



SRI LANKA LOGISTICS & FREIGHT FORWARDERS' ASSOCIATION

COUNTRY REPORT

For

46th Executive Council Meeting

The Federation of Asia Pacific Air-cargo Associations

in

25 – 27 July 2019, Dhaka, Bangladesh

SRI LANKA LOGISTICS & FREIGHT FORWARDERS’ ASSOCIATION

Sri Lanka Logistics & Freight Forwarders Association (SLFFA) was established in 1981 with the objective of bringing all freight forwarders under one umbrella and with a view of institutionalizing and professionalizing the trade. Today the Government, relevant Government agencies and the trade have recognized SLFFA as the Apex body representing the industry. SLFFA currently has 118 leading freight forwarding companies in its membership. SLFFA is a member of the regional freight forwarding body Federation of Asia Pacific Air cargo Associations (FAPAA) and the international freight forwarding body FIATA. SLFFA is also an affiliate member of the Ceylon Chamber of Commerce.

SLFFA works toward maximizing the benefits to the logistics & freight forwarding industry by exploiting to the maximum the potential of Sri Lanka’s strategic geographical location. It has identified the need for greater investment for the development of Air and Sea freight facilities, infrastructure and in the development of human resources to sustain the fruition of Sri Lanka becoming the hub port in the region. Towards this, the SLFFA has played a participatory role in developing a comprehensive shipping policy for Sri Lanka and in formulating a National Civil Aviation Development Plan and National Export Strategy (NES) facilitated by the International Trade Centre and funded by the EU.

SLFFA is mindful of the developments taking place in the international freight forwarding arena and tries to keep the Sri Lankan Logistics & Freight Forwarding industry abreast with the rest of the world. SLFFA is working towards raising standards within the industry and making the Sri Lankan Freight forwarding industry a dynamic and more responsive trade sector by :-

- Reducing the inconsistencies in vital areas such as documentation, liability insurance, standard trading conditions and settlement of claims to be in the best interests of the trade.
- We are heading human resources development within the industry through international training programs for member of the staff who is aspiring to the industry.
- Gearing up the industry to face challenges and meet demands of an electronic trading environment.
- Having a close relationship and an active dialogue with the Airlines, Shipping Lines, Customs, Port Authority and relevant Government agencies and industry stakeholders & trade bodies.

In order to regularize the logistics & freight forwarding industry in Sri Lanka, SLFFA played a vital role in the formalizing of the freight forwarders’ licensing regulations implemented by the Director General of Merchant Shipping (DGMS). In 2013 SLFFA along with other stakeholders and with the guidance of the DGMS was able to agree upon a suitable DO fee for the industry.

CHAIRMAN	:	Mr. Roshan Silva
VICE CHAIRMAN	:	Mr. Dinesh Sri Chandrasekera
TREASURER	:	Mr. Prasansa Rodrigo
IMMEDIATE PAST CHAIRMAN	:	Mr. Jagath Pathirane
ADVISORY COUNCIL	:	Ms. Tania Polonnowita Wettimuny Mr. Dushmantha Karannagoda Mr. Mohan S. Mohanadas Mr. Tony De Livera Mr. Niral Kadawatharatchie Mr. D R Hallock

EXECUTIVE COMMITTEE

Aitken Spence Cargo (Pvt) Ltd
DHL Global Forwarding Lanka (Pvt) Ltd
Expelogix (Pvt) Ltd
MAC Supply Chain Solutions (Pvt) Ltd
Mack International Freight (Pvt) Ltd
Foreway Logistics (Pvt) Ltd
Freight Links Internationa (Pte) Ltd

SECRETARIAT

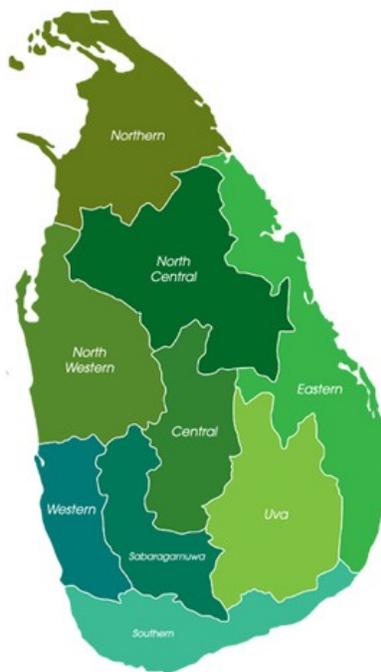
Sri Lanka Logistics & Freight Forwarders' Association
No. 37 D, Torrington Avenue
Colombo 07
Sri Lanka

Democratic Socialist Republic of Sri Lanka



Capital	-	<i>Sri Jayawardenapura Kotte</i>
Commercial Capital	-	<i>Colombo</i>
Official Languages	-	<i>Sinhala, Tamil</i>
Language for inter-ethnic Communication	-	<i>English</i>
Ethnic Groups	-	<i>74.9% Sinhala, 11.2 % Sri Lankan Tamils, 7.2% Sri Lankan Moors, 4.2% Indian Tamils and 0.5% Others.</i>
Independence	-	<i>February 4, 1948 (From the United Kingdom)</i>
Total Area	-	<i>65,610 sq km</i>
Total Population	-	<i>22,409,381 (estimate 2017)</i>

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



OVERVIEW OF THE ECONOMY

As per official data released by the Department of Census and Statistics (DCS), Sri Lanka's real GDP growth decelerated further during 2018 to 3.2 per cent, compared to 3.4 per cent in the previous year 2017.

During 2018, industry related activities experienced a slowdown, particularly with the decline in construction, and mining and quarrying activities. Construction activities, which accounted for 6.8 per cent of GDP, contracted by 2.1 per cent during 2018 compared to the expansion of 4.3 per cent recorded in the previous year. In tandem with the decline in construction activities, mining and quarrying activities also contracted during the year. Meanwhile, manufacturing activities, which accounted for 15.5 per cent of GDP, registered a modest growth of 3.0 per cent in 2018, supported by increased production of sectors such as food products, beverages, wearing apparel, rubber and plastic products, coke and refined petroleum products and textiles. However, production in the subsectors of paper and paper products, chemicals and chemical products, electrical equipment and furniture products contracted during the period under review. Meanwhile, electricity, water and waste treatment activities also contributed to economic growth with an expansion of 4.7 per cent during 2018.

Services related activities expanded by 4.7 per cent in 2018 compared to the growth of 3.6 per cent recorded in the previous year. The growth of the services sector was particularly supported by the expansion in financial services activities (11.8 per cent) during 2018. Meanwhile, wholesale and retail trade activities that accounted for 10.8 per cent of GDP, grew by 5.0 per cent while transportation activities, which accounted for a similar share, recorded an expansion of 2.8 per cent in 2018. In addition, other personal services and real estate activities grew by 4.8 per cent and 3.8 per cent, respectively, during the year. The marginal contraction of 0.6 per cent witnessed in public administration and defense activities dampened the growth in services activities to some extent in 2018.

Earnings from merchandise exports, which rebounded strongly in 2017 continued to grow in 2018. Accordingly, earnings from exports grew by 4.7 per cent to US dollars 11,890 million in 2018 from US dollars 11,360 million in 2017. The restoration of the European Union - Generalised System of Preferences Plus (EUGSP+) facility, conducive external trade policies together with strong institutional support and the flexible exchange rate policy maintained by the Central Bank buttressed the performance of export earnings. Earnings from industrial exports contributed to the expansion in export earnings in 2018, while earnings from agricultural and mineral exports declined. Industrial exports, which accounted for around 78 per cent of total exports, increased by 8.4 per cent, year-on-year, to US dollars 9,258 million in 2018.

The increase in export earnings from textiles and garments (5.7 per cent), petroleum products (43.2 per cent), food, beverages and tobacco (17.7 per cent), machinery and mechanical appliances (17.3 per cent) and rubber products (4.8 per cent) mainly contributed to the improved performance in industrial exports. However, earnings from seafood exports rose by 10.5 per cent with higher exports to the EU market. Meanwhile, earnings from mineral exports declined by 0.4 per cent, year-on-year, due to lower earnings from earths and stones, and precious metals.

The current account deficit widened significantly with increased trade and primary income account deficits, despite healthy flows to the services and secondary income accounts during 2018. The trade deficit expanded significantly during 2018 as import expenditure outpaced the growth of export earnings. This development, along with a higher deficit in the primary income account, led to the widening of the current account deficit. Improvements in earnings of services exports, mainly on account of higher earnings from tourism, as well as inflows of workers' remittances partially offset the widened current account deficit. Tourist arrivals grew by 10.3 per cent during 2018, while earnings

from tourism grew by 11.6 per cent to US dollars 4,381 million in 2018 in comparison to US dollars 3,925 million in 2017. Workers' remittances declined by 2.1 per cent to US dollars 7,015 million in 2018, following the decline of 1.1 per cent observed in the previous year. Consequently, the current account deficit is estimated to have widened to US dollars 2.8 billion in 2018.

While taking measures to strengthen the external sector resilience by attracting non-debt creating foreign exchange inflows, the medium term challenge of overcoming the bunching of foreign debt service payments must be met in order to prevent major disruptions to the macroeconomic balance. During the last decade, a major contributor to the country's external sector imbalances has been the mounting external debt and external debt service payments. With annual external debt repayment commitments of over US dollars 5 billion on average, Sri Lanka faces heightened refinancing risks. The situation is further exacerbated by the limited availability of concessional foreign financing, following Sri Lanka's transition to a middle income economy.

The recent weak performance of the Sri Lankan economy and the limited policy spaces highlight the challenges that the country is now facing due to delaying growth supportive, yet unpopular, structural reforms. Although successive governments have expressed their intention to reform the economy through a number of policy documents, the key stumbling block has been the implementation of such proposals effectively while ensuring policy consistency and coordination amongst all stakeholders, in a manner that would improve delivery of public services as well as strengthen 'Doing Business' conditions to support private sector led economic growth. However, the country can no longer afford to postpone such reforms, if Sri Lanka is to progress along a high and sustainable growth trajectory over the medium term and catch up with countries that were behind Sri Lanka several decades ago.

(Source – Central Bank of Sri Lanka Annual Report)

OVERVIEW OF THE INDUSTRY

The civil aviation sector continued its positive growth momentum during 2018 largely supported by higher passenger movements and cargo handling activities. Reflecting increased tourist arrivals, passenger movements registered a growth of 9.9 per cent to 10.8 million, while cargo handling registered a marginal growth of 0.8 per cent to 268,496 metric tons in 2018, facilitated by the operation of thirty five international airlines. The total number of aircraft movements through the Bandaranaike International Airport (BIA) witnessed an increase of 9.7 per cent to 74,512 in 2018. Although closure of the BIA runway for renovation improved operations at the Mattala Rajapaksa International Airport (MRIA) in 2017, both passenger movements and cargo handling at the MRJA reverted to low levels during 2018. In terms of aircraft movements, the MRJA registered a significant decline of 50.0 per cent to 709 in 2018. Further, total passenger movements and cargo handling at the MRJA in 2018 was 2,258 and 179 metric tons, respectively, registering a decline of 86 per cent and 63 per cent, respectively, in comparison to the previous year. Meanwhile, domestic passenger movements facilitated by seven domestic airlines registered an increase of 24.9 per cent to 30,725 in 2018, in comparison to 24,597 in the previous year.

Construction work related to both domestic and international aviation development projects progressed during 2018. Construction work relating to a remote apron and taxiways under the second phase of the BIA project continued during the year, and by end 2018, progress was around 17 per cent. The second phase of the BIA project is expected to be completed by November 2019. The government also gave priority to developing domestic airports including Ratmalana, Hingurakgoda and Palaly in order to enhance local aviation networks. Meanwhile, civil aviation activities at the Batticaloa Domestic Airport (BDA) recommenced in March 2018. By end 2018, the BDA handled 1,176 aircraft while facilitating

3,854 passenger movements and 47.8 metric tons of cargo handling. Further, the approval of the Cabinet of Ministers was granted for the Master Plan prepared by the Airport and Aviation Services Sri Lanka Limited (AASL) to develop the Ratmalana Airport to exploit business opportunities in civil aviation. Meanwhile, an Environmental Impact Assessment to establish a domestic airport in Bandarawela was in progress during 2018. The government continued to implement effective policy measures aimed at enhancing activities pertaining to the aviation industry in Sri Lanka. Accordingly, during 2018, the government took steps to formulate a civil aviation policy that would provide a strong legal framework for all activities of the aviation industry in the country.

Port sector activities continued to improve in 2018 supported by operations at all container terminals of the Colombo port as well as the improved performance of the Hambantota port. Accordingly, the Colombo port handled 7.0 million twenty-foot equivalent container units (TEUs) in the year 2018, which was a 13.5 per cent growth from the previous year. The performance of the Colombo port in terms of transshipment and cargo handling, recorded growth rates of 18.2 per cent and 12.5 per cent, respectively, in 2018 compared to the previous year. Container handling at the Colombo International Container Terminal (CICT) and South Asia Gateway Terminal (SAGT) increased by 12.0 per cent and 14.2 per cent, respectively, in 2018. Meanwhile, container handling at the Jaya Container Terminal (JCT) and Unity Container Terminal (UCT), which are fully owned by the Sri Lanka Ports Authority (SLPA), grew by 14.6 per cent during 2018. Accordingly, the CICT, SLPA and SAGT accounted for 38.0 per cent, 32.7 per cent and 29.3 per cent, respectively, of total container handling within the Colombo port during 2018. Meanwhile, transshipment container handling at the CICT, SLPA and SAGT increased by 15.4 per cent, 21.8 per cent and 17.6 per cent, respectively, in 2018. Total cargo handling at the SLPA managed JCT and UCT reported a growth of 12.8 per cent, while the privately managed SAGT and CICT terminals recorded a growth of 14.5 per cent and 11.5 per cent, respectively, during 2018.

Meanwhile, the port of Colombo has been ranked as the world's fastest growing port among the top 30 container ports in the world by Alphaliner Global Port rankings during 2018. The performance of the Hambantota port improved after the concession agreement with the China Merchants Port Holdings Company (CMPort) to develop and operate the port. During 2018, cargo discharging, cargo loading and cargo handling registered a significant growth of 121.1 per cent, 160.1 per cent and 131.6 per cent, respectively, compared to the previous year. Meanwhile, a growth of 115.9 per cent was recorded in total vehicle handling at the Hambantota port during 2018 compared to the previous year.

Development projects were carried out at the Colombo port as well as Galle, Kankesanthurai, Oluvil and Trincomalee ports to enhance port activities during 2018. The development of the East Container Terminal (ECT) continued under the Colombo South Port project during 2018. The SLPA developed 440 metres of the quay wall, adjacent yard area, and connected facilities of the ECT. A National Port Master Plan, which includes plans for the development of Colombo and Trincomalee ports, is being prepared with technical assistance from international consultants. Moreover, in order to accommodate the increasing demand for bulk cargo handling at the port of Trincomalee, it has been decided to expand the existing Ashraf Jetty by 50 metres and construct another 110 metre long quay wall at a depth of 14 metres in alignment with the existing jetty. In addition, the Danish International Development Agency carried out an engineering study to find a suitable solution for the prevailing siltation issue at the Oluvil harbour. Preliminary procedures related to the rehabilitation of the Kankesanthurai port were taken by the SLPA during 2018 and the construction work is expected to commence by end 2020. Further, the Request for Proposals (RFP) for the Yacht Marina project at the port of Galle was issued during 2018 and the evaluation of RFPs was in progress. Financial profitability of the SLPA declined in 2018 amidst the increasing port activities. As per the unaudited provisional financial statement, the SLPA recorded a profit of Rs. 8.7 billion in 2018 before taxes, in comparison to the profit of Rs. 12.0 billion before taxes recorded in 2017. During 2018, the total revenue of the SLPA increased by 18.5 per cent to Rs. 50.1 billion, while operating expenditure increased by 7.4 per cent to Rs. 30.0 billion. In addition, foreign

exchange losses of the SLPA increased considerably to Rs.11.3 billion during the year, compared to Rs. 2.2 billion in 2017.

The US remained the major export destination accounting for 25.9 per cent of Sri Lanka’s exports, followed by the UK (8.2 per cent), India (6.5 per cent), Germany (5.2 per cent) and Italy (4.8 per cent). Meanwhile, the export volume index increased marginally by 0.5 per cent in 2018 while the export unit value index increased by 4.2 per cent, implying that, on a cumulative basis, the growth in exports was driven mainly by higher prices rather than volumes in 2018.

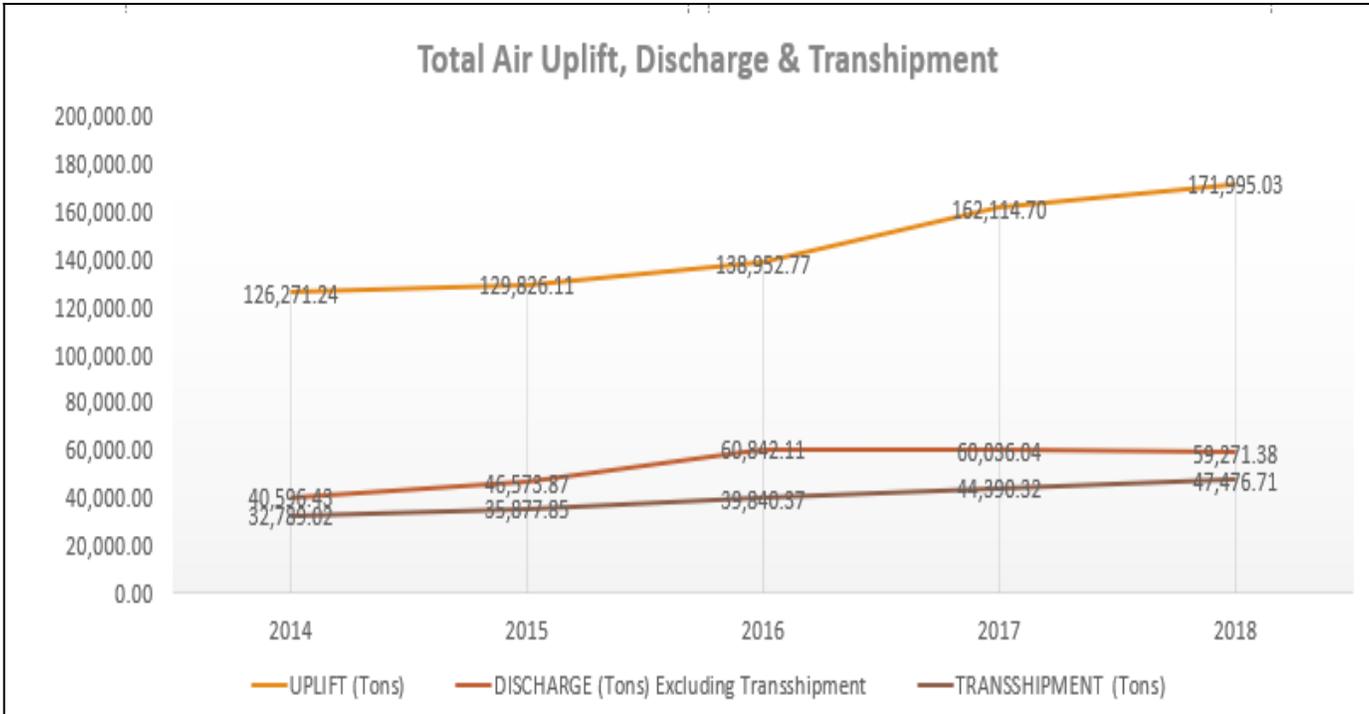
India continued to remain the largest source of imports registering its share at 19.0 per cent of total imports followed by China (18.5 per cent), United Arab Emirates (8.3 per cent), Japan (7.1 per cent) and Singapore (6.2 per cent). Meanwhile, the import volume index and the import unit value index increased by 1.8 per cent and 4.1 per cent, respectively, in 2018 indicating that the growth of imports was driven mainly by the price impact rather than the volume impact during the year.

(Source – Central Bank of Sri Lanka Annual Report)

INDUSTRY STATISTICS

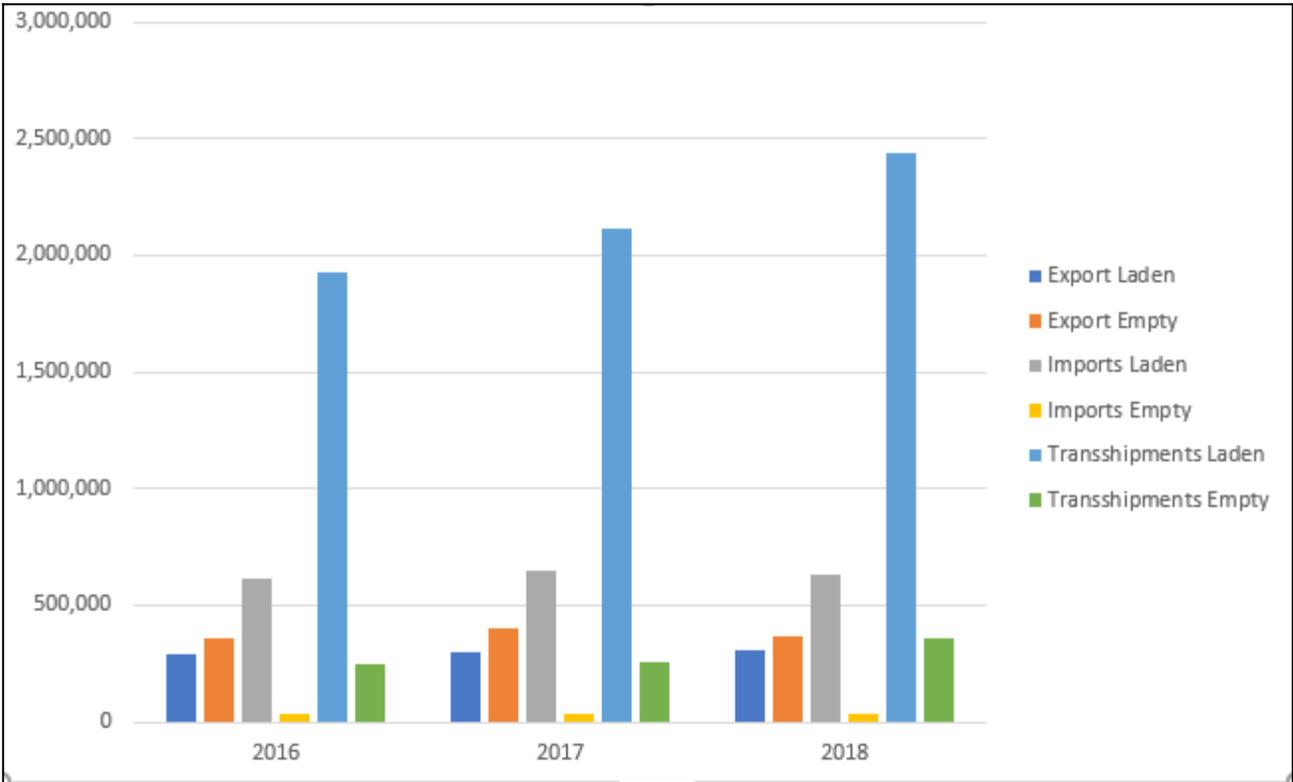
Air Freight throughput (Exports, Imports & Transshipments) in Ton’s

	UPLIFT (Tons)	DISCHARGE (Tons) Excluding Transshipment	TRANSSHIPMENT (Tons)	TTL (Tons)
2014	126,271.24	40,596.43	32,789.02	199,656.69
2015	129,826.11	46,573.87	35,877.85	212,277.83
2016	138,952.77	60,842.11	39,840.37	239,635.25
2017	162,114.70	60,036.04	44,390.32	266,541.06
2018	171,995.03	59,271.38	47,476.71	278,743.12



Airfreight volumes show a clear year on year growth in the past several years. In the year 2018, Air Exports and Transshipments had a growth compared to 2017. Air Imports had a slight drop of -1.27% and in Transshipments shown 6.95% growth, while Air exports grew by 6.09% in the year 2018. Air Export and Transshipments achieved the highest volumes compared to last 5 years.

Ocean Freight Exports, Imports & Transshipments in TEU's in Total 2018



As a whole, Ocean freight volumes shows a slight increase, mainly due to its Transshipment Laden volumes. A closer look at the 2018 numbers reveal a 3.04 % increase in laden import volumes and a 3.10% increase in Export laden Volumes compared to 2017. Further the transshipment laden Volumes drastically increased in 2018 compared to 2017. Also there has been growth in the transshipments in each quarter throughout the year 2018.

ACTIVITIES OF THE ASSOCIATION

The Association continued to maintain active dialogue amongst its members and with all other stakeholders associated with the industry, as well as Government and statutory bodies, particularly in relation to maintaining professionalism and efficiency in the freight forwarding industry as a whole.

In addition to its ongoing projects and activities, the Executive Committee focused more on sustaining the Association's position in matters concerning ocean freight and Customs, Air Cargo Village (ACV), air freight charges, E-Air Way Bill submission, port tariff, THC and DO charges, and conducted regular discussions with officials of the Sri Lanka Ports Authority (SLPA), Sri Lanka Customs (SLC), Airport & Aviation Services (SL) Ltd (AASL), Srilankan Cargo, Sri Lanka Export Development Board (SLEDB) and the Directorate of Merchant Shipping of the Ministry of Ports & Aviation.

The Executive Committee was also involved in several initiatives undertaken at National level such as the Formulation of National Maritime Policy, National Export Strategy, National Trade Facilitation Forum and Entrepot Trade Facilitation, and coordinated with the Sri Lanka Customs on the Single Window Process and regularly updating the membership of all developments in these areas. In addition The Executive Committee engaged in discussions with The Ceylon Chamber of Commerce, Sri Lanka Shippers Council (SLSC) and Ceylon Association of Shipping Agents (CASA). Strengthening the self-regulatory regime introduced by the Association, regular training programs and seminars were conducted for the benefit and betterment of the members.

PORT, CUSTOMS & OCEAN FREIGHT

During the period under review SLFFA representatives met with the officials of Sri Lanka Customs (SLC), Sri Lanka Ports Authority (SLPA) and Ceylon Association of Shipping Agents (CASA) on numerous occasions to address industry related issues.

SLPA Tariff Increase - SLFFA was actively involved in voicing concerns against SLPA on sudden tariff increase & clearance process introduced. The Association took the initiative with other stakeholders to write to the Line Ministry directly and SLFFA was also actively involved in the special Tariff Consultative Committee appointed by the Ministry of Ports and Shipping. Together with all stakeholders, SLFFA studied the implications of the intended tariff increase and made necessary proposals in this regard to the Ministry of Ports & Shipping and SLPA.

DO Fees, Miscellaneous Charges, Container Deposits – Meetings were held with CASA as well as Director Merchant Shipping (DMS) and discussed issues pertaining to high DO Fees, washing and other miscellaneous charges, container deposits and other related matters. Discussions are continuing with all stake holders to find practical and suitable solutions to these issues.

AIR FREIGHT & AIR CARGO VILLAGE (ACV)

Overall Air Cargo Operations at BIA - SLFFA held meetings with Airport & Aviation Services Ltd (AASL) and Sri Lankan Cargo and discussed matters to find solutions pertaining to development of infrastructure for impending cargo volume increase, issues with security checks of export air cargo, issuing of entry passes at ACV, improving overall condition of warehouses/ facilities at ACV, high warehouse rental charges and labor issues. SLFFA emphasized to AASL that a study should be carried out of the facilities and infrastructure available at top regional airports, to formulate our airport development plans required to achieve Hub status. The immediate requirement of a Master Plan for development was highlighted and to focus on rail connectivity as well for movement of cargo, along with infrastructure required for the impending increase in cargo volumes, to make it a viable and cost effective option, as in many other countries.

Air Cargo Village (ACV) - In order to minimize pilferage at the ACV, the installation of CCTV cameras was completed in Terminals 1 and 3 to cover the common areas of users. SLFFA also has been actively involved in addressing the current issues at ACV with AASL such as, easing the entry process, minimizing delay and damage to cargo during security checks, reducing pilferage, improving toilet and other facilities, finding solutions for bird infestation, etc.

Ground Handling – SLFFA had discussions with Srilankan Cargo on matters with regard to security screening charges, cargo build up, expediting progress in the EAWB initiative & expanding cargo capacity. Discussions are continuing to seek practical solutions.

E-Air Way Bill Initiative – SLFFA discussed with Srilankan Cargo on the very slow progress achieved with regard to this initiative launched several years ago. SLFFA has proposed to Civil Aviation Authority of Sri Lanka(CAASL) to drive this initiative to move forward for the benefit of the air cargo industry and to be on par with other regional airports.

Sea to Air Transshipment cargo – SLFFA discussed with Customs to simplify the Sea to Air Transshipment cargo documentation process and as a result Customs has implemented a simplified process. SLFFA will continue to monitor the process in order to make further recommendations to Customs.

Air to Air Transshipment cargo – SLFFA also took the initiative to propose a simplified process and address other issues related to Air to Air Transshipment cargo such as reducing Customs duty. The discussions are continuing with Srilankan Cargo and Customs in this regard.

E-CDN – An electronic version of CDN submission was introduced recently and it is in the testing phase at the moment. This system would make Freight Forwarders' role easier because it will eliminate delay and reduce the workload, since the records can be updated directly online when canceling the Custom entry. It will also eliminate multiple CDN submissions for part shipments and reduce the hassle.

OTHER INDUSTRY RELATED MATTERS

During the period under review, SLFFA constantly initiated proactive action to address the following industry related matters;

Corporate Tax Revision – SLFFA acted swiftly to lobby with the Ministry of Finance when the Government introduced the new Inland Revenue Bill to categorize freight and logistics under the 14% tax threshold, which was previously listed under the 28% category. SLFFA sought advice from the Ministry of Finance on the taxation policy as per the new Inland Revenue Act which paved the way for this major achievement.

Survey on Market Sizing - SLFFA carried out a survey among the membership in “Market sizing” to quantify the contribution of the industry to the national economy at various forums attended by the Executive Committee. The survey was necessary to gauge the strength of the industry revenue in terms of volume and other information, in order to showcase the Association's contribution to the progress of the country, in figures when attending forums and meetings with Government Ministries, Customs, AASL, SLPA and various other national bodies.

National Export Strategy – SLFFA participated in several discussions and was appointed as a member of the Advisory Committee on Logistics which was initiated by the Export Development Board (EDB). SLFFA leads the subcommittee with the theme, “To promote the image of Sri Lanka as a logistics hub in the region”

National Trade Facilitation Forum – SLFFA actively participated in the implementation of the National Trade Facilitation Agreement (NTFA) with the participation of the World Trade Organization (WTO). Based on the initial suggestions provided by the stake holders, they were evaluated and prioritized. Most of the border agencies were presented as a common platform.

National Maritime Policy – SLFFA was represented in the Logistics sub-committee from 2017 onwards and a final draft was prepared in 2018, which has been submitted to the Ministry of Ports & Shipping and thereafter it will be submitted for Cabinet approval.

National Single Window – SLFFA was actively involved in the discussions conducted by National Trade Facilitation Committee (NTFC) Chaired by the Director General of Customs and have submitted our recommendations. The blueprint of the process was completed in 2018 and is now in the implementation stage.

Entrepot Trade Facilitation – SLFFA has been involved in discussions of the Advisory Committee Chaired by the EDB from 2017 onwards to promote Entrepot trade and ease the process further. The final document has been sent to the Ministry of Development Strategy International Trade for approval. Several past Chairmen of SLFFA too were actively involved in these discussions.

Logistics Performance Index(LPI) – SLFFA discussed with World Bank, Sri Lanka Office with reference to the LPI criteria and are working with them to improve countries ranking in the Index. According to the LPI published 2018, SLFFA emphasized that Sri Lanka deserves a higher ranking in the index, in comparison with certain countries in the region being ranked higher. SLFFA pointed out that it may be due to lack of proper data/information, that Sri Lanka is being ranked low in the Index. SLFFA have also had few meetings with other stakeholders who are directly and indirectly connected to this issue and will continue to lobby with Word Bank Office to improve Sri Lanka's position in the Index.

CORPORATE SOCIAL RESPONSIBILITY (CSR)

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. 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.

Continuing with its CSR initiatives, SLFFA allocated 1 Million rupees to be donated to the Lady Ridgeway Hospital for an identified project and the funds for this project were collected from the SLFFA Dance held in November 2018.

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, Sri Lanka.