
UNJLC – Sri Lanka

SUMMARY OF UNJLC LOGISTICS ASSESSMENT
Port Summary 16 March 2005

**Logistical assessment of seaports in
regard to tsunami relief goods in Sri Lanka**

The Sri Lankan Ports Authority (SLPA) manages the five predominant ports in the Democratic Socialist Republic of Sri Lanka centred around the Port of Colombo, located in the business capital on the western coast. Set up by an Act of Parliament in 1979, the SLPA also includes Galle, Trincomalee, Kankasanturai & Point Pedro, with the focal point of the operation in Colombo. The SLPA is currently developing plans for a new port in Hambantota.

COLOMBO

+94-11-242-1201, General
+94-11-242-1141, Customs

The Port of Colombo lets out into the Gulf of Mannar and is considered Sri Lanka's international hub for containers. Container offload time is approximately 3-4 days and the heaviest traffic days are Monday, Wednesday and Friday. Warehousing at the port is divided over 9 storage facilities with a total area of 34 317 m².

Four terminals are currently operated in the Port of Colombo. The main terminal, Jaya Container, currently operates four main container berths and two feeder berths. There is approximately 1,292 m of quay wall, 350m of cross berth quay wall and a dredged depth of 12-15 m. Capacity for dry container stacking is 44,120 TEU and 1,548 TEU for reefer container stacking. There are 45.5 hectares of container terminal area and 15,000 m² of freight station area.

The Unity Container Terminal holds two container berths and one multipurpose berth. It has a dredged depth 9 – 11m and 590m of quay wall. There are 1.53 hectares of container terminal area and an 8,000 TEU stacking capacity. The South Asia Gateway Terminal operates berths with a length of 940m and a depth alongside of 15 meters. The total area is 20 hectares, with 12 hectares of stack area. The Peliyagoda container yard belong to the SLPA but it is located outside the port, a warehouse is located on the yard.

GALLE

+94-11-223-4936, General
+94-11-223-4922, Customs

Located in the southwestern part of Sri Lanka, Galle is a major seaport and the capital of the Southern Province. It is the earliest European administrative centre in Sri Lanka and the major port and largest city in the country prior to Colombo's development by the British in the 19th Century.

The Port of Galle has 3 multipurpose berths with a depth of 6,8 meters pt. The depth will change when a dredger starts to work in March/April 2005. Max length of ships to enter the port is 130 M, because of the turning capacity in the port. The max load capacity of vessels of this length is approximately 8,000 MT. There are no cranes in the port of Galle. There are two warehouses: one with a 12192m³ capacity and the other with a 6096 m³ capacity. Depending on funding the Sri Lanka Ports Authority has detailed plans to further develop the Port of Galle into a regional port, as well as an auxiliary port to Colombo.

TRINCOMALEE

+94-26-222-2460, General

A seaport since Sri Lanka's first foreign settlers appeared, and one of the most important British ports in Asia during the Second World War, the current day truce between the LTTE and the government has cleared the way for easier, more efficient travel in the North after two decades of hostilities.

The Port of Trincomalee has a berth at Ashraf Getty, about 5 km outside the town in China Bay (LOA 250 m, Draft 12.5 m) and can accommodate 40,000 MT vessels. The port also operates three side berths, LOA 90m and a draft 9m. There are three warehouses at the port that can hold a total capacity of 14 246 m³.

The port can handle break bulk, not containers, and the port has navigational equipment available in the form of two tug boats and three launchers. Costs that will apply are in the form of navigational charges, tonnage dues and stovedoring.

Any ship that docks in Trinco harbour must be self sufficient in terms of loading facilities as the port does not have any. No container cargo handling is possible.

KANKASANTURAI & POINT PEDRO

+94-11-244-0753, General

Known in history as Jambukola, the port of present-day Kankasanturai was used mainly to serve North India and Port Tamralpiti in Bengal. Today it serves mainly as a navy base in the north of the Jaffna peninsula. The Sri Lanka Ports Authority aims to develop this Kankasanturai as a regional commercial port. As of yet, there have been no recent inspections on the port.

Close to the Port of Kankasanturai, the Port of Point Pedro has one pier 50m long and 20m wide with a draft of 2m. The pier can accommodate two barges side by side. Standard operating procedure at the port is for vessels to wait midstream 500m off the coast where they are offloaded onto the barges and then towed in. Port Pedro has a 3000 ft² warehouse but it was damaged by the tsunami and is in need of repair.

HAMBANTOTA

Initially set for sometime in the future, damages created by the tsunami have encouraged the GoSL to speed up work on this project. Projected at a cost of USD \$50 million and expected to take one year to complete, the groundbreaking is now planned to commence in less than two months. After deciding that Colombo Harbour had reached its maximum capacity, the SLPA will soon embark on the construction of a breakwater that will allow ships entrance to the new Port of Hambantota.

Chinese and Malaysian investors have already signed on to develop an oil refinery and a power plant, respectively, at the Hambantota port. The entire three-year project will involve

the creation of jetties, terminals, docks and administrative buildings at a total cost of USD \$1.5 billion.