

NEWSLETTER FROM
TICON GROUP

FORWARD

October-December 2017 | ISSUE 16

Foreign Direct Investment:

Solution for
Thai Businesses
(Part 2)

Supply Chain Revolution 4.0

(Part 1)

Warehouse's Fulfilling

Online Orders
for the E-Commerce

TREIT

Sets to Become
**Thailand's
Largest REIT**

TICON

DECRYPTS INVESTMENTS
IN THE ERA OF
“THAILAND 4.0”

NO. 1 PROVIDER OF FIRST-CLASS WAREHOUSE IN ASEAN

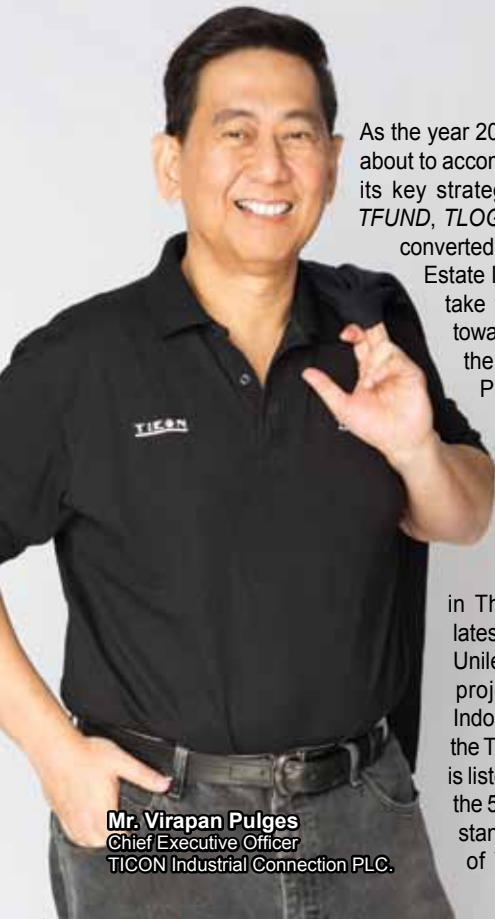


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Message from the CEO



Mr. Virapan Pulges
Chief Executive Officer
TICON Industrial Connection PLC.

As the year 2017 is coming to an end, TICON Group is about to accomplish a mission that complements one of its key strategies i.e. the integration of 3 funds i.e. *TFUND*, *TLOGIS*, and *TGROWTH*. The 3 funds will be converted into TICON Freehold & Leasehold Real Estate Investment Trust or TREIT. I would like to take this opportunity to express my gratitude toward all investors for the trust given to us and the green light to enable smooth integration. Please rest assured that TICON Group by TMAN will see to it that the fund enjoys robust and sustainable growth so as to produce stable yields to unitholders on a continuous basis.

During the year, TICON Group has been delivering satisfactory performance, both in Thailand and on international fronts. Its latest international achievement is to acquire Unilever Indonesia as its first customer of the projects in Makassar and Banjarmasin in Indonesia. Among our proud moments is when the TPARK Bangplee 4 Project of TICON Group is listed as a gold-level, LEED Certified project, the 5th project to achieve the LEED and EDGE standards following the 4 precedent projects of TICON Group. The success is indeed

another prolific result of the Company's determination to maximize the potential of the organization in a sustainable manner. On this occasion, I would like to convey my appreciation toward the support of our great alliances-- our staff, customers, and trade partners.

The coming 2018 will mark another milestone of TICON Group as we will reveal the historical makeover of our corporate identity along with the core strategies, which will ensure that the Group is comprehensively prepared for the new age or the "Industry 4.0" era, which is the beacon for all industries in both S-Curve and new S-Curve categories in alignment with the "Thailand 4.0" masterplan, with an aim to equip Thailand with smart industry- smart city – smart people. TICON Group will be a trustworthy companion and the provider of total solution for customers in all industries to attain uninterrupted growth and thrive on their journey to the destination of "Global 4.0" in the near future.

Let me end with the best wishes for you this Christmas and may you and the family welcome the year 2018 with great health and prosperity.

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Supply Chain Revolution 4.0

(Part 1)



IN THE PAST YEAR, THE GLOBAL SCENE HAS BEEN NOMINATED BY **TECHNOLOGY DISRUPTION**, ESPECIALLY IN THE IT INDUSTRY. THE EXISTENCE OF SOCIAL NETWORK IS BRINGING DOWN SEVERAL BUSINESSES, ESPECIALLY THOSE RELATED TO BROKERAGE, AGENTS, OR MIDDLEMEN OF ANY TRADES.

These professions are chiefly impacted at accelerating speed and some are now fading away such as air tickets and hotel brokers as well as music and movie stores and media while others like newspapers, TV stations, book shops, and even banks are struggling hard to survive. It is hard to believe that certain businesses such as major publishers that spent 2 decades to become the market leaders are walking the plank as we speak. The business cycle nowadays is relatively short when compared to that of the past where a market leader could last more than a century.



For retail business, whether large or small, they are the middlemen receiving goods from manufacturers for sale to customers. As mentioned earlier, the middlemen business is fading away from the current business ecosystems as the Internet is bridging direct connection between producers and consumers through various online platforms and applications. Just a click on one's smartphone can eliminate the middlemen business. I have conversed with many producers selling their goods to retailers and learned that customers, whose



routine used to be driving to these retailers on a weekly basis to buy supplies for use at their diners, now check out the website of producers and switched to online shopping, which also offers the delivery service. As such, they successfully avoided the trouble of traffic and long queues they had to endure in their previous shopping experience. More importantly, online shopping got them better price than personal shopping. This example clearly reflects what I mean about the major change of product sales in the future and how retailers need to catch up with the trend.

Many may wonder why a small batch of orders and home delivery could incur cheaper costs than bulk sales at retailers. As we take into consideration the pricing structure of retailers, you would see that



“initiating the supply chain revolution as anyone who could transfer products from manufacturers to buyers at the best speed and the cheapest cost would rule the consumers’ demands.

By this definition, the **logistics business** would therefore become the powerhouse of the future supply chain industry”

the margin charged by these retailers are between 20% and 30%. The price also includes advertisement, fees, distribution fee, and so on as management of such a large space requires both manpower and management system that translate into large amount of expenditure. On the contrary, online sales does not require any space rent, sales manpower, and even cashiers. Although small batch order would incur higher delivery cost per SKU, but total cost would definitely remain lower than sales at retailers.

These events reflect changes in the supply chain the big chunk of fund that used to sink in the retail business is now shifted to the logistics system, which would assume the leading role in the future supply chain. If we were to identify the powerhouse of the supply chain industry, it can be divided into 3 eras. In the 1st era, producer was the most powerful agent of the supply chain, since only a few

people had the money and technology and buyers had to queue up to buy their products. In the 2nd era, it became easier to run production business as machinery and technology were cheaper, hence decreasing the authority of producers. Meanwhile, distribution to point of sales became more and more complex, yet critically vital. This was when retailers were on the rise to power as they could bargain the pricing with producers while influencing consumers. Then came the 3rd or the present and future era where buyers and producers can directly connect to each other, initiating the supply chain revolution as anyone who could transfer products from manufacturers to buyers at the best speed and the cheapest cost would rule the consumers’ demands. By this definition, the logistics business would therefore become the powerhouse of the future supply chain industry.

(To be continued in next issue)

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TICON

DECRYPTS INVESTMENTS
IN THE ERA OF
“THAILAND 4.0”

THIS ISSUE, FORWARD MAGAZINE IS HONORED TO HAVE **MR. SOPON RACHARAKSA**, PRESIDENT, TICON INDUSTRIAL CONNECTION PCL. TO DECRYPT THE BUZZ WORD OF THE YEAR I.E. *“THAILAND 4.0”* AND *“INDUSTRY 4.0”* FOR READERS TO UNDERSTAND MORE ABOUT THE THAI INDUSTRY IN THE FUTURE IN TERMS OF HOW WOULD IT PAN OUT, WHAT IS THE IMPACT TOWARD TICON GROUP, AND HOW TO GET READY FOR IT. LET’S TAKE A PEEK AT WHAT’S GOING TO HAPPEN TOGETHER!

“various countries are catching up fast while some already sprinted ahead, leaving us so far behind. For this reason, Thailand has to adjust to “Thailand 4.0”, with an aim for concrete results from having smart industry + smart city + smart people.”

Mr. Sopon Racharaksa

President, TICON Industrial Connection PCL.

GET TO KNOW “EEC”

Khun Sopon opens the conversation that “I had a chance to attend to a session led by the Prime Minister, Gen. Prayuth Chan-ocha. He gave a metaphor of ‘*Thailand 4.0*’ by comparison to ‘*mobile phone*’ in a very interesting way. In his speech, he elaborated that if you have a mobile phone and use it for basic communications only, then you are a ‘Thai 1.0’. If you use your mobile phone to send emails, files, or work on your mobile phone as well as integrates it to your daily life, then it’s not difficult to become a ‘Thai 2.0’. Now, if you could use your smart phone as a computer i.e. finding information from the Internet to obtain new knowledge for



self-development, and to contact people around the world, then you could become a ‘Thai 3.0’. Eventually, if you could earn

a living, build a career, and create innovation that lead to production enabling you to work less while enjoying higher productivity, then you would become a ‘Thai 4.0’...”

That paints a clear picture. Thailand 1.0 was the age that relied on the agricultural products. Then, the nation moved to the light industry period where production of a large scale required a large number of manpower where low wage was considered an advantage. Next, we evolved to the current era—Thailand 3.0, which focuses on heavy industry and export sector, leading the country into the condition known as the middle-income trap. This is the time where Thailand is stuck

in the whirl between low-tech and high-tech while we are struggling to move forward with innovation or high technology, which has been much driven by the government as it would shoot the nation into fully becoming “Thailand 4.0”. This is because we are aware that we could not remain in this spot for good as various countries are catching up fast while some already sprinted ahead, leaving us so far behind. For this reason, Thailand has to adjust to “Thailand 4.0”, with an aim for concrete results from having smart industry + smart city + smart people.

TRANSLATING INDUSTRY 4.0 TO THAILAND 4.0

Let's take a look back on the history of the industry. The first industrial revolution of the world occurred in the year 1784; and production in those days was powered by machines, hydropower and steam power. The year 1923 dawned the 2nd industrial revolution where mass production was introduced by new industries such as the automotive and electronics industry. Then, came the third wave of change in the year 1969. The world waited for another 45 years until the industry was once again revolutionized by computer manufacturing in the year 2014. The concept of the “Industry 4.0” is based on the use of high technology and networks as well as Internet of Things, the change of manufacturing trend from economy of scale production to personalized, single product ordering to fit specific needs of each customer.

The Industry 4.0 is the key driver of “Thailand 4.0” and the government focuses its effort on the rise of ‘new industries’ that leverage on the competitive edge of Thailand and supported by the knowledge base of technology and innovation i.e. food tech, culture tech, health tech, digital tech, and auto tech, all of which lead to a major change of the nation's landscape. So, the next question is “*what to prepare as we enter into the 4.0 era?*”

“Thailand 4.0” and the government focuses its effort on the rise of ‘new industries’ that leverage on the competitive edge of Thailand and supported by the knowledge base of technology and innovation...
...So, the next question is “*what to prepare as we enter into the 4.0 era?*”

Mr. Sopon Racharaksa
President, TICON Industrial Connection PCL.



10 NEW ENGINES OF GROWTH FOR THAILAND'S FUTURE



Eastern Economic Corridor or EEC

The government announces the “*Thailand 4.0*” policy, an economic development model driven by innovation. A zone was established consisting of 3 provinces i.e. **Chacheongsao**, **Chonburi**, and **Rayong** or now known as the Eastern Economic Corridor or EEC, which was considered a suitable area for adoption of the model 4.0. The public and private sectors have allocated a budget of 1.5 trillion baht in a period of 5 years for investments in the zone, around 500-billion baht of which will be invested in the industrial sector of the EEC. The government aims for Thailand to be the main hub for 10 industries, which are the new engines of growth as follows.

Value addition for the first S-curve industries

i.e. next-generation automotive, smart electronics, affluent, medical and wellness tourism, agriculture and biotechnology, and food for the future

Elevation of the 5 New S-curve industries

i.e. robotics, aviation and logistics, biofuels and biochemical, digital industry, and medical hub

Preparedness of TICON Group in the 4.0 Era

TICON GROUP HAS LAUNCHED AGGRESSIVE STRATEGIES FOR FACTORY AND WAREHOUSE DEVELOPMENT IN THE 4.0 ERA, FOCUSING IN 3 DIMENSIONS AS FOLLOWS.

PRODUCT-ORIENTED STRATEGY

TICON Group has the capability to develop factories and warehouses that fit specific demands called built-to-suit technology where the TICON's team would work closely with customers from the design process to ensure all the high-technology for internal management, namely the digital picking system and digital loading system, is properly put in a way that best responds to the customer's demand, including development of the green building in alignment with the global green standards such as LEED and EDGE.

In addition, TICON has the know-how to serve our clients in terms of utility systems and basic infrastructure to provide them with optimal and innovative solutions such as the quality flooring, ventilation system, and other aspects of convenience by our team of professionals.

SPACE-ORIENTED STRATEGY

Based on the government's policy to support EEC to fit the adoption of the model 4.0, TICON has available projects in all 3 provinces of the EEC i.e. Chacheongsao, Rayong, and Chonburi, with total space of factories and warehouses of 1.09 million sqm., which is considered significant growth, and a total of 3,500-rai of land in the EEC zone under its management. TICON has a plan to acquire additional plots in the EEC on a continual basis in the future.

FINANCIAL AND INVESTMENT MANAGEMENT STRATEGY

Apart from preparation for financial resource management for EEC investments, the latest movement of TICON is to convert its property funds to TICON Freehold and Leasehold Real Estate Investment Trust (TREIT) under management of TICON Management Company Limited (TMAN). TREIT will serve as an investment vehicle of TICON to optimize its financial management. At the same time, TREIT has the ability to attract fund flows from local and international investors, enhancing the investment opportunity in new assets in the future.

Forward Magazine would like to thank **Mr. Sopon Racharaksa** to help us decrypt the "Thailand 4.0" and "Industry 4.0" with his crystal-clear clarifications in all aspects. We are now equipped with thorough understanding of the context of the future Thai industry as well as the next moves of TICON Groups and its thriving future... ■





Mr. Samart Russameerojwong

Chief Investor Relation
TICON Industrial Connection Plc.



FOREIGN DIRECT INVESTMENT:

Solution for Thai Businesses (Part 2)



AS THAILAND IS EXPERIENCING A RATHER SLOW RECOVERY AND LOW ECONOMIC EXPANSION, MOST OF THE CAPITALS HAVE BEEN INVESTED IN NEIGHBORING COUNTRIES, ESPECIALLY CAMBODIA, LAO PDR, MYANMAR, AND VIETNAM (OR KNOWN AS CLMV COUNTRIES).

Apart from geographical convenience, another major key magnet for investors from Thailand to venture into these countries are the rising wealth of their population due to the rapidly growing economies as well as domestic consumption. Such factors have been attracting businesses from Thailand to invest in CLMV countries from 2010 onwards.

The retail and wholesale businesses are among top expanding businesses. Previously, Berli Jucker Public Company Limited or BJC, a Thai listed company and major player in the retail and wholesale sector of Thailand, announced its overseas expansion and the goal to boost international revenues from 20% to 50% of total revenues by the year 2020. Cur-

rently, BJC owns the traditional route-to-market in Vietnam through "ThaiAn" and "ThaiCorp", a convenient store franchise called "B's Mart", which is expanding its footprint to outside Ho Chi Minh city. In Lao PDR, BJC is in the process of acquiring the license for co-management partnership of the convenient store franchise called "M-Point Mart" and preparing for expansion beyond Vientiane, including Champasak and other cities. Furthermore, the major shareholder of BJC i.e. TCC Holding Company Limited has acquired the business of Metro Vietnam to extend the regional distribution channel for BJC.

BJC's investments in the CLMV countries, a company under the same umbrella as TICON Industrial Connection Public Company Limited or TICON, whose major shareholder being Fraser Property Holding Thailand, is favorable for TICON to expand its business in the CLMV countries. This is because both companies deploy the strategy of strengthening their business into neighboring countries to enjoy regional growth. As such, investors who are keen to invest in emerging markets and believe in the potential of buying power and high as well as sustainable economic growth should consider investing in stocks of companies holding investments in the CLMV countries. Long-term investments could minimize investor's risk while enhancing the opportunity for higher yields than regular savings or investment in bonds or debentures. ■

TREIT Sets to Become Thailand's Largest REIT



TMAN's Executive Group Posing (from left) : Mr. Michio Maeda - Director, Mr. Virapan Pulges - Director, Mr. Sun Vithespongse - President and Independent Director, Mr. Peerapat Srisukont - Managing Director, Mr. Sopon Racharaksa - Director and Mr. Sopon Punyaratabandhu - Independent Director.

TICON Management Co., Ltd., (TMAN) as the REIT manager of TICON Freehold and Leasehold Real Estate Investment Trust (TREIT), recently organized an extraordinary meeting of unitholders of 1/2017 to consider the conversion of TFUND, TLOGIS and TGROWTH into TREIT. The unitholders overwhelmingly approved the conversion of the three property funds into TREIT. After the conversion, TREIT will possess assets worth more than 32 billion baht. In addition, TREIT unitholders also approved the plan for an additional investment in TICON group's properties of not less than 3.5 billion baht after the conversion, which will make TREIT to become the largest REIT in Thailand with total assets of more than 36 billion baht. ■



Gallery of TMAN's Conversion Plan Events



Panalpina Expands New Distribution Center at TPARK Bangna



In picture from right : **Mr. Virapan Pulges**, Chief Executive Officer of TICON Group together with **Mr. Matthew Mahoney**, Managing Director and **Mr. Porameth Pruksananonda**, Country Head of Logistics of Panalpina World Transport (Thailand) Ltd., in the media briefing.

TICON Logistics Park Co., Ltd., the subsidiary of TICON Group recently partnered with Panalpina World Transport (Thailand) Ltd, one of the world's leading providers of supply chain solutions to expand its new distribution center at TPARK Bangna. The built-to-suit warehouse developed by TPARK covers a space of 9,500 square meters which fully equipped facility and located in a strategic location for the distribution of goods to filling stations nationwide. The new facility is designed to meet Thailand's increasing demand for warehousing of lubricating oil, grease, chemicals and automotive components which has been growing over the last five years, and today the logistics business of Panalpina Thailand is growing an average rate of 52%. ■

TPARK Achieves LEED Gold Certified for TPARK Banglee 4



TPARK flies high on its journey towards green buildings development. Its latest achievement is to obtain the LEED Gold Certified or Leadership in Energy and Environmental Design of U.S. Green Building Council (USGBC), the leader in green building guarantee organization of the United States of America. The warehouses in the Project can save over 53% energy more than regular ones when measured with the ASHRAE, and save over 43% interior water consumption. The landscape is designed to save over 60% exterior water consumption. This reflects the determination of TPARK as an organization with a focus on conservation of the environment and natural resources. ■

NEW TENANTS



LEAR Corporation Southeast Asia Co., Ltd.



LEAR Corporation Southeast Asia Co., Ltd. is an automotive seating manufacturer from America, supplying their products to worldwide automotive companies. Lately LEAR

Corporation Southeast Asia leased TICON factory with an area of 2,625 sq m. inside Kabinburi Industrial Zone in order to manufacture their products.

SHINSEI (Thailand) Co., Ltd.



SHINSEI (Thailand) Co., Ltd. is a plating producer from Japan, providing their products to many automotive companies. Lately, SHINSEI (Thailand) leased TICON factory with an area of 2,625 sq m. inside Rojana Industrial Park for expanding their manufacturing base in Thailand.



HazChem Logistics Management Co., Ltd.



As one of affiliates under Triple i Logistics Group, **HazChem Logistics Management Co., Ltd.** is an international freight forwarding and logistics company specialized in handling hazardous chemicals and dangerous goods for the chemical and pharmaceutical industries. Lately, HazChem Logistics Management decided to lease additional units of TPARK's Dangerous Goods warehouse with total area of 7,160 sq m in TPARK Bangna in order to store their products.

Kyowa Marubun (Thailand) Co., Ltd.



Kyowa Marubun (Thailand) Co., Ltd. is a storage and delivering company, handling with packing documents of export parts, packing, loading, shipping, and unloading import parts for automotive companies. Lately, Kyowa Marubun (Thailand) leased TPARK warehouse with an area of 1,700 sq m. inside TPARK Laemchabang 1 for storing their products.

Warehouse's Fulfilling Online Orders for **the E-Commerce**

ACCORDING TO EMARKETER PROJECTIONS, THE GLOBAL B2C E-COMMERCE SALES WILL CONTINUE TO GROW AND SURPASS US\$2.3 TRILLION BY 2017. FORRESTER RESEARCH INDICATE THAT THIS PROJECTED GROWTH WILL BE PARTLY DRIVEN BY FIVE OF THE LARGEST ONLINE RETAIL MARKETS IN THE ASIA-PACIFIC REGION – CHINA, JAPAN, SOUTH KOREA, INDIA, AND AUSTRALIA – WHICH WILL SEE E-COMMERCE SALES RISE FROM US\$398 BILLION IN 2013 TO US\$858 BILLION IN 2018 AT A COMPOUND ANNUAL GROWTH RATE OF MORE THAN 16 PERCENT.



BATCH ORDERS TOGETHER

One of the simplest ways to compensate for the inefficiencies of picking small orders is to batch them together to form large orders for the purposes of picking. Of course, the items will need to be sorted back into separate orders again but there are several techniques to do this which are discussed below.

While most modern Warehouse Management Systems have functionality for batching orders together, there are still many factors to be considered in determining the optimal batching strategy. For example, should all items of the same SKU be batched together or should multiple orders containing different SKUs be batched together? What should the size of the batch be?



BATCH BY SKU

Batching by SKU means that orders are batched together such that, during the picking of that batch, each SKU location is visited only once. This provides an enormous boost to picking productivity by maximising the quantity per pick and, assuming the SKUs to be picked are sorted by location, minimising the travel time between picks. The larger the batch, the greater the gain in picking efficiency. Typically a picker can take a trolley or dolly of empty totes and move from one pick location to the next, scanning for accuracy and filling each tote to maximum capacity as they go.

The major benefit of batching by SKU is the very high pick efficiency. The potential disadvantage of batching by SKU is the cost of sorting the items back into individual orders. For example, if 5,000 orders are batched together, several thousand sort destinations will be needed to be able to sort all items to order. The number of sort destinations required can be reduced by reducing the size of the batch but then the gain in picking efficiency will be eroded accordingly.





BATCH BY ORDER

Batching by order means that multiple orders are batched together such that a number of complete orders are batched for picking into the same container, usually a plastic tote bin. Whilst batching a number of on-line orders together into one tote bin increases picking efficiency, it does not increase it as much as batching by SKU as it is likely that most SKU locations will still need to be visited more than once.

The main benefit of batching by order is that it is easier to sort items back into individual orders later using for example a put wall. While the picking efficiency is not as high as with batch by SKU, the deficit may be offset by the lower cost of sorting to order, depending upon the situation.



SINGLE PIECE ORDERS

A typical characteristic of on-line businesses is a high percentage of single item orders. Regardless of the type of batching employed, it makes sense to treat single piece orders differently to multi-piece orders. This is because single piece orders do not need to be sorted to order; they only need to be identified and packed for despatch. Therefore, very high efficiency can be gained by batch picking single piece orders by SKU. Single piece orders can typically be batch picked into plastic tote bins and then sent to packing stations to be packed and labelled for despatch.

If the items to be picked are very small, they may be able to be placed directly into satchels ready for despatch during picking, using for example a trolley as a mobile workstation, reducing the number of touches and further increasing efficiency.



BATCH SIZE

An important factor in determining the effectiveness of batching in increasing picking efficiency is the size of the batch. In general, the more orders in the batch, the greater the increase in picking efficiency. In the ideal case, a full day's orders are batched together so that each pick location is only visited once during the day. This means batching together all of the open orders that are available for release at the beginning of the day and batch picking them ready for despatch at the end of the day. Unfortunately, there are a number of factors working against the implementation of this approach.

Firstly, order cut-off and despatch times may represent an important part of an on-line business' value proposition. If orders that are received by say 11am need to be despatched the same day, they cannot be included in a batch that is created at the beginning of the day. An alternative is to run multiple smaller batches however this erodes the efficiency gain of each batch.

Secondly, the size of a batch is typically also limited by the number of sort destinations available. For example, if there are 2,000 orders per day but only 200 sort destinations available, 10 batches are required. Breaking the work into multiple small batches reduces the cost of the sort-to-order task but again erodes the efficiency gain of each batch.

It can be seen that determining the optimal batch size is not a trivial matter and a deep understanding of all of the issues in conjunction with some mathematical modelling is a prerequisite for an effective system design. ■



PROPERTY HIGHLIGHT ENDS 2017 WITH THE INTRODUCTION OF READY-BUILT, TOP QUALITY FACTORIES AND WAREHOUSES OF TICON GROUP IN RAYONG PROVINCE, ONE OF THE HIGHLIGHTS EASTERN ECONOMIC CORRIDOR OR EEC ZONE FOR READERS TO GET READY AS WE MARCH INTO THE YEAR 2018.

TICON AMATA City Industrial Estate

TICON proudly presents the ready-built factory project in AMATA City Industrial Estate. This international-standard quality Project is located on Highway 331 in Rayong province, the heart of the automotive industry of the Eastern region of Thailand, making it a perfect space for automotive manufacturers as well as auto part producers and suppliers throughout the value chain. Furthermore, the Project is surrounded by other key industrial estates, namely Pin Thong Industrial Estate, Hemaraj Chonburi Industrial Estate, Hemaraj Eastern Seaboard Industrial Estate, and so forth, which enables fast, convenient, and cost-saving operations for our customers. If you are interested ... please feel free to contact us for a site visit.

Available Buildings

Location: AMATA City Industrial Estate

Size: 1,750-3,600 sqm.

Floor Fitness: 3 tons / sqm.

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) 805 805 005

Email: logistics@ticon.co.th

Check
Available Buildings
here!



TPARK Amata City

Not only top-quality factory project, but we also bring to you the ready-built warehouse project. TPARK Amata City offers a strategic location for import-export businesses as it is located just 25 kilometers away from the Laam Chabang Seaport. The Project greatly facilitates both import and export activities as well as the automotive industry and its supply chain, including auto part producers and logistics operators, whose production bases are in the AMATA City Industrial Estate. In addition, TPARK AMATA City is surrounded by major industrial estates such as Hemaraj Eastern Seaboard Industrial Estate (Rayong) and Pin Thong Industrial Estate. Customers can rest assured that their operations would be of optimal effectiveness and efficiency.

Available Buildings

Location: AMATA City Industrial Estate

(General Zone)

Size: 2,270 sqm.

Floor Fitness: 3 tons / sqm.

Height: 10 meters

Take a Break



Take in the Japanese Heritage in Thailand at **Japanese Village** in Phra Nakorn Si Ayutthaya



This issue, Take a Break bring readers to travel back in time to relive the Japanese history in Thailand at **the Japanese Village** in Wang Noi, Phra Nakorn Si Ayutthaya province. Be prepared to be swept away by the traditional ambience of the ancient village filled with historical tales and stories. Getting here is easy as it is situated close to TPARK Wangnoi 1 and TPARK Wangnoi 2 Projects.

There is a small entrance fee where visitors in turn receives visit guide. We begin our journey through time at the Museum to

watch a DVD of the Japanese Village in its golden time. The Vil-

lage is located on the East side of Chao Phraya River, South to the City Island, and opposite to the Portuguese Village where foreign tradesmen resided while carrying out business activities in Phra Nakorn Si Ayutthaya province. Also featured at the Museum are ancient artifacts like maps, copper-sheet maps, samurai swords, Japanese fan, and export goods of Ayutthaya, namely celadon pots, ivories, deer skin, and so on.

After finishing the historical learning session, we proceeded to the garden to relax our mind while admiring the beauty of the Japanese garden and gazebo



built in celebration of the 80th birthday anniversary of the late King Bhumibol Ayudulyadej and the 120-year anniversary of Thailand-Japan relationship. Designed by Hirohise Nakajima, the Japanese landscapist with renowned international masterpieces. The garden reflected peaceful and tranquil beauty of the nature, with a Japanese gazebo for us to enjoy the scenic view of Chao Phraya River. Stay tuned for more intriguing places in the next issue of Forward. See ya! ■

Japanese Village

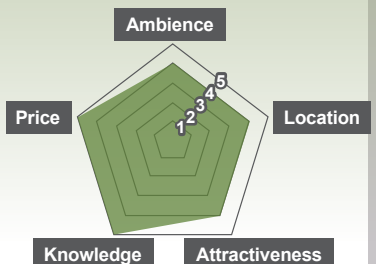
Opening hours:
Daily 08:30 – 17.00 hrs.

Entrance fee:
Children, Students: 5 baht
Thai visitors: 20 baht
Foreign visitors: 100 baht

Location: Near TPARK
Wong Noi 1 and 2

Address: Japanese Village,
Tambon Koh Rian, Kamang,
Phra Nakhon Si Ayutthaya
District, Phra Nakhon Si
Ayutthaya

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