOW-INCOME PROVINCES ALONG THE BORDER AREA, 6 SPECIAL ECONOMIC ZONES AND 5 DEEP-SOUTH PROVINCES SHALL BE ENTITLED TO THE SAME INVESTMENT PRIVILEGES AS GIVEN TO THE BUSINESSES ESTABLISHED IN THE ZONE 3 OF THE PREVIOUS ACT.

HOWEVER, THE PROBLEM IS THAT THERE ARE SEVERAL ORDEALS FOR INVESTMENTS IN THESE LOCATIONS.

Reason 3: The infrastructure (industrial estates) along the border areas and in special economic zones are not ready yet. IEAT states that it is developing industrial estates in these areas, but in fact, there is no industrial estate for immediate use at this moment. It is impossible for foreign companies to purchase land plot and develop the basic utilities such as electricity, water, waste water treatment system and so on by themselves. There is virtually nothing they could do unless they hire the Thai consultants by paying fees.

Reason 4: Although the government says that businesses would be able to find labor force as it provides workers from neighboring countries with work permit. But, I do not think that they are sustainable work force. Those who come to Thailand from neighboring countries as labor force are non-skilled and, therefore, special expertise is not required. But, even so, there are other issues such as language, culture, idea, way of thinking and tradition, which are different from Thai people. I'm afraid that this may lead to unpredictable issues when businesses employ these people. In addition, if foreign investments in neighboring countries increase and the people in these countries can receive reasonable level of wage, hardly any labor would want to leave their motherland to work in Thailand.

Reason 5: No matter where the businesses are located, they have to pay the minimum wage of 300 baht per day. There is a rumor that the minimum wage would go up in 2016, which would further increase the burden of business owners, if it does occur.

It may be possible for big companies with abundant fund and human resources to overcome these challenges and to establish their businesses in remote provinces along the border or special economic zones. It is, however, highly unlikely for SME's having limited resources to do the same as big companies. Conse-





“The new investment promotion measures aim at improving of competitiveness of Thai products, escaping from the trap of so called **“middle developed economy”**, pursuing continuous economic growth and revitalizing the upcountry economies. ”

quently, what I am afraid of is that foreign SMEs, including those from Japan, may lose their interest in investing in Thailand and shift their investment to elsewhere. Neighboring countries have launched a series of measures including developing investment-related laws and infrastructures to promote foreign investments. Lower cost also enhances attractiveness of these countries. Looking at Japan's investment statistics, it is apparent that investment to the countries like Indonesia, Vietnam and Cambodia is increasing.

I have heard that the number of Japanese businesses applying for the service of Business Support Center of JETRO in Bangkok drastically dropped. The cause remained unclear whether it is because majority of the Japanese companies that wanted to invest in Thailand are already here; or there are more of such companies, but they changed the plan due to the difficulty of receiving investment privileges under the new investment promotion policy; or depreciation of Japanese yen made them decide not to invest overseas for the time being. Nonetheless, I

am in the belief that the new investment promotion scheme give certain negative impact to the new investment from Japan (especially SMEs) one way or another.

The new investment promotion measures aim at improving of competitiveness of Thai products, escaping from the trap of so called “middle developed economy”, pursuing continuous economic growth and revitalizing the upcountry economies. Although it will be important to provide certain businesses of non-manufacturing sector such as IHQ (International Headquarters) and ITC (International Trading Center) with tax incentives, I believe it will be more important that Thailand makes more attractive investment environment that helps SME's of manufacturing sector invest more, because, I believe, the final goal of the new investment promotion policy as mentioned above can be achieved by investment of manufacturers.

The record-breaking applications in the previous year are now being approved one after another and, therefore, the ap-

proved projects and investment amount will sharply rise in 2015. However, what would happen after all the said applications have been processed? There will be no problems should the high level of investment applications is kept in 2015. But, BoI statistics shows the reality that the number of projects and its amount applied by foreigners as of end of July 2015 has dramatically decreased from the same period of 2014. If this trend of low level application is kept for the remaining period of 2015, the numbers and figures of approval in 2016 will certainly be miserable.

Due to various factors and reasons, it will be virtually impossible for Thailand to have huge numbers of investment by foreign companies like it used to have in the past years. But, I personally remain hopeful that the Thai government would launch some measures to continue attracting SMEs investments. ■



TICON Launches Its FIRST GREEN FACTORY

in the Asia Industrial Estate Suvarnabhumi

TICON SEES IMPORTANCE IN THE CONSERVATION OF NATURAL RESOURCES ALONG WITH SUSTAINABLE DEVELOPMENT. AS SUCH, TICON HAS DEVELOPED **THE GREEN BUILDING – AN ECO-FRIENDLY FACILITY**, LAUNCHED FOR THE FIRST TIME AT **THE ASIA INDUSTRIAL ESTATE SUVARNABHUMI**.

FACTORY SPOTLIGHT ENDS 2015 WITH THE INTRODUCTION OF TICON'S FIRST GREEN BUILDING TO MEET THE STANDARD OF LEED, OR LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN, BY THE U.S. GREEN BUILDING COUNCIL (USGBC).

What is a Green Building?

A Green Building is eco-friendly and energy-saving; it considers the design process and construction to the actual operations, in accordance with the requirements of the LEED standard.



How is the Green Building Set Apart from Ready-Built Factories in General?

The Green Building is quite different from general factories. A summary of which is as seen below.

Interior

- T5 light bulbs save over 30% energy when compared to normal light bulbs.
- Ventilation fans are installed to minimize the heat inside the building.
- Water-saving sanitary ware saves over 42% of water consumption in the building when compared to normal sanitary ware.
- Recycled materials are utilized in construction.
- Low-E glass is chosen to reduce internal heat.
- Other features such as installation of special air conditioners in the office and arrangements for a no-smoking zone.

Exterior

- Trees were planted to add a green area to the facility to provide a beautiful landscape.
- All planted trees are low-maintenance and drought resistant.
- A bicycle parking lot is assigned to promote more use of bicycles instead of cars.
- A waste storing and sorting area is assigned near the facility.



Waste storing and sorting area

LEED Certification Requirements

There are several LEED Certified requirements and processes, ranging from design to construction, 7 of which are in our focus as follows: *

● **Sustainable Sites** – The building site has low impact on the environment and contains open, green space.

● **Water Efficiency** – Total water consumption minimization such as installation of water-saving sanitary ware.

● **Energy and Atmosphere** – Building optimizes energy consumption with renewable energy enabled.

● **Materials and Resources** – Recycled materials and resources are selected with the use of local materials. Waste sorting area is assigned to enable recycling.

● **Indoor Environmental Quality** – Overall environment in the building is controlled to ensure a quality workplace environment for building users.

● **Innovation in Design** – Innovation in the building design is encouraged.

● **Regional Priority credits** – Impact on the community is minimized.



No-smoking zone



Bicycle parking lot

How can the Green Building Help Save Energy?

TICON's green building can save over 32% of energy when compared to general factories, according to the ASHRAE* standard, or around 356,000 baht/year. In addition, it consumes less water by around 42% or 750 cubic meter/year. These features save energy and enhance the quality of life of users.

*The world's recognized building energy consumption standard

* Source: <http://www.usgbc.org>

The TPARK MANAGEMENT TEAM

Wishes You

A HAPPY NEW YEAR

WAREHOUSE SPOTLIGHT ENDS THE YEAR 2015 WITH A SPECIAL GIFT TO ALL READERS – A NEW YEAR WISH FROM OUR TPARK EXECUTIVES AS A TOKEN OF APPRECIATION FOR YOUR GREAT SUPPORT FOR THE COMPANY AND THE FORWARD MAGAZINE.

MR. PATAN SOMBURANASIN, MANAGING DIRECTOR, AND **MR. TAN JITAPUNKUL**, GENERAL MANAGER OF TPARK SPEAK FOR THE MANAGEMENT TEAM IN EXPRESSING OUR BEST WISHES TO YOU ALL.

Dear readers,

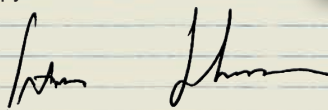
The year 2015 can be considered a milestone for TPARK as we have achieved our sales target for ready-built warehouses despite the challenging economy. Such success reflects the trust that various businesses have given to our warehouses, our services, and our team of professionals.

Not only do we provide ready-built warehouses, but we also offer built-to-suit (BTS) warehouses to serve specific requirements from customers. We are entrusted by many global conglomerates to develop BTS warehouses to support their expanding operations. TPARK recently expanded into Indonesia through a joint venture under the name of "PT SLP SURYA TICON INTERNUSA" (SLP). This movement marks a major achievement for TPARK in terms of international business expansion.

In the coming 2016, TPARK will continue to focus on our strength – "availability" – the immediate readiness that can be tailored to perfectly suit all the needs of our customers. I hope that TPARK will continue to enjoy such generous support from our clients. We promise to maintain our concentration on developing warehouses, construction, and service to constantly improve our performance and to live up to the trust you have placed in us.

It is TPARK's pleasure to be a part of your success and we would like to convey our best wishes to you and your family to enjoy grand success and happiness in the coming year. Let's grow and expand together!

Happy New Year!



Patan Somburanasin
Managing Director,
TICON Logistics Park Co., Ltd.

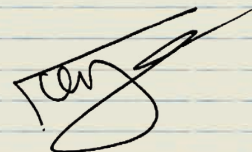
Dear readers,

TPARK has encountered quite some business challenges in 2015 due to the economic impact and investment delays. However, we navigated through them all by adhering to what we do best – offering the best products and services and being available at prime locations, which are the key factors for us to secure the leading position in the ready-built warehouse industry in Thailand.

For 2016, I hope Thailand sees a vibrant economy after the commencement of AEC. At the same time, we have to operate business with prudence and ensure that we are ready to adapt to change. If we are equipped with such strength, I believe that all of us can thrive regardless of how adverse the economy may become. For TPARK, we continue to focus on providing the best support for our clients with our key strength – availability. We never stop improving our business in all aspects, especially in providing top quality ready-built warehouses in strategic locations, construction, and services. We will ensure the best performance and constant quality improvement for our future operations.

As 2016 approaches, I would like to extend my best wishes to all readers. May you and your family enjoy happiness in everything. On behalf of TPARK, I would like to express my gratitude for your continuous support for TPARK and I look forward to enjoying such warm support throughout 2016.

Happy New Year!



Mr. Tan Jitapuntkul
General Manager,
TICON Logistics Park Co., Ltd.

HELLO TO OUR DEAR READERS. PROPERTY HIGHLIGHT HAS NEVER FAILED TO SERVE YOU WITH THE LATEST NEWS ON OUR POPULAR PROJECTS OFFERING TOP QUALITY FACTORIES AND WAREHOUSES.

We end 2015 with the introduction of the latest phase of TICON's ready-built factories for rent at **Amata Nakorn Industrial Estate**, making available over 20,000 additional square metres of space in response to increasing demand from business operators. The new phase will be ready for service at the end of 2015. It offers a strategic location for customers in the automotive and electronics industries. The Project provides convenient access to Suvarnabhumi airport, Laemchabang Sea Port, and other key industrial estates and is equipped with complete infrastructure. If you are interested, please contact us to make an appointment for a site visit. Further details are as seen below.

Available Buildings

Location: Amata Nakorn Industrial Estate

Size: 1,000 - 4,200 sqm.

Floor Loading: 2 tons / sqm.

Clear Height: 7 meters



For more information or to make an appointment for a site visit, please contact us at:

Tel: +66 (0) 2679 6565

Email: marketing@ticon.co.th or info@ticon.co.th (Japanese)

Check
Available Buildings
here!



For more information or to make an appointment for a site visit, please contact us at:

Tel: +66 (0) 86 342 9669

Email: logistics@ticon.co.th

Check
Available Buildings
here!



Check out the first TPARK project in the Northeastern region of Thailand. **TPARK Khon Kaen project** offers top quality, ready-built warehouses for rent in a strategic location, just 10 kilometers from the Amphoe Muang of Khon Kaen province. The Project is highly suitable for consumer goods, modern trade, and logistics businesses as it enhances convenience for regional distribution in the Isan region as well as operational efficiency for logistics operators. Phase 1 of TPARK Khon Kaen is ready for service and it consists of 12 units covering more than 10,000 sqm. TPARK takes pride in this first project in the Northeastern region. If you are interested, please contact us to make an appointment for a site visit.

Available Buildings

Location: Mitrapap Road No. 2 Highway, Khon Kaen province

(General Zone)

Size: 640 - 840 sqm.

Floor Loading: 2 tons / sqm.

Clear Height: 8 meters



Mr. Samart Russameerojwong

Chief Investor Relation
TICON Industrial Connection Plc.

INVESTMENT TECHNIQUE TO MINIMIZE RISK

FROM EQUITY MARKET FLUCTUATION (EP. 2)

(CONT.) **DOLLAR-COST AVERAGING OR DCA** IS A STRATEGY TO MANAGE THE STOCK PRICE FLUCTUATION. DCA IS SERIES OF INVESTMENT OF EQUAL AMOUNT OVER A PERIOD OF TIME. EACH INVESTMENT CONSISTS OF AN EVEN AMOUNT AND MAY COVER A PERIOD OF HALF A MONTH, ONE MONTH, OR A QUARTER, REGARDLESS OF THE STOCK PRICE AT THE DATE OF INVESTMENT. THIS ISSUE, LET'S TAKE A LOOK AT ANOTHER EXAMPLE ON HOW TO APPLY DCA ON STOCK SELLING AS SEEN IN THE TABLE BELOW.

Selling lots	Price (baht)	Sales volume (shares)	Returns (baht)
August 2014	17.60	6,000	105,600
September 2014	18.20	6,000	109,200
October 2014	18.60	6,000	111,600
November 2014	19.80	6,000	118,800
December 2014	18.10	6,000	108,600
January 2015	17.80	6,000	106,800
February 2015	17.80	6,000	106,800
March 2015	15.10	6,000	90,600
April 2015	15.00	6,000	90,000
May 2015	16.00	6,000	96,000
June 2015	14.00	6,000	84,000
July 2015	12.60	6,000	75,600
Average price for 12 months	16.72 (average price)	72,000	1,203,600
Single lot sold in July 2015	12.60	72,000	907,200

If the price of the Stock fluctuates on the sideways range of 12.6 – 19.8 baht and we sell 6,000 shares in each lot, the average selling price would be 16.72 baht per share. This price is higher than the single lot sold in July 2015 at the share price of 12.60 baht per share. In this example, the returns from DCA sales is 1,203,600 baht from the sale of 72,000 shares while that from the sale of 72,000 shares at the price of 12.60 baht per share in a single lot in July 2015 yields only 907,200 baht, or 296,400 baht less than DCA sales.

In conclusion, DCA aims to maintain the value of stocks in our portfolio and to minimize the impact from changes which affect the overall investment sentiment. In addition, it mitigates the risk of stock investment and could yield better returns than the speculation trading. In my opinion, apart from the aim for profit making, investors should have positive attitude and can endure the market fluctuation. ■



TREIT to Raise New Capital from the Issuance of New Trust Units for Additional Investment in TICON Group's Warehouses and Factories

Mr. Virapan Pulges (center), Managing Director of TICON Industrial Connection Plc, together with Mr. Charasrit A. Voravudhi (left), General Manager & Head of Business Development of TICON Management Ltd. (TMAN) and REIT Manager of TICON Real Estate Investment Trust (TREIT), and Mr. Prasert Deejongkit (right), Senior Vice President and Manager, Investment Banking Group, Bangkok Bank Public Company Limited, announced TREIT's new capital raising plan. The total additional fund raise via the new trust unit issuance is 2,243 million baht for the additional investment in TICON group's warehouses and factories. ■

TICON Wins "Project Love Earth 2015" by Ampelite



Mr. Patan Somburanasin (2nd left), Managing Director of TPARK - TICON Logistics Park Co., Ltd. and Mr. Peerapat Srisukont (left), Head of Project Development of TICON Group receive the "Project Love Earth 2015" Award of excellence in indoor environmental quality and utilization of energy-saving, and eco-friendly building materials. The award is presented by Mrs. Wanlapa Manoonpong - Co-Chief Executive Officer (Co-CEO) (center) and Mr. Chai Manoonpong - Chief Executive Officer (CEO) (2nd right) of Ampelite Fibreglass (Thailand) Co., Ltd.—the leading fiberglass roofing and walling manufacturer from Australia. The award reflects TPARK's leadership in development of high-quality, Ready-Built factories and warehouses with a focus on environmental sustainability. ■



Linfox and Yum! Thailand Launch New Distribution Center at TPARK Wangnoi 2

Mr. Patan Somburanasin (right), Managing Director of TICON Logistics Park Co., Ltd. (TPARK) congratulates Mr. David Ames (left), Managing Director of Linfox M Logistics (Thailand) Ltd. and Mrs. Waewkanee Assoratgoon (center), KFC Country General Manager at Yum! Restaurants International (Thailand) in occasion of its grand opening ceremony a new Distribution Centre with over 10,000 square metres of space, including ambient storage and cold storage, at TPARK Wangnoi 2. The center has been developed specifically for the storage and distribution of high-quality food products under Yum! Thailand's international-class standards, and also suitable for Linfox's product distribution thanks to its location in the vicinity of major motorways and the Outer Ring Road, which allows for quick, efficient, and timely shipments to Bangkok, nearby provinces, and the Northern and North-eastern regions, while also giving us effective control over logistical costs. ■



TICON

Autoliv

Autoliv (Thailand) Ltd.

Autoliv (Thailand) Ltd. is a manufacturer of automotive safety products from Sweden, providing seatbelt and airbag products for automobile. Recently, Autoliv (Thailand) leased TICON factory with an area of 2,450 sq m inside Amata Nakorn Industrial Estate. Autoliv aims to use the factory to operate their manufacturing process.



E & H Precision (Thailand) Co., Ltd.

E & H Precision (Thailand) Co., Ltd. is a Japanese automotive parts manufacturer, supplying with brake parts and fuel injection device parts of cars and motorbikes as well as sound system and home electronics components. E & H Precision (Thailand) leased TICON factory with an area of 2,800 sq m inside Amata Nakorn Industrial Estate for serving their manufacturing process.



Furuya Industries (Thailand) Co., Ltd.

Furuya Industries (Thailand) Co., Ltd. is a Japanese plastic products developer, providing plastic molding of various business fields such as medical equipment, automobile and cameras etc. Furuya Industries (Thailand) recently leased TICON factory with an area of 2,400 sq m inside Rojana Industrial Park for serving manufacturing operation.



Toyo Electronics (Thailand) Co., Ltd.

Toyo Electronics (Thailand) Co., Ltd. is a manufacturing company of optical communication module and semiconductor from Japan. Toyo Electronics has recently leased one more TICON factory with an area of 1,800 sq m inside Amata Nakorn Industrial Estate. They aim to use the factory for serving their business operation.

TPARK



Profreight International Co., Ltd.

Profreight International Co., Ltd., a subsidiary of Profreight Group, is the privately owned Thai company that provides transport & logistics services to Thai international markets, since 1988. Profreight International's service range covers all scope of domestic, regional, and international transport, through all kinds of transport and cargo sizes. Currently, Profreight International has total area of 4,900 sq m of TPARK warehouses inside TPARK Phan Thong 1. In addition to the existing spaces, Profreight International leased an additional TPARK warehouse with an area of 2,450 sq m for further business expansion.



Regenwald Trade Co., Ltd.

Regenwald Trade Co., Ltd. is a logistics service provider in Thailand. Their services include handling general cargo, machinery, customs clearance, freight forwarding and transportation. Regenwald Trade has recently leased two additional TPARK warehouses with a total area of 5,650 sq m in the Free Zone inside TPARK Bangna and TPARK Bowin. Having added the new units, Regenwald Trade now has 7,650 sq m of TPARK warehouse space to support their logistics operations for their customers.



TST Sunrise Service Ltd.

TST Sunrise Service Ltd., subsidiary of Hitachi Transport System Group, is a logistics service provider from Japan, operating all kinds of logistics activities such as general forwarding, warehousing and transportation. TST Sunrise Service recently leased TPARK warehouse with an area of 2,466 sq m. inside TPARK Bangplee 3 in order to increase the efficiency of their operation.



MULTIPLE DEEP STORAGE SYSTEM

and WAREHOUSE MANAGEMENT

Warehouse management is among key factors for business success. Efficient operation can achieve great cost-saving and ensure fast distribution to customers. On the contrary, traditional warehouse management leads to issues ranging from internal management to unsatisfactory distribution due to delays and errors.

Warehouse management for homogeneous products or goods including, 1.Finished goods (FG); 2.Raw materials; and 3. Packaging, which are of similar nature i.e. they are stored in batch lot and managed by FIFO (First In First Out). As such, Multiple Deep Storage System is the best solution for optimizing space utilization and provides effective access to goods.





The Multiple Deep Storage system is suitable for large volume of storage and distribution for homogenous good. There are many racking system that fall into multiple deep storage category for example, Drive-in-pallet racking, Live pallet racking (flow rack), Push back, and SOS (Schaefer Orbiter System). All of which aim to maximize floor utilization while balancing throughput, storage and retrieval to maximize storage and operational efficiency.

Criteria for consideration of multiple deep storage system are as follows:-

1. FIFO (First In First Out) / First in Last out
2. No. of SKUs
3. No. of Pallets per Batch
4. Throughput (In&Out)
5. Full Pallet Retrieval
6. Available Pick face
7. No. of Forklift Trucks
8. Peak hours
9. Operation hours/Shifts
10. Investment Costs
11. Safety Concern
12. Hygienic Concern.

The multiple deep storage with SOS (Schaefer Orbiter System) is preferable for goods that have various SKUs between 20-30 pallets per channel per batch lot to increase pick face when compared with drive in system. In case the operation involves throughput, carts can be added to optimize the forklift capability which will maximize the investment and efficiency.

SOS vs Live Pallet Rack Comparison

	SOS	Live Pallet Rack
Available Pickface	Carts are to be calculated according to the amount of storage & retrieval to ensure suitable pickface	100% available pickface
Investment	Low	High
Mechanism	Electric Driven	Gravity Mechanic

Remark: Investment cost of multiple deeps storage (from high to low cost) is as follows:- Live pallet racking system (flow rack) > SOS (Schaefer Orbiter System) > drive-in racking system. Each racking system has its advantages and limitations, choose the right system for the best solution or simply consult the professional.



Win a prize from
SCHAEFER;
just answer a simple question:

“What are criteria for consideration of Multiple Deep Storage (name 3 criteria)?”

Send your answer to the email address
thanatdech.s@ticon.co.th
together with your name, address, and telephone number.

Five lucky winners will receive a notepad and a measuring tape from SCHAEFFER.



*Winners will be *directly contacted* in January 2016.



Drive@earth

Mitsubishi Motors Thailand

has rented 25,300 m²
at **TPARK Sriracha** to serve
its production and export at global level



Mitsubishi Motors (Thailand) Co., Ltd., (MMTh) established in 1961 and has become one of the leading vehicle manufacturers in Thailand. More than 50 years, MMTh has been running its business producing many Mitsubishi Motors strategic models namely pickup, PPV and small car. Now MMTh becomes the production base and global export hub of Mitsubishi Motors Corporation to global market with 3 automotive assembly plants and one engine production plant, located in Laemchabang.

In 2013, MMTh started renting a warehouse space of 25,300 sq m. at TPARK Sriracha to serve its business expansion especially automotive parts and accessories distribution to worldwide. Under the confident that the strategic location of TPARK Sriracha close to Laemchabang Port, which is widely used for export of automotive parts and accessories, will help improve MMTh's operational efficiencies and hence reduce supply-chain costs. This partnership will enable Mitsubishi Motors Thailand's vision to be the one of the Major oversea operation of MMC.

Lately, Mitsubishi Motors Thailand has just launched The All-New Pajero Sport which is a new-generation developed to a "Stylish & Comfortable Off-road SUV" concept coming with the new definition "Designed for Perfection". A full-feature off-road SUV inheriting the best of the Pajero brand, the all-new Pajero Sport brings with it a refined and high-quality exterior design, high-quality vehicle performance and a comfortable interior, environmental performance on a par with the best in its class. In addition, All New Pajero Sport offers the comprehensive advanced safety features that accommodates the diversification in consumer

tastes and caters to the desire for greater luxury as it carries occupants anywhere and everywhere in greater safety, in greater comfort under the concepts of *Sophisticated Design, Advance Features and Premium Comfort*.

The All-New Pajero Sport, also produced at Laemchabang plant, will be exported to Australia, the ASEAN nations, the Middle East, Africa, Latin America, Russia and will eventually be available in some 90 countries. The facility of TPARK warehouse will also serve this new strategic model popularization to worldwide ■.



"TPARK Sriracha will help improve MMTh's operational efficiencies and hence reduce supply-chain costs. This partnership will enable Mitsubishi Motors Thailand's vision to be the one of the Major oversea operation of MMC."

Take a Break



and every corner of the market within 20 minutes at a price of only 20 baht. Another highlight is a historical show which depicts famous parts of Thai history and ways of life; to name a few, the legend of King Naresuan, Bang Rachan, and so on. If you want to see the performance, make sure you visit the market on Saturdays or Sundays as the show is available on weekends. Enjoy a day of fun and appreciate more about the Thai history.

If you are looking for a day trip during the New Year's holiday, this place will serve as a great outing for you and your family in Ayutthaya province. "**Ayothaya Floating Market**" is a popular destination among Thai and foreign visitors as it time-travels them to the good old days some hundred years ago. Ancient-and-traditional-style shops are welcoming visitors as they float along in a traditional boat



of the Ayutthaya period. The market is just minutes away from the TPARK Wangnoi project.

The Ayothaya Floating Market is outstanding for it allows tourists to stroll along the shops, check out beautiful goods like clothes and souvenirs while trying and testing delightful Thai food, traditional ice cream, and so on. Visitors can take a boat tour to each

If you plan to visit TPARK Wangnoi, don't forget to check out the Ayothaya Floating Market. ■

Ayothaya Floating Market

Take the AH3 and turn left to Ayutthaya province. Turn right at Wat-Sam-Pluem Pagoda and the Ayothaya Floating Market will be on your right.

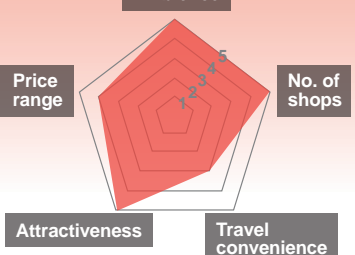
Open daily

from 10.00 hrs. - 21.00 hrs.

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