



# CLIPPINGS

a collection of newspaper reports on  
Sri Lanka Ports Authority

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**OCTOBER 2018**





## It wasn't China who asked for H'tota Port, it was us: Minister Samarasinghe



Ministers Mahinda Samarasinghe, Gayantha Karunathilake, MP Ven. Rathana Thera, Ambassador of China in Sri Lanka Cheng Xueyuan, MP Udaya Gammanpila, President of the Sri Lanka-China Journalist Forum (SLCJF) Nalin Aponso are seen at the event.

While rejecting claims that either Sri Lanka have sold the Hambantota Port to China Merchant Port or that China coming and taking the Hambantota Port to achieve their geo-political objectives, Minister of Ports and Shipping Mahinda Samarasinghe said that it was not China who asked for the Hambantota Port but Sri Lanka who offered it.

"It was not China who asked for the Hambantota Port, but it was us," the minister said addressing the 69th Anniversary of the Founding of the People's Republic of China held at the BMICH last Friday. The event was organized by the Sri Lanka-China Journalist Forum.

Addressing the event further the minister also said, "Our Prime Minister, who was in China met the Chinese President and Prime Minister there and appealed from Chinese leadership to help us to make the debt obligation that had resulted in this huge amount of money that was lent to us by China to build the two phases of the Hambantota Port."

He also said that when the Sri Lankan Prime Minister suggested that the loan should

**"I think this should go on record, because there are some who take rhetorical positions, that we have either sold the Hambantota Port to China Merchant Port or that China coming and taking the Hambantota port to achieve geo-political objectives"**

be rescheduled or delayed because Sri Lanka were finding it difficult to pay back the loan, the China told Premier "if you do it for Sri Lanka you have to do it for other countries; therefore it is difficult for us to consider that this moment, but had said that they would find an investor."

That investment money, can be used to repay the debt, that had accumulated and that we were finding difficult to pay back, he said.

"I think this should go on record, because there are some who take rhetorical positions, that we have either sold the Hambantota Port to China Merchant Port or that

China coming and taking the Hambantota port to achieve geo-political objectives. This was never at any time ever discussed on the agenda and when the concession agreement was negotiated, Chinese side always said, that they would abide by the constitution of Sri Lanka and that they respect our laws of the country, and would operate within the framework of the laws of the country," Minister Samarasinghe said.

"There were no other objectives other than a purely commercial transaction, which took place. It brought in 1.12 billion USD, the highest foreign direct investment ever to be brought to Sri Lanka," he said.

"The company who invested this money alone with the Sri Lanka Ports authority are looking at implementing the third phase beginning next year. Within the next three years, 600 million USD will be invested, for the development of infrastructure etc, so that Hambantota port could be fully operational and it's a win-win situation," he added.

Newspaper – Daily Mirror      Date – 01-10-2018



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**SAGT**  
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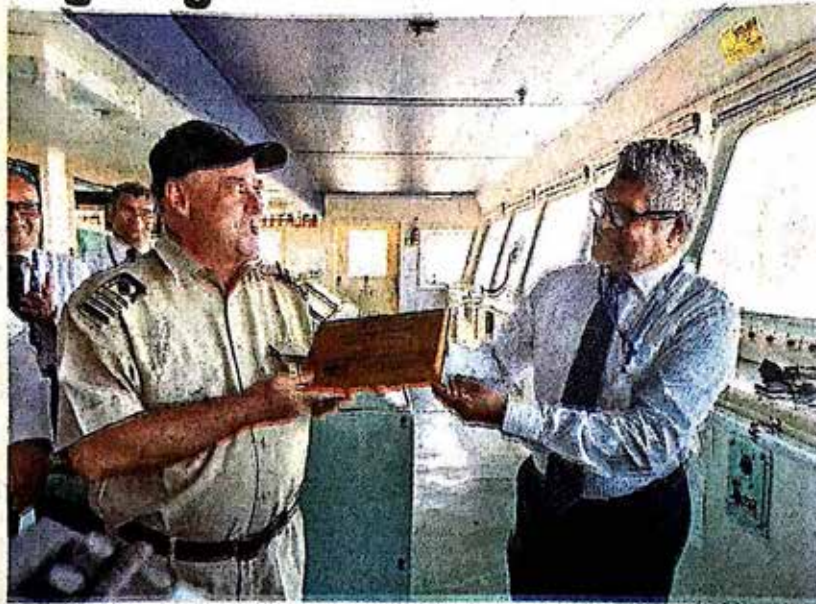


**SAGT**  
PORT OF COLOMBO SRI LANKA



Newspaper – Daily Mirror      Date – 01-10-2018

## K-Line vessel makes maiden call at Hambantota Port after signing of TSA



Captain Filipov Genchev with Hambantota International Port Services CEO Ravi Jayawickrama on behalf of Hambantota International Port exchanging a welcome plaque commemorating this inaugural visit. K-Line local agent, ABC shipping (Pvt.) Ltd Executive Director Roshan Dissanayake and his team were also present.

K-Line vessel Hawaiian Highway, a car carrier sailing from Marshall Island, called at the Hambantota Port recently.

The vessel carried 1,260 cars on board, for discharge at the port. This was the first ever K-Line vessel to berth at the Hambantota International Port

following the recent signing of the Terminal Service Agreement (TSA) between KLPL and HIPG.

Captain of the Hawaiian Highway Filipov Genchev said: "It's a pleasure to stop by this lovely port of Hambantota, and I wish to make this a regular call."





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പ്രകാരം അതിന്റെ ഉത്തരവ് നൽകിയിട്ടുണ്ട്. അതിനാൽ എല്ലാവർക്കും അറിയാൻ വേണ്ടതാണ്. അതിനാൽ എല്ലാവർക്കും അറിയാൻ വേണ്ടതാണ്. അതിനാൽ എല്ലാവർക്കും അറിയാൻ വേണ്ടതാണ്.



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**Abstract**

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## මහජන චිත්‍ර සමූහ ආණ්ඩුවේ 69 වැනි ජාතික දිනය වෙනුවෙන් වැඩසටහන් රැසක්



### අනුර ප්‍රේමලාල්

මහජන චිත්‍ර සමූහ ආණ්ඩුවේ 69 වැනි ජාතික දිනය වෙනුවෙන් සංවිධානය කළ විශේෂ උත්සවයක් පසුගිය ද (28) කොළඹ බණ්ඩාරනායක අනුස්මරණ ජාත්‍යන්තර සම්මන්ත්‍රණ ශාලාවේදී පැවැත්විණි.

ශ්‍රී ලංකාවේ පිහිටි චිත්‍ර නානාපති කාර්යාලය , ශ්‍රී ලංකා චිත්‍ර ජනමධ්‍යවේදීන්ගේ සංසදය සහ නවත් ශ්‍රී ලංකා චිත්‍ර මිත්‍ර සංවිධානවල දයකත්වයෙන් සිදු විය.

මෙහි ප්‍රධාන ආරාධිතයා ලෙස සහභාගී වූ වරයා හා නාවික කටයුතු පිළිබඳ ඇමැති මහින්ද සමරසිංහ මහතා ජනාධිපති මෙණ්ඩිපාල සිරිසේන මහතාගේ සුගතූතුම් පණිවුඩය සභාව ඉදිරියේ තබමින් කෙටි දෙයුමක් සිදු කෙළේය. එමෙන්ම විශේෂ අමුත්තකු ලෙස එක්වූ ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ ඇමැති ගයන්ත

කරුණාතිලක ශ්‍රී ලංකාවේ සිටින චිත්‍ර නානාපති වෙන්ග් ක්ෂිත්‍රයන් උත්සව සභාව ඇමතුන.

භූමි නව වැනි චිත්‍ර ජාතික දිනය හා ශ්‍රී ලංකා චිත්‍ර ජනමධ්‍යවේදීන්ගේ දහස් වැනි සංවත්සරයට සමානවූ සංවිධානය කෙරුණු "මා දුටු චිත්‍රය" පාසල් චිත්‍ර තරගය පළමු වසරේ සිට නව වැනි වසර දක්වා පැවැත් වීම් මෙහිදී, ජයග්‍රහණය කළ ළමුන්ට පාසැලියක් හා වටිනා සහතිකයක් ප්‍රදානය කිරීම සිදු විය. එමෙන්ම ජයග්‍රාහී අ.පො.ස. සා.පෙළ හා අ.පො.ස.උපෙළ දරුවන්ට සහතිකයක් සහ වැඩ පරිගණකයක් ත්‍යාග ලෙස ලැබිණි.

ශ්‍රී ලංකා චිත්‍ර ජනමධ්‍ය වේදීන්ගේ සංසදය මෙහෙයවන නවත් සත් කාර්යයක් වන 'අතුරු පිපාසය' පාසල් ප්‍රස්තානාල සංවර්ධන ව්‍යාපෘතිය ආරම්භ කරමින් අම්පාර උණුවතුර බුබුල විද්‍යාලයේ පුස්තා-

නාලය සංවර්ධනය කිරීමට රුපියල් එක් ලක්ෂ පනස්දහසක මුදල් ප්‍රදානයක් සිදු කෙරිණි.

එමෙන්ම මේ අවස්ථාව සිහිපත් කිරීම සඳහා විශේෂ සමරු මුල්දින කවරයක් හා මුද්දරයක් තිබුත් කිරීම සිදුවිය.එහිදී මුද්දර කාර්යාලයේ අධ්‍යක්ෂ ගාන්ත මිහම මහතා මුල්දින කවරය හා මුද්දරය ඇමැති මහින්ද සමරසිංහ මහතා වෙත ලබාදෙන අයුරු මෙහි දක්වේ. පසෙකින් ඇමැති ගයන්ත කරුණාතිලක, ශ්‍රී ලංකාවේ සිටින චිත්‍ර නානාපති වෙන්ග් ක්ෂිත්‍රයන් මහත්වරු හා ප්‍රාදේශීය කැපැල් අධිකාරී (කොළඹ) ලංකා ද සිල්වා, ශ්‍රී ලංකා චිත්‍ර ජනමධ්‍යවේදීන්ගේ සංසදයේ සභාපති නලීන් අපේක්ෂ , උප සභාපති නුවන් ලියනගේ යන මහත්වරු ඇතුළු එම සංසදයේ නිලධාරීන් මෙහි වෙති.

## වසර 5ක් භාවිතයට නොගත් ඔලුවිල් වරාය අද සිට වැඩ

### ■ ඉන්දීය සේවා විකරණ

වසර පහකට අධික කාලයක් භාවිතයට නොගෙන තිබෙන ඔලුවිල් වරායේ කටයුතු අද (03දා) ආරම්භ කරන බව වරාය හා නාවික කටයුතු අමාත්‍යාංශය සඳහන් කරයි.

2013 වසරේ සැප්තැම්බර් පළමු වැනිදා ජනතා අයිතියට පත්කළ වරායට දිගින් දිගටම වැලි ගොඩනැගීම නිසා ආසන්නයේ තිබූ ධීවර වරායේ කටයුතු පවා පසුගිය කාලයේදී ඇතහිට තිබිණි.

මේ පිළිබඳ අවධානය යොමුකළ වරාය හා නාවික අමාත්‍ය මහින්ද සමරසිංහ මහතා වැලි ඉවත් කිරීම සඳහා නැවක් ලබා දී අදාළ කටයුතු කිරීමට සැලසුම් කර තිබේ.

මේ අනුව ඔලුවිල් වරායේ වැලි ඉවත් කිරීමේ කටයුතු අද (01දා) සිට ආරම්භ වන අතර, මේ අනුව ඉදිරි දිනවලදී එම වරායට නැව් පවා ඇතුළත් කිරීමට හැකිවන බවද එම අමාත්‍යාංශය සඳහන් කරයි.

වරායේ වැලි ඉවත් කිරීමත් සමඟ ධීවර වරායේ ධීවරයන්ට තම යාත්‍රා ධීවර වරායට රැගෙන ඒමටත්, දැනට වරාය තුළ සිර වී තිබෙන යාත්‍රා ධීවර කර්මාන්තයේ යෙදවීමටත් හැකිවන බවද වරාය හා නාවික කටයුතු අමාත්‍යාංශය සඳහන් කරයි.

ශ්‍රී ලංකාවේ ප්‍රථම ඒවිත්ව වරාය ලෙස සැලකෙන ඔලුවිල් වරාය ඉදිකිරීම සඳහා රුපියල් මිලියන 700කට අධික මුදලක් වියදම් කර තිබෙන අතර, එය වාණිජ වරායක් ලෙස භාවිත කිරීමට නියමිතය.



## ඔලුච්ඡ වරාය කඩිනම් සංවර්ධනයට පියවර

ඔලුච්ඡ ආශ්‍රිත ප්‍රදේශයේ කර්මාන්තපුරයක් ඇතිකර, එය ආදායම් ලැබෙන වරායක් වශයෙන් සංවර්ධන කිරීමට බලාපොරොත්තු වන බව වරාය හා නාවික අමාත්‍ය මහින්ද සමරසිංහ මහතා පවසයි.

නගර සැලසුම් හා ජල සම්පාදන අමාත්‍ය රවුෆ් හකීම් මහතාගේ ඉල්ලීම පරිදි විශේෂ ඉවත් යානයකින් ඔලුච්ඡ වරායට ගොස් ප්‍රදේශයේ ජනතාව සමඟ කරන ලද සාකච්ඡාවේදී අමාත්‍ය මහින්ද සමරසිංහ මහතා මේ බව අනාවරණය කළේය.

වරාය ආශ්‍රිත ප්‍රදේශයේ ඇති වී තිබෙන සියලු ගැටලුවලට මැදිහත් වී සිටින ජනතාවගේ ස්ථීර විසඳුම් සඳහා විසඳුම් ලබා දීමට ගත යුතු පියවර පිළිබඳවද අමාත්‍ය රවුෆ් හකීම් මහතා මෙහිදී කරුණු ඉදිරිපත් කළේය.

## 70TH WORLD MARITIME DAY

# PORT OF COLOMBO ACHIEVES GLOBAL STANDARDS ON SAFE MARITIME, TRADE AND SHIPPING

N. SARGAMURA

It is a delightful fact. The passing of several millennia by, the Port of Colombo has achieved the global standards on safe Maritime Trade and Shipping Industry. No doubt, this immense contribution to the Maritime Trade is enriching the nation. It is remarkable and astonishing.

As we have featured here in this issue the first half of the year, the Port of Colombo has recorded the highest container growth Port in the World. This glorious achievement is the result of the collective commitment by all human resources supporting the Port of Colombo unified and managed through unparalleled professional skills of the current Chairperson of the Sri Lanka Ports Authority as well as the governing political leadership on the subject to the country.

At the same time, globally, we celebrated the seventieth World Maritime Day on September 27 under the theme of 'our heritage – better shipping for a better future.' Objective of this year's day, we as a common community are focusing internationally on, 'an opportunity to take stock and look back, but also to look forward, addressing the current and future challenges for maritime transport to maintain a continued and strengthened contribution towards sustainable growth for all.'

Issuing a statement for World Maritime Day, International Maritime Organisation (IMO) Secretary General Kitack Lim observed and predicted that 'IMO's heritage over 70 years has been to drive improvements in shipping to achieve a better world today. Our challenge for the years to come remains to work in collaboration with all stakeholders to create better shipping for a better future.'



Colombo, Western, Sri Lanka, Indian Sub-Continent, Asia

holders to create better shipping for a better future'.

What we have learned from history is that the safe maritime trade is all about

genuine collaboration and collective efforts in achieving desired goals together. It is all about committed teamwork.

It is needless to explain as Sri Lankans, the importance of maritime and the potentialities we as the centralized nation within the mainstream maritime routes have carried. Being geographically an important strategic location and also the safest from all sorts of threats including weather condition and natural uncertainties, Sri Lanka and her juridical sea area is reactor to safe maritime trade.

Today, the Port of Colombo is witnessing the genuine path to prosperity of the nation and the paving of the way to understanding the importance of overcoming challenges prevailing due to the high waves of the seas.

As Aristotle Onassis known as Ari, one of the best-known shipping magnates, once said, 'We must face ourselves of the hope that the sun will ever rest. We must learn to sail in high winds.' We believe that the secret behind the achievements that the Port of Colombo gained is because of her genuine commitment in learning and professional capacity in implementing the strategies to sail in high winds for the benefits of the people in the country.

As a country that overcame from one of the most deadly civil wars on the planet, Sri Lanka has stepped forward and is proving the potentiality as the nation in developing and achieving goals aimed towards enriching the general public.

No one can deny that the maritime trade as the lifeline of the nation is playing a pivotal role. Hence, the Port of Colombo as the central port in the island is substantiating the unprecedented caliber in safe maritime trade while deepening confidence in the stakeholders.

The present management of Port of

Colombo has affirmed by action the importance of collective collaboration while placing the professional virtue in all concerned, to stand on common ground confidently. This important step has cleared the dark clouds in the sky to make visible the stars of hope in maritime trade in Sri Lanka.

Recently all three Container Terminals, Jaya Container Terminal (JCT), South Asia Gateway Terminal (SAGT), and Colombo International Container Terminal (CICT), operating in the Port of Colombo committed themselves in a Memorandum of Understanding (MoU), to act together to aggrandize the common goal towards a vibrant future.

In his remarks about the event, Dr. Dissanayake, Chairperson of the Sri Lanka Ports Authority said that, 'this is like a shipping alliance. We will compete with each other, but we will also cooperate with each other in order to ensure a better service for clients. So this is moving from competition to co-competition.'

'Despite all the challenges and the growing competition of the region, the Port of Colombo would be able to achieve historic volumes,' he said. As the chairperson correctly predicted, the Port of Colombo is witnessing the growth of container handling by the terminals in the Port while shining in the maritime trade.

Meanwhile, steps have been taken by the Sri Lanka Ports Authority in adopting the anti-corruption and zero-tolerance policy aimed at cleaning up the trade. The meeting was co-chaired by SLPA Chairperson Dr. Dissanayake and Director General of Sri Lanka Customs P. S. M. Charles, focused on issues like the anti-corruption and zero-tolerance policy and detained containers,

introducing a digital signature and electronic delivery order system.

One single step towards vanquishing the bad practices that are tarnishing the reputation of public institutions is not only revolutionary but also the registers a memorable contribution as a lesson to be learnt by generations to come.

Apparently, there is a long route to sail. The prevailing challenges are immense. As an American Author John Sheild penned in his work titled, 'Salt from My Ance', 'a ship in harbour is safe, but that is not what ships are built for.'

The head of IMO said, challenges in major aspects of 'international shipping, including ship design, construction, equipment, crewing, navigation, operation, and disposal' are adverse in current situation. Challenges prevailing in these areas have to be addressed adequately to be overcome through collective commitment.

Moral and ethical responsibilities for healthy shipping and Maritime Trade are vested upon every stakeholder from a fisherman who is fishing in the Palk Strait or elsewhere to shipping agent who is the driving force behind the loading and unloading, not millions but billions of containers. So then every nation bounded by Maritime Trade shall not only engage in healthy and environmental protective Shipping and Maritime Trade but also be the core partner of protecting and promoting each other's heritage. The Port of Colombo is booming while maintaining these notions in strict not only the nation but also Maritime Trade as the most important subject on the planet.

Let's protect and promote our 'heritage' while engaging in 'better shipping for a better future' for all humanity.

## Plans for industrial zone adjoining Oluvil Harbour

M.A. PHAKURDEEN

Addalachenal Group Corr.

Ports and Shipping Minister Mahinda Samarasinghe who visited Oluvil Harbour on Wednesday said that the adjoining areas of Oluvil would be converted into an Industrial Zone providing a regular income to the harbour, paving the way for villagers to attain a sound economic position.

Minister Samarasinghe accompanied by City Planning and Water Supply Minister Rauff Hakeem held top-level discussions with the officials,

Deputy Ministers and MPs of the area and the villagers of Oluvil.

He also noted that construction of the harbour was carried out at a cost of US\$ 50 million and the loans taken for this purpose are being repaid now. So this project will not be abandoned and would be continued. Moreover, it was the late Minister M.H.M. Ashraff's dream and he planned it for the economic welfare of the people of the area.

All measures would be taken to solve the problems caused to fishermen by sand dunes. A committee

consisting of relevant officials along with Coast Conservation Department would look into the problems and take all remedial measures, the Minister said.

Minister Samarasinghe said speedy action would be taken to pay compensation to those who lost their lands to the Port project.

Deputy Minister H.M.M. Harees, MPs A.L.M. Naseer, M.I.M. Mansoor, Dr. S.M.M. Ismail and officials from the Ports Authority also participated in the discussion.

## SLPA TO TABLE NATIONAL PORT MASTER PLAN SOON

**INDUNIL HEWAGE**

Sri Lanka Ports Authority (SLPA) official said they will table the National Port Master Plan and other related policies and regulations relating to the ports and shipping industry shortly to get the necessary approvals to expedite the ports development activities in Sri Lanka.

SLPA is currently in the process of planning maritime and logistics related policy framework development. Upali de Zoysa, Director- Logistics

Solutions at Sri Lanka Ports Authority said so at the launch of the Global Alliance for Trade Facilitation Project held in Colombo on Wednesday.

Noting that SLPA has embarked on a series of physical and soft infrastructure development activities to develop ports across the country to offer efficient and reliable world class service, he said as part of these plan, the Galle Port will be expanded to establish a yacht marina and this will greatly help tourism in the Galle district.

“In addition, we have plans to call for Expression of Interest (EOI) for port related industries in Trincomalee Port. We have also plans to go forward with West Container Terminal project and also the SLPA has got the green light from the government to develop East Container Terminal of Colombo port. To this end, SLPA is currently in the process of procuring equipment to commence the work of the terminal.

**To page v**

### SLPA TO TABLE... From page i

He further said that Colombo Port has been able to become one of the fast growing ports in the world. Total container handling at the Colombo port grew by 8.3 percent to 6.2 million twenty-foot equivalent container units TEUs in 2017 against the 5.7 million TEUs recorded in 2016, and SLPA is expected to handle 6.9 million TEUs by end of this year.

He also noted that Sri Lanka over the past two decades have taken various steps to develop port terminals and other related activities ignoring logistics facilities. Speaking on port development activities in India particularly in the Southern part of India, he said he views these development activities as opportunities not as threats.



Newspaper – Ceylon FT      Date – 05-10-2018

## 45 ACRES EARMARKED IN BLOEMENDHAL **SLPA CALLS FOR WAREHOUSING PROJECT EOIs** COLOMBO ECT TO BE OPERATIONAL IN A YEAR

By MARIO ANDREE

**H**ighlighting that the Sri Lanka Ports Authority (SLPA) was gearing up to support Sri Lanka's National Export Strategy (NES) and the Multi-Country Consolidation Project, a senior official said that 45 acres in Bloemendhal have been identified for warehousing projects.



TO PAGE B7

### SLPA...

Stepping up to cover for SLPA, Chairman Parakrama Diasanayake at the launch of the Global Alliance for Trade Facilitation Project, SLPA Director-Logistics, Upali de Zoysa said that the agency has called for Expressions of Interest (EOI) from the private sector to develop the land. Though the Colombo Port was the fastest-growing port, it placed 23rd for volume handling and 94th for logistics, he said.

"We understand that there is much more to be done, and the SLPA is working towards getting things in order, as per NES requirements," he said.

According to him, the Cabinet has given the green light to the Colombo East Container Terminal (ECT) project and the equipment is now coming in to ensure that the terminal will commence operations in one year.

He said the SLPA was aiming at handling more than 11 million TEUs (Twenty-foot equivalent units) by 2025 and hopes the number would increase this year to 6.9 million TEUs, from 6.2 million handled last year.

He went on to say that the SLPA understood the requirement by exporters and importers for lower handling charges, but added, "It's difficult to give a better price due to the increasing energy prices."

In conclusion, he pointed out SLPA's plans to develop ports around the country and said that the Indian port projects would complement Sri Lanka's port development.

According to him, the Trincomalee Port will also be developed, along with 500 hectares of surrounding land and the Galle Port.

Further, the Kankesanthurai Port will be developed with Indian assistance, while the Galle Port will be developed as a Yacht Marina to facilitate tourism.



ඇමැති මහින්ද සමරසිංහ මහතා සහ ඇමැති රවුෆ් හකීම් මහතා සාකච්ඡාවේදී අදහස් දක්වමින්....

## ඔලුච්ඡ වරාය සංවර්ධනය කර කර්මාන්ත පුරයක් ඇති කරනවා

- ඇමැති මහින්ද සමරසිංහ

සිරිමත්ත රත්නසේකර

ඔලුච්ඡ වරාය ආදායම් ලැබෙන වරායක් වශයෙන් සංවර්ධනය කිරීමටත්, එම ආශ්‍රිත ප්‍රදේශයේ කර්මාන්ත පුරයක් ඇති කිරීමටත් කටයුතු කරන බව වරාය හා නාවුක ඇමැති මහින්ද සමරසිංහ මහතා සඳහන් කළේය.

වරාය හා නාවුක කටයුතු ඇමැති මහින්ද සමරසිංහ එම අදහස් පළ කළේ ඔලුච්ඡ වරාය ග්‍රවණාගාරයේ පැවති සාකච්ඡාවකදීය.

නගර සැලසුම් හා ජල සම්පාදන ඇමැති ශ්‍රී ලංකා මුදල් මණ්ඩලයේ නායක රවුෆ් හකීම් මහතාගේ ඉල්ලීමක් පරිදි මෙම සාකච්ඡාව පැවති අතර ප්‍රදේශයේ පවතින ගැටලු රැසකට විසඳුම් ලබාදීමට එහිදී ඇමැතිවරු කටයුතු කළහ.

මෙහිදී ඔලුච්ඡ වරාය කඩිනමින් සංවර්ධනය කිරීමට අවශ්‍ය ක්‍රියාමාර්ග ගන්නා බව විෂය භාර ඇමැති මහින්ද සමරසිංහ මහතා සඳහන් කළේය.

මුහුදු බාධනයෙන් විනාශ වී ගොස් ඇති එම ප්‍රදේශයේ ඉඩම් නැවත යථා තත්ත්වයට පත් කිරීම සඳහා අවශ්‍ය ක්‍රියාමාර්ග ගෙන ඇති බවත් ඒ අනුව වෙනමාර්ථක රජයට අයත් ඩැනීඩා ආයතනයේ ආධාර

යටතේ මුහුදු වෙරළ ගොඩකළ හැකි නැවත් මිලදී ගැනීමට අවශ්‍ය මූලික කටයුතු ගෙන ඇති බවත් ඇමැති රවුෆ් හකීම් මහතා සඳහන් කළේය.

ඔලුච්ඡ ආශ්‍රිත ප්‍රදේශයන්හි ධීවර කර්මාන්තයේ යෙදෙන ජනතාවගේ කටයුතුවලට බාධාවක් නොවන ආකාරයේ තීරණ ගැනීමේ අවශ්‍යතාව මෙහිදී නගර සැලසුම් හා ජල සම්පාදන ඇමැති රවුෆ් හකීම් මහතා විසින් පෙන්වා දෙන ලදී.

මෙම සාකච්ඡාවේදී වරාය අධිකාරිය නතු කරගෙන ඇති අල් ජාගුසා පාසල් ක්‍රීඩාංගණය වහාම එම පාසල වෙත මුද්‍රාහරිත ලෙසත්, පෞද්ගලික අංශයට ලබාදී ඇති අරගා නගරයේ ඇති ඉඩම් නැවත ජනතාවට ලබාදෙන ලෙසත් ඇමැති මහින්ද සමරසිංහ මහතා නිලධාරීන්ට නියෝග කළේය.

මෙම සාකච්ඡාව සඳහා නියෝජ්‍ය ඇමැති එච්.එම්.එම්. හාරිස්, පාර්ලිමේන්තු මන්ත්‍රීවරුන් වන එම්.අයි.එම්. මන්සූර්, ඒ.එල්.එම්. නසීර්, එස්.එම්. ඉස්මයිල්, වරාය අධිකාරියේ සභාපති පරාක්‍රම දිසානායක යන මහත්වරුන් මෙන්ම නිලධාරීන් බොහෝ පිරිසක් එක්ව සිටියහ.



## Embrace liberalisation to become maritime hub - *State Minister Wickramaratne*

BY LALIN FERNANDOPULLE

Sri Lanka would have been the maritime hub in Asia had it embraced British and American companies who were keen to invest in Sri Lanka in the 1950s to boost the energy sector in the country, **Chairman, Advisory Committee on Logistics, EDB Rohan Masakorala** said.

He was speaking at the inauguration of the national Public Private Dialogue on Maritime, Logistics and Transportation Reform held under the EU-Sri Lanka Trade Assistance project implemented by the International Trade Centre in Colombo last week.

"Sri Lanka today is languishing behind many regional economies as it stubbornly stuck to a 'closed door' policy after independence whereas countries such as Singapore made leaping progress since it opened doors for the rest of the world to partner in development," Masakorala said.

Shipping and maritime experts have been reiterating the need to develop the maritime industry in the country if it is to take full advantage of the geographical position of the island in the region.

"We should have been the energy hub in the region. When we said no to foreign companies who were interested to partner local companies in the 1950s one man in Singapore, Lee Kuan Yew, put his hand up and welcomed foreign companies to Singapore, which has one of the world's leading energy companies namely ExxonMobil, Singapore, and this is how the transformation in Singapore came about," Masakorala said.

ExxonMobil has been for more than 120 years in Singapore growing from a trading kerosene post to a multi-billion dollar manufacturing and marketing business today.

"What are we today? Singapore welcomed the world to be partners in 1959 but we shut the door in 1961 following nationalisation policies that drove away foreign companies. Instead, what we have today is only the rickety Sapugaskanda refinery which is in the same position or in a worse condition today. As a result, we have lost an opportunity to be a hub for LPG, LNG, refinery, bunkering services and openings for tourism and



PIC: LAKE HOUSE MEDIA LIBRARY

financial services," Masakorala added.

He said there are around thousands of ships moving around Singapore which is a leader in bunkering services. Sri Lanka has to liberalise its ports and shipping industries and be competitive to develop a vibrant maritime industry.

**State Minister of Finance Eran Wickramaratne** called on all industry stakeholders in the ports and shipping industries to have an open mind and move towards more liberalisation of the shipping industry if it is to gain from the country's geographical position for ports and shipping business in the region.

"Sri Lanka has a strategic advantage due to its position in the Indian Ocean. However, we have captured only a small amount of the transshipment containers while the full potential of the maritime and logistics sector remains unfulfilled. The Government's vision for the country is to achieve the maritime status by 2020," the Minister said.

He said the Trincomalee, Colombo

and Hambantota ports are being developed under the port infrastructure development initiative of the Government. The progress of the maritime industry in Singapore has leaped frogged whereas we have not because we lack foreign participation in the industry. More competition will bring in enormous benefits on cost and competitive pricing.

"Liberalisation of the shipping industry proposed in the 2018 Budget was welcomed by many. However, some still think liberalising the shipping industry will not benefit the country. The launch of the SAGT and CICT terminals are good examples of liberalisation of the industry. If we do not engage global partners we will lose the advantage of our strategic location. Liberalisation of the shipping industry is a key stepping stone to build a maritime industry," the Minister said.

**Professor of Economics, University of Colombo Sirimal Abeyratne** said there have not been major, bold reforms for the past 27 years but instead the war is being blamed for

the slow progress in the country. Maintaining around five percent economic growth during the war is remarkable. However, what is not remarkable are the distortions in the open economy.

"We opened the economy in 1977 and we say that we were the first to open the economy in the region. I don't think everything was right in that package. It lacked some essential components. There have been many taxes which still exist. These prohibitive tariffs have messed up the open economy," Prof. Abeyratne said.

He said, if we think of having a protective regime we must depend on domestic resources. Now, the war is over and it's time to move on with the right policies. There have been selective interventions to safeguard certain industries. Such interventions as seen in certain countries are alright but it has been the overall policy regime in Sri Lanka. Policy distortions have scuttled growth in exports and today we are faced with the challenges of a weak currency and the need to enforce the rule of law.



Offers least deviation from the main East-West trade route among S Asian ports

## SL IDEAL FOR AN INDIAN OCEAN LOGISTICS HUB, SAYS EXPERT

BY LALIN FERNANDOPULLE

Sri Lanka has the location and is ideally positioned for an Indian Ocean logistics hub, Senior Adviser to Sri Lanka Project Manager, Global Alliance for Trade Facilitation, Eric Miller said at the launch of the Global Alliance for Trade Facilitation project: Positioning Sri Lanka as Hub for Multi-Country Consolidation (MCC) Services in Colombo last week.

He said the Colombo Port offers the least deviation from the main East-West trade route among South Asian ports and added that the port is globally competitive on connectivity. The Colombo Port was ranked 15th in the UNCTAD Liner Shipping Connectivity Index in 2017 and 13th by the Ferry Port Connectivity Index in Quarter 4, 2017.

The Colombo Port was ranked among the top 30 of the world's fastest growing ports in the first half this year and the port recorded a 15.6% growth in container handling according to the Alphaliner Monthly 2018 during the same period.

"The Colombo port has the only deep water container port terminal in South Asia that is able to handle large vessels of 18,000 TEUs (Twenty-Foot Equivalent Unit) or more. The Colombo Port Terminal (CPT) and SAGT make an average of 15 moves per crane, surpassing the productivity of other South Asian terminals," Miller said.

TEUs is used to measure a ship's cargo carrying capacity. The Colombo Port recorded a 13.4% increase in transshipment throughput in the first half of this year to 2.73 million TEUs from 2.38 million TEUs in the corresponding period last year.

Miller said the container throughput in the Colombo Port grew by 10.6% in 2016, even when the world average growth was below two percent.

He said there are immense opportunities for Sri Lanka's shippers as people are increasingly looking for supply chain strategies to reduce international transport such as consolidating shipments at a single location by engaging 3PLs as matchmaker for shipments along shared routes. The reworking of the global supply chain is an opportunity for high growth in Sri Lanka's maritime logistics sector.

However, according to maritime logistics experts Sri Lanka's locational advantage is vital but that alone is not adequate to become a maritime logistics hub in the region.

Red tape, poor infrastructure facilities, lack of policy cohesion and consistency, weak destination marketing, lack of consensus among stakeholders and limited research and data analysis are some of the bottlenecks faced by Sri Lanka. Besides experts noted that shipping line decisions, small volume of local cargo, increasing vessel size and reliance on India are some of the major challenges Sri Lanka will have to

**The Colombo Port was ranked among the top 30 of the world's fastest growing ports in the first half this year and the port recorded a 15.6% growth in container handling according to the Alphaliner Monthly 2018 during the same period.**

overcome if it is to position itself as a maritime hub in the region. "Five shipping lines handle over half of Colombo port's cargo. Therefore, shipping line decisions to change ports would significantly impact the container traffic passing through the port," Miller said, while noting that deployment strategies of new global alliances in shipping lead to unpredictable shifts in volumes handled by transshipment ports.

According to the World Bank ports handling both transshipment and gateway domestic cargo faces less risk of shipping lines switching ports.

Miller noted that only 25% of container throughput in Sri Lanka is gateway or local, indicating that the risk of shipping lines switching is high.

He also noted that the size and scale of cargo ships are increasingly becoming larger and this makes the need for ports in Sri Lanka to be able to accommodate larger vessels to be competitive.

The average capacity of vessels increased from 2,000 TEUs in 1978 to 18,000 TEUs in 2015. Today, ultra large vessels with capacities of over 20,000 TEUs operate across ports.

Miller also said the reliance on Indian ports is on the rise as India is

engaging in a series of port related reforms to make their ports competitive, such as developing deep water ports capable of handling new generation mega ships in the South and in close proximity to the East West sea route.

"Currently 33% of Colombo Port's transshipment volume is Indian transshipment which is stagnant at 1.2 million TEUs despite India's transshipment volume increasing by 14% in 2015-16," Miller said.

He said enabling better trade facilitation is essential as a World Bank study of 126 countries found 75% of delays in trade is due to administrative hurdles including Customs and tax procedures, certifications, clearances and cargo inspections.

The study shows that outdated trade regulations combined with burdensome and non-transparent administrative procedures inflict 'invisible tariff or tax' equivalent to 164.25%.

"Each day of delay in transportation and border clearance is equal to 0.6-2.1% of tariff. Unless goods can get in and out quickly trade and investment will go elsewhere," Miller said.

Minister of Development Strategies and International Trade Malik



Minister Malik Samarawickrama

Samarawickrama said launching the Multi-Country Consolidation project will help Sri Lanka to position itself as a trade and logistics hub in the Indian Ocean.

"This is a timely initiative by GATF which has selected Sri Lanka as the second developing country after Vietnam for the implementation of the MCC project. MCC will be a major boost for Colombo Port's third-party logistics (3PL) business. Sri Lanka needs to focus on new technologies to be competitive," the Minister said.

He said Sri Lanka cannot rest on its laurels always as other ports are getting ahead of us. We have been trying to be a maritime hub in the region. There are many things that should be fixed before that. Trade liberalisation is underway for which steps such as bringing down para tariffs, single window operation for trade and a commitment to liberalise maritime services have been taken.

However, MCC will help the country to realise this dream.

Sri Lanka is a signatory to the WTO Trade Facilitation Agreement (TFA) which was signed in December 2013 in Bali. The TFA contains provisions for expediting the movement, release and clearance of goods including goods in transit.

It also sets out measures for effective cooperation between Customs and other relevant authorities on trade facilitation and Customs compliance issues.

The full implementation of the WTO TFA will reduce almost-favoured nation tariffs from the current average of nine percent to zero.

Newspaper – Daily Mirror      Date – 08-10-2018

## SLPA Director Lokuge awarded 'CIO of the Year' by CSSL



Dr. Prasanna Lokuge – Director (Information Systems) of Sri Lanka Ports Authority (SLPA) receiving the CIO of the Year Award from President Maithripala Sirisena. Telecommunication, Digital Infrastructure and Foreign Employment Minister Harin Fernando and President, CSSL Abeywickrama are also present

Dr. Prasanna Lokuge – Director (Information Systems) of Sri Lanka Ports Authority (SLPA) has been awarded the 'CIO of the Year' at the ICT Awards 2018 organized by the Computer Society of Sri Lanka (CSSL).

The award was presented to Dr. Lokuge, by His Excellency the President Maithripala Sirisena at the inauguration ceremony of the 36th National IT Conference 2018 (NITC) held recently at Shangri La Hotel, Colombo.

Dr. Prasanna Lokuge is a PhD holder in Artificial Intelligence awarded by Monash University and counting over 25 years of

hands on experience in IT with proven track record of both local and foreign countries in handling Container Port Automation systems and other complex IT systems. He has experience in working Australia, France, Korea, China, Malaysia, Hong Kong, Vietnam. He has also worked for World Bank and ADB funded IT projects locally and internationally. He was the Past President of the Computer Society of Sri Lanka in 2008.

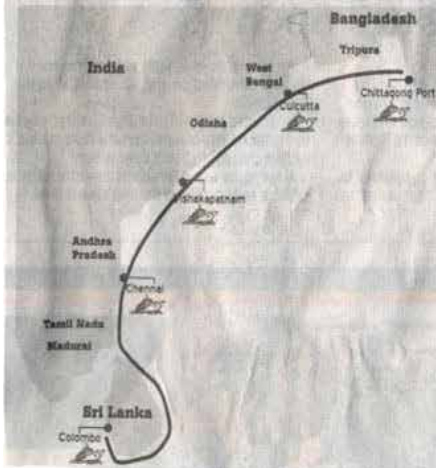
The Computer Society of Sri Lanka (CSSL) is the premier organization dedicated to promoting and improving professional standards in the Information

and Communication Technology sector since 1976.

CSSL ICT Awards is an award ceremony conducted with the view of recognizing and motivating those who have served the ICT industry in Sri Lanka. These awards intend to encourage, recognize and celebrate excellence in ICT practice by rewarding the best and the finest of ICT Professionals. CSSL ICT Awards include calling nominations / applications, conducting selection and organizing an award ceremony, however the final selections will be made by a panel of experts from the ICT industry as well as academia.



## BANGLADESH TO USE COLOMBO PORT AS TRANSSHIPMENT HUB



BY KELUM BANDARA

**S**ri Lanka has given its concurrence for the Coastal Shipping Agreement to be signed with Bangladesh to improve connectivity between ports of the two countries, Bangladeshi High Commissioner Riaz Hamidullah said.

Mr Hamidullah told Daily Mirror yesterday that Bangladesh had a trade volume of US \$ 85 billion, and US \$ 35 billion of it accounted for exports.

Of these total exports, he said, cargoes bound for markets in the western world, could be transhipped through Colombo. He said Bangladesh concluded a coastal shipping agreement with India in 2015.

"After our relations picked up with India after 2009, we decided that one of the ways to go for is South Asian regionalization. We need to open up with India and other parts. As a result, connectivity improvement is key. We

**“The agreement is based on subtle business principles,” he said. The agreement is well in line with the BIMSTEC agreement. In this instance, the member states reiterated the commitment to establish seamless multi-modal transportation linkages and smooth, synchronized and simplified transit facilities**

are pursuing connectivity through rail, road and inland waterways and maritime waterways,” he said.

He said such an agreement would boost trading between Sri Lanka and Bangladesh.

He said the use of Singapore as a transshipment hub for Bangladeshi exports would be costly and time consuming. As a result, he said Bangladesh could make good use of

the Colombo port provided that it had connectivity with main shipping liners.

“The agreement is based on subtle business principles,” he said. The agreement is well in line with the BIMSTEC agreement. In this instance, the member states reiterated the commitment to establish seamless multi-modal transportation linkages and smooth, synchronized and simplified transit facilities.

**“After our relations picked up with India after 2009, we decided that one of the ways to go for is South Asian regionalization. We need to open up with India and other parts. As a result, connectivity improvement is key**

## Colombo Port to handle 6.9mn containers this year: SLPA

- Plans to almost double capacity by 2025 to 11mn TEUs
- Short and long-term projects underway to expand capacity
- East Container Terminal likely to be commissioned within 8-19 months

■ By Nishel Fernando

**T**he Port of Colombo will handle a minimum of 6.9 million TEUs this year with long-term plans to almost double the number of containers handled to 11 million by 2025 as expansion plans are being currently implemented.

Sri Lanka Ports Authority (SLPA), Director (Logistics), D. Upali De Zoysa said SLPA is focusing to begin work on the East Container Terminal (ECT) to expand the capacity of the Colombo Port in the short-term.

Long-term expansion plans of the Colombo Port are also underway, with work expected to commence on the Colombo North Port and West Container terminal, he said.

De Zoysa revealed this during a panel discussion at the launch of the Global Alliance for Trade Facilitation project on 'Positioning Sri Lanka as a Hub for Multi-Country Consolidation Services' organised by Centre for International Private Enterprise (CIPE) in collaboration with Women in Logistics and Transport (WiLAT) Sri Lanka and Verité Research in Colombo, last week.

He further said SLPA has put forward a proposal to the Cabinet through the Port and



SLPA Director Upali De Zoysa

Shipping Ministry seeking permission to procure equipments worth of US \$100 million to commission the ECT, which is expected get Cabinet nod soon.

According to De Zoysa, ECT is likely to be commissioned within 8-19 months.

"To procure and commission, it will take one and half years. But we have an alternative to lease out equipments to commission the ECT in 8 months until we procure the equipments," he stressed.

Further, SLPA and Urban Development Authority (UDA) also plan to set up a fully-fledged logistic park in Bloemendhal area on a 14.5 acre land as a public private partnership project.

De Zoysa noted that SLPA plans to call for EOIs shortly to get a private sector investor for the project.

Speaking of the long-term plans, he revealed that the maritime sector master plan, developed by Maritime and Transport Business Solutions (MTBS)—a consultancy firm from the Netherlands—and funded by the Asian Development Bank (ADB) and the maritime logistics policy framework will be presented to the Cabinet this December.

SLPA plans to complete the West Container Terminal extension by 2026 while the Colombo North Port is scheduled to be completed in 2040.

In addition, De Zoysa said that SLPA is also planning to call EOIs to set up industries near the Port of Trincomalee, shortly.

He said that several other infrastructure development projects including the upgrading of the container operating system at Jaya Container Terminal (JCT) is currently underway.



Newspaper – Daily Mirror      Date – 08-10-2018



## CELEBRATING 69<sup>TH</sup> ANNIVERSARY OF FOUNDING OF PEOPLE'S REPUBLIC OF CHINA

The event also coincided with the 17th anniversary of the Sri Lanka-China Journalists Forum.



A special ceremony to celebrate People's Republic of China's 69th year of founding was held at the RITCH in Colombo recently. The event, organised by the Sri Lanka-China Journalists Forum, was attended by a host of distinguished guests including Chinese Ambassador to Sri Lanka - Cheng Zheyuan.

Ports & Shipping Minister Mahinda Suresasinghe was the chief guest while Lands and Parliamentary Reform Minister Gayanika Kumarakse was the guest of honour. MPs Ven. Ahamadiye Rathana Thera, Udaya Gammangala and several other distinguished guests attended the event. President of the Sri Lanka-China Journalists Forum (SLCJF) Nalin Appana, Past President Jagath Perera and other SLCJF EXCO members attended it. The event also coincided with the 17th anniversary of SLCJF, which has always been at the forefront of promoting ties between China and Sri Lanka.

A special commemorative stamp to symbolize the long-standing friendship and cultural bonds that existed between Sri Lanka and China, through the maritime silk route was also launched during the event.








## ඔලිව් වරාය කඩිනම් සංවර්ධනයට ප්‍රදේශවාසීන්ගේ ගැටලු විසඳීමට පියවර

● ඔලිව් වරාය නිරීක්ෂණයේ දී ඇමැති මහින්ද සමරසිංහ කියයි

ඇමැති රවුල් හකිම් මහතාගේ ඉල්ලීම-කට අනුව ඔලිව් වරාය කඩිනමින් සංවර්ධනය කිරීමටත් ප්‍රදේශයේ ජනතාවගේ ගැටලු විසඳීමටත් ඇමැති මහින්ද සමරසිංහ මහතා පියවර ගනී.

ඔලිව් ආශ්‍රිත ප්‍රදේශයේ කර්මාන්ත ප්‍රයත්න ඇති කර එය ආදායම් ලැබෙන වරායක් වශයෙන් සංවර්ධන කිරීමට බලාපොරොත්තු වන බව වරාය හා තාක්ෂණ ඇමැති මහින්ද සමරසිංහ මහතා පවසයි.

තහර සැලසුම් හා ජල සම්පාදන ඇමැති ශ්‍රී ලංකා මුදල්මි කොංග්‍රස් කායක රවුල් හකිම් මහතාගේ ඉල්ලීම පරිදි විශේෂ ශුවත් යානයකින් ඔලිව් වරායට ගොස් ප්‍රදේශයේ ජනතාව සමඟ කරන ලද සාකච්ඡාවේ දී මේ බව අනාවරණය කළේය.

මේ සාකච්ඡාවට වරාය අධිකාරියේ සහාපති පරාක්‍රම දිසානායක, ඉංජිනේරුවරුන් සහ වරාය අමාත්‍යාංශයේ උසස් නිලධාරීන් ප්‍රදේශයේ ජනතාව නියෝජිතයන් ද එක්වූහ.

ඔලිව් වරාය ඉවහරායේ දී පැවැති මේ සාකච්ඡාවේ දී වරාය ආශ්‍රිත ප්‍රදේශයේ ඇතිව තිබෙන පියලු ගැටලුවට ස්ථිර විසඳුම් සඳහා, ප්‍රශ්නවලට හැදින්වීම් සිටින ජනතාව වෙනුවෙන් අදහස් ඉදිරිපත් කළ අතර, එම ප්‍රශ්න විසඳීමට ගතයුතු පියවර පිළිබඳ ද ඇමැති රවුල් හකිම් මහතා මෙහි දී කරුණු ඉදිරිපත් කරන ලදී.

මුහුදු බාදනයෙන් වනාන්තර ඉඩම් ප්‍රතිසංස්කරණය සඳහා මුහුදෙන් වැලි අරගෙන වෙරළ ගොඩ කිරීමට හැකි (යන්ත්‍ර සවිකර ඇති) තාවක් ඔලිව් වැනිමට බෙන්මාර්ස් රජයට අයත් වූ නිවාඩා ආයතන ආධාර ලබාදීමට ඉදිරිපත් වී සිටින අතර, ඒ සඳහා ඇමැති මහින්දගේ අනුමැතිය ලැබ ඇතත් එය ජාත්‍යන්තර බෙන්ඩර් ක්‍රමයෙන් ලබා ගැනීමට කල්ගතවන බව පැහැදිලි කළේය.

ඔලිව් ආශ්‍රිත ප්‍රදේශයේ වෙසෙන කාලාන්තරයක් තිස්සේ බිටර් කර්මාන්තයේ යෙදී සිටින ජනතාවගේ ජීවන උපාය මාර්ගයට බාධාවක් නොවන



ආකාරයේ කීරණ ගැනීමේ අවශ්‍යතාව පිළිබඳ පෙන්වා දුන් හකිම් මහතා, මුහුදු බාදන අතතුර උතුරු දෙසට ඒරාවුර් දක්වා සිදුවන බවත් ඔලිව් අග්නිදිග විශ්වවිද්‍යාලයට අයත් අක්කර පිය ගණන් මුහුදු බාදනයට ලක්වී ඇති බව එම ආයතනයේ උපකුලපති තමන්ට දැනුම් දී ඇති බවත් රවුල් හකිම් මහතා සඳහන් කළේය. මෙහි දී වැඩි දුරටත් අදහස් දක් වූ

ඇමැති මහින්ද සමරසිංහ මහතා, අද අප මෙහි පැමිණ සිටින්නේ ප්‍රශ්නවලට විසඳුම් සෙවීම පිළිබඳ අදහස් ඉදිරිපත් කිරීමට පමණක් නොවේ මේ වරාය බිටර් වරායක් මෙන්ම වාණිජ කේන්ද්‍රස්ථානයක් බවට පත්කර ප්‍රදේශයේ ආර්ථිකය සහ ජනතාවගේ ජීවන තත්ත්වය නංවාලීමට හැකි වන ආකාරයට මේ වරාය වැඩි දියුණු කිරීමේ අරමුණෙන් බව දන්වා සිටියේය.





## ගතවූ මාස හය තුළ හම්බන්තොට වරායට වාහන රැගත් නැව් 146ක්, වාහන ගොඩබෑම් 106,135ක්

**හම්බන්තොට ඉන්ටර්නැෂනල් පෝර්ට් සර්විස් සමාගමේ විධායක නිලධාරී කැප්ටන් රවින්ද්‍ර ජයවික්‍රම**

### ■ අම්බන්තොට - සහත් ගමගේ

ඒක සමාගමකට හම්බන්තොට ජාත්‍යන්තර වරාය බදු දීමෙන් පසු ගතවූ මාස හය ඇතුළත වරායට වාහන රැගත් නැව් 146ක් පැමිණ ඇති අතර වාහන 106,135ක් ගොඩ බෑමට ලක් කළ බව හම්බන්තොට ඉන්ටර්නැෂනල් පෝර්ට් සර්විස් සමාගමේ විධායක නිලධාරී කැප්ටන් රවින්ද්‍ර ජයවික්‍රම මහතා පැවසීය.

ඒ මහතා මේ බව පවසා සිටියේ, හම්බන්තොට වරායේ ඉදිරි ප්‍රගතිය හා සිදු කිරීමට යන මෙහෙයුම් සම්බන්ධයෙන් මාධ්‍යවේදීන් දැනුවත් කිරීම සඳහා වරාය පරිපාලන ගොඩනැගිල්ලේ පසුගියදා (05දා) පැවැති කාකළුවක් අමතමිනි.

මෙහෙයුම් කටයුතු ආරම්භ වී මාස හයක් ඉක්මවනවාත් සමගම හම්බන්තොට වරාය කලාපයේ පළමු ස්ථානයට ගෙන ඒමට හැකි වන සේ අධිකාරයක් ලෙස යොදාගෙන තිබෙන බවත්, හම්බන්තොට වරාය ඉදිරියේදී බහුලව හැසිරවීම, පොදු භාණ්ඩ හැසිරවීම, රෝ රෝ මෙහෙයුම්, තෙල් තොග පර්යන්ත සැපයීම, නැව් සඳහා සේවා සැපයීම ඇතුළු සේවාවන් රැසක් සමග බහු පරිමාණ වරායක් බවට පත් කිරීමේ හැකියාවක් ඇති බවත් රවින්ද්‍ර මහතා පැවසීය.

2018 මුල් කාර්තුවේදී පමණක් හම්බන්තොට වරායට නැව් 146ක් පැමිණ ඇති අතර, එම නැව්වලින් වාහන 10,6135ක් ගොඩබෑම් සහ පැටවීම සිදුකළ බවත්, ඊට අමතරව සංචාරක මගින් රැගත් නැව් කිහිපයක්ද පැමිණ ඇති බවත් ඒ මහතා සඳහන් කළේය.

වරායේ ආරක්ෂක තත්ත්වය වඩාත් ශක්තිමත් කිරීම සඳහා වරාය පරිපාලන තුළ සී.සී.ටී.වී. කැමරා පද්ධතියක්ද සවිකර ඇති අතර, වාහන නිෂ්පාදනය කිරීමට පැමිණෙන පුද්ගලයන් සඳහා නිසි පහසුකම් නොතිබූ බැවින් මේ වනවිට අවශ්‍ය සියලු පහසුකම් සලසා ඇති බවද රවින්ද්‍ර මහතා පවසා සිටියේය.

හම්බන්තොට වරායේ කළමනාකරණ කටයුතු හම්බන්තොට ඉන්ටර්නැෂනල් පෝර්ට් ශෘජු සමාගම සහ හම්බන්තොට ඉන්ටර්නැෂනල් පෝර්ට් සර්විස් යන සමාගම් දෙක මගින් සිදුවන අතර, එම සමාගම් දෙක සඳහා 85%ද, ශ්‍රී ලංකා වරාය අධිකාරියට සියයට 15%ක කොටස්ද හිමිවන බවත්, වරායේ ආරක්ෂක කටයුතු ශ්‍රී ලංකා නාවික හමුදාව යටතේ සහ පෞද්ගලික ආරක්ෂක අංශයක් යටතේ සිදුවන බවත් ඒ මහතා වැඩිදුරටත් සඳහන් කළේය.



Newspaper – Daily News      Date – 09-10-2018

## MINISTER SAMARASINGHE PROMISES **INDUSTRIAL ZONE NEXT TO OLUVIL HARBOUR**

By OUR AMPARA CORRESPONDENT

Minister of Ports and Ports Development, Mahinda Samarasinghe, who visited the Oluvil Harbour on Wednesday, said the area adjoining Oluvil would be converted into an Industrial Zone, thus providing a regular income for the harbour while paving the way for the economic uplift of the villagers.

Minister Samarasinghe accompanied by Minister of City Planning and Water supply Rauf Hakeem, held high-level discussions with the Officials, Deputy Ministers and MPs of the area and the villagers of Oluvil.

He also noted that construction work on the harbour was carried out at a cost of 50 million dollars and the loans taken for that purpose are being repaid now. "Therefore, the project will not be abandoned but would be continued. Moreover, this is the late Minister M.H.M.Ashraff's



dream and he planned it for the economic welfare of the people of the area. Hence, this project will be fulfilled and the late Minister Asraff's farsighted vision would be a reality. Meanwhile, all measures would be taken to solve the fishermen's problems caused by sand dunes. A committee consisting of relevant officials along with Coast Conservation Department would look in to the problems and take all remedial measures," the Minister assured.

During the course of his speech Minister Samarasinghe assured that compensation, to those who lost their lands for Port Project, would be paid within two months.

Deputy Minister H.M.M. Harees, MPs A.L.M. Naseer, M.I.M. Mansoor, Dr. S.M. M. Ismail and officials from the Ports Authority also participated in the meeting.

## ඉතුරු මාස 6ට හම්බන්තොටට නැව් 146ක් ඇවිත්

### ලක්ෂයකට වැඩි වාහන ගොඩබාලා

**ශ්‍රී ලංකා සමුහ සන්නිවේදන**

වන සමාගමකට හම්බන්තොට ජාත්‍යන්තර වරාය බදු දීමෙන් පසු ගත වූ හය මාසයට වාහන රැගත් නැව් 146ක් පැමිණ ඇති අතර වාහන 106135ක් ගොඩ බා ඇති බව හම්බන්තොට ඉන්ටර්නැෂනල් පෝර්ට් ස්ටර්ව්ස් සමාගමේ විධායක නිලධාරී කැප්ටන් රවින්ද්‍ර ජයවික්‍රම මහතා පැවසීය.

ඒ මහතා මේ බව සඳහන් කළේ හම්බන්තොට වරායේ ඉදිරි ප්‍රගතිය හා සිදු කිරීමට යන මෙහෙයුම් සම්බන්ධව මාධ්‍යවේදීන් දැනුවත් කිරීමට වරාය පරිපාලන ගොඩනැගිල්ලේ දී ඉකුත්දා (5) පැවැති සාකච්ඡාවක දීය.

මෙහෙයුම් කටයුතු ආරම්භ වී මාස හයක් ඉක්මනටත් සමගම හම්බන්තොට වරාය කලාපයේ පළමු ස්ථානයට ගෙන ඒමට හැකි වන සේ අඩි තාලම ශක්තිමත් ලෙස යොදා ගෙන නිබේන බවද රවිද්‍ර මහතා කීය.

හම්බන්තොට වරාය ඉදිරියේ දී බහාළුම් හැසිරවීම, පොදු භාණ්ඩ හැසිරවීම, රෝ රෝ මෙහෙයුම් තෙල් තොග පරිසන්න සැපයීම, නැව් සඳහා සේවා සැපයීම, ඇතුළු සේවා-වත් රැසක් සමග බහු පරිමාණ වාරයක් බවට පත් කිරීමේ

හැකියාවක් ඇති බවද හේ සඳහන් කළේය.

2018 මුල් කාර්තුවේ දී පමණක් හම්බන්තොට වරායට නැව් 146ක් පැමිණ ඇති අතර, එම නැව්වලින් වාහන 106135 ක් ගොඩබෑම සහ පැටවීම සිදු කළ බවද මීට අමතරව සංචාරක මගීන් රැගත් නැව් කිහිපයක් පැමිණි බවත් හෙතෙම සඳහන් කළේය.

වරායේ ආරක්ෂක තත්ත්වය වඩාත් ශක්තිමත් කිරීම සඳහා වරාය පරිශ්‍රයේ සී.සී.ටී.වී කුමරා පද්ධතියක් ද සවිකර ඇති බව කීය.

වාහන නිශ්කාශනය කිරීමට පැමිණෙන අය සඳහා නිසි පහසුකම් නොතිබූ හෙයින් ඒ අයට අවශ්‍ය සියලු පහසුකම් සලසා ඇති බවද කීවේය.

හම්බන්තොට වරායේ කළමනාකරණය හම්බන්තොට ඉන්ටර්නැෂනල් පෝර්ට් ගෘප් සමාගම සහ හම්බන්තොට ඉන්ටර්නැෂනල් පෝර්ට් ස්ටර්ව්ස් යන සමාගම් දෙක මගින් සිදු වේ. එම සමාගම් දෙක සඳහා සියයට අසූපහක් ද, ශ්‍රී ලංකා වරාය අධිකාරියට සියයට 15ක කොටස් ද හිමිවන බව කීය. වරායේ ආරක්ෂක කටයුතු ශ්‍රී ලංකා නාවික හමුදාව යටතේ සහ පොද්ගලික ආරක්ෂක අංශයක් යටතේ සිදු කෙරේ.



Newspaper – Daily Newsr      Date – 09-10-2018

## DR. PRASANNA AWARDED CIO OF THE YEAR BY CSSL



**Dr. Prasanna Lokuge Director Information Systems of Sri Lanka Ports Authority (SLPA) receives the CIO of the Year Award from His Excellency the President Maithripala Sirisena. Minister of Telecommunication, Digital Infrastructure and Foreign Employment Harin Fernando and President, CSSL Yasas Abeywickrama are also in the picture.**

Dr. Prasanna Lokuge Director Information Systems of Sri Lanka Ports Authority (SLPA) has been awarded the prestigious CIO of the Year at the ICT Awards 2018 organized by the Computer Society of Sri Lanka (CSSL).

The award was presented to Dr. Lokuge, by President Maithripala Sirisena at the inauguration ceremony of the 36th National IT Conference 2018 (NITC) held recently at Shangri La Hotel, Colombo.

Dr. Prassna Lokuge is a PhD holder in Artificial Intelligence awarded by Monash University and counting over 25 years of hands on experience in IT with proven track record of both local and foreign countries in handling Container Port Automation systems and other complex IT systems. He has experience in working Australia, France, Korea, China, Malaysia, Hong Kong, Vietnam. He has also worked for world bank and

ADB funded IT projects locally and internationally. He was the Past President of the Computer Society of Sri Lanka in 2008.

The Computer Society of Sri Lanka (CSSL) is the premier organization dedicated to promoting and improving professional standards in the Information and Communication Technology sector since 1976. CSSL ICT Awards is an award ceremony conducted with the view of recognizing and motivating

those who have served the ICT industry in Sri Lanka. These awards intend to encourage, recognize and celebrate excellence in ICT practice by rewarding the best and the finest of ICT Professionals. CSSL ICT Awards include calling nominations and applications, conducting selection and organizing an award ceremony, however the final selections will be made by a panel of experts from the ICT industry as well as academia.

## වරාය අධිකාරියේ ප්‍රසන්න ලොකුගේ කීර්තිමත් තොරතුරු නිලධාරී ලෙස පිදුම් ලබයි



### ශ්‍රී ලංකා පරිගණක සංගමය

පසුගියදා කොළඹ ඇංග්ලා හෝටල් පරිශ්‍රයේදී පැවැති 36 වැනි ජාතික තොරතුරු තාක්ෂණික සම්මන්ත්‍රණයේදී ශ්‍රී ලංකා වරාය අධිකාරියේ අධ්‍යක්ෂ (තොරතුරු පද්ධති) ආචාර්ය ප්‍රසන්න ලොකුගේ මහතා විසේර් කීර්තිමත් ප්‍රධාන තොරතුරු නිලධාරී සම්මානයෙන් පිදුම් ලැබීය.

ශ්‍රී ලංකා පරිගණක සංගමය විසින් සංවිධානය කරන ලද ජාතික තොරතුරු

තාක්ෂණික සම්මන්ත්‍රණයේදී ප්‍රධාන පරිගණක සංගමය විසින් ආචාර්ය ප්‍රසන්න ලොකුගේ මහතා වෙත මෙම සම්මානය පිරිනමන ලදී.

1976 වර්ෂයේ සිට ක්‍රියාත්මක ශ්‍රී ලංකා පරිගණක සංගමය, තොරතුරු හා සන්නිවේදන තාක්ෂණ ක්ෂේත්‍රයේ වෘත්තීය මට්ටම ප්‍රවර්ධනය සහ අභිප්‍රේරණය සඳහා කටයුතු කරන සංවිධානයකි. ආචාර්ය ප්‍රසන්න ලොකුගේ මහතා එහි සභාපතිවරයෙක් ලෙස 2008 වර්ෂයේදී කටයුතු කර ඇත.



Newspaper – Daily News      Date – 10-10-2018

## WISTA CONDUCTS LEADERSHIP DEVELOPMENT SESSION

Women's International Shipping and Trading Association, (WISTA) conducted a leadership development session for their members recently, at Jetwing Colombo 7.

The seminar was titled "Discover the Leader in you" conducted by McQuireRens & Jones (Pvt) Ltd. This event was supported by WISTAs' corporate partner South Asia Gateway Terminals (Pvt) Ltd (SAGT).

WISTA has been successful over the years in breaking down

gender barriers within the Shipping and Logistics Industry by encouraging more women to join and build career paths. WISTA has been instrumental in carrying out many initiatives in the past targeting women and to encourage more leaders to emerge within the industry.

The session focused on identifying positive leadership traits important for women aspiring for future growth. Moreover the session highlighted on inherent leadership skills unique to women and

how to leverage them for career advancement. This program also focused on making women flexible and empowered in a dynamic and challenging work environment to become independent decision makers. Furthermore the session touched upon developing women to build leadership competencies needed in future and to become transformational leaders. As the event consisted of many team building activities it created a lot of positive energy amongst the audience.



WISTA members at the development session.





## SRI LANKA'S MARITIME AFFAIRS IN THE CHANGING INDIAN OCEAN



**MERVIN WEERASINGHE**  
Minister of Maritime Affairs

**P**rior Minister Ravi Wijenaratne had called for Sri Lanka to be aligned to the policy platform of the Sri Lanka's maritime cooperation, following the election of the new government. This article seeks to analyze the changes in the Indian Ocean that will impact Sri Lanka in the economic and foreign policy towards a new direction regarding maritime cooperation.

Sri Lanka, situated at the center of the Indian Ocean, has a strategically important position. It is a maritime power and a maritime nation. It is a maritime power because of its maritime resources and its maritime capabilities. It is a maritime nation because of its maritime culture and its maritime identity.

Sri Lanka is a maritime power because of its maritime resources and its maritime capabilities. It is a maritime nation because of its maritime culture and its maritime identity. Sri Lanka is a maritime power because of its maritime resources and its maritime capabilities. It is a maritime nation because of its maritime culture and its maritime identity.

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**MANY OTHER LEADING RESEARCH WORKS ON SRI LANKA'S MARITIME TRADE HAVE POINTED OUT THE FUNDAMENTAL TRADE BASED ON THE MARITIME LINK ROUTE THAT CONNECTS EUROPE, ASIA, INDIA AND AFRICA.**

**POST-INDEPENDENCE SRI LANKA MADE A CLEAR STAND FOR THE OPENNESS OF THE MARITIME DONOR AND FOR MAINTAINING THE STATUS QUO IN THE INDIAN OCEAN. AT THE SAN FRANCISCO CONFERENCE IN 1951, SRI LANKA'S FINANCE MINISTER AT THE TIME, J.R. JAYAWARDENE, DECLARED, "WE ARE NOT CONCERNED ABOUT EMPLOYING THIS BOSS OR THAT BOSS. WE ARE CONCERNED ABOUT MAINTAINING PEACE IN THE WORLD."**

**BY BUILDING ITSELF UP AS A TRANSIT POINT IN THE TRANS-CONTINENTAL SEA-TRADE CONNECTING EUROPE, THE MIDDLE EAST, EAST ASIA, INDIA AND SOUTH-EAST ASIA, SRI LANKA BECAME A SIGNIFICANT PLAYER IN THE INDIAN OCEAN. THIS GREAT TRADING LEGACY BROUGHT GREAT WEALTH TO THE COUNTRY.**



Ships in Colombo Bay during sunset.



Minister at the time, J.R. Jayawardene, declared, "We are not concerned about employing this boss or that boss. We are concerned about maintaining peace in the world."

Lanka, in 1951, the world's first leader. Prime Minister, Sirimavo Bandaranaike, led the Indian Ocean Conference in 1951, which was held in the United Nations. It was a landmark event in the history of the Indian Ocean. It was a landmark event in the history of the Indian Ocean.

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is heavily dependent on its trade. This dependence is especially true for Sri Lanka, which is one of the most successful nations of the Indian Ocean region. It is a maritime power and a maritime nation. It is a maritime power because of its maritime resources and its maritime capabilities. It is a maritime nation because of its maritime culture and its maritime identity.

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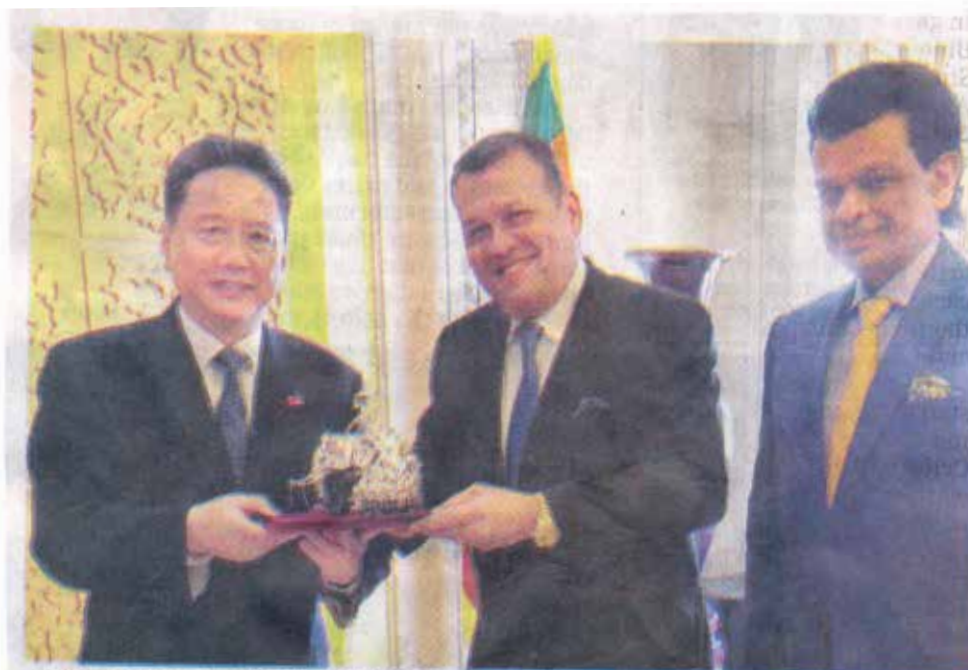
international relations at the University of Colombo. Several scholars believe that the Indian Ocean is experiencing significant geopolitical changes. In the context, the balance of power between small states and large states is becoming more important. It is a maritime power and a maritime nation. It is a maritime power because of its maritime resources and its maritime capabilities. It is a maritime nation because of its maritime culture and its maritime identity.

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Newspaper – The Island      Date – 12-10-2018



Ports and Shipping Minister Mahinda Samarasinghe met Minister of Transport LIXI-AOPENG during his official visit to China with the aim of gathering technical assistance in the development of Sri Lanka port sector. Chairman of Sri Lanka Ports Authority Dr. Parakrama Dissanayake stands next to Samarasinghe.



## INS *Rajput* calls at Colombo Port

The Indian Naval Ship INS *Rajput* arrived at the Colombo Port yesterday on a goodwill visit.

The ship was ceremonially welcomed by the Sri Lanka Navy in accordance with naval traditions.

Subsequently, INS *Rajput* Commanding Officer Captain Rajesh Nair and the Indian delegation met the Western Naval Area Commander Rear Admiral Nishantha Ulugetenne at the Western Naval Command Headquarters and held a cordial discussion.

Defence Advisor to the Indian High



**INS *Rajput* at the Colombo Port.**

Commission in Colombo, Captain Ashok Rao was also present on the occasion.

The vessel which is 146m long and

15m wide has a displacement capacity of 4,560 tons. During her two-day official visit, crew members are scheduled to visit places of

interest in the island.

The ship is due to set sail for her next port of call from the Colombo Harbour today.



## Shipping Minister in China for fresh support

PORTS and Shipping Minister Mahinda Samarasinghe met with Transport Minister Li Xiaopeng during his official visit to China.

Samarasinghe is on an official visit to China with the aim of gathering technical assistance in the development of Sri Lanka's port sector.

Sri Lanka Ports Authority

Chairman Dr. Parakrama Dissanayake, Department of Water Transport Director General Li Tianbi, Department of International Cooperation Deputy Director General Zhang Xiaojie and Department of International Cooperation Deputy Director Wang Xingxing were also present.



ප්‍රචණ්ඩ - දිවයින

දිනය - 2018-10-12



## ඇමැති මහින්ද විම ප්‍රවාහන ඇමැති හමුවී

ශ්‍රී ලංකා වරාය සංවර්ධන කටයුතු සඳහා තාක්ෂණික ආධාර ලබා ගැනීම සඳහා වන ජනරජයේ නිල සංචාරයක නිරතව සිටින වරාය හා නාවික ඇමැති මහින්ද සමරසිංහ මහතා එරට ප්‍රවාහන ඇමැති ලිසියාඕ පෙන්නේ මහතා හමු වූ අයුරු වරාය අධිකාරියේ සභාපති ආචාර්ය පරාක්‍රම දිසානායක මහතාද ඡායාරූපයේ සිටියි.

Newspaper – Ceylon Today    Date – 12-10-2018

# Ports and Shipping Minister meets Chinese counterpart



Minister of Ports and Shipping, Mahinda Samarasinghe met Chinese Minister of Transport Li Xiaopeng during an official visit to China undertaken with the aim of gathering technical assistance in the development of the Sri Lanka port sector. Furthermore, Chairman of the Sri Lanka Ports Authority, Dr. Parakrama Dissanayake was also present at this occasion.



## ඉන්දීය නාවික හමුදාවේ 'රාජ්පුත්' කොළඹ එයි



ඉන්දීය නාවික හමුදාවට අයත් ඉන්දියානු නාවික නොකා 'රාජ්පුත්' නොකාව පෙරේද (11) සුහද සංචාරයක් සඳහා කොළඹ වරායට පැමිණෙන ලද අතර, නාවික සම්ප්‍රදායන්ට අනුකූලව ශ්‍රී ලංකා නාවික හමුදාව එම නොකාව පිළිගන්නා ලදී.

නොකාව කොළඹ වරායට සේන්ද්‍ර වීමෙන් අනතුරුව, නොකාවේ අණදෙන නිලධාරී, කපිතාන් රජේෂ් නායර් මහතා ඇතුළු පිරිස බටහිර නාවික විධාන මූලස්ථානයේදී විධා-

නය භාර ආඥාපති, ඊසර අර්මරාල් නිශාන්ත උපගේතුන් මහතා හමුවිය. එහිදී ඔවුන් අනෙක්තා වශයෙන් වැදගත් කරුණු කිහිපයක් පිළිබඳ සුහද පිළිසඳරක තීරණ වූ අතර, එම අවස්ථාව සනිටුහන් කරමින් සමරු නිළිණ හුවමාරුවක් ද සිදු කෙරිණි. මෙම අවස්ථාව සඳහා ශ්‍රී ලංකාවේ ඉන්දියානු මහකොමසාරිස් කාර්යාලයේ ආරක්ෂක උපදේශක වශයෙන් කටයුතු කරනු ලබන කපිතාන් අශෝක් රාම මහතා ද සහභාගී විය.

දිගින් මීටර් 146 ක් සහ පළලින් මීටර් 15 කින් යුත් 'රාජ්පුත්' නොකාව වොන් 4560 ක ධාරිතාවයකින් යුක්ත වේ. තවද, දෙදින තිල සංචාරයක් සඳහා පැමිණි නොකාව, දිවයිනේ රැඳී සිටින කාල සීමාව තුළදී එහි නැව මුළු ශ්‍රී ලංකාවේ වැදගත් ස්ථානයන්හි සංචාරය කිරීමට නියමිතව ඇති අතර, සංචාරය නිමා කිරීමෙන් අනතුරුව එළඹෙන ඔක්තෝබර් 12 වන දින නොකාව දිවයිනෙන් පිටත්වීමට නියමිතව ඇත.

Newspaper – Daily Mirror      Date – 13-10-2018

## Minister Samarasinghe meets Chinese minister



Ports and Shipping Minister Mahinda Samarasinghe met Chinese Transport Minister Lixiaopeng during his visit to China and discussed the securing of technical assistance to develop Sri Lanka ports sector.

Ports Authority Chairman Prakrama Dissanayake,

Director-General-Department of Water Transport, Li Tianbi, Deputy Director General-Department of International Cooperation Zhang Xiaojie and Deputy Director-Department of International Cooperation Wang Xingxing were present at the discussions.



## SLPA plans multi-modal logistics park in Colombo

BY AZHAR RAZAK

In a major initiative that will vastly improve the country's logistics sector, the Sri Lanka Ports Authority (SLPA) plans to build a state of the art multi-modal logistics park spanning over 14-acres in a key suburb in Colombo consisting of both warehouse space and railway links, the *Sunday Observer* learns. The new facility currently in design stages is expected to be built with the participation of the private sector in the Bloemendhal area in Colombo, in close proximity to the site of the infamous garbage dump.

"We have earmarked 14.5 acres of land and we will be calling for Expressions of Interest

from potential investors next year to build this fully fledged facility," SLPA's Director - Logistics, Upali De Zoysa said.

He noted that the planned facility could lower Sri Lanka's freight and warehousing costs whilst reducing vehicular pollution and congestion.

The logistics park is expected to provide value-added services such as customs clearance with bonded storage yards, quarantine zones, testing facilities, and warehousing management services.

"Out of the 14.5 acres, we have to negotiate and acquire 1.5 acres belonging to the Urban Development Authority and nine acres from the Railways Department. The SLPA however owns four acres in the area," the Director of

Logistics highlighted.

According to informed sources, the proposed land area will have four warehouses with conventional cargo at Bandaranayake Quay for its intended development into a fully-fledged passenger ship terminal and also relocate three existing Custom Scanning facilities located outside the port premises into a facility center within the premises, adjacent to the port access road. The move would however force the relocation of 2,320 families from the Bloemendhal area, The *Sunday Observer* learns.

Meanwhile, addressing a recent event, Zoysa said the SLPA intends to table its three-year corporate plan, currently in draft stages, for cabinet approval by

December 2018. In addition, he noted that the SLPA would deploy strategies through 'a National Port Masterplan' covering all ferry ports in Sri Lanka.

"We are planning to commission the East Container Terminal in a year," he said.

Sri Lanka's ports minister Mahinda Samarasinghe had earlier said the Colombo Port will target to handle a record seven million containers in 2018, improving by 13% from the 6.2 million Twenty Foot Equivalent Units (TEUs) handled in 2017. Last year, Finance Minister Mangala Samaraweera expressed plans to liberalise the shipping agency business, a move that could attract shipping companies to set up regional offices in the island.



## MAJOR NAVAL BASE BORDERING H'TOTA PORT SOON

**US OFFERS \$39M TO  
SUPPORT SL'S  
COASTAL MARITIME  
RADAR SYSTEM**

By SULOCHANA PRADEEP MOORE

The Government announced that a major Naval Base bordering the Hambantota Port is underway, complete with high tech equipment, surveillance systems with radar etc. in order to maintain maritime awareness on the east-west coastline.

Story Continued on PAGE 2

## MAJOR NAVAL BASE BORDERING H'TOTA PORT SOON

In this regard, former Commander of the Sri Lanka Navy, Admiral (Ret.) Tissa Siriwardena, addressed local and international dignitaries, dignitaries and experts on Maritime Security at the 'Indian Ocean: Shifting Our Future' Summit. "There is a feeling that it's going to be a Chinese base with Chinese being deployed. It's highly speculative as it was only used as a commercial port and a service port in the future," he noted.

He explained to dignitaries gathered at the Summit, the reason why it is advantageous for the Chinese, due to a multiplicity of ships passing through this sea lane are Chinese and that it makes sense for the Chinese to invest in that port rather than somebody else who doesn't have any alignment passing through the route.

On the first day of the international conference, Principal Deputy Assistant Secretary, Bureau of South and Central Asian Affairs US Department of State, Adm G. Wells, stressed that the US has deepened its

commitment by taking concrete steps on the Indian Ocean region to enhance collective vision for safe and prosperous future. She pointed that the US has offered Sri Lanka USD \$39m to support Sri Lanka's coastal maritime radar system, provided with testing and equipment to improve surveillance and responses. She also added that the US Coast Guard transferred a high endurance cutter, formerly the USCGC Sherman, to the Sri Lanka Navy recently. Admiral Sirisiriwardena said dignitaries, "It's obvious it's in the commercial interest of China and we can understand why that it's going to be."

He said that several official discussions were held with the Sri Lanka's navy while he was the Navy Commander and that main issue that was discussed was the need to control the Port with everything.

"The new base that is coming up adjacent to the Hambantota Port is one of the largest Sri Lanka Navy bases, compared to the rest around country," he noted.

Chief of Staff of the Sri Lanka Navy, Rear Admiral Piyal de Silva, who was a participant at the summit, also participated at the summit and acknowledged "Angela Thero" acknowledged that the International Ship and Port Facility Security (ISPS) Code is set at Ports in Sri Lanka including Hambantota Port. "There is no difference" he said "Similar" to any other commercial port in Sri Lanka, the Navy has established a military event inside the Hambantota Port to ensure the implementation of the ISPS Code. In addition, there is a signal base bordering the Hambantota Port," he said.

He also added that they would be expanding the naval base. He said they are on a 3.5-acre land and required another 15 more acres for the Navy base. He said it would be approved soon. He also added the base would be equipped with high tech surveillance systems and radars for maritime awareness. In addition, the Navy is also building discussion to support another jetty for Navy and foreign vessels, the Admiral de Silva added.

After the event the Admiral added that they have not permitted any submarines into the port. "It could be through diplomatic means and approved from the Government."

He said that even now foreign ships from regional countries and Nations outside the region have called in Hambantota, hence there is no restriction he noted.

"As long as the port is available, any ship can come in but to ensure as far that no Chinese ships have come to the port," he added.

Several of the dignitaries at the forum raised concerns over maritime security in the region. Chairperson and President, South Asian Strategic Stability Institute, Pakistan, Dr. Maria Sultan, elaborated that whether there are military bases or not in the Indian Ocean region, but the fact remains it is strategically too important to be left out as 'UNKNOWN'.

"Unfortunately there is no mechanism to watch over the interest of the other parties other than the region."

පුවත්පත - දිවයින      දිනය - 2018-10-14

**ශ්‍රී ලංකා වරාය අධිකාරියේ ආචාර්ය ප්‍රසන්න ලොකුගේ විසරේ නිර්මිත ප්‍රධාන තොරතුරු තිලධාරී සම්මානයෙන් පිදුම් ලැබීය**



ශ්‍රී ලංකා වරාය අධිකාරියේ තොරතුරු පද්ධති අධ්‍යක්ෂ ආචාර්ය ප්‍රසන්න ලොකුගේ මහතා විසරේ නිර්මිත ප්‍රධාන තොරතුරු තිලධාරී සම්මානය ප්‍රකාශයෙන් පිදුම් ලැබීය.

ශ්‍රී ලංකා වරාය අධිකාරියේ තොරතුරු පද්ධති අධ්‍යක්ෂ ආචාර්ය ප්‍රසන්න ලොකුගේ මහතා විසරේ නිර්මිත ප්‍රධාන තොරතුරු තිලධාරී සම්මානයෙන් පිදුම් ලැබීය.

පසුගිය පද්ධති 36වැනි වාර්ෂික තොරතුරු තාක්ෂණික සම්මන්ත්‍රණයේදී ප්‍රකාශයෙන් පිදුම් ලැබීය. මහතා විසින් ආචාර්ය ප්‍රසන්න ලොකුගේ මහතා වෙත අදාළ සම්මාන පිරිනමනු ලැබීය.

කාන්ති ප්‍රදීප් පිළිබඳ මොහුගේ විශ්වවිද්‍යාලයේ සිදු කරන ලද පර්යේෂණය සඳහා ආචාර්ය උපාධිය හිමිකර ගත් ප්‍රසන්න ලොකුගේ මහතා විසර 25කට අධික කාලයක් දෙස් විදෙස්හි තොරතුරු තාක්ෂණ ක්ෂේත්‍රයේ මහා පරිචයක් හා අත්දැකීම් සපිරි තිලධාරියෙකි.

ස්වයංක්‍රීය වරාය බහුල මෙහෙයුම් පද්ධති ඇතුළු සංකීර්ණ තොරතුරු පද්ධති පිළිබඳ හසල දැනුමක් සපිරි ආචාර්ය ප්‍රසන්න ලොකුගේ මහතා විසරේ නිර්මාණ, ප්‍රංශය, කොරියාව, චීනය, මලයාසියාව, හොංකොං, වියට්නාමය ආදී රටවල වෘත්තීයමය අත්දැකීම් සපිරි ඇයයි. එමෙන්ම ලෝක බැංකුව සහ ඇසියානු සංවර්ධන බැංකුව විසින් අරමුදල් සම්පාදිත තොරතුරු තාක්ෂණ ව්‍යාපෘති සඳහා දේශීය හා විදේශීයව සේවය කර ඇත.

ශ්‍රී ලංකා තොරතුරු හා සන්නිවේදන තාක්ෂණ ක්ෂේත්‍රයේ ප්‍රවීණතා හැකියාව හා ප්‍රවර්ධනය කිරීම ඉලක්ක කරගත් මෙම සම්මාන උළෙල මෙන්ම සම්මාන පිරිනැමීම මගින් තොරතුරු සන්නිවේදන තාක්ෂණයේ විශිෂ්ටත්වය පවත්වාගෙන යාම සහ ක්ෂේත්‍රයේ අති දක්ෂයන් ඇතුළත්ව ලක් කිරීම සිදු කෙරේ. තොරතුරු හා සන්නිවේදන තාක්ෂණ ක්ෂේත්‍රයේ ප්‍රවීණ හා විද්වත් මණ්ඩලයකට ක්‍රමවත් හා විධිමත් ක්‍රියාවලියක් සිසිල් මෙම සම්මානලාභීන් තෝරා ගැනීම සිදුකරනු ලබයි.



Newspaper – Ceylon FT    Date – 15-10-2018

## A special discussion to re-function Port of Oluvil

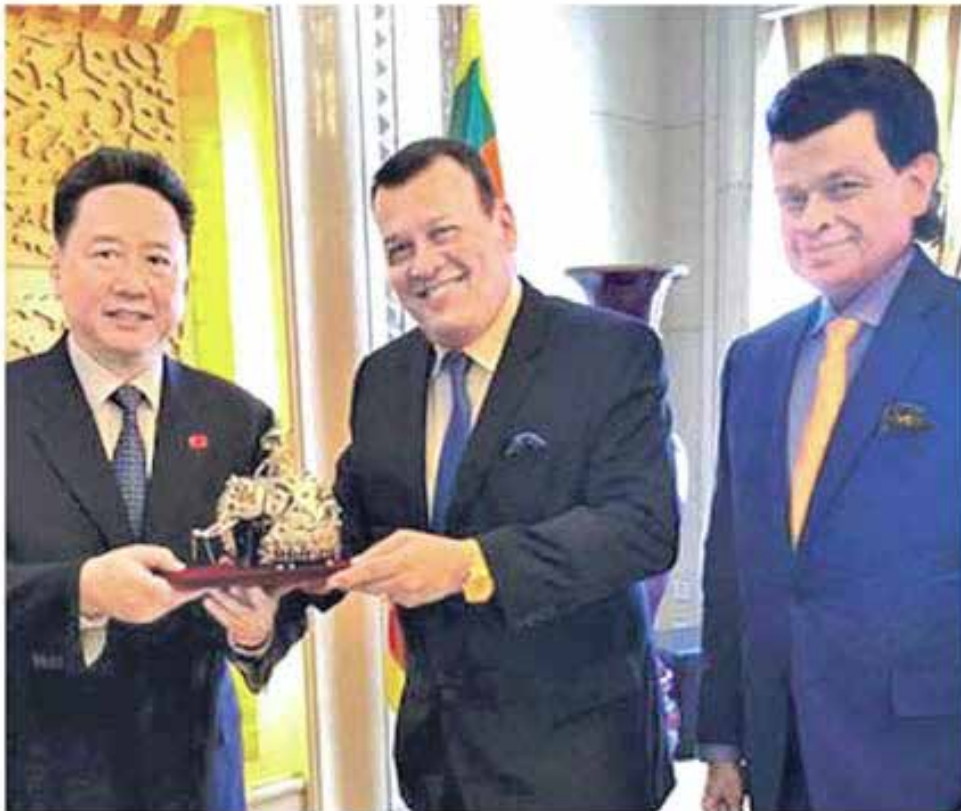
With the initiative of Minister of Ports and Shipping Mahinda Samarasinghe and the participation of the Chairman of Sri Lanka Ports Authority (SLPA) Dr. Parakrama Dissanayake, a special discussion was held recently with the fisheries organizations and several community associations of Oluvil in Ampara District. The discussion was aimed at expediting the process of re-functioning of

the Port of Oluvil that has been obstructed with continued and excessive sand and silt gathering in the approach channel and the port basin. Minister of Urban Development, Water Supply and Drainage Rauf Hakeem also attended the event. A number of higher officials of the Senior Management of Sri Lanka Ports Authority (SLPA) were also attended the discussion, a media release stated.



Minister of Ports and Shipping Mahinda Samarasinghe and the Chairman of Sri Lanka Ports Authority (SLPA) Dr. Parakrama Dissanayake in discussion with the community associations and fisheries organizations in the area, Minister of Urban Development, Water Supply and Drainage Rauf Hakeem is also in the picture

## වරාය සංවර්ධනයට චිනයෙන් තාක්ෂණික අධාර



ශ්‍රී ලංකා වරාය ක්ෂේත්‍රයේ සංවර්ධන කටයුතු සඳහා තාක්ෂණික ආධාර ලබා ගැනීමේ අරමුණෙන් චීනයේ තිල සංචාරයක නීතර වන වරාය හා නාවික ඇමති මහින්ද සමරසිංහ මහතා එහිදී චීන ප්‍රවාහන ඇමති H.E.Mr.Lixiaoeng හමු වූ අතර එහිදී දෙදෙනා සමඟ තිළිණ හුවමාරු කරගත් අවස්ථාව.

ශ්‍රී ලංකා වරාය ක්ෂේත්‍රයේ සංවර්ධන කටයුතු සඳහා තාක්ෂණික ආධාර ලබා ගැනීමේ අරමුණෙන් ඇමති සමරසිංහ මහතා චීන සංචාරයට එක් වූ අතර එම සංචාරයට ශ්‍රී ලංකා වරාය අධිකාරියේ සභාපති ආචාර්ය පරාක්‍රම දිසානායක මහතාද එක් විය.

- CASA congratulates the efforts of all stakeholders
- Urges for more port capacity

THE Port of Colombo has been ranked as the world's fastest growing port from among the top 30 container ports for the first half of 2018 according to Alphaliner. In container handling, the Port of Colombo recorded a 15.6% growth for the first half of 2018 and this is the first time in history the Port of Colombo reached this rank. With this growth, the Port of Colombo has leaped ahead of many other Asian ports, major European ports and Dubai.

According to Alphaliner global port rankings, the top container growth ports such as Singapore marked 11.6%, ranking second, Guangzhou 8.6% establishing itself in third, Antwerp (Belgium) 8.3% in fourth and the Port of Xiamen (China) 7.6% in fifth.

In a recent Drewry Port Connectivity Index, Colombo was ranked 13th best connectivity port in the world and the best connectivity port in South Asia. The Drewry Global Container Port Connectivity Index, which signifies the importance of port connectivity as important as size or scale, consists of two variables: the number of mainline services calling at each port per week and the regions in the world to which each port is directly linked.

#### Success story

CASA would like to congratulate the Ministry of Ports and Shipping and Sri Lanka Ports Authority for this achievement and would also like to thank South Asia Gateway Terminals (SAGT), Colombo International Container Terminals (CICT), and Hambantota International Port Group (HIPG), for the significant contribution they have made to achieve these impressive ranks. Creating history, the Port of Colombo for the first time has recorded 6.2 million container operations in 2017 and is expected to reach the 7 million TEU target by end of this year.

## Port of Colombo leading in many indices



Port of Colombo

The MOU signed between the terminal operators, initiatives to improve efficiency, regular meetings with industry stakeholders and giving operational solutions in a timely manner are few initiatives taken by the government which significantly contributed to these commendable results.

CASA would also like to recognise the contributions made by the Shipping Lines as well as their members who played an important role in facilitating this growth. Members of CASA are involved in vessel agency, husbanding services and act as man-

ning/crewing agents for leading ship owners and managers. They also engage in maritime education & training and provide various other services to ship owners/managers in the ports of Sri Lanka and at off port locations.

#### Conclusion

CASA as the voice of the shipping industry will continue its efforts to work closely with the government to develop the maritime industry and addressing concerns of all stakeholders. CASA had been highlighting the need of adding capacity at

a brisk pace in order to retain Sri Lanka's position as the best connectivity port in South Asia.

To attract services which are currently not calling Colombo and to retain the share in a growing regional transshipment market, we must have more capacity. If not, shipping lines and exporters would look for alternative ports to direct their transshipment volumes. Staying ahead of the demand curve is of paramount importance not just for growth but for survival of the port of Colombo as a transshipment port.



## **‘Galle Dialogue’ International Maritime Conference in Colombo on 22-23 Oct.**

SRI Lanka will hold the International Maritime Conference ‘Galle Dialogue – 2018’, organised by the Sri Lanka Navy in partnership with Ministry of Defence, for the ninth consecutive year on 22 and 23 October at the Galle Face Hotel, Colombo.

The two-day conference under the theme ‘Synergising for Collaborative Maritime Management’ will bring together local and foreign scholars and experts in maritime and naval affairs representing over 35 countries to share their views. The annual conference is held to provide a common platform for national and international stakeholders to discuss and deliberate maritime related issues and aims at enhancing the cooperation of maritime security and sharing of knowledge and information among them.

With renewed focus on Indian

Ocean affairs, the Galle Dialogue 2018 is looking at offering a forum for regional and extra-regional players to express their maritime vision and management, discuss the concerns, and better understand each other.

The foreign participation in the conference from 2010 to 2017 has increased from 100 to nearly 200 participants including chiefs of navies, high level officials from foreign navies/coastguards, heads of international organisations, ambassadors and defence advisors.

So far 39 countries including international superpowers US, China, Britain, and India have confirmed participation in the 9th edition of the conference. In addition, a number of international organisations including ICRC, IOM, UNODC and several defence industries have confirmed participation.

Newspaper – Daily FT    Date – 15-10-2018



**Ports and Shipping Minister Mahinda Samarasinghe and SLPA Chairman Dr. Parakrama Dissanayake in discussion with community associations and fisheries organisations in the area. Also pictured: Urban Development, Water Supply and Drainage Minister Rauff Hakeem**

WITH the initiative of Ports and Shipping Minister Mahinda Samarasinghe, and the participation of Sri Lanka Ports Authority (SLPA) Chairman Dr. Parakrama Dissanayake, a special discussion was held recently with the fisheries organisations and several community associations of Oluvil in Ampara District. The

## Special discussion to revive Port of Oluvil

discussion was aimed at expediting the process of re-functioning of the Port of Oluvil, which has been obstructed with continued and excessive sand and silt gathering in the approach channel and the port basin. Urban

Development, Water Supply and Drainage Minister Rauff Hakeem also attended the event. A number of higher officials of the Senior Management of Sri Lanka Ports Authority (SLPA) also attended the discussion.



## ඉන්දියානු සාගර සම්ප්‍රේෂණයේ කලාපීය එකඟතා රැස්ක

මහින්ද අඟුණගොර

ඉන්දියානු සාගරයේ අනාගතය නිර්වචනය කිරීමේ වේදිකාවක් ශ්‍රී ලංකාව සාර්ථක ලෙස නිර්මාණය කිරීමට සමත් වෙයි.

ඉන්දියානු සාගරයේ අනාගතය පිළිබඳ සාකච්ඡා කිරීම සඳහා රටවල් හතළිහක නියෝජිතයින් පිරිසක් පසුගිය 11-12 යන දිනවල ශ්‍රී ලංකාවේ දී එක්රැස් වූහ. අගමැති රණිල් වික්‍රමසිංහ මහතාගේ මුල්පිරිසක් යටතේ පැවැති "ඉන්දියානු සාගරය: අපගේ අනාගතය නිර්වචනය කිරීම" සමුළුවට, අනාගතයේ දී ලෝක ආර්ථිකයේ වර්ධන මූලධර්මය වීමේ හැකියාව පවතින ඉන්දියානු සාගරය මත යොමු කර ඇති අවධානය ඉහළ නැංවීම සඳහා ඉන්දියානු සාගරය ආශ්‍රිත රාජ්‍යයන්වල සහ එම සාගරය විශාල වශයෙන් භාවිතා කරන රටවල්වල ජ්‍යෙෂ්ඨ නියෝජිතයෝ සහභාගී වූහ.

සමුළුවට සහභාගී වූ නියෝජිතයන් අතර ඉන්දියාව, දකුණු අප්‍රිකාව, ඇමෙරිකා එක්සත් ජනපදය, චීනය, ජර්මනිය, කෙරුල්ලන්තය, සිංගප්පූරුව, ඉන්දුනීසියාව සහ ජපානය යන රටවල ප්‍රධාන පෙළේ ජ්‍යෙෂ්ඨ නිලධාරීන්ද, කලාපයේ සහ ඉන් පිටත ඇති මුල් පෙළේ පර්යේෂණ ආයතනවල නියෝජිතයෝද වූහ. එක්සත් ජාතීන්ගේ මහලේකම්වරයාගේ සාගරය පිළිබඳ විශේෂ නියෝජිත තානාපති පීටර් තොම්සන් මහතා ද සමුළුවට සහභාගී වීම සඳහා කොළඹට පැමිණියේය. ජනාධිපති මෙහිපාල සිරිසේන මහතා සමුළුවේ සමාරම්භක අවස්ථාවට සහ-

භාගී විය.

සමුළුවේ ප්‍රධාන දේශනය පැවැත්වූ අගමැති රණිල් වික්‍රමසිංහ මහතා, කලාපයට වර්ධනය වීම හා සම්බන්ධයෙන් ගෞරවය සඳහා තාවකාලික ගමනාගමනයේ නිදහසක් සිරිටල් සම්බන්ධතාවේ නිදහසක් පවත්වා ගැනීමේ අවශ්‍යතාව ද සාමය හා ආරක්ෂාව පවත්වාගැනීමේදී පොදු අවබෝධයක ඇති අවශ්‍යතාව ද අස්මතු කොට පෙන්වීය.

ඉන්දියානු සාගරය ආශ්‍රිත රාජ්‍යයන්ට හා එම සාගරය භාවිතා කරන රටවල්වලට සාකච්ඡා කිරීමටත් එකඟතාවක් ඇති කරගැනීමටත් සියල්ල අත්කරගත අවකාශයක් මෙම සමුළුව විසින් සපයනු ලැබීණි. ගෝලීය වර්ධනයේ නව මානය ලෙස ඉන්දියානු සාගරයේ අනාගතය, සමුළිය සුරක්ෂිතව සහ ආරක්ෂාව, තීරසර හා අවම පරිසර දූෂණයෙන් යුත් සංවර්ධනය, සහ නීතිමත පදනම් වූ ක්‍රමයක් තුළ ඉන්දියානු සාගරයේ ස්ථාවර බව ඇතුළු විශේෂිත ක්ෂේත්‍ර හතරක් සමුළුවේ ගවේෂණයට බඳුන් විය.

මෙම සමුළුව අවසානයේ දී, ජාතික ප්‍රතිපත්ති හා ආර්ථික කටයුතු රාජ්‍ය අමාත්‍ය සහ සමුළුව සංවිධානය කළ කාර්ය සාධන බලකායේ සභාපති ආචාර්ය හර්ෂ ද සිල්වා මහතා සමුළුවේ දී මතු වූ පොදු අදහස් සාරාංශයක කොට දැක්වීය. එම අදහස් වූයේ: ආර්ථික අවදානම්වලින් පීඩාවට පත් අවිනිශ්චිත ලෝකයක ඉන්දියානු සාගර ආර්ථිකය ශීඝ්‍රයෙන් ගෝලීය වර්ධන මූලධර්මයට පත්වීමත් නිසි, අපගේ අනාගත පරම්පරාවට ලබා

ලබා අර්ථදායක උරුමයක් අත්පත්කරදීම සඳහා කලාපයේ ආර්ථික ප්‍රසාරණය සියලු දෙනා අත්කරගත කරගත්, පුළුල් හා පාරිසරික වශයෙන් තීරසර එකක් විය යුතුය ; උපායමාර්ගික අවිනිශ්චිතයක් සාමුද්‍රික අපරාධ, අධික ලෙස මසුන් මැරීම, සමුද්‍ර දූෂණය, සිරිටල් ආර්ථිකය වෙනුවෙන් මුහුදු පත්ලෙහි ඇති සන්නිවේදන රැහැන් ආරක්ෂා කිරීම ආදී සම්ප්‍රදායික නොවන ආරක්ෂක කර්තව්‍ය කලාපයේ සාමය හා සම්බන්ධයෙන් උදකර ගැනීමට සුවිසල් අභියෝගයක්ව පවතියි සහ ඉන්දියානු සාගරය ආශ්‍රිත රාජ්‍යයන්ගේ හා එම සාගරය භාවිතා කරන රටවල ගිණසුට පිණිස එක්සත් ජාතීන්ගේ සමුද්‍ර නීතිය පිළිබඳ සම්මුතිය කේන්ද්‍ර කරගත් ජාත්‍යන්තර සාමුද්‍රික ක්‍රමය ගන්නා ලෙස කිරීම හා බලගැන්වීම කළ යුතුය, යනාදියයි.

ඉන්දියානු සාගරයේ අනාගතය සම්බන්ධයෙන් ලබන වසරේ ශ්‍රී ලංකාවේ පැවැත්වෙන අමාත්‍ය මට්ටමේ සමුළුවක දී ඉන්දියානු සාගරය ආශ්‍රිත රාජ්‍යයන්ට හා එම සාගරය භාවිතා කරන රටවලට එකඟ වියහැකි ප්‍රකාශනයක මූලිකාංග ඇතුළත් සමුළු වාර්තාවක් පිළියෙළ කෙරෙනු ඇතැයි ද සඳහන් කෙරිණි.

"ඉන්දියානු සාගරය: අපගේ අනාගතය නිර්වචනය කිරීම" සමුළුව අමාත්‍යාංශ කාර්යාලය, විදේශ කටයුතු අමාත්‍යාංශය, එක්සත් ජාතීන්ගේ මන්දුවා හා අපරාධ පිළිබඳ කාර්යාලයේ ගෝලීය සාමුද්‍රික අපරාධ වැඩසටහන සහ ජාත්‍යන්තර සබඳතා හා ක්‍රමෝපාය අධ්‍යයන පිළිබඳ ලක්ෂ්මන් කදිරිගමර ආයතනය විසින් සංවිධානය කරනු ලැබිණි.



## Changing foreign trade policy for an economic miracle



Sri Lanka needs to renegotiate the Hambantota Port deal to make it more independent for Sri Lanka. This action alone would go well with the US authorities (see below)

### A Different View by W&Y

WHEN on less than the Vice President of USA publicly announces their concern over China's increasing presence in Sri Lanka, it would be important for us not to take notice. When he also states that USA is actively looking at providing an alternative, there is no time to waste for our policymakers. This could be the window of opportunity of a lifetime. Under President Trump's "zero thinking", it would be a decisive moment in the history for Sri Lanka. If only the policy makers get the foreign policy and economic policy right.

#### The story of the Asian Tiger economies

It is well known that the miracle economic growth of the four Asian Tigers – South Korea, Taiwan, Hong Kong and Singapore – was driven by the support of the USA. The anti-communist propaganda at play in 1949 prompted the USA to provide "favoured nation" status to these countries who devotedly took the side of the USA against Communism. The "favoured nation" status allowed these countries to penetrate the lucrative USA market and successfully execute the "export oriented development" strategy.

Therefore, irrespective of the gradual economic policies implemented by these countries, a crucial factor for their rapid development was their access to foreign policy. They aligned with the right side at the right time. In history, in 1949, it would have been almost impossible for someone to have predicted the demise of the communist Soviet Union in the 1990s, which would undermine the risk undertaken by these countries at that time to side with USA.

#### History repeating again?

It is seemingly a case of history repeating itself (in a different form) right now as China increases its presence globally. The equation was possibly more simpler three years ago when China was racing ahead. The foregone conclusion was China would overtake USA in the coming decades.

However, the equation is a lot more complicated right now, since the new US policy came into effect two years ago. Using the statistics of economic growth and stock market performance, it is the USA that is at the better end of the trade war so far while China is being pulled back. The USA has signaled that it is going to compete actively with China to retain its global economic leadership. They are in need of new economic frontiers and lanes.

#### Sri Lanka's enviable asset

It is Sri Lanka's fortune that it sits in a strategic location. It is at a crucial point in China's Belt and Road initiative and for that reason alone Sri Lanka would be of strategic importance for USA as well. Coupled with the recent comment of the Vice President of USA, it is time for the policy makers to strategize how to exploit this priceless asset in the form of adjusting the foreign policy to attain long term economic goals.

This is not necessarily to say that we should side with one and against the other. That could be an option as well. Another option could be to utilize both these powers wisely.

#### What should be the economic goal?

Clearly we need to understand what the long-term economic goal should be. Arguably it would be to increase the footprint in the global economy by penetrating the global supply chains or in simple terms to sell more high end products and services in the world while buying comparatively less from the rest of the world. This would boost foreign currency earnings, increase foreign reserves, stabilize currency, provide

high end employment (possibly reverse brain drain), and increase per capita income.

This is where our should realize the importance of USA, which is the most common end destination of the global supply chains and the largest importer of the world. It is USA that provided the market for countries such as Japan and the four Asian Tigers to develop. China would not be the current economic powerhouse, if not for the US consumers who kept on buying the Chinese goods for decades.

#### Foreign Trade Policy – root of economic woes

In the above context, it is crucial for Sri Lanka to realize its current role in the global supply chains. The simple table below shows the hard facts. As a single country, it is the USA who has been our most loyal client providing us a trade surplus of over \$2.6 bn. On the other hand, the trade deficit for Sri Lanka with both India and China are close to a whopping \$4 bn.

It is worthwhile to note the sentiments of Donald Trump on China. "China has been selling their goods to us while paying very low taxes and they have given the same money back to us in the form of loans making us indebted to China". While it could be an exaggeration, the underlying logic cannot be ignored. In fact, this sentiment may apply even more so for Sri Lanka.

We buy Chinese goods worth almost \$4.5 bn, and a majority of the same money is lent to us by China.

And in the case of the Hambantota port, China acquired the ownership of a most strategic asset, using less than half of the money we give them annually.

#### Understanding the

2017	Exports (USD Mn)	Imports (USD Mn)	Trade Balance (USD Mn)
USA	2,909	492	+2,417
India	691	4,527	-3,836
China	247	3,955	-3,708

#### concerns of USA

Here lie the concerns of USA as voiced by the Vice President himself. It is most likely that the US feels that we are getting into a trap set by Chinese without our knowledge or due to our incompetence in managing the economy. Going by the above statistics and the actual turn of events, one couldn't find fault with the USA for coming into such a conclusion.

The issue could be running out for Sri Lanka. USA may use the "human rights violations" excuse to step into Sri Lanka. Hopefully to neutralize the Chinese threat. Therefore, it would be time for policy makers to get the foreign, trade and economic policies right without further delay.

#### Negotiate strategically with China and India

Firstly, Sri Lanka would need to renegotiate the Hambantota Port deal to make it more advantageous for Sri Lanka. This action alone would go well with the US authorities (and India). Secondly following Trump's strategy, Sri Lanka should directly take up the trade deficit issue with both China and India. The negotiations should be around increasing Indian and Chinese investments in Sri Lanka so that Sri Lanka enters the global supply chains of both India and China.

In simpler terms, Sri Lanka should become a production base of the goods and services produced by China and India to the rest of the world. If not, the tariffs would need to be raised gradually and substantially to curtail the import bill from these countries. The increased tax revenue from these measures could be utilized by the Government to develop the same industries locally.

#### Strong case for trade concessions from USA

One could argue that by negotiating strongly with China for adjusting its share of Sri Lanka becoming a part of China's strong case

could be made for Sri Lanka to approach USA to open up its market for Sri Lankan goods and services (or make Sri Lanka a "favoured nation"). Sri Lanka should aim to take a trade deal with USA to penetrate the largest and the most sophisticated global market. The objective should be to increase the export value to USA by multiple times from the current level of \$2.9 bn.

The required technology could be acquired from China and India in the form of investments as suggested earlier. The Government would also have to direct fiscal policy to support this strategy. Provide tax concessions for the relevant industries and direct capital expenditure to develop the required capacity – labour, technology, etc. As new industries emerge, a much needed reverse brain drain could be triggered as employment opportunities open up for skilled Sri Lankans who have migrated. This would be a similar strategy to that was adopted by South Korea five decades ago at the early stage of their development, as they acquired technology from Japan and penetrated the US market.

#### Sri Lanka should dare to dream big

The above strategy of negotiating forcefully with regional giants may sound impractical for some. However the current strategy (or its strategy) of being the "nice person" in negotiations and accepting whatever that is dished to us has not got us anywhere. In fact, it has probably created concerns in the developed world (USA, IMF) that we are poor economic managers.

As the term comes to us and for the current Government, the work is out out for the next Government that would come to power in a year or so.

With the US economy rebounding sharply, there's no reason to think that President Trump wouldn't win a second term.

Therefore, the next Government may have a five-year window to set the base to utilize India and China and penetrate USA, to send the Sri Lankan economy on a miracle growth ride in the coming decades.

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**කොළඹ වරාය පර්යන්තය  
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**නම්බන්කොට  
වරාය බදු දීමෙන්  
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# කැබිනට් එකඟව බෙල්ජියම් රතු කැට්ට් පෑනි 2

**මේ විදියට වරායවල  
දෙන්න ගිණෙන්  
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**කර්මාන්ත ශාලාවකට කියලා  
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**ආයෝජන කලාපයකට කියලා  
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රඹර ගස් කැපුවා**

**කේරළයෙන් ආ  
පුද්ගලයා  
'රෝ' ඔත්තුකාරයෙක්**

## කැබිනට් එකඟව...

කැබිනට්වලට වරාය බදු ප්‍රශ්නයේ අත් වූ සෙයක් නොමැති බවත් මේ ඒකච්ඡා වරායවත් බදු දෙන්න බැවින් හවුල් කරන කර්මාන්ත සංගමය මු. ලංකාවට හැකි වන බවත් එය (10%) පැවැත් සාධකට මණ්ඩල රැස්වීමේදී ප්‍රධාන කොට ඇති ප්‍රධානියා මණ්ඩල සිරිසේන මහතා කොළඹ වරායේ සංචාලකයා ලෙසින් ඉන්දියාවට බදු දෙන්නා බව අවධාරණය කොට ඇත.

මතු එයත් සදාචාර කොට ඇත්තේ කොළඹ වරාය පර්යන්තය පැවරීමට සිරිසේන සදාචාර ඉන්දියාවට ලබා දීම සදහා වූ කෙටිපොතක් ඉදිරිපත් වූ අවස්ථාවකි.

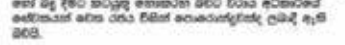
පළමු ඉන්දියාවේ සිදු වූ සිංහ පැවරීමේදී ඒ බව ඉන්දියා අගමැති මොර්දේ මෝදි මහතාට ප්‍රධාන පසු බෙදා ප්‍රකාශනයක් මැනවිද සදාචාර කර ඇත.

පළමු සුදුසු දිනකදී සිදු කිරීමට නියමය ඉන්දියා සිංහ පැවරීමෙන් පසුව කොළඹ වරායේ සංචාලකයා ලෙසින් සිරිසේන මහතා සිටින බවට

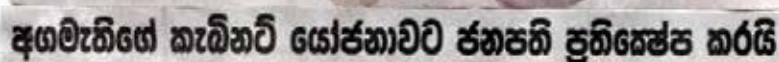
අගමැති රාහුල් විද්‍යාසිංහ මහතා සරණ ගුද ඉන්දියාවේදී මෙම ප්‍රකාශනයක් ප්‍රකාශනය කොට ඇති බව සිතමු.

එයත් පැවැත් සාධකට මණ්ඩල රැස්වීමේදී ප්‍රධානියා හා සිටින ආරක්ෂක මණ්ඩල කොටසක රාජකාරිය මහතා කොළඹ ඉන්දියාවේ සදාචාර ප්‍රධානියා ලෙසින් පවති ඇත. ඉන්දියාවේ සේවයෙන් පැමිණි බව සිතන ප්‍රධානියා මාලු සිංහ පැවරීමට සැලසුම් කර ඇත. මතු ඉන්දියාවේ 'රෝ' සිත්තුකාරයා බවට කොටසක ලබා ඇති බවත් එම ප්‍රකාශනය මණ්ඩල සිරිසේන මහතා ප්‍රධාන කොට ඇත.

රජයේ ආයෝජන කොටසකදී මෙම ප්‍රකාශනය වරාය අධ්‍යක්ෂක පසු කර ඇත. 'සුරැකියාව' අත්කර 400ක් සිරිසේන මහතාට සිටින සේවය කරනු ලබන සදාචාර කොටසක් බවත් කොටසක ආයෝජන කොටසකට රැස් වන මිනිස් ගන්නා ඒ සිත්තුකාරයා සිදු කර ඇති සාමාජිකයන් බවත් කොළඹ වැඩිදුරටත් සදාචාර කර තිබේ.







(16) (a) පැවරී ඇති සෑම කාර්යයකටම සම්පූර්ණයෙන්ම සහතිකයක් ලෙසින් සලකා බැලිය යුතුය.

## PREZ - PM SHOWDOWN AT CABINET OVER COLOMBO PORT DEVELOPMENT

**PM insisted it should be on the basis of an Indian investment**

President was reported to have said that it was vital to keep the sea port within the ambit of the Sri Lankan Government

**KULIN DANDANA**

President Maithripala Sirisena and Prime Minister Ranil Wickremesinghe are reported to have had a showdown at yesterday's Cabinet meeting over a proposal to develop the East Container Terminal of the Colombo Port as an Indian investment.





## PREZ - PM SHOWDOWN AT CABINET OVER COLOMBO PORT DEVELOPMENT

**President says Indian PM is not opposed to the development of the Terminal by Sri Lanka**

**Prime Minister, backed by International Trade Minister Malik Samarawickrama, insisted that it should be on the basis of an Indian investment**

**Mahinda Samarasinghe submitted a Cabinet memorandum on developing the terminal by the Sri Lanka Ports Authority (SLPA)**

At the meeting, Ports and Shipping Minister Mahinda Samarasinghe submitted a Cabinet memorandum on developing the terminal by the Sri Lanka Ports Authority (SLPA).

However, the Prime Minister, backed by Development Strategies and International Trade Minister Malik Samarawickrama, insisted that it should be on the basis of an Indian investment.

Apparently incensed by the Prime Minister's remarks, the President was reported to have said that it was vital to keep the sea port within the ambit of the Sri Lankan Government and that as a country Sri Lanka would lose its sovereignty in the event of alienating sea ports to external parties.

The President is also reported to have been critical of the leasing of the

Hambantota Port to a Chinese company and said he had discussed the development of the Colombo Port with Indian Prime Minister Narendra Modi when he met him on the sidelines of the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC).

"Indian Prime Minister is not opposed to the development of the East Container Terminal of the Colombo Port by Sri Lanka," he said.

However, the Prime Minister had persisted in saying that a bulk of container traffic for the Colombo Port originated from India and therefore, it was all the more important to develop it with India.

Sources said the President and the Prime Minister had continued hurling arguments at each other.





# කැබ්නෙට්වුවේ මත ගැටුමක්

## වරාය බදු දීමේ යෝජනාවට ජනපතිගෙන් දැඩි විරෝධය

(අත්තන බුමාර අගමැති)

කොළඹ වරායේ කැබනෙට් පර්යන්තය ඉන්දියාවට බදු දීම සම්බන්ධයෙන් රියේ (16) පැවති කැබිනට් රැස්වීමේදී බරපතළ මත ගැටුමක් ඇතිවූ බව වාර්තා වේ.

කොළඹ වරායේ නැගෙනහිර පර්යන්තය ඉන්දියාවට බදු දිය යුතු බවට යෝජනාවක් කැබිනට් මණ්ඩලය ඉදිරිපත්ව ඇති අතර ජනාධිපති මෙහිදී පිළිගැනීමට දැඩි විරෝධය පළ කර ඇතැයි රජයේ ආරංචි මාර්ග සඳහන් කරයි.

**6 වැනි පිටුව**

මේම පර්යන්තය ශ්‍රී ලංකා වරාය අධිකාරියේ ව්‍යාපෘතියක් ලෙස ප්‍රවර්ධනය කළ යුතු බවට වරාය හා නාවික කටයුතු ඇති මහින්ද සමරසිංහ මහතා කැබිනට් සභිකයෙක් ලෙසින් යෝජනා කර ඇති අතර ඉන්දියාවෙන් මැදිහත් වීමක් සමරවනු ලැබ ඇති බවටත් ඒ සම්බන්ධයෙන් ඉදහන් දක්වමින් එය ඉන්දියාවට බදු දීමට දැනටමත් සාකච්ඡා කර ඇතැයි පවසා ඇත.

එහිදී ඉදහන් දක්වා ඇති ජනාධිපතිවරයා හමුකරගෙන වරාය විනයට දී සිටියදී කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ ඉන්දියාවට බදු දීමෙන් හේතියකට නැවක් ගෙන්වා ගැනීමටත් වරායේ නැව්වලට බව පවසා ඇතැයි වාර්තා වේ.

එබැවින් කථා වරාය බදු දීමේ යෝජනාවට අනුමැති බවත් ඉන්දියා අමාත්‍යවරයා සමග සාකච්ඡා කර ප්‍රශ්නය විසඳා ගන්නා බවත් ජනාධිපතිවරයා එහිදී සඳහන් කර ඇතැයි වාර්තා වේ.

කොළඹ වරායේ නැගෙනහිර පර්යන්තය ශ්‍රී ලංකා වරාය අධිකාරිය මගින් පවත්වා ගෙන යාම වැදගත් බවද ජනාධිපතිවරයා සඳහන් කර ඇතැයි රජයේ ආරංචි මාර්ග කියයි.

මේ පර්යන්තය මත කොළඹ වරායේ නැගෙනහිර පර්යන්තය ඉන්දියාවට දීමේ යෝජනාවෙන් කැබිනට් මණ්ඩලයේ මත ගැටුමක් ඇති වූ බව වාර්තා වේ.



## කොළඹ වරායට අගමැතිගෙන් කැබිනට් පත්‍රිකාවක් ආවේ නෑ

(තර්කය තුනට සිල්වා)

අග්‍රාමාත්‍ය රණිල් වික්‍රමසිංහ මහතා පෙරේරා (16) පැවැති කැබිනට් මණ්ඩල රැස්වීමට කොළඹ වරාය සම්බන්ධයෙන් කිසිදු කැබිනට් පත්‍රිකාවක් ඉදිරිපත් නොකළ බව රජයේ ආරංචි මාර්ග සඳහන් කරයි.

කොළඹ වරායේ නැව්ගතයිර පර්යන්තය සම්බන්ධයෙන් එම රැස්වීමට කැබිනට් පත්‍රිකාවක් ඉදිරිපත් කළේ වරාය සහ නාවික කටයුතු අමාත්‍ය මහින්ද සමරසිංහ මහතා බවද එම ආරංචි මාර්ගවලින් පැවසේ.

6 වැනි පිටුව



වරායේ නැව්ගතයිර පර්යන්තය ශ්‍රී ලංකා වරාය අධිකාරිය, ජපානය සහ ඉන්දියාව ඒකාබද්ධව රාජ්‍ය හවුල්කාරීත්ව පදනමක් මත සංවර්ධනය කිරීම සඳහා ඉන්දියාව සහ ශ්‍රී ලංකාව අතර අත්සන් කළු එකඟතා ගිවිසුම අවලංගු කර වරාය අධිකාරිය යටතේ පමණක් එම සංවර්ධනය සිදුකිරීම සඳහා අවශ්‍ය ඉදිරි ප්‍රතිපාදන අනුමත කර දෙන ලෙස මහින්ද සමරසිංහ අමාත්‍යවරයා ඉදිරිපත් කළ කැබිනට් පත්‍රිකාව මගින් ඉල්ලා කීවේය.

එහෙත් ඉන්දියාව සහ ශ්‍රී ලංකාව අතර සංවර්ධන ව්‍යාපෘති පිළිබඳව අවබෝධතා ගිවිසුමක් අත්සන් කරන ලද්දේ කැබිනට් අනුමැතිය ඇතිව බව රජයේ ආරංචි මාර්ග කියයි. එම ගිවිසුමට ඉන්දියා පාර්ලිමේන්තයේ සහයෝගය සහතික කරමින් විදේශ කටයුතු ඇමැතිතුමන් ස්වරාජ් මහත්මයාද, ශ්‍රී ලංකාව ඓතිහාසික සංවර්ධන ද්‍රව්‍ය මාර්ග හා ජාත්‍යන්තර වෙළෙඳ අමාත්‍ය මලික් සමරවික්‍රම මහතාද හැසිරවී ක්‍රමයේ අත්සන් කළුවේ පසුගිය වසරේ අප්‍රේල් 25 වැනිදාය.

ඉන්දියාව සමඟ අත්සන් කර තිබෙන එම අවබෝධතා ගිවිසුමට අනුව කොළඹ වරායේ නැව්ගතයිර පර්යන්තයේ පළමු අදියර සඳහා අවශ්‍ය බහාලු අදායකය, ගැන්වී අදායකය සහ අනෙකුත් සියලු පහසුකම් ලබාදීමෙන් එහි දෙවැනි අදියර සඳහා අවශ්‍ය සියලුම උපකරණ ලබාදීමටත් ජපානය එකඟ වී ඇත.

එලෙස උපකරණ ලබාදීමෙන් පසු හවුල්කාරීත්ව සමාගම ස්ථාපිත කෙරෙන අතර එහෙත් නැව්ගතයිර පර්යන්තයේ සියලුම සේවකයන් කටයුතු ශ්‍රී ලංකා වරාය අධිකාරිය මගින් සිදුකෙරේ.

අවබෝධතා ගිවිසුම අනුව ශ්‍රී ලංකා වරාය අධිකාරියට කිසිදු මුදල් වැයවීමක් නොමැතිව සියලු පහසුකම් ඉන්දියාවෙන් ලැබෙන අතර හවුල්කාරීත්ව සමාගම පිහිටුවන අවස්ථාව වන විට ඉතා පහසුකම් බෙදා වරාය පර්යන්තය පිහිටුවීමේ ගණය ශ්‍රී ලංකා වරාය අධිකාරියට ලැබෙන බව රජයේ ආරංචි මාර්ග සඳහන් කරයි.

වරාය හා නාවික කටයුතු අමාත්‍ය මහින්ද සමරසිංහ මහතාගේ කැබිනට් පත්‍රිකාවේ සඳහන් පරිදි දෙරට අතර ඇතිකරගෙන තිබෙන ගිවිසුම අනෙකුත් සලකාගත් මේ අවස්ථාව මෙරටට අහිමි වනු ඇත.

නැව්ගතයිර පර්යන්තයේ කටයුතුවලින් අනතුරුව ශ්‍රී ලංකාවේ වරාය සංවර්ධනය කිරීම සඳහා ජපානය එකඟතාව පළකර තිබෙන අතර ඉන්දියාව සමඟ අත්සන් කර තිබෙන ගිවිසුම අනෙකුත් සලකාගත් ඒ අවස්ථාවද ශ්‍රී ලංකාවට අහිමි වනු ඇත.

ලංකාවෙන් ප්‍රති නැව්ගත කරන බහාලුම් සංවර්ධනය

සියයට 80ක්ම ඉන්දියාවේ බහාලුම් වන අතර ගිවිසුම ඒකපාර්ශ්විකව අවලංගු කළහොත් ඉන්දියාව මෙම බහාලුම් වෙන්හැර ආසියානු වරායන් හරහා ප්‍රති නැව්ගත කිරීමේ අවදානමක්ද මතුවේ. එසේ වුවහොත් කොළඹ වරායේ කටයුතු සම්පූර්ණයෙන්ම නැගේ බිඳ වැටෙනු ඇත.

මේ අනුව ඉන්දියාව සමඟ ගිවිසුමක් අත්සන් කර තිබෙන පසුබිම තුළ ඒකපාර්ශ්විකව ඒ ගිවිසුම කඩකිරීම පුළුල් කැපී නිසා ඒ පිළිබඳව කමාගේ ඉන්දියා සංචාරයේදී ඉන්දිය අග්‍රාමාත්‍ය නාටරන්ද්‍ර මොදි මහතා සමඟ සාකච්ඡා කර එකඟතාවක් ඇති කරගන්නා තුරු මහින්ද සමරසිංහ මහතාගේ කැබිනට් පත්‍රිකාව ගැන සිරණයක් ගැනීම පසුවට කල් තබන ලෙස අග්‍රාමාත්‍ය රණිල් වික්‍රමසිංහ මහතා කැබිනට් මණ්ඩල රැස්වීමේදී ඉල්ලා ඇත. එම ඉල්ලීමට කැබිනට් මණ්ඩලයේ අනුමැතිය පිළිවූ බව රජයේ ආරංචි මාර්ග කියයි.

අග්‍රාමාත්‍ය රණිල් වික්‍රමසිංහ මහතා ඉන්දියාවේ නිල සංචාරයක් සඳහා අද (18) පිටත්ව යන අතර අනිද්දා (20) දක්වා එහි රැඳී සිටිනු ඇත. අග්‍රාමාත්‍ය රණිල් වික්‍රමසිංහ මහතා මෙම සංචාරයේදී ඉන්දිය අග්‍රාමාත්‍ය නාටරන්ද්‍ර මොදි සහ එරට විදේශ කටයුතු ඇමැතිතුමන් ස්වරාජ් මහත්මයාද හමුවීමට නියමිතය.

Newspaper – Daily Mirror      Date – 18-10-2018

## NO NEW PROPOSAL TO HANDOVER ECT DEVELOPMENT TO INDIA

**Developing ECT as PPP approved by Cabinet in 2017**

BY LAHIRU POTTHIMULLA

No new Cabinet proposal had been submitted by Prime Minister Ranil Wickremesinghe or any Minister to handover the Colombo Port's East Container Terminal (ECT) development to India, the Daily Mirror learns.

SEE REST OF THE STORY ON M >>

## NO NEW PROPOSAL TO HANDOVER ECT DEVELOPMENT TO INDIA

Reports earlier said President Maithripala Sirisena and the Prime Minister had a showdown at the Tuesday's Cabinet meeting as the President was opposed to a proposal made to handover ECT Development to India.

Highly placed sources at the Government yesterday rejected the reports and said that Ports and Shipping Minister Mahinda Samarasinghe had submitted a fresh proposal to Cabinet on Tuesday to develop the ECT only by the Sri Lanka Ports Authority (SLPA), rescinding a proposal previously approved by the Cabinet in 2017 to develop the ECT under a Public-Private Partnership (PPP).

Following the Cabinet approval in 2017, deliberations at the highest levels of Governments of India, Japan and Sri Lanka had taken place on the ECT development. An MoU had been signed between Sri Lanka and India to develop the ECT as a joint venture in April last year following the Cabinet approval.

After taking into consideration the already signed MoU and granted Cabinet approval, the Prime Minister has requested the Cabinet to defer the proposal in view of his upcoming visit to India.

He had said that it is unwise to revoke an MoU unilaterally. Therefore, had requested time to take up the issue with Indian Prime Minister Narendra Modi and come to an agreement during his Indian visit which commences today (18).

Subsequently, the Cabinet of

*The ECT development had been planned to take place in three stages; the first stage with Indian assistance, second stage with Japanese assistance and the third stage by Sri Lanka*

Ministers had agreed to postpone the new proposal for two weeks.

The source said Development Strategies and Internal Trade Ministry, which had submitted observations over the new proposal, had said that the government to government deliberations held between Sri Lanka, Japan and India should be considered when developing the ECT.

"In the circumstances, it is considered important to consider the decision on ECT development in the light of the discussions held at the highest level, while ensuring a commercially viable development model," Ministry said.

The ECT development had been planned to take place in three stages; the first stage with Indian assistance, second stage with Japanese assistance, and the third stage by Sri Lanka.

Prime Minister Wickremesinghe had highlighted at the Cabinet meeting that 80 percent of transshipments handling at the Colombo Port was from India and therefore, it would affect Sri Lanka if the signed MoU was rescinded.



## කැබිනට් චිරිණ

### ● නියමු දියත් යාත්‍රා දෙකක් මිල දී ගැනීම

28) ශ්‍රී ලංකා වරාය අධිකාරිය සඳහා නියමු දියත් යාත්‍රා දෙකක් මිල දී ගැනීමට ඇමැති මණ්ඩල අනුමැතිය හිමිව තිබේ.

වරාය හා තාවික කටයුතු අමාත්‍ය මහින්ද සමරසිංහ මහතා ඉදිරිපත් කළ යෝජනාව අමාත්‍ය මණ්ඩලය විසින් අනුමත කරන ලදී.



## කොළඹ වරායේ නැගෙනහිර පර්යන්තය ඔද්දෙන යෝජනාවක් ඉදිරිපත් වූයේ නෑ

සීමාවට යටත්වී, පිළිට ඉල්ලාදෙන්න.

කොළඹ වරායේ සාමාන්‍යයට වටිනාත්මක ඉල්ලාදෙන්න. ඔද්දෙන යෝජනාවක් ඉදිරිපත් කළේ, කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න. කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න.

කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න. කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න. කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න.

කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න. කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න. කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න.

### ■ ඇමරිකානු රාජ්‍ය සේනාධිකාරීන්

කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න. කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න. කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න.

කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න. කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න. කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ පිළිට ඉල්ලාදෙන්න.





## වරායේ නැගෙනහිර පර්යන්තය කිසිදු රටකට දෙන්නේ නෑ ඇමැති මහින්ද සමරසිංහ කියයි

(බරුණ පැය)

කොළඹ වරායේ නැගෙනහිර පර්යන්තය ශ්‍රී ලංකා වරාය අධිකාරියට අත්‍යවශ්‍ය එකක් බවත්, එය ඉන්දියාවට හෝ වෙනත් රටකට හෝ ලබාදීමෙන් වරාය අධිකාරියේ පැවැත්ම පිළිබඳ ගැටලු ඇති විය හැකි බවත් වරාය හා නාවික කටයුතු පිළිබඳ අමාත්‍ය මහින්ද සමරසිංහ මහතා විසේ (18) පැවසීය.

මේ වන විට කොළඹ වරායට පැමිණෙන බොහෝ නෞකා විශාල ඒවා බැවින් නැගෙනහිර පර්යන්තය වැනි නැවුරු මුහුදු පර්යන්තයක් ශ්‍රී ලංකා වරාය අධිකාරියට අවශ්‍ය බව කී ඇමතිවරයා වරායේ දැනට ඇති ගැඹුරු මුහුදු පර්යන්තය වන ඩී.අයි.ඩී.ටී. පර්යන්තය පසුගිය රජය සමයේදී වසර 35ක් සඳහා 'වයනා මරවන්ට' නමැති චීන සමාගමකට ලබාදී ඇති බවද සඳහන් කළේය.

එබැවින් මේ වන විට වරාය අධිකාරියට නැවුරු පර්යන්තයක් අවශ්‍යතාව ඇති නිසා කොළඹ වරායේ නැගෙනහිර පර්යන්තය අනිවාර්යයෙන්ම වරාය අධිකාරිය යටතේ කඩාගන්නා බවද ඇමතිවරයා කීවේය.

ඉන්දියානු රජයද කොළඹ වරායේ පර්යන්තයක් ඉල්ලා ඇති අතර ඒ සම්බන්ධයෙන් අවබෝධතා ගිවිසුමක්ද අත්සන් කර ඇතත් එම ගිවිසුමෙහි කිසිදු නැතහැකි නැගෙනහිර පර්යන්තය පිළිබඳ සඳහන් නැතැයි කී අමාත්‍යවරයා ඉදිරියේදී බටහිර පර්යන්තය සංවර්ධනය කර මුද්‍රාත් බදු පදනම යටතේ ලබාදීමේ හැකියාවක් තිබෙන බවද සඳහන් කළේය.

අමාත්‍ය මහින්ද සමරසිංහ මහතා මෙසේ පැවසුවේ කොළඹ, ඩාබ්ලි පාලේ පිහිටි ශ්‍රී ලංකා නිදහස් පක්ෂ මුලස්ථානයේදී විසේ (18) පැවති සාධන හමුවක් අවසානවි.

කොළඹ වරායේ නැගෙනහිර පර්යන්තය සම්බන්ධයෙන් අමාත්‍ය මණ්ඩලයට යෝජනාවක් යොමාම අනුමැතියට නොව සමාගමක් මගින් සම්පූර්ණ වශයෙන් අත්පත් කර ගන්නා එය පර්යන්තය බදු දීමේ යෝජනාවක් නොව එයට අවශ්‍ය අදායමක් හා මුද්‍රාත් ලෙදීමක් 15ක් වසර අදායම බදුකුලී මිල ලබාගැනීමේ යෝජනාවක් බවද සඳහන් කළේය.

වරාය අධිකාරිය සතු සම්පත් වන කොළඹ වරායේ නැගෙනහිර පර්යන්තය ඉදිකිරීම සඳහා ඇමරිකානු ඩොලර් මිලියන 80ක් පමණ වැයවී ඇති බවත් එම ඉදිරි කටයුතු වෙනුවෙන්ද ඒ සමාන මුදලක් අවශ්‍ය බවත්,

එම විෂයට ඇවීමේ හැකියාව වරාය අධිකාරිය සතු බවත් ඇමතිවරයා කීය.

පර්යන්තයට අවශ්‍ය අදායමට ආදිය ලබාගෙන එය සක්‍රීය කිරීම මේ වන විටත් වසර තුනකින් පමණ ප්‍රමාදවී ඇතැයි කී සමරසිංහ මහතා ඒ හේතුවෙන් සිදුවී ඇති පාඩුව අවම වශයෙන් ඇමරිකානු ඩොලර් මිලියන 3000 ක් පමණ වන බවද පැවසීය.

දැනට විශාල නැව් නැංගුරම් දැමිය හැක්කේ කොළඹ වරායේ වයනා මරවන්ට සමාගම යටතේ ඇති ඩී.අයි.ඩී.ටී. පර්යන්තයෙහි පමණක් බැවින් ඉඩ ප්‍රමාණවත් නොවීම නිසා පැමිණෙන ඇතැම් නැව් නර්වා කැපවන බවද මහින්ද සමරසිංහ මහතා පැවසීය.

ඒ නිසා නැගෙනහිර පර්යන්තය ශ්‍රී ලංකා වරාය අධිකාරිය යටතේම එක්වශ්‍ය ගනිමින් රාජ්‍ය පෞද්ගලික හවුල්කාරීත්වය යටතේ හෝ ක්‍රියාත්මක කළ යුතු බව අමාත්‍ය මණ්ඩල රැස්වීමේදී ප්‍රකාශයක් මගින් සිව්සේන මහතා පැවසූ බවද ඇමතිවරයා ප්‍රකාශ කළේය.

ඉන්දියාවට පර්යන්තයක් ලබාදීමේ අවබෝධතා ගිවිසුමක් අත්සන් කර ඇත්තේ කුමන්ත්‍රණ සංවර්ධන හා ජාත්‍යන්තර වෙළඳ අමාත්‍ය මණ්ඩලය සමඟින්ම මහතා විසින් බව කී මහින්ද සමරසිංහ මහතා එසේ වුවත් නැගෙනහිර පර්යන්තයෙහි දිය යුතු නැති බව කීය.

ශ්‍රී ලංකාව සිදුකරන ප්‍රති අපනයනවලින් සියයට 80ක් පමණ සිදුකරන්නේ ඉන්දියාව සම්බන්ධව නිසා මුද්‍රාත් කොළඹ පර්යන්තයක් ලබාදීමට සිදුවන බව එක්සත් ජාතික පක්ෂ නියෝජිතයකු ප්‍රවෘත්තිවලට ප්‍රකාශ කර ඇති බව කී සමරසිංහ මහතා ප්‍රති අපනයන නැත තීරණ ගත්තේ ඉන්දියා හෝ ශ්‍රී ලංකා ආණ්ඩු නොව පෞද්ගලික නැව් සමාගම බවද කීවේය.

එමෙන්ම ඉදිරියේදී මෙම නැගෙනහිර පර්යන්තය කටයුත්තක් පුළුල් කරන්නට කටයුතු කරන බවද ඇමතිවරයා පැවසීය.

මෙයට අවශ්‍ය අදායමට නොමිලයේ ලබාදීමට සමාගමක් ඉදිරිපත් වී තිබෙනවා නොවේදැයි මාධ්‍යවේදියකු ඇමතිවරයාගෙන් ප්‍රශ්න කළ අතර ඇමතිවරයා පැවසුවේ කිසිදු කොන්දේසියකින් තොරව එසේ ලබාදෙනවා නම් ලබාගත හැකි බවයි.

කෙසේ වෙතත් මෙය ලබාදීමට යන්නේ නැගෙනහිර පර්යන්තය වන ඉන්දියා හවුල්කාරීත්වයක් ලෙස බදු ලබාගැනීමේ අරමුණින් නම් එයට එකඟවිය නොහැකි බවද ඇමතිවරයා කියා සිටියේය.



## කොළඹ වරායේ හැ. පර්යන්තය විකුණා දැමීමට කැබිනට් පත්‍රිකාවක් යොමු කර හැ

- වරාය හා නාවික කටයුතු අමාත්‍ය මහින්ද සමරසිංහ



### ■ වව්.අයි. කුමාර

කොළඹ වරායේ නැගෙනහිර පර්යන්තය විකුණා දැමීමට කැබිනට් පත්‍රිකාවක් යොමු කර තිබෙන බවට තෙත යන පුවාර අසත්‍ය බව වරාය හා නාවික කටයුතු අමාත්‍ය මහින්ද සමරසිංහ මහතා සඳහන් කළේය.

කැබිනට් පත්‍රිකාවක් ඉදිරිපත් කර තිබෙන්නේ නැගෙනහිර පර්යන්තය සංවර්ධනය කිරීම වෙනුවෙන් බවත්, මේ අනුව දොමිකර 05ක් මුද්‍රිත් බදු ක්‍රමයට ලබාගැනීමට සහ පසුව දොමිකර පහක් හා උපකරණ මිලදී ගැනීමටත් මෙම පත්‍රිකාව ඉදිරිපත් කළ බවද

ඔහු පවසා සිටියේය.

දොමිකර හා අනෙකුත් උපකරණ මිලදී ගැනීමට මුල් අදියරේදී තවත් ඩොලර් මිලියන අසූවක් පමණ වියදම් විය හැකි බවද ඒ මතකා කියා සිටියේය.

දොමිකර මිලදීගන්නා තෙක් තරගකාරී මිල ගණන් යටතේ දොමිකර 05 බදු ලබාගැනීමට සැලසුම් කර තිබෙන බවත්, මීට අදාළ කැබිනට් පත්‍රිකාවක් ඉදිරිපත් කළ බවත් අමාත්‍යවරයා සඳහන් කළේය.

කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ 100%ක්ම වරාය අධිකාරිය යටතේ ක්‍රියාත්මක වන බවද හෙතෙම පවසා සිටියේය.

## කොළඹ වරායේ නැ. පර්යන්තය කිසිවකුට පැවරිය නොහැකි බව ජනපති පැවසුවා

- ඇමැති මහින්ද සමරසිංහ

රනිල් ධර්මසේන 04 වැනි පිටුව

## කොළඹ වරායේ නැ. පර්යන්තය කිසිවකුට පැවරිය නොහැකි බව ජනපති පැවසුවා

- ඇමැති මහින්ද සමරසිංහ

රනිල් ධර්මසේන

කොළඹ වරායේ නැගෙනහිර පර්යන්තය කිසිවකුට පැවරිය නොහැකි බව ජනාධිපතිවරයා පසුගියදා පැවැති කැබිනට් මණ්ඩල රැස්වීමේදී පැහැදිලිව සඳහන් කළ බව ශ්‍රී ල. නි. ප. මාධ්‍ය ප්‍රකාශක ඇමැති මහින්ද සමරසිංහ මහතා පැවසීය.

වරාය අධිකාරිය සතුව ගැඹුරු පර්යන්තයක් තිබිය යුතු බවටත් එම නිසා මෙම පර්යන්තය හවුල් ක්‍රම මගින් හෝ පැවරීම් නොකළ යුතු බවටත් එහිදී ජනාධිපතිවරයා ප්‍රකාශ කළ බව ද ඇමැතිවරයා කීය.

නැගෙනහිර පර්යන්තය සඳහා දොඩකර පහක් බද්දට ගැනීමට වරාය ඇමැති ලෙස තමා එදින ඉදිරිපත් කළ කැබිනට් පත්‍රිකාව පිළිබඳ සාකච්ඡා කරන අවස්ථාවේදී ජනාධිපතිවරයා මෙම කරුණු සඳහන් කළ බව ඊයේ (18

දා) ශ්‍රී ල. නි. ප. මූලස්ථානයේ පැවැති මාධ්‍ය හමුවේදී ඇමැතිවරයා සඳහන් කළේය.

එමෙන්ම වරායේ නැගෙනහිර පර්යන්තය වරාය සතුව තිබිය යුතු බවටත් ගැඹුරු පර්යන්තයක් වරායට අවශ්‍ය බවටත් තමා තේපාලයේ පැවැති සමුළුවට ගිය අවස්ථාවේදී ඉන්දිය අනමැති මෝදි මහතාට පැවසූ බව ද ජනාධිපතිවරයා එහිදී කී බව ඇමැතිවරයා සඳහන් කළේය.

එ. ජා. ප. ජ්‍යෙෂ්ඨයකු මාධ්‍ය වෙත ඊයේ කර ඇති ප්‍රකාශයේ සමහර කරුණු වැරදි බව ද ඉන්දියාව සමඟ අත්සන් කර ඇති අවබෝධතා ගිවිසුමේ කිසිදු තැනක නැගෙනහිර පර්යන්තය පැවරීමක් ගැන වචනයක්වත් නොමැති බව ද ඇමැතිවරයා වැඩිදුරටත් කියා සිටියේය.

## No privatisation of Colombo Port Eastern Terminal-Minister

DHARMA SRI ABEYRATNE

Ports and Shipping Minister Mahinda Samarasinghe said that the Eastern Terminal of the Colombo Port will not be privatised as the government's stance is to run it as a government entity.

The Minister was addressing the media at the Sri Lanka Freedom Party (SLFP) headquarters yesterday.

The Minister added that the Government has no intention of privatising the Eastern Terminal (ET) of the Colombo port. **TO PAGE 05**

## No privatisation of Colombo Port Eastern Terminal-Minister... From page 1

Minister Samarasinghe said that no Cabinet Paper was submitted to the Cabinet by the Prime Minister to privatise the ET or to enter into a Public Private Partnership (PPP) aiming to privatise it.

"There is no truth in that as the Prime Minister did not forward such a Cabinet Paper seeking Cabinet approval to privatise the ET" he added.

However, the Minister noted that he (Minister Samarasinghe) submitted a Cabinet Paper seeking Cabinet approval for further development of the ET.

"With the Cabinet Paper submitted by me, seek the approval for calling for international tenders to supply necessary cranes to the ET yesterday. The Sri Lanka Ports Authority (SLPA) has invested US 80 million to develop the Eastern Terminal and another US \$ 80 million will have to be allo-

cated to install necessary equipment including cranes" the Minister said.

According to the Minister the SLPA is economically strong to allocate the sum of US \$ 80 million needed to install the required equipment.

Asked whether there is any truth in the news circulating that discussions are being carried out between Sri Lanka and India to hand over the Eastern Terminal to India, the Minister said that the President's stance is to manage the ET as a state own entity under the government. The ET should be 100 per cent owned by the Government.

"The President while participating in the BIMSTEC summit has told the Indian Prime Minister that the ET would run as a state entity" he said.

He added that only deep terminals can handle modern big vessels, which carried a

large number of containers. According to the Minister, the Eastern Terminal is the only government own container terminal, which can accommodate and handle such big vessels as the other SLPA terminals are not deep enough to handle such big vessels. The Colombo International Container Terminal (CICT), which was privatised during the Mahinda Rajapaksa's regime to China for 35 year period can also handle big vessels. If the ET is privatised SLPA will not be able to handle big vessels.

However Minister Samarasinghe said that the Government has no objection to provide India with the Western terminal, which is needed a development.

"A large sum of money should be invested to develop the Western terminal the government has no objection if India develop the Western terminal," he said.

## Plans to upgrade Hambantota Port

RAJA WAIDYASEKERA,  
Tissamaharama Special Corr.

Measures had been taken to make the Hambantota Port an internationally-recognised port, Hambantota International Port

Services Company CEO Captain Captain Ravindra Jayawickrama said.

He was addressing journalists during a recent press briefing held at the port's administration com-

plex. The Hambantota Port was located in a busy naval route that over 100 ships use daily, he said, and added that during the first half of the year, 146 ships had arrived at the port.

Over 106,135 vehicles had been shipped during that period, he added. Jayawickrama said that an agreement had been signed with the China Merchants Port for the planned development projects.



- Insists East Container Terminal will be developed by SLPA
- Cabinet paper was to procure \$ 80 m in equipment
- Says offer of Japanese investment for ECT was rejected
- Wants to fast-track West Container Terminal, open to investment from India or Japan

By NUWAN SENARATHNA

EVEN though offers have been received from international parties, the East Container Terminal will be developed by the Government under the Sri Lanka Ports Authority (SLPA), Ports and Shipping Minister Mahinda Samarasinghe said yesterday, dismissing possible investment from India.

"During the Cabinet meeting I submitted a proposal to revoke the requests made

## Ports Minister sticks to guns on ECT



Port and Shipping Minister Mahinda Samarasinghe  
— Pic by Ruwan Watpola

in 2016 calling for proposals to be submitted for a public-private partnership of the ECT," Minister Samarasinghe said, addressing the Sri Lanka Freedom Party (SLFP) weekly press

briefing. Samarasinghe pointed out that he proposed to the Cabinet that all operations of the ECT should be controlled by the SLPA. The Cabinet paper also included the procurement of 20 cranes, which are estimated to be worth about \$ 80 million. He said that even though Sri Lanka had received investment offers from international parties including Japan, the Government had rejected them as the focus was on the State running the terminal.

"I submitted the Cabinet proposal for the procurement of five new bulk handling cranes under two-year lease agreements and 15 rubber tyred gantry cranes. We

will call for tenders in the future," he added.

He asserted that Prime Minister Ranil Wickremasinghe had not submitted any Cabinet proposal on ECT development at the meeting this week. Samarasinghe also said he had requested the Cabinet to appoint a procurement committee and another committee to analyse the feasibility of the project.

Samarasinghe said so far that the SLPA had spent \$ 80 million to develop the ECT and insisted the SLPA had adequate funds to procure the equipment needed to make the terminal functional.

"I must say that dur-

ing the last six months the Colombo Port has shown one of the highest growth rates among international ports. Leading shipping companies have chosen us because we provide better quality service than most of the harbours in the world. We are trying our best to maintain that level and hope to improve our productivity."

According to Samarasinghe, the SLPA has lost Rs. 3 billion in revenue over the last three years due to the delay in completing the ECT. This was partly due to the Government-owned Jaya Terminal not being deep enough for larger ships. The 440-meter quay of the ECT will also be expanded to 800 meters under the current plans.

Samarasinghe also said that the Government was keen to fast-track the West Container Terminal and was open to investment from India or Japan for the venture.

Pic by Ruwan Watpola

Newspaper – Daily Mirror      Date – 19-10-2018

## EAST TERMINAL WILL REMAIN FULLY GOVT. OWNED: MINISTER



BY SANDUN A. JAYASEKERA

**P**orts and Shipping Minister Mahinda Samarasinghe categorically denied media reports that there was a heated argument between President Maithripala Sirisena and Prime Minister Ranil Wickremesinghe at Tuesday's cabinet meeting involving the cabinet memo he submitted to develop the East Container Terminal (ECT) of the Port of Colombo.

He added that at the cabinet meeting, President Sirisena emphasized the need to keep the ECT under the State owned Sri Lanka Ports Authority (SLPA) and therefore, foreign investors, joint collaboration or Private Public Partnerships (PPPs) were thought to be unnecessary to develop the terminal. It will remain a fully government owned asset, he assured.

Minister Samarasinghe added that he did not present a cabinet paper to develop the ECT as a joint venture with India and that there was no proposal to invest in the terminal either. Therefore this idea of alleged cross-talk between the two leaders did not take place and the media reports were incorrect, Minister Samarasinghe stressed.

He said he submitted a cabinet

memo to seeking permission to purchase 3 Gantry Cranes and 15 Caterpillars the cost of which, roughly US\$ 80 mn (Rs. 13 billion) will be fully borne by the SLPA.

The ECT will be developed as the deepest Container Terminal at the Port of Colombo which would enable the government to berth bigger vessels, container carriers and oil tankers in future. He explained that the Port of Colombo, Jaya Container Terminal (JCT) South Asia Gateway Terminal (SAGT) and the Colombo International Container Terminal (CICT) don't have facilities to berth ships that were above the average size and that following the development of the ECT it would be possible to do so. Today's trend is for shipping companies to merge in order to form large conglomerates which in turn invest in bigger, more spacious vessels so as to streamline their business and increase profits, he explained.

Minister Samarasinghe however admitted that initially an MoU had been signed to develop the ECT with Indian funding, but after the government spoke to the Indian government and explained to them the necessity of keeping the ECT under the SLPA, they abandoned the project.



ජපානයේ කේලයික් ඕෆිස් සමාගමට අයත් මෝටර් රථ 7500ක් රැගත් 'ඉටායෝ හයිවේ' විශේෂිත නෞකාව ප්‍රථම වරට අඟුන්ද (18෫) හමිබන්තොට අන්ටර්නැෂනල් ෆෝට් ප්‍රොජෙට් වරායට (HIP) (හමිබන්තොට මාගම්පුර වරායට) සේන්ද්‍රවූ අයුරු. නෞකාව ලංකාවට ප්‍රථමවරට පැමිණීම සිහි වීම පිණිස නෞකාවේ කපිතාන්වරයා හා හමිබන්තොට අන්ටර්නැෂනල් ෆෝට් ප්‍රොජෙට් කොට්ඨාසයේ කාමානාධිකාරී ජයරත්න මහතා අතර සමඳු රළක හුවමාරුවක්ද සිදුවිය.

ඡායාරූප - සුරියවැව විශේෂ - නුවන් ජයසේනර



## ජපානයේ 'ගුවාසෝ හයිවේ' නෞකාව හම්බන්තොට එයි



ජපානයේ කේලයින් ශිෂ්ට සමාගමට අයත් මෝටර් රථ 7500 ක් රැගත් " ගුවාසෝ හයිවේ" විශේෂිත නෞකාව ප්‍රථම වරට පෙරේදා (18දා) දහවල් හම්බන්තොට වරායට සේන්ද්‍ර විය.

වාහන 7500 ක් රැගත් මෙම නෞකාව ප්‍රථම වරට ජපානයෙන් ගමන් ආරම්භ කර තිබුණේ පසුගිය සැප්තැම්බර් මාසයේය. එසේ ගමන් ආරම්භ කළ මෙම නෞකාව සිංගප්පූරුවේ සිට පෙරේදා (18දා) දහවල් හම්බන්තොට වරායට පැමිණියේ මෙරටට ගෙන්වන ලද මෝටර් රථ ප්‍රමාණයක් හා ප්‍රතිඅපනයනය කිරීම සඳහා රැගෙන ආ මෝටර් රථ 1000 ක් ගොඩබැසීම සඳහාය. මෙහි විශේෂත්වය වන්නේ මෙම නෞකාව ලංකාවට පැමිණි පළමු වතාව වීමයි.

මෙහිදී නෞකාව ලංකාවට පැමිණි ප්‍රථම ගමන් වාරය සිහිවීම පිණිස නෞකාවේ කපිතාන්වරයා හා හම්බන්තොට වරායේ සාමාන්‍යාධිකාරී සයිල් පීරිස් මහතා අතර සමරු ඵලක නුවමාරුවක්ද සිදු කෙරුණි.

ලංකාවට හා ප්‍රතිඅපනයනය සඳහා රැගෙන ආ මෝටර් රථ ගොඩ බැමෙන් පසු නෞකාව ඊයේ (19දා) අළුයම 1.00 ට පමණ කොරියාවේ හේල් නුවර බලා පිටත්ව ගියේය.

මක්කල - දිලීප් එන් ජයසේකර

## Sri Lanka plots pathway to become regional logistics hub

Red tape, poor infrastructure, lack of policy cohesion, weak destination marketing, no consensus and limited research identified as key bottlenecks to take Sri Lanka from 'Good to Great'

BY AZHAR BAZAK

The recent launch of the Trade Facilitation Framework for Multi-Country Corridor (MCC) in Sri Lanka will take Sri Lanka a step closer to becoming a maritime logistics hub in the Indian Ocean while boosting foreign investment inflows and jobs, say experts. Addressing the launch of the Global Alliance for Trade Facilitation (GATF) project in Colombo recently, GATF Senior Advisor and Sri Lanka Project Manager, Eric Miller, said the project, to be implemented in three phases over 30 months, will work collaboratively to identify and address bottlenecks that prevent Sri Lanka from reaching its full potential in the provision of MCC services.

"Sri Lanka is positioned in the centre of the Indian Ocean at the crossroads of international trade, making it ideally located to become a key regional logistics hub."

But to realize this vision, Sri Lanka needs to put in place the right processes and legal framework for MCC and Miller at the recent Global Positioning for Lanka at a Role for MCC Services, held at the Milken Institute.

MCC refers to the logistics activity where two or more container loads (CLL) are combined into Full Container Loads (FCL) and shipped to their destination. In MCC, two or more container loads are combined into Full Container Loads (FCL) and shipped to their destination. In MCC, two or more container loads are combined into Full Container Loads (FCL) and shipped to their destination.

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GATF Senior Advisor and Sri Lanka Project Manager, Eric Miller (left), Deputy Director, GATF, José Raúl Perales (middle), and Minister of Development Strategies and International Trade, Mahipala Somaratne (right).

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A large container ship docked at a port with cranes.

Sri Lanka is positioned in the centre of the Indian Ocean at the crossroads of international trade, making it ideally located to become a key regional logistics hub. But to realize this vision, Sri Lanka needs to put in place the right processes and legal framework for MCC.

Eric Miller, GATF Senior Advisor and Sri Lanka Project Manager

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## Sri Lanka plots...

Continued from page 17

...develop linkages across Asia's actors to truly take advantage of geography.

"This has to be done in a way that makes international trade competitiveness objectives first part of people's lives at every level of economic activity. This is one of the key long-term objectives of our project in Sri Lanka," the GATF Deputy highlighted.

He added that the project aspires to be a catalyst of new opportunities for millions of entrepreneurs and producers in Sri Lanka and elsewhere in the region building connectivity to global markets.

"By bringing the government and the private sector together to design and implement solutions, we believe we can combine extensive and meaningful initiatives such as MCC with the sustainability and long-term vision required to making border solutions become a reality and best fruit," he added.

## MCC model

The MCC project implementation involves creating a legal framework, mapping the time and documentation requirements to meet cargo to and from an MCC facility with a view to negotiating efficiencies and undertaking a timeline assessment of port tariffs and the fee structure for MCC operations.

GATF officials say this will improve the competitiveness of Sri Lanka's exports by providing an access point to global supply chains at lower prices and with increased frequency of shipping, lower transit costs of trading small quantities of goods, giving small and medium-sized enterprises new access to trading partners around the world. The project is assisted by the Western Hemisphere Trade Program (WHTP) of the US State Department.

"This is a groundbreaking project for our country, and it is well with the broader initiative we are working on to position Sri Lanka strongly as a competitive trade hub in the Indian Ocean. I believe we are only the second country in Asia, after Vietnam, to be selected for a joint project by GATF. This is a testament to the confidence placed in the Government's reform agenda to shape Sri Lanka into a more trade and investment driven economy, from the previous public debt-led growth model," Minister of Development Strategies and International Trade Mahipala Somaratne said.

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by RAJESHA JAYAWERNA

**U**s Vice President Mike Pence recently addressed a gathering of distinguished personalities at the Hudson Institute, a Washington based Think Tank. His remarks were related to the Trump administration's policy toward China.

Pence accused China of using "deft diplomacy to expand its influence here." The example used to drive home his point was, "Just ask Sri Lanka, which took on massive debts to let Chinese state companies build a port with questionable commercial value. Two years ago, that country could no longer afford its payments - so Beijing pressured Sri Lanka to deliver the new port directly into Chinese hands. It may soon become a forward military base for China's growing blue-water navy."

The US Vice President is a member of America's National Security Council. It is the US President's principal forum to appraise national security and foreign policy matters with his senior national security advisors and cabinet officials. Therefore, his comments cannot be dismissed as uninformed.

Prime Minister Ranil Wickremesinghe repeated Pence's assertion during his address at the Oxford Student's Union as "imaginary." He stated it was a commercial joint venture between our Ports Authority and China Merchants - a company listed in the Hong Kong Stock Exchange and its security arrangements entrusted to the Sri Lankan Navy. He did not state, the debt to equity deal was a G20 initiative and not due to Chinese pressure.

Considering US concerns over one of Sri Lanka's key ports becoming a Chinese military installation, it would be worthwhile to examine to what extent, all ports and airports in the island had become accessible to US armed forces for use in times of crisis as a result of the Acquisition and Cross-Servicing Agreement (ACSA).

The first proposal by the US made to the then UNP government in 2001 did not materialize due to Indian objections. The agreement was eventually signed between USA and G20, on March 5, 2007, during the Rajapaksa administration after overcoming Indian objections.

ACSA is perhaps best explained in a position paper titled United States

## US ACSA and Chinese presence in Hambantota Port



Hambantota Port

Security Strategy for the Asia-Pacific Region" to the U.S. Army War College in Pennsylvania by two US military officers in 2004 which states:

"Agreements (ACSA) formally establish terms and conditions for exchange of logistical support for joint training and exercises, peacekeeping operations, humanitarian and disaster relief operations and contingency operations. As the United States reduces its forces in the region, ally support will become increasingly important. Negotiating more ACSAs with host nations can enhance operational readiness and reduce the logistics tail. In addition, ACSAs allow visiting military forces to receive logistic support in the form of supplies, petroleum, transportation, base operations support, use of repair and maintenance facilities, and access to airfields and ports."

"In addition to host nation supplies and services, ACSA can give US access to housing and infrastructure necessary for force protection in and through the USAPACOM (US Pacific Command) area of responsibility.

and refueling services during peacekeeping missions, humanitarian operations, and joint exercises. It forbids the exchange of lethal weapons and ammunition, a particular clause relevant to ACSA with Sri Lanka. Such a provision significantly diminished the value of the agreement for a country involved in an internal armed conflict and with no arms manufacturing industry of its own. As per the illustrated slide, Host Nation may become a replacement basis.

Sri Lanka's armed forces play no other role other than UN Peace Keeping missions. Hence, they have no requirements for logistical support and refueling facilities. The benefits of the agreement are mostly from training.

On the other hand, the agreement is ideal for the world's only superpower and largest armaments manufacturer. It did

take US requirements in a similar situation within the USINDOPACOM region concerning logistical supplies, support, and refueling services. Sri Lanka would also provide access to all its ports and air ports for US air and naval craft.

Many support missions in Afghanistan and Iraq are known to have originated from this region.

The agreement signed during the internal armed conflict was not entirely devoid of benefits, and Sri Lanka did receive invaluable assistance primarily in the sphere of intelligence. That said, it was the type of access on lethal weapons and ammunition which drove Sri Lanka into the arms of the Chinese to procure such requirements.

An Indian veteran on defense and security matters Manoj Kumar Bhatia commented: "For all the apophony and spin by the Americans, the ACSA is a military deal and, on the face of it, it is loaded in Washington's favor. For the U.S., it is as good as acquiring a base in the Indian Ocean and at little or no cost. In the immediate context, the ACSA with the Mahinda Rajapaksa Government as an advancement of its influence with the superpower in general and in its fight against the Liberation Tigers of Tamil Eelam in particular.

"ACSA proved critical during Desert Storm. Desert Shield when a significant percentage of strategic aircraft, combat aircraft, and naval vessels were staged from or through USAPACOM's area of responsibility (US Pacific Command) in support of Operation Enduring Freedom and Operation Iraq Freedom."

USAPACOM was renamed US Indo-Pacific Command or USINDOPACOM in May 2018. Sri Lanka falls under the area of responsibility of USINDOPACOM.

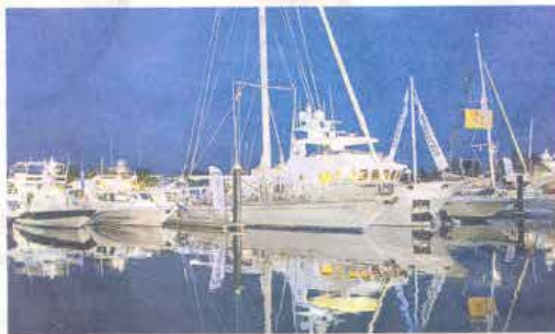
Potential examples of ACSA in action are illustrated in the appended slide from a PowerPoint Presentation for USAPACOM Personnel (US Africa Command) available through the link: [https://www.aqg.osd.mil/afpc/comp/afpc/afpc/Pubs/ACSA/AFPCOM\\_Sesssion\\_ACSA\\_Training\\_Slides.pptx](https://www.aqg.osd.mil/afpc/comp/afpc/afpc/Pubs/ACSA/AFPCOM_Sesssion_ACSA_Training_Slides.pptx)

Even though the agreement allows the United States and Sri Lanka to transfer and exchange logistical supplies, support,





## ලෝකේ බෝට්ටු භාෂු වරායේ



**අ**පේ රටේ එකම බෝට්ටු ප්‍රදර්ශනය විදිහට සැලකෙන The boat show Boating Festival ඔක්තෝබර් 26 සිට 28 දක්වා භාෂු වරායේ Galle Yacht Marina පරිශ්‍රයේදී පැවැත්වෙනවා. ලංකාවේ ප්‍රථම වරට කමිසි මේ විදිහේ දැවැන්ත බෝට්ටු ප්‍රදර්ශනයක් සංවිධානය කෙරෙන්නේ

මේ බෝට්ටු ප්‍රදර්ශනය සඳහා එක්සත් රාජධානිය, කෙදුරුලත්ත, බේල්ජියම්, ඉන්දියාව, මාලදිවයින, උතුරු කොරියාව, සිංගප්පූරුව සහ ජර්මනිය වැනි රටවල් විශාල ප්‍රමාණයක බෝට්ටු කර්මාන්තයේ ප්‍රවීණතාව එක්වී එක්වී සිටිති.



මේ බෝට්ටු ප්‍රදර්ශනයේදී බෝට්ටුවලට අමතරව ඕනෑම ආශ්‍රිත සංචාරක කර්මාන්තයක් වශයෙන් යොමුවනු හැකිවේ. ඒ වගේම ප්‍රදර්ශනයට සම්බන්ධ වේ wake boarding, water skiing, jet ski racing, wind surfing, catamaran සහ dinghy racing වගේ විවිධ ජලාශ්‍රිත ක්‍රීඩාකාරකම්වල යෙදෙන්නන් සහභාගී වන්නන්ට අවස්ථාව තිබෙනවා.

මේ ජාත්‍යන්තර මට්ටමේ බෝට්ටු සායනානුසාරී සංවිධානය කරනු ලබන්නේ Boat Building Technology Improvement Institute Lanka හමුදාවේ, ශ්‍රී ලංකා අපනයන සංවර්ධන මණ්ඩලය, වාණිජ හා කර්මාන්ත අමාත්‍යාංශය සහ වරාය අධිකාරිය විසින් සංවිධානය වෙයි.

## හම්බන්තොට

# “ගුවාසෝ හයිවේ” නෞකාව හම්බන්තොටට

සූරියවැව [නුවන් ජයසේකර]



ජපානයේ කේලයිනි ශිෂ්ටාචාරයේ සමාගමට අයත් මෝටර් රථ 7500ක් රැගත් “ගුවාසෝ හයිවේ” විශේෂිත නෞකාව ප්‍රථම වරට පසුගියදා (18) වැනිදා දහවල් හම්බන්තොට “ඉන්ටර්නැෂනල් ෆෝට් ප්‍රොජෙට්” වරාය, (HIP) හම්බන්තොට මාගම්පුර වරායට සේන්ද්‍ර විය.

වාහන 7500ක් රැගත් මෙම නෞකාව ප්‍රථමවරට ජපානයෙන් ගමන් ආරම්භ කර තිබුණේ පසුගිය සැප්තැම්බර් මාසයේය. එසේ ගමන් ආරම්භ කළ මෙම නෞකාව සිංගප්පූරුවේ සිට හම්බන්තොට වරායට පැමිණියේ මෙරටට ගෙන්වන ලද මෝටර් රථ ප්‍රමාණයක් හා ප්‍රතිඅපනයනය කිරීම සඳහා රැගෙන ආ මෝටර් රථ 1000ක් ගොඩබැසීම සඳහාය. ශ්‍රී ලංකාවට හා ප්‍රතිඅපනයනය සඳහා රැගෙන ආ මෝටර් රථ ගොඩ බැමෙන් පසු නෞකාව ඉකුත් (19) වැනිදා කොරියාවේ පෝල් නුවර බලා පිටත්ව ගියේය.



## නැගෙනහිර ජැටිය කාට්ටත් පවරන සුදානමක් නැහැ

අමාත්‍ය මහින්ද සමරසිංහ



සමගී කෙර්සාට්ට්

ශ්‍රී ලංකා වරාය අධිකාරිය සතුට සියයට සියයක් අයිතිය පවතින කොළඹ වරායේ නැගෙනහිර පර්යන්තය කිසිවෙකුට පැවැරීමට සුදානමක් නැතැයි ජනාධිපති මෙමග්ගිපාල සිරිසේන මහතා ප්‍රකාශ කළ බව ශ්‍රී ලංකා නිදහස් පක්ෂයේ මාධ්‍ය ප්‍රකාශක, ඇමැති මහින්ද සමරසිංහ මහතා ප්‍රකාශ කළේ ය.

ශ්‍රී ලංකා නිදහස් පක්ෂ මූලස්ථානයේදී ඉකුත් දා(18) පැවැති මාධ්‍ය හමුවකදී ඇමැතිවරයා මේ බව සඳහන් කළේ ය.

එහිදී වැඩිදුරටත් අදහස් දැක් වූ මහින්ද සමරසිංහ මහතා මෙසේද කීය.

ශ්‍රී ලංකා නිදහස් පක්ෂයේ මධ්‍යම කාරක සභාව පසුගිය අඟහරුවාදා (16දා) ජනාධිපති මෙමග්ගිපාල සිරිසේන මහතාගේ ප්‍රධානත්වයෙන් රැස්වුණ දයාසිරි ජයසේකර මහතා ඉදිරිපත් කළ පක්ෂයේ ප්‍රතිසංවිධාන කටයුතු පිළිබඳව අධ්‍යයනය කිරීමට පත් කළ කමිටුවේ ප්‍රගතිය පිළිබඳව එහිදී දීර්ඝ ලෙස සාකච්ඡා කළා. එම කමිටුව ඉදිරිපත් කළ යෝජනා මධ්‍යම කාරක සභාව ඒකමතිකව අනුමත කළා. ඒ වගේම ඒ යෝජනා සම්බන්ධයෙන් පැන නැගෙන ගැටලු සම්බන්ධයෙන් තීරණයක් ගන්නා සම්පන්න ලංකා විධායක සභාව කැඳවන ලෙස ජනාධිපතිතුමා මෙහිදී උපදෙස් දුන්නා.

ඒ වගේම දයාසිරි ජයසේකර මහතාගේ යෝජනාවල ශ්‍රී ලංකා නිදහස් පක්ෂයට දේශපාලන මණ්ඩලයක් පිහිටුවිය යුතු බවට යෝජනාවක් ඉදිරිපත් කර තිබුණා. අපේ පක්ෂ ව්‍යවස්ථාවට අනුව දේශපාලන මණ්ඩලයක් ස්ථාපිත කර නැ. මධ්‍යම කාරක සභාවක් පමණයි තිබෙන්නේ. ඒ නිසා දේශපාලන මණ්ඩලයක් ස්ථාපිත කරන්න තම්.පක්ෂයේ ව්‍යවස්ථාව සංශෝධනය කළ යුතුයි. ඒ වගේම මාස තුනක් ඇතුළත පක්ෂයේ ප්‍රතිසංවිධාන කටයුතු අවසන් කරන ලෙස ජනාධිපතිතුමා උපදෙස්

දුන්නා.ඉන් පසු දිස්ත්‍රික්ක මට්ටමින් සමුළු පැවැත්වීමටත් එම සමුළු අවසානයේදී ජනවාරි මාසය වන විට ජාතික මහා සම්මේලනය පැවැත්වීමටත් කටයුතු කළ යුතු බව ජනාධිපතිතුමා උපදෙස් දුන්නා. ඒ මගින් ශ්‍රී ලංකා නිදහස් පක්ෂය තවත් ශක්තිමත් කිරීමට හැකියාව ලැබේ.

පසුගිය අඟහරුවාදා පැවැති කැබිනට් මණ්ඩල සාකච්ඡාවේදී වූ කතාබහ සම්බන්ධයෙන් ඉකුත්දා (17) පුවත්පත්වල සිරස්තල ප්‍රවෘත්ති වාර්තා කර තිබුණා. ඉන් එකක් තමයි, කොළඹ වරායේ නැගෙනහිර පර්යන්තය සම්බන්ධයෙන් ඉදිරිපත් වී තිබූ කැබිනට් පත්‍රිකාව.

මම විෂයභාර ඇමැතිවරයා ලෙස මේ සම්බන්ධයෙන් යමක් පැවැසිය යුතුයි.

ඒ සඳහා මට අයිතියක් හා යුතුකමක් තිබෙනවා සත්‍ය තත්ත්වය පැහැදිලි කිරීමට.

ඇමැතිවරයා ඉදිරිපත් කළ කැබිනට් පත්‍රිකාව ජනාධිපතිවරයා ප්‍රතික්ෂේප කළ බව සමහර මාධ්‍ය වාර්තා පල කර තිබුණා.

මම මුලින්ම කියන්න ඕනේ, ඒ කැබිනට් පත්‍රිකාව විෂයභාර ඇමැතිවරයා ලෙස මමයි ඉදිරිපත් කළේ. කොළඹ වරායේ නැගෙනහිර

පර්යන්තය සම්පූර්ණයෙන් සංවර්ධනය කිරීම සඳහා අනුමැතිය ලබා ගැනීමටයි මම එය ඉදිරිපත් කළේ. මෙහිදී කරුණු

හතරක් පිළිබඳව අවධානය යොමු කළා. නැගෙනහිර පර්යන්තයේ සියයට සියයක්ම

අයිති වරාය අධිකාරියටයි. නැගෙනහිර පර්යන්තය මේ වන විට පවතින තත්ත්වයට

ගේන්න ඇමෙරිකානු ඩොලර් මිලියන 80 ක් වැය කර තිබෙනවා. නමුත් අඩුපාඩු

කිහිපයක් සම්පූර්ණ කළ යුතුයි. මේ සඳහා දොඹකර පහක් පමණ අවශ්‍යයි. ඒ දොඹකර

ගේන්න ලත්සු කැඳවන්නයි මම කැබිනට් අනුමැතිය ඉල්ලා සිටියේ. මේ සඳහා අපි

භාණ්ඩාගාරයෙන් සහයක්වත් ඉල්ලන්නේ නැ.අවශ්‍ය සියලුම මුදල් වරාය අධිකාරිය

සතුට තිබෙනවා.

විශේෂයෙන්ම විශාල නැව් පවතින පර්යන්තයට ගේන්න ඩැ. භාණ්ඩ

ප්‍රවාහනයේදී ලොකු නැව් උපයෝගී කර ගැනීමයි පහසුකම් ප්‍රමාණවත් නැ. මේ

සඳහා ඇමෙරිකානු ඩොලර් මිලියන 80 ක් වැයවෙන බවට ඇත්තමේන්තු කර

තිබෙනවා.ජනාධිපතිතුමා විශේෂයෙන්ම කිව්වේ මේය කාට්ටත් දෙන්න ඩැ කියලයි.

ඒ වගේම ජනාධිපතිතුමා බිම්මටත් සමුළුවට සහභාගී වූ අවස්ථාවේදී ඉන්දිය

ඇමැති නරේන්ද්‍ර මෝදි මහතා හමුවුණා. එහිදීත් ජනාධිපතිතුමා මේ පිළිබඳව මෝදි

ඇමැතිතුමාට කිව්වා. ඒ වගේම ඔට්ටිල් පර්යන්තය සම්බන්ධයෙන් සලකා බැලිය

හැකි බව ජනාධිපතිතුමා පවසා තිබුණා.

ඒ වගේම මේ සම්බන්ධයෙන් බිවිසුමක් අත්සන් කර තිබෙනවා. ඒ වන විට මම

වරාය ඇමැතිවරයා නොවෙයි.

Newspaper – Daily News      Date – 22-10-2018

## ***GUWASO HIGHWAY CALLS H'TOTA PORT***

**M IRFAN ZAKARIYA**

Hambantota Group Corr

A special big ship, Guwaso Highway called the Hambantota international port for the first time recently with 7,500 vehicles belonging to Japan Keyline Shipping company.

This ship started its journey in September from Japan, sailing via Singapore to Sri Lanka. To mark the maiden journey to Sri Lanka a memento was exchanged by the Guwaso Highway Captain and the Hambantota port general manager S Pieris.



(Top) Guwaso Highway in Hambantota international port. (Right) A memento being exchanged.



## COLOMBO PORT IMPORTANCE OF EAST CONTAINER TERMINAL

There is a huge demand for ports in Sri Lanka, as the country is situated near a very important international shipping lane. The Port of Colombo handles more than 2.5 million transshipment containers annually, but it has very limited areas to add new container terminals, as it is surrounded by the new Port City on one side, and the commercial capital Colombo, on the land side.

The East Container Terminal (ECT) is the second-deepest container terminal in the Port of Colombo, and after the work is completed, that terminal will be equipped with a jetty of 18 metres in depth and 1,200 metres in length. It is expected to make the annual container operating capacity of this terminal more than the current capacity of all other terminals.

At present, the Sri Lanka Ports Authority (SLPA) has taken steps to lengthen the jetty by 440 metres, and develop the facilities relevant to the ECT and the adjoining yard. Furthermore, the SLPA has taken steps to activate operations of the ECT, fulfilling another objective.

### Cabinet Paper

Ports and Shipping Minister Mahinda Samarasinghe submitted a Cabinet Paper last week, seeking approval for further development of the ECT. With the Cabinet Paper submitted by me, seeking approval for calling for international tenders to supply cranes to the ECT, the SLPA has invested US\$ 80 million to develop the ECT and another US\$ 80 million will have to be allocated to install equipment,



Maithripala Sirisena

including cranes," the Minister said. President Maithripala Sirisena constantly emphasized the need for Sri Lanka to have a deep sea port, and declared that the Eastern Terminal of the Colombo Port will not be privatized, as the Government's stance is to run it as a Government entity. Last week, Minister Samarasinghe, reiterating the policy that the Government has no intention of privatizing the Eastern Container Terminal of the Colombo Port, further clarified that the Cabinet Paper was submitted by Prime Minister Ranil Wickremesinghe to privatize the ECT or to enter into a public-private partnership (PPP) aiming to privatize it, as earlier speculated by a section of the media. "There is no truth in that, as the Prime Minister did not forward such a Cabinet Paper seeking Cabinet approval to privatize the ECT," he added.

The Government plans to develop the Eastern Terminal and the Minister assured that the SLPA is economically strong to allocate a sum of US\$ 80 million, needed to install equipment.

Asked whether there is any truth in the



Ranil Wickremesinghe

news circulating that discussions are being held between Sri Lanka and India to hand over the Eastern Terminal to India, the Minister said that the President's stance is to manage the ECT as a State-owned entity under the Government. The ECT should be 100 per cent owned by the Government.

The President has told the Indian Government that the Eastern Terminal will be managed as a State entity. This was conveyed to Indian Minister of External Affairs Sushma Swaraj last year, when she visited Sri Lanka, and it was reiterated to Indian Prime Minister Narendra Modi, when they participated in the BIMSTEC Summit in Kathmandu.

### Deep terminal

The importance of the ECT is that it is the only deep terminal in the Colombo Port, which can handle modern big vessels, which carry a large number of containers. The Eastern Terminal is the only Government-owned container terminal, which can accommodate big vessels, as the other SLPA terminals are not deep



Mahinda Samarasinghe

enough. The Colombo International Container Terminal (CICT), which was privatized during the former regime to China, for a 35-year period, can also handle big vessels. If the ECT is privatized, the SLPA will not be able to handle big vessels.

At the same time, President Sirisena said the Government has no objection to provide India with the Western Terminal, which is needed for further development.

Once the East Container Terminal is further developed and equipped with a jetty of 18 metres in-depth and 1,200 metres in length, it is expected to increase the annual container operating capacity to 204 million TEUs.

The President's decision about the Eastern Terminal is nothing new. In March this year, he told the National Economic Council (NEC) that the Government will develop the Eastern Port and manage it as a State entity. Prime Minister Wickremesinghe and other members of the NEC were present. On that day, Minister Samarasinghe presented a proposal to the NEC regarding

developing and operating the East Container Terminal. He emphasized that it was of immense importance to develop and operate the terminal by the SLPA, as a vibrant Government entity, capable of supporting major investments in the port sector, in order to cater to the rising demand of the industry, and ensure the sustainability of this public sector institution.

Cabinet has extended concurrence on 31 May 2018, for these actions and recommendations recognized in the meeting of the NEC on 15 May 2018. The NEC has decided to present a Cabinet Memorandum on the development of the ECT by the SLPA. Cabinet has also requested the Secretary of the Minister of Ports and Shipping to take necessary action.

### Memorandum

A memorandum was tabled for approval of the board of directors of the SLPA, on 26 June 2018. Subsequently, steps have been taken to submit the Cabinet Memorandum, to initiate the process for short-term leasing of five numbers of ship-to-shore container handling cranes to serve ULCGS, using the international competitive bidding method, and fifteen numbers of rubber tyred gantry cranes, using the already prepared tender document by the SLPA, using the international competitive bidding method for the ECT phase I and to initiate the full development of the ECT project by the SLPA, subject to further evaluation.

The East Container Terminal is the latest to be constructed within the Port of Colombo, which is performing well. As Sri Lanka is located on a major route, that is very important commercially to the East and West of the Indian Ocean, this port is of paramount importance.



Newspaper – Daily News      Date – 23-10-2018

## Indonesian Naval ship *Kri Usman Harun* here

The Indonesian Naval Ship *Kri Usman Harun* arrived at the Port of Colombo on a goodwill visit on Sunday.

The ship was welcomed by the Sri Lanka Navy in accordance with naval customs. A group of officials from the Embassy of Indonesia in Colombo was also present on the occasion.

The vessel is 95m long and 12.7m wide, and has a displacement capacity of 2,300 tons.

The ship's crew which includes 100 members is scheduled to take part in several friendly sporting events and other programmes organised by the Sri Lanka Navy, during their three-day official visit in Sri Lanka.



A Navy officer welcomes the Indonesian ship.

## ‘වරායේ නැගෙනහිර පර්යන්තය බදුදීම හෝ විකිණීම අනුමත කරන්නේ නෑ’

### වන්දිමා කරුණාරත්න

ශ්‍රී ලංකා වරායේ නැගෙනහිර පර්යන්තය වරාය අධිකාරිය සතු කිරීම වෙනුවෙන් ජනාධිපති මෙහි-පාල සිරිසේන මහතා සහ මහින්ද සමරසිංහ ඇමැති-වරයා ගනු ලැබූ නීත්යානුකූල ඉදිරියටත් ඒ ආකාර-යටම ගන්නා ලෙස ඉල්ලා සිටින බව ශ්‍රී ලංකා නිදහස් සේවක සංගමයේ (වරාය) සභාපති ප්‍රසන්න කළුකරගේ මහතා පැවසීය.

ඒ මහතා මේ බව පැවසුවේ වරාය පරිශ්‍රයේ ශ්‍රී ලංකා නිදහස් සේවක සංගම කාර්යාලයේ දී ඊයේ (22) පැවැති මාධ්‍ය සාකච්ඡාවට සහභාගී වෙමිනි.

පසුගිය ද වරාය පරිශ්‍රයේදීම නැගෙනහිර පර්යන්තය වරාය අධිකාරිය සතු කරන බවට ජනාධිපති-වරයා සහ විෂයභාර ඇමැතිවරයා විසින් ප්‍රතිඥාවක් දුන් බවත් කීවේ ය.

සමස්ත වරාය සේවක ප්‍රජාව ඇතුළු වෘත්තීය සමිති සියල්ලම නැගෙනහිර පර්යන්තය බදු දීම හෝ විකිණීම අනුමත නොකරන බවත් එහිදී ඒ මහතා අවධාරණය කළේ ය.

නැගෙනහිර පර්යන්තය මගින් දිනකට මිලියන 14 ක ආදායමක් උපයන බවත් මේ ආකාරයට බදු දීමක් හෝ විකිණීමක් සිදු කළහොත් සමස්ත වරාය අධි-කාරියම කඩා වැටීම සිදු වන බවත් පැහැදිලි කළේ ය. මෙමගින් සෘජුවම ආදායම් ලබන 10 000 ක් පමණ සේවකයන් ගේ දරු පවුල් අනාථ වන බවත් වක්‍රව ආදායම් ලබන ලක්ෂ සංඛ්‍යාත පිරිසකගේ ජීවිත අනාථ වන බවත් කීවේ ය. නැගෙනහිර පර්යන්තයට අත ගසුවහොත් සමස්ත පර්යන්තවල වැඩ තහර කිරීම සිදුකරන බවත් කමිකරු පත්ති ඉතිහාසයේ මෙතෙක් සිදු නොවූ ක්‍රියාමාර්ගයක් අනුගමනය කරන බවත් සඳහන් කළේ ය.

එහිදී අදහස් දැක්වූ ශ්‍රී ලංකා නිදහස් සේවක සංග-මයේ (වරාය) ප්‍රධාන ලේකම් ආරියදාස පතිරණ මහතා කියා සිටියේ ලෝකයේ දැනට නිෂ්පාදනය වී තිබෙන මහා පරිමාණ බහලු මෙහෙයුම් නොසා ජය-බහලු පර්යන්තයට මෙහෙය වීමට අපහසුතා තිබෙන බවත් එවැනි නොසා මෙහෙය වීමට හැකියාව තිබෙන එකම පර්යන්තය නැගෙනහිර පර්යන්තය බවත් පැහැදිලි කළේ ය.

## කොළඹ වරායේ නැ.පර්යන්තය ඉන්දියාවට ලබා දීමට උත්සාහ කළහොත් පර්යන්ත තුනේම වැඩ නවතා වර්ජනයක්

- වරාය ශ්‍රී ලංකා නිදහස් සේවක සංගමය

## කොළඹ වරායේ නැගෙනහිර පර්යන්තය ඉන්දියාවට ලබා දීමට උත්සාහ කළහොත් පර්යන්ත තුනේම වැඩ නවතා වර්ජනයක්

- වරාය ශ්‍රී ලංකා නිදහස් සේවක සංගමය

### ■ එච්.අයි. කුමාර

කොළඹ වරායේ නැගෙනහිර පර්යන්තය ඉන්දියාවට ලබාදීමට ගෙන ආ යෝජනාව පනාධිපති මෙමුට්පාල සිරිසේන මහතා සහ විශේෂාඥ අමාත්‍යවරයා විසින් කැබිනට් මණ්ඩලයේදී ප්‍රතික්ෂේප කරනු ලැබුවත් නැවතත් එම යෝජනාව සක්‍රීය කිරීමට ඇතැම් පාර්ශ්ව උත්සාහ ගනිමින් සිටින බව වරාය ශ්‍රී ලංකා නිදහස් සේවක සංගමය සඳහන් කරයි.

අගමැති රනිල් වික්‍රමසිංහ මහතාගේ පාර්ශ්වය විසින් මෙම උත්සාහය ගනිමින් සිටින බවත් ලංකාවේ ගැඹුරුතම වරාය කොටස නැගෙනහිර පර්යන්තය බවද එම

සංගමයේ සභාපති ප්‍රසන්න කඩතරගේ මහතා සඳහන් කළේය.

නැගෙනහිර පර්යන්තය ඉන්දියාවට ලබාදීමට උත්සාහ කළහොත් ඉතිහාසයේ මෙතෙක් සිදු නොකළ පරිදි කොළඹ වරායේ පර්යන්ත තුනේම වැඩ කටයුතු නවතා වෘත්තීය ක්‍රියාමාර්ග දියත් කර එය රැකගැනීමට කටයුතු කරන බවද පවසා සිටියේය.

වරාය අධිකාරිය ලාභ ලබන ආයතනයක් බවත් මේවා පෞද්ගලිකරණය කළහොත් රටට විශාල මුදලක් අහිමිවන බවද හෙතෙම පවසා සිටියේය.



## වරායේ නැගෙනහිර පර්යන්තය ඉන්දියාවට විකිණීමේ සූදානමක්

ප්‍රසන්න කළුතරගේ

ලයින ළමන්ද

ශ්‍රී ලංකා වරාය අධිකාරිය සතු නැගෙනහිර පර්යන්තය ආණ්ඩුවේ ඇතැම් පාර්ශ්ව විසින් ඉන්දියාවට විකිණීමට සූදානම් වන බව ශ්‍රී ලංකා නිදහස් සේවක සංගමය (වරාය) සභාපති ප්‍රසන්න කළුතරගේ මහතා පැවසීය.

අගමැතිවරයාගේ වූවිම්නාවට අනුව මෙසේ නැගෙනහිර පර්යන්තය ඉන්දියාවට විකිණීමට කටයුතු කරමින් සිටින බව හෙතෙම ඊයේ (22 වැනිදා) වරාය අධිකාරිය පර්යන්තයේ පිහිටි ශ්‍රී ලංකා නිදහස් සේවක සංගම් ප්‍රවණාගාරයේ පැවති මාධ්‍ය හවුලේදී සඳහන් කළේය.

නැගෙනහිර පර්යන්තය ඉන්දියාවට විකිණීමේ ආණ්ඩුවේ ඇතැම් පාර්ශ්ව ඉදිරිපත් කළ යෝජනාවට ජනාධිපතිවරයා සහ විශේෂ භාර ඇමැතිවරයා දැඩි විරුද්ධත්වය පළ කර තිබෙනවා. එසේ තිබියදීත් අගමැති රනිල් වික්‍රමසිංහ මහතා ඇතුළු පාර්ශ්ව නැගෙනහිර පර්යන්තය විකිණීමට සූදානම් වෙතවා.

වෘත්තීය සමිතියක් වශයෙන් අප ජාතික සම්පත් විකිණීමේ ක්‍රියාදාමයට විරුද්ධයි. නැගෙනහිර පර්යන්තය කොළඹ වරාය සතු වටිනා සම්පතක්. එමගින් දිනකට රුපියල් මිලියන 14 ක ආදායමක් උපයනවා. එය විකිණීමෙන් වරායේ සේවකයන් දසදහසකගේ රැකියා අවදානමකට ලක් වෙතවා.

යම් හෙයකින් නැගෙනහිර පර්යන්තය ඉන්දියාවට දුන්නොත් පැය 24 ක් ඇතුළත වරායේ පෞද්ගලික හා රාජ්‍ය අංශයේ සියලුම වැඩබිම් නතර වේවි. වෘත්තීය සමිති ඔර්දනය කරමින් ආණ්ඩුව ජාතික සම්පත් විකුණන්නේ නම් ඊට එරෙහිව සියලුම දෙනා එකතු වීම් වැළැක්විය නොහැකියි. ඒ වගේම ජාතික සම්පත් විකුණා දමා තවදුරටත් ආණ්ඩුව ඉදිරියට ගෙන යෑමට ඉඩ දෙන්නේ නැහැ. දේශපාලනයෙන් තොරව වරායේ සියලුම වෘත්තීය සමිති සහ සේවකයන් ආණ්ඩුවේ මේ ක්‍රියාදාමයට විරුද්ධයි.

## කොළඹ වරායේ නැ. පර්යන්තය සංවර්ධනය වරාය අධිකාරියට දෙන්න

**ජනපති කැබිනට් මණ්ඩලයට දැන්වයි**

උපාලි ෫ සේරම්, අතින් පෙරේරා

04 වැනි පිටුවට

## කොළඹ වරායේ නැ. පර්යන්තය සංවර්ධනය වරාය අධිකාරියට දෙන්න

**ජනපති කැබිනට් මණ්ඩලයට දැන්වයි**

උපාලි ෫ සේරම්, අතින් පෙරේරා

කොළඹ වරායේ නැගෙනහිර පර්යන්තය සංවර්ධනය කිරීම ඉන්දිය රජයට නොදී ශ්‍රී ලංකා වරාය අධිකාරිය මගින් සිදු කළ යුතු බවට ජනාධිපති මෛත්‍රීපාල සිරිසේන මහතා ඊයේ (23 වැනිදා) පැවැති කැබිනට් රැස්වීමේදී ප්‍රකාශ කර ඇත.

ඒ අනුව ඊට අදාළ කැබිනට් පත්‍රිකාව මිලඟ කැබිනට් රැස්වීමට ඉදිරිපත් කරන ලෙසට වරාය හා නාවික කටයුතු ඇමැති මහින්ද සමරසිංහ මහතාට ජනාධිපතිවරයා උපදෙස් දී තිබේ.

# තෙල් වැංකි සහ වරාය රැකගැනීමේලා සටනට සූදානම්

- ලංකා බනිප් තෙල් පොදු සේවක සංගමය

■ වී.අයි. භූෂාර

කොළඹ වරායේ භාණ්ඩාගාර පර්යන්තය ඇතුළු රටේ සම්පත් කිහිපයක් වෙනත් රටවලට පැවරීම පිළිබඳ කතාබහක් ඇති වී තිබෙන බවත්, මේ නිසා රටේ සම්පත් රැකගැනීම සඳහා අදාළ ක්ෂේත්‍රවල වෘත්තීය සමිති සමග ඉදිරි දිනවල විශේෂ සාකච්ඡාවක් පවත්වන බවද ලංකා බනිප් තෙල් පොදු සේවක සංගමයේ ලේකම් ජානක රාජකරුණ මහතා සඳහන් කළේය.

එසේ ත්‍රිකුණාමලය තෙල් ටැංකි ඉන්දියාවට පැවරීමට ගෙන තිබෙන තීරණය වහාම අවලංගු කළ යුතු බවත්, එසේ නොමැතිව හොර රහසේ මෙම කටයුතු කිරීමට සැලසුම් කළහොත් ඒ මොනොනේ සිටම වෘත්තීය ක්‍රියාමාර්ග ගැනීමට තීරණය කර ඇතැයි ලංකා බනිප් තෙල් පොදු සේවක සංගමය සඳහන් කරයි.

ත්‍රිකුණාමලය තෙල් ටැංකි ඉන්දියාවට ලබාදීමට කටයුතු කළහොත් ඒ මොනොනේ සිට සේවයෙන් ඉවත්ව සිටීමේ වෘත්තීය ක්‍රියාමාර්ගයක් ආරම්භ කිරීමට තෙල් සංස්ථාවේ වෘත්තීය සමිති හතරක් ඒකමතිකව තීරණයක් ගෙන තිබෙන බවද ඔහු පවසා සිටියේය.

මීට අමතරව අනෙකුත් වෘත්තීය සමිති ඒකාබද්ධ කරගනිමින් වෘත්තීය ක්‍රියාමාර්ග ගැනීමට කටයුතු කරන බවද ඒ මහතා සඳහන් කළේය.

2016 වසරේ මැයි මාසයේදී සැලසුම් කරනු ලැබුවේ සංස්ථාවේ විද්‍යමිත් මෙම තෙල් ටැංකිවලින් යම් ප්‍රමාණයක් සංවර්ධනය සඳහා භාවිතයට ගත් බවත්, මේ නිසා ආණ්ඩුව සිදු කළ යුත්තේ එම කටයුත්ත බවත් හෙතෙම පවසා සිටියේය.





Newspaper – Ceylon FT      Date – 24-10-2018

## Pvt warehouses may clear LCL cargo



Sri Lanka is allowing privately-held warehouses to clear goods imported in less than a container load of cargo, the Finance Ministry said. A statement said that Finance Minister Mangala Samaraweera had signed the Gazette effective from 1 October.

This will allow private sector bond-

ed warehouses to clear LCL cargo for export and re-export, the ministry said. The licence to establish these warehouses at a reasonable distance from the international port and airport can be obtained from the Finance Ministry for a Rs 500,000 fee, the statement said.

**TO PAGE B7**

### Pvt...

It also said that according to the 2018 Budget, large scale pharmaceutical and dairy companies, and importers of garbage management equipment have been given permission to run bonded warehouses for such capital goods.

Tax relief has too been granted to these capital goods. (*economynext*)

## රජය බන්ධන ගුරුමා පවත්වාගෙන යාමට පොදුගබුන දැමීමටද අවසර දෙයි

**ආර්ථිකයේ නව තත්ත්වය**

ශ්‍රී ලංකාවේ ආනයනය කරනු ලබන LCL CARGO වෙතින් බහුමාන ප්‍රමාණයකට වඩා අඩු ප්‍රමාණයකින් ආනයනය කරනු ලබන භාණ්ඩ නිෂ්පාදනය කිරීමට පහසු වන පරිදි බන්ධන ගුරුමා පවත්වාගෙන යාම සඳහා පොදුගබුන අංශවලටද අවසරය දීමට රජය තීරණය කර ඇත.

ශ්‍රී ලංකා රේගු ආඥා පනත යටතේ මුදල් හා සහකාරීකම ඇමැති මංගල සමරවීර මහතා වෙත පවරා ඇති බලතල අනුව මේ සඳහා වන රේගුගාස්තුව පවත්වා ගැනීම හිමිදෙනු ලබන මුදල් හා සහකාරීකම ඇමැතිවරයා විසින් පසුගියදා අත්සන් තබන ලදී.

අතුරු මිත්තේන් 01 වැනිදා සිට ක්‍රියාත්මක වන මෙම නව රේගුගාස්තුව අනුව ආනයනික භාණ්ඩ නිෂ්පාදනය පමණක් නොව අපනයන කරනු ලබන මෙම අපනයනයද මෙම බන්ධන (Bonded) ගුරුමා හරහා ක්‍රියාත්මක කළ හැකිය. එකතුවනු ලබන හා වාරිකාලීනව සිටි සාධාරණ දුර ප්‍රමාණයක් තුළ මෙම භාණ්ඩ නිෂ්පාදනය කරන්නන් හට පහසුවෙන් පිවිසිය හැකි ක්‍රියාත්මක මෙම ගුරුමා පිහිටුවීම සඳහා මුදල් ඇමැති මංගල සමරවීර මහතාගේ අනුමැතිය යටතේ ශ්‍රී ලංකා රේගු දෙපාර්තමේන්තුවෙන් බලපත්‍ර ලබාගත හැකිවේ.

මේ සඳහා බලපත්‍ර ලබාදීමට වශයෙන් රාජ්‍යයේ ලක්ෂ පහක් අය කරනු ලැබේ. මේ අතර මහා පරිමාණ සංඝට නිෂ්පාදනය කරන සර්වෝත්තම හා සාධන සුදුසුකම් සහිත සඳහා වන ආයෝජනවලට අවශ්‍ය ආනයනික ප්‍රාග්ධන භාණ්ඩ සඳහා 2018 අග-වසර මගින් යෝජනා කළ පරිදි එම භාණ්ඩ සඳහා ද බන්ධන ගුරුමා පවත්වා ගෙන යාමට අවසර ලබාදී ඇති අතර මෙම ප්‍රාග්ධන භාණ්ඩ සඳහා බදු පිළහකද ලබාදී තිබේ.



## ‘Colombo Port’s Eastern Terminal to remain a state-owned entity’



Minister Mahinda Samarasinghe

**DHARMA SRI ABEYRATNE**

Ports and Shipping Minister Mahinda Samarasinghe said that the Memorandum of Understanding (MOU) signed between Sri Lanka and India on April 26, last year, had not mentioned anything about handing over the Eastern Terminal of the Colombo Port to India.

It was in response to a question raised on whether there was any truth to the rumours on the subject.

He was addressing the media at the Sri Lanka Freedom Party (SLFP) Headquarters, yesterday.

Section 9 of the MOU mentioned the development of a container terminal at the Colombo Port as a joint venture with Indi-

an investments, considering that the majority of transshipments at the Colombo Port was related to India. It also stated that the government would announce the awarding of the contract by May, last year, the minister said.

The Eastern Terminal of the Colombo Port would not be privatised as the government's stance was to run it as a state-owned entity, he added.

Minister Samarasinghe said that the government had no intention of privatising the Eastern Terminal (ET) of the Colombo Port and therefore, he had submitted a Cabinet paper seeking approval for the further development of it.

"I seek approval for international tenders

to supply the necessary cranes to the terminal. The Sri Lanka Ports Authority (SLPA) has invested US\$80 million to develop the Eastern Terminal and another US\$80 million will be required to install the necessary equipment, including cranes," the minister said, adding that the SLPA could set aside US\$ 80 million for the latter.

Furthermore, the government had no objection to hand over the development of the Colombo Port's Western Terminal to India as a joint venture, he added.

"President Sirisena recently discussed the need to run the Colombo Port's Eastern Terminal as a state-owned entity with Indian Prime Minister Narendra Modi,

while participating in the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) Summit," the minister said.

He said that only deep terminals could handle large modern vessels. Hence, the Colombo Port's Eastern Terminal was the only state-owned terminal that could accommodate and handle such vessels. If the ET were to be privatised, the SLPA would be unable to handle large vessels, Minister Samarasinghe added.

The Colombo International Container Terminal (CICT), which was leased to China for a 35-year period during Mahinda Rajapaksa's regime, could also handle such large vessels.



## CABINET DECISIONS

### Promotion of National Kidney Fund

The Cabinet of Ministers approved the proposal presented by President Maithripala Sirisena to appoint a supervisory committee chaired by the Secretary to the President and to provide funds from the President's Fund to expedite the activities of the National Kidney Fund.

### Project to strengthen Regional Development Bank

The Cabinet of Ministers approved the proposal presented by Harsha de Silva, Acting Minister of National Policies and Economic Affairs to hold Loan Agreement Negotiation Discussions and enter into loan agreement with Asian Development Bank for the Regional Development Bank Strengthening Project.

### Funds for agriculture development project

The Cabinet of Ministers approved the proposal presented by Prime Minister Ranil Wickremesinghe, in his capacity as the Minister of National Policies and Economic Development to hold discussions and enter into agreements to obtain a USD million 125 fund from the UDA of World Bank for the above project.

### Financial support to strengthen local government authorities

The Cabinet of Ministers approved the proposal presented by Prime Minister Ranil Wickremesinghe, in his capacity as the Minister of National Policies and Economic Development to hold discussions and enter into agreements to obtain a USD million 70 fund from the UDA of World Bank to implement the above project covering 134 local government authorities in Northern, Eastern and North Eastern provinces.

### Establishment of International Buddhist Organization

The Cabinet of Ministers approved the proposal presented by Gamini Jayawickrama Perera, Minister of Buddhasasana to prepare Bills to establish the proposed International Buddhist Organization.

proposal presented by Dr. Rajitha Senaratne, Minister of Health, Nutrition and Indigenous Medicine to get a Digital X-ray Investigation System using the funds provided by FINEX-PO Financial Supporting System.

### Sand dune removal at Oluvil harbour

The Cabinet of Ministers considered the facts presented by Mahinda Samarasinghe, Minister of Ports and Shipping regarding the sand dune removal at Oluvil Harbour.

### Building complex for District Secretariat, Anuradhapura

The Cabinet of Ministers approved the proposal presented by Wajira Abeywardena, Minister of Home Affairs to construct a 7-storey building for the District Secretariat, Anuradhapura with Rs. 1,731.3 million.

### Development of sanitary facilities in Kataragama

The Cabinet of Ministers approved the proposal presented by Patali Champika Ranawaka, Minister of Megapolis and Western Development to construct sanitary systems in Kataragama and Kehlitta.

### Extension of Polduwa Subway from Suhurupaya to Kanaththa Road

The Cabinet of Ministers approved the proposal presented by Patali Champika Ranawaka Minister of Megapolis and Western Development to secure funds (Rs. 328.63 million) to complete the phase II of this project.

### Enhancing food preservation

The Cabinet of Ministers approved the proposal presented by Mahinda Amaraweera, Minister of Agriculture to establish a sustainable agriculture centre combining the Regional Agriculture Research and Development Centre, Makandura and Centre of Excellence for Organic Agriculture.

### Enhancing the quality of seeds and planting material

the medium term budget framework to provide facilities for seed farms maintained by the Department.

### Exhibition, Summit and Awarding Ceremony on Agricultural Renovation

The Cabinet of Ministers approved the proposal presented by Mahinda Amaraweera, Minister of Agriculture to conduct an Exhibition, Summit and Awarding Ceremony on Agricultural Renovation at Bandaranaike Memorial International Conference Hall from December 11 to 16.

### Geological Investigations for engineer plans regarding

The Cabinet of Ministers approved the proposal presented by Duminda Disanayake Minister of Irrigation, Water Resources and Disaster Management, to carry out this research through the National Building Research Institution.

### Reconstruction of Kudawilachchiya and Dematagala lakes

The Cabinet of Ministers approved the proposal presented by Duminda Disanayake, Minister of Irrigation, Water Resources and Disaster Management, to reconstruct Kudawilachchiya and Dematagala lakes.

### Science and Technology Human Resource Development Project

The Cabinet of Ministers approved the proposal presented by Dr. Wijeyadasa Rajapakse, Minister of Higher Education and Cultural Affairs to secure funds (Rs. 26,400 million) for the development and improvement of physical and human resources in Kelaniya, Sabaragamuwa, Rajarata and Sri Jayewardenepura Universities during 2018-2023.

### Implement fisheries infrastructure facilities

The Cabinet of Ministers approved the proposal presented by Wijith Wijayamuni Soysa, Minister of Fisheries, Aquatic Resources Development and Rural Economy, to set up a Project Implementation Unit – PIU for this purpose.

### Purchasing a chillers machine for SC Central Air Condition System

The Cabinet of Ministers approved the proposal presented by Thalatha Athukorala, Minister of Justice and Prison Reforms to secure funds (Rs. 50 million) to purchase a Chillers Machine.

Newspaper – Daily News      Date – 26-10-2018

## BOAT SHOW & BOATING FESTIVAL SRI LANKA 2018 BEGINS TODAY

Boat Show & Boating Festival Sri Lanka 2018 is organized by Boat Building Technology Improvement Institute (BTI) and Sri Lanka Export Development Board (EDB), in association with Ministry of Development Strategies and International Trade, Ministry of Ports and Shipping and Sri Lanka Ports Authority at Galle Yacht Marina, Port of Galle from October 26 – 28, 2018.

Boat Building industry has identified as a leading industry and an emerging export sector and has also been identified as one of the key sectors in the National Export Strategy (NES) 2018 – 2022 for Sri Lanka.

Organizing of the Boat Show Sri Lanka which commenced in 2008 is one of the main activities which is also recommended in the National Export Strategy (NES), undertaken to promote the industry. The Show organized once in two years, provides a forum for the industry to display and promote their products to potential clients while creating investment opportunities in boat and ship building, training, marine infrastructure and marine tourism.

The 6th Edition of the Boat Show will be organized October 26 – 28, 2018 with a novel concept and named as "Boat Show and Boating Festival 2018", which is the first ever boating festival in Sri Lanka organized to showcase the country's capabilities in marine tourism, recreational boating, yachting

and boat building which is mainly focused on exports.

Although Sri Lanka has a long history in boat building, the nation is currently not engaged in boating activities and therefore, it is necessary to create an interest amongst the local community in boating activities. Building a strong local market will benefit the country's export market as well. Considering the above this year's boat show will focus on boating activities and nautical tourism.

This year the show will be organized in the Galle Port. The mini marina will be used to berth vessels to be displayed and for water activities and the land area surrounding the marina for exhibiting boating related products and services.

The inauguration ceremony of the Boat Show & Boating Festival will be held on October 26, 2018 at 3.00 pm. The First Vice President of the Republic of Burundi, Gaston Sindimwo and Jean Bosco Ntanzwenzirwana, Minister of Transport, Public Works, Equipment and Territory Management will visit the Boat Show 2018 on the invitation of Prime Minister Ranil Wickremesinghe and will grace the opening ceremony as the guests of honor.

Number of international buyers and visitors will be visiting the Boat Show from countries such as Maldives, Sweden, Italy, UAE, India, Poland, Belgium, Pakistan, Senegal and Mauritius.

Considering the importance of enhancing the International Profile of Sri Lanka as a Marine Tourism destination and a quality boat manufacturing hub and encouraging the boat manufacturing industry to adopt new technology and manufacturing techniques, EDB and BTI propose to organize an International Conference on Nautical Tourism on October 27, 2018 at Jetwing Light House Hotel in Galle parallel to the Boat Show & Boating Festival 2018.

It is expected that 100 – 150 participants from the industry will participate at the conference including boat manufacturers, chartering companies, students of marine industry and journalists.

International eminent speakers are invited as the resource persons for the conference and the theme of the conference is "Sri Lanka – a hub for the marine industry, challenges and opportunities for marine tourism and manufacturing".

The speakers are: Mike Derret, International Marine Export, UK; Sachin Devos, representative from European Boating Institute (EBI); Michal Bak, Secretary General, Polish Chamber of Marine Industry and Water Sports (POLBOAT).

The Boat Show & Boating Festival will certainly contribute towards creating the necessary international visibility for boat building industry in Sri Lanka.





Newspaper – Daily Mirror      Date – 26-10-2018

## Boat Show & Boating Festival Sri Lanka to open in Galle today



The Boat Show & Boating Festival Sri Lanka 2018, organized by Boat Building Technology Improvement Institute (BTI) and Sri Lanka Export Development Board (EDB), in association with Ministry of Development Strategies and International Trade, Ministry of Ports and Shipping and Sri Lanka Ports Authority will be held at Galle Yacht Marina, Port of Galle from today to the 28th.

Boat Building industry has identified as a leading industry and an emerging export sector and has also been identified as one of the key sectors in the National Export Strategy (NES) 2018 – 2022 for Sri Lanka.

Organizing of the Boat Show Sri Lanka which commenced in 2008 is one of the main activities which is also recommended in the National Export Strategy (NES), undertaken to promote the industry. The Show organized once in two years, provides a forum for the industry to display and promote their products to potential clients whilst creating investment opportunities in boat and ship building, training, marine infrastructure and marine tourism.

The 6th Edition of the Boat Show is organized with a novel concept and named as "Boat Show and Boating Festival 2018". It is the first ever boating festival in Sri Lanka organized to showcase the country's capabilities in marine tourism, recreational boating, yachting and boat building which is mainly focused on exports.

Although Sri Lanka has a long history in boat building, the nation is currently not engaged in boating activities and therefore, it is necessary to create an interest amongst the local community in boating activities. Building a strong local market will benefit to the country's export industry as well. Consequently, for the first year, the show will focus on boating and ship and nautical tourism.

This year the show is organized in the Galle Port. The mini marina will be used to berth vessels to be displayed and for water activities and the land area surrounding the marina for exhibiting boating related products and services.

The inauguration ceremony will be at 3.00 p.m. The First Vice President of the Republic of Burundi, Gaston

Sindimwo and Jean Bosco Ntuzwenimana, Minister of Transport, Public Works, Equipment and Territory Management will visit the Boat Show 2018 on the invitation of the Prime Minister and will grace the opening ceremony as the Guests of Honour.

A large number of international buyers and visitors will be visiting the boat show from countries such as Maldives, Sweden, Italy, UAE, India, Poland, Belgium, Pakistan, seashells and Mauritius.

Considering the importance of enhancing the international profile of Sri Lanka as a marine tourism destination and a quality boat manufacturing hub and encouraging the boat manufacturing industry to adopt new technology and manufacturing techniques, EDB and BTI has organized an international conference on nautical tourism tomorrow from 9.00 a.m. to 1.00 p.m. in Jetwing Light House Hotel in Galle parallel in the Boat Show & Boating Festival 2018.

It is expected that 100 – 150 participants from the industry will participate at the conference including boat manufacturers, chartering companies, students of marine industry and journalists.

International speakers have been invited as the resource persons for the Conference and the theme of the conference is "Sri Lanka – a hub for the marine industry, challenges and opportunities for marine tourism and manufacturing".

The speakers are, Mike Derret, International Marina Experts, UK; Sandrine Devos, representative from European Boat Building Institute (EBI) and Michal Bak, Secretary General, Polish Chamber of Marine Industry and Water Sports (POLBOAT).



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Newspaper – Ceylon Today      Date – 26-10-2018

## SLPA TO HANDLE EAST CONTAINER TERMINAL

By THAMEENAH RAZEEM

Cabinet approval for the Sri Lanka Ports Authority (SLPA) to operate the East Container Terminal (ECT) of the Colombo Harbour will be taken up on 30 October, said Minister of Ports and Shipping Mahinda Samarasinghe yesterday (25).

Addressing the Media at the SLFP head office, he said President Maithripala Sirisena had informed Indian Prime Minister Narendra Modi that the Government has decided that the ECT will not be given to anyone and SLPA will operate the Terminal.

Commenting on the MoU signed between India and Sri Lanka on 26 May 2017, Samarasinghe said the Ninth Section of the Agreement states that a container

terminal in the Colombo Port will be given for Indian investments as a joint venture, considering that the majority of transshipment in the Port is related to India.

"The Agreement refers to the Colombo Port and there are no other clauses mentioning the ECT", he added.

Samarasinghe said that to obtain a profit from the West Container Terminal (WCT) it must be well developed, but right now for Sri Lanka it is difficult to invest and that's why we agreed to give the WCT to India.

"There is no conflict between the MoU and the President's stance and the line Ministries",

Samarasinghe said.

Samarasinghe urged that Sri Lanka should value the importance of India. "When other countries volunteer to invest in our country, we give them excellent hospitality, so equally we should treat India in the same way", he added.

The Minister called for Ministries to provide Cabinet proposals for approval to embark on the project in the MoU.

Samarasinghe said the Government has allocated Rs 200 million for each electoral division and there are 160 divisions. Money for development is given after the approval by the Premier, he noted.





Newspaper – Ceylon Today      Date – 28-10-2018

## Boat Show and Boating Festival Sri Lanka 2018 At Galle Yacht Marina, Port of Galle

Boat Show and Boating Festival Sri Lanka 2018 is organized by Boat Building Technology Improvement Institute (BTI) and Sri Lanka Export Development Board (EDB), in association with Ministry of Development, Strategies and International Trade, Ministry of Ports and Shipping and Sri Lanka Ports Authority at Galle Yacht Marina, Port of Galle 26 - 28 October 2018, a media release stated.

Boat Building industry has identified as a leading industry and an emerging export sector and has also been identified as one of the key sectors in the National Export Strategy (NES) 2018 - 2022 for Sri Lanka. Organizing of the Boat Show Sri Lanka which commenced in 2008 is one of the main activities which is also recommended in the National Export Strategy (NES), undertaken to promote the industry. The Show organized once in two years, provides a forum for the industry to display and promote their products to potential clients whilst creating investment opportunities in boat and shipbuilding, training, marine infrastructure and marine tourism.

The 6<sup>th</sup> Edition of the Boat Show will be organized 26 - 28 October 2018 with a novel concept and named as 'Boat Show and Boating Festival 2018', which is the first ever boating festival in Sri Lanka organized to showcase the country's capabilities in marine tourism, recreational boating, yachting and boat building which is mainly focused on exports.

Although Sri Lanka has a long history in Boat Building, the nation is currently not engaged in boating activities and therefore, it is necessary to create an interest amongst the local community in boating activities. Building a strong local market will benefit to the country's export market as well. Considering the above this year's boat show will focus on boating activities and nautical tourism. This year the show will be organized in the Galle Fort. The mini marina will be used to berth vessels to be displayed and for water activities and the land area surrounding the marina for exhibiting boating related products and services.

The inauguration ceremony of the Boat Show and Boating Festival will be held on 26 October 2018 at 3.00 p.m. The First Vice President of the Republic of Burundi, Gaston Sindimwo and Jean Bosco Ntuzwenimana, Minister of Transport, Public Works, Equipment and Territory Management will visit the Boat Show 2018 on the



invitation of the Prime Minister of Sri Lanka and will grace the opening ceremony as the Guests of Honour. Number of international buyers and visitors will be visiting the Boat Show from countries such as Maldives, Sweden, Italy, UAE, India, Poland, Belgium, Pakistan, seashells and Mauritius.

### INTERNATIONAL CONFERENCE ON NAUTICAL TOURISM

Considering the importance of enhancing the International Profile of Sri Lanka as a Marine Tourism destination and a quality boat manufac-

turing hub and encouraging the boat manufacturing industry to adopt new technology and manufacturing techniques EDB and BTI propose to organize an International Conference on Nautical Tourism on 27 October 2018 at 9.00 a.m. - 5.00 p.m. Jetwing Light House Hotel in Galle parallel to the Boat Show and Boating Festival 2018.

It is expected that 100 - 150 participants from the industry will participate at the conference including boat manufacturers, chartering companies, students of marine industry and journalists.

International eminent speakers are invited as

the resource persons for the Conference and the theme of the conference is 'Sri Lanka - a hub for the marine industry, challenges and opportunities for marine tourism and manufacturing'.

The speakers are:

Mike Derret, International Marina Expert, UK  
Sandrine Devos, representative from European Boating Institute (EBI)

Michal Rak, Secretary General, Polish Chamber of Marine Industry and Water Sports (POLBOAT)

The Boat Show and Boating Festival will certainly contribute towards creating the necessary international visibility for Boat Building Industry in Sri Lanka, the media release concluded.

## COLOMBO HARBOUR TO HIT 7 MN TUE HANDLING MARK

SHIRAJIV SIRIMANE

Colombo Harbour is on track to record an all-time record of handling around 7 million TUE's end of this year, said Harbour Master Capt. Athula Hewawitharana. Last year this figure was around 6 million TUE's.

He said that the Colombo Port was recognized in the world as the best harbour showing the highest growth and this mile stone was achieved as all the operators worked as one to promote Colombo Harbour.

He however said that Sri Lanka still needs to come out with better competitive rates and also offer a more efficient service.

"Sri Lanka Ports Authority (SLPA) will soon introduce an online application and approval system to issue license for port related matters within 24 hours," he added.

He was speaking at the Sri Lanka Ship Suppliers Association (SLSSA) annual general meeting at the Colombo Hilton on Friday.



**New President of SLSSA Oshan Fernando presenting a token of appreciation to Harbour Master Capt. Athula Hewawitharana at the event. Picture by Rukmal Gamage**

He said that this includes renewing of license as well and this in turn will speed up the approval process. Fresh Expressions of Interest (EOI) to develop Galle Harbour as a tourism harbour has also been called and it would be operated as a PPP project. "We will study the proposals forwarded by the 'bidders' and then decide the best plan to convert Galle as tourism harbour that could accommodate yachts as well." The SLPA has already built a breakwater at the harbour. He said currently over 600 ships call over at the Galle harbour and over 80% of these are for crew changes for supply of security personnel for ships. "This operation would continue. However though we have observed an increase in ships calling over in Galle we observe a dip in them obtaining services from Galle."

Here again the suppliers must re look at their pricing structure and provide a more efficient service. He said that currently Galle Harbour lacked a bonded storage and SLPA will seek private sector investments for this.



## OSHAN FERNANDO HEADS SLSSA

Sri Lanka Ship Suppliers Association (SLSSA) held their annual General meeting in Colombo and Oshan Fernando was elected as President.

The Chairman elect Fernando said that they have been engaging successfully with the Sri Lanka Ports Authority and other stake holders on issues they faced in the industry. "We have also have very successful intervention with globe associations and now we are in the process of gaining membership with some of them."

Several past Chairman and Secretaries too were honoured.

Past Chairman who were recognized

were, M.Haniffa Ishak, D.M.Mahinda Bandara, Devika Wijesuriya, K. Jeyabalasingam, M. Hussain Mohamed and A. Samson C. De. Silva and two former Secretaries Eric Cooray and J. M. Faiz too were honored.

Office bearers for the year 2017 / 2018 are: K. Oshan Fernando, Chairman, J. M. Faiz, vice chairman, Iresh Fernando, secretary, Board members are: Deepika Wijesuriya, Jose Gunarathne, H. D. S. Niroshana, Mohamed Hussain Mohamed, Asanga De Silva, Kadir Ishak, Nishantha Cooray, K. Jeyabalasingham



The office bearers of the SLSPA with several past Chairman and Secretaries that were honoured. *Pictures by Rukmal Gamage*

## BOAT SHOW & BOATING FESTIVAL SRI LANKA CONCLUDES IN GALLE

Boat Show & Boating Festival Sri Lanka 2018 organized by Boat Building Technology Improvement Institute (BTI) and Sri Lanka Export Development Board (EDB), in association with Ministry of Development Strategies and International Trade, Ministry of Ports and Shipping and Sri Lanka Ports Authority at Galle Yacht Marina, Port of Galle concluded last week.

Boat Building industry has identified as a leading industry and an emerging export sector and has also been identified as one of the key sectors in the National Export Strategy (NES) 2018 – 2022 for Sri Lanka.

The 6th Edition of the Boat Show organized with a novel concept and named as “Boat Show and Boating Festival 2018”, which was the first ever boating festival in Sri Lanka

was organized to showcase the country’s capabilities in marine tourism, recreational boating, yachting and boat building which is mainly focused on exports.

The inauguration ceremony of the Boat Show & Boating Festival was held on 26th October 2018 at 3.00 pm. The First Vice President of the Republic of Burundi, Gaston Sindimwo and Jean Bosco Nutunzwenimana, Minister of Transport, Public Works, Equipment and Territory Management along with several former Ministers visited the event for the opening ceremony as the guests of honour.

Number of international buyers and visitors were visited the Boat Show from countries such as Maldives, Sweden, Italy, UAE, India, Poland, Belgium, Pakistan, seashells and Mauritius.

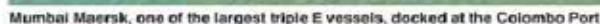


Vignettes of the event in Galle

With the recently introduced Store Door service in Sri Lanka, it allows for end-to-end connectivity to

on the move. Maersk's Smartpay is yet another step in this direction. It offers an easy and convenient online payment method to customers which enables them to release their cargo instantly.

Maersk will continue to partner with the Lankan Government to support all economic development by enabling trade in the region and continue to be a strategic growth partner for the next 25 years and more. The company is in it for the long haul to facilitate and enable the Sri Lankan growth story.





Newspaper – Daily Mirror      Date – 29-10-2018



International Trade State Minister Sujeewa Senasinghe with other officials at Boat Show & Boating Festival Sri Lanka 2018 Inauguration

## Boat Show & Boating Festival Sri Lanka 2018 concludes on high note

**B**oat Show & Boating Festival Sri Lanka 2018, organised by the Boat Building Technology Improvement Institute and Sri Lanka Export Development Board, in association with the Development Strategies and International Trade Ministry, Ports and Shipping Ministry and Sri Lanka Ports Authority, concluded yesterday, at Galle Yacht

Marina, Port of Galle.

The boat building industry has identified as a leading industry and an emerging export sector and has also been identified as one of the key sectors in the National Export Strategy 2018 – 2022 for Sri Lanka.

The sixth edition of the Boat Show, which commenced on October 26 with a novel concept, was the first-ever

boating festival in Sri Lanka organised to showcase the country's capabilities in marine tourism, recreational boating, yachting and boat building, which is mainly focused on exports.

Republic of Burundi First Vice President Gaston Sindimwo and Transport, Public Works, Equipment and Territory Management Minister Jean Bosco Ntunzwenimana visited

Boat Show 2018 on the invitation of International Trade State Minister Sujeewa Senasinghe, who graced the opening ceremony as the guests of honour.

A number of international buyers and visitors visited the Boat Show from countries such as the Maldives, Sweden, Italy, the UAE, India, Poland, Belgium, Pakistan, the Seyshells and Mauritius.

Newspaper – Daily Mirror      Date – 30-10-2018



## SRI LANKA NAVY AT 'BOAT SHOW 2018'

**T**he 'Boat Show and Boating Festival 2018' organised by the Sri Lanka Export Development Board and the Boat Building Technology Improvement Institute Lanka Limited commenced on October 26 at Yacht Marina of the Port of Galle.

The Sri Lanka Navy put

up an attractive stall and displayed a wide range of small boats in different media -- on land and in water -- at the three-day event held with much pomp and pageantry.

Commander, Southern Naval Area, Rear Admiral Kapila Samaraweera attended the opening ceremony as an invited guest.



Newspaper – The Island      Date – 30-10-2018

## Sri Lanka: Time to prioritise green logistics development initiatives and policies

The international training programme on Green Freight and Logistics Development concluded at the Thai International Cooperation Agency in Bangkok, Thailand, recently.

The training programme aims to promote awareness of the importance of sustainable practices in the transport and logistics industry by bringing together 19 participants from various countries spanning three continents; Burundi, Cambodia, Egypt, Ethiopia, Iran, Jordan, Kyrgyz Republic, Lao PDR, Madagascar, Malawi, Morocco, Panama, Sri Lanka, Tajikistan, Tanzania, Tunisia, and Zambia.

While addressing the final session of the training programme Jayawarna, Deputy Chief Manager (Communication & Public Relation Division), Sri Lanka Ports Authority, stressed the importance of applying green logistic initiatives and policies in Sri Lanka.

"Sri Lanka going to implement green logistics development initiatives to develop the projects and already mapping the strategies for developing the projects such as green warehousing facilities, e-Docs (Electronic Document Management System), e-Port Permits issue system, e RTGs and some e initiatives for logistics operations," he said.

He also added saying that the transport sector should have to restructure with new technologies to reduce carbon emission. Sri Lankan government is encouraging people to use electric vehicles. Currently, more than 15% of vehicles are electric vehicles in Sri Lanka; this is a benchmark in the region. It is time government gave subsidies for more green initiatives such as green transportation to get maximum benefits while protecting the environment.



Chitral Jayawarna, Deputy Chief Manager (Communication & Public Relation Division), Sri Lanka Ports Authority/ Former Director Merchant Bank of Sri Lanka

Sri Lanka can promote electric bike and three-wheelers. It is very important and convenient transportation mode for Sri Lanka. Statistically, in 2017, close to 35 million electric bikes were sold globally and out of over 90% was in China alone. In 2016 the total electric bike fleets on China's roads were about 20 million. The market projections indicate that the global electric bike sale could reach 40 million in 2025, and about 50 million in 2035 and could be completely electrified by 2045.

Freight transport is responsible for around 90% of all logistics emissions. The logistics creates around 10-12% of logistics emissions. Logistics-related Green House Gass (GHG) emissions typically 3-15% of carbon footprint of consumer goods (Source: SLoCaT, World Economic Forum).

New Urban Agenda is very important to sustainable development; therefore, New Urban Agenda for Sri Lanka is very vital. New Urban Agenda was unanimously adopted at the United Nations Conference on Housing and Sustainable Urban Development (Habitat III), serving as a new vision for our cities and municipalities for the next 20 years. UNDP demonstrated its full support to the implementation of the New Urban Agenda with the official launch of its Sustainable Urbanization Strategy.



Newspaper – Daily News      Date – 30-10-2018

## SRI LANKA SHIP SUPPLIERS ASSOCIATION HONOURS STALWARTS

Sri Lanka Ship Suppliers Association (SLSSA) held their annual general meeting in Colombo and Oshas Fernando was elected as President.

The Chairman elect Fernando said that they have been engaging successfully with the Sri Lanka Ports Authority and other stakeholders on issues they faced in the industry. "We have also have very successful intervention with globe associations and now we are in the process of gaining membership with some of them."

Several past Chairmen and Secretaries too were honoured. Past Chairmen who were recognised were, M. Haniffa Ishak, D.M. Mahinda Bandula, Devika Wijesuriya, K. Jayabalasingham, M. Hassan, Mohamed and A. Sarason C. De Silva and two former Secretaries Eric Conroy and J. M. Fale too were honoured.

Office bearers for the year 2017 / 2018 are: K. Oshas Fernando, Chairman, J. M. Fale, vice chairman, Iresh Fernando, secretary, Board members are: Deepika Wijesuriya, Isha Gunaratne, H. D. S. Nicholas, Mahamed Hassan Mohamed, Anura De Silva, Rishi Ishak, Nishantha Conroy, K. Jayabalasingham



The office bearers of the SLSSA with several past Chairman and Secretaries that were honoured. Picture by Rishad Samad

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මෙම ප්‍රදර්ශනය සඳහා නාවික හමුදාවේ කුඩා යාත්‍රාවන් ගොඩබිමෙහි සහ ජලයෙහි ප්‍රදර්ශනය කර ඇති අතර නාවික හමුදාවේ අභිමානය සහ කීර්තිය විදහාපාන අලංකාර ප්‍රදර්ශන කුටියකින්ද ප්‍රදර්ශනය වර්ණවත් කර තිබුණි. මෙහි සමාරම්භක උත්සවය සඳහා දකුණු නාවික විධානය හාර ආඥාපති, රියර් අද්මිරාල් කපිල සමරවීර මහතා ආරාධිත අමුත්තෙකු ලෙස සහභාගි විය.



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