



The Chartered
Institute of Logistics
and Transport

CILT Link

THE CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT - SRI LANKA

MAY 2021

SRI LANKA

Editor's Message



*Shakkya
Perera*

Dear Readers,

It is indeed a great honor and a privilege to be the editor of the CILT Link Magazine, which is the quarterly published newsletter of the Chartered Institute of Logistics and Transport of Sri Lanka (CILT SL). CILT Link Magazine aims at academic rigor and industry knowledge escalation in the field of supply chain and logistics paying attention to its sub-fields in every distinguished publication. This time theme being the Maritime, Link Magazine's editorial committee along with the Maritime Subcommittee of Chartered Institute of Logistics and Transport of Sri Lanka have devoted to enhancing readers acumen on most of the aspects of the industry stating from the covid-19 impact to resilience and then into the players in the industry who have achieved new records despite the challenges. Therefore, Link May 2021 publication which is adorned with new segments such as **"Ink Your Thoughts"** will be an interesting read for the readership.

I would like to extend my sincere thanks to feature article interviewee Mr. Chandima Hulangamuwa, assistant editor and all the patrons for their valuable time put forth in making this publication a success. At last but not least my heartfelt appreciation goes to the whole editorial committee, Ink Your Thoughts project team, secretariat staff of CILT SL and the talented designer for their commitments around the clock to deliver an output that adds value to the readership.

Best Regards,
Shakkya Perera

Assistant Editor

Hashan Rahubaddha

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CILT NEWS

P B Karandawala MEMORIAL LECTURE

CILT Sri Lanka and the Company of Master Mariners Sri Lanka jointly organized the P. B. Karandawala Memorial Lecture for 2021 and it was held at the Auditorium of Ceylon Chamber of Commerce on Friday, 05th March 2021 from 6pm onwards. The memorial lecture is an annual event that commemorates and celebrates the legacy of Mr. P. B. Karandawala who has done an invaluable service for the Sri Lankan logistics and transport industry.

Herein, Mr. H. D. A. S. Premachandra, Managing Director, Sri Lanka Ports Authority delivered the Memorial Oration under the title, 'Port Development: Yesterday, Today, and Tomorrow', highlighting the impact, issues and opportunities that would influence the Sri Lankan port sector in the years ahead.

The event was conducted mainly for participants representing the maritime sector of the Logistics and Transport industry and over 120 participants joined the session in-person and through Zoom. The recording of the event is now on the home page of the website, and all social media platforms of the CILTSL and can also be accessed by following this link. <https://youtu.be/K9O2XA3uQ5o>

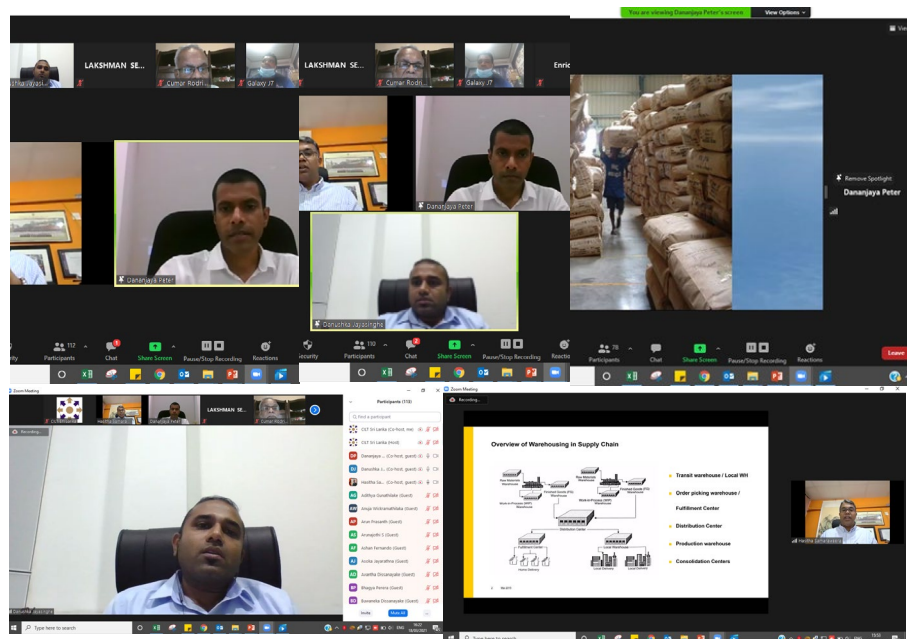


Warehouse Webinar

MAR | 2021
18th

A webinar organized by the Supply Chain Subcommittee of CILTSL was held on 18th March, 2021 from 3.00 pm to 4.30 pm under the theme of Strategic Warehousing in Modern Supply Chain Selecting the Right Storage and Material Handling Equipments.

Mr. Danajaya Peter, head of the Storage and Material Handling Solutions Division in the Infrastructure Engineering Business Cluster at Diesel & Motor Engineering PLC and Mr. Hasitha Samaraweera, Managing Director of TWS Lanka Pvt Ltd shared their invaluable knowledge and experiences as resource personals, while Mr. Danushaka Jayasinghe, Divisional Manager 3PL of DP Logistics Pvt Ltd moderated the session. The webinar was attended by more than 110 participants virtually.



CILT Annual General Meeting

2 0 2 1

CILT Sri Lanka held its 37th Annual General Meeting on 31st March 2021 at the National Chamber of Commerce of Sri Lanka amidst stringent health precautions. As a result a limited number of members (70 members registered on first come first served basis) were allowed to attend the meeting physically, and the other members were arranged to join with the meeting procedures online via Zoom.

Mr. Channaka de Alwis, CMILT, was re-elected in an uncontested election to serve a second term as President of CILT Sri Lanka. Along with Mr. Channaka, following members were elected as Office Bearers for the year 2021/22.

Mr. Channaka De Alwis, CMILT
The President

Dr. Y.M.M.S. Bandara, CMILT
Vice President

Mr. Ibrahim Saleem, CMILT
Vice President

Mr. Chaminda Perera, CMILT
Vice President

Ms. Maithee Attanayake, CMILT
Hon. Secretary

Mr. Ravi Edirisinghe, CMILT
Hon. Treasurer

Ms. Gayani De Alwis, CMILT
Immediate Past President

The following members were elected as Council Members to serve in the CILT Sri Lanka Council for the year 2021/22:

Mr. H.A Premarathne, FCILT

Mr. Upali Gunawardena, FCILT

Mr. Gihan Jayasinghe, CMILT

Mr. H.K. Henry De Silva, CMILT

Mr. Chandima Hulangamuwa, CMILT

Ms. Dhashma Karunarathne, CMILT

Mr. Chanaka Gunathilake, CMILT

Dr. Priyangani Jayasundara, CMILT

Ms. Vijitha Weerasinghe, CMILT

Dr. Renuka Herath, CMILT

Mr. Shamith Wijethilake, CMILT

Dr. H.R.Pasindu, CMILT

Mr. Upul Jayatissa, CMILT

Mr. J.I.D. Jayasundara, CMILT

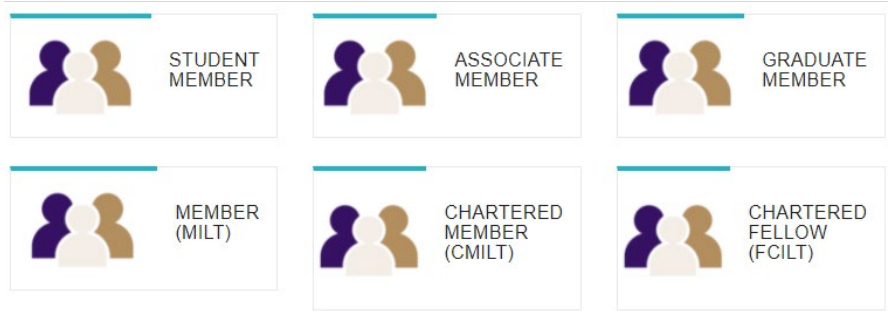
Ms. Thamara Harshani, CMILT

Mr. Saveen Gunarathne, CMILT



Membership

Evaluation of new member applications and Viva sessions were conducted virtually starting from May, 2020 and accordingly, from February 01st 2021 to April 30th, 2021, 39 number of new membership applications, and 08 number of Viva sessions were held virtually.



Monthly Webinar Series in the Mentoring Program for Ocean University

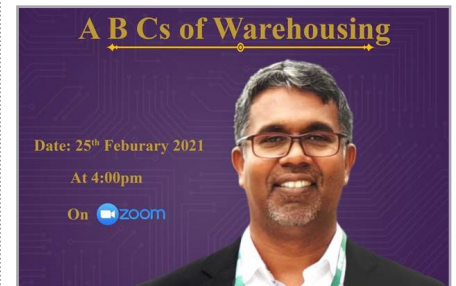
01st Webinar of CILTSL - OCU Mentoring Program (25th February, 2021)

As a part of the monthly webinar series in the Mentoring Program for Ocean University, CILT Sri Lanka organized the first webinar for the CILT student community under the theme of "A B Cs of Warehousing" conducted by Mr. Hasitha Samaraweera on 25th March 2021. Over 70 student participants representing the CILT student community joined the session virtually. (Pic 6)

CILTSL – OCU Mentoring Program (02nd April, 2021)

CILT Sri Lanka organized the second webinar for the student community of Ocean University under the theme of "Step-by-Step Guide to Shipping" conducted by Mr. Ushan De Silva on 02nd of April, 2021 via Zoom. Mr. Ushan De Silva - CMILT is the Head of

Shipping at Unilever Sri Lanka Ltd. He possesses over 17 years of experience in numerous verticals like import & exports, procurement, planning, and shipping.



2nd AGM of CILT Central Chapter

CILT Central Chapter conducted the 2nd AGM of CILT Central Chapter on 8th of April at Oak Ray Regency Hotel in Kandy. A new set of officials were elected at the event which was followed by a fellowship dinner. Dr. Asela Kulatunga, the founding president of the chapter, was unanimously re-elected as the president for another term.

Following is the complete set of officials that were elected.

Position	Member
President	Dr. Asela Kulatunga (CMILT)
Secretary	Mr. Namal Bandaranayake (MILT)
Vice President Outreach	Dr. Jayalath Edirisinghe (CMILT)
Vice President Academic	Dr. Chamila Walgampaya (MILT)
Assistant Secretary	Dr. Subodha Dharmapriya (MILT)
Treasurer	Dr. Samal Dharmarathna (CMILT)
Committee Member	Dr. Dammika Abeykoon (MILT)
Committee Member	Mr. Isuru Dissanayake (MILT)
Committee Member	Dr. S.K. Navarathnarajah (MILT)
Committee Member - YPF	Mr. Rajeev Karunanayake
Committee Member	Ms. Thilini Ranasinghe (MILT)

The members reflected upon the events conducted during the previous year, including webinars, field visits and launching of YPF and WiLAT sections of the Central Chapter which were conducted despite being severely interrupted by COVID19.

There were also many suggestions from members for activities to be conducted in the coming year including organizing of an academic conference. The newly elected committee is working to develop a detailed action plan for the upcoming year.



WiLAT

Women in Logistics
and Transport



WILAT
NEWS

Ignite 6 was launched in November 2019 with 32 mentees from different universities who are following the education streams of logistics and transport. Students from the University of Moratuwa, University of Kelaniya, University of Sri Jayewardenepura, Kotelawala Defence University, Ocean University of Sri Lanka & CINEC Maritime Campus have been enrolled for Ignite 6. Twenty mentors were engaged in the program who were selected through the CILT member base.

Four programs have been carried out over a period of one year for the mentoring student community for active engagement including a session on young adults' mental health conducted by a renowned psychologist in the country. Ignite 6 was concluded in a grand closure ceremony that paid tribute to all the mentors and mentees.



Ignite6 CLOSURE CAMPAIGN

Guest Speaker of the event was Mr. Amethe Gamage (Co - Founder Quantum Leap (Pvt) LTD, Coach, Personal Branding Strategist) He highlighted the importance of mentee and mentor relationship in professional and personal lives by using his own examples from his own career journey, to share his thoughts on "Igniting a mentorship" with the audience.

Along with the social media campaign which was held to honour the mentors' tireless efforts, commitment and contribution towards Ignite 6 which is the 2019 program, and the best mentee of Ignite 6 was also selected by choosing the best poster in which mentees demonstrated their journey with their mentors over the past year. The winner was selected by WiLAT Executive Committee and was awarded by the Ignite Event partner South Asia Gateway Terminals Sri Lanka (SAGT)

7 Ignite Inauguration

WiLAT successfully launched the 7th edition of its well reputed very own signature mentoring program Ignite on the 3rd of March 2021 via Zoom at 5.30 pm. More than 60 participants virtually attended to witness the 7-year journey of Ignite Mentoring Program of Women in Logistics and Transport Sri Lanka.

Over 120 applications were received from various private and local universities proving the increasing demand for the program. Mentees were selected through a careful selection procedure and 30 female and male mentees were selected representing every public and private university that offers Logistics and Supply Chain related degrees: Ocean University, CINEC Campus, University of Moratuwa, University of Kelaniya and Kotelawala Defense University. Well experienced 15 mentors were volunteered to groom these fresh mentees to ensure that they are ready to step into a very dynamic industry of logistics and supply chain.

IGNITE CLOSURE CAMPAIGN

The collage displays 15 posters, each with a quote and a portrait of a participant. The quotes include:

- "When Ignite was launched in November 2019, I was inspired and the program was an opportunity for me to learn from the best in the industry..."
- "I believe that the Ignite mentoring program has provided me with the opportunity to learn from the best in the industry..."
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WiLAT8

Celebrated
Glorious Years



WiLAT Sri Lanka members are proud of WiLAT Sri Lanka’s journey thus far over the last 8 years! WiLAT Sri Lanka takes pride in leading the Global tribe being the trend setter in every initiative. From membership development drives, to road shows to field visits to branding initiatives to corporate social responsibility and sustainability programs to conferences and awards to mentoring programs to webinars, WiLAT Sri Lanka has contributed significantly to the development and growth of our industry in Transport, Logistics

and Supply Chain. WiLAT has been working closely with its parent body The Chartered Institute of Logistics and Transport since inspection.

WiLAT SL is grateful to their cofounders Mrs. Gayani De Alwis and Mrs. Namali Siyambalapitiya for their support and continuous guidance. They are also thankful to our immediate Past Chairpersons Mrs. Dhashma Karunathilaka and Mrs. Gayathri Karunanayaka for the excellent leadership. Ever so grateful to our

current Chairperson Mrs. Niroza Gazzali and Vice Chairpersons Mrs. Amra Zareer, Dr. Renuka Herath and Maithree Attanayak for the excellent execution of the WiLAT strategic plan and for keeping the Executive Committee motivated in tough times. WiLAT Sri Lanka Executive Committee extends heartfelt appreciation to the past and present Executive Committee members of WiLAT Sri Lanka for all their valued contributions to make WiLAT Sri Lanka what it is today!

WiLAT

Sri Lanka celebrates Earth Day



This Earth Day WiLAT SL has encouraged their executive committee members to pledge their commitment toward a sustainable way of life and WiLAT SL carried out an awareness campaign on social media encouraging the membership to pledge their support for a greener and more sustainable logistics, transport and supply chain industry. Featured in the below posts are Mrs. Vijitha Weerasinghe and Mrs. Gayani De Alwis pledging their commitment for Earth Day!



WiLAT 8th AGM 2021/22

Due to the prevailing situation in the country owing to Covid 19, Women in Logistics & Transport (WiLAT) Sri Lanka held its 08th Annual General Meeting virtually on Friday, 30th April 2021, 5.00pm onwards on Zoom amidst a large audience of the industry's eminent personalities and membership. Therein WiLAT Sri Lanka appointed its new Chairperson Ms. Niroza Gazzali and following members to the Executive Committee as the Office Bearers for the year 2021/2022.



Ms. Niroza Gazzali, CMILT
Chairperson

Ms. Gayathri Karunanayake, CMILT
Immediate Past President

Ms. Amra Zareer, CMILT
Vice Chairperson (Sponsorship & Branding)

Ms. Maithree Attanayaka, CMILT
Vice Chairperson (Membership Services)

Dr. Renuka Herath, CMILT
Vice Chairperson (Membership Development)

Dr. Priyangani Jayasundara, CMILT
Hon. Secretary

Ms. Vijitha Weerasinghe, CMILT
Hon. Treasurer

Further, following members elected as Executive Committee members for the tenure.

Ms. Dhashma Karunaratne, CMILT - Exco Member
Ms. Zavia Mizkin, CMILT - Exco Member
Ms. Anushka Weerathne, CMILT - Exco Member
Ms. Amali Mudunkotuwa, CMILT - Exco Member
Ms. Dilmini Weragama, CMILT - Exco Member
Ms. Kalani Dassanayake, MILT - Exco Member
Ms. Aranthi Fernando, MILT - Exco Member
Ms. Kaushani Perera, MILT - Exco Member
Ms. Thisari Ediriweera, Student - Exco Member

WiLAT SRI LANKA EXECUTIVE COMMITTEE - 2021/22



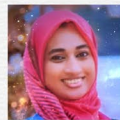
Gayani De Alwis
Co-Founder / Advisor



Niroza Gazzali
Chairperson



Gayathri Karunanayake
Immediate Past Chairperson



Amra Zareer
Vice Chairperson
Branding & Sponsorship



Dr. Renuka Herath
Vice Chairperson
Membership Development



Maithree Attanayake
Vice Chairperson
Membership Services



Dr. Priyangani Jayasundara
Hon. Secretary



Vijitha Weerasinghe
Hon. Treasurer



Dhashma Karunaratne
Exco



Kalani Dasaanayake
Exco



Aranthi Fernando
Exco



Kaushani Perera
Exco



Zavia Miskin
Exco



Thisarika Udarine
Exco



Amali Mudunkotuwa Mendis
Exco



Dilmini Weragama
Exco



Anushka Weeraratne
Exco





Ms. Niroza takes the helm from the outgoing Chairperson of WiLAT Ms. Gayathri Karunanayake and will be responsible to execute WiLAT’s advocacy initiatives, working closely with its parent body the Chartered Institute of Logistics and Transport (CILT) & the Global WiLAT Forum. In her professional career, she has held diverse roles in freight forwarding, logistics and supply chain. In her current role as Chief Process Officer for EFL Global she contributes towards the execution of the processes and drives initiatives for business growth and performance. Niroza counts over 30 years of experience in the Logistics and Transport Industry and is a renowned process champion. She brings with her a wealth of experience.

She is a Chartered member of CILT and has been an active executive committee member of WiLAT Sri Lanka since its inception in 2013 and moved on to serve WiLAT as the Vice Chairperson. She has successfully executed effective programs to promote and position Women in Logistics & Transport, as an integral part of the industry and the economy.

Ms. Amra Zareer, Dr. Renuka Herath and Ms. Maithree Attanayaka were elected as the Vice chairpersons for Branding &

Sponsorship, Membership Development and Membership Services respectively. They bring with them a plenty of skills and knowledge of the industry from diverse fields. Dr. Priyangani Jayasundara was appointed as Hon. Secretary and Ms. Vijitha Weerasinghe as Hon. Treasurer. The newly appointed WiLAT Executive Committee, will together stand stronger as a leading female advocacy group in Sri Lanka and the region and will steer all initiatives for WiLAT Sri Lanka under the 4 key Strategic Thrusts of WiLAT Global - Leadership, Entrepreneurship, Mentorship and Empowerment.

The outgoing Chairperson Ms, Gayathri Karunanayaka thanked her Executive Committee for the unstinted support extended to her during a very critical year to carry out the mission of WiLAT and activities entrusted to her. Gayathri had to change gear to function during the Global Pandemic during her tenure and she had made a significant contribution to the industry together with her Executive Committee in the virtual space. She added that at a time when WiLAT Sri Lanka is in a very strong position, she is confident that the new committee under the able leadership of her successor Ms. Niroza Gazzali would be able to translate the vision and strategy in to world class execution and bring together all females

in the Logistics & Transport Industry to create value to the economy.

Ms. Gayani de Alwis, the Co-founder made a special mention to the past committees for supporting WiLAT and wished the newly elected Chairperson and her committee and mentioned that she hopes, WiLAT Sri Lanka will continue the efforts with greater initiatives to uplift and support the community and industry.

The new Chairperson Ms. Niroza Gazzali concluded by standing together in one spirit contending as one and she would work closely with the parent body CILT and would partner and collaborate to broaden the horizons of WiLAT and take it to greater heights. She insisted on the commitment and dedication of the newly appointed Executive Committee Members to support her during her tenure to make WiLAT Sri Lanka an exemplary chapter. She also stressed on WiLATs commitment to society and responsibilities not just to women but to the planet and to future generations and stated that she together with her council will work towards a greener, more equal and more socially responsible logistics and transport industry.

The Global WiLAT Vaccine Logistics Webinar was held on Thursday, April 15 at 3pm HK time with participation from the international CILT and WiLAT communities.

Global WiLAT Vaccine Logistics Webinar

15th April 2021
15.00 hrs HK time (GMT+8 hrs)
12.30 hrs SL time (GMT+5.30 hrs)
07.00 hrs GMT

Venue: MS Teams
 Click on the button below to sign up for the session
 (Please sign in 05 mins prior to the session)

The Chartered Institute of Logistics and Transport

Women in Logistics and Transport

Niki Frank
CEO
DHL Global Forwarding, South Asia

Kelly Mok
Management Consultant
Accenture, New York

Chris Catto-Smith
Advisor Vaccine Distribution
ADB

Moderated by:
Vicky Koo
Deputy Global WiLAT Chairperson

Korea joined the WiLAT Family on the 29th of April 2021.

여성물류교통포럼 한국지부 (WiLAT Korea)

설립연도
 2021년 4월 여성물류교통포럼 한국지부 설립

초대회장 및 주요 임원
 초대회장 김경주 (해경상업 대표이사)

기획
 부경대학교 경영학 석사
 경성대학교 정책학 박사
 부경대학교 경영경영학박사

기획
 한국여성경영자협회 부산 지회장
 화성공회회소 2세대 부회장 역임
 해부신 그린베르데 이사장
 해부신 기업문화 이사
 해부신시 재능기부 상임위원
 해부신시 민간후지 상임위원
 해부신시 규제개혁 위원회 위원
 해부신시장 경쟁력 강화사업 협의회 부회장
 해부신시 2019년 우수기업 대표
 해부신 후유증 예방 위원

수상
 남세자의 날 - 이룬다온 남세자 표창
 국제선기술 박람회 대상 표창
 여성기업대상 국무총리 표창
 우수기업위원 법무부장관 표창
 영남남부 국제화상
 표창 기술혁신대상 수상
 한국여성벤처대상 국제기술부장관표창
 한국여성벤처대상 산업자원부장관표창

WiLAT Korea 조직

 김경주 회장	 최원선 부회장	 안재영 부회장	 이영희 부회장
 조소연 부회장	 황희숙 이사	 최나래 이사	 김영숙 이사
 모현영 이사	 최은옥 이사	 홍수영 이사	 김차영 이사
		 유병룡 감사	 김은지 감사



The Chartered
Institute of Logistics
and Transport

NEXT GENERATION



CILT NEXT GENERATION NEWS

EMERGE 2021

EMERGE 2021 conducted by CILT Sri Lanka Next Generation was a one-day event with the purpose of career development and building undergraduates in the fields of Transport and Logistics whilst providing motivation and encouragement to face the industry as emerging leaders. EMERGE 2021 was executed virtually with the hope of delivering an insightful session on the changes undergone in the industry as an effect of the pandemic and new skills required to face the changes. Next

Generation EMERGE 2021 was held on 27th February at 10.00am on Zoom platform. The distinguished speakers of the event were as follows:

P. Sathiyenthra
Vice President Supply Chain
Nestle Lanka PLC

Devinda Weerasesekara
Group Sourcing and Supply Chain
Manager
MAS Holdings PLC

Next Generation Quiz Master 2021

CILT Next Generation Quiz Master is the flagship event in the annual calendar, and was conducted for the sixth consecutive time, being South Asia Gateway Terminals the event sponsor. The Quiz Master competition is for quiz enthusiasts from the corporate and the educational sectors which enables participants to compete and win exciting prizes and to gather knowledge. With the pandemic condition of the country, the Next Generation Committee decided to organize it as a virtual event, which increased the dynamicity of the project. Ms. Sulakkhana Ratnayake and Mr. Priyan Pituwelgoda as the Project Co-Chairpersons took the challenge of organizing the event virtually with help of the project sub-committee along with the advice of the leadership committee.

CILT Sri Lanka Next Generation Quiz Master 2021 was successfully concluded on 14th March 2021 from 2.30 pm to 6.30 pm via ZOOM. There were 48 registered teams who competed under 9 sectors which had five members per each team. The quiz consisted of five rounds with ten questions per round. Mr. Ramindu Liyanage was the Quiz Master for the event and he actively supported the project. Immense support of the Head of Judge Mr. Upul Welikala and panel of judges Mr. Hemal Ranadeera, Ms. Harshani Edirisinghe, Ms. Vipuli Perera, Mr. Kavinda Karunanayake, Ms. Ovinithanachchi, and Ms. Mahekha Dahanayaka should be appreciated.

Winners of the CILT Sri Lanka Next Generation 2021 was the team Sri Lankan Airlines participated from Sri Lankan Airlines limited led by Mr. Vidya Siriwardhana, 1st runner up was the team Dialog participated from Dialog Axiata led by Mohommed Rikaz and 2nd runner up was the team C2 Ram participated from University of Moratuwa. Winners and runners up were selected under relevant sectors as below also as the Winners of the CILT Sri Lanka Next Generation 2021.

1) Educational Institutes

- a) Winner C2 Ram -University of Moratuwa
- b) 1st Runner Up Team Spurs -University of Moratuwa
- c) 2nd Runner Up Royal College-Royal College Colombo

2) Warehouse Solutions Providers

- a) Winner ADV 3PL Plus Team 1-Advantis 3PL Plus (Logiwiz Limited)
- b) Runner Up Team Lineage - Lineage Logistics

3) Freight Forwarding and Other Logistics Service Providers

- a) Winner GAC YEVIN- GAC Shipping Limited
- b) Runner Up Team EFL -Expolanka Freight (Pvt) Ltd

4) Manufacturers, Export, and Import Companies

- a) Winner Trelleborg- Trelleborg Lanka Pvt Ltd
- b) Runner Up Team Ignite -MAS Intimates

5) Food and Nutrient

- a) Winner Team Fonterra -Fonterra Brands Lanka
- b) Runner Up Team Nestle -Nestle Lanka PLC

6) Telecommunication Service Providers

- a) Winner Team Dialog -Dialog Axiata
- b) Runner Up Team Airtel -Bharti Airtel Lanka (Private) Limited

7) IT Solutions Providers

- a) Winner DirectFN - DirectFN Technologies
- b) Runner Up 99x - 99x

8) Terminal Operators

- a) Winner Team Propeller - SAGT, South Asia Gateway Terminals (Pvt) Ltd
- b) Runner Up CICT Champs - Colombo International Container Terminals Limited

9) Airlines and other mercantile establishments

- a) Winner SriLankan Airlines -Sri Lankan Airlines Limited
- b) Runner Up QuaranTeam-Alumni-University of Moratuwa

Membership Development Video Series

Membership Development Video Series initiated by the CILT Sri Lanka Next Generation focused on enhancing and developing its membership base and making the public and potential applicants aware of what CILTSL Next Generation is really about. This Membership Development Video Series consists of videos under four main topics. The first video is a quick introduction about CILT, CILT Sri Lanka, and CILT Next Generation which provides a macro picture of the organization. This first video is almost completed, and it is in the process of publishing. These videos are planned to be published on the CILT Next Generation YouTube channel which is in the initializing process.

Ink Your Thoughts



Ink Your Thoughts is an article writing competition, where undergraduates and corporates who are interested in the field of Transport and Logistics could participate. The competition is a new addition to the CILT Sri Lanka Next Generation event calendar, and it is based upon the theme **“Maritime Industry”**. After unveiling the competition, registration of participants was started on the 28th of February 2021. Registrants were made aware of the competition rules and guidelines, the theme for articles, prizes, etc. through the marketing campaign. Registration was planned to terminate on the 28th of March 2021 along with the submissions, and currently, there were around 75 participants registered. To motivate the participants in writing and to increase the awareness on the competition theme - Maritime Industry, a series of tips (“Point to Ponder”) were shared through CILT Sri Lanka Next Generation pages.

Winners of the competition were selected by a panel of judges who are experts in the field of Transport and Logistics. After the submission closure, the evaluation was begun from 30th March 2021 and winners were selected by the judges. The selected winners were announced through CILT Sri Lanka Next Generation social media pages. The top three articles will be awarded with cash prizes and are published in this issue of the CILT LINK magazine. In addition, all the participants will be awarded with an E-certificate of participation.

FEATURE
ARTICLE

Shaping the *Sri Lankan* Shipping Industry

PAST • PRESENT • FUTURE



By
*Mr. Chandima
Hulangamuwa*

Interviewed and written by
Hashan Rahubaddha

Currently serving as the Managing Director at MSC Lanka (Pvt) Ltd, Mr. Chandima Hulangamuwa's career in the shipping and Logistics sector runs across for more than 3 decades. He has been a successful leader with a human touch who has been delivering shareholders expectations in a professional manner. Mr. Hulangamuwa, a seasoned marketer, and a Maritime professional is the Sectorial Head of Maritime Transport Sector at CILTSL for the year 2021/22. With CILT Link Magazine he sheds light on his long and illustrious career and current challenges and opportunities in the maritime industry.

Q. You have had a long illustrious career in the shipping and logistics sector, where did it all begin?

A. It was always my dream to travel the world as a kid growing up in Kandy. I studied at Trinity College, Kandy and sat for the AL examination in 1989. It was a time where the local university entrance was not pursued by many including my family due to the ongoing youth uprising in the island. My family wanted me to be a banker, and I applied for a private bank and a couple of reputed private organizations who provided me with placements.

But as a 19-year-old kid, I was not keen to do a desk job. My passion for travelling the world took me to Colombo in search of a trainee program in an airline. But at that time none of the airlines took trainees. One of our family friends, who was the director in-charge of Japan Airlines, convinced me to join the Maritime Industry instead. Although I refused vehemently at first, I eventually agreed. Thus, I joined Delmege Forsyth & Co. Shipping Ltd in 1990 as a trainee executive handling MOL shipping line. When I joined Delmege Shipping, it was the leading shipping company in the island and had been in operation for over 100 years.

Q. How did your career span out from a trainee executive of Delmege Forsyth & Co (Shipping) Ltd to the position of Managing Director at MSC Lanka (Pvt) Ltd.?

A. Like I said, as a kid I never had the passion for the Shipping Industry. But I stayed there for over 3 decades due to the strong foundation I laid at the very beginning as a Youth. During the 90's the shipping industry was enormously lucrative and at Delmege Shipping I was fortunate to work with a great team.

I did the hard miles at the very beginning to learn the trade; Long hours and sleepless nights. I never had "No" in my vocabulary. Even as of now I never say "No" to anything without trying harder. Although I was in operations at that time, I helped with the work of other departments as well; not because I had to, but because I wanted to. Thus, I was able to lay a strong foundation at the very beginning.

Subsequently I was promoted to the positions of Junior Executive, Senior Executive and then the Assistant Manager of Operations at Delmege Shipping. In 2001, MOL shipping established a joint venture with McLarens Group as

MOL Lanka Private Ltd., where I joined as the Assistant Manager of operations. Subsequently I was promoted to the position of Manager of Operations and then the General Manager of Operations and Logistics.

By 2008, I had been in the operations for almost 2 decades and wanted to try something different. Thus, I decided to take an opportunity in the UK. But Mr. Rohan De Silva, the Chairman of McLarens Group asked me "Why do you want to migrate to the UK, when you have better things to do here in Sri Lanka?" and offered me the position of Executive Director at McLarens Shipping which I accepted. Six months later I was made a Director of the GAC Group of Companies as well. At the time I was serving on the director board of six different companies. We were able to initiate new businesses that benefited both the companies and the country. One of them was the commencement of the transshipment service at the Port of Colombo with Wan Hai Lines for the East Coast of Africa linking Colombo, Mombasa and Dar es Salaam which proved to be a great success. At the time we were able to get Hambantota Port's first ever container ship entry, a Wan Hai Liner Ship.

In Logistics, we secured the first ever shore base logistics for Oil and Gas in Mannar basin which is a new episode in logistics in Sri Lanka.

Likewise, we managed to secure several shipping agencies and logistics contracts for international companies.

In 2013, I moved back to MOL Lanka Private Ltd. as its Managing Director. In 2018, with MOL line's merger with K Line and NYK to establish Ocean Network Express (ONE) Line, MOL Logistics Lanka (Pvt) Ltd. was established to carry out the non-liner services of MOL where I served as a Director. In 2019, I became the Managing Director of MSC Lanka (Pvt) Ltd. which is under the McLarens Group, and it is where I currently serve. MSC is Sri Lanka's number one shipping line and is ranked as world's number two. Over 3 decades I was fortunate enough to work with great people at great companies doing great work, driving the global and local trade to newer heights.

Q. You are also a Global Goodwill Ambassador. Tell us a bit about the program?

A. Global Goodwill Ambassadors (GGA) is a UN accredited program registered in the USA. They handpick people from the communities who lead

in the humanitarian causes. I was one of the pioneering members that established its branch in Sri Lanka and currently serves as the secretary. We have about 60 members here and together we are looking forward to conducting two projects to bring relief to the Sri Lankans affected by the pandemic. One is the Kusagini Niwamu Program where we look forward to teaming up with the Sri Lanka Police to assist the people who were hard hit by the pandemic and lost their livelihood. The next one is where we aid the children in the rural areas who do not have access to facilities for online learning. We will begin the pilot project sooner and it will help the people in need.

Q. What are the key challenges the global maritime sector face today caused by the pandemic and what are the mitigation measures taken by the industry?

A. At present the main challenges in the shipping industry is the congestion in the ports and the delays which were caused owing to a combination of factors resulting from the pandemic. During the month February of 2020 the economy of China began to slow down, and the shipping industry reacted to it with some of the liners off hiring their equipment. When the economy of China returned slowly to normalcy from last June, the demand also picked up, and a shortage of the equipment was experienced. This situation was amplified further due to the good clearance delays experienced in the US and European ports caused by the lockdown areas and the absence of the employees. Moreover, due to the empty containers not getting back to China the situation has worsened. Adding to this, Suez Canal blockage caused further delays in the shipping schedules. All these factors have led to high demand for the space and equipment in the shipping lines and have driven the freight rates by a significant amount.

To mitigate these challenges, the industry has been purchasing and on hiring new equipment to increase the capacity but still find it difficult to meet the demand due to a lot of boxes being stuck in various ports. During the past year, many proactive decisions have been taken by the industry. Sometimes when there was congestion in the called Port, the ships avoided the particular port and sought alternative ports to discharge the cargo. This has caused delays to importers and additional costs to shipping lines. The situation now is gradually getting better day by day. But it will take some time to get back to what it was.

Q. How long would it take to get the industry back to what it was before the Pandemic?

A. It all depends on how long the pandemic is going to continue. In my view, the situation most probably will continue this year. In next year too we may be facing the negative consequences during the first quarter and after that the things might go back to normal. But like I said, it all depends on how the pandemic turns out.

Q. As a leader of the industry in Sri Lanka, how have you managed during this challenging period and what were the contingency plans in action?

A. Sri Lankan shipping industry is predominantly based upon the transshipment cargo as they account roughly to 80% of the total TEUs handled. The transshipment cargo process has been carried out by the shipping agencies by sharing information electronically to the relevant authorities and handing over the documents to the Port. Thus, the process was not very much affected by the pandemic. What really changed was how we handled the exports and imports. During the pandemic hit 2020, Sri Lanka handled about 272,000 TEUs of exports and 503,000 TEUs of imports. Even with the inflicted curfews the exports and imports had to be processed and were eventually made a part of the essential services. Both of these export and import processes previously had manual documentation handling and payments were done by the parties by visiting the shipping agency offices, even with us pushing for online methods from earlier on. Due to the pandemic, the parties had to oblige to the online payment methods as it was impossible for cashiers to continue work. On the other hand, for exporters we couriered the shipping documents, where they did not have to come to the office. Moreover, at MSC Lanka we were able to implement Electronic Delivery Order (EDO) with the help of Sri Lanka Port Authority and Sri Lanka Customs which was followed by the other shipping agencies and now is the new norm. Covid-19 posed many other challenges to the Sri Lankan shipping industry. But industry reacted well by re-designing and simplifying processes to cater to the need of the hour.

Q. What opportunities do you see for the Sri Lankan shipping and logistics industry aftermath of the COVID-19 pandemic?

A. Traditionally the shipping industry handles a lot of manual documentation. 31 years ago, when I began my career in shipping, a document needed to have one too many signatures from the authorities and took much time changing hands from one to another. Over the years the processes have been simplified and turned into a more electronically based system where the human touch points are now being reduced. But it was with the pandemic, that the entire industry moved on to online services. It is a plus point that came out of an otherwise unfortunate situation.

With the ECT coming up in Port of Colombo, the terminal is designed with semi-automated equipment which can be converted to fully automation, the industry will see further advances in the technology they are using. Technology is the future. And it is here today.

Q. What does the future hold for the Sri Lankan maritime industry and its transshipment business taking the regional competition into consideration?

A. In my opinion, Sri Lanka is 5-6 years behind its true potential. We could have started the WCT as well ECT when we began the construction of South Container Terminal. CICT has a draft of 18m and 1200m quay which can handle a 24,000 TEU mega ship. When you have a mega port, which can cater to mega container ships and is strategically located in the mid of the East-West Sea route, the required infrastructure is set. Therefore, we need ECT and WCT fully operational if we are to progress. And we need to manage and operate them by professionals. Then only we can live up to the true hub status we envision ourselves to be.

We have the potential to do a lot more than what we do now. We must do a lot more if we want to compete with Singapore and Dubai. We call ourselves a maritime hub due to the transshipment volumes we are handling now. But we must develop many areas such as entrepot operations, Multi-Country Consolidation, Sea-Air Cargo operations, etc. The policies and certain Acts must be amended and changed. As a nation, we must look beyond today into the future and develop mega ports to cater to the demand of the South Asian region as well as the African region.

Q. How have you seen the growth of CILTSL and what direction do you see it going in the future to aid the progress of the maritime transport sector of Sri Lanka?

A. CILT Sri Lanka is on the right path in several directions. We are gradually getting recognition from the government agencies to seek out professional knowledge for decision making. We are currently working with the Minister of Industries and Supply Chain Management, to formulate the National Policy on Logistics and Warehousing. We are also expanding our membership in the maritime industry from both the private and government sectors. We are building the belonging among the membership and serve our membership to grow within the industry. CILT Sri Lanka will continue to grow to be the most sought out professional organization in the industry and share its vast knowledge and experience of the membership towards the development of the sector as well as the nation.

Q. As an experienced professional in the field of shipping and logistics, what advice would you give to the young members who aspire to excel in the industry?

A. Maritime industry is a fantastic industry to be employed in. At the same time, it is tough and interesting. If anyone wants to live an easy-go life and take no responsibility I recommend this is not the right industry for them. But if someone has high levels of integrity, commitment, and dedication to the job at hand, there are plenty of great things to do in this industry.

One needs not to have passion towards shipping when they start to work in the industry. But as the years pass by if they do not develop the passion, I believe they need to change into a different sector rather than being stuck in something they do not like. When you are really focused and dedicated, occasionally the industry might interfere with your holiday outings and good sleep at night to attend to certain matters or reply to certain emails. That is the reality. One must realize that it is part and parcel of the job description. One needs to have both the experience and the education if she or he looks forward to excel in shipping. Dedication, commitment, integrity, passion, and education will take you many miles in the maritime sector like it has taken me.

Platinum Partners



Silver Partners



Bronze Partners



CORPORATE
PARTNER

News

EFL 3PL becomes Sri Lanka's first Carbon Neutral logistics company'

EFL 3PL, a member of Expolanka Holdings PLC obtained its certification as 'Carbon Neutral' as of 1st April, 2021. This is result of a series of systematic initiatives implemented since 2016 towards carbon neutral operations and these efforts by themselves resulted in a remarkable 90% reduction in its company-wide carbon footprint.



DP Logistics Expand its operations to Southern territory



DP Logistics (Private) Limited (DPL) recently commenced a warehouse operation facility in Ranna in addition to its facility in Matara to provide comprehensive logistics services to clients. This facility was commenced with the objective of catering to growing demand for Logistics Solutions in Southern Part of Country.



Chrissworld Ltd (CWL) becomes first SME to be listed in CSE

Chrissworld Ltd (CWL) has created history by becoming First SME and third party logistics firm to list on CSE's customised Empower Board. Further, Central Depository Systems (Pvt.) Ltd., a subsidiary company of CSE, will step in for the first time as the registrar to the issue via CWL listing. CWL is currently ranked among the top five companies providing professional warehouse and logistics solutions, and aiming to extend end-to-end total services with the new funding.

SLIIT partners with Kaduwela MC for 'Innovation Lab'

Sri Lanka Institute of Information Technology (SLIIT) Partners with Kaduwela MC to unveil the first in a series of fully-equipped computer 'Innovation labs' for lower income schoolchildren from the area. The lab is equipped with computers, containing infrastructure such as UPS and network requirements, including projectors, tables and chairs to support children to reach their full potential in building an innovative society.



Ceylon Chamber of Commerce signs MOU with McLarens Maritime Academy

The Ceylon Chamber of Commerce and the McLarens Maritime Academy recently entered into a Memoranda of Understanding focused on Maritime Sector training. Through this MOU, CCC appointed surveyors will have an opportunity to undertake training programs to enhance their technical know-how in the fields of bunker and draught survey and On the Job Training (OJT)" on board in their own fleet of vessels.



SAGT moves swiftly to meet needs of the new normal embracing the challenges and opportunities of the new normal

With the onset of the pandemic and wide-scale lockdowns in many parts of South Asia in early 2020, transshipment volumes at the Port of Colombo and South Asia Gateway Terminals (SAGT) dropped sharply, as shipping lines, ports and other related businesses strove to come to terms with what would possibly be a prolonged downturn in business. With the benefit of hindsight though, this was not to be the case and — as was seen in the latter half of 2020 — the recovery in shipping volumes was swift and sustained. As a consequence, all maritime service providers have had to rethink and redesign networks and processes to meet the surge in demand in the new normal.

Given the unanticipated increase in global trade, shipping lines and their customers faced challenges due to shortages in vessel space and container availability. In turn, terminals were expected to drive faster vessel turnaround times and assist in the speedy delivery of import containers. To accommodate faster delivery of import containers, Port of Colombo launched a digitalized import clearance process to facilitate the timely evacuation of import containers while adhering to social distancing protocols.

SAGT was at the forefront of this initiative and introduced a simple email-based process for the processing of documents and issuance of electronic delivery advice (e-D/A). This enabled customers

to have the convenience of carrying out their clearance activities while in the comfort and safety of their own homes. SAGT's swift adaptation and implementation of the e-DA initiative propelled the new process with immediate benefits and changed a decades-old process of physical collection of delivery documents at 'Documentation Centers' run by the terminals.

SAGT followed up this initiative with an integrated, secure online platform added on to its online portal, e-Port, which allows customers the convenience of calculating charges and making payment online via an online electronic payment process. E-Port has further extended benefits to the customer through the automated reconciliation of payments received via the online payment platform and real-time generation of the invoice via the system.

That innovation was combined with an electronic release by Sri Lanka Customs, thus automating and making contactless a physical and manual process that the trade had been endeavoring to change for almost a quarter of a century.

Demonstrating its continued support of the importer community, SAGT offers an automatic extension of the import container gate pass validity to 6am on the day after the gate-pass expiry. Further enabling the trucker additional free time for pick-up of the import container without delay or terminal storage charges for an additional 6 hours.

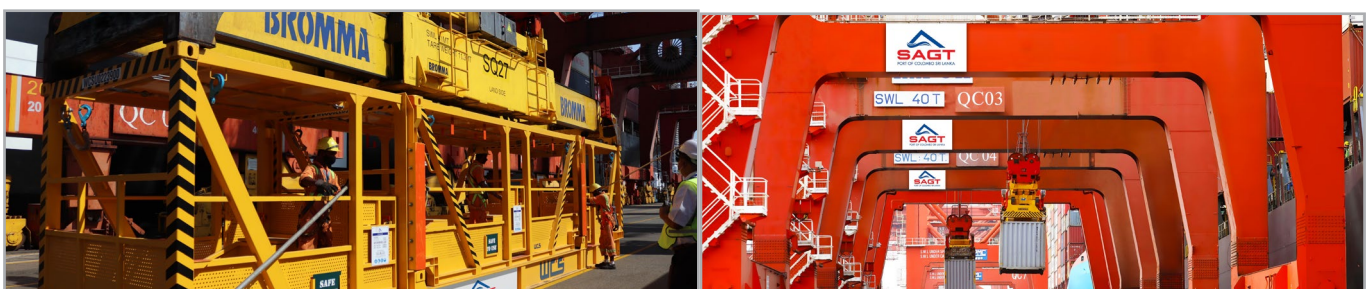
As part of the drive to create a safer working environment, SAGT in March 2021 became the first and, to date, only terminal in the Port of Colombo to implement the use of Container Top Safety Work Cages, thereby enabling lashing contractors to execute onboard container unlash/lashing operations under significantly improved safe working conditions. An essential feature of the safety cage is the ability to sustain container lashing operations in adverse

weather conditions such as rain and wind with no loss of safety, thus further allowing seamless working patterns for vessel productivity.

In a further commitment to enhance operational capabilities and quayside productivity towards meeting customer expectations, SAGT confirmed an order for two super post-panamax, twin-lift ship-to-shore (STS) cranes with ZPMC of China, for delivery in March 2022. The induction of these STS cranes in 2022 will increase the terminal's quayside capabilities to five twin-lift and seven single-lift STS cranes. SAGT also re-fleeted over 65% of its fleet of terminal tractors with the induction of 46 brand new Terberg terminal tractors during the past year.

Underscoring its commitment to implementation of identified United Nations Sustainable Development Goals (SDGs), and in keeping with the global drive for a greener shipping industry, SAGT has embarked on a programme to convert all its diesel-powered rubber-tyred gantries to part-electric, employing state of the art hybrid technology developed by Yasakawa of Japan. Aimed at reducing diesel consumption and thereby CO2 emissions by 50%, this project is scheduled for completion in 2021.

South Asia Gateway Terminals (SAGT) is the first private sector operated container terminal in Sri Lanka and commenced operations in 1999, launching the Port of Colombo as global trade's preeminent gateway hub to South Asia. Today, the terminal is one of three operators in the Port of Colombo and continues to offer the international container shipping community a competitive best in class service. SAGT, a public private partnership, is a Board of Investment flagship company whose shareholders include John Keells Holdings, Maersk/ APM Terminals, the Sri Lanka Ports Authority and Evergreen Marine Corporation.





PIPELINE TOURIST PROJECTS

- Heritage Buildings in Colombo Fort
- Deddawa, the Canal and Akuramb
- Additional Buildings in Galle Fort
- Galle Prison Land
- Galle Marina
- Koggala Sea Plane Museum
- Koggala Golf Course
- Matara Golf Course
- Heritage Building in the Matara Fort
- Tangalle Fort
- Cultural Triangle Tourism Expansion



SOFT INFRASTRUCTURE



YACHTS AND CRUISES



DOMESTIC SERVICES

**LOCAL
INDUSTRY
News**

AQUACULTURE INDUSTRIAL ZONE

MAHANUWARA DEVELOPMENT OF AGRO TECHNOLOGY AND IT

BOGAMBARA CULTURAL AND TOURISM CENTRE

KERAWALAPITIYA LNG PROJECTS AND

RAJARATA DEVELOPMENT
 - Malwatu Oya Project
 - Pibiduna Polonnaruwa Project

DEVELOPMENT OF VAVUNIYA CAMPUS
 University of Jaffna

JAFFNA - KILINOCHCHI WATER SUPPLY PROJECT
 Sea Water Desalination Plant

JAFFNA STRATEGIC CITY PROJECT

NORTHERN PROVINCE SUSTAINABLE FISHERY DEVELOPMENT PROJECT

IT PARK MANNAR

TRINCOMALEE ECONOMIC DEVELOPMENT AREA

NORTHERN HIGHWAY

WAYAMBA SPECIAL ECONOMIC DEVELOPMENT AREA
 - Eranawila Tourist Development
 - Kalpitiya Tourist Development
 - Bingiriya Zone
 - Kuliyaipitiya Zone

MORAGAHAKANDA DEVELOPMENT PROJECT

Regulatory framework to develop the boat building industry to increase the country's export sector

The regulatory framework to develop Sri Lanka's boat building industry formulated by Sri Lanka Export Development Board (EDB) was officially handed over to the implementing agencies under the guidance of Dr. Bandula Gunawardena, Minister of Trade, on the 29th of March at the Trade Ministry.

Dr. Gunawardena has stated that it was crucial for Sri Lanka to follow a strategy reliant upon product diversification, market diversification and introduction of innovative products to increase the country's export sector hence developing the boat building sector, which is an emerging area, would bring a positive outcome to the mentioned strategy.

This regulatory framework is said to cover the registration, regulation, and technical guidelines for all boat categories manufactured in the country (other than the fishing boat category), leisure craft operations, and visiting yachts/crafts as well as imports of boats to Sri Lanka.



Launching of Pilot Boats built by Colombo Dockyard

A new pilot boat designed by Macduff Ship designing Ltd; of Scotland, built by the Colombo Dockyard PLC was handed over to SLPA on 22nd of February 2021, at the Colombo Dockyard PLC.

Hon. State Minister of Warehouse Facilities, Container Yards, Port Supply Facilities and Boats and Shipping

Hambantota International Port aims fertilizer transshipment business

Russian billionaire Andrey Igorevich Melnichenko, who visited the Hambantota International Port (HIP) during his visit to Sri Lanka has shown interest in the potential to develop regional distribution of fertilizer via the Hambantota International Port.

According to Lance Zuo, General Manager Commercial and Marketing of HIPG, this is said to be a great



opportunity as HIPG has already been investigating possibilities in launching fertilizer transshipment operations and has already entered into a business venture partnership with a reputed fertilizer bagging operator. It is believed that launching fertilizer transshipment operations inside HIPG will accelerate the port's vision in becoming a transshipment hub for fertilizer and bulk business in the region.

Sri Lanka Ports Authority implements a facility for the clearance of all imported goods through electronic methods

The Sri Lanka Ports Authority (SLPA) has implemented a special facility that enables port users to clear all imports, make payments at the Port of Colombo through electronic payments via the Internet.

This facility has been implemented in line with the implementation of a strategic



crisis management plan followed by Sri Lanka Ports Authority (SLPA) and all other terminals of the Port of Colombo. This electronic payment method will protect all parties using port services from the risks associated with Covid -19 by replacing physical payment methods to facilitate the payment of imported goods through the Internet without hassle.

Additional to this facility, SLPA has also offered e-payment methods for the clearance of FCL and LCL cargo through clearance agencies via the Sri Lanka Ports Authority (SLPA) web www.slpa.lk.

which makes it easy to accommodate four pilots and four sailors, with a top speed of 22 nautical miles.



SAGT enhances safety for its container lashing crew

South Asia Gateway Terminal Ltd. (SAGT) operationalized two container top safety work cages on the 15th of March, for the first time in Sri Lanka, which allowed lashing contractors to carry out on-board container lashing operations with significantly improved safe working conditions on Monday, 15 March. A special feature of the safety cage is the ability to operate in container lashing operations in any weather condition.

Known as the Top Safety Work Cages (CTS-WC) has been constructed by Dubai based World Crane Services, with the ability to accommodate up to eight



workmen providing world class safety features. The design concept of these cages facilitates both 20-foot and 40-foot containers. The cages also include robust spring-loaded self-closing/locking gates and storage bins/ lockers for safe storage of tools and lashing equipment allowing

for increased benefit from the use of the cages. A few more of the special features of these cages include anti-slip floor plates, steel mesh boundaries and kick plates all contributing toward a safe environment for lashers and protection against falling objects.



“West Carina” and “West Polaris” berthed for long-term layups and repairs

Two 6th generation ultra-deep-water drillships, named ‘West Carina’ and ‘West Polaris’, are berthed at the Hambantota International Port (HIP), that will remain in the port for long-term layup and repair services. As mentioned by the General

Manager Commercial and Marketing of HIPG, these two drill ships require prior preservation work before putting into the layup mode.

He additionally has stated that new opportunities could open for local service providers such as supply of provisions and other services like waste removal, maintenance, crew change support, conducting surveys, etc., as the ships are staying at HIP in the long-term resulting in the mentioned requirements. HIP works with several companies to handle shore and underwater repairs and currently works with ship agents for layups and repair business of vessels.

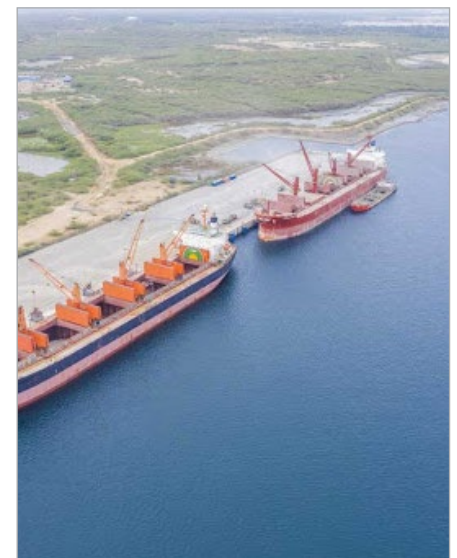
The Hambantota International Port reaches its highest cargo volumes

Despite all the challenges the maritime industry faced during Covid-19, the Hambantota International Port has reached its highest RO-RO volume which was 63,099 units in a month during the month of April and highest cargo volumes during the pandemic.

HIPG has also been successful in improving its volumes of LPG and dry bulk cargo handling, since the lockdown

period, taking their overall figure of cargo handled to 1,788,995 Metric Tons, from which 388,031 units are RO-RO cargo. HIP has proved its consistency in achieving its goals even during a global pandemic, with lockdowns and restrictions.

Senior General Manager- Operations, Sylesh Peerez has mentioned that Managing the high need for manpower for operations while ensuring that their employees were protected was one of their biggest priorities in the past year and they managed the situation successfully, on a roster basis, ensuring that they met the high demand while strictly adhering to Covid-19 health and safety guidelines





INTERNATIONAL
INDUSTRY

News



Rotterdam is collaborating with German steel companies to investigate green hydrogen infrastructure

The Port of Rotterdam is about to collaborate with German steelmakers Hyssenkrupp Steel and Hüttenwerke Krupp Mannesmann (HKM) to investigate possible green hydrogen supply chains. The project aims to replace coal, which German steelmakers use in their steelmaking plants.

More than 200,000 seafarers stranded due to Covid-19 pandemic: IMO

According to the Secretary General of IMO, Kitcak Lim it is reported that more than 200,000 seafarers worldwide were either still stranded on ships or waiting to board them by the end of April, as the coronavirus pandemic continues to rage on.

Although things look better compared to the start of the year, the Secretary General has emphasized the necessity of recognizing these workers as frontline workers and to be vaccinated so they can move across the borders to drive global trade.

By 2030, the Panama Canal will be carbon neutral



Panama Canal has begun the process of decarbonizing its activities in order to achieve carbon neutrality by the fall of 2030. The Panama Canal Administrator stated that improvements should be made to the canal's mode of service, seeing it as a major strategy for the waterway's long-term operation and sustainability. He also states that the process will be based on the canal's long-standing attempts to reduce the environmental effects of its activities, such as allowing customers to use renewable fuels and reduce carbon emissions.

Turkey Moves Forward with Plans for developing Canal Istanbul

The Turkish government has approved construction plans for the Canal Istanbul, a massive canal on the outskirts of Istanbul. Canal Istanbul will increase shipping capacity to and from the Black Sea by linking it to the Marmara Sea in Istanbul's south. It is estimated that the project would cost about \$9.2 billion

LNG cargoes are diverted from India as demand falls due to COVID-19

As India struggles with the second wave of the COVID crisis, partial lockdowns in many parts of the country have resulted in lower market demand for LNG cargo vessels. As a result, according to Reuters, several ships carrying LNG cargoes are being diverted away from Indian ports. At least 20 LNG tankers have been diverted away from India since April 20, headed straight to other markets in Asia, Europe, and Kuwait.

Maersk expects the headwind to last due to high container demand

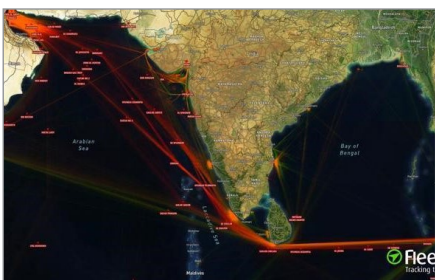
Maersk, which handles roughly one in every five containers transported globally, said that there were not enough ships available to meet an increase in market demand, resulting in record-high freight rates. As a result, they anticipate

that their "exceptionally strong" first-quarter success will continue for the rest of the year, driven by high demand for shipping containers from China to the United States.



A plan to resume US cruise operations

The Centers for Disease Control and Prevention (CDC) in the United States has taken an important step towards the potential reopening of US cruise industry operations by providing new technical guidance. Now, operators have everything they need to begin simulated voyages before reopening restricted passenger voyages and apply for a COVID-19 conditional sailing certificate to begin sailing with restricted passenger voyages.





Member Achievements

- ◆ **Capt. Ajith Peris FCILT**, was appointed as an advisor to the Hon. Minister of Ports and Shipping
- ◆ **Prof. Capt. Nalaka Jayakody FCILT**, was appointed as the Vice Chancellor of Saegis Campus
- ◆ **Ms. Gayani De Alwis CMILT**, was appointed to the council of Open University of Sri Lanka as a UGC nominee WEF 1st February 2021 for three years term.
- ◆ **Mr. Sammy Akbar CMILT**, was appointed as the CEO of EFL.
- ◆ **Mr. Thushara Jayasuriya CMILT**, was appointed as CEO of Spectra Logistics.
- ◆ **Mr. Nishan Hewagamage CMILT**, was appointed as COO of EFL 3PL.
- ◆ **Mr. Pubudu Megodawickrama CMILT**, was appointed as External Resource Panel Member In Supply Chain Management at NAITA Sri Lanka
- ◆ **Mr. Sanjeewa Kottegoda CMILT**, was appointed as senior manager operations at Lanka Sathosa Limited from 1st of March onwards.
- ◆ **Mr. Ibrahim Saleem CMILT**, was awarded as the best Sri Lankan student in Liner Trades for achieving the highest marks in the ICS 2020 exams
- ◆ **Ms. Aruni Wijepala MILT**, was awarded as the best female student at the ICS 2020 exams.
- ◆ **Mr. Randika Rajapaksha MILT**, had completed Master Mariner exams/Orals and obtained Certificate of Competency for Master unlimited foreign going voyages during the month of March 2021.

MEMBER
ARTICLES



IMPACT of COVID-19 on GLOBAL MARITIME TRADE

Introduction

After globalization, maritime transport has become the heart of global trade. It covers 70% and 80% of global trade by weight and value respectively. Also, maritime transportation plays an important role in the global supply chains of raw materials, manufactured goods and components. With the rapid spread of the COVID 19 virus around the world, the maritime industry also faced many drawbacks and challenges as did the other industries. However, unlike other industries, maritime transport companies have to adapt quickly to the global changes.



A survey conducted by UNCTAD (United Nations Conference on Trade and Development) has measured the impact of the epidemic on the global supply chain, 36 found that the effects were widespread. About 59.2 percent of shipping and freight professionals worldwide have been significantly

affected by the COVID-19 epidemic, while 25 percent have had a 'moderate effect'. Most shipping and freight experience volume decreased while more than half hit with transport delays. About 50 percent had to face delays from port to customers.

UNCTAD reports that global maritime trade has declined by 20% in 2020 and further contraction of the industry will be expected in 2021 and 2022. In addition, UNCTAD highlights the fact that COVID 19 has affected maritime trade more than the 2009 financial crisis. (Fig. 01)

Impact on Ports

With the rise of COVID 19, ports have to adopt safe and fast navigation services and cargo operations such as loading and unloading, storage, towing services, pilotage, lashing and so on. Maintaining personnel and port business operations are the main challenges in the port business due to this pandemic. Therefore, organizations must ensure cumulative feedback with port users and stakeholders. Some countries considered port service as an essential service during the prevailing situation after realizing the importance of the service.

Because the national economies of some countries are mainly based on ports and maritime transportation rather than other modes. Therefore, governments allow port operations to continue without any breaks and give priority to port operations and logistics services required for necessities, especially medical and food. They designed fast delivery processes for medicine and food. In addition, the responsible parties took steps to redesign the fast authorization processes for this fast track cargo. However, performance indicators clearly show that it took

several weeks to adopt new procedures by port employees. In addition, the ports took necessary steps to ensure the safety of the port area. Some of the measures taken by ports are maintaining social distance, sanitation, wearing face masks, sanitizing equipment and operation rooms frequently and so on. Especially, they focused on crane operators, labourers, pilots, doctors, immigration officials who get onboard foreign vessels. Because these employees interact very closely with parties outside the port and the country.

Impact on Carriers

Under these challenging conditions, shipping lines continued their operations to ensure a steady flow of maritime trade, especially food, medicine, and agricultural products. The main aspect of the improvements made by the shipping line is the improvement of capacity management plans and changes in the shipping schedule. Integrated carriers have used empty boats to operate capacity differently than before, while the competition between Twenty or more global carriers has been recorded less which shows a decline in the business and falling freight rates can be seen in 2021 according to UNCTAD reports.

Impact on Supply chains

Supply chain operations were influenced not only by fluctuating volume demand but also higher transportation costs such as late or non-payment from customers and cancellation of bookings from physical carriers. No nation has been well prepared to meet the effects of such a situation on the entire supply chain, so this has been a learning experience for the business all around the world.

Back to Business

In almost all industries, shipping companies around the world also began to reorganize the processes and some have formed special committees to address this issue. The Covid-19 pandemic led to the shutdown of many economies, and with the introduction of some operational and regulatory reforms, a strategy to return to work emerged, and it continued to emerge as a necessary process. However, plans must be made on how to make the workplace a safer place and ensure that employees return to their workplace confidently.

In order to promote good practice, IAPHA (Illinois Association of Public Health Administrators) implemented a working guide to help ports around the world to overcome the challenge. It includes a menu of options based on best practices from ports around the world. The objective is to support the implementation of actions required to address and reduce COVID-19-related incidents at port terminals and other relevant stakeholders. In addition, actions can encourage open cooperation to reduce such challenges. Also, IAPH guidance includes four additions to the terms of the return phase, reorganization strategies, respiratory instructions, cleaning and disinfection and sequencing of staff safety equipment.

In support of recovery and ease of return to business, public policy initiatives are also important. Already, despite differences in size and focus, there has been a flurry of innovation packages introduced in developed and developing countries. While each country has used a specific type of criterion, there is significant variation between regional response actions and regional organizations.



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Ink Your Thoughts

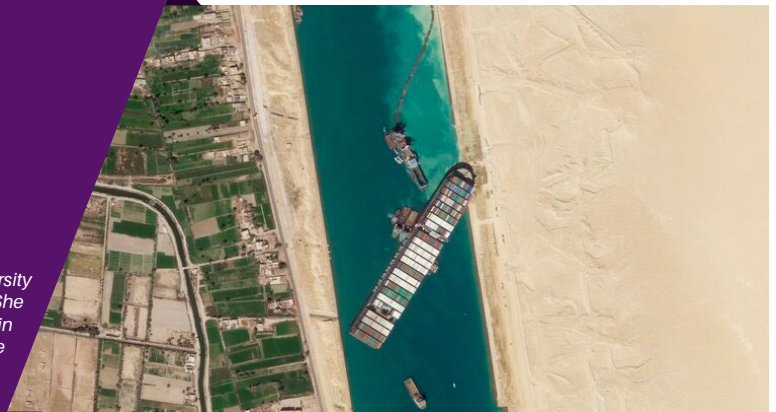
Ink Your Thoughts is an article writing competition, introduced for the first time by the CILT Sri Lanka Next Generation. The competition was launched in March with over 80 registrants who were undergraduates and corporates in the field of Transport and Logistics. Lanka Shipping and Logistics (Pvt) Ltd joined together with Ink Your Thoughts as the Co-Event Sponsor in evolving the competition into a success. Participants were able to express their endowed skills through articles, which spoke well of their innovative ideas and timely issues relevant to the competition's theme - Maritime. A panel of judges who are experts in different dimensions of the field contributed their knowledge and expertise in selecting the best out of bests. The articles of the competition winners are published in the magazine to showcase their talent and encourage all young talents out there. Ink Your Thoughts 2021 concluded with great success in bringing out young talents into light and motivating them.

MARITIME RESILIENCE

About the Author:

Minoli Batepola

is an undergraduate at General Sir John Kotelawala Defence University following the degree of BSc in Supply Chain Management. She is working towards pursuing a professional qualification in Management Accounting at CIMA and anticipating sitting for the strategic level case study in 2021. Minoli is a public speaking enthusiast and currently serves as the Vice president Education at the KDU Toastmasters Club.



“You will not find it difficult to prove that battles, campaigns, and even wars have been won or lost primarily because of logistics.” This powerful statement was made multiple decades ago by the 34th president of United States of America, Dwight D. Eisenhower, who had a strong military achievement, is still valid even after multiple decades. The fact that “logistics” is a term that generated from military operations is not news for us. The importance of logistics operations got its spotlight during the world war 2 period and now it has come a long way that could cause us a loss of \$6.7 million per minute if a mega vessel lost its way in the middle of a canal.

The recent incident where the giant “ever green” vessel got wedged in Egypt’s Suez Canal was in the spotlight for days. While this gave an ominous feeling for supply chain professionals about their operations, it also generated a trending meme in social media. Isn’t it irony how a disruption in supply chain that accumulated a loss of \$400 million in trade could be turned into a trending meme to conceal the gravity of this disruption?

The Suez Canal, an artificial sea-level waterway that connects the Mediterranean Sea to the red sea provides the shortest sea link between Asia and Europe. 12% of the global trade passes through the Suez Canal. In that case, a blockage causes by a giant container ship that has the length of four football pitches is not something to be amused about. The gravity of this incident will be justified in the coming months.

In the year of 2019, nineteen thousand ships have passed the Suez Canal without a single blockage which raises the question how this happened. The head of Egypt’s Suez Canal authority,

Osama Rabie addressed the media by mentioning that the reason behind the grounding of “Ever Given” could be either human or technical error. On surface, this disruption has been caused by the strong wind and sandstorm. Finding the most probable cause is important since its insurance companies play a major role in compensating key shipment delays to their insured parties. However, the whole situation was handled earlier than it was predicted. If the salvation work were not successful, the plan 3 would have been to lighten the vessel by removing the containers from the vessel by bringing crane vessels. This would have consumed even more days resulting to accumulate millions of losses per day.

Now the Ever-Given vessel is successfully re-floated, the heat around this topic is drifting away. As per the economists the ever-given grounding probably will not impact on global trade for more than few weeks and it is unlikely to hinder global growth as many economies are reopening. The impact caused might be temporary Yet, this incident cannot be regraded as insignificant because of it. This is a wakeup call for us to expect the unexpected.

The Covid-19 pandemic has proven myriad of ways on how supply chains can be disrupted. As per the Capgemini Research Institute “Fast Forward: Rethinking supply chain resilience for a post-Covid 19 world”, ability to absorb variations in demand and becoming supply chain resilient is the key to face potential disruptions. The Suez Canal blockage can be considered as a reminder to become supply chain resilient during disruptions.

The most apparent implication from the blockage is delays in shipping,

i.e., slowing down the arrival of the containers. One of the vulnerable industries for shipping delays is the semiconductor industry. This is because companies in Europe often get their components from Asia and Suez Canal being the heart of connecting Europe and Asia impacts this industry in every level. It has also been predicted that there will be delays of electrical equipment, furniture, auto parts and clothes which are shipped through containers.

These delays in shipments due to unavoidable factors raises the question whether we should shift from the Just in Time philosophy. One of its principals is to maintain zero inventory and deliver components when required. This is only effective when shipments could be made without delays. The recent incidents have proven us the drawbacks of maintaining zero inventory which ultimately increased the purchase cost. Another point to ponder which is specific to the Suez Blockage is the size of ships. The Width of the Suez Canal is 275 metres and for a ship which is 400 metres requires special permission from the Suez Canal Authority. One of the biggest factors that made the salvation procedure challenging was the enormous size of the Ever-Given vessel. In an interview with Bill Kavanagh done by DW news, he mentions that the recent trend has been to develop mega ships possibly due to the economies of scale it can achieve. However, the technologies used in such ships are not customized enough to handle the needs of a mega vessel. The procedures used are not much different from traditional ships. He mentions that there should be extra precautions for mega ships due to the high risk it carries and a risk analysis between the conventional and mega ships is important to figure out the precautions.

While the impact of the blockage will be temporary, the causes behind this and potential issues that can arise from a similar situation cannot be looked down upon.

Along with the Covid-19 situation, the Suez Canal blockage lowers the water levels and exposes the rocks in the supply chain arena. The global supply chain will remain vulnerable exposed to disrupting events. With every disruption that we face, there is always an opportunity to question the traditions and adapt to build resilient supply chains. In that case, the Suez Canal incidence is a reminder to build maritime logistics resilience.



Topic: on Stuck Cargo Ship in Suez Canal
 Source: <https://www.albawaba.com/node/top-memes-stuck-cargo-ship-suez-canal>



MV Ever Given


Length: 400m	Built: 2018
Speed: 22.8 knots	Gross tonnage: 219,076



Image: Container ship on freed in Suez Canal
 Source: CNN

Emission-free Cargo Transportation MARITIME



 **E.A. Ramesh Charuka** is an Undergraduate at Department of Transport & Logistics Management, University of Moratuwa

Maritime Cargo Transportation

Maritime transportation is the transportation of goods and people via sea. Although it involves transportation of people, maritime transportation plays a major role in goods transportation between countries. Maritime transportation is the most popular goods transportation mode at present due to several reasons which cater to around 90% of shipping in the world (team, 2019). The combination of large vessels and containers drives this popularity with increased efficiency and optimized transportation. It is always interesting to explore the background and future of this system.

Advantages associated with maritime transportation are significantly higher when compared with other cargo transportation modes. Low cost due to economy of scale is at the top of the list. Huge vessels which carry thousands of containers at once reduce the transportation cost per container when compared to all other transport modes. As a result, international trade highly depends on maritime transportation.

Anyway, this economical transport mode is considered as the transport mode with the highest risk since there is a chance to sink a vessel at any time. Due to large vessels, the damage will be also huge if something happens. But according to the records losses during transportation is at a minimum level which relieves importers and exporters from stress. Other than that, longer travel time and low speed are also disadvantages of maritime transportation. Large vessels travel slowly spending more time to reach their destination. However economical advantage is ahead of all these disadvantages.

Is Maritime Transportation Eco-friendly or Not?



Maritime transportation was earlier considered as an eco-friendly transport mode when compared with other modes. But with the development of trade and use of large ships it gradually changed and at present shipping is accountable for a large portion of environment pollution. Ships contribute about 2-3% of all global greenhouse emissions. Shipping has become the world's 6th largest emitter. **"About 15% of premature mortality associated with air pollution from transportation is attributed to shipping"** (DOMINIK ENGLERT, 2020). The most toxic components which emit by ships and which result in air pollution are identified as Sulphur dioxide and Carbon dioxide. There are methods to reduce Sulphur dioxide emission either before or after the use of fuel. But unfortunately, Carbon dioxide emission is unavoidable without avoiding the use of conventional fuel.

What Should We Do?



Under this circumstance, people and worldwide organizations focused on reducing emission in shipping in the recent past. People focused on reducing fuel combustion and started looking for alternative energy sources to use in the shipping industry. Not only the environmental pollution but also the higher fuel cost and excess use of non-renewable fossil fuel are the main factors that highlight the need for an alternative energy source. However, it is not an easy task to replace conventional fuel with another energy source due to limitations in maritime transportation. The longer travel time, heavy loads and large energy requirement of ships limit the options we have. However different organizations have stepped forward looking for an alternative energy source to reduce environmental pollution and fuel issue which will arise soon.

Alternatives

Electric power, wind power, solar power, wave power, Liquefied Natural Gas, methanol, ammonia, biofuel and Liquid Hydrogen are the energy sources available for designers to design low emission ships. But it is a challenge to select a single energy source out of these sources due to limitations and factors that should be considered in cargo shipping. Most probably an integrated system with two or more energy sources will be suitable for ships.

Nowadays electric cars can travel more than 300 miles with a single recharge. But energy requirement for a cargo vessel is very large. So, electric power cannot be used as a single source as in road transportation. It will need batteries with a large capacity which is not very practical. The same limitation is applicable for wind power, solar power and wave power. Those sources cannot be used as a single source to operate the ship or recharge the batteries. At present, there are ships operated by electric energy in which they use diesel generators to produce electricity to drive electric engines. Hybrid ships which operate using internal combustion engines and batteries are also in use. But those are capable to travel only short distance using electric energy. All these options reduce the emissions but not completely. Fully electric engines are used in ferries and inland vessels that travel a short distance. China has the first

fully electric container ship which can be travelled 80km (Anonymous, 2018). This shows how difficult it to build fully electric ships for cargo transportation.

On the other hand liquefied natural gas is a fuel which is cleaner than burning fossil fuel. It emits less Sulphur dioxide and Carbon dioxide when compared to fossil fuel. But the worst case is when partially burned it emits methane, a greenhouse gas that is more poisonous than carbon dioxide. Because of this, even though it reduces emission to some extent it's not the best idea to promote it as an alternative energy source for cargo ships.

As an alternative biofuel releases a low carbon dioxide percentage. But required huge quantities to use in cargo ships to travel a longer distance. Ammonia too releases a low carbon dioxide percentage but has the risk of emitting ammonia gas.

Hydrogen produced by electrolysis can be used for small ships and vessels. As same as most of the other energy sources hydrogen too has low energy density. Even compressed it is challenging to store hydrogen.

Methanol is a clean, renewable marine fuel that reduces carbon dioxide and Sulphur dioxide emission significantly. Shifting from the current fuel system to methanol is not expensive when compared with other alternative fuel types. More importantly, methanol is a

highly available fuel that dissolves in water being more favourable as a marine fuel. It can be produced using different renewable sources such as biomass and natural gas.

Because of these reasons, the eco-friendliest renewable energy sources are wind, solar, and wave power. But unfortunately, it is very hard to engineer engines or design a ship that is only powered by one of those energy sources. Low energy density, space limitations and weight of the ship are challenging factors for such designs. So, as the most sustainable solution, designers should focus on designing ships that are powered using two or more energy sources considering eco-friendliness and other factors.

Conclusion

According to the details on each energy source and fuel type, methanol will be the best alternative energy source we can try in future. Wind, solar or wave energy could be an additional energy source for a hybrid design aligned with methanol. Electric energy can be produced and stored in batteries using these sources.

It is not easy to change anything. The support of all shipping lines and related organizations is a must to switch to an eco-friendly energy source. Let us hope that everyone will think about the future and act wisely.



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Expansions in Planning as a Solution for Container Terminals

Port of Colombo



Buddhi Weerasinghe

is a final year undergraduate at University of Moratuwa. He has done his Internship at Operations Department of South Asia Gateway Terminals (Pvt) Ltd (SAGT), Port of Colombo (2019 June - 2019 Dec). His final year research project which was on the topic "Effects of altering planning decisions on the efficiency of container terminals," presented together with Dr. Niles Perera (University of Moratuwa, Sri Lanka), and Phillip Kiessner (Technical University of Dortmund, Germany) was Published at the Australian Maritime Logistics Research Network (AMLRN) 2020 Symposium

Position of Port of Colombo in Global Containerized Trade

The Review of Maritime Transport 2020, UNCTAD (United Nations Conference on Trade and Development) reveals that the annual growth of maritime trade has fallen by 4.1% in 2020 due to the global COVID crisis. However, 23 Million TEUs were transported using the Asia-Europe shipping route in 2020 while 140 million TEUs were transported around the world (Statista Research Department, 2021). Port of Colombo handles nearly 7 million TEUs per annum when considering the last three years of 2018, 2019, and 2020. It emphasizes the importance of Port of Colombo when the main sea routes between Asia and Europe are considered. Port of Colombo ranked as the fastest growing port in 2018 globally as well (Port Technology International Team, 2018). In addition to that, the only deep-water terminal in the South Asian region is in Port of Colombo. It ensures the regional hub position of Port of Colombo in the region.

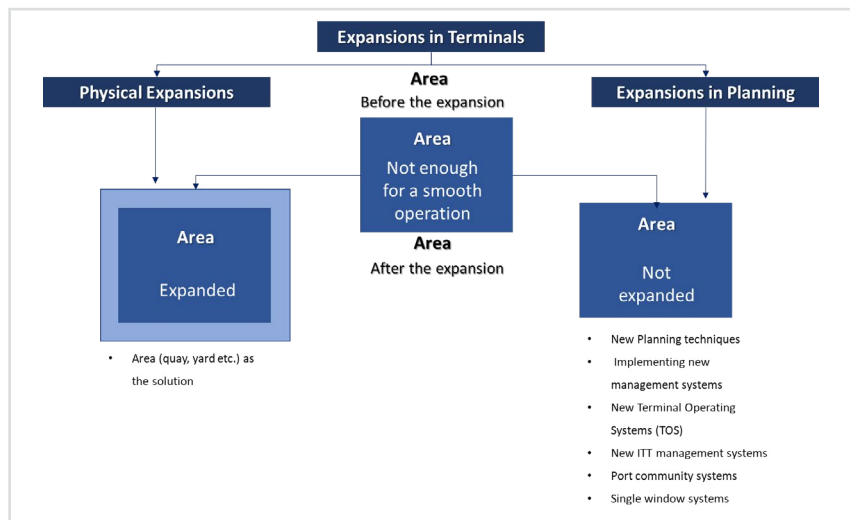


Image (figure) 1 - Physical expansions vs Expansions in planning (original creation)

Basically, new technological interventions are added to the planning techniques in expansions in planning. Even signing MOUs (Memorandum of Understanding) between terminals can be considered under expansions in planning if it enhances the current volumes.

Expansions in Planning

When it comes to the expansions, it means an act of becoming larger or more extensive. Physical expansions are familiar to anybody. Expansions in planning are different from physical

expansions even though the same result is expected as the output. Below Figure 1 displays the difference between these two terms.

Why Does Port of Colombo Need Expansions in Planning?

The most recent example from Port of Colombo for physical expansions is the Colombo Port South Harbor Development project (Figure 2) that was funded by Asian Development Bank. Currently, the south terminal of the project is being operated by the China Merchants Port group. The other two terminals, East Container Terminal (ECT), and Western Container Terminal (WCT) are under construction.

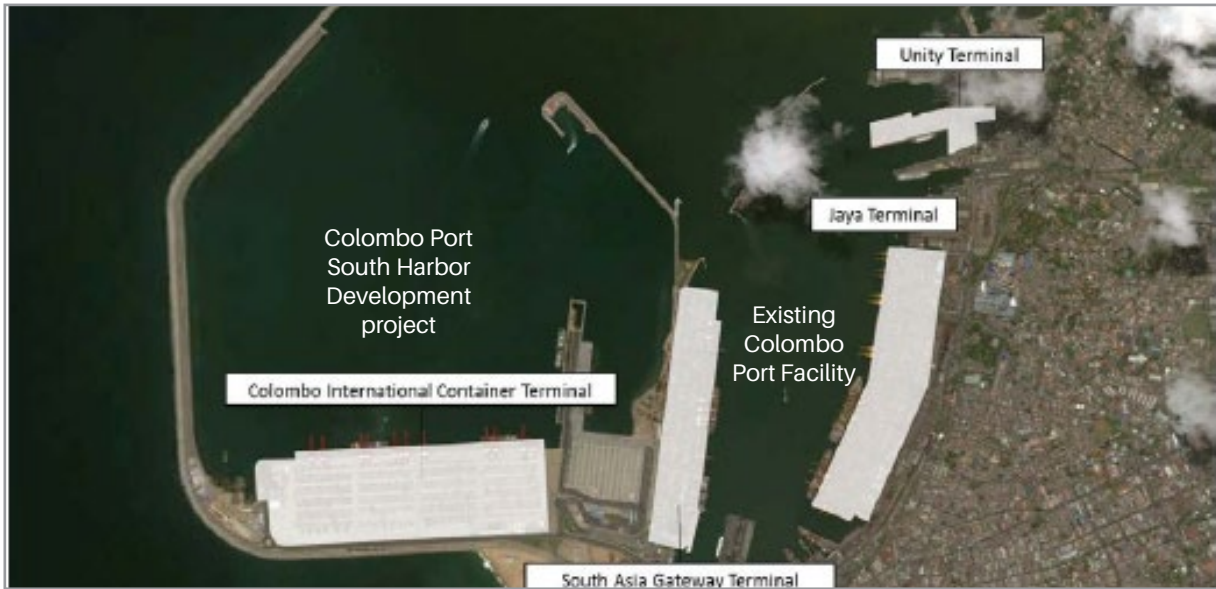


Image (figure) 2 - Colombo Port South Harbor Development project (original creation)
 Source - Figure 3.2 - Democratic Socialist Republic of Sri Lanka: National Port Master Plan - (Financed by the Japan Fund for Poverty Reduction) - The National Port Directions - Volume 1 (Part 3), February 2020.

Since ECT and WCT two terminals are the most critical points in the future logistics industry, there is a huge ongoing battle for the ownership of these two terminals even though the current Sri Lankan government has communicated that the ownership models are finalized. As a result of that, the previous timeline of commencing the operations at newly developed terminals

has been already missed. These projects are being always associated with factors such as geopolitics, local politics, and institutional politics. However, all the three terminals in Port of Colombo have exceeded their design capacities with their current performances. The current capacity in Port of Colombo is approximately 5 million TEUs per annum. However, the current handling

volume is more than 7 million TEUs per annum. Approximately 2 million TEUs are handled at Port of Colombo additionally to the design capacity. This emphasizes why the actions are needed to be taken for quick expansions in planning in the port of Colombo. Expansions in planning will enhance the volume further by creating a smooth operation.

Expansions in Planning - Academic Approach

Both the industry and academia have worked on this topic over the last decade. Kastner, Lange, & Jahn, (2020) have mentioned that the topic of expansions in planning is becoming a trending topic in the scope of container terminal planning. There is a gap between both kinds of expansions and the current status. Most of the academic

research papers have worked on this gap. Simulation tools were suggested in many studies. Discrete Event Simulation that was suggested by Aurelio López-González, Silvia V. Medina-León, Alvaro González-Angeles, Ismael Mendoza-Muñoz & Facultad, (2020) and Logistics Simulation that was suggested by Kastner et al., (2020), are some examples. Various kinds of simulation tools can be used for visualizing and testing the risk by declining the gap between the

current situation and the expanded situation.

As same as in using supply chains, we can apply integration technologies to terminal planning. Forward and backward integration techniques can be applied simultaneously through their connections alongside the supply chain. Horizontal integration can be used when connecting with other terminals in the port especially in Inter Terminal Transportation (ITT).

Emerging Optimization Techniques in Terminal Planning

Sub planning functions in a container terminal planning can be identified as in Figure 3.

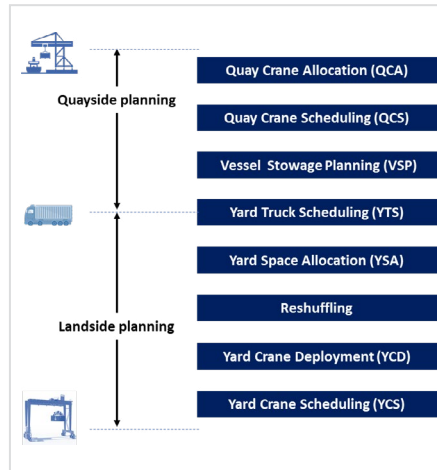


Image (figure) 3 - Planning tasks at container terminals (original creation)

All the tasks have a significant role within terminal planning. In all the planning functions, there are two approaches can be identified. Dynamic and Static are the two approaches. However, static techniques are very common in Terminal Operating Systems (TOS). Dynamic

approaches can be highlighted as a trend. A discussion that was conducted with one of the terminal planning managers, reveals that they are working on dynamic approaches. However, the major limitation is terminals cannot alter the TOS on their own. They must

work with the TOS provider and work on upgrading systems. NAVIS N4, GullsEye, OPUS Terminal, and TBA can be identified as examples for TOS. NAVIS N4 is the system that is being used by two terminals out of three terminals in Port of Colombo. Those two terminals are SAGT and JCT. Uncertainty and scarcity are the two factors that lead the planning function into a dynamic environment (He, Tan, & Zhang, 2019). Even in the world's busiest port, the port of Shanghai, the availability of YCs is around 70% per yard block (Chu, He, Zheng, & Liu, 2019). Therefore, a minor change in the plan leads to alter many decisions in the operations plan.

As solutions TOS providers are introducing their own options. A terminal planning manager at Port of Colombo said that "the implementation part is the most critical when it comes to the TOS". Following trends can be identified as optimization techniques inside container terminals.

Expert Decking

Expert decking is a concept that is applicable in yard space allocations. TOS provides tools to allocate spaces for containers that are received from outside and discharged from the yard. The type of the cargo inside, size, weight, discharge port or location, and destined vessel, or vehicle of the container are considered as factors to decide the stacking location in the yard (Güven & Eliiyi, 2014). If this decision process is done manually, there should be a human role to take decisions. This is the common and fundamental process that is done by a yard planner. However, updated current features of TOS provide facilities to take this decision without human involvement. This process is called expert decking. This process makes the yard a more utilized place. Simply yard planning automation process can be introduced as expert decking (Navis, 2020).

Prime Route

Containers should be moved between quayside and yard for loading and discharging processes. This link is created by yard trucks or straddles carriers. Since most of the hub ports are using RTG (Rubber Tyred Gantry) cranes and RMG (Rail Mounted Gantry) cranes, yard trucks are being used for this connectivity. Scheduling yard trucks is another dynamic planning process. Allocating pools and deploy into different working queues is a popular method. However new features of TOS have the capability of scheduling yard trucks under dynamic conditions. The prime route can provide the facility to understand the most optimal yard truck allocations as an automated process. Therefore, as in expert decking, the prime route can be identified as the automated process for the yard truck allocation problem (Navis, 2020).

Auto Stow

Once the shipping line sends the possible container slots inside the vessel for container allocations, the vessel planner needs to allocate specific containers into those slots. This process takes time, and the vessel planner has a high responsibility since there is a probability to be allocated containers that are not relevant to the specific vessel. Outbound port, size, and weight are the major factors that are considered in vessel stowage planning. If this allocating stowage process can be done using an automated process, it optimizes the process. As the first advantage, human errors are reduced since human involvement is less in planning. It is not the only advantage. Since this is dynamic, once it is needed to be re-planned, it can be done easily according to a new environment (Navis, 2020).

According to many reviews in terminal planning, they are expecting emerging technology trends such as Big Data & Analytics, Autonomous Robots, Artificial Intelligence, etc. These can be identified as trends that came under the revelation of industry 4.0.

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Ms. M.H.C.D. Jayawickrama	Chief Superintendent	Sri Lanka Ports Authority
Mr. Roshan Nilupul Thewarapperuma	Field Logistics Manager	Analytical Instrument Private Limited
Mr. Indula Panditharatne	Director Slaes & Marketing	Asia Logistics Private Limited
Ms. Ruvini Tharanga Ruberu	Procurement Manager	Pee Bee Private Limited
Ms. Danushka Buddhini Kodithuwakku De Silva Jayasekara	Full time MBA student	
Mr. Tuan Mohamed Rasheed Muthaliph	General Manager	Colombo Maritime Services
Mr. Bindu Samantha Ranasinghe	Senior Assistant General Manager	Hambantota International Port Group (Pvt) Ltd
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Mr. Mr. V.L. Athukorala	Managing Director	Helitours Pvt Ltd (Sri Lanka Air Force)

MILT

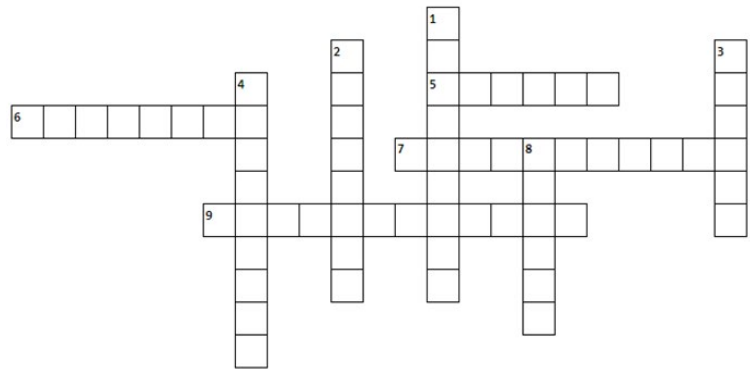
Mr. Deshan Madushanka	Executive - Business Development	Lineage Logistics (Emergent Cold)
Mr. Tharindu Kasun Ranawaka	Graduate Research Assistant	University of Moratuwa
Mr. Rushan Rangana Jayathunga	Planner	Colombo International Container Terminals (Pvt) Ltd
Mr. Randika Rajapaksha	Navigation Officer	Monalo Marine
Mr. Isuru Ekanayake Liyanapathirana	Senior Executive Import & Export	Delmage Forsyth and Company Limited
Mr. Thisaiveerasingam Thilakshan	Graduate Research Assistant	University of Moratuwa
Mr. Kapurubandarage Don Pubudu Damsara	Graduate Research Assistant	University of Moratuwa
Mr. Arjun Mariapillai	Logistics Executive	Airtel
Ms. Varuni Lasanthi Narangala	Senior Executive	Aitkenspence Cargo
Mr. Mr. Pasindu Pinsara	Assistant Manager - Operations	Seascape Logistics

Associate

Ms. Dilhani Weeraratne	Director	RTA Logistics Services Private Limited
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Puzzle wiz



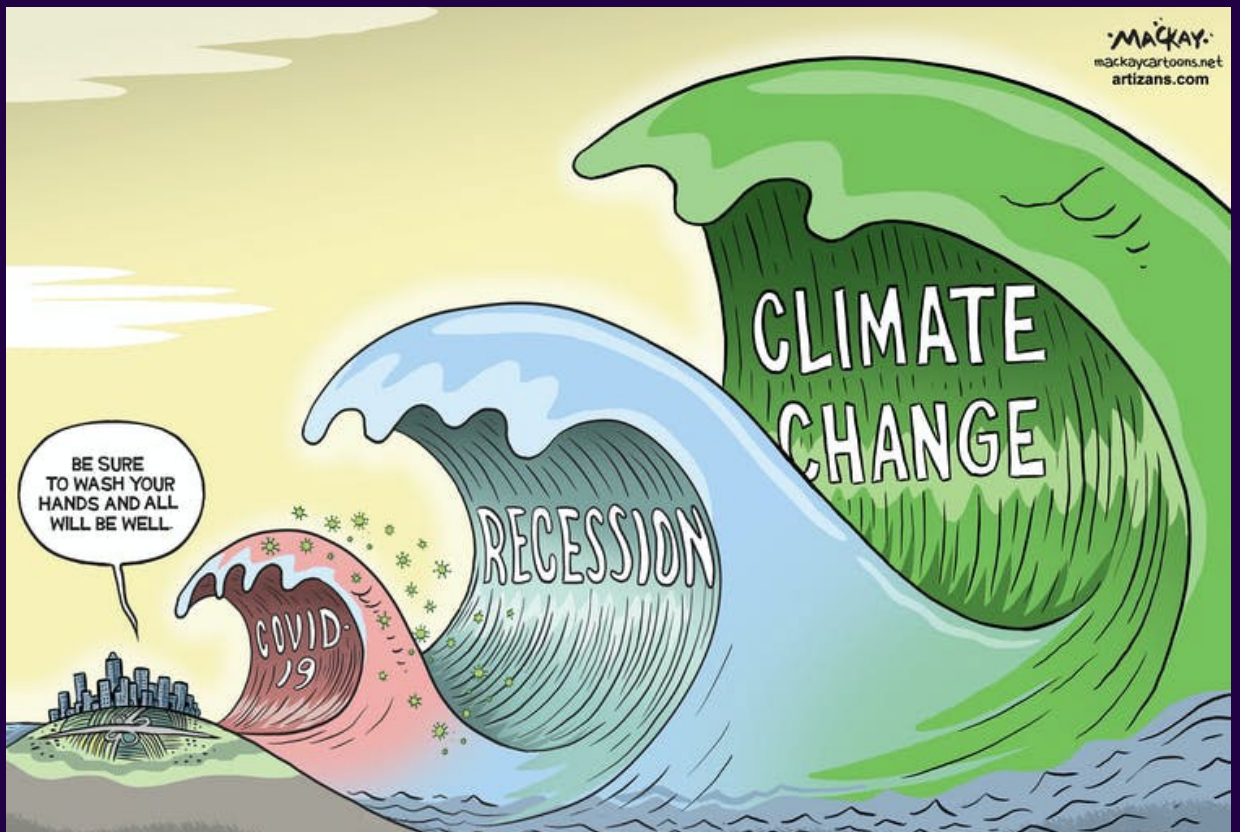
Across

5. The Indian Port that surpassed Jawaharlal Nehru Port as the busiest container port, handling nearly 5.7 million TEUs
6. For the 11th year in a row, this port has retained the title of the world's busiest container port, with a new record of handling a container volume of 43.5 million TEUs in 2020.
7. A container-handling crane with a lifting capability of 35 tons which is used for loading and unloading containers to and from railway cards
9. An individual in charge of vessel movements, safety, security, and environmental concerns within a port

Down

1. A penalty fee assessed when cargo isn't moved off a wharf before the free time allowance ends
2. The German port that came into an agreement with PSA to form a joint venture company (MIPL) in order to access both land-locked and maritime markets in Asia
3. The Danish company ranks first among the world's largest shipping firms, with a throughput of more than 4 million TEUs in 2020
4. A country advancing with a novel way of making deliveries to vessels using drones and establishing a Maritime Drone Estate.
8. The country to launch its 1st inland shipping shuttle service in order to reduce road congestion and CO2 emission

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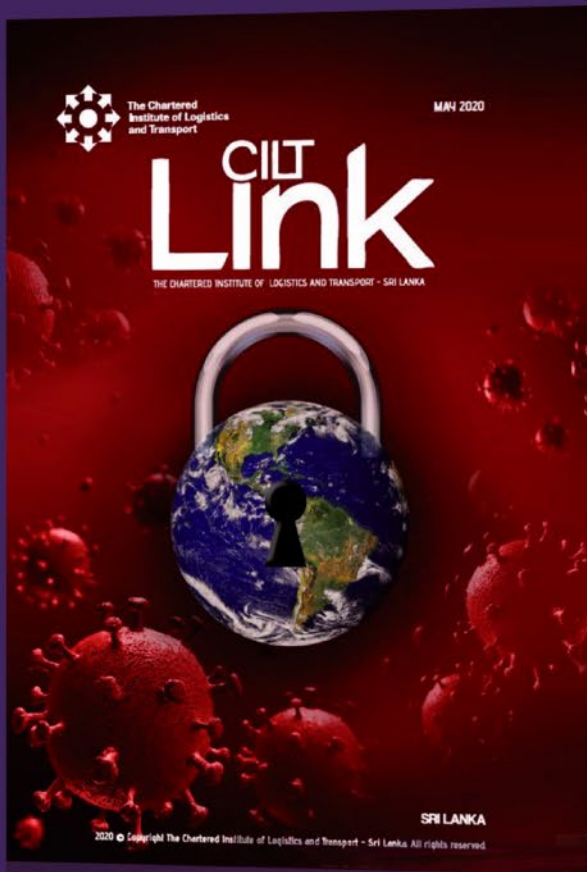
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