

# CLIPPINGS



a collection of newspaper reports on  
Sri Lanka Ports Authority

**JUNE 2020**

Newspaper – Daily FT Date – 01-06-2020



President Gotabaya Rajapaksa

SLPA Chairman General Daya Ratnayake

Navy Commander Vice Admiral Piyal Silva

Minister Samadipathi

Capt. Prasanna Rajaratne

CASSA Chairman Ignatius Kurian

Capt. Ganesh Wijeratne

Shobana Jayawardena

Capt. Nalin Perera

## President explores possibility of finding maritime jobs for Sri Lankans

■ Plans to brand Colombo and Galle Ports as global hubs for marine crew change

PRESIDENT Gotabaya Rajapaksa recently said Sri Lanka must explore the possibility of finding employment for youth in prominent shipping companies in the world in the context of current situation where major shipping lines are facing labour shortages in

the international market due to the COVID-19 pandemic.

This was discussed during a meeting with the representatives of leading local shipping companies at the Presidential Secretariat. The possibility for Sri Lankans working in foreign ships which are sailing from east to west close to the southern coastal belt to enter and leave from the Galle Harbour was also discussed. The representa-

tives of the shipping companies revealed that daily more than 500 trade vessels sail 10 nautical miles away from the Galle Port.

They pointed out that creating an environment for those sailors to return to their respective countries via Sri Lanka would pave the way to generate huge foreign exchange revenue. President Rajapaksa stressed that this opportunity could be used to pro-

mote SriLankan Airlines as well. It was pointed out at the meeting that the Galle Harbour could be developed into a Global Crew Exchange Hub. The President instructed the officials to adhere to health guidelines and regulations in the course of implementing this program.

Of the 1.5 million global shipping crew, 18,000 or 1% of the total are Sri Lankans. They

annually contribute \$ 300 million to the Sri Lankan economy. President Rajapaksa added that a twofold increase in the number of Sri Lankans in the field would double the country's foreign exchange income. With the assurance of a quality certificate to the foreign naval corporations, Sri Lankan employees can secure more opportunities to work for longer periods in for-

sign vessels, positively affecting the local economy. Secretary to the President Dr. F.B. Jayawardena, Principal Advisor to the President Lalith Weerasingha, Commander of the Sri Lanka Navy Vice Admiral Piyal De Silva, Sri Lanka Ports Authority Chairman Kestred General Daya Ratnayake and several heads of a number of prominent naval corporations were present at the discussion.



Newspaper – Daily Mirror Date – 03-06-2020

## CASA urges authorities to permit to carry out crew changes in Sri Lanka

■ By Ceylon Association of Shipping Agents

The Ceylon Association of Shipping Agents (CASA) has continually urged the authorities to permit the carrying out of crew changes in Sri Lanka based on similar conditions emulating ports such as Singapore and the UAE.

The Sri Lanka Ports Authority (SLPA) chairman invited the CASA to a meeting, where a group called the Sea Farers COOP made a presentation on the opportunity available to recruit Sri Lankan seafarers in the event foreign seafarers were permitted to sign off. It was projected to be a significant opportunity in order to enhance employment of Sri Lankans and improve foreign exchange income.

The CASA pointed out that our members' principals too were pressing for the sign off of foreign and local seafarers and it must not only focus on replacing foreigners signing off with Sri Lankans as all principals would not accept such a position.

Crew recruitment companies too had approached the SLPA chairman with opportunities for Sri Lankan seafarers, if sign off was permitted in Sri Lanka.

Then the SLPA chairman suggested that we make a joint presentation to the president, outlining the need and the potential and seek his approval.

Avant Garde was also brought into these meetings on the basis that it too had given a proposal to the SLPA chairman.

The CASA and Seafarers COOP prepared and made a joint presentation to the president on May 18, in the presence of the SLPA chairman, DGMS, Navy commander, DGO Navy, DGIE, MOH officials and crew recruitment company representatives. Avant Garde too was present.

The CASA's position from the beginning has been that these are agent functions and that if required, safe houses and transport could be handled by our members through the CASA, similar to the sea-marshall operation in Galle.

Avant Garde's position at the meeting was that agents should not handle this function as the priority is health and safety of the nation and it should be handled in a controlled environment by a single party. It also averred that there would be a conflict of interest and compromise of guidelines if agents were to handle the work.

The president stressed that health and safety concerns must be followed but no decision was made as to who would handle the matter.

Thereafter, the CASA was invited to make a presentation to the COVID Task Force, on May 22. The officials present included the SLPA chairman, Army commander, Navy commander, DGO Navy, Advisor to President on Maritime and International Affairs Admiral Jayanath Colombage, MOH, DGIE officials, Avant Garde and the CASA.

At this meeting, the CASA

presented the hotels that could be used as safe houses, transport fleet and stressed once again the fact that these are functions handled by agents on behalf of principals and that the agent is responsible for the crew member throughout his stay in the country and for repatriation, according to the bond signed by the agent with the DIE.

It was indicated by the officials present that the Navy should be relieved in the long term of the responsibilities of escorting and monitoring safe houses as they have other national priorities to attend to.

Avant Garde in its presentation said that it would handle the safe houses and transport in a joint venture with RALL. It also promised donating 35 percent of its profits to the COVID fund.

No decision was made at this meeting too.

Thereafter, the CASA made a final proposal to the SLPA chairman for presentation to the COVID Task Force and higher officials documenting what was said in our presentations.

The CASA's proposals were on the basis of proposals received from the members (in response to our request to the members) in respect of safe houses and transport and the SLPA chairman on May 23 requested us to identify the companies that would perform the tasks, which were done on the basis of the proposals received to be services on a common user basis.

We are awaiting the outcome.




## නිසි කලට මුදා නොගැනීමෙන් කන්ටේනර් 4000ක් වරායේ නිර වෙයි

ඉදිරියේ දී ආනයන හාණ්ඩ නිශයකුත්  
හාණ්ඩ මිල ඉහළට ඇතිවන ලකුණු

**හාණ්ඩ ආනයන සීමා කොන්දේසිත් එක් හේතුවක්**

විමර්ශන සකරණය

ආනයන සීමා දැඩි කර තිබුත් කළ ගැසට් නිවේදනය හේතුවෙන් ඒ වන විට ඇතවුම් කර තිබූ හාණ්ඩ පිරවූ කන්ටේනර් භාරදුනකට වැඩි ප්‍රමාණයක් සහිත තුනක් හිස්සේ කොළඹ වරායේ ගොඩ ගැසී ඇති බව අනන්‍යවයන හාණ්ඩ ආනයන විකසාරිකයේ පවසති.  වැඩිදුරටත්

**වරායේ කන්ටේනර්...**

පසුගිය මැයි 21 වැනිදි නිකුත් කළ ගැසට් නිවේදනය අනුව ඇතැම් භාණ්ඩ ආනයනය කරන කළ අතර තවත් භාණ්ඩ දින 90ත් 180ත් අතර අධිගවුන් මකා ආනයනයට සීමා පැයවිය. කෙසේ වෙතත් ඒ වන විටත් ඇණවුම් කර තිබූ නැව්ගත කර තිබූ හා වරායට පැමිණි ගුවම්වල නිකුත් භාණ්ඩ පිරවූ කන්ටේනර් සඳහා ද මෙම හදිසියේ පැනවූ කහනම් බලපෑම හේතුවෙන් වසාපාරිකයින් දැඩි අසීරු තත්ත්වයට පත්ව ඇත.

එමෙන්ම මෙම කන්ටේනර් මුද් ගැනීමට සහන කැඳාගත් උබා පොර්ට් හේතුවෙන් විශාල පරිමාණ ගාස්තුවක් හා වරායට ප්‍රමාද ගාස්තුවක් ද ගෙවීමට සිදුව තිබේ. මෙම තත්ත්වය මත ඉදිරියේ දී අනාවරණ භාණ්ඩවල නිශයක් හා මිල වැඩිවීමත් ඇතිවීම වැළැක්විය නොහැකි බව අනාවරණ ආහාර ද්‍රව්‍ය ආනයනකරුවන් හා නතරවැනි හරස් වීදියේ තොර වසාපාරිකයන් පවසති. මේ සම්බන්ධයෙන් වරාය අධිකාරියේ සහායති සේනාපති දයා රත්නායකගෙන් කළ විමසුමකදී පැවැසුවේ කන්ටේනර් හාරදහසකට අධික ප්‍රමාණයක් වරායේ ගොඩ ගැසී තිබීම සහායක් බවත් ඒවා නිදහස් කිරීමේ නීතිමය තත්ත්වයන් ඇත්තේ පෙරලුවට බවත්ය.

මේ පිළිබඳව පෙරල අධිකාරී ජනරාල් විශ්‍රාමික මේජර් සේනරාල් විජිත රවිප්‍රියංගෙන් විමසීමක් කළ විට ඔහු පැවැසුවේ මැයි මස 21 වැනි දින නිකුත් කළ ගැසට් නිවේදනයට අනුව භාණ්ඩ නිදහස් කර ගත හැකි බවයි.

Newspaper – Sunday Times    Date – 07-06-2020

## Colombo port comes under scanner

By Sunilmalee Dias

The Colombo port a sensitive hub of economic activity, has had its workers subject to a COVID-19 test on Tuesday following requests by trade unions and random tests carried out in the city.

About 250 port workers have been subject to a random test for COVID-19 by health authorities together with the health unit at the port, Sri Lanka Ports Authority (SLPA) Chairman Gen. Daya Ratnayaka told the Business Times.

He noted that the workers were subjected to a test as part of a scheduled testing carried out randomly in the city and also following requests made by trade unions in the recent past.

Trade Union leader Chandrasiri Mahagamage had written to Health Services Director General in April requesting for testing of port staff following the detection of COVID-19 infected navy personnel from the Welisara base. The Colombo Port is manned by security personnel from the Sri Lanka Navy.

Following this request, last Tuesday health authorities had carried out testing of workers at the port, it was noted.

Meanwhile, the navy personnel manning the gates at the Colombo port were removed last Sunday following a detection of a COVID-19 infected sailor that had been to the Gaffoor building in Fort where navy personnel were carrying out work. The navy was reinstated at the Colombo port on Wednesday, authorities stated.



Newspaper – Sunday Morning    Date – 14-06-2020

## Colombo Port back to normal

BY MAHEESHA MUDUGAMUWA

Weeks after restarting economic activities, operations at the Colombo Port are returning to normal, despite a few issues raised by several importers and container handlers regarding the delay in container clearance.

As learnt by *The Sunday Morning*, the container backlog at the Colombo Port, due to the coronavirus lockdown,

has now been cleared and the Port has already started the usual operations. However, speaking to *The Sunday Morning*, All Ceylon Container Transport Employees' Union (ACCTEU) General Secretary B.I. Abdeen said that although the containers stuck due to the coronavirus have been cleared, the usual delay is still there when releasing the containers.

"We have been talking about this

issue for years but the problem remains the same. This delay is not because of the coronavirus," Abdeen stressed.

The Colombo Port is packed with over 40,000 containers after the coronavirus crisis disrupted economic activities in April. However, three container terminals at the Port have been operating throughout the crisis at full capacity, but vessel calls have started to decrease.

*Contd. on page 2*

### Colombo Port...

With lockdown restrictions being eased by the Government on 11 May, the shipyard, which had been operating at a 20-30% capacity, providing only essential repair services and completing vessels undergoing repairs in the yard, is now returning to normal levels.

Even though operations have returned to normal, All Ceylon Port General Workers' Union (ACPGWU) General Secretary Chandrasiri Mahagamage said that only the essential containers were currently being received by the Port and therefore, there wasn't any blockage as such at the Port. "Earlier, the containers were stuck at the Port without being cleared due to the coronavirus curfew in the country. But after the curfew was lifted, the blockage has been cleared," he noted.

According to Mahagamage, commercial activities are not fully operating at the Port.

As of the second week of April, the capacity at terminals at the Colombo Port reached its maximum capacity with over 26,000 freight containers and was facing issues with regard to space as sea freight is continuing as usual. The Port requested importers to take away their freight containers as soon as possible to avoid any inconveniences.

Meanwhile, Sri Lanka Customs told *The Sunday Morning* that their operations have also returned to normal.

Speaking to *The Sunday Morning*, Sri Lanka Customs Deputy Director Aqthar Hassen noted that Customs operations are conducted in the usual way at present.

According to Sri Lanka Customs, a strict and systematic arrangement for the immediate release of essential commodities from the Port premises itself has been prepared.

However, the operations are being conducted subject to health and safety measures notified by the Government, especially to minimise human congregations, according to Customs.

In addition, Customs is expected to facilitate online information dissemination and payment processing to minimise the crowd arriving at the Customs Headquarters. However, a representative of the businessmen will be present at the container testing sites.

While around 200 to 300 containers a day are being released by Customs, priority will be given to containers of essential goods such as food items, perishable goods, medicines, medical devices, and related items with the

objective to provide essential items to the public without delay.

The release of other bulk items, commodities, or raw materials intended to be used for essential services or the manufacturing of essential goods such as gas, petroleum, fertilisers, cement, etc. will also be facilitated, subject to approval.

However, the Sri Lanka Ports Authority (SLPA) last month decided to charge a late fee to clear containers stuck at the Colombo Port. A concessionary period granted by the Government to clear the containers had expired on 7 May and a late fee would now be charged. It has been suggested that the charges will be doubled if late fees were not paid within eight days.

Meanwhile, the importers affected by the delay in releasing containers are now saying their containers are being released by the ports according to the usual process and there was no delay at present like a few weeks ago.

Speaking to *The Sunday Morning*, Sri Lanka Trade Development Council (SLTDC) Chairman Roshana Waduge said that the importers had to face real difficulty over the past few months due to the delay in releasing their containers. "But now, the situation has returned to normal. There was no considerable delay in releasing the containers," he stressed.

Newspaper – Daily News Date – 22-06-2020

## Acrus Shipping conducts ship repairs at H'tota Port



Kanchana Silva



Dharmen Bodiyabaduge



### ANANDA KANAGARA

Bringing the much needed foreign exchange to Sri Lanka, Acrus Shipping Colombo 2, commenced a ship owner from Russia to repair a ship in Hambantota Port.

The repair was complex since it was carried out at Hambantota Harbor and also during lockdown.

The vessel was to sail to Dubai from Hambantota by sea but due to Acrus Shipping's assistance that the repair could be done in Sri Lanka the vessel managers were convinced and managed to change their plans and stayed on.

"The initial repairs were done by the Danish Service Engineers with the assistance of Colombo Dockyard," but due to COVID 19 the Danish technicians had to fly back said General Manager, Acrus Shipping Pvt Ltd, Dharmen Bodiyabaduge.

"Since we wanted to make good impression we went out of our way and chartered a plane from Denmark to get down ship technicians back again from Denmark with using the open windows by the government."

"This was done at Mattala Rajapaksa airport and having an international airport nearby was a major plus point to succeed in this operation."

Kanchana Silva who is the MD/CEO of Acrus Shipping was able to contact his partners in Denmark and arranged a Charter flight to fly with engineers with support of his professional ground handling operations team.

This was co-ordinated very closely with Ministry of Health / Ministry of Defense and Sri Lanka Navy Immigration & Emigration dept. and Hambantota International Sea Port Group and Mattala Mahipala Rajapaksa Airport officials who facilitated with their utmost support to make this transfer smooth.

"Technicians from Denmark flew on the charter flight to attend the remaining repairs on board whilst the vessel at berth in Hambantota Port. As soon the engineers were landed, MRHA officials were able to carry out PCR test, Visa matters and gave the green light to direct transfer to the vessel since their results were negative against the PCR test done at port of origin prior boarding the flight and at MRHA."

"The success of this operation opens up a new area of business, 'ship repairing operations' for Hambantota gives global credibility to

our shipping industry. The success of this operation also proves that Sri Lankan shipping industry is not second to any other operators in this region"

During the operation the ship's crew were

staying in Hambantota and paying for its ships

stay in Sri Lankan

waters bringing more

revenue to Sri Lanka.

They also obtained

other services from

Hambantota.

Acrus Shipping not

only engage in ship

repair activities, but

also handle Under

water hull cleaning,

crew changes and

emergency medical

evacuation, Sea

Machinist Services,

Delivery of Ships

Spare, Bunkers and

fresh water, Garbage

and sludge removal,

ship chandelling."

"We think the govern-

ment for opening

up the gates with cer-

tain restrictions to

make this possible and

hope that the gates

will be fully opened

very soon which

would impact the

financial revenue of

the port/agency/country

in line with COVID 19

protocols," said Man-

aging Director Acrus

Shipping Kanchana

Silva.

"We also have offi-

cers in all Ports and fur-

ther develop our over-

seas branches opera-

tions through our head

office in Colombo and

regional office in Sin-

gapore."

පුවත්පත - ලංකාදීප දිනය - 2020-06-23

## වරාය සමිති නායකයෝ සභාපතිගේ කාර්යාලය වටලන දෙමකර නැවෙන් ඉක්මනින් බාන්නැයි ඉල්ලීමක්

(විසිතා එම්. ගමගේ සහ මහින්ද සිග්නංක)

කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ සවි කිරීමට ගෙනඑනු ලැබ ඇති ග්‍රැන්ට් දෙමකර (කන්ටේනර් මෙහෙයුම් සිදුකරන දෙමකර) නැවෙන් ඉක්මනින් බාන්නැයි ඉල්ලමින් වරාය සේවක වෘත්තීය සමිති නායකයෝ ඊයේ (22) පස්වරුවේ වරාය සභාපතිවරයාගේ කාර්යාලය වැටලූහ.

මීට දින සහකට පෙර ගෙන එනු ලැබූ ඉකුත් 20 ද ගොඩ බැමට නියමිතව තිබූ නමුත් එය සිදු නොවූ බවත් දෙමකර නැවෙන් බැම අද (23) ආරම්භ නොවුණහොත් සියලු වෘත්තීය සමිති එක්කරගෙන වෘත්තීය ක්‍රියාමාර්ගයකට එළැඹෙන බවත් වරාය ස්වාධීන වෘත්තීය සමිතියේ සභාපති ලාල් බංගමුවගේ මහතා ලංකාදීපයට පැවැසිය.

විනයෙන් ගෙන්වන ලද මෙම දෙමකර සවිකරනවා වෙනුවට ඉන්දීය රජයේ බලපෑම් මත ආපසු යැවීමේ උත්සාහයක් පවතින බවට සැකකරන්නේ යැයි කී බංගමුවගේ මහතා මේ පිළිබඳව සාකච්ඡාවක් ලබා දෙන තුරු සභාපතිවරයාගේ කාර්යාලය ඉදිරිපිට සිටින බවත් සාකච්ඡාවක් නොලැබුණ හොත් හෝ මෙම දෙමකර ගොඩබැමට කටයුතු නොකළහොත් වෘත්තීය ක්‍රියාමාර්ගයකට අවතීර්ණවන බවත් කියා සිටියේය.

සාකච්ඡාවක් ලැබෙන තුරු සභාපතිවරයාගේ කාර්යාල භූමියෙන් නික්ම නොයන බව ද හෙතෙම සඳහන් කළේය.

මේ සම්බන්ධව වරාය අධිකාරියේ උප සභාපති ඩබ්ලිව්.එස්. විරමන් මහතාගෙන් ලංකාදීපය කළ විමසීමක දී ඔහු කියා සිටියේ මේ පවතින්නේ ඉකුත් රජය සමයේ සිට පැවැතෙන ප්‍රශ්නයක් බවත් එය ඉක්මනින් විසඳගත යුතුව පවතින බවත් කීය.

ඉකුත් රජය විසින් හම්බන්තොට වරාය විනයට දුන් පසු කොළඹ වරායෙන් පැවසූ ඉල්ලා ඉන්දියාව බලපෑම් කර ඇති බවත් ඒ අනුව කොළඹ වරායේ නැගෙනහිර පර්යන්තය ඉන්දියාවට ලබා දීමට එවක රජය කැඩිනට අනුමැතිය ඇතිව ගිවිසුමක් අත්සන් කළ බවත් විරමන් මහතා කීය.

වික්මන් රජය පැමිණි පසු එම යෝජනාවෙන් ඉවත්ව වරාය අධිකාරිය විසින්ම නැගෙනහිර පර්යන්තය ඉදිකළ යුතු බවට තීරණය කරමින් කටයුතු කළ නමුත් ගිවිසුම ප්‍රකාරව කටයුතු කළ යුතු යැයි ඉන්දියාව දිගින් දිගටම බලපෑම් කරන බව ද උපසභාපතිවරයා පැවැසිය.

පවතින තත්ත්වය යටතේ අධිකාරිය බරපතල ප්‍රශ්නයකට මුහුණ දෙමින් සිටින බව කී උප සභාපතිවරයා සාකච්ඡා කර යම් පියවරක් ගැනීමට බලාපොරොත්තු වන බවද කීය.



## චීන දෞඛිකර පද්ධතිය අද නැවෙන්න නොබිඳවෙන්න වෘත්තීය ක්‍රියාමාර්ගයක්

කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ සවිකිරීම සඳහා චීනයෙන් ගෙන්වන ලද කන්ටේනර් මෙහෙයුම් දෙහිකර ඉන්දියානු රජයේ බලපෑම මත ආපසු යැවීමේ උත්සාහයට විරෝධය දක්වමින් වරාය සේවකයෝ වරාය අධිකාරියේ සභාපතිවරයාගේ කාර්යාලය ඊයේ (22 වැනිදා) පස්වරුවේ වැටලූහ.

විරෝධතාකරුවන් සභාපතිවරයාගේ කාර්යාලය වටලමින් කියා සිටියේ වරායේ නැගෙනහිර පර්යන්තයට ගෙන එන ලද එම කන්ටේනර් මෙහෙයුම් දෙහිකර පද්ධතිය ඉක්මනින් නැවෙන්න බැව්ට කටයුතු කරන ලෙසයි.

මෙම දෙහිකර පද්ධතිය අද (23 වැනිදා) නැවෙන් බැව්ට කටයුතු නොකළහොත් වරාය සියලු වෘත්තීය සමිති එක්ව වෘත්තීය ක්‍රියාමාර්ගයක් ගන්නා බවද වෘත්තීය සමිති නියෝජිතයෝ පාලනාධිකාරියට දැන්වූහ.

## SRI LANKA-JAPAN RELATIONS

# Opportunities for deeper bilateral relations in the COVID-19 era

By ANGELA HETTIARTAN, PARAGAMA KUNANAGARA, CHATHURU PARAGAMA AND SAMUNIRUKA HEGGARAN

COVID-19 has come to a sudden external shock, which has the potential to reshape existing economic and diplomatic relationships around the globe. As a response to recent supply chain disruptions and following a near 30% decline in Chinese imports to Japan in February, Japan is seeking to diversify its manufacturing base to reduce its reliance on Chinese production.

Prime Minister Abe has called on Japanese businesses to relocate their high-end manufacturing from China back to Japan and other manufacturing activities to South East Asia, allocating a total of \$1.3 billion to these efforts.<sup>1</sup> The relocation of FDI reflects an important opportunity for Sri Lanka to attract Japanese investor interest, and for both countries to mutually benefit from strengthened bilateral ties.

This blog seeks to look at Sri Lanka's economic ties with Japan. It further assesses Sri Lanka's strengths, weaknesses, opportunities, and threats to foster stronger bilateral ties, laying the foundation for increased investor interest from Japan.

### Japan-Sri Lanka relations: An overview

Building upon the legacy of the San Francisco Peace Treaty in 1951, where Sri Lanka voluntarily waived the right to receive war reparations from Japan, the two nations have been maintaining friendly bilateral relations for nearly 70 years.

During the post-2002 period, Japan actively played a key political role in Sri Lanka's peace process with a keen interest to establish peace in the island. The two countries have been strongly linked together on shared relations values and increasing public diplomacy. While Japan is a favoured destination among Sri Lanka's labour migrants,<sup>2</sup> many of the natural and cultural heritage sites in Sri Lanka are utilised by Japanese tourists.<sup>3</sup> In addition to the above landmark political ties, healthy cultural connectivity and people-to-people contacts, both countries share important economic links. Historically, Japan has provided Overseas Development Assistance (ODA) to Sri Lanka in the form of capacity building and financial aid, totalling approximately \$16,300 million between 1963 to 2015.<sup>4</sup> Examples of such assistance include the extension of Colombo Port and the Mahaveli development project.<sup>5</sup> Between 2015 and 2019, Japan's contributions to average accounted for 14% of total multi- and bilateral aid flows.<sup>6</sup> Highlighting Japan's importance as a development partner (Figure 1).

Whereas Sri Lanka has benefited from large-scale ODA over time, Japanese FDI interest in Sri Lanka has been limited. Sri Lanka's share



Japanese firms investing in Sri Lanka are able to capitalise on its locational advantage on the east-west shipping route, connecting south of Asia with the Middle East and Europe and providing access to a broad maritime network. As a major maritime hub in the region, Sri Lanka has invested heavily in the development of its port infrastructure and is thus able to accommodate growing volumes of trade – Pic by Shashan Gunaratne

in Japanese outward FDI flows to South Asia have historically lagged regional neighbours accounting for only 0.6% of Japanese FDI flows into South Asia between 2011-2019. Similarly, Japan's FDI to Sri Lanka has accounted for only 2% of total FDI received between 2011 and 2019 (Figure 2).

Sri Lanka has historically shared a trade deficit with Japan, highlighting Sri Lanka's potential to widen its export base with Japan. Total trade of goods with Japan currently stands at \$64 million<sup>7</sup>, with a \$90 million trade surplus in favour of Japan.

In total, 3% of Sri Lanka's merchandise exports went to Japan in 2019. Sri Lanka's top export products to Japan are centred around ships and boats as well as coffee, tea, and spices. In contrast, Sri Lanka mainly imports vehicles and parts thereof as well as machinery and technical appliances from Japan.<sup>8</sup>

### Opportunities for deeper bilateral relations post-COVID-19: Policy implications

Sri Lanka's strong diplomatic ties with Japan could facilitate the promotion of trade and investment opportunities in Sri Lanka through its Embassy in Japan and foster dialogue with local industry players and industrial chambers (in key economic hubs such as Osaka and Nagoya) as part of Sri Lanka's Economic Diplomacy Program.

Japanese firms, such as FDI, Toyota and Norincho have made significant investments in Sri Lanka over the past few years, reinforcing the transformation of Sri Lanka's aid relationship with

Japan, to an FDI-oriented one. Going forward, this transformation can catalyse further transition through attractive investment opportunities such as Port City and Bandaranaike Port.

Port City is designed to be a Special Economic Zone (SEZ) with the potential to become Asia's most advanced smart city. Port City aims to attract global investors in high-tech and financial services sectors and facilitate Sri Lanka's transformation towards a serviced economy. The development of the Bandaranaike Port has supplemented Sri Lanka's ability to handle greater volumes of trade while its accompanying industrial zone provides an attractive investment opportunity to industries looking to capitalise on Bandaranaike's strategic location and its connectivity to regional markets.

In 2019, Hambrooke International Port Group (HIGP) signed a term sheet agreement (TSA) with Japanese shipping firm Nippon Yusen Kaisha (NYK) to provide vehicle transportation via the port. If potentially, Japanese FDI could expand this operation further, and invest in value added services such as vehicle repairs and car assembly yards.

Japanese firms investing in Sri Lanka are able to capitalise on its locational advantage on the east-west shipping route, connecting south of Asia with the Middle East and Europe and providing access to a broad maritime network. As a major maritime hub in the region, Sri Lanka has invested heavily in the development of its port infrastructure and is thus able to accommodate growing volumes of trade.

Free Trade Agreements with India and Pakistan, which facilitates bilateral trade in goods through the elimination of trade barriers, presenting Japanese investors with the opportunity to manufacture goods in Sri Lanka for export to neighbouring markets.

However, Sri Lanka should also aim towards gaining greater access to the vast Indian market by pursuing more comprehensive and beneficial trade terms that target the reshaping of the IL-India FTA.

One such area is the elimination of non-tariff barriers, which would provide Japanese manufacturers based in Sri Lanka with enhanced access to the Indian market, by facilitating the export of higher volumes of goods manufactured in Sri Lanka.

Sri Lanka's IT sector has been growing over the years and has become increasingly globally competitive. In 2019, export earnings from IT reached US\$ 100 million and grew at a rate of 6% (YoY). Sri Lanka's business process outsourcing (BPO) is built around agencies such as the Lanka BPO Association (LBPA) and a skilled talent base and superior quality. Despite COVID-19, industry experts are confident that the industry will remain resilient. In addition, as the post-pandemic world is likely to be more technologically dependent, there is potential for the sector to grow.

Japan showed keen interest in this sector back in 2014, when JETRO facilitated a delegation visit and invited representatives from the Sri Lanka IT BPO industry to visit Japan.<sup>9</sup> In 2019, the EDB facilitated a visit to Japan during IT week, where up to \$1 million was secured in contracts.<sup>10</sup> Given the keen interest in the sector and the likely rise in demand for these services post-COVID, Sri Lanka could work towards attracting FDI from Japan to these innovative firms, through the promotion of the 'Island of Innovation' brand.

### Conclusion

The current bilateral ties between Sri Lanka and Japan leave room for deeper cooperation. The spread of COVID-19 forces countries to rethink their current diplomatic and economic linkages, which provides an excellent opportunity for Sri Lanka to strengthen existing bilateral ties. Sri Lanka's success in attracting Japanese FDI hinges on Sri Lanka's ability to foster economic diplomacy with Japan and highlight attractive domestic investment opportunities. A well-coordinated approach by the Sri Lankan Government and targeted initiatives of Sri Lanka's mission in Japan, supplemented by focused marketing strategies, are imperative to capitalise on the opportunities presented through the reshaping of Japan's bilateral relations.

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*The authors expressed in this article are those of the authors. They are not the institutional views of LRI, and do not necessarily represent or reflect the position of any other institution or individual with which the author is affiliated.*

*Footnotes*

<sup>1</sup> The Japan Times, (2020). Japan sets aside \$1.3 billion to help firms shift production out of China. [Online]. Available at: <https://www.japantimes.co.jp/news/2020/04/09/business/japan-sets-aside-1-3-billion-to-help-firms-shift-production-out-of-china/> [Accessed 30 April 2020].

<sup>2</sup> Sankar, R. (2020). IT BPO: Sri Lanka's IT BPO industry. The Daily Wire. [Online]. Available at: <https://www.dailywire.com/news/11848/sri-lanka-it-bpo-industry>

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

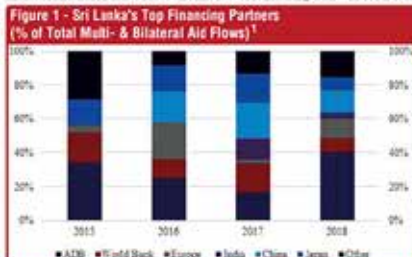
<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

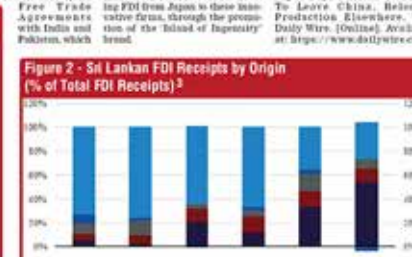
<sup>8</sup> Ibid.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.



Note: Data is based on annual foreign aid flows. Foreign Investments in Treasury Bills/Bonds as well as financing commitments by development partners and lending agencies to State Owned Enterprises (SOEs) are not included. Flows from Europe relate to ODA received from Austria, France, Netherlands, Spain & the United Kingdom.



Note: Data is based on net FDI flows. Shares do not add up to 100% due to FDI outflows from certain countries.

<sup>11</sup> Ibid.

<sup>12</sup> Ibid.

<sup>13</sup> Ibid.

<sup>14</sup> Ibid.

<sup>15</sup> Ibid.

<sup>16</sup> Ibid.

<sup>17</sup> Ibid.

<sup>18</sup> Ibid.

<sup>19</sup> Ibid.

<sup>20</sup> Ibid.

<sup>21</sup> Ibid.

<sup>22</sup> Ibid.

<sup>23</sup> Ibid.

<sup>24</sup> Ibid.

<sup>25</sup> Ibid.

<sup>26</sup> Ibid.

<sup>27</sup> Ibid.

<sup>28</sup> Ibid.

<sup>29</sup> Ibid.

<sup>30</sup> Ibid.

<sup>31</sup> Ibid.

<sup>32</sup> Ibid.

<sup>33</sup> Ibid.

<sup>34</sup> Ibid.

<sup>35</sup> Ibid.

<sup>36</sup> Ibid.

<sup>37</sup> Ibid.

<sup>38</sup> Ibid.

<sup>39</sup> Ibid.

<sup>40</sup> Ibid.

<sup>41</sup> Ibid.

<sup>42</sup> Ibid.

<sup>43</sup> Ibid.

<sup>44</sup> Ibid.

<sup>45</sup> Ibid.

<sup>46</sup> Ibid.

<sup>47</sup> Ibid.

<sup>48</sup> Ibid.

<sup>49</sup> Ibid.

<sup>50</sup> Ibid.

<sup>51</sup> Ibid.

<sup>52</sup> Ibid.

<sup>53</sup> Ibid.

<sup>54</sup> Ibid.

<sup>55</sup> Ibid.



Newspaper – Daily News    Date – 23-06-2020

## CICT and CMCF donate wheelchairs to three ITF-ranked tennis players

The aspirations of three of Sri Lanka's international-ranked wheelchair tennis players received a further boost with a donation of custom-made wheelchairs by Colombo International Container Terminals (CICT), a longstanding benefactor of the sport, and its parent company, China Merchants Group (CMG).

Part of CICT's continuing support to the Wheelchair Tennis Programme of the Sri Lanka Tennis Association (SLTA), the three professional grade, titanium wheelchairs were presented to Lance-Bombardier D. S. R. Dharmasena (ITF Rank 62), Corporal Dissanayake Gamini (ITF Rank 82) and Corporal Suresh Ranaweera (ITF Rank 101) who have brought recognition to Sri Lanka at the international level. All veterans of the Sri Lanka Army, these sportsmen are amputees and dif-

ferently-abled due to injuries sustained in the conflict in the North.

The donation of these wheelchairs, costing US\$ 9000 (approximately Rs 1.6 million at current rates) took place recently at the Sri Lanka Tennis Association.

The funds for the donation were channelled through the China Merchants Charitable Foundation (CMCF), China Merchants Group's CSR arm.

Commenting on the donation, CICT CEO Jack Huang said: "At CICT we have always believed in contributing generously to worthy causes in Sri Lanka, and the development of wheelchair tennis is one of our on-going commitments. Our support to the SLTA has not only enriched the lives of differently-abled sportsmen and women, it has enabled them to bring glory to themselves and the

country at international tournaments." CMCF and CICT have together donated Rs 30 million to the SLTA's Wheelchair Tennis Programme between 2015 and 2019, becoming the main sponsor for wheelchair tennis in the country. This support has enabled Sri Lankan players to participate in many international tournaments, elevating the country to be ranked among the top 40 countries that play wheelchair tennis.

In 2016, CICT also funded the refurbishment of two international standard hard surface courts at the SLTA to bolster the sport in the country.

The Wheelchair Tennis Programme was initiated in Sri Lanka in 2003 as a rehabilitation programme for disabled soldiers. Currently, Sri Lanka has 13 wheelchair tennis players who have secured international rankings.



CICT General Manager – Commercial and Marketing Ms Catriona Jayasundara presents one of the wheelchairs to a recipient



අතීතයේ රෙද්ද බැතියම අලුපු වරාය සේවකයෝ, එකල සිටි වෘත්තීය සමිති නායකයෝ නොයෙක් මාදිලියේ සටන් කොට හර්තාල් පාලම උඩ හර්තාල් කොට ලබා ගත් වරාය බන්ධන ක්‍රමයෙන් ඔවුන්ගෙන් උදුරා ගැනීමට පටන් ගෙන ඇත. රාත්‍රී 7.00 දක්වා සේවය කරන කම්කරුවකුට සවස සැහැල්ලු ආහාරයක් සමග තේ කෝප්පයක් ලබා දුනි. එමෙන් රාත්‍රී කෑම පාර්සලයක්ද ලබා දුනි. ඒ වගේම රාත්‍රී 7.00 දක්වා සේවය කරන කම්කරුවාට රාත්‍රී 10 දක්වා අතිකාල ද ලබා දුනි. මෙයට වරාය සේවකයා කිව්වේ හතයි

බතයි කියලා. එහෙත් කොරෝනා වසංගතයෙන් පසු වරාය සේවකයන් භුක්ති විදි මෙම සහන තුනම කප්පාදු කොට තවතා දමා ඇත. කොවිඩ් 19 වසංගතයටවත් ගෙදර නොසිට වරාය සේවකයන් දිවා රැ නොබලා සති ගණන් ගෙදර නොයා රට වෙනුවෙන් වරාය මෙහෙයුම් ක්‍රියාත්මක කරන ලදී. එයට කළමනා සැලකීමක් වශයෙන් කම්කරුවා බඩට කෑ බතිය ගෙඩියද, තිබ්බට බිව් තේ කෝප්පයද, බත් පාර්සලයද කොවිඩ්වලින් පසු උදුරාගෙන ඇත. මෙය ඉතා ශෝචනීය තත්ත්වයකි. අද වරාය

සේවකයා භුක්තිවිදි ආහාරවේල, තේවේල උදුරාගෙන වරාය සේවකයාගේ බඩට ගසා ඇත. එමෙන්ම සමහර අංශවල අතිකාල සීමා කිරීමත් කප්පාදු කිරීමත් නිසා වරාය සේවකයා කබලෙන් උපට වැටී ඇත.

බත් පතේ වැලි ඇටයක් තිබුණත් වර්ජන, තර්ජන, ගර්ජන, උද්ඝෝෂණ කරපු වරායේ වෘත්තීය සමිති අද මර තිත්දේය. ඒ දේශපාලන වශයෙන් බෙදී වෙන් වී සිටින නිසාය. නැතිනම් සභාපතිතුමාට ඇති බිය නිසාය. කෙසේ වෙතත් සේවකයාගේ පඩි පතට, බත් පතට, තේ ටිකට වින කටිනතුරු බලා

සිටි වරායේ සියලු වෘත්තීය සමිති නායකයන් මෙයට වගකිව යුතුය. ආතතියට සංගීතේ හරි ගීයට බඩේ පාරට කුමන සංගීතයක්ද? වරාය සේවකයා ඔවුන්ගෙන් අසන්නේ 'දැන් සතීපද' කියාය.

මේ සියලු කාරණා නිසා සේවකයන් තෘප්තිමත්ව වැඩ නොකිරීමෙන් කාර්යක්ෂමතාව පිරිහෙනු ඇත. ඉන්පසු කාර්මික සාමයද බිඳ වැටෙනු ඇති බව අපේ විශ්වාසයයි.

**ඒ. නිශාන්ත සමරක්කොඩි**  
(ශිවපු සභාපති)  
රිග් යාත්‍රා ස්වාධීන  
සේවක සංගමය - වරාය



## නැගෙනහිර පර්යන්තය පොදුගලික අංශයට පැවැරීම ගැන රජය නීතියේ ඇයි?

උපතිස්ස පෙරේරා

වෘත්තීය සමිති අසයි

කොළඹ විරුද්ධ ජනබහුල පර්යන්තයේ සාමාජිකයන් සඳහා ආයතනය සලකා ගත් විට පොදුගලික රජයේ ඉන්ද්‍රියන් හා ජපාන හවුල්කාර සමාගම්කරු ලබා දී එහි ඇතර් ඉන්ද්‍රියන් ඇති නැගෙනහිර පර්යන්තය එම පොදුගලික සමාගම්කරු පැවැරීමට එරෙහිව සමස්ත ලංකා විරුද්ධ පොදු සේවය සංගමය ඇතුළු විශේෂය සමිති කිහිපයක් සිය බලවත් විරෝධය පළකර තිබේ.

මේ පිළිබඳව තොරතුරු අනාවරණය කළ සමස්ත ලංකා විරුද්ධ පොදු සේවය සංගමයේ මහ ලේකම් විශ්වසීර් මහගමගේ මහතා "ජනබහුල පර්යන්තය පුළුල් කිරීම 2019.03.13 දින පළමුව

යහපාලන රජය ගැන්වූ පොදුගලික රජයේ ආයතනය කිරීමට කැබිනට් අනුමැතිය ලබා දුන්නා. ඒ අතර නැගෙනහිර පර්යන්තය ඉන්ද්‍රියන්-ජපාන හවුල්කාර සමාගම්කරු පැවැරීමට යෝජනාවක් ගෙනාවා. එය පොදුගලික සමාගම්කරු නොවන විරුද්ධ භාරදෙන ලෙස අප පිහිටි ප්‍රහාරිම ඉන්ද්‍රියම් කළත් එය නොසලකා හැරීම නිසා සියලුම විශේෂය සමිති ජනාධිපතිවරයාට පෙන්වමින් භාරදීමට සිය අවස්ථාවේ අතට කළු එ ගත් ප්‍රහාර එල්ල කළා. ඒත් වෙනසක් වූයේ නැත. මේ ආණ්ඩුවත් ඒ තීරණයේ වෙනසක් කරන බවත් පෙනෙන්නේ නැත."

## නිල සුනඛ අංශයේ වාහනයකින් වරායෙන් සිගරට් පැහැනු පොලිසියේ 2ක් දැලේ

■ නිස්ස රවිභද්‍ර පෙරේරා

සිගරට් තොගයක්  
විකිණීම සඳහා කොළඹ  
වරායේ සිට පොලිස්  
නිල සුනඛ අංශයේ  
වාහනයකින් පැමිණි වරාය  
පොලිසියේ සැරයන්වරයකු  
හා පොලිස් නිල සුනඛ  
අංශයේ කොස්තාපල්වරයකු ▶▶ 02 පිටුවට

### නිල සුනඛ අංශයේ...

පොලිස් විශේෂ කාර්ය බලකාය විසින් පෙරේද (24ද)  
රාත්‍රියේ අත්අඩංගුවට ගෙන ඇත.

සැකකරුවන් සන්නකයේ තිබී රුපියල් පන්ලක්ෂ  
හතළිස් හයදහසක් පමණ වටිනා සිගරට් කාටුන් හතළිස්  
දෙකක් සොයාගෙන ඇත. එක සිගරට් කාටුනයක්  
රුපියල් දෙළොස්දහස බැගින් විකිණීමට පොලිස් විශේෂ  
කාර්ය බලකායේ ඔත්තුකරුවකු සම්බන්ධ කරගෙන ඒවා  
විකිණීමට යන මොහොතේ දී මෙසේ අත්අඩංගුවට ගෙන  
ඇත. පොලිසියේ කනිෂ්ඨ භෝජනාගාරය ඉදිරිපිට දී මෙම  
වැටලීම කර තිබේ. වරායට එන නැව් පරීක්ෂාවට යන  
නිලධාරීන්ට ලැබෙන සිගරට් කාටුන් එකතු කර විකුණන  
ජාවාරමක් මොවුන් විසින් කලක් තිස්සේ සිට කරගෙන  
ගොස් ඇතැයි අනාවරණය වී තිබේ.

අල්ලාගත් දෙදෙනා වැඩිදුර විමර්ශන සඳහා කොටුව  
පොලිසියට භාර දී ඇත.



## කොළඹ වරායේ නැගෙනහිර පර්යන්තය ඉන්දියාවට පැවරීමට එරෙහිව වෘත්තීය සමිතිවල විරෝධය

### ■ නගන තරංග ගමගේ

කොළඹ වරායේ නැගෙනහිර පර්යන්තය ඉන්දියානු සමාගමකට පැවරීමේ කුමන්ත්‍රණය නැවත වතාවක් ක්‍රියාත්මක වන බවට වරාය වෘත්තීය සමිති චෝදනා කරයි.

එම උත්සාහයන්ට ඉඩ ලබානොදී කොළඹ වරායේ නැගෙනහිර පර්යන්තය ශ්‍රී ලංකා

වරාය අධිකාරිය යටතේ සංවර්ධනය කරන ලෙසද වෘත්තීය සමිති රජයෙන් ඉල්ලා සිටියි.

වරාය අධිකාරිය විසින් නැගෙනහිර බහාලුම් පර්යන්තය පසුගිය වකවානුවේ සංවර්ධනය ආරම්භ කරන ලද්දේ රාජ්‍ය බැංකුවකින් අරමුදල් ලබා ගැනීමෙනි. එසේ තිබියදී පසුගිය යහපාලන රජය සමයේ නැගෙනහිර

පර්යන්තය ශ්‍රී ලංකාව, ඉන්දියාව සහ ජපානය අතර හවුල් ව්‍යාපෘතියක් ලෙස ක්‍රියාත්මක කිරීමට උත්සාහ කළේය. එහෙත් එවකට ජනාධිපති මෛත්‍රීපාල සිරිසේනගේ මැදිහත්වීම මත 2018 ජුනි 06 වැනිදා ආර්ථික කවුන්සිලයේදී එම තීරණය අත්හිටවනු ලැබිණි.

මේ වනවිට වරාය අධිකාරිය විසින්

නැගෙනහිර පර්යන්තය වෙනුවෙන් විනයෙන් නව දෙශිකර තුනක් ආනයනය කර ඇත. එහෙත් එම දෙශිකර පර්යන්තයේ පිහිටුවීමට අධිකාරියේ පිරිසක් බාධා කරමින් සිටින බව වාර්තා වේ. එසේම පෙර සකස් කළ ලේඛනය තවදුරටත් සංවර්ධනය කරමින් ඉන්දියාවට වැඩි අයිතියක් ලබාදෙමින් නැගෙනහිර පර්යන්තයේ අයිතිය වෙනස් කිරීමට ඇතැම් නිලධාරීන් උත්සාහ කරන බවට වෘත්තීය සමිති චෝදනා කරයි. වරාය අධිකාරිය යටතේ සාර්ථකව සංවර්ධනය කළ හැකි මෙම සම්පත ආරක්ෂා කරදෙන ලෙස වෘත්තීය සමිති වැඩිදුරටත් රජයෙන් ඉල්ලා සිටියි.

## කොළඹ වරායේ නැගෙනහිර පර්යන්තය ඉන්දියාවට ලබාදීමට ආණ්ඩුව කටයුතු කරනවා

**ශ්‍රී ලංකා වරාය පොදු  
සේවක සංගමයේ  
ප්‍රධාන ලේකම්  
චන්ද්‍රසිරි මහගමගේ**

**අනුරාධා හේරත්  
ක්‍රිෂාන් පතිරත් ජයසූරිය**

මහ මැතිවරණයෙන් පසු කොළඹ වරායේ නැගෙනහිර පර්යන්තය ඒකාන්තයෙන්ම ඉන්දියාවට ලබාදීමට ආණ්ඩුව කටයුතු කරන බවත්, කොළඹ වරායේ ජයබලා පර්යන්තයට ගෙන්වූ ගුවන් චොම්කර 3ක් එම පර්යන්තයට ඇතුළු නොකර නැගෙනහිර පර්යන්තයට ඇතුළු කිරීමට ආණ්ඩුව සැරසෙන්නේ එම හේතුව නිසා බවත් ශ්‍රී ලංකා වරාය පොදු සේවක සංගමයේ ප්‍රධාන ලේකම් චන්ද්‍රසිරි මහගමගේ මහතා පවසයි.

මේ සම්බන්ධයෙන් හඬු දැමීමට තම සංගමය කටයුතු කළ බවත් එම

හඬුව නැවත පුලු මාසයේදී කැඳවීමට නියමිත බවත් චන්ද්‍රසිරි මහගමගේ මහතා ප්‍රකාශ කළේය.

මේ සම්බන්ධයෙන් වැඩිදුරටත් අදහස් දැක්වූ චන්ද්‍රසිරි මහගමගේ මහතා ගෝඨාභයලා මගින්ලලා ජාතික සම්පත් විකුණා නෑ කියලා කිව්වාට ඕවා නිකං කතා විතරයි. නැගෙනහිර පර්යන්තය පෞද්ගලිකරණය කරන්න එපා කියලා අපි දිගින් දිගටම කිව්වා. මෙමඟුපාල මහත්තයටත් කිව්වා ඒත් ඇහුවේ නැහැ. 2016 අපි අස්සත් 5600ක් අස්සත් කරලා මේක කරන්න එපා කියලා ජනාධිපතිට කිව්වා. ඒත් කවුරුත් ඇහුවේ නැහැ. ඉන්දියාව බලපෑම් කරලයි තිබෙන්නේ

මේ පර්යන්තය ඉන්දියාවට ලබා දෙන්න කියලා. ඈත් ගුවන් චොම්කර 3ක් ගෙන්වලා තිබෙනවා. නමුත් ඒවායින් ඉදිරියේදී වැඩ ගනිදී ඉන්දියාව. මේවා ජාතික අපරාධ. අපි මේවාට එරෙහිව වසර ගණනක සිට සටන් කරනවා. ශ්‍රී ලංකා වරාය අධිකාරිය මගින් මේ පර්යන්තය සංවර්ධනයට යන්නේ ඩොලර් මිලියන 80ක් වගේ ගණනක්. නමුත් කොමිස්වලට ලොව පාලකයෝ මේ සම්පත් විකුණලා දේශප්‍රේමීන් වෙන්න හදනවා.



# රට දුම්වැටි වරායෙන් පත්තන්න හැදූ 2ක් දැලේ

**ගයාන් කුමාර විරසිංහ**

කොළඹ වරායේ ආරක්ෂාවට යොදන පොලිස් නිල සුතබයන් ප්‍රවාහනය කරන වාහනයක සඟවා තිබී විරෝධී ලෙස රට දුම්වැටි නොගයක් වරායෙන් පිටතට රැගෙන යාමට සූදුනම් වූ පොලිස් නිලධාරීන් දෙදෙනෙකු පෙරේද (24) රාත්‍රියේදී පොලිස් අත්අඩංගුවට ගෙන තිබේ.

වරායෙන් පිටතට රැගෙන යාමට සූදුනම් වූ සිගරට් 8000ක් අඩංගු බත්ඩල් 45ක් ද සැකකාර පොලිස් නිලධාරීන් දෙදෙනා සමග අත්අඩංගුවට ගෙන ඇත.

වරායට පැමිණෙන විදෙස් තොරතුරු ලිපි බදු රහිතව මිලදී ගෙන ඇති මෙම සිගරට් ඔවුන් රේගුවට රහසින් වරායෙන් පිටතට රැගෙන යාමට සූදුනම් වී ඇතැයි උසස් පොලිස් නිලධාරියෙක් පැවසීය.

“මෙය සංවිධානාත්මක ජාවාරමක්. සිගරට් විතරක් නෙමෙයි. මත්පැන් පවා මේ ආකාරයට වරායෙන් පැත්තනවා. කාලයක් තිස්සේ සිදුවන ජාවාරමක්. මෙම ජාවාරමට සම්බන්ධකම් ඇති බවට තොරතුරු ලැබී තිබුණු වරාය පොලිස් ස්ථානයේ නිලධාරීන් රැසක්ම පසුගිය දිනවල අපි ස්ථාන මාරු කළා. මේ දෙන්නවත් අපි අල්ලා ගත්තේ ලැබුණු තොරතුරකට අනුවයි, යැයි එම උසස් නිලධාරියා පැවසුවේය.

අත්අඩංගුවට ගත් සැකකරුවන් පොලිස් කොස්තාපල්වරුන් බවත් එක් අයකු වරාය පොලිස් ස්ථානයට අනුයුක්තව සේවය කරන අයකු බවත් අනෙක් පුද්ගලයා පොලිස් තාචික කොට්ඨාසයට අනුයුක්ත නිලධාරියකු බවත් එම නිලධාරියා පැවසීය.









ප්‍රවක්ෂක - මචිරට දිනය - 2020-06-28

[illegible]

## Cranes for ECT: India insists on strict adherence to tripartite agreement

By Namini Wijedasa

The Sri Lanka Ports Authority's plans to install three cranes at the unused East Container Terminal (ECT) at the Colombo Port were scuppered by India and Japan, reminding the Government that any development there must be within the terms of a tripartite agreement signed last year.

Now, amidst trade union protests, the SLPA has expedited talks with India to finalise a joint venture for the ECT so that the terminal can finally be engaged. This is despite the Government preferring to run the facility—the deepest in the Colombo port—through the SLPA.

Sri Lanka, India, and Japan in May 2019 entered into a memorandum of cooperation (MoC) to jointly develop the ECT. It was agreed that the SLPA would retain full ownership of the terminal while holding a majority 51 percent stake in the joint venture company. It was decided to buy and install six ship cranes and 18 electric rubber-tired gantry cranes for operations.

However, the SLPA is now saddled with three cranes, all much smaller than what the

ECT deep water facility needs. They were ordered by the last administration at US\$ 25mn (Rs 4.6bn) for a separate terminal that it then failed to build.

The equipment recently arrived and is idling on a barge because the SLPA has been forestalled from installing it on ECT. It is the only place where these cranes could be of some use as Colombo Port has now reached full capacity.

Port unions are demanding that the SLPA must not “sell national assets to foreigners”. They want the cranes installed—despite not being of the required specifications for such a deep water facility—and the ECT run under the SLPA. However, the MoC entails international obligations that India, in particular, is keen to enforce.

“Development of Colombo Port has significance for promoting commerce in our region,” an Indian High Commission spokesperson said. “Around 60 percent of transshipment from Colombo Port is linked with India. Therefore, its development in tripartite—Sri Lanka, India and Japan—would be a win-win situation.”

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## Cranes for ECT: India insists on strict adherence to tripartite agreement

Continued from Page 1

India's Adani Shipping has approached John Keells Holdings (JKH) to be its joint partner in the company that is expected to be set up to manage ECT, authoritative sources said, adding that this was part of a Government-to-Government formula that has “well-established precedents”.

JKH has indicated willingness. The process, however, is at an early stage and industry sources question why the opportunity was not being opened out to other Sri Lankan companies through an open tender, as due process required.

To be operational, the ECT needs significant additional investment, including at least 12 cranes the size of those at the Chinese-run Colombo International Container Terminals (Ltd). While it currently has a pier of 440m of quay length, an additional 880m of berth is required. Around 50 hectares of land must be filled to create a yard. Multiple other equipment must come on along with rubber tired gantry cranes, trucks, administration buildings and repair facilities. The facility's total project cost is around US\$ 650mn of which just around US\$ 80mn has been deployed.

“The cranes that are now on the barge are suitable to handle ships of three generations ago,” an industry source said. “They do not merit sitting on ECT.”

The new cranes have their origin in a 2017 Cabinet paper put up by then Ports Minister Mahinda Samarasinghe. The proposal, however, was to induct a new, fifth terminal at Jaya Container Terminal (JCT 5) and to bring three cranes for use therein. While JCT 4 can currently handle just one 330m vessel, an extension would have enabled it to accommodate two of the same size.

In October 2018, after following procurement guidelines, a Cabinet-appointed negotiating committee approved both the construction and purchase of cranes. Contracts were signed with China Harbour Engineering Corporation (CHEC) to extend the pier and with Shanghai Zhenhua Heavy Industries Company Ltd (ZPMC) for the cranes.

“They are not large cranes,” a source close to SLPA said. “They work 20 containers on a ship across and are not meant for a deep draft berth like ECT.”

But a Cabinet reshuffle in December 2018 saw Minister Samarasinghe replaced by Sagala Ratnanayake who, in turn, appointed his brother, Kavan, as SLPA Chairman. “They decided to order the cranes without proceeding with the civil works,” the source said. “This is illegal because Cabinet approved both components. And where do you put the cranes when they come in?”

This situation, he said, has now come to pass, he pointed out. “India now maintains that the SLPA can't start the ECT project without it,” he continued. “Even doing so with small cranes would be against the spirit of the understanding. And even old rubber-tired gantry cranes that the SLPA decided to transfer from the Unity Container Terminal to ECT are stuck at the Bandaranaika Quay for the same reason.”

The SLPA wants the problem resolved and the ECT, which could have been commissioned as early as 2015, operational. Timelines have been given to both India and Japan.

“ECT needs to be put to use,” said a senior shipping source. “The Colombo Port received a reprieve in the form of COVID-19. We were going to lose volume because we are at about 85 percent capacity—which is 15 to 20 percent beyond the point at which additional capacity should have been built.”



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## Seafarers no longer allowed to fly in to join ships at Lanka's ports

Suspension just days after shipping agents thwart move by Avant Garde Maritime Services (AGMS) and Rakna Arakshaka Lanka Ltd (RALL) to monopolise transfer of seafarers between vessels, hotels ports and airports

The Government has temporarily blocked seafarers from coming in by commercial flight to join ships at any of Sri Lanka's ports after several recent arrivals from India were found to be infected with COVID-19.

The suspension comes just days after shipping agents thwarted a move by Avant Garde Maritime Services (AGMS) and Rakna Arakshaka Lanka Ltd (RALL) to monopolise the lucrative business that involves the transfer of seafarers between vessels, hotels, ports and airports.

Seafarers are no longer allowed to fly in by air unless on a chartered flight that sees all passengers on board immediately joining their ship. Small groups flying commercial are not permitted. However, crew coming by sea at any Sri Lankan port may still disembark and leave the country by air.

Twenty-nine seafarers on an incoming flight from Mumbai tested positive for the virus. They were subjected to PCR tests 72 hours before departure

and cleared. But results of tests carried out in Sri Lanka found them to be infected.

"It's a bit strange that they were cleared in India but found to have contracted the illness upon landing here, just 72 hours later," a shipping agent said.

The director of the Indian company that arranged the crew's air passages was quoted in Indian media as saying, "Everything went well till Sri Lanka decided to give contract for COVID-19 to a private lab. First time they did the job and said 29 seafarers were COVID positive. All the crew did the test and had negative reports filed with Sri Lanka and then flew from Mumbai."

Crew changes—where seafarers finishing their contract leave ships and fly out while new crews fly in and embark the vessel—only restarted here at the beginning of June. Since then, local shipping agents had actively promoted Sri Lanka as a safe destination, especially to the Indian market which

was badly hit by the pandemic.

The agents had hoped to gain advantage from opening up before other countries did. Indian crews, in particular, had been languishing on vessels despite finishing their contracts.

In the meantime, the Ceylon Association of Shipping Agents (CASA) also fended off an attempt to grant sole control over parts of the business to a joint venture that had backing from the President's office.

In May, President Gotabaya Rajapaksa gave permission for a public-private partnership between AGMS and RALL to run isolation centres during the pandemic. They were to also take over the transport of ships' crews between various destinations.

But CASA protested, saying the business must be shared among industry players and not monopolised. This led to the earlier status quo being restored under strict guidelines. AGMS, too, is free to carry out the business if it so wishes.

## India to finalise private partner for ECT

By Sunimallee Dias

The commencement of the controversial East Container Terminal (ECT) is being pushed forward even as India is currently picking a private partner to run the operations.

It is learnt that India is engaged in identifying a private partner as per the terms of the agreement in the Memorandum of Cooperation (MOC) entered into in 2018 to manage the operations of the terminal.

In this respect if they are to finalise the private partner as identified they need to obtain the concurrence of the Sri Lankan authorities as well, informed sources said.

The terminal has been unused for a number of years and a subject of much controversy as port unions oppose its involvement with any outside partner. In addition as a partner of the Colombo South Harbour project, the Asian Development Bank (ADB) entered into an agreement with authorities to ensure that the Sri Lanka Ports Authority (SLPA) run the terminal but the subsequent establishment of the West Container Terminal (WCT) will be a public private partnership.

The ECT is vital to the SLPA and Port of Colombo due to its 18 metre draft that would enable ultra large vessels to berth and allow the port to generate higher revenues without sharing profits with other partners.

However, in 2018 authorities engaged India and Japan to form a consortium to run the operations of the ECT with a 49 per cent minority stake in the terminal leaving 51 per cent for the SLPA.

Industry officials say that India coming into the venture is plausible as at least 70 per cent of the transshipment volumes that come to the Colombo Port is for India. Sri Lanka is said to stand to gain from installing cranes purchased with a loan obtained from Japan for a period of 40 years at 0.1 per cent.

The said cranes never arrived but authorities are now mulling installing three cranes purchased for the Jaya Container Terminal (JCT) at the ECT. These cranes arrived on June 20 and this is now opposed by the port unions that carried out a protest on Thursday at noon blocking the roads during that time.

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## India to finalise private partner for ECT

Continued from Page 1

SLPA Chairman Gen. Daya Ratnayaka said that the cranes ordered for JCT 5 had arrived and that for the last two to three months they were trying to find a solution to this issue.

"Now we have already analysed it and taken into consideration and the best thing will be done," he said adding that they were also reconsidering the arrangement entered into with

India and Japan as well.

India has continuously insisted that among other projects assisted by the subcontinent the ECT needs to be considered a priority. This was conveyed during a meeting with President Gotabaya Rajapakse and Indian Prime Minister Narendra Modi in New Delhi last year and then again during their recent discussions held over the telephone on May 23.



පුවත්පත - අද දිනය - 2020-06-29

## වරායේ හැ.පර්යන්තයේ දොඩකර තුන සවි කිරීම දිගින් දිගටම ප්‍රමාදයි

### ■ දුන්දින සේවාවන්

කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ මෙහෙයුම් කටයුතු ආරම්භ කිරීම සඳහා රැගෙන ආ දොඩකර තුන සවි කිරීම දිගින් දිගටම ප්‍රමාද කරමින් තිබෙන බව සමස්ත ලංකා වරාය පොළයේවක සමිතිය සඳහන් කරයි.

ගෙවීගිය වසර පහක කාලය පුරා නැගෙනහිර පර්යන්තය විකුණා දැමීමට පසුගිය යහපාලන රජය උත්සාහ කළ බවත්, එය පරාජයට පත් කිරීමට වරාය සේවකයන් කටයුතු කළ බවත් එම සංගමයේ ප්‍රධාන ලේකම් චන්ද්‍රසිරි මහගමගේ මහතා පැවසීය.

නැගෙනහිර පර්යන්තය විකුණා දැමීමට උත්සාහ කිරීම නිසා එහි කටයුතු සිදුකිරීමට අවශ්‍ය දොඩකර ගෙන්වීමත් සිදු නොවූ බවත්, එහෙත් යහපාලන ආණ්ඩුව විසින් ජයබහාලූ පර්යන්තයේ ගෝලීය පස්වැනි අදියර සඳහා ශ්‍රැන්ට් දොඩකර තුනක් ගෙන ඒමට සැලසුම් කළ බවත් හෙතෙම පවසා සිටියේය.

මේ අනුව අදාළ දොඩකර තුන නැගෙනහිර පර්යන්තයේ සවිකර එහි වැඩ කටයුතු ආරම්භ

කිරීමට වරාය පාලන අධිකාරිය සිරිණය කළ බවද ප්‍රධාන ලේකම්වරයා සඳහන් කළේය.

ඒ අනුව මේ මස 20 වැනිදා දොඩකර තුන වරායට රැගෙනවිත් තිබුණද, එය ගොඩබෑ සවිකිරීමට යම් තණ්ඩායමක් බාධා කරමින් සිටින බවත්, මෙය විදේශීය බලපෑමක්ද යන්න, සැකයක් පවතින බවත් ඒ මහතා ප්‍රකාශ කළේය.

එබැවින් මේ පිළිබඳ කොත බලා අවශ්‍ය කටයුතු කරන ලෙස ජනාධිපති ගෝඨාභය රාජපක්ෂ මහතාගෙන් ශ්‍රීවිතව ඉල්ලා සිටී බවත්, නැගෙනහිර පර්යන්තය රැකගැනීම සඳහා වරාය සේවකයන් ගෙවීගිය වසර පහක කාලය තුළදී විශාල කාර්යභාරයක් සිදුකර තිබෙන බවත් චන්ද්‍රසිරි මහගමගේ මහතා පැවසීය.

ශ්‍රී ලංකා වරාය අධිකාරිය සතු ගැඹුරින් වැඩිම සහ විශාල නැව් හැසිරීමට හැකි එකම පර්යන්තය නැගෙනහිර පර්යන්තය බවත්, එය රැකගැනීම සඳහා හත හැඩි සියලු ක්‍රියාමාර්ග ගන්නා බවත් ඒ මහතා වැඩිදුරටත් සඳහන් කළේය.

පුවත්පත - අරුණ දිනය - 2020-06-30

## ගුනේව් දොඹකර කොළඹ වරායේ ස්ථාපිත නොකළොත් වෘත්තීය ක්‍රියාමාර්ගයක්

■ අශ්විනා පයවිර

කොළඹ වරායේ නැගෙනහිර පර්යන්ත ගත කිරීම සඳහා රැගෙන ආ ගුනේව් දොඹකර තුනක් එහි පර්යන්තගත කිරීමෙන් වැළකී දිනකට රුපියල් එක්කෝටි දසලක්ෂයක මුදලක් අදාළ විදේශීය නැව් සමාගමට ගෙවමින් ශ්‍රී ලංකා වරාය අධිකාරිය බරපතළ විනාශයක් සිදු කරන බවත්, නවදුරටත් එය සිදු කරන්නේ නම් වරාය වෘත්තීය සමිති 21ක් එක් වී ඉහළම වෘත්තීය ක්‍රියාමාර්ගයක් ගන්නා බව වාණිජ කර්මාන්ත හා සේවා ප්‍රගතිශීලී සේවක සංගමයේ ප්‍රධාන ලේකම් වාමල් සුමනරත්න පැවැසීය.

කොළඹ වරාය ඉන්දියාවට ලබා දීමේ සුදුසාමක් ඇති බවත් ශ්‍රී ලංකා වරාය අධිකාරිය වැනි වටිනා සම්පත් විදේශීය රටකට ලබාදෙමින් එහි දසලක්ෂකට අධික සේවකයන් අසරණ තත්ත්වයට පත් කිරීමට වරාය අධිකාරියේ ඉහළ නිලධාරීන් කටයුතු කරන්නේ නම් දිවි නිමියෙන් ඒ වෙනුවෙන් සටන් කරන බවද ඔහු 'අරුණට' කීවේය.

පුවත්පත - ලංකාදීප දිනය - 2020-06-30

## ග්‍රැන්ට් දෙසීමකර ඉදිරි පැය 24 තුළ සවි නොකළොත් හෙට සිට වර්ජනයක්

(විසිතා වම් ගමනේ, මහින්ද සිත්තංග)

කොළඹ වරායේ නැගෙනහිර පර්යන්තයේ සවිකිරීම් සඳහා ගෙන්වා ඇති ග්‍රැන්ට් දෙසීමකර තුන ඉදිරි පැය විසිහතර ඇතුළත සවිකිරීම් ආරම්භ නොකළහොත් හෙට (1) සිට වැඩවර්ජනයක් ආරම්භ කරන බව වරායේ වෘත්තීය සමිති සිියයි.

**වරාය සමිති අනතුරු අඟවයි**

වරාය අධිකාරිය එකී දෙසීමකර සවිකොට නැගෙනහිර පර්යන්තයේ මෙහෙයුම් කටයුතු ආරම්භ නොකරන්නේ විදේශ බලපෑමක් මත බවත් වහා මෙහෙයුම් ආරම්භ කරන්නට කටයුතු නොකළහොත් පළමුවැනිද සිට වර්ජනයක් ඇරඹීමට සියලු වෘත්තීය සමිති එක්ව තීරණය කළ බවත් ශ්‍රී ලංකා කිරිනස් සේවක සංගමයේ වරාය කාර්යාලී සභාපති ප්‍රසන්න කල්ලනගේ මහතා ලංකාදීපයට පැවැසිය.

ඉකුත් වීසි වැනිද ගෙන්වන ලද එම දෙසීමකර මේ වනතෙක් සවිකර නොමැති අතර දෙසීමකර සවිකරන තෙක් දිනපතා ප්‍රමාද ගාස්තු ලෙස රුපියල් ලක්ෂ 90 බැගින් ගෙවීමට වරාය අධිකාරියට සිදුවී තිබේ.

දෙසීමකර සවිකිරීම සඳහා ගෙන්වූ ග්‍රැන්ට් දෙසීමකර තුන පර්යන්ත ගත කිරීම ප්‍රමාද කරමින් තිබෙන බවත් වහා මෙම ප්‍රශ්නය සඳහා මැදිහත්වන ලෙසත් ජනාධිපතිවරයාගෙන් ද ඉල්ලීමක් කළ බව කල්ලනගේ මහතා කීය.

ශ්‍රී ලංකා වරාය අධිකාරිය සතු ගැලුරින් වැඩි වශාල නොනං මෙහෙයවිය හැකි එකම පර්යන්තය පුද්ගලීකරණයට පිවිසුවත් සකස් කෙරුණේ පසුගිය රජය සමයේ බවත් මේ සම්බන්ධව මූල සිට වෘත්තීය සමිති විරෝධය පළ කළ බවත් පැවසූ සේවක සංගම් සභාපතිවරයා මේ වෙනුවෙන් කවරදුටත් පමා විය නොහැකි යැයි ද කියා සිටියේය.





දිනය - 2020-06-30



Newspaper – The Island    Date – 30-06-2020

## Trade unions threaten strike at Colombo Port over alleged foreign involvement in East Terminal

Trade unions, operating in the Colombo Port, yesterday, warned of a strike if the government did not start installing the gantry cranes imported to be used in the Colombo Harbour East Terminal, within 24 hours.

Chairman of the Sri Lanka Nidahas Sewaka Sangamaya (Harbour Branch), Prasanna Kalutharage said that the Ports Authority was not commencing operations

in the East Terminal due to the influence of a foreign country.

The gantry cranes arrived on the 20th and the government had to pay Rs. 9 million as demurrage, he said. Three gantry cranes worth USD 25.7 million were purchased on June 20 for the development of the terminal. "We have also asked the President to look into this delay. The previous government

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### Trade unions...

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attempted to privatise the Colombo Port East Terminal and the unions have opposed the move, regardless of their political affiliation, Kalutharage said.

The Ports Authority had asked unions

for 48 hours to find a solution but failed to meet the deadline, Kalutharage said. "We will not allow any government to privatise this terminal. It is the only one deep enough to take large ships," he said.



Newspaper – Ceylon FT Date – 30-06-2020

## CICT launches 'Hope Village Project' Starts with Rs 17M Community Centre for Pannila



Representatives of the senior management of CICT and officials of local Government bodies at the foundation stone ceremony for the new Community Centre in Pannila

A building for a community centre that will provide multiple essential services to some 2,000 people living in Pannila, near Horana, is set to take shape this week under a unique new community initiative launched in Sri Lanka by Colombo International Container Terminals (CICT) with an initial commitment of Rs 17 million.

The two-storey building to be constructed with the funds provided by CICT and its parent company, the China Merchants Group (CMG), is billed to be the first of many such donations of infrastructure and other life-improving requisites under CICT's 'Hope Village Project' in Sri Lanka.

The new Community Centre scheduled to be completed by the end of the year will house several local Government offices under one roof and will include facilities that improve the quality of life of the villagers, such as an auditorium, a library, and a grocery store. Local Government offices including the Grama Sevaka office and the Samurdhi Department are among those to be relocated in the new Community Centre.

Pannila is the first of many villages to come under the umbrella of the Hope Village project, the purpose of which is to develop rural communities in Sri Lanka that lack adequate funding and improve the living conditions of people, said CICT CSR Manager, Grant Yang.

The project, which is completely funded through the

China Merchants Charitable Foundation (CMCF), the CSR arm of the China Merchants Group, commenced with a foundation stone ceremony in Pannila on 23 June 2020.

The foundation stone for the Community Centre was laid by CICT CEO, Jack Huang, CICT Chief Financial Officer, Raymond Mu, Chief Accountant Officer of Kalutara District Secretariat, B.A.M. Chandrika, Divisional Secretary of Horana, K.D.S. Sajeewana and the Rural Development Director of the Western Province, R.M. Dinesha P. Kumari. The building's construction will take place with the co-operation of the Divisional Secretariat of Horana and the District Secretariat of Kalutara.

Speaking at the ceremony, CICT CEO, Jack Huang said: "CICT is the only deepwater terminal in South Asia, and through the Hope Village Project we are honoured to connect the success of our business with the community. This is just the beginning. For as long as we operate in Sri Lanka, CICT will continue contributing generously to local communities."

Commenting on the construction of the Community Centre, Nadeesha Priyadarshani, a Pannila resident said: "We look forward to the completion of this building, especially because soon all Government offices will be under one roof and this will save us much hassle and add convenience to our lives. Our children too will benefit from

the Community Centre; we have not had a library in the vicinity before, and now their concerts and events too can take place at the Community Centre."

CICT and CMCF are no strangers to supporting the people of Pannila. In December 2019, the Company provided 120 senior citizens of Pannila with gift packs containing food and other essential items, as well as supplying some 300 students with school supplies for the new school year, to the value of Rs 1.8 million.

Pannila 612-B Division is an area empowered by the Hope Village project of CMCF and CICT. The project aims to help Pannila develop into a desirable residential area, with a fully-fledged community centre, a children's playground, and livelihood support for the needy. The overall objective of the Hope Village Project is to reach evaluated villages in Sri Lanka, help alleviate poverty, and explore the road of sustainable development.

Recently, CMCF and CICT also donated custom wheelchairs worth US\$ 9,000 to three ITF-ranked tennis players as part of its continuing support to the Wheelchair Tennis Programme of the Sri Lanka Tennis Association (SLTA). A total of Rs 30 million has been donated by CICT to this programme between 2015 and 2019. CICT and CMCF have also supported a cataract surgery project in Sri Lanka in collaboration with the National Eye Hospital.



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