

SRI LANKA LOGISTICS & FREIGHT FORWARDERS ASSOCIATION

COUNTRY REPORT

For

48th Executive Council Meeting

The Federation of Asia Pacific Air-cargo Associations

SRI LANKA LOGISTICS & FREIGHT FORWARDERS' ASSOCIATION

CHAIRMAN	:	Mr. Dinesh Sri Chandrasekara
VICE CHAIRMAN	:	Mr. Channa Gunawardena
TREASURER	:	Mr. Andre Fernando
IMMEDIATE PAST CHAIRMAN	:	Mr. Roshan Silva
ADVISORY COUNCIL	:	Mr. Jagath Pathirane Ms. Tania Polonnowita Wettimuny Mr. Dushmantha Karannagoda Mr. Mohan S. Mohanadas Mr. Tony De Livera

EXECUTIVE COMMITTEE

Aitken Spence Cargo (Pvt) Ltd
DHL Global Forwarding Lanka (Pvt) Ltd
Famous Pacific Shipping Lanka (Pvt) Ltd
Foreway Logistics (Pvt) Ltd
Freight Links International (Pte) Ltd
GAC Logistics Ltd
Salota International (Pvt) Ltd
Scanwell Logistics Colombo (Pvt) Ltd
Shermans Logistics (Pvt) Ltd
Speedmark Transportation Services (Pvt) Ltd

SECRETARIAT

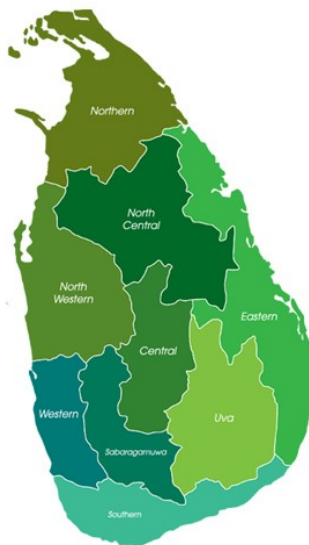
Sri Lanka Logistics & Freight Forwarders' Association
No. 37 D, Torrington Avenue, Colombo 07, Sri Lanka

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

The Sri Lankan economy recovered in 2021 from the pandemic induced contraction in 2020, albeit with several deeply entrenched structural problems and vulnerabilities inherited over several decades coming to the forefront, thereby resulting in unprecedented socio-political tensions in early 2022.

The economy was already in a fragile state lacking the necessary buffers to withstand shocks, when it was hit by the COVID-19 pandemic and other multifaceted headwinds that emanated from the global and domestic fronts. Such vulnerability of the economy can be mainly attributed to the lack of fiscal space, which was further constrained by the changes introduced to the tax structure in late 2019.

The pressures witnessed on the exchange rate amidst dried up liquidity in the domestic foreign exchange market were amplified in 2021 and early 2022, warranting a measured adjustment that was allowed in the exchange rate in early March 2022, compared to the level that prevailed in the market amidst concerns about the adverse impact of any large depreciation of the exchange rate on the society. However, the outcome of the exchange rate flexibility that was thereafter allowed also in early March 2022, fell short of expectations due to the large overshooting by market forces, reflecting the significant liquidity pressures that prevailed in the domestic foreign exchange market as well as the delay in market correction.

With the intermittent imposition of mobility restrictions, the value-added of transportation activities recovered marginally by 0.6 per cent, compared to 6.8 per cent decline recorded in 2020. Transportation activities that were adversely affected from the onset of the pandemic indicated an improvement during early 2021, yet was later dampened by the emergence of the third wave of the pandemic. However, the easing of mobility restrictions from the beginning of the fourth quarter benefitted the revival of the transportation activities. Even though passenger conveyance was adversely affected due to the lower usage and the limited availability of public transportation during the pandemic-hit periods, the goods transportation, as an essential service, was broadly uninterrupted during 2021 compared to the previous year. The operations in seaports stepped up during the year despite the abating of global supply chains. Accordingly, an increase in container handling (in terms of Twenty-Foot Equivalent Units) and cargo handling was observed during the year. Further, the freight kilometers flown by Sri Lankan Airlines also increased in 2021. However, the passenger kilometers operated by the Sri Lanka Transport Board, private bus operators and Sri Lankan Airlines continued to contract during 2021.

(Source – Central Bank of Sri Lanka Annual Report 2021-2022)

OVERVIEW OF THE INDUSTRY

Freight transport services recorded a positive growth in 2021 after significant disruptions to sea freight transport services in 2020 due to the pandemic. Although ship traffic to the country's ports declined marginally in 2021, there was a notable increase in total container handling including domestic container handling, transshipments and rest-owing operations. Total cargo handled in terms of cargo loaded and cargo discharged also increased during the year. This was coupled with higher global cargo handling rates, resulting in higher freight related charges for both imports and exports of the country.

The surplus in the services account also recorded a notable increase in 2021 compared to the previous year, but remained lower than the pre-pandemic and pre-Easter Sunday attacks levels. This was mainly due to the healthy growth in earnings from computer services, gradual improvement in earnings from tourism and improvements in freight related to sea and air transport services. As a result, the surplus in the services account amounted to US dollars 1.6 billion in 2021 compared to US dollars 0.8 billion in 2020

Several import restrictive measures were relaxed during 2021.

Import controls adopted by the Government during the first half of 2020 due to external sector pressures were gradually lifted during 2021. A series of Extraordinary Gazettes were issued in this regard by the Department of Imports and Exports Control setting out directions on import controls during 2020 and 2021, under the guidance of the Tariff Determination Committee appointed by His Excellency the President. These restrictions were imposed temporarily, in order to preserve foreign exchange, primarily on selected non-essential and non-urgent import items with a minimum expected impact on domestic industries and consumers. However, since June 2021, these import restrictions were significantly reduced.

Several measures were undertaken to improve the institutional support to the external sector during 2021 aiming to support the recovery of the sector from the impact of the pandemic.

The Export Development Board (EDB) continued with the implementation of the National Export Strategy (NES) 2018-2022, while recommencing the promotional activities. Trade chambers also contributed towards export promotion, helping to link-up the public and private sector stakeholders in policy making and grievance handling. Amidst the challenging market environment, the Sri Lanka Export Credit Insurance Corporation (SLECIC) reported about Rs.48.7 billion worth of insured businesses recording an increase of Rs.11.6 billion over the previous year.

Government revenue declined to a historic low level of 8.7 per cent of GDP in 2021 as against 9.1 per cent of GDP in 2020. Actual revenue collection significantly deviated from the original budget estimate of 11.1 per cent of GDP, owing to the loss of revenue flows which was a result of the tax relaxations implemented in late 2019 and early 2020, slower than expected economic revival, as well as the continuation of some import restrictions. However, in nominal terms, government revenue recorded a moderate growth of 6.5 per cent, year-on-year. Income taxes, Value Added Tax (VAT), Ports and Airports Development Levy (PAL) and CESS levy contributed to the nominal growth in government revenue, although the revenue mobilised through import duty, excise duty and Special Commodity Levy (SCL) declined primarily due to import restrictions. The rate of growth in government revenue failed to keep pace with the rate

of growth in national income in 2021, as in the past, mainly due to the continuation of a plethora of tax incentives introduced since late 2019 and additional direct and indirect concessionary tax reforms introduced since the onset of the pandemic and under the Budget 2021.

(Source – Central Bank of Sri Lanka Annual Report 2021-2022)

Civil Aviation

The performance of the civil aviation industry continued to remain modest with the dampened appetite for travel amid the COVID-19 pandemic. Accordingly, passenger arrivals continued to decline by 36.8 per cent in 2021 following the sharp decline of 76.0 per cent observed in 2020.

Aircraft movements recorded a marginal decline in 2021 compared to the previous year. The performance of the sector was buoyed by public stakeholders' commitment towards ensuring strict adherence to COVID-19 related guidelines, while ensuring the smooth transit of passengers. In addition to the BIA, the Mattala Rajapaksa International Airport (MRIA) also obtained the Airport Health Accreditation Certificate from the Airports Council International (ACI), for being compliant with international health and safety guidelines.

Meanwhile, a Rapid PCR Testing Service facility was also established at the BIA, catering to the special requirements of passengers traveling to certain destinations in the Middle East. Since March 2022, inbound passengers who are fully vaccinated and those below the age of 12 years no longer require COVID-19 PCR tests or Rapid Antigen Tests. Such measures of restoring normalcy to travel alongside the gradual abatement of the pandemic are expected to facilitate the steady recovery of the sector. Despite some hindrances caused by the COVID-19 pandemic, several aviation development projects were underway albeit at a slower pace. The Airport and Aviation Services (Sri Lanka) Limited (AASL) continued to progress with the construction of the second terminal at the BIA (Package A). In November 2021, the remote apron and taxiways (Package B) were opened for use by airlines. Moreover, as at end 2021, 75 per cent of the construction of the new taxiway with an additional apron area had been completed under the Colombo International Airport Ratmalana Master Plan – Way to 2030.

The weak financial performance of SriLankan Airlines (SLA) recorded some improvement amid the reopening of Sri Lankan borders for international travel in early 2021 and the overall improvement in global appetite for travel. SLA's operating loss declined to Rs. 14.3 billion during the nine months ending December 2021, thereby registering an improvement of 49.3 per cent compared to the corresponding period of 2020.

This improvement during the period under review stemmed from the growth in revenue by 152.9 per cent which exceeded the increase in operating expenditure by 54.9 per cent. Notable initiatives that enabled significant improvement in the operations of SLA included the renewed focus on cargo operations not only to continue export operations, but also for the transportation of essential medical supplies and vaccinations.

During the year, SLA also increased its cross-border commercial cargo operations and also expanded to several new destinations during the year enabling the continued operation of its fleet. SLA continued to be actively engaged in Sri Lanka's tourism initiatives by being the official airline for a key global adventure sporting event held in Sri Lanka in March 2022.

Port Services

The port activities rebounded sharply in 2021 with operations exceeding pre-pandemic levels. Despite the slowdown observed at the beginning of the year, a turnaround in port activities was observed throughout the year except for the months of August and September, where the rapid spread of the Delta variant of COVID-19 posed some hindrances to port operations.

During the year, 7.2 million Twenty-foot Equivalent Units (TEUs) of containers and 109,369 metric tons of cargo were handled, surpassing historical highs. Accordingly, the Port of Colombo registered expansions in container and cargo handling of 5.8 per cent and 6.3 per cent, respectively. Further, the Colombo International Container Terminals (CICT) and Sri Lanka Ports Authority (SLPA) recorded growths in both cargo handling and container handling, while the South Asia Gateway Terminals (SAGT) reported a marginal decline. Notably, CICT handled over 3 million TEUs for the first time since its inception a decade ago. Of the total volume of containers handled at the Port of Colombo, CICT, SLPA and SAGT accounted for 44.3 per cent, 30.3 per cent and 25.4 per cent, respectively. During the year, 390,069 TEUs were handled by the East Container Terminal (ECT) that was opened in October 2020. With the increased arrivals of larger ships, overall ship arrivals recorded a contraction in 2021 despite the expansion in operations. The Colombo Port continued to be ranked high on international rankings such as the Container Port Performance Index (17th position), compiled by the World Bank and IHS Markit and on the Port Liner Shipping Connectivity Index (17th position) compiled by the United Nations Conference on Trade and Development (UNCTAD) highlighting the strong potential of the Colombo Port to emerge as a leading maritime hub in the region. Major infrastructure development initiatives of the Colombo Ports steadily continued during the year despite COVID-19 related disruptions.

The construction of the second phase of the ECT commenced in January 2022, while the Build Operate-Transfer agreement for the West Container Terminal (WCT) spanning 35 years was signed between a foreign investor, a local investor and the SLPA. Upon the expected completion of the ECT and WCT by 2025 and 2026, respectively, the capacity of the Port of Colombo is expected to be enhanced by 6 million TEUs. Further, according to the National Port Master Plan (NPMP), the preliminary design and feasibility study to implement a new Port Communication System (PCS) commenced during 2021.

Activities pertaining to the undertaking of the feasibility study of the Colombo North Port development project and call for Expressions of Interest (EOI) to develop the Port of Galle as a fully fledged port for tourism were also underway during the year. Despite the extremely low performance of domestic vehicle handling, total vehicle handling at the Hambantota Port grew by 40.4 per cent during 2021 recording the highest growth since the start of its operations, entirely driven by transshipments. Accordingly, the total number of vehicles handled at the Hambantota Port stood at 493,400, of which 489,942 were vehicle transshipments. While vehicle transshipments registered a growth of 46.3 per cent, domestic vehicle handling recorded a steep decline of 76.9 per cent with the continuation of restrictions on motor vehicle importation. The financial performance of the SLPA improved in 2021 with the increase in port activities. Accordingly, the SLPA recorded profits before tax of Rs. 25.6 billion in 2021 compared to that of Rs. 20.3 billion recorded in 2020. Total revenue of the SLPA grew by 16.8 per cent to Rs. 45.5 billion, and operating expenditure also increased by 10.7 per cent to Rs. 32.9 billion during the year.

(Source – Central Bank of Sri Lanka Annual Report 2021-2022)

INDUSTRY STATISTICS

Table 3.6
Performance of the Aviation Sector

Item	2020	2021 (a)	Growth Rate (%)	
			2020	2021(a)
1. Passengers (No.) (b)	2,372,928	1,500,078	-76.0	-36.8
SriLankan Airlines	1,237,931	857,158	-77.8	-30.8
Foreign Airlines	1,134,997	642,920	-73.7	-43.4
2. Freight Handling (mt)	136,093	184,139	-44.8	35.3
SriLankan Airlines	56,151	93,195	-54.3	66.0
Foreign Airlines	79,942	90,944	-35.3	13.8
3. Aircraft Movements (No.) (c)	25,576	25,090	-74.0	-1.9
BIA	24,931	24,336	-74.3	-2.4
MRIA	505	722	-60.9	43.0
JIA	140	32	-31.4	-77.1

(a) Provisional
(b) Excludes transit passengers
(c) Includes domestic aircraft movements

Source: Civil Aviation Authority of Sri Lanka

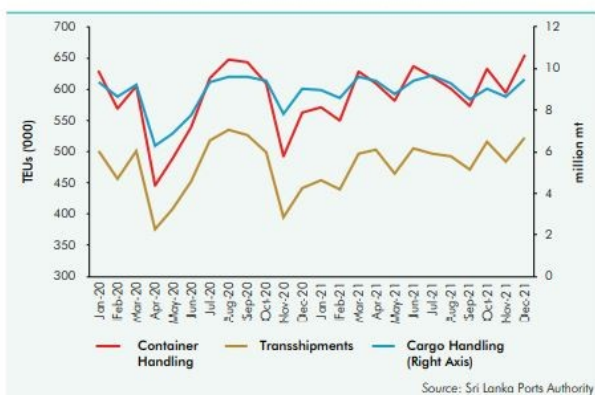
Table 3.7
Performance of Port Services

Item	2020	2021 (a)	Growth Rate (%)	
			2020	2021 (a)
1. Vessels Arrived (No.)	4,337	4,180	-7.7	-3.6
Colombo	3,806	3,675	-9.3	-3.4
Galle	22	14	-48.8	-36.4
Trincomalee	135	117	-4.9	-13.3
Hambantota	374	374	19.1	-
2. Total Cargo Handled (mt '000)	102,908	109,369	-3.8	6.3
Colombo	97,681	103,824	-4.2	6.3
SAGT	24,878	24,062	-6.2	-3.3
CICT	37,310	42,400	0.6	13.6
SLPA	35,493	37,362	-7.4	5.3
Galle	404	106	-20.8	-73.8
Trincomalee	3,072	3,190	-7.0	3.8
Hambantota	1,750	2,249	41.2	28.5
3. Total Container Traffic (TEUs '000) (b)	6,855	7,249	-5.2	5.8
SAGT	1,872	1,839	-8.8	-1.8
CICT	2,885	3,212	-0.3	11.3
SLPA	2,098	2,198	-8.1	4.8
4. Transshipment Containers Handled (TEUs '000) (b) (c)	5,765	6,050	-3.2	4.9
SAGT	1,607	1,573	-2.7	-2.1
CICT	2,291	2,600	-0.2	13.4
SLPA	1,867	1,877	-7.0	0.6

(a) Provisional
(b) TEUs = Twenty-foot Equivalent Container Units
(c) Includes re-stowing

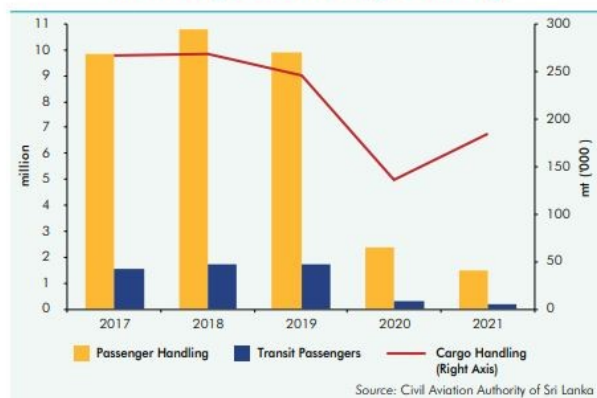
Source: Sri Lanka Ports Authority

Figure 3.11
Performance of Port Activities



Source: Sri Lanka Ports Authority

Figure 3.9
Air Passenger and Air Cargo Handling



Source: Civil Aviation Authority of Sri Lanka

Figure 3.10
Container Handling, Transshipment Volume and Ship Arrivals



Source: Sri Lanka Ports Authority

(Source – Central Bank of Sri Lanka Annual Report 2021)

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, Port tariff, Delivery Order 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, Civil Aviation Authority of Sri Lanka (CAASL), Sri Lanka Export Development Board (SLEDB) and the Directorate of Merchant Shipping of the Ministry of Ports, Shipping & Aviation.

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.

OCEAN FREIGHT

During the period under review SLFFA representatives met or discussed with the officials of the Board of Investment (BOI), the Sri Lanka Customs Department (SLCD), Sri Lanka Ports Authority (SLPA), Director General Merchant Shipping (DGMS) and Ceylon Association of Shipping Agents (CASA), on several occasions to address industry related issues and on invitation to support and sharing of knowledge etc.

A synopsis of the progress made in relation to various areas are given within this report.

Board Of Investment (BOI)

A problem in relation to delays in updating "Service Fees" & "Verification Charges" at the Zones resulted in delayed recovery of the Reimbursement Fees from the enterprises. Further, delays in cancellation of export entries at the Zones as much as 30 days and beyond unduly attracted a fee. SLFFA followed up with a letter to the Executive Director BOI Zones highlighting these industry concerns to which the BOI made immediate steps to deploy additional resources to sort the pending updates in the short term. In the long run, the BOI indicated that they hope to automate this process to capture on a real time basis.

Sri Lanka Customs (SLC)

Many industry concerns have been addressed by SLFFA during discussions with SLC providing solutions. Proposed penalties on manifest amendments have been a long-standing issue. Presently the penalties range was too high and prone to misuse. SLFFA requested the range to be amended for which the SLC has drafted a new tariff with lower than the original tariff. This revised tariff awaits approval and to be released by SLC.

The manifest reporting tiers for inbound cargo has been another long-standing concern. The present practice does not seem to give all players a fair time frame to lodge details for manifesting. For instance, MLO's at present have 72 hours prior to ETA whilst NVO's, NVOCC's and FF's have just 48 hours prior to ETA leaving a window of just 24 hours to

submit manifests. Further the 2nd tier onwards cannot lodge details until the 1st Tier has submitted and so on and so forth. SLFFA has held several discussions with SLC in this regard and submitted a proposal too. SLC has assured SLFFA to provide alternate option with the implementation of the ASYHUB system before the end of the year.

A Private Sector Workshop on DGMT (Digitizing Global Maritime Trade) with the main drivers of the project being the GIZ, United Nations Conference on Trade and Development (UNCTAD), and SLC, was held and SLFFA played a significant role in sharing ideas and information in terms of the National Single Window concept and the work done thus far by the National Trade Facilitation Committee (NTFC). The primary aim of this project is to facilitate Advanced Manifesting and Pre-Clearance. Other benefits will be but not limited to Advanced revenue collection, Refunds and Drawbacks through the platform, interfacing with external platforms etc.

Another project that involved the SLC is the Implementation of Paperless Trade and Digitization. This project is spear headed by the The Ceylon Chamber of Commerce in association with the Asia Foundation. SLFFA took part in the round table discussions in which the implementation of the Digital Signature, that was to take effect on the 01st of August 2021, was addressed. This was postponed indefinitely citing ambiguity in the prevailing law pertaining to the validity of the digital signature.

Director General of Merchant Shipping (DGMS)

The discussions concerning the violation of Guideline 05 issued by the DGMS on the collection of the DO fees and other charges were taken up with the DGMS and the difficulties faced by the freight forwarders were explained. SLFFA explained that a few are violating the guideline at the cost of many and that some consolidators are not abiding by the guideline set and recovering a Cost Recovery Surcharge. Further discussions will take place with the participation of other stake holders such as Joint Apparel Association Forum, the Sri Lanka Shippers Council and Ceylon Chamber of Commerce.

Sri Lanka Ports Authority (SLPA)

SLFFA has been discussing multiple areas of concern with the Sri Lanka Ports Authority (SLPA) in order to achieve efficient and lasting solutions for some of the pressing concerns faced by the industry. Accordingly, nine main industry concerns were addressed with Director Logistics SLPA. Thus far, the response from SLPA has been positive, however the prevalent situation in the country has curtailed much due to lack of funds.

The Colombo Port is expected to go through a rapid development plan that will enhance the current capacity by approximately 100%. The construction of the second phase of the East Container Terminal (ECT) commenced in January 2022, while the Build Operate-Transfer agreement for the West Container Terminal (WCT) spanning 35 years was signed between a foreign investor, a local investor and the SLPA. Upon the expected completion of the ECT and WCT by 2025 and 2026, respectively, the capacity of the Port of Colombo is expected to be enhanced by 6 million TEUs.

AIR FREIGHT

SLFFA Air Freight Sub Committee members were involved in a project initiated by Airport & Aviation Services Ltd (AASL) for the air cargo community system. Several discussions were held with Sri Lanka Customs, Sri Lankan Airlines and SLFFA on the current systems and procedures, for the developers of this system to understand the current method of operation. However, due to the current situation in the country, the project has not progressed as expected.

Expansion Program at Bandaranayake International Airport (BIA)

Committee members have been working with AASL & Srilankan Cargo to find a solution for the existing problem of export pallets being left under the open sky due to a shortage of warehouse space as a result of the current construction work taking place at BIA. Meetings were held and field visits were conducted with AASL and UL to find an alternative solution.

Together with AASL, we organized virtual meetings to educate all SLFFA members on the expansion taking place at BIA and the challenges that members would potentially face in coming months. Members were made aware of extra precautions that required to safeguard the shipments following extensive discussions onsite with the GHA.

INDUSTRY RELATED MATTERS

The SLFFA Office Bearers, Committee members and the Secretariat had an eventful year and judiciously carried out duties amidst the challenges of the pandemic and other macro economic variables. SLFFA was called upon on numerous occasions to represent its members and was also included in advisory roles of national importance. A summary of these representative roles played are given herein.

SLFFA Action On The Foreign Exchange Crisis

In reference to the Foreign Exchange crisis faced by our country currently, The banks has not been able to remit freight charges in excess of USD 110 million to Shipping lines and Airlines overseas since October 2021 . As a result of such delays both shipping lines and airlines are now resorted to bill the freight forwarding community in USD . SLFFA has proposed solutions to the National Career & several leading Airlines by emphasizing the huge impact that is faced by our members in settlement when invoiced in US\$, with Banks being unable to process payments for several weeks. SLFFA requested to grant an extension of the current credit period by an additional number of days to enable our members to make payments. SLFFA further suggested an alternative to accommodate a 60:40 ratio, where they would receive a majority of payments in US\$ when receiving freight dues from the respective forwarder, as this was a win-win situation for both parties.

SLFFA has also had discussions with several leading shipping agents and also the Ceylon Association of Shipping Agents (CASA) in Sri Lanka, to find ways of minimizing the challenges faced by its members in this regard. SLFFA will continue such discussions with the airlines and shipping agents concerned to find solutions in this crisis situation.

In addition, SLFFA had several discussions regarding the foreign exchange crisis, with senior officials of the Finance Ministry and the Ministry of Ports, Shipping & Aviation in discussing measures to overcome the issues faced by the membership.

National Logistics Day

The Government of Sri Lanka has recognized the Logistics Industry as a significant macro contributor to the national economy and has declared 16th of August, as the National Logistics Day of Sri Lanka.

Appointment to Advisory Committee on Logistics of the Sri Lanka Export Development Board (SLEDB)

SLFFA Past Chairman Mr. Jagath Pathirane was appointed as Vice Chairman and current SLFFA Chairman, Mr. Dinesh Sri Chandrasekara was appointed as a member of the Advisory Committee on Logistics of the (SLEDB), by the Hon. Minister of Development Strategies & International Trade. They are expected to play an active role in the National Export Strategy (NES) on the Logistics Policy and Infrastructure Development of the country.

RESEARCH AND DEVELOPMENT

SLFFA has initiated various Research Projects to uplift the standards of the Association.

Project on “Improve Import and Export Cargo Processes Through Ocean Freight Channel”

This project commenced is continuing presently with SLFFA and the University of Peradeniya combining together. It entails mapping and identifying the challenges and the bottlenecks that prevailed in the supply chain, whilst recommending best international practices.

Improving LK rank in Logistics Performance Index (LPI)

SLFFA and other industry stakeholders have been researching on ways to improve the LPI Index of Sri Lanka and have recommended to the Government authorities with ways to improve the performance index. SLFFA has held discussions in the past with the World Bank team in exploring ways to facilitate accurate collection of required data from the industry and find ways to improve the rating of Sri Lanka.

CORPORATE SOCIAL RESPONSIBILITY (CSR)

SLFFA has been involved in various CSR projects over the past several years by contributing to the welfare of the Lady Ridgeway Hospital (LRH) for children with several donations, in recognition of the excellent medical care provided to the future generation of the country by LRH.

SLFFA has been focusing its CSR initiatives by providing valuable assistance to the LRH through its fund raising activities since 2012. To-date SLFFA has donated over 6 Million Rupees worth of equipment for various projects undertaken by the Association. However, SLFFA was unable to continue its CSR initiatives in 2020/21 due to the COVID-19 pandemic which prevented the fund raising activities of the Association.

Due to the current economic & social crisis engulfing the country, SLFFA is keen to extend its support to the medical sector to overcome the issues faced by them. Hence, as the latest CSR project with LRH, SLFFA has proposed to facilitate the supply of medical oxygen, to the value of 25 Million Rupees, free of charge for one year. SLFFA is awaiting the customary approvals from the Ministry of Health to proceed with this project.

SOCIAL ACTIVITIES

National Logistics Awards

To coincide with its 40th anniversary, SLFFA conducted the inaugural National Logistics Awards (NLA) on 23rd March 2022 at Shangri-La Hotel Colombo. The ceremony was graced by the Hon. Prime Minister of Sri Lanka Mr. Mahinda Rajapakse.

The event was designed to recognize the top logisticians and related service providers and appreciate their dedicated service to the economy. During the tumultuous year of 2020, the importance and indispensability of the logistics industry was understood across the world. For years the silent endeavors of logisticians went unnoticed, but with the introduction of NLA, there was and will in future, have a common platform for all segments within the industry to shine.

NLA's primary objective was the upliftment of standards and service levels across all logistics service providers by making each market player more accountable. This would provide all logisticians a fair and equal opportunity to display their forte and prove their contributions to the industry, which will help those who are top performers to win the confidence of their customers and encourage others to move in to the top tiers.

By way of NLA, a window was created for due recognition to be granted to the industry and going forward, it is expected that more attention would be forthcoming from the authorities and regulators as well.



National Logistic Awards 2022

Left-Former Hon. Prime Minister Mahinda Rajapakse, Chairman of SLFFA Mr. Dinesh Sri Chandrasekara and Mr. Mohan Pandithage



National Logistic Awards 2022

Left-Chairman of SLFFA Mr. Dinesh Sri Chandrasekara, Former Hon. Prime Minister Mahinda Rajapakse, Past Chairperson Ms. Tania Pollonnowita Wettamuny, Immediate Past Chairman Mr. Roshan Silva

NLA
National Logistics Awards
By SLFFA

MESSAGE FROM
His Excellency Gotabaya Rajapaksa,
President of the Democratic Socialist
Republic of Sri Lanka

MESSAGE FROM
Hon. Prime Minister Mahinda Rajapaksa

MESSAGE FROM
Chairman of SLFFA
Dinesh Sri Chandrasekara

SECRETARIAT

Paper Supplement Of National Logistic Awards 2022

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.