SRI LANKA LOGISTICS & FREIGHT FORWARDERS’ ASSOCIATION

COUNTRY REPORT

For

43rd Executive Council Meeting

of

The Federation of Asia Pacific Air-cargo Associations

in

Manila, Philippines

9th – 12th July 2016
SRI LANKA LOGISTICS & FREIGHT FORWARDERS’ ASSOCIATION

EXECUTIVE COMMITTEE FOR THE YEAR 2016 / 2017

CHAIRPERSON : Ms. Tania Polonnowita Wettimuny
VICE CHAIRMAN : Mr. Jagath Pathirane
TREASURER : Mr. Roshan Silva
IMMEDIATE PAST CHAIRMAN : Mr. Dushmantha Karannagoda

ADVISORY COUNCIL : Mr. Mohan S. Mohanadas
Mr. Tony De Livera
Mr. Niral Kadawatharatchie
Mr. D R Hallock

EXECUTIVE COMMITTEE

Ace Cargo (Pvt) Ltd
Agility Logistics (Pvt) Ltd
DHL Global Forwarding Lanka (Pvt) Ltd
HTL Logistics (Pvt) Ltd
MAC Supply Chain Solutions (Pvt) Ltd
NDO Lanka (Pvt) Ltd
Speedmark Transportation Lanka (Pvt) Ltd

SECRETARIAT

Sri Lanka Freight Logistics & Forwarders’ Association
No. 37 D, Torrington Avenue
Colombo 07.

SLFFA Country Report
Democratic Socialist Republic of Sri Lanka

Capital - Sri Jayawardenapura Kotte
Commercial Capital - Colombo
Official Languages - Sinhala, Tamil
Language for inter-ethnic communication - English
Ethnic Groups - 73% Sinhala, 13.9% Tamil, 7.2% Moors - 4.6% Indian Tamils, 0.5% Others
Independence - February 4, 1948
Total Area - 65,610 sq km
Total Population - 20,242,000 (estimate 2009)

Sri Lanka is divided into 9 provinces: 25 Districts. Each province is administered by a directly-elected provincial council.
OVERVIEW OF THE ECONOMY

In 2015, Sri Lanka recorded a GDP growth of 4.8%, a marginal decrease when compared with the growth rate for 2014 which stood at 4.9%. Continued deceleration in consumer demand across all major export markets coupled with the strengthening US dollar which resulted in significant capital outflows and had a direct impact on Sri Lanka’s economic performance. The impact of these developments was offset to some extent by lower international commodity prices. Nevertheless, domestic consumption rebounded as incomes grew, particularly among public sector workers.

Despite substantial gains from the lower oil prices and continued positive trends in the tourism sector, slowing down of net foreign exchange inflows, including worker remittances, and capital outflows, generated an overall deficit in the balance of payments (BOP). Efforts to reverse the downward trend in government tax and non-tax revenues were moderately successful, but overruns on the expenditure side of the government budget meant that the budget deficit grew to 7.4 per cent of Gross Domestic Product (GDP), as against the targeted deficit of 4.4 per cent.

Central government debt grew to 76.0 per cent of GDP by the end of 2015. The new coalition government formed after the Presidential election in January 2015 focused on implementing the 100-day program before the general election that was held in August 2015. The policy responses to volatile global economic conditions took time to evolve after the general election held in August 2015. In order to address the adverse implications of growing demand pressures on price and financial stability and help cushion pressure on the BOP, the Central Bank took early corrective action by imparting greater flexibility in the management of the exchange rate, enforcing the new macro-prudential regulation of loan to value (LTV) ratio as a selective demand management instrument and tightening monetary policy through an upward adjustment of the Statutory Reserve Requirement (SRR) and also later increasing the Central Bank’s policy interest rates. A renewed focus on export led economic growth and the buttressing of collection of government revenue to contain the overhang of government debt are the key drivers of the government’s medium term economic strategy, and structural reforms proposed by the government towards this end are expected to be endorsed by the International Monetary Fund (IMF) as well.

It is expected that, with appropriate policies, the economy will return to a higher growth trajectory in the medium term. Addressing the already identified constraints faced by the economy, including low government revenue to GDP ratios and excessive government expenditure, falling exports to GDP ratios and insufficient inflows of foreign direct investments (FDI) remain critical success factors to achieve sustained economic growth in the medium term. In addition, other structural and emerging challenges that require the attention of the government include, putting in place more efficient systems to ensure the development of required skills to support the growing demand for high quality human capital; improving public transport to curb the economic loss caused by road traffic congestion; strengthening the national policy on renewable energy development and ensuring energy security; introducing robust market based pricing formulae for energy and public utilities; addressing issues in the agriculture sector, including low productivity, lack of diversification, food insecurity, and inefficiencies in water management; creating enabling socioeconomic infrastructure and lucrative livelihood opportunities amidst constraints on public resources; ensuring the sustainability of the public sector pension scheme while introducing market oriented pension and superannuation schemes that ensure the full coverage of the labour force; facilitating financial deepening through raising the efficiency of financial intermediation, introducing a diverse range of financial products and services, and improving access to formal finance as well as building external and domestic policy buffers to sustain a robust growth trajectory over the medium to long term.

SLFFA Country Report
Services sector, which account for 56.6 per cent of GDP, grew by 5.3 per cent, buttressed by the growth in financial services (15.8 per cent), real estate activities (9.6 per cent), transport activities (5.5 per cent) and wholesale and retail trade (4.7 per cent). Despite the minor slowdown in construction (-0.9 per cent) and mining and quarrying (-0.9 per cent) activities, industry activities, which account for 26.2 per cent of GDP, grew by 3.0 per cent, mainly supported by the growth in manufacturing activities (4.7 per cent). Agriculture activities, which account for 7.9 per cent of GDP, expanded by 5.5 per cent, mainly due to the significant growth in growing of rice (23.3 per cent) and vegetables (24.9 per cent), amidst the contraction in fishing (-2.7 per cent), growing of rubber (-10.1 per cent) and growing of tea (-2.6 per cent).

Investment activities, as measured by gross capital formation, decelerated during 2015. Meanwhile, as a combined outcome of the increased demand for imports, mainly consumption goods, and weak demand from Sri Lanka’s major export destinations, net external demand deteriorated, in real terms, during the year.

Earnings from exports, which grew at a healthy rate in 2014, contracted by 5.6 per cent in 2015 reflecting the decline across all major export categories.

The decline in international commodity prices, the slower pace of growth in advanced economies, geopolitical uncertainties in many of Sri Lanka’s key export destinations, and restrictions by the European Union (EU) on fish imports from Sri Lanka contributed to the substantial reduction in export earnings. Despite the significant improvement recorded in earnings from the export of spices (42.7 per cent) and transport equipment (60.5 per cent), the decline in earnings from tea (17.7 per cent), rubber products (14.5 per cent), textiles and garments (2.2 per cent), and seafood (35.5 per cent) contributed to the overall decline in export earnings.

Reflecting global developments, exports to the EU and Middle East contracted by 13.4 per cent and 11.8 per cent respectively, while exports to the USA increased by 2.9 per cent, on a year-on-year basis. However, on average, export volumes increased by 4.6 per cent in 2015, while export prices, in US dollar terms, recorded a decline of 9.8 per cent.

Although expenditure on non-fuel imports increased significantly by 9.6 per cent during 2015, overall expenditure on imports declined by 2.5 per cent. On average, import volumes increased by 10.6 per cent in 2015, while import prices declined by 11.8 per cent in US dollar terms. According to the World Economic Outlook of the International Monetary Fund, global economic activity remained subdued in 2015, with the decline in growth in emerging market and developing economies, amidst the modest recovery in advanced economies.

The transportation of goods and passengers including warehousing activities grew by 5.5 per cent in 2015 compared to 3.6 per cent growth in 2014. The total number of passenger kilometers operated by the private sector and the SLTB respectively grew by 6.1 per cent and 19.6 per cent in 2015 compared to respective 12.7 per cent and 2.5 per cent growth recorded in 2014. Further, the passenger kilometers operated by the SLR grew by 8.3 per cent during the year. Furthermore, the passenger kilometers collectively flown by SriLankan Airlines and Mihin Lanka recorded a marginal growth of 0.1 per cent against the 2.7 per cent contraction in 2014.

The importance of improving economic and social infrastructure, which is essential to achieve sustained high economic growth and raise living standards of the people, has been well recognized by policymakers and hence, it continues to remain an integral part of the overall development drive. Benefiting from continuous investments, a gradual improvement can be
observed over the years in the country’s economic infrastructure, which includes power, transport, roads, highways, ports, water supply, telecommunications, etc.

(Source – Central Bank of Sri Lanka Annual Report)

OVERVIEW OF THE INDUSTRY

The total volume of cargo moved through the BIA increased by 11.8 per cent to 215,031 MT. Total cargo handled at MRIA during 2015 was 1.2 MT, compared to 68.9 MT in 2014.

The Port of Colombo recorded its highest annual container throughput in history during 2015 as a result of improved performance of the Colombo International Container Terminal (CICT), although the performance of all other terminals deteriorated.

The overall performance of the Port of Colombo in terms of total ship arrivals in 2015 indicated an increase of 12.2 per cent, with container ship arrivals and conventional cargo ship arrivals increasing by 12.5 per cent and 60.7 per cent, respectively. Total container handling in 2015 increased by 5.7 per cent to 5.2 million twenty foot equivalent container units (TEUs) from 4.9 million TEUs in 2014. Transshipment container handling also increased by 4.9 per cent during the year. Total container handling of the CICT grew substantially by 127.5 per cent during the year, in sharp contrast to the negative growth of container handling at other terminals.

Accordingly, the market share of the Sri Lanka Ports Authority (SLPA), South Asia Gateway Terminal (SAGT) and CICT in total container handling stood at 43.4 per cent, 26.4 per cent and 30.1 per cent, respectively, in 2015, in comparison to the shares of 52.1 per cent, 33.9 per cent, and 14.0 per cent, respectively, in 2014. Currently, the CICT handles mega container vessels, which cannot be operated either at the Jaya Container Terminal (JCT) or SAGT. Total cargo handling at Ports of Colombo, Trincomalee, Galle and Hambantota amounted to 77.6 million MT, recording a lower growth of 4.3 per cent, in comparison to the growth of 12.3 per cent recorded in the previous year. Break Bulk cargo handling increased by 53.7 per cent, due to the increased imports of fertilizer and iron/steel at both Colombo and Hambantota Ports. Meanwhile, total vehicle handling at the ports of Hambantota and Colombo increased by 17.1 per cent, driven by the significant growth in domestic vehicle handling by 138.0 per cent, while vehicle transshipments, which are handled only at the Hambantota Port, recorded a negative growth of 27.6 per cent.

Construction of Phase I of the East Container Terminal (ECT) at port of Colombo was completed in 2015. Phase I included the construction of a 440 metre long quay wall consisting of a 30 metre rail span, 20 metre wide back-reach area and a two lane road, a container yard on reclaimed land consisting of 12 dry stack lanes, one reefer lane and 30 metre wide peripheral roads, as well as services and utilities consisting gates, a fuelling station, electrical substations, sewerage treatment plant, firefighting system, water storage and distribution network and a storm water drainage system. According to the Master Plan of the Colombo South Harbour Development Project, the ECT, once completed, could accommodate 2.4 million TEUs per annum, and will have a quay length of 1,200 metres, consisting three container berths with a water depth of 18 metres.

The construction of Phase II of the Hambantota port continued in 2015. The project includes four container berths, a public terminal and an artificial island. The total estimated construction cost
of Phase II of the Hambantota port is US dollars 808 million and construction is expected to be completed during 2016.

During the year, the SLPA entered into a 10-year lease agreement with Litro Gas Terminal Lanka (Pvt) Ltd for the operations of the LPG facility at the Hambantota port. However, due to the poor demand for this operation, the SLPA management is in the process of reviewing the agreement. The bunkering facilities and tank farm project at Hambantota port includes 14 tanks with 80,000 cubic metre capacity. The construction of the bunkering facility has already been completed and handed over to the SLPA by the contractor at the end of 2014. Due to operational losses incurred in bunkering operations during the period from June 2014 to February 2015, the SLPA requested proposals to attract a strategic partner with experience in the field to operate the bunkering facility on lease basis.

The financial performance of the SLPA declined marginally during the year 2015. As per unaudited provisional financial statements, the SLPA recorded an operational profit of Rs. 6.0 billion, compared to Rs 7.3 billion in 2014. This was the combined outcome of an increase in total revenue by 8.8 per cent to Rs. 40.8 billion and increase in operating expenditure by 15.3 per cent to Rs. 34.8 billion. Meanwhile, the construction of the Port City project, which was suspended in 2015, is expected to recommence in the first half of 2016.

(Source – Central Bank of Sri Lanka Annual Report)

<table>
<thead>
<tr>
<th>Year</th>
<th>UPLIFT (Tons)</th>
<th>DISCHARGE Excluding Transshipment</th>
<th>TRANSSHIPMENT (Tons)</th>
<th>TTL (Tons)</th>
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<td>40,596.43</td>
<td>32,789.02</td>
<td>199,656.69</td>
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<td>46,573.87</td>
<td>35,877.85</td>
<td>212,277.83</td>
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Airfreight volumes show a clear year-on-year growth in the past several years. In the year 2015, Air freight import, export and transshipments cumulatively had a 6% growth compared to 2014. Air Imports alone had a 15% growth seconded by a 9% growth in Transshipments, while Air exports grew by 3% in the year 2015. A special remark need to be made on Air Imports and Transshipments achieving the highest volume compared to last 5 years.

Ocean Freight throughput (Exports, Imports & Transshipments) in TEU’s
As a whole, Ocean freight volumes show a steady increase, mainly due to its Transshipment Laden volumes. A closer look at the 2015 numbers reveal a 16% drop in empty import volumes and a 17% increase in Export Empty Volumes. On the retrospect Laden Imports grew by 10%, whilst there was only a 1% growth in Laden Exports.

**INDUSTRY REGULATION, PORT, CUSTOMS & OCEAN FREIGHT**

During the year under review SLFFA representatives met with the official of the Sri Lanka Customs on numerous occasions to address industry related issues.

**Two-tier manifesting** – Customs department had suggested a two tier manifesting system where import manifests should be submitted as Main Line and Final Party who would be submitting the delivery order to the actual consignee. However Customs have presently suspended this proposal. However the implementation of the two tier manifesting was suspended and Customs would continue the manifesting as usual.

**Strict implementation of the import manifesting rule (within 72 hours)** – Sri Lanka Customs agreed to modify the asycuda system to enable storing of manifests, which would facilitate all parties to submit their manifests as per their own operational time lines on an independent basis, rather than being dependent on the timelines followed by other related parties. SLFFA had directly addressed its grievance with the DGC at many meetings and also have met with Minister Of Finance together with the customs officials and requested an additional 24 Hrs period for forwarders to submits the manifest.

Further the Customs department intends on withdrawing the facility to submit manifests on a manual basis, once the Asycuda system is fully utilized by all stakeholders. Customs also indicated that the CTS would be implemented for manifesting in due course.

The Ocean Freight sub-committee continued to engage in regular dialogue with Sri Lanka Customs and other statutory bodies to address some of the operational contrains and also new guidelines which will have a detrimental effect on the normal course of business by the SLFFA members.

**Gazette notification** – The Customs department had agreed to remove the ‘imprisonment clause’ from the gazette notification on manifesting and mentioned that the penalties would be increased and could reach a maximum of Rs. 500,000/-. This matter is currently pending and no time frame has been provided as yet.

**Containers detained by Customs without a time frame** – the detainment of containers could occur as follows;

* Export containers detained inside the Port (export)

* Detained and removed to a customs facility - We have continued with our efforts however Customs states that they do not have the stores facility to remove the said containers from the Port. In the meantime, Customs have strictly advised SLFFA not to pay any port rent for the Customs detained containers, and have submitted a letter to a SLFFA member company affected by this, confirming their authority to detain containers at any point in port and have suggested that no port rent should be levied for such containers.
**SOLAS Convention** - SLFFA was actively involved at meetings arranged by the Department of Merchant Shipping on the implementation of the SOLAS Convention that is due to come into effect on the 1st of July 2016.

**Online payments** – As it was brought to SLFFA’s notice that certain refunds were not being released, SLFFA made representation on behalf of its members. On meeting with representatives of the Sri Lanka Customs, SLC had agreed to attend to this matter and ensure that payments were done in a timely manner. This matter was addressed by the respective parties and SLFFA is in the process of obtaining feedback from the membership.

**Meeting with new Chairman SLPA** – With the appointment of Mr. Dammika Ranatunga as the new Chairman of the Sri Lanka Ports Authority, representatives of SLFFA paid a courtesy call on the new Chairman and the following matters were discussed;

- Logistics Hub Concept
- Improvement of port facilities
- Customs detained containers lying at the port
- Future plans for development & increase efficiency
- New port entry charges

**Charges on detained containers and demurrage** – It was informed that charges were imposed on both import and export containers and that the SLPA had no authority to bill any party. SLPA had informed that as they did not have adequate space at the port they were compelled to charge a fee as a result of space constraints. This matter is yet to be sorted and SLFFA is following up with the respective authorities.

During the year under review SLFFA representatives also met with CASA members to discuss various industry related matters.

**Overcharging on DO fees** – The agreed rate between SLFFA and CASA approximated to Rs. 4,000. However on several instances it was brought to SLFFA’s attention that some shipping lines were charging above the agreed rate and therefore representation was made to address the issues. SLFFA officially wrote to CASA with the details, and CASA agreed to address the matter with their membership. It was subsequently noted by CASA that they are not in a position to impose an upper limit on their members.

**DO Fees: Service Provider to Service Provider** – It was agreed that SLFFA would charge on a 50-50 basis among SLFFA members. However, when using the services of outside forwarders the final decision would be at the individual forwarders’ discretion.

**Foreign Insurance Policies** – It was brought to the Association’s notice that the DMS office was issuing foreign insurance policies. After consulting an insurance professional a document was prepared and submitted to the Director General of Merchant Shipping. It was advised that the “all risk” should be replaced with “cargo liability”. Furthermore the local act had stated that a foreign insurance cover would not be acceptable unless fronted by a local company as the Sri Lanka insurance board would not accept any foreign policies. The decision taken in this regard was that forwarders obtain a local policy to cover errors and omissions.
AIR FREIGHT & AIR CARGO VILLAGE (ACV)

**E-Airway Bill** – A Steering Committee comprising of representatives from SLFFA, CCN, numerous airlines and ground handling agents was formed to further develop and review the system. At present, prior to going online, a lot of work needs to be done on documentation and communication in collaboration with the ground handling agents, airlines and CCN. With regard to the MAWB weight, since the ground handling agents (GHA) only weigh only the final weight, freight forwarders would need to submit the completed FWB with the weight along with the shipment to the GHA. Any weight discrepancies would be communicated back to the forwarder through CCN. The GHA also had requested forwarders to submit FWB prior to the shipment which would assist them to expedite the process.

**Increase in Airway Bills Rates** – It was brought to SLFFA’s attention that UL had increased the rate of AWB to USD 8/-. Prior to the increase the rate was USD 5/-. SLFFA requested UL that until all airlines were online there should not be any increase. SLFFA requested UL to not implement any increases until all matters were sorted out.

**Multilateral Agreement** – Following the introduction of the e-AWB system, forwarders were given two options to enter with the airlines for e-AWB;

1. Bilateral Agreement – freight forwarder and one airline
2. IATA multilateral Agreement – freight forwarder and all airlines

After much discussion on this subject matter, the Executive Committee decided that SLFFA would recommend the option for a IATA Multilateral Agreement since one agreement would cover all airlines. SLFFA members were advised to individually commit to the agreement.

**Fuel Surcharge** – With the world oil prices falling to the lowest levels in recent times and the Global Fuel Index (GFI) being below the current rates charged by UL. In order to ease the burden on the forwarders, SLFFA made a request to the national carrier to reduce the fuel surcharge in line with the GFI. Following further discussion on the matter, UL agreed to a reduction of USD 0.05.

**Revised Vehicle Entry Charges** – During the year under review, the AASL notified SLFFA the revised vehicle entry charges, which was an excessive revision of charges. Following the request made by SLFFA, AASL agreed that any persons with a valid access permit issued by AASL would be exempted from the levy on Motor Cycles and the stakeholders who are entitled for exemption for annual vehicle charges were required to incur the cost of the sticker. Cost of the sticker would be Rs. 250/-. Also AASL increased Entry Charges for Lorry from Rs, 21,000/- to Rs. 25,000/- per year.

**ACV Lease Agreement** – Following representation made by SLFFA, the ACV lease agreement which was to expire on 31st March 2016 was extended till 31st December 2016 by AASL. However, there was an increase in the rent by 7.5%.
SLFFA Cargo Services Ltd, a commercial venture established by 26 members of the Association, operates an import cargo terminal at the Bandaranaike International Airport. This is a unique operation managed by an independent management and Board.

The performance for the year 2014/2015 was outstanding due to the hard work put in by all staff which bore very good results overall. The gross profit of the company had increased substantially by 14% from Rs. 144.89 million in the previous year to Rs. 165.31 million during the year under review, thus maintaining a healthy growth momentum during the last several years. The continued growth could be attributed to a concerted effort made to draw new agents/consignees and also the efforts made to increase staff efficiency at all levels. The total turnover of the Company had increased substantially by 16.43% from Rs. 258.4 million in the previous year to Rs. 300.9 million during the current period. The chargeable weight of the delivered cargo had increased by 15.59% from 11.25 million Kgs the previous year to 13.03 million Kgs this year. The total number of consignments had increased by 5.68% to 46,644 this year. The income from cool room cargo during the year had decreased marginally by 2.72% to Rs. 9.2 million and the income from demurrage charges had increased substantially by 18% to Rs. 69.6 million compared with the previous year.

A substantial part of cargo handled was fabric bales for the apparel industry which was treated as bulk cargo. This resulted in a lower yield given the enhanced usage of labour and MHEs. SLFFA CS shareholders had transferred 49% of their cargo while other SLFFA members brought in 50% and others 1%. This represented virtually the same proportion of the cargo transferred in the previous year.

Administration and establishment costs increased from Rs. 82.16 million in the previous year to Rs. 95.5 million this year. It was mainly due to the substantial cost incurred in up-grading of facilities including major refurbishment of the warehouse and office complexes undertaken after many years. The other major cost factors were expenditure incurred on upgrading of resources, rent, electricity, telephones, etc. The rent payable to AASL had a year on year increase of 10% and this year it represented 27.91% of administrative expenses.

The staff turn-around for the year decreased to 20% compared with 24% in the previous year. The turn-around was particularly from out-sourced staff of cargo assistants and loader categories.

The annual training sessions conducted in fire-fighting skills and first-aid was conducted. Numerous other training courses and seminars conducted by Skills Development Fund Ltd and other organizations were attended by staff on seniority basis throughout the year to enhance their skills, knowledge and efficiency.

Discussions were held with the Customs, Srilankan Airlines and SLFFA to enable e-manifesting facilities to be made available and to automate clearance of cargo from terminal 2 itself. SLFFACS had provided Customs at terminal 2 with the required hardware and VPN facilities to move towards this goal. As a first step, Customs have commenced issuing the gate pass on-line to SLFFACS customers.

The initiative by the Finance Ministry to ensure 24 hours x 7 days a week customs clearance facility was welcomed by SLFFACS and it is believed that this would help facilitate a smoother/faster throughput of cargo through SLFFACS facility. SLFFACS is fully geared to meet the requirements in this regard.
SLFFACA is also actively pursuing the feasibility of extending the holding/delivery capacity of SLFFACS to suitable site within close proximity to SLFFACS existing facility with a view to providing faster value added delivery to high volume customers.

SLFFACS also held several discussions with SLPA and Customs to establish a fully-fledged cargo handling terminal (CHT) to be located in the Colombo Port. Subsequently, an initial proposal was submitted to all concerned line authorities seeking their approval in principle to operate the said CHT. The proposed facility will also serve as a vital link center for Hambantota Air and Ocean Cargo which needs to move inbound between the respective airports and sea ports of Hambantota/Mattala and Colombo Port/BIA.

The year under review was a very significant year in terms of expansion in operations when SLFFACS with its partnership with CCN Singapore had progressed slowly but steadily with over 18 leading freight forwarders and 5 leading airlines successfully executing E-AWBs. The prospects looks encouraging judging particularly from the profitability of the operation during this period, especially at a time when the industry is moving towards automation in a paper-less environment by 2016 and also with CCN being the only service provider currently in the market offering its reliable services through SLFFACS.


SOCIAL ACTIVITIES

SLFFA Cricket Sixes – SLFFA once again concluded a very successful and entertaining Cricket Sixes on Saturday, 24th October 2015, at the Colts Cricket Grounds, where 48 very enthusiastic teams from SLFFA member companies participated. This is the 4th instance where the Association organized this event which has now become a popular event in the SLFFA events calendar.

SLFFA member Expolanka Freight (Pvt) Ltd won the Championship Challenge Trophy (sponsored by Hellmann Worldwide Logistics (Pvt) Ltd) while the runners-up were Toll Global Forwarding Lanka (Pvt) Ltd.

Individual trophies were also awarded to the Best Batsman and Best Bowler for the matches played up to the pre-quarter finals. Supun Laxman of DHL Global Forwarding Lanka (Pvt) Ltd won the Trophy for the Best Bowler and Charith Buddhika of Toll Global Forwarding Lanka won the Trophy for the Best Batsman.

Other individual trophies were also presented to the Player Of the Final, Best Woman Player and the Player Of the Tournament. Neranjan Buddhika of Expolanka Freight (Pvt) Ltd was awarded as the Player of the Final and Hashan Hewanayake also of Expolanka Freight (Pvt) Ltd emerged as the Player of the Tournament. Akila Omar of Expolanka Freight (Pvt) Ltd won the Trophy for the Best Female Player.

The Chief Guest for the event was SLFFA Immediate Past Chairman, Mr. Dushmantha Karannagoda.

Despite adverse weather conditions that prevailed during the second half of the day, the carnival atmosphere at the grounds was indeed ideal for the whole family, as there was a kid’s corner to keep the young entertained while others enjoyed live music with papare bands and food stalls.

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The main sponsor for the event was once again Janashakthi Insurance PLC. The co-sponsors for the event was Mobitel and Srilankan Airlines.

The Association wishes to place on record its appreciation to the members for their continued support in SLFFA organized events and activities.

CORPORATE SOCIAL RESPONSIBILITY

SLFFA donated a total of 10 patient trolleys along with the relevant mattresses to the Lady Ridgeway Hospital, Colombo. The total project cost estimated approximately 1.25 million rupees. This is an on-going CSR project SLFFA has with the LRH. On a previous occasion SLFFA donated 31 operating theatre doors to the Hospital.

At a handing over ceremony held recently, members of the SLFFA Executive committee handed over the equipment to the LRH officials.

The Lady Ridgeway Hospital, established in 1895, is considered today as the largest specialized children’s hospital in the world with more than 1,100 beds. In addition, it serves approximately 3000 outdoor patients daily.

(Handing over of the trolleys to LRH Officials. Standing L-R: Rohan Induruwa (Secretary General SLFFA), Prasansa Rodrigo (SLFFA), Tania Polonnawita Wettimuny (Chairperson SLFFA), Dushmantha Karannagoda (Immediate Past Chairman SLFFA), Dr. Chandima Suriyaarachchi (Consultant Pediatric Surgeon LRH), Sister Kumudu Perera (Nursing Sister LRH), Rochana Jayawardenena (SLFFA), Kanchana Ekanayake (SLFFA) and Nuwanthi Upeksha (SLFFA).

The Government of Sri Lanka under its policy of providing free medical facilities for all continues to provide and support LRH even today. As we believe that the children are the future of a country, by lending a helping hand to this project will support to build a healthy society to serve the generations to come.

Sri Lanka Logistics & Freight Forwarders’ Association (SLFFA), established in 1981, is the apex body of Freight Forwarders’ in Sri Lanka. The Association collected funds for this project through sponsorships collected at its biennial Dinner Dance in November 2014. The primary

SLFFA Country Report
contributors and sponsors were; Main Sponsor – Hayleys Advantis Ltd and SLFFA Cargo Services (Pvt) Ltd, Platinum sponsors – Expo Group, Speedmark Transportations Lanka (Pvt) Ltd, Freight Links International (Pte) Ltd, South Asia Gateway Terminal (SAGT) and Sri Lanka Ports Authority (SLPA).

SLFFA also wish to place on record its gratitude to all SLFFA members, Gold and Silver Sponsors and all other contributors who assisted this project through their generous contributions and support.

SECRETARIAT

The SLFFA Secretariat continues its daily operations from its location at the office of SLFFA Cargo Services Ltd at No. 37D, Torrington Avenue, Colombo 07.

The Sri Lanka Logistics & Freight Forwarders’ Association continues to work towards raising the standards within the industry in Sri Lanka and helping the member organizations and its personnel to receive the maximum benefits of the industry.