



# SRI LANKA NAVY JOURNAL

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SRI LANKA



# **SRI LANKA NAVY JOURNAL**

Sri Lanka Navy Journal is a bi-annual publication which provides the opportunity to discuss matters relevant to national interest and current global affairs. It serves as a potent medium for all serving members of the Navy to present their ideas, express their opinions and share their insights on subjects of national and global importance whilst enabling them to improve their writing skills and broaden the knowledge horizon of their knowledge.

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## FOREWORD



I am delighted to write the forward for the December edition of the Sri Lanka Navy biannual Journal 2020 which is an outstanding review of matters relevant to the national interest and current global affairs. This is our ninth edition of the Journal, whose inaugural edition was published in 2015.

Being the primary academic compilation in the Sri Lanka Navy, the Journal provides a platform for the naval personnel to publish their research work and also facilitates an excellent opportunity to master academic writing and broaden their horizons in varying fields.

It is important that naval personnel think beyond military framework and to improve their knowledge base. Academic writing is one of few options that enhances officers' effectiveness in their regular duties, written communication skills and the researching, especially as they reach more senior levels of service. It is my hope and expectation that this Journal will provide an effective learning experience and referenced resource for naval personnel.

Undoubtedly, it is a great effort by many who involves in bringing out this valuable product. I extend my sincere appreciation to the editorial board for their dedication and commitment put in to make this Journal a thriving one.

Finally, I congratulate all the authors whose work was selected and for taking time in composing constructive articles; they can be justifiably proud of having their work chosen for publication, and I am happy to recognize their achievement. I would also like to encourage all other naval personnel to contribute in the next available opportunity and help to elevate the standard of the Journal to the next level. Further, I expect all the senior officers to motivate young officers under their command to contribute and improve the habit of reading and writing.

A handwritten signature in blue ink, appearing to be 'DNS' followed by a stylized flourish.

DNS ULUGETENNE, RSP & Bar, VSV, USP, ndc, psc  
Vice Admiral  
Commander of the Navy





## Message from the Editor-In-Chief

It is with great pleasure I pen down this message as the Editor-In-Chief to the ninth edition of the Sri Lanka Navy Journal. Thanks to the commitment of authors of the naval family the Sri Lanka Navy Journal has become one of the most searched and cited one amongst the journals of its kind. Therefore, I would like to take this wonderful opportunity to send my warmest greetings to all authors including whose manuscripts have not been published.

I am pleased to understand that rate of manuscript submissions has increased every year, and this year it's with a significant number. The good news is that the quality of the manuscripts is getting better all the time which has made the Editorial Committee's job tougher as it requires more thought, analysis, and time to dispense even one manuscript. Therefore, it gives me confidence to declare that this edition of the Sri Lanka Navy Journal brings a wide collection of high quality research papers to the reader.

Whilst the Sri Lanka Navy Journal provides a forum for naval personnel to present and discuss various matters, issues and phenomena in wide range of disciplines, it also encourages the aptitude for research which invariably enhances their analytical thinking. Without being limited by the traditional categorization of naval subjects, the journal encourages to present multidisciplinary research papers aiming to broaden mental faculties of naval personnel.

This edition of the Sri Lanka Navy Journal was compiled and comes to the readers hand in a period of unprecedented global pandemic - COVID 19. The effort of the naval writers to provide their scholarly contribution whilst fighting a tough battle against COVID 19 is highly acclaimed. I take this opportunity to invite members of the naval family to take similar interest and bring out valuable insights to the next editions as well.

Finally, I wish to express my gratitude to the leadership of the Commander of the Navy for the guidance, and encouragement towards publication of this journal. In particular, I would like to send my best wishes to all Editorial Board members, who have worked extremely hard to handle the reviews of submissions for this journal. Equally, I would like to thank the publications staff of Naval Printing Unit for their continued and substantial assistance with the successful launch of the journal in a timely manner.

The amazing support and continued efforts by everyone who contributed to ensure that the *Sri Lanka Navy Journal* is recognized as a leading journal is much appreciated.



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# THE MYTHS OF FLAG STATE CONTROL SYSTEM AND MARITIME SECURITY CHALLENGES OF SRI LANKA



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*"Unlike air transportation or land vehicles, the ships carry the nationality of the state whose flag they fly. The flags are the symbol of sovereignty. Technically, the flag states are responsible for ensuring that their vessels act under applicable rules of international law. Flag states play a particularly vital role in ensuring maritime security and safety and the protection of the marine environment. Thus, Flag States must exercise effective command and control, administrative, social, and technical matters over ships flying their flag. However, in modern-day shipping, there is no connection between the flags and the ships, hence making it one of the poorly regulated domains compared to air transport".*

## Introduction and Background

Sri Lanka was badly affected by terrorism, human smuggling, pollution, and drug trafficking in the recent past. Most of the ships involved in these activities are found to be either stateless or under the flag of convenience. A ship on the high seas not registered in any nation-state does not possess any legal rights. In the first instance, the nationality of a ship determines the law governing activities onboard the ship. Thus, any births, deaths, injuries, or damage incurred on or by the ship while on the high seas dealt within the jurisdiction of the nation under which it is registered.

At the outset, the paper will critically analyse the shortcomings of the flag state administrative system to find how and why it has failed in some cases. Analysing, and finding the system is more of an illusion than a well-regulated mechanism. It finally argues alternative approaches to mitigate the current maritime security challenges of Sri Lanka.

## Flag State Control System

Generally, the ships carrying cargo from one place to another in the ocean have a flag secured to their masts. This flag belongs to a specific country. In the maritime world, the ship is like a floating nation, that is technically regulated under the nationality of the flag she flies. This is called the "Flag State"(FS) and it is responsible for ensuring their vessels act as per the relevant rules and regulations of international law, wherever the ships are stationed. The term FS came into existence due to the usage of flags as the symbol of the nationality or tribe, to which the ships belong from the early days. The FS plays a very important role in ensuring maritime security, safety, and the protection of the marine environment. The FS is obligatory to exercise efficient command and

control in administrative, technical, and social issues over the ships flying their flag. However, it is well known today, that not all ships are registered in the ship owners' country of origin. When the ships are registered under the same country of the owner's nationality is referred as FS. But when the ship is registered to a different nationality other than the owner's real nationality, is known as the flag of convenience (FOC). So let's have a look at what are the types of ship registries available in the world today .

## **Types of Registries**

- Traditional or Closed Registry
- The International Registry or Open Registry
- Secondary Registry
- Hybrid Registry

## **Has Flag State Admin System Failed as a Whole?**

It is important to understand that the flag state admin system has not entirely failed. Also not to generalize the flag state as there are different systems available for ship registration as discussed above. So, the central issue of today's shipping and the main focus of this paper is also regarding the "international registry" or the "open registry" where many illegal issues have been emerging due to the unclear nature of some of these systems. It is generally accepted that relatively very few allegations have levelled against traditional ship registries because the vessel owner's home country closely monitors those registries and the owner has to pay all taxes and follow the strict rules and regulations imposed by FS of his own country. For example, the USA, New Zealand, Greece, and Singapore are considered close registries or traditional registries.

## **Why Has It Failed?**

However, from the perspective of ship owners, they want to cut down operational costs to remain competitive in the business. So, Instead of looking for expensive registries, they look for less expensive alternatives. Earlier, the choice of the flag was easy for the owners to register the crew and the ships in the country where they do the business.

However, this changed around the mid of the previous century, when the American owners found there were very high expenses involved in running the ships under the American flag (mainly due to the raised crew salary). It made it impractical for them to remain competitive in the international shipping business. Therefore, the exploitation of this regulation for economic benefit created many problems, however, only challenges concerning to Sri Lanka is discussed below.

## Maritime Security Challenges for Sri Lanka

Maritime security and safety are two terms that are closely interrelated but different in meaning, and these terms are very regularly and interchangeably used within maritime affairs. Maritime safety generally refers to accidental, dangerous, or potentially dangerous events such as marine pollution and the safety of ship crew members. Maritime security, usually refers to man-made hazards and hostile acts such as conflict over interstate maritime borders and ocean resources, piracy, terrorism, illegal fishing, human trafficking, and drug trafficking. (Hamad, 2016)

### Maritime Oil Pollution Impacts

The current understanding suggests that the oil spills which occur in Sri Lanka are less on operational but more of accidental. Specially, oil pollution sources are from potential spilling from tankers and accidents at sea. The possibility of accidental spills is quite high as the big multi-million barrel-capacity super tankers sail close to the shores of Sri Lanka heading towards the Middle East to East Asia. In the last two decades, there had been many chemicals and oil spills in Sri Lankan waters. These are listed in Table 1 (Azmy and Miththapala, 2013). Most of the ships indicated in the table are coming under flag states of poor performance and also making it extremely difficult to find authority responsible.

**Table 1: Chemicals and oil spills in Sri Lankan waters from 1994 to 2012**

Date and Name of the Ship	Location	Volume spilt	Impact
1994 M/V Komsomolets Azerbadzhana	Outside Galle harbour, Southern coast	100 tonnes of fuel oil	No oil reached the coastline
1998	Bunkering terminal, Colombo	595 ppm near the vicinity of the spill (bunkering terminal) and 991 to be ppm opposite the bunkering terminal	These values were very much in excess of the Sri Lanka standards for oil (20 ppm) in marine coastal waters



1999 M/V Meliksha	Off Bundala, Southern Coast	16 500 MT of fertilizer and about 200 MT of heavy fuel oil.	The oil slick lasted about 10 weeks; 40-50 km of the beach was polluted with oil and tar balls. Oil also moved about 100m up to Kirindi Oya and had a concentration of 4.2 mg/l, about one month after the accident.
2006 MV Amanat shah	Koggola, Southern Coast	25-50 MT heavy fuel oil	About 13 km from Koggala, Ahangama beach (southern) was polluted. Cleaned.
2007 Marina Sedna	Near Galle Port, the Southern Coast	4 t heavy fuel oil	Oil was removed without a spill
2009 M/T Granba Chemical tanker	Off Trincomallee	6,250 MT of Sulphuric Acid	No explosion or fire.
2012 MV Thermopylae Sierra++	Off Panadura, the Western Coast	20-40 MT	10 km long oil slick that reached to Negombo.

Sources: <http://www.mepa.gov.lk/web/>

## IUU Fishing Impact International Context

Secondly, Flag of Convenience (FOC) fishing vessels are considered to be notoriously easy, quick, and cheap to acquire, and obtainable over the internet for just a few hundred dollars. Vessels can be re-flagged and changed names several times in a season, a practice known as “flag hopping”. Endorsed by shell companies, joint ventures, and clandestine owners, FOC undoubtedly reduces operating costs for illegal fishing operators and makes it exceedingly difficult to single out and condemn the true owners of vessels that fish illegally. The process can be done online via websites such as [www.flagsofconvenience.com](http://www.flagsofconvenience.com) and it take only 24 hours (Environmental Justice Foundation, 2009).

Further, globally, pirate fishing accounts for US\$10 – 23.5 billion a year, representing between 11 and 26 million tons of fish. It is an extremely lucrative activity being driven by the massive global demand for seafood, threatening the future of world fisheries. The impacts are social,

economic, and environmental. Many IUU operators deliberately target developing countries such as Sri Lanka (Environmental Justice Foundation, 2009).

## **Actions Taken to Mitigate Flag State Failure**

### **Implementation of UNCLOS**

In respect of regional cooperation and relevant agreements, Sri Lanka has become a pivotal actor in most regional organizations accepting the obligations indicated by the UNCLOS in Articles 118, 129, Section II of Part XII in matters connected to the conservation and management of the living resources and non-living resources of the High Seas. Cooperation in respect of construction and improvement of means of transport, global and regional cooperation of protection and preservation of the marine environment, and port state control, where it holds the membership in these regional organizations such as the Indian Ocean Tuna Commission, Indian Ocean Memorandum of Understanding on Port State Control measures and the like (United Nations, 1982).

Secondly, the country has provided institutional support and assistance to foreign vessels that coordinate through the Sri Lanka Navy and the Sri Lanka Coast Guard. Similarly, the legal domain sufficiently and aptly legislated to cover a couple of relevant laws such as the Piracy Act, and the Suppression of Unlawful Acts against the Safety of Maritime Navigation Act, which came into being in pursuance of the Convention on Suppression of Unlawful Act against the Safety of Maritime Navigation in Private maritime law domain. These local legislations filled the gap that existed concerning security concerns that came up, especially in the aftermath of September 11<sup>th</sup> incident in the US as well as the threats inflicted by the 30-year long terrorism that existed in the country.

### **Galle Dialogue Maritime Conference as a Forum for Discussion**

As combined efforts resulted in multiplying the outcome, it is important to cooperate and share information that is maritime-oriented. As no nation is capable of addressing present-day maritime matters in confinement due to the sheer immenseness of the ocean area and intricacy of maritime security challenges and threats, nations are becoming more and more partnership-oriented. Specific initiatives that already introduced provide us with a starting point to synergies extensive partnerships in working out future and current maritime security challenges and threats. Hence, the Galle Dialogue maritime conference conducted by Sri Lanka, promotes the notion of strategic maritime partnerships and the capacity of such exercise in achieving a common understanding of the maritime affairs.

## Naval Diplomacy of Sri Lanka

Naval forces are an indispensable and exceptional instrument of Sri Lanka's foreign policy. Being strategically positioned for welcoming a large number of routine port visits from different nations and regions that are of particular interest, Sri Lanka supports longstanding regional security interests. By way of conducting small scale fleet exercises with more powerful navies in the region, Sri Lanka is looking to develop partnerships in order to maintain safe and secure seas around Sri Lanka.

At the same time, Sri Lanka also participates in many bilateral and multilateral, regional naval exercises which involve many navies in the world. Some of the exercises are IONS (Indian Ocean Maritime Symposium), SLINEX (Sri Lanka, India Naval Exercise), CARAT (Cooperation Afloat Readiness and Training), and Pakistan Multilateral Naval Exercise (AMAN). These exercises are of great significance to small island nations like Sri Lanka as it helps to develop trust and confidence among participating nations. It also provides an opportunity to increase maritime security cooperation, providing a forum for discussion of regional maritime issues and promote friendly relationships among the member nations.

## Coastal State Measures

Sri Lanka does not have formal agreements or bilateral arrangements with other states to award, fishing rights in Sri Lankan waters. No fishing operation licenses were issued to foreign fishing boats to fish within Sri Lankan waters. Hence, fishing in Sri Lanka waters from any foreign fishing boat would be dealt with as IUU fishing, and legal action would be enforced against those who violate domestic law of the country.

One of the essential measures out of the above is the implementation of the Foreign Fisheries Act. The decision to amend the act came in the wake of heavy poaching by fishermen from Tamil Nadu. Sri Lanka's policy of arresting poachers and releasing them at the request of India has not given positive results. Even the confiscation of vessels could not dampen the fishermen. According to earlier cases, Indian fishermen were tried in local courts for violating "Maritime Zone Law" instead of fisheries-related offenses, but now the violators are dealt with according to the new fisheries act. To make it more practical and expeditious, the concept of "presumption" has been used for collecting evidence. In this regard the author, privileged to have conducted a lecture on awareness programs for lawyers, Navy, and Coast Guard on 24<sup>th</sup> March 2018 (Sri Lanka Navy, 2018).

## Port State Measures

Many provisions have been added to Fisheries Aquatic Resources Act by Act, No. 35 of 2014 to exercise Port State Control over the fishing vessels under the

FAO Port State Measures Agreement. (Long title, Sections 14G and Section 61 (2) (t)) Hence, under such provisions, the Port State Measures to Prevent, Deter, and Eliminate Illegal, Unreported, and Unregulated Fishing Regulations of 2015 have been made public (Government of Sri Lanka, 2013).

### **Final Analysis**

In the above discussion, it became clear that the national jurisdiction, control introduced by LOSC, Article 94 (1) for the flag state responsibility is in effect illusory and misleading. The best alternative system available in the country to enforce international rules and standards in the commercial shipping industry is Port State, but not the flag State. However, other than a denial of access to procedures, some flag states continue to violate safe practices as discussed port facilities, the Port State powers are limited for enforcement over ships.

In marine pollution and maritime safety affairs, the Flag State duties are strictly grounded in customary international law. The outstanding issues are more practical and less legal. Further, implementation, audit, and self-assessment are therefore necessary, despite the rules and above (Zwinge, 2012).

Therefore, as a result of the unsatisfactory nature of flag state systems, major shipping disasters have taken place in recent years causing alarming damages to the environment. Hence, the Indian Ocean Memorandum of Understanding under PSC plays a critical role in identifying and sharing information to eliminate substandard ships from the region.

However, the situation is more complicated in fisheries. The issues are remaining further the in the legally binding regulations. The primary issue is that, there is no field existing only with a practical nature. On the contrary, it is required to provide universally acknowledged least accepted standards of Flag State responsibilities. Even though standards exist—as the Compliance Agreement or the UN Fish Stocks Agreement in conjunction with various Regional Fishermen Management Organization (RFMO) measures—many countries still refrain from ratifying these crucial instruments. A breach of duty is, however only measurable, if the duty itself is regulated (Zwinge, 2012).

However, Sri Lanka introduces a new foreign fishing act with a severe fine on foreign vessels to deter the frequent entry of Indian fishing trawlers into the country's maritime territory. The draft bill for amending the Fisheries Act No. 59 of 1979 (Government of Sri Lanka, 1979). Also, Sri Lanka Navy and the Coast Guard are authorized to take foreign fishermen into custody who are fishing without a license in her EEZ.

Despite many international treaties and conventions, there is no one standard guideline to address terrorism, piracy, human smuggling, and drug interdiction in the maritime domain. It is up to the affected nation to follow international rules, regulations and ROE's when directing MLE unit's on-board hostile ships. In UNCLOS unique provision is (article 111) the 'rule of hot pursuit' which gives unprecedented powers to coastal state to arrest foreign ships. Other than that under the United Nations Convention on the Law of the Sea (UNCLOS article 110) provides an important and very compelling set of authorizations for Maritime Law Enforcement (MLE) in international waters: the "right of visit". Warships are authorized to board merchant vessels under five conditions which include most situations such as piracy, slave trade, stateless, and unauthorized broadcasting with the master's consent.

Furthermore, in exceptional circumstances, the right of self-defence under the UN charter also could be used in case of use of force by the offenders of domestic law. However, the use of force should be proportional and justified. Sri Lankan experience suggests the accuracy of the shared intelligence with partner nations is the key to successful shipping interdiction supported by a well- executed plan.

## **Conclusion and Recommendations**

Some scholars argue on the radical change of the existing flag state administrative system and recommend a new approach. Others believe the existing system is good enough, but needs to be strengthened because the flag state sovereignty in existing international maritime law is well protected. However, in the author's opinion, since the main issue is the lack of credible information to take action against irresponsible ships the most appropriate method is to integrate all the key maritime stakeholders such as government shipping authorities, Coast Guard, Navy, marine environmental protection agencies, fisheries ,and other relevant organizations. Therefore, the followings are suggested at the domestic, regional, and global level;

- Information sharing using modern technology such as the internet, AIS, LRIT, VMS, and satellites.
- To introduce an intergovernmental information-sharing mechanism to integrate all maritime related institutions in Sri Lanka. (MEPA, Fisheries, Navy, Coast Guard, DGMS Coastal Conservation Dept., SLPA, Etc.)
- Regional ship's data fusion centre.
- International cooperations such as (Navy-Navy) and (MLE Agencies for Maritime Administration), with the involvement of shipping companies. The intended purpose should be to share the experience and difficulties of

working together and find better ways to deal with recalcitrant ships.

- Finally, Sri Lanka should incorporate fundamental maritime conventions into domestic law.

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# RECRUITMENT, SUPPLY AND PROTECTION OF SEAFARERS OF SRI LANKA



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## Introduction

Out of many modes in the world for transporting cargo, shipping is deemed to be the most efficient and cost effective. At present, around 90% of cargo is transported by about 5500 ships registered in over 150 countries contributing to world fleet and are manned by 1.3 million seafarers working globally. Therefore, the entire world is interconnected by the shipping industry and the world economy is highly reliant on ships carrying cargo around the world. Ships and seafarers are the key factors in the shipping industry. Shipping industry is developing continuously and the demand for seafarers is constantly increasing. Providing maritime workforce brings huge economic benefits to a country. For an example, at present 30% of world seafarers are supplied by Philippines, it is about 358,898 seafarers and they generate approximate USD 5.575 billion to their country through their remittances (Crewtoo, 2016). With the increase of global trade, world merchant fleet is continuously increasing and the demand for seafarers, especially officers has also seen a corresponding increase. As per the BIMSCO report, the shortage of officers by 2025 is calculated as 147500 (Manila Times, 2016).

Sri Lanka is a maritime nation having a huge sea area around the country, where only 18 000 active seafarers employed in the shipping industry in Sri Lanka. The monthly salary of a Master Mariner is approximately USD 10 000 and for others, it is over USD 3 000 (Jayakodi, 2020). Therefore, a country like Sri Lanka is mostly benefitted in terms of economy as well as a solution to unemployment in the country by supplying seafarers and sending one seafarer is more beneficial than sending a hundred of unskilled persons to Middle East in terms of income.

Sri Lanka has a high literacy rate and Sri Lankans are industrious people who enjoy living in harmony and peace with other nationalities and are dedicated to the job by nature (Jayatilaka, 2010). Therefore, being a maritime nation, seafaring is the most suitable profession for Sri Lanka. However, Sri Lanka is yet to make good use of this enormous opportunity of becoming a major supplier of maritime labour to harvest the benefit of seafaring and it is certain that Sri Lanka definitely will be benefitted through supplying seafarers for the world fleet to reduce the poverty of the countries and unemployment and it will reach desired goal of becoming a developed country. Therefore, it is high time



to reform the area of supply, recruitment and protection of seafarers as per the international standards to uplift the profession of a seafarer.

## **Supply of Seafarers and Issues**

Sri Lanka has about 06 maritime institutions, both in the private and public sectors, to produce seafarers for the world merchant fleet. At present, there are about 18 000 active seafarers, but at any given time, only about 3500 of them are employed and the rest is waiting to be employed due to lack of opportunities (Jayakodi, 2016). Therefore, they are frustrated and attraction of the youth towards the shipping industry is drastically reduced. Hence, it is the responsibility of the government to find more ships to accommodate Sri Lankan seafarers. Sri Lanka has qualified, experienced seafarers, but we have failed to demand and promote our seafarers in the international market. It is a prime requirement to market and promote Sri Lankan seafarers to accommodate them in the world fleet. Therefore, it is required to visit major shipping owners in the world and enter into agreement and MOUs with regard to supply of Sri Lankan seafarers and it should be done by a responsible government official visiting major shipowner countries. Sri Lanka being a member of IMO performing required global standards and giving full effect to international conventions with regard to the safety, security and environmental protection, major shipping owners may positively comply with giving employment opportunities to Sri Lankan seafarers in their ships.

“The government should have a national policy framework with long term focus towards shipping industry” (Fernando, 2017). The policy should remain unchanged with any change of government which has been the trend in the past and this type of policy change from time to time with the change of government has badly affected the shipping industry of the country. The decision makers as well as their subordinates should not be political stooges and they should be knowledgeable in the field of shipping. Further, government agencies and authorities should be vested with required power to work with long term vision which is lacking at present. Even though Sri Lanka has enough local experts for consultation in matters related to the field, most of the time advice is sought from foreign experts who are strangers to shipping industry of Sri Lanka.

## **Recruitment of Seafarers and Problems Encountered**

The merchant shipping secretariat is the shipping administration arm of Sri Lanka, deals with issuing licenses for seafarers. There is no government sector institution for recruiting seafarers and the recruitment and placement of seafarers are carried out by companies in private sector as per the Merchant Shipping Act No. 52 of 1971. There are several companies engaged in recruiting and supplying seafarers for various ships of the world merchant fleet as per their own agreement signed with ship owners' companies in the world. As there



is no government mechanism /system of dealing with recruiting seafarers, all the seafarers of Sri Lanka have to depend on the private seafarers recruiting companies. Hence, it is evident that private sector is playing a vital role with regard to seafarers in Sri Lanka.

Licensed recruitment agencies continue to charge excessive and unauthorized fees despite government regulations against such practices. Fraud certificates and recruiting unskilled persons are common issues still we have to face (Andrees, Nasri and Swiniarski, 2015). It is observed that there are several cases reported with regard to fraudulent certificates with Sri Lankan seafarers. This type of malpractices will definitely tarnish the image of Sri Lankan seafarer in the shipping industry. As per the Bennett (2012), “unlawful practice associated with certificates of competency report 22 seafarers out of 43 seafarers found with such fraudulent certificates are Sri Lankans. Therefore, it is clear that there is a huge issue with recruitment and placement of seafarers by the relevant companies even though clear instructions, regulations and rule in place under the Merchant Shipping Act of Sri Lanka No. 52 of 1971 regarding recruitment and placement of seafarers (Government of Sri Lanka, 1988).

Regulation 1.4 on recruitment and placement of the Maritime Labour Convention 2006, has clearly indicated that signatory countries shall ensure that seafarers have access to an efficient and well –regulated seafarers’ recruitment and placement system (International Labour Organization, 2006).

Public or private seafarer’s recruitment and placement shall be operated ensuring that seafarers’ rights are protected and promoted as per the convention and in particular private seafarers’ recruitment and placement shall be done with a standardized system concerning the certification, licensing and other form of regulations. Further, it is the responsibility of competent authority to have close supervision and control of all seafarers recruitment and services and furthermore, certification or licensing and any other authorization for the private service operation shall be granted to be done after clear verification that seafarer recruitment and placement agencies concern meet the relevant requirement complying with national laws and regulations (International Labour Organization, 2006).

Malpractices of agencies have become a major problem, it is revealed that fraudulent activities are carried out by some recruiting agencies such as cheating of money, forging documents, manipulation of visas to name a few (Mackenzie, 2005). These types of issues greatly tarnish the image of Sri Lankan seafarers. Therefore, it is advisable to examine the procedures adopted by some other countries which are successful with best recruitment practices such as in the Philippine “The stringent laws governing the recruitment agencies and recruitment process do not leave room for malpractice” (Talvik, 2014). It is required to take strong measures to detect fraudulent certificates and systems

should be implemented to prevent such practices. All seafarers who have successfully completed training courses at different schools should forward the name and other identification information to certificate issuing agencies and they should maintain record of them in an E-data base and when they apply for certificates, it is easy to verify. In case of officers, a security system including measures such as using a special paper with a secret number, photo of holder, a dry a security can be implemented.

Merchant Shipping Secretariat is dealing with a slew of activities with regard to all marine and shipping. "Sri Lanka has to have a maritime authority like Singapore Maritime Foundation or the Dubai Maritime Authority as a single authority body for whole shipping industry" (Thomas, 2016). Therefore, it is very much practicable to have a single body like maritime authority which can address concerns of ship owners, that deals with issues connected with seafarers' education and recruitment and generally have a comprehensive control over all activities including the prevention of malpractices in the shipping industry of Sri Lanka.

Further, as per the shipping policy objective of Sri Lanka, it is mentioned about facilities of efficient port and transshipment trade, reliability of shipping service, shipbuilding and ship repairs, safety of lives at sea and maritime pollution prevention and training of seafarers with international standards (UNESCAP, 1988). However, there is no indication about the supply, recruitment and protection of seafarers in shipping policy objectives.

## **Protection of Seafarer and Related Issues**

Seafaring is one of the most dangerous occupations and therefore it is required to maintain highest level of health and fitness for those who are working in the shipping industry. Hence, it is required to place regulations on seafarers who are working onboard with regard to their safety, health and cooperation with their employers. To achieve such conditions, living and working condition onboard should be safe and free from health risks, measures for injury and illness at sea and possibility to access health care requirement onshore (International Labour Office, 2018).

After realizing the importance of protecting seafarers, the Maritime Labour Convention, 2006 which was introduced to protect the seafarer introducing right to decent condition of work that is seafarers Bill of Rights and apply to all the seafarers who are employed in any ship (International Labour Organization, 2006). It describes minimum requirement of working and living conditions for the seafarers including condition of employment, recruitment, and placement, working and rest hours, repatriation, wages, leave, accommodation recreation facilities, health protection, food and catering, medical care, occupational health, welfare services and social protection (International Labour Organization, 2006).

Sri Lanka has ratified the MLC 2006 on 12<sup>th</sup> January 2017 and entered into force with effect from 12<sup>th</sup> January 2018. At present, Sri Lankan seafarers protection is not properly addressed even though Sri Lanka has a national policy for decent work with the objective of giving full effect to the ILO declaration on fundamental principles and right at work in order to create more and better jobs with social protection and occupational safety and health (Government of Sri Lanka, 2006). Further, it is revealed that “examinations of the issue of financial security for crew members / seafarers and their dependants with regard to compensation in case of personal injury, death and abandonment “under IMO. Even though it says that Sri Lanka has informed relevant provisions available to address the issue but under national provision 44, Regulation made by the Ministry of Shipping by virtue of the powers vested by sections 126 and 321 of the Merchant Shipping Act, No.52 of 1971, describes only reporting /action to be taken by the Director Merchant Shipping with regard to accident / casualty investigation procedure and no relevant provision is available with regard to the financial security for the crew members / seafarers and their dependants.

Other than the issues mentioned with regard to the seafarer protection, threat of piracy has emerged as a major contemporary issue in the shipping industry for seafarer protection. “There were, 52 Sri Lankan seafarers who held captive by Somali pirates. Their families were badly affected and only Rs 25 000 was paid to a family monthly” (The Island, 2013). This type of issues have been a great impact for young generation to join the shipping industry due to the insecurity of the profession. Therefore, the government should assume the responsibility of protecting seafarers and looking their families. Proper rules and regulations should be issued to the recruiting agencies with regard to the employment of seafarers. If the ship is operating in a high-risk piracy area, recruitment agencies should be instructed not to employ seafarers onboard ships which are not carrying security armed guards.

Sri Lanka became the 81<sup>st</sup> ILO member state to ratified the MLC, 2006 on 12<sup>th</sup> January 2017 and it will enter into force 12<sup>th</sup> January 2018. Therefore, now Sri Lanka has to align own laws and practices with the provision of the convention. With the proper implementation and enforcement of MLC, 2006 seafarer right and protection will be achieved and it will have a positive impact on Sri Lanka’s shipping industry. It is observed that a notice has been issued by the Merchant Shipping Division about the implementation of MLC; 2006. It has been requested to commence implementation and comply by all parties concerned with MLC, 2006 without ratification of the convention by Sri Lanka (Government of Sri Lanka, 2010). However, it is not aligned or absorbed as part of the national law of Sri Lanka, but mentioned that all parties may have to comply. Therefore, strict compliance to ensure full effect to the convention cannot be expected. Since 12<sup>th</sup> January 2017, Sri Lanka has ratified the MLC, 2006 and it is in force since

12<sup>th</sup> January 2018 and following provisions at MLC, 2006 are recommended to implement.

Title 1-Minimum requirement for seafarers to work in a ship

Title 2-Condition of engagement

Title 3-Accommodation, recreation facilities, food and catering

Title 4-Health protection, medical care, welfare and social protection

Title 5- Compliance and enforcement

Further, it is not aligned or absorbed as a part of national law of Sri Lanka, but that all parties may have to comply. Therefore, strict compliance or giving full effect to the convention cannot be expected. Since 12<sup>th</sup> January 2017, Sri Lanka has ratified the MLC, 2006 and it will be in force since 12<sup>th</sup> January 2018 and all the provisions are applicable to Sri Lanka. Therefore, as next priority action, it is recommended to appoint a committee from Merchant Shipping Secretariat to provide assistance to Legal Draftsman's Department to draft necessary laws that need for the enactment of MLC, 2006 convention and enter into force in Sri Lanka and notify the Legal Department to draft a bill incorporating all the relevant provisions of MLC, 2006 convention to implement and enforce the MLC, 2006 convention.

## **Conclusion**

Shipping industry has an immense value to a country like Sri Lanka being a maritime nation. It is a profession which has the potential to generate a huge income to the country. Sri Lanka being a developing country, uplifting the shipping industry will be mostly benefitted in terms of economy and will also be a solution for a burning unemployment problem. It may also benefit the country in numerous other ways. Sri Lanka has not still identified the importance of shipping industry. At present, the country is getting only very low income and less job opportunities by supplying seafarers. Sri Lankan general public is unaware of seafarers' profession and its benefits. Political will towards the seafarer profession should be developed and mind set of Sri Lankans towards the profession should be made attractive. Even though there are few private maritime institutions available to produce seafarers, their job opportunity is not secured. It is observed that lot of seafarers are waiting for the job opportunities after successful completion of training. Therefore, it is the responsibility of the government to find a suitable mechanism to confront tackle the issue. Recruitment process of the seafarers totally depends on the private agencies. Some malpractices of recruitment have become a major issue and it has greatly affected the image of Sri Lankan seafarer as well as the marketing and promoting process. Therefore, it is required to take immediate action to prevent such practices. Furthermore, the protection of seafarers should be ensured by proper

implementing and enforcing of MLC, 2006. If these factors are addressed, Sri Lanka will be benefitted by supplying more seafarers to world merchant fleet.

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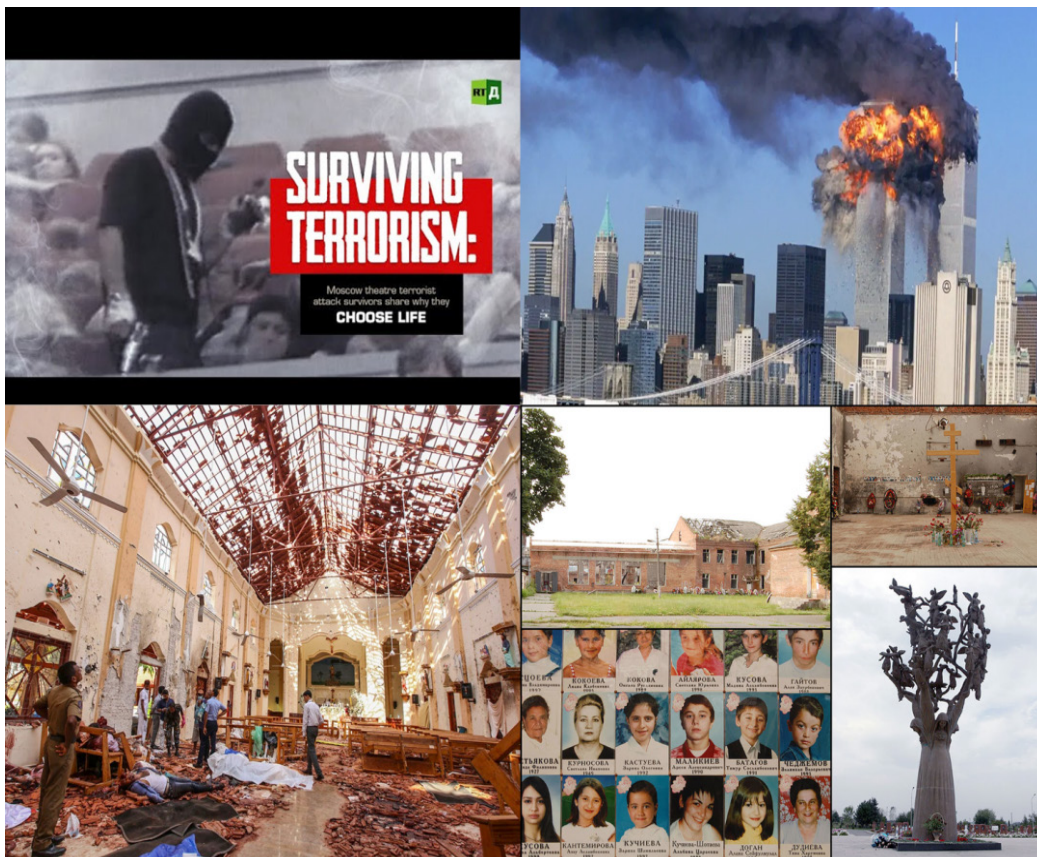
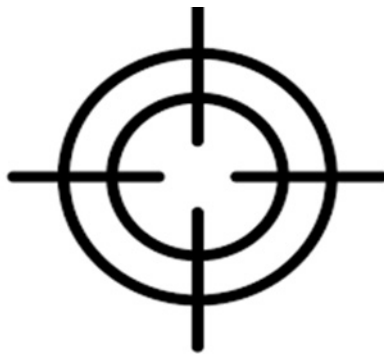


# THROUGH THE THREAT LENS: VICISSITUDES OF TERRORISM AND PROSPECTIVE ROLE OF THE SL NAVY IN LIGHT OF THE PAST GLOBAL EVENTS.



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*'Everyone's worried about stopping terrorism. Well, there's really an easy way: Stop participating in it.'*

*Noam Chomsky*

## Background

On 11<sup>th</sup> September 2001, the hell broke loose on the economic and defence epicentre of the world; the USA. The world looked on with horror as America succumbed to Al Qaeda's "holy war" (jihad) terror attacks against the Western powers. Alas! Gulliver had been brought to his knees by few Lilliputians! Dawn of a new era! War on Terror was declared by the US and its allies! So many questions naturally arose in our minds. Despite the U.S being alerted by Jordan that Al-Qaeda was planning an attack on the U.S.; and that the attack's codename was "The Big Wedding" and that it involved airplanes (September 11 Attacks, 2003), where did the US intelligence and other defence systems go wrong? Was it lack of solid reliable information which led to such a disaster in terms of men, money and material not to mention the harm it caused to the national pride of the world's super power? Were the CIA, NSA, FBI and all other Intel Agencies sleeping? What was wrong with all the automated and manned defence systems in operation guarding the "Great American" boundaries which were boasting with a kind of impression that "Even a fly wouldn't fly over them without thinking twice"? And were such claims only sheer American bravado?

## History of Terrorism in Brief

Terrorism had been one of the techniques used to control events in the history of mankind as evident in the Chinese, Roman, Egyptian, Arabian chronicles. The word *TERRORISM* actually entered into the European language in the wake of the French revolution of 1789. Robespierre felt that terror was a justifiable means to oust those who opposed his rule. The early known terrorist groups were the Zealots and the Sicarii, both were Jewish groups. However, the true concept of structured use of terrorism came to the fore in 1870s with the activities of Russian revolutionaries. Terrorism in the present context dates back to the mid-19<sup>th</sup> century when an Italian revolutionary, Carlo Pisacane, speculated that terrorism could deliver a message to, and support for, a cause.

In the late 1960s and 1970s violent left wing and revolutionary groups were on the rise, sympathizing with Third World guerrilla movements and seeking to spark anti-capitalist revolts. Further, certain countries supported organizations to carry on a war by proxy. For example, Soviet and Chinese military advisers provided training and support to the Viet Cong during the Vietnam War. The Soviet Union also provided military support to the PLO during the Israeli-Palestinian conflict and to Fidel Castro during the Cuban Revolution. The United States funded groups such as the Contras in Nicaragua. The Mujahadeen of the late 20<sup>th</sup> and early 21<sup>st</sup> century had been funded in the 1980s by the United States and other Western powers as they were fighting the USSR in Afghanistan. Indian government sponsored the Tamil Separatist



Terrorists (Tamil Tigers) of Sri Lanka by way of funding, training and even mercenaries in their early militancy.

Today a quite new form of terrorism i.e. Cross Border Terrorism is mainly suspected between the two SA nuclear powers viz India and Pakistan in attacking the targets on each other's soil. In 1983, President Fernando Terry of Peru described armed attacks on his nation's anti-narcotics police as "narcoterrorism", i.e., which refers to violence waged by drug producers to extract political concessions from the government. Pablo Escobar's ruthless violence in his dealings with the Colombian and Peruvian governments has been probably two of the best known and best documented examples of narcoterrorism.

Some of the noteworthy examples of modern terrorism are the Ku Klux Klan formed after the American Civil War (1865), the Young Bosnians who assassinated the Archduke Franz Ferdinand in 1914 which led to the outbreak of the World War I (which is metaphorically referred to as the "Shot" that killed 20 million people), Black Panthers, PLO, PFLP, JRA, IRA, the Khmer Rouge, LTTE, Taliban, Al Qaeda, Lashkar-e-Tayyiba, Boko Haram Al-Shabaab and ISIS cum aliis.

### **Insight into the Modern Global Terrorism**

The Oxford Dictionary defines Terrorism (noun) as; The unlawful use of violence and intimidation, especially against civilians, in the pursuit of political aims (Oxford Dictionary, 2020). And there are many other definitions on the same made by certain other scholars, organizations etc... Whatever, the definitions try to round about, it must be understood that all forms of terrorism must be 'nipped in the bud' and all prospective perpetrators must be looked for, identified and be brought in front of law if not be hunted down as early as possible by use of force.

In the 1980s and 1990s, Islamic militancy in pursuit of religious and political goals increased. In the 1990s, well-known violent acts that targeted civilians were the World Trade Centre bombing by Islamic terrorists on February 26, 1993 which gave the first indication for the Diplomatic Security Services (DSS) that terrorism was evolving from a regional phenomenon to a transnational phenomenon, the Sarin gas attack on the Tokyo subway by on March 20, 1995, and the bombing of Oklahoma City's Murrah Federal Building a month later the same year. This period also saw the rise of what is sometimes categorized as Single Issue Terrorism (extremist militancy on the part of groups or individuals protesting a perceived grievance or wrong usually attributed to governmental action or inaction)(History of terrorism - Wikipedia, 2010).

Terrorist tactics tend to favour attacks that avoid effective countermeasures and exploit vulnerabilities. Bombing public places/

vehicles or vessels using timed explosive devices, use of human suicide bombers, high jacking and hostage taking, poison gas attacks, and armed massacres by groups or “Lone-Wolf” attackers are apparently the most favoured modus operandi of the modern day terrorists. Further, they use the media coverage to draw public attention to gain a huge publicity to their atrocities. Several types of unconventional terrorism tactics commonly recognized by terrorism experts are bioterrorism, agro-terrorism, nuclear terrorism, and cyber-terrorism which too demand serious attention.

The method of violent action pursues different ultimate goals, and their pursuit of such ends, ‘terrorists’ employ psychological strategies which can be divided into five categories (Bassiouni, 1981; Cotrim, 2015):

- Demonstrate the vulnerability and impotence of the government.
- Attract broader public sympathy by the choice of carefully selected targets that may be publicly rationalized.
- Cause a polarization and radicalisation among the public.
- Goad the government into repressive action likely to discredit it.
- Present the violent acts in a manner that makes them appear heroic.

Religious terrorists differ from traditional ideological terrorists and the former are willing to sacrifice to obtain their objective. Consequently, religious terrorists are more likely to use indiscriminate violence e.g. ISIS/ISIL. They see themselves as involved in a total war in which there are not any innocent parties.

### **The Rise and Fall of the LTTE and the Easter Sunday Attacks on 21/04**

Tamils especially in the Northern peninsula of Sri Lanka waged a bloody guerrilla war against the Government of Sri Lanka (GOSL) for nearly 3 decades which plunged the country into huge social, political and economic turmoil. Tamil New Tigers (TNT) was formed in 1972 around an ideology that looked back to the 1<sup>st</sup> Millennium Chola Empire-the Tiger was the emblem of that empire.

Supported by the on-going conflicts on politics in Sri Lanka, politicised Tamil youth in the north and East started to form militant groups. Many partially educated, unemployed Tamil youth fell for revolutionary solutions to their problems. Their first major operation was the assassination of the mayor of Jaffna, Alfred Duraiappah, in 1975 by Prabhakaran.

In July 1983, the LTTE launched a deadly ambush on Sri Lanka Army patrol Four Bravo outside the town of Thirunelveli, Jaffna killing an officer and 12 soldiers which marked the beginning of the civil war. By 1987, despite being forced to handover large consignments of military arsenal, a

group which hardly had an armoury to boast about, or a cadre which merely exceeded 50 about four years back, could challenge the then 4<sup>th</sup> Largest Army in the World; the Indian Army, eventually forcing the Indian Peace Keeping Force (IPKF) to withdraw its troops after learning a bitter lesson at an enormous cost of men, money, material and pride, and only to earn the humiliating nickname as “India’s Vietnam”. The smart guerrilla tactics, worldwide propaganda and indiscriminate employment of terror without any regard to Laws of Armed Conflict were the keys to their success throughout the SL crisis.

LTTE could manage to send waves of terror across the length and breadth of the island, and still could drum up support and sympathy from all over the world. The CIA rated it as one of the most ruthless terror outfits in the world then which could assassinate many political leaders of Sri Lanka and even succeeded in killing the then PM of India, Rajiv Gandhi in 1991. However, after a series of peace efforts the war started with renewed virulence in the mid-2006 and was fought in all spheres; on the Land, on the Sea and in the Air, making the LTTE the only terror outfit to possess three dimensional military capabilities with a dedicated suicide cadre unit known as the “Black Tigers”, until the LTTE was militarily defeated by the government troops in mid-2009.

As a decade passed the country slowly started to regain its lost glory as the “Paradise of the Indian Ocean” with a blooming tourism industry and other foreign investments flowing at a healthy rate. War affected areas were developed fast and the triumphant armed forces were used in support of nation building. However, one important aspect was neglected or rather overlooked; Intelligence, which proved to be an egregious blunder on the part of all responsibilities.

On 21<sup>st</sup> April 2019, Easter Sunday, three churches in Sri Lanka and three luxury hotels in the commercial capital, Colombo, were targeted in a series of coordinated Islamic terrorist suicide bombings. A total of 267 people were killed, including at least 45 foreign nationals, three police officers, and eight suicide bombers and at least 500 were injured. According to the State Intelligence Service, a second wave of attacks had been planned, however it was stopped as a result of government raids (Sri Lanka Easter bombings, 2019).

According to Sri Lankan government officials, all eight of the suicide bombers in the attacks were Sri Lankan citizens associated with National Thowheeth Jama’ath, a local militant Islamist group with suspected foreign ties, previously known for attacks against Buddhists and Sufis. The NTJ had been stockpiling explosives at least since January 2019 unbeknown to any. With this, it was revealed that the entry of the “Billionaire Terrorist” (well

educated two sons of a millionaire spice vendor were among the Easter Sunday bombers; similar to Osama Bin Laden who too had come from a well-heeled background) setting aside the old school of thought that only poverty stricken oppressed will carry out terrorist attacks. Similarly the perpetrators of July 7, 2005 attacks in London were mostly from the second generation of fairly well-integrated Asian Families, born and educated in Britain.

### **Necessity of Having a Good Intelligence Network**

Gathering of information discretely on enemies or anyone who can pose a threat by any means on an indefinite time in future has become more prominent since the cold war era, especially with the advent of new remote sensing equipment, electronic telecommunication systems and the internet. Even in the old literature of Sri Lanka, it is said that the kings of those days in the Indian subcontinent heavily relied on intelligence or espionage; *Ummaga Jathakaya & Salalihini Sandeshaya* bear good examples for that.

When the writer inquired from a retired General of the SL Army as to why the Sri Lankan authorities then failed to foresee the rising of the Tamil militancy against the state, and why our intelligence couldn't tip off (warn) the then governments of such build up, he swiftly responded saying "what intelligence did we have then (before 1980s), it was a small section of the police intelligence we relied upon". However, as of now, though our military intelligence developed with the war and learnt things in the hard way, we can't be over confident that our National Intelligence systems can fully protect us from the ever erratic manner and form of terrorism. On the other hand, there is no proper definition for "intelligence" and it is still in amorphous state. That is why, even the "great maestros" of this subject often fail in trying to confine themselves into certain boundaries of the trade.

As for national security it is commonplace to misapply it for national defence, where actually the former encompasses the latter viz., National Security is to establish political, economic, human, social and informational security for the best interest of survival and prosperity of a nation where Defence is only a constituent of it. When National Security is misapprehended as National Defence and the armed forces are tasked to do the greater work, the entire system can be affected undesirably. Hence, respective agencies responsible for each component must focus on their primary task and network all in a manner to "share the need to know" timely and adequately.

Information overloaded is also unhealthy as found in the post investigations of the 09/11 attacks where the intelligence agencies admitted that they 'lacked imagination and couldn't connect the dots well'. The failures in intelligence-sharing were attributed to 1995 Justice Department policies limiting

intelligence sharing, combined with CIA and NSA reluctance to reveal “sensitive sources and methods” such as tapped phones. Testifying before the 9/11 Commission in April 2004, then-Attorney General John Ashcroft recalled that the “single greatest structural cause for the September 11<sup>th</sup> problem was the wall that segregated or separated criminal investigators and intelligence agents” and “there were failures in the organizations failures to get information to the right place at the right time”(September 11 Attacks, 2003).

### **Altering the Course of SLN to Meet the Prospective Requirements**

From the experience we (SLN) have had and from that of others what we must remember is, it is always better to know “what your enemy is probably thinking” (the enemy’s most probable cause of action as what we generally call such) than only collecting information about them and saying “eureka” to all new findings on the enemy. It is ever so important to “know your enemy well”, otherwise you will never be able to fully or reasonably apprehend the threat posed by them. Be it the USA, Russia, the UK, China, France, India, Pakistan or elsewhere, the terrorists have become so impenetrable in structure, unpredictable in behaviour, and thereby extremely unstoppable without proper intelligence and smart analysis of information on them.

Furthermore, it is equally important to know who can be your most likely enemy in the next such episodes. New groups are popping up like crops of mushrooms everywhere. Therefore, it is always militarily prudent to be prepared for the worst as the motto of our National Cadet Corps says “non quam non paratus—never (be) not prepared! However, it’s not only the degree of readiness or secure, fast and reliable information on probable threats which will keep us safe from the emerging diverse forms of threats but it is the laborious task of assessing the enemy that would be more helpful in taking proactive/preventive measures.

### **Recommendations**

In light of ever changing modus operandi of terrorist groups all around the world with a large spectrum of tactics and means such as Bombings, suicide attacks, rocket and mortar attacks, vehicle-based attacks, aircraft attacks and hijackings, chemical and biological weapons, nuclear weapons, cyber terrorism inter alia whilst maintaining the element of surprise it is very much imperative to possess a great deal of imagination, anticipation, sharing and analysis always. One “MUST” study about the case on “September 11 attacks” (September 11 Attacks, 2003) (especially Prior Intelligence) and try to draw nexus between our side of the story on 21/04 Easter Sunday attacks.

Further, we need to absorb the “genius” in IQ and IT with high computer literacy into our National Intelligence Agencies. Extensive use of community based (e.g. Fishermen and three-wheeler drivers) HUMINT - Human

Intelligence and employment of ELINT Electronic Intelligence (remote sensing such as drones and surveillance cameras) is a must for the national security agencies. UAVs with thermal imaging and long range cameras and optical devices (IMINT- Image Intelligence) should cover high risk areas 24/7, especially the coastal belt prone to smuggling, gunrunning and drug trafficking. Extensive employment of electronic eavesdropping along with bugging devices and other smart methods without severely hampering legality, morality and privacy is also of paramount importance. Phone metering can monitor the frequency of communication established within networks.

Thermal imaging at night will give the authorities with a huge advantage as the prospective perpetrators may not know that they are being watched and might freely carryout planning and other related activities under the darkness. These activities are hard to be detected even with full scale military/police patrolling in the areas. Thus an unusual gathering in the backyards or woods/ jungles can be spotted, monitored and recorded by using UAVs.

Further it is envisaged that forming a Mounted Coastal Recce Unit comprising of Marines/Naval Infantry and Coast Guards with suitable ATV type vehicles patrolling the vulnerable coastal areas and give carte blanche to the CO/ OICs to operate them at their will. Combination of the above methods will surely act as force multipliers and a near comprehensive deterrence as well.

## **Conclusion**

International terrorism remains one of the deadliest and most persistent threats to the national security. The motives, perpetrators, and methods of the terrorist groups are evolving in ways that complicate collection, analysis, and counteraction and require the ability to utilise resources flexibly and quickly with high precision. The rise of the new breed of terrorist who is interested in inflicting mass death and destruction does not bode well for the future security of our interests. These groups can strike at anytime, anywhere, spurred by seemingly unrelated events happening elsewhere. They have a widening global reach and a high degree of proficiency with more sophisticated weapons and tactics.

We are so optimistic and partially blind if we gape at north bluffing there is no possibility of another war. We do know there are enough means and resources for a potential group to reorganize and instigate hostilities perhaps using different ideology, manner and form. To succeed, terrorist operations require detailed information for planning and executing an attack. Many of these organizations have access to intelligence produced by sponsor states/ organizations or have the ability to produce intelligence required for an attack. Our soul mission must be to acquire as much information as possible on the terrorists/ potential terrorists whilst depriving them of the critical information



that they require to plan an attack. Thereby security countermeasures can be implemented that are commensurate with the assessed level of risk.

Intelligence must be made a national passion and be made the sole obligation of a responsible and patriotic citizen of Sri Lanka. In intelligence, secrecy and unpredictability are of paramount importance, for if the target knows that it is under surveillance the intelligence is likely to be fed with disinformation. We saw, felt and experienced the repercussions of lacking such and had enough of it. It is high time for the SLN to think of forming dedicated anti-terrorist/anti narcotic intelligence units with sophisticated mobile ELINT/IMINT divisions.

It seems that the terrorism is the way war is often fought in the new millennium with no formal agreements, no rules and no respect nor safeguards for the civilian population. A plethora of questions can be asked. What makes a terrorist? What actually goes on in the schools, mosques, training camps, cells and bomb factories of groups such as Islamic Terrorist groups? How can we explain the very affluent classes of a society kill themselves and others for abstract beliefs? How can we ensure that terrorists are starved of the components of their trade such as money, potential cadres, firearms, explosives, bomb-making equipment and technologies that contribute to the perpetration of terrorist outrages? Once again there is no simple picture here and no easy answers for what has become a form of global warfare waged by terrorists on the streets, in public transport systems be it in the Air, on the sea or on the land, places of worship and entertainment, rather than by soldiers on the battlefields.

Upgrading and enhancing our national intelligence/ surveillance/ analysis and investigation units may be costly at the outset though we must understand that our dignity and freedom have no price! We must act right and act fast not only in rhetoric however by prudent positive action, if not the future recorder of the history of Sri Lanka might well say that Sri Lanka failed because it couldn't adapt properly to the changing dynamics of the world.

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## AN ENDURING FRIENDSHIP-SRI LANKA AND CHINA



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*Sri Lanka and China bilateral relationship is rooted in close friendship and common understanding. China's and Sri Lanka's long relationship has been documented in time to time. Chinese Admiral Zheng He had visited old Ceylon in 1405 almost a century before the Vasco Da Gama's visit to Indian Ocean in 1498. Cultural, social and economic factors are playing a crucial role to shape up the bilateral relationship between both countries. Geographical location of Sri Lanka has emerged as a catalyst to enhance the bilateral relationship between Sri Lanka and China. Other than the geographical and strategic location of Sri Lanka no any common shares or national interests prevailing between Sri Lanka and China. Even though lack of common national interests, bilateral relationship is furtherance day by day on new dynamics in Indo- Pacific region and geopolitical interests.*

### Overview of Sri Lanka – China Relations in 20<sup>th</sup> Century

The relationship between Sri Lanka and China has been long and amicable for more than seven decades. Newly born People's Republic of China and independent Sri Lanka had established bilateral relation before the establishment of formal diplomatic relationship in 1957. Sri Lanka has formally recognized the People's Republic of China in January 1950. Sri Lanka and China economic and trade relationship has commenced with the signing of bilateral agreement known as "Rubber- Rice Pact" in 1952. The signing of the Rubber- Rice Pact in 1952 was a land mark in the bilateral ties between these nations (Kelegama, 2014). Early 1950's Sri Lanka was affected by a worldwide rice scarcity as well as a severe reduction of rubber prices due to the introduction of artificial rubber into world. Simultaneously, China had an excess rice harvest while being unable to purchase natural rubber with the sanctions from Western nations due to Chinese involvement in Korean War and its communist government. As per the agreement, China bigheartedly offered 40% higher than the market price for Sri Lankan rubber, and had given 1/3 of the market price for rice to Sri Lanka (Asirwatham, 2018). The signing of this agreement led to the United States' sanctions on Sri Lanka. Certain capitalist countries also cancelled aid to Sri Lanka due to this agreement. Even though early restrictions on Sri Lanka-China relations it furtherance ahead on the trust and friendship embodied in this Pact.

The first agreement after establishing diplomatic relations in 1957 was on economic and technical cooperation, signed in 1962, following the Prime Minister Sirimavo Bandaranaike's visit to China. This helped Sri Lanka to

receive more assistance towards infrastructure projects, such as the Bandaranaike Memorial International Conference Hall (BMICH). In 1963, the two countries signed an agreement on commercial maritime relations. Sri Lanka co-sponsored the draft resolution that facilitated China's admission to the UN Security Council in 1971.

From the "Rubber – Rice Pact", the bilateral relation between both countries during the 20<sup>th</sup> century had been based on mutual understanding, respect and peaceful coexistence. Both countries have shown solidarity towards each other in trying times. With this strong bilateral foundation, both nation entered in to 21<sup>st</sup> century.

### **Sri Lanka- China Relations in the 21<sup>st</sup> Century**

In the 21<sup>st</sup> century, Sri Lanka and China relations has shown a vigorous growth. Sri Lanka has supported China's entry into the World Trade Organization (WTO) in 2001. Sri Lanka and China improved bilateral relations to a strategic cooperative partnership after eradicating terrorism in 2009. "Chinese President Xi Jinping's declaration of the New Maritime Silk Route concept has given opportunity for SL Government in order to seek Chinese assistance and financial support to feed its hunger on development" (Paranagama, 2019). Since US backed western communities, and financial institutions had refused to invest in Sri Lanka under the theme of 'human rights and war crimes'. Hence, Sri Lanka has tilted towards China in order to seek financial support for its development projects. In this context, Chinese President had visited Sri Lanka from 27<sup>th</sup> to 30<sup>th</sup> May 2013. H.E the President of Sri Lanka paid a reciprocal state visit to China. "Both sides agreed to build strategic cooperative partnership with sincere and mutual assistance and enduring friendship" (Embassy of Sri Lanka in China, 2020). That visit has boosted the bilateral relationship between both countries in to all dimensions. Sri Lanka's blessed geographical position in the Indian Ocean plays a catalyst to boost Sri Lanka partnership in Belt and Road Initiative (BRI). "The BRI accommodates at least 68 countries including Sri Lanka with a total investment of USD 8 Trillion which intended to develop a massive infrastructure such as transportation, energy, telecommunication projects bridging together Africa, Europe, and Asia" (Rathnayake, 2019). Further, "China does not take a missionary approach to world affairs, seeking to spread an ideology or a system of government. Moral progress in international affairs is an American goal, not a Chinese one; China's actions abroad are propelled by its needs to secure energy, metals, and strategic minerals in order to support the rising living standards of its immense population, which amounts to about one-fifth of the world's total" (Kaplan, 2010). In view, the bilateral relationship between China and Sri Lanka, and also Chinese investments in Sri Lanka, do not really link with west originated concept of "String of Pearls".

Chinese President Xi Jinping has given especial definition to friendship of Sri

Lanka while calling Sri Lanka as “all weather friend” during his significance visit to Sri Lanka in 2013. “In addition, in 2019, Sri Lanka and China celebrated the 62<sup>nd</sup> anniversary of the establishment of diplomatic relations and it will furtherance in this century.

## Sri Lanka China Trade Relations

**Table 1: Sri Lanka-China Trade (2010-2019)\*Value in USD Mn**

Year	Exports	Imports	Total Trade Tur Over	Balance of Trade
2010	89.11	1240.09	1329.2	- 1,150.98
2011	95.80	2133.63	2229.43	-2,037.83
2012	108.12	2568.01	2,676.13	-2459.89
2013	121.63	2962.59	3,084.22	-2,840.96
2014	173.48	3,414.40	3,587.88	-3,240.52
2015	293.05	3731.64	4024.69	-3438.59
2016	199.15	4,273.58	4,472.73	-4,074.43
2017	415.14	4191.22	4,606.36	-3,776.08

**Source: Sri Lanka Customs**

Trade denotes a key feature of an enduring relationship between China and Sri Lanka. China has become a leading trading partner of Sri Lanka in 21<sup>st</sup> century. The total trade turnover between Sri Lanka and China was worth approximately USD 4606 million in 2017 (Table – 1).

In pursuant to the details of Table 1, the trade balance which amounted approximately USD 3776 million in 2017 is not in favour of Sri Lanka. However, trade deficit during last few years was heavily in favour of China. At the same duration, Sri Lankan exports to China have increased significantly from USD 89.11 million in 2010 to USD 415.14 million in 2017. Hence, China has secured the first 10 export destination for Sri Lankan products. Imports of Sri Lanka from China has increased USD 1240.09 million in 2010 to USD 4191.22 million in 2017. China was the 2<sup>nd</sup> largest importer of Sri Lanka in 2017. Total trade turnover between Sri Lanka and China has increased from USD 1329 million in 2010 to USD 4606 million in 2017.

This trade in balance caused due to the rate of increase imports of goods from China. In light of the post war infrastructure development, Sri Lanka imports construction materials, and other articles such as steel and iron from China. It has enhanced the trade balance for time being. However, that adverse trade balance is not always a matter. It should be looked at in a broader context. It is clear that reasons lead countries to enter in to fact based on their economic status, financial capabilities and national interest. Since Sri Lanka’s production capacities are extremely poorer than that of China, thus naturally demanding more imports. However, Sri Lanka needs to focus on increasing exports to China as there are enormous opportunities, in order to balance bilateral trade deficit.

Even though high trade balance between bilateral trades, the bilateral trade relationship will be benefited to Sri Lanka. In view, both countries agreed to establish a joint working group to study the feasibility of a China-Sri Lanka Free Trade Agreement (CSFTA) in near future and also focus to expand the exports of Sri Lanka to China in order to reduce the trade deficit.

“Sri Lanka’s ability to reap the benefits of fast growing China was significantly enhanced in 2009, when Sri Lanka became a dialogue partner of the Shanghai Cooperation Organization (SCO) , of which China is a key member. That position paves the way for Sri Lanka to influence the global debate on trade and financial issues via the BRICS, where three members of it closely associated with SCO”(Kelegama, 2014). This circumstance, has given a golden opportunity for Sri Lankan exporters to explore the lucrative Chinese market and contribute to make trade balance in favour for Sri Lanka. Sri Lankan product such as herbal, spices, seafood, vegetables, coconut products including processed coconut shell as charcoal, rubberized coir cushions have much potential to infiltrate Chinese market. Due to uninterrupted 30 years economic growth of China, its population has been transferred to luxury and demand on luxury items such as gem and jewellery are other areas to explore in Chinese Market for Sri Lankan.” Attempting to penetrate the Chinese market, the Sri Lankan tea company ‘ Heladive’ opened three exclusive tea boutiques in the Fujian province and Beijing in August 2009”(Kelegama, 2014). This has grown to 20 outlets in 2014 and planned to open its 100<sup>th</sup> outlet in 2017 (“Heladiv Infinity” to open its 100<sup>th</sup> tea shops in China, 2011). It is very simple example to prove the ability of penetration of Chinese market for businessmen of Sri Lanka.

### **Trade under Asia Pacific Trading Agreement (APTA).**

**Table 2: Sri Lanka’s preferential exports under APTA \*(Value in Mn.US\$)**

<b>Year</b>	<b>India</b>	<b>Bangladesh</b>	<b>China</b>	<b>South Korea</b>	<b>Total Exports</b>
2009	13.1	1.3	28.9	6.1	49.4
2010	21.6	0.2	41.4	6.5	69.7
2011	7.9	0.2	44.8	16.9	69.8
2012	8.02	0.2	36.2	17.3	61.72
2013	5.88	0.46	60.30	17.53	84.17
2014	3.15	3.15	86.13	26.08	118.51
2015	1.46	0.05	89.20	27.98	118.69
2016	1.60	.38	91.88	31.72	125.57

**Source: Sri Lanka Customs**

Sri Lanka and China are members of the APTA which signed in 1975 commonly known as the Bangkok Agreement. Other members are Bangladesh,

India, Korea and Laos. AFTA is significant for Sri Lanka as it is the only existing trade agreement that Sri Lanka partakes with China and the Republic of Korea. AFTA aims to promote intra-regional trade through the exchange of mutually agreed concessions by member countries. In view, China has provided tariff concession for “over 1700 products being imported from Sri Lanka at a margin of preference (MOP) of 27 per cent, which covers around 50 percent of Sri Lanka exports to China” (“Heladiv Infinity” to open 100 tea shops in China, 2011). As table -2, Sri Lanka's exports to member states of AFTA have considerably increased. “Remarkably, exports to China under AFTA accounts for USD 91.88 million in 2016, which is an increase of 917% when compared to the 2007” (Embassy of Sri Lanka in China, 2020). However, Sri Lankan exporters have yet underutilized the AFTA concessions due to unawareness and AFTA is a useful forum to boost trade between two countries.

### **Aids and Development Projects**

After eradicating of terrorism from Sri Lankan soil in 2009, Government of Sri Lanka has begun to develop its infrastructure including war affected area and also covering all the country. Since, traditional donors and investors have refused to invest in Sri Lanka due to human rights issues; the island nation has tilted towards China. In this context, China has invested for following mega projects in Sri Lanka.

- Hambantota Port Development Project.
- International Air Port Project at Mattala.
- Matara-Kataragama railway extension project.
- Highway Projects-Colombo Katunayake, Southern Expressway.
- Norochcholai Coal Power Project.
- Moragahakanda Multi – purpose Development Project.
- Reconstruction of Northern Highway.
- Nelum Pokuna Art Theatre.
- Colombo Port City.
- Nelum Kuluna Communication Tower.

China has invested “approximately USD 7 billion for above projects as loans and FDI by the end of 2018. Loans to the public sector, including state-owned enterprises, reached \$5 billion, while infrastructure-related investments amounted to \$2.3 billion, according to the IMF’s May 2019 Country Report” (Daniel, 2019). It is noteworthy to mention that almost all the projects including Hambantota Port Project with strategic significance have initiated by Sri Lankan side. “The Sri Lankan Government had initially requested India to invest in the

building of the Hambantota Port”(Singh, 2018). However, due to domestic, economic and commercial viability, India had declined the offer. In this context, Sri Lanka has sought Chinese assistance on Hambantota port project and China has invested USD 1.1 billion accordingly as part of China’s “Belt and Road Initiative”.

### **Maritime Silk Route and Economic Belt**

Since ancient time, Sri Lanka was a prominent maritime hub for seafarers of both East and West. Re-establishment of ancient Silk Route as “One Belt and One Road” in 21<sup>st</sup> century by the government of China is a golden opportunity for Sri Lanka to re-establish her position in Maritime Silk Route. On the other hand, Sri Lanka’s aspiration to develop as maritime hub in South Asia, and OBOR are in parallel. In this context, Sri Lanka has eagerly taken part in the OBOR concept since the time it declared by Chinese president in 2013. Since its inception, “the BRI accommodates at least 68 countries including Sri Lanka with total investment of USD 8 trillion which is intended to develop a massive infrastructure such as transportation, energy, telecommunication projects bridging together Africa, Europe, and Asia”(Rathnayake, 2019).

Furthermore, the infrastructure requirement along the OBOR is estimated at USD 26 trillion by 2030. China has already invested USD 70 billion across 3,000 projects in the partners’ countries to-date. “China believes that the initiative has helped several disadvantaged countries to reap wider economic benefits” (Joseph, 2019). Under the Belt and Road Initiative, Sri Lanka has undertaken the development of two flagship projects such as Hambantota Port and Colombo Port City worth approximately USD 5 billion. Port City of Colombo will be the prominent tourist and commercial destination in the South Asia by near future. “The construction of the Port City is set out to generate tens of thousands of jobs and the foreign finance, it attracts is crucial to reduce the country’s USD 64.9 billion debt burden”(Weerakkodi, 2018). At the end, Sri Lanka believes that, in the long term, active participation in the “21<sup>st</sup> Century Maritime Silk Route” will benefit to attain its aspiration of becoming a trade and maritime hub in the Indian Ocean, by developing infrastructure in order to promote trade, investment and tourism.

### **China Sri Lanka Free Trade Agreement (CSFTA)**

The negotiation on China- Sri Lanka Free Trade Agreement (CSFTA) is in progress since 2014. Both countries have already conducted six rounds of discussions on FTA and ended in 2017. Both parties were not settled on level of trade liberalization under the suggested FTA, while China claimed 90% of goods to tariff free, this demands Sri Lanka is not comfortable with. However, CSFTA is not a dream. It may be realized in near future. Sri Lanka has managed to sign the Free Trade Agreements with India in 1998, and with Singapore in 2019. Those



experienced would help Sri Lanka to sign an advantageous agreement with China on FTA in near future.

## **Maritime Trade**

The geostrategic location of Sri Lanka in the Indian Ocean has urged her to take part in maritime trade throughout her history. Since China's "most of the energy imports have to be received by Sea, with 75-80 per cent of these transiting through waters of Indian Ocean. Chinese shipping accounts for nearly 15 per cent of the world's shipping fleet – the largest share in the world, barring those registered in countries with flags of convenience like Panama, Liberia and the Marshall Islands"(Suri, 2017). Two thirds of the world's sea borne trade in Oil, 50 per cent of the world's sea borne container traffic and one-third of the world's sea borne bulk cargo carrying ship routes are criss-cross the Indian Ocean (Suri, 2017). Out of that, large portion of China's in and out goods and energy shipments are passing through the southern tip of Sri Lanka. Thus, commissioned of Hanbantota Port just 10 Nm away from the major shipping route is strategically as well as economically important for both China and Sri Lanka.

In view, both countries should pay their attention on maritime trade and could give a much needed boost to maritime trade. China has significant trade partners to the west of Sri Lanka. Sri Lanka stood in the center of the shipping route to those destinations. If China is to operate her industries in Sri Lanka, it would be benefited from the industry- friendly economic situation in Sri Lanka as well as the strategic location of the country on the Sea Lines of Communication. Hence, advantage for China of operating industries in Sri Lanka dual in purpose. China might easily ship her manufactured goods to markets in the western hemisphere from ports in Sri Lanka. By the time, Sri Lanka will also be greatly benefitted from Chinese industries operating on her soil, due to the influx of FDI into the economy of Sri Lanka as well as the creation of job opportunities, both direct and indirect ways.

## **Military Cooperation**

China has given immense support to Government of Sri Lanka in order to eradicate terrorism on her soil whilst providing arms, ammunitions, and also diplomatic coverage with the protection as a permanent member of UN Security Council. Military assistance is continuing by China to Sri Lanka even after the war. Vice Chairman of China's Military Commission, Xu Quiliang had met Secretary of defence, Mr Gotabaya Rajapaksha in September 2014 after the visit of Chinese President to Sri Lanka. During the discussion, both leaders agreed to strengthen the military to military ties. PLA (Peoples Liberation Army) Navy hospital ship (Peace Arc) has made her first visit to Sri Lanka in August 2017. The first ever defence dialogue was sponsored by China and, it was held in

Beijing in 2015. Second round was held in Colombo in 2016 and both parties made two agreements; one providing of USD 2.6 billion of military assistance and second to provide an Offshore Patrol Vessel to SL Navy. PLA Navy has provided this OPV to Sri Lanka Navy in 2019 and a modern auditorium for Sri Lanka Military Academy in Diyatalawa.

China is continuing the training of Sri Lanka military persons on gratis basis. Considerable number of officers and men are undergoing military training in various disciplines in Military Institutions of PLA. It is noteworthy to highlight that PLA has provided the number of berths for National Defence Course for tri-service officers of Sri Lanka at the National Defence University (NDU) in China. Several Sri Lankan graduates from NDU, China have risen to secure higher military positions in Sri Lanka military. Reciprocal training opportunities are provided for Chinese Military by various Sri Lankan Military Education Institutes such as Defence Services Command and Staff College Makola, KDU, and other training establishments in tri-services of Sri Lanka.

### **People-to- People**

The cultural, education as well as the religious links are the grassroots level of any bilateral relationship. Just as trade and commerce create commercial interests between communities of trading sector, education, culture and religion create friendliness between people as well as bonding them together. Without common interests, common frequency, tolerance, mutual respect and understanding there are no sustainable and healthy relationship between both countries. Even though, Sri Lanka and China have not enjoyed common strategic interests, cultural and religious bond between the people of both countries are existing since ancient times.

The education scholarships between both countries have begun with providing seven berths to Sri Lankan students in 1974. Since then, numbers of Sri Lankan students are undergoing higher education programmes in Chinese Universities. Both countries have signed number of agreements on educational and technical exchanges. 'In 2018, 492,185 foreign students had been studying in China (Ministry of Education PRC, 2019). The Cultural Section in the Chinese Embassy in Colombo has intimated that Chinese Government offers Sri Lankans 80 scholarships in addition to other full or partial scholarships offered by Confucius institute and Chinese provincial governments. Study in Guangxi Education Exhibition hold in Colombo in 2018 and subsequently 'the number of Sri Lanka Students going to Guangxi has increased up to 100 from 35 in 2012 (Balachandran, 2018).

### **Religion**

Buddhism has had a long history in both Sri Lanka as well as in China. The Buddhism as a religion has been instrumental in shaping the culture



and the tradition of both countries culture and tradition. Throughout the millennia, Buddhists in China have faced support and even persecution under the various leaders, but the religion has still remained strong, and today China accounts the world's largest Buddhist population (Buddhism in China-Ancient History to Beliefs Today, 2014). Sri Lanka has also remained as a leading Buddhist country in the world. It has constitutionally accepted the Buddhism as main religion of Sri Lanka.

In this context, religious bond between both countries is playing crucial role in order to enhance the people to people interactions as well as bilateral relations. Buddhism can be recognized as one of the common interests of both countries. During the period of COVID -19 pandemic in China, Sri Lankan Buddhist groups have led faith communities across Sri Lanka in a united show of solidarity with China. Near the ancient city of Kandy, Buddhists gathered at the Nelligala International Buddhist Centre, and performed a 'pirith' chanting ceremony, the traditional practice of reciting scriptures as a protection against misfortune or peril. The practitioners were invited by the Sri Lanka-China Buddhist Friendship Association (SLCBFA) to invoke blessings for the government and people of China (Lewis, 2020).

## **Tourism**

In 2017, around 200,000 Chinese tourists visited Sri Lanka. It was the second highest tourism source to Sri Lanka after India. China accounted 265,965 tourists, a share of 11.3 % of tourist arrival in 2018 and remained as second highest. However, due to the Easter Sunday attack, visiting of Chinese tourists' to Sri Lanka have dropped to 167,863 and China placed third in the total tourist to Sri Lanka (Silva, 2020).

Sri Lankan delegation has participated in the Beijing International Tourism Expo (BITE) 2019 which was sponsored by the Beijing Culture & Tourism Administration. Sri Lankan Minister of Tourism had graced the occasion as a special guest. China has over 150 million outbound tourists, increasing 14% year-on-year (Sri Lanka launches major tourism drive in China, 2019). Government of Sri Lanka is seeking the possibility to offer visa for Chinese tourists on free of charge in order to attract more Chinese tourists to the country. In parallel with the BITE, high profile Sri Lankan delegation has undertaken a special visit to the Yunnan College of Tourism in Kunming, China. The main objective of this visit was to strengthen the ties on tourism in both countries. As an outcome of this visit, the Yunnan College of Tourism has given the opportunity for Chinese speaking tour guides of Sri Lanka to participate in their Chinese speaking Elite Tour Guides Training Programme, titled as 'Sino-ASEAN Tourism Personnel Education & Training Base'. It is noteworthy to mention that Sri Lanka Tourism had managed to secure the award for the 'Best

Organization' at the Beijing International Tourism Expo (BITE) 2019 (Sri Lanka launches major tourism drive in China, 2019).

## Conclusion

Sri Lanka-China relationships have evolved through Buddhism, trade, tourism and aid to more strategic ties. In 21<sup>st</sup> century bilateral relationship have been defined by the dynamics of geopolitical factors. In this context, China- Sri Lanka relationship has shifted from basic to strategic partnership. Hence, both countries have become closer than ever before. Apart from the economical assistants and aids, China had always stood with Sri Lanka in global forums during the civil war and immediate post-war period was based on a shared understanding of certain basic norms of international relations, such as non-interference in the internal affairs of states. China has been and will be an indispensable partner in Sri Lanka's economic development, as well as a dependable friend to Sri Lanka on the global forum.

Both countries need to overcome the obstacle and hurdles against the partnership. Western scholars' originated concept such as "String of pearls", "China's Debt Book Policy" and "Sri Lanka Module of Chinese Investment" are appeared as barriers to the enduring friendships. These misconceptions are based on the misinterpretations. A reports has highlighted that "one significance part of the Sri Lanka and China economic relations has not captured the spotlight; the fast growing trade relations between two countries during the last decade or so, similar to other countries' relation with China"(Moramudali, 2019).

Disadvantageous speculations are evoking in India against the China- Sri Lanka partnership. India is the regional power. Sri Lanka strategically located very close to the regional power, "this locational determinism has been a major factor in shaping Sri Lanka's security perceptions and pattern of external relation"(Kabir, 1996). There is a huge asymmetry in size, population and power between India and Sri Lanka. It caused justifiable fear about India on policy makers, strategic community as well as among the general public in Sri Lanka. Bitter experiences (N' number of South Indian invasions) from long history of Sri Lanka-India, and also post-independence experiences especially the violation of Sri Lanka Air Space by Indian Air Force in 1987 in order to stop Sri Lanka's military operation against Tamil Terrorists in Jaffna. That arbitrary act caused to an extended civil war for another 20 years which accounted thousands of lives, properties and, sluggish the Sri Lanka's overall development.

In view of above, it's natural that Indian and West suspicion on Sri

Lanka tilt towards China as counter poised against India. But harsh reality is this tilt totally based on the hunger on developments. As a small country with limited natural resources, comparably large increasing population of Sri Lanka cannot sustain without external supports. Hence, the best option is China since India too struggling with numerous domestic issues.

However, it is quite clear that huge asymmetry between Sri Lanka and India cannot reduce through the bilateral relationship with China or any other Indian adversary. This should be understood by the both Indian and Sri Lankan leaders. Further, India will supersede China's population by 2030 and would become the world number one in terms of population (Ritchie, 2019). Hence, India is not in a position to feed and take burden of another 22 million of people in near future. That means, phobia on the Indian occupation of Sri Lanka is not real in this juncture or near future.

On the other hand, Sri Lanka should keep it in mind that India has 60 million Tamils and world second largest Muslim population whereas both Tamils and Muslims are minority in Sri Lanka. India had already played with Tamil minority in order to counter Sri Lanka westward foreign policy during 1980-1990. Next may be the Muslim minority to counter Sri Lanka tilt towards China if not handle bilateral relationship with China is handled in tactfully.

Former Indian National Security Advisor Shiv Shankar Menon, has written in his book 'Choices' Sri Lanka as an aircraft carrier in terms of India's strategic security (Colombage, 2020). It signalled to Sri Lanka if any Indian adversary has gained the foothold in island that imminent threat to the Indian national security. Hence, India has naturally concerned on Sri Lanka- China bilateral relationship. Fortunately, present government has clearly understood this situation as described by the Additional Secretary to the President Admiral Prof. Colombage 'as far as security is concerned, our priority is India. For economic aspects, we are open (Colombage, 2020).

Moreover, the Government of Sri Lanka has to address the aspirations of the people, and their willingness to develop. Each development project in Sri Lanka cannot be offered to India in practical. On the other hand, India is not in a position to undertake whatever the projects are offered by Sri Lanka whether those in strategic or economical in nature since India too is struggling with numbers of domestic challenges.

Further, many think tankers and strategic community are highlighting that the competition between India and China for power and resources would be increased near future. Hence, Sri Lanka should not get caught

to this great power competition at all. It is obvious that, Sri Lanka does not have expansionist territorial ambitions or does not try to project military power abroad. Hence, the option is opened to Sri Lanka for rise as 'Economic Power' whilst taking the advantage of big power competition between China and India as done by the Japan, Singapore and West Germany during the period of Cold War. For that, the foundation has already laid down as both countries are the major trading partners of the Sri Lanka.

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# PROSPECTS OF IMPROVING CIVIL-MILITARY INTEGRATION TO ADDRESS MARITIME DRUG TRAFFICKING IN SRI LANKA



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*Centrality of its location in East West sea lanes has placed Sri Lanka in both advantageous and disadvantageous positions in the context of national security. Though Sri Lanka does not have an immediate threat for her national security in the form of a traditional way, expansions in non-traditional security issues cannot be ruled out easily. Drug trafficking has become one of the serious non-traditional security threats and the existence of the issue is so complex that military alone cannot address it effectively. Therefore, the researcher examined and explored the problem of identifying lapses in civil- military integration in countering drug trafficking and has brought out certain recommendations to enhance such integration. Since this issue mostly encompasses the society, the survey method has been used and experts in both military and civil sector in maritime security as well as drugs and narcotics fields have been interviewed to gather primary data. The qualitative approach facilitated the researcher to better analyse their opinions and subsequently test and compare their validity with available literature such as drug apprehension reports, journals and articles. It was revealed that the level of integration between civil and military is in very lower level in this context. Thus, understanding the gaps between civil and military and their abilities at having effective counter drug mechanisms would benefit society as it is able to have a peaceful, uncorrupted and secure environment. Certainly, this healthy integration would not only be applicable for a drug trafficking scenario, but also to have better counter actions for other non-traditional security issues as well.*

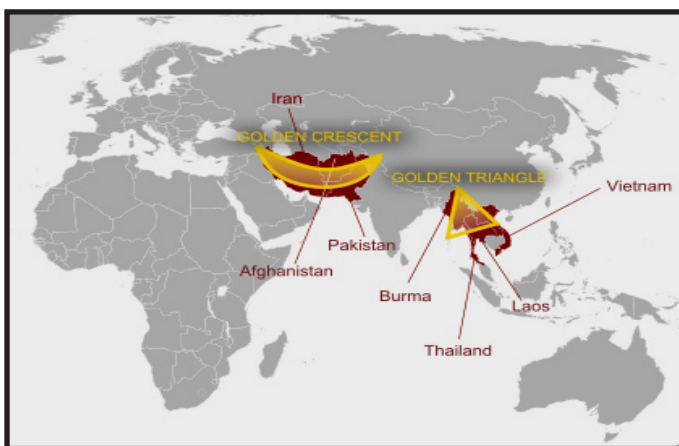
## Introduction

Ensuring 'maritime security' of a country does not only allow a stable and peaceful socio-political background in a country, but also a better foundation for the maritime industries to foster sustained productivity. Even though Sri Lanka does not have an immediate threat for its sovereignty and territorial integrity by means of maritime terrorism, it is of utmost importance that we understand the non-traditional security threats which may emerge as transnational crimes due to the strategic location of Sri Lanka in the Indian Ocean. Due to the centrality of its location, Sri Lanka continues to be utilized as a transit point for drug trafficking through the East- west sea lanes (Senaratne, 2015). Certainly, 'Maritime drug trafficking' stands among top positions in the list of non-traditional security threats and recent drug apprehension incidents indicate how serious this issue is.



Undoubtedly, these illegal and immoral activities like drugs and narcotics cause numerous social, cultural, political, and financial and security issues in the country. Along with the trade of illicit drugs, other illegal activities such as money laundering, terrorism, human smuggling become widespread not only within a single country, but in the region. The United Nations Office on Drugs and Crime (UNODC) terms this route as the 'Southern Route' and it involves the movement of drugs by sea across the Indian Ocean from the Makran Coast to East Africa and the key attraction of the southern route for drug trafficking is the lack of enforcement capacity on the high seas (Cole, 2014).

On the other hand, being a littoral State, the involvement of local fishermen in maritime drug trafficking cannot be easily ruled out. Proper security measures in the entry and exit points to the country are vitally important in controlling the issue of maritime drug trafficking. According to the annual report published by the Fishery Department, Sri Lanka consists of a fishing fleet having more than 50,000 boats. It includes more than 4000 multi-day fishing trawlers capable of operating from 22 fishery harbours around the country. In addition, there are approximately 70 identified fishing vessels landing sites around Sri Lanka. When comparing the strength of the Sri Lanka Navy fleet with the number of fishing fleet and their entry/exit points, it is noteworthy to understand that military alone cannot address the issue effectively. In order to have an effective, efficient and reliable solution for the issue, the cooperation and coordination between military, public and law enforcement entities in the country are of vital importance. The concept of 'Civil-Military Integration' is comprehensively being used by many countries to address their numerous challenges. Even though it is being widely used in situations such as disaster management and nation building in Sri Lanka, such integration is observed to be very low in the context of controlling maritime drug trafficking in the country.



**Figure 1: Golden Crescent and Golden Triangle**

**Source: The Journal 'Maritime Executive'**

## Drug Trafficking Scenario in Sri Lanka

Continuous drug apprehension incidents in littorals of Sri Lanka during past few years indicate that Sri Lanka can no longer considered to be as a soft transit point for drugs. As per the annual report of the International Narcotics Control Board (INCB), Cannabis and Heroin are listed as major drugs, transiting through Sri Lanka via East-West sea lanes (United Nations, 2017). The Sri Lankan government with the association of other entities has taken numerous measures to control the drug trafficking in Sri Lanka in various capacities. For example, Sri Lanka Police Narcotics Bureau (PNB) was introduced in order to strengthen the law enforcement process thus expecting to curtail the spread of illicit drugs in the country (Senaratne, 2015). Further, the Sri Lanka Coast Guard has been vested with powers through its act no.41 of 2009 to act as the main entity of maritime law enforcement.

Despite numerous counteractions taken by the government, unremitting drugs apprehension incidents in littorals of Sri Lanka indicate that the issue has not been addressed effectively. Since the issue encompasses non-traditional security issues and subsequently the national security of the country, the focus should go beyond military measures and preferably be a combination of both military and non-military bodies. Therefore, it is significant to study ways of integrating military with non-military stake holders in possible directions such as better surveillance off the seas, real time intelligence sharing, training on equipment and technology in order to address the issue in a broad spectrum.

The drug trafficking scenario in Sri Lanka is mainly attributed to several internal and external factors. The strategic but vulnerable location in the center of the Indian Ocean having close proximity to the 'Golden Triangle' and 'Golden Crescent' is one of the key external factors which cannot be ruled out easily. The Golden Crescent in Asia comprises of Pakistan, Afghanistan and Iran and the Golden Triangle comprises of Laos, Myanmar, Thailand and Vietnam. These two regions are considered as global hubs for heroin as well as related opiate production and trafficking and Sri Lanka continues to be utilized as a transit point for drug smuggling from the 'Golden Triangle' and the 'Golden Crescent'.

The phenomenon of illicit drug trade, drug circulation and drug addiction is not new to the country, however it has reached a level which the government cannot simply neglect. Not only for Sri Lanka, it has also become a serious issue for regional as well as extra regional countries despite numerous counter mechanisms. In the Sri Lankan scenario, it is not only identified as a serious social and health issue but also a huge challenge to national security due to the wide range of criminal activities related to drugs.

Scholars have defined the term 'national security' in numerous ways under many perspectives. According to Bigio and Vogelstein(2019), national security



encompasses not only traditional threats, such as organized crime and terrorism, but also threats to economic stability, public health, and impact towards the way of life. This was further proven by an Indian academician Pareli(2008) listing a few major components of national security such as food security, demographic security, geostrategic security, military security, economic security, disaster security, resource security, health security, cyber security and ethnic security. Therefore, it is imperative to understand the impact of drug related issues on these elements to identify the real threat to national security of the country. As per the records available in the National Dangerous Drug Control Board (NDDCB, 2017), 1762 crime incidents were reported after illicit drug use and those were related to grave and minor crimes. In addition, drug rehabilitation programs incur a financial loss of Rs. 77,182.39 per month for a single drug patient which creates a huge impact on the economy of the country (Dorabawila, 2015).

It is usually argued that some of the results of 'the production, trafficking and consumption of narcotic drugs are to "undermine national institutions, weaken government authorities, encourage corruption and contribute to political instability"' (Mansfield and Whetton, 1996). While accepting this view, it can be argued that the reverse can also be true. That is, corruption, political instability and a weakened state can be a cause for production, trafficking and consumption of narcotic drugs as well. Even the experiences of Afghanistan and Myanmar would support this view. Thus, it is clear that this is a vicious circle.

## **Maritime Security Concerns in Sri Lanka**

The bitter lessons learnt by Sri Lankans from its irregular warfare over three decades certainly opened the forum to think differently to face future challenges. As an island nation largely depending on the sea, the importance of maritime security towards achieving its national objectives cannot be easily ruled out. Ensuring maritime security by preventing unlawful elements use our oceans in the present scenario will have a significant influence on the future generation too.

Bueger (2015) states that maritime security is strongly related to four concepts; national security, marine environment, economic development and human security which are interconnected with each other like a matrix. Most importantly, he has pointed out that 'Drug trafficking' has close relationships with human security and economic development.

### **A. Maritime Domain Awareness (MDA)**

Maritime domain awareness is predominantly a security matter which encompasses all maritime related activities. Scholars have defined it in many ways and most commonly it is defined as 'effective understanding of anything related to the maritime domain that could influence the safety, security, economy and environment'. Further, it describes that the purpose of MDA is to facilitate

the commander's ability to make informed, timely and accurate decisions in support of the full range of military operations (Mackinnon et al., 2009).

The concept of Maritime Domain Awareness is not a very old phenomenon even for modern countries. Therefore, countries such as Sri Lanka are not widely using this concept in order to address maritime security challenges in present context. However, Sri Lanka Coast Guard is in the process of enhancing MDA by strengthening relationships with private stake holders and regional Coast Guards. Since Sri Lankan Coast Guard possesses law enforcement authority, it has better opportunities to reach the community through better coordination and cooperation.

Though most navies had not paid much attention to 'Maritime Domain Awareness' in the past, it must be addressed much broadly in present day scenario due to its complexity and diversity. The sea borne attack on Mumbai in year 2009 is the best example for difficulty in implementing proper MDA and it was a clear eye opener for all maritime nations how terrorists managed to use routine fishing boats for their missions without getting detected. However, the Government of India has taken a number of steps to strengthen their boarder security just after this incident and those steps were published in the article released by the Press Information Bureau of the Ministry of Defence, on the topic of 'Initiative to Strengthen Coastal Security' (Indian Navy, 2015). According to that, the Indian Navy and Coast Guard have conducted many regular exercises with the participation of other state agencies and it was able to enhance the inter-agency coordination, between nearly 15 national and state agencies. In the year 2014 alone, the Indian Navy and Coast Guard have conducted many awareness campaigns for fishermen in the West border and their cooperation was considered as 'eyes' and 'ears' for defence forces and they were indispensable for national security in the country.

## **B. Intelligence and surveillance operations**

Due to its emerging strategic environment in the Indian Ocean Region (IOR), Sri Lanka is under numerous non-traditional security threats which need to be addressed in a comprehensive manner. However, at the moment, Sri Lanka does not contain with any MDA systems and it does several surveillance operations in coordination with Sri Lanka Air Force. Yet, several methods such as human intelligence, coastal observation points (radar stations) and maritime patrols are being conducted by the Sri Lanka Navy at present in order to monitor and prevent illegal maritime activities in littorals of Sri Lanka.

## **C. Role of the fishermen in MDA**

According to the statistics published in the official website of the Fisheries and Ministry of Fisheries and Aquatic Resources (2018), Sri Lanka is comprised with a larger fishing fleet with 32,025 motorized boats including 4,447 boats

which are being engaged in fishing offshore. In addition, there are 21,963 non-motorized boats which are operating in marine fishing. Further, the fisheries sector of Sri Lanka accounts for more than 1.8% of its national GDP. Therefore, fishing operation activities play a major role in this island nation which needs to address it in a very sensitive manner (Ministry of Fisheries and Aquatic Resources, 2018). Most of the scholars believe that the supply reduction strategies through narcotic drug law enforcement are totally inadequate in Sri Lanka. Only 2.7% of the total supply of heroin is detected. Besides only about 54% of the heroin detections are at the point of entry and the rest in the course of domestic distribution and or consumption. Sarvananthan (1999) argues that being an island state, it should be relatively easier to cut off supplies at the point of entry itself. However, he believes that the lack of effective maritime domain awareness has hampered detection of sea-borne heroin smuggling. Yet, present day role of the Sri Lanka Navy with its limited number of large vessels in addressing the issue is undoubtedly commendable.

### **Civil Military Cooperation and Countering Drug Trafficking**

There are numerous tasks and responsibilities that the military has to carry out which are not exactly in the conventional nature of a military. Those situations put more emphasis on civil-military cooperation.

In order to understand the present day relationship between civil and military in countering drugs, primary data was collected by interviewing experts in the maritime security sector as well as in the fields of drugs and narcotics, representing both civil and military in Sri Lanka. Interview questions were based on four research questions so as to identify national security implications of maritime drug trafficking, identifying civil and military stake holders responsible for addressing the issue and finally identifying challenges and opportunities for having effective civil-military integration. When making recommendations, special emphasis was given to the joint civil-military doctrine of NATO and the Coastal Watch System of the Philippines, in addition to the points mentioned by interviewees.

The level of cooperation and integration efforts have been amply highlighted by the interviewees and it is important to note that 90% of interviewees were of the opinion that the level of integration is not at a satisfactory level and highlighted the fact of pursuing personal targets rather than having a common objective and mentioned it as huge barrier in making effective counter mechanisms. It is found that the variable; 'Countering maritime drug trafficking in Sri Lanka' is depending on many other variables such as Maritime Domain Awareness, information sharing, resources. Further, it is found that the 'Civil-Military integration' do have significant bearing on these variables. Moreover, it is identified that 'Civil-Military integration' also depending on many other independent variables such as relationship gap, resource sharing, legal

constraints, awareness programmes, and central coordination.

Interviewees are mostly concerned about the government level mechanisms that are being used to integrate military and civil in order to address maritime drug trafficking. Political will, establishment of Presidential Task Force for drug control and proposal for a Joint Task Force are some of the government-level mechanisms those are mentioned by the interviewees.

With all these evidences and statements it is clear that military alone cannot address the issue effectively and that there must be a coordinated mechanism between civil and military with the intervention of the Government.

### **A. Allied Joint Doctrine for Civil-Military Cooperation**

As one of the military facilitators, the North Atlantic Treaty Organization (NATO) has identified a comprehensive approach for the civil military cooperation and produced it as a doctrine. This permits the military to reach their desired objectives by coordinating, harmonizing, synchronizing and de-conflicting the activities with civil actors, consequently linking military manoeuvres with political objectives (Lavallee, 2010). Initially, it has identified the evolving strategic environment and incorporated threats and implications for military objectives. Therefore, several principles for the Civil-Military cooperative mechanism have been identified below.

- Understand the environment.
- Understand the objectives of the civil and military actors.
- Gain trust and respect.
- Integrated planning.
- Effective communication.
- Operate within the law.

### **B. The Coast Watch System of the Philippines**

The Philippines, an archipelago state in South East Asia has been under threat of many non-traditional security issues due to its vulnerable location. In order to address the issue, the Philippine Government with the assistance of Australia and US has initiated a new concept titled 'Coast Watch System (CWS)' which was conceptualized in year 2006. Its vision is to promote synergy and collaboration among actors while managing resources to achieve common objective. With the idea of having effective and efficient counter mechanisms, a few key functions such as developing a common operating picture, collecting, consolidating and integrating all data relevant to maritime security, providing real time information among all stake holders, were taken care of by the National Defence Research Institute of the Philippines (Rabasa and Chalk, 2012). The whole system was coordinated by the Maritime Research

Information Center and presently the Philippines is in the process of developing a maritime group that will be responsible for law enforcement procedures. This MDA mechanism also specifically counters non-traditional security issues such as maritime drug trafficking, having an effective collaboration between MDA centers belonging to military and non-military sectors of the country.

## **Conclusion and Recommendations**

The primary objective of this study was to identify the prospects of enhancing Civil-Military integration which can be a positive influence on maritime drug trafficking within the Sri Lankan context. Scholarly articles, journals and reports taken from various institutions comprise secondary data and special emphasis was given to joint Civil-Military Doctrine of NATO and the Coastal Watch System of the Philippines.

The dynamic, complex and unorthodox environment of a problem in this nature requires a comprehensive approach with a common sense of purpose, shared understanding, effective collaboration and appropriate resourcing among both civil and military stake holders under one central authority. Identifying each other's working environments, their strengths and weaknesses and their responsibilities would ensure the reaching of this common goal in time. Following are the recommendations of this study.

- i. To have a government sponsored central authority to carry out effective coordination among all the stake holders including national and international actors in every activity related to counter maritime drug trafficking.
- ii. In order to have a comprehensive joint approach for the issue, developing a policy plan containing the following aspects is recommended;
  - (1) To create the understanding and clear perception that particular threat is a common enemy and they are all working towards a common objective appreciating their own areas of responsibilities.
  - (2) To conduct campaigns, awareness programmes, common forums, joint exercises with the purpose of building confidence, respect, trust and mutual understanding among all stake holders.
  - (3) To encourage practical cooperation among all stake holders at all levels such as integrated planning efforts and conducting joint operations.
  - (4) To have a national level mechanism to gather, process and disseminate all pertinent information and intelligence at an appropriate time with relevant stake holders.
  - (5) To facilitate access to technology and resources in both civil and military when necessary.
- iii. To re-define the legal powers entrusted on military as well as the Sri

Lanka Coast Guard, in order to have speedy and transparent legal actions.

iv. To implement a 'Ship Rider Agreement' to facilitate civilian authorities to have better understanding and access to maritime security concerns of the country.

v. To provide opportunities for military to participate in civil forums Discussions like SARICS (South Asian Regional Intelligence sharing Council) and SRP (Southern Route Partnership).

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## INTRODUCTION OF EFFICIENT INVENTORY CONTROL MECHANISM FOR PHARMACEUTICALS OF SLN



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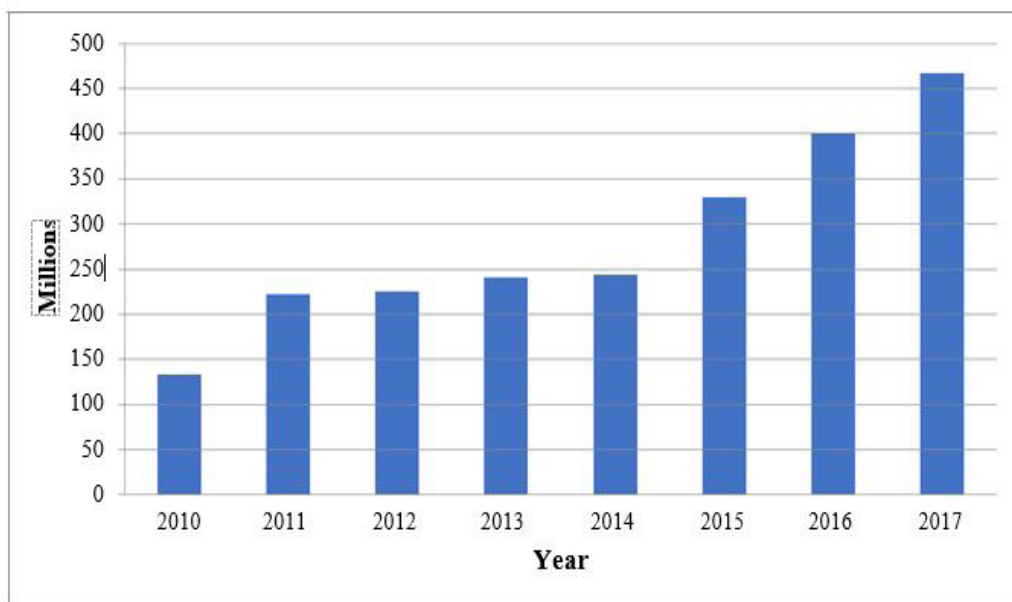
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*A significant challenge face by the Sri Lanka Navy (SLN) medical service is continuous increase of expenditure associated with its pharmaceutical stock. Navy health budget provision has increased by more than 200 percent for purchase of pharmaceuticals in compare to years 2010 and 2016. Despite these facts, occasionally there are evidences that naval patients suffer from non-availability of prescribed pharmaceuticals or delay in receiving their pharmaceuticals. On the other hand, present navy carder of more than 48,000 active members with their immediate family members and annual growth of retired naval personnel alarms high demand for pharmaceuticals and it will rise steeply day by day. Therefore, this highlights the significant of introducing a scientific inventory control mechanism to the Central Medical Stores (CMS) of SLN to save public money and enhance clinical efficiency. This study has identified excessive amount of some pharmaceuticals held by CMS owing to emphasis on equal attention for all pharmaceuticals. Eventually, it generates lack of space, more work load and freeze large amount of public money unnecessarily for non-critical drugs. Therefore, this study suggests to implement combination of ABC and VED matrix as best inventory control mechanism in order to identify most vulnerable and clinically important drugs. Moreover, by implementing ABC-VED matrix, logisticians and medical administrators will be able to maintain stocks in more economical way without harming clinical capability and saving public money.*

### Introduction

Government of Sri Lanka has spent approximately Rs.16,300.00 as health expenditure per person in year 2016 under recurrent expenditure (including medical staff salaries) and found that approximately 35 percent of that expenditure was spent on buying materials and supplies including medicines (Amarasinghe et al, 2018). When these figures relate with previous year of national health budget, it revealed that four percent increase of health expenditure.





**Figure 1: Sri Lanka Navy Annual Health Service Budget from 2010 to 2017**

**Source: Sri Lanka Navy Budget Department, 2015**

As a consequence, these high fluctuations and increase of health budget highlight the requirement of effective and efficient management of medical inventory in SLN with necessity of close supervision of important drugs, priority settings on purchase and prevention of pilferage and expiry of drugs.

The aim of inventory management is to hold inventories at the lowest possible cost, given the objectives to ensure uninterrupted supplies for ongoing operations. West (2009) defines inventory management as continuing process of planning, organising and controlling inventory that aims at minimising the investment in inventory while balancing supply and demand. When it is applicable to hospital sector, the goal of the hospital inventory system is to ensure that, there is adequate stock of the required items so that an uninterrupted supply of all essential items is maintained (Doshi et al., 2007). This process usually involves controlling the transfer of items in order to prevent inventory from excess or stockout level that could place the operation of the organisation into risk.

### **The Central Medical Stores of the Sri Lanka Navy**

The quality of care in hospitals is sensitive to the timely availability of drugs and medical equipment. In that scene, Central Medical Stores (CMS) of SLN performs a vital role by purchasing, storing and distributing drugs medical accessories and equipment where it requires by keeping naval persons physically and mentally fit for duties. Besides, CMS of SLN is one of the most extensively used and one of the few areas where large amount of money is spent on purchases

on a recurrent basis. The goal of CMS is to ensure that there is adequate stock of required pharmaceuticals so that an uninterrupted supply of all essential items is maintained.

Despite these facts, occasionally there are evidences that naval patients suffer from non-availability of prescribed pharmaceuticals or delay in receiving their pharmaceuticals, even though SLN budget allocation has increased more than 200 percent compare to years 2010 with 2016 as per above figure 1. On the other hand, present navy carder of more than 48,000 active members with their immediate family members and annually growth of retired naval persons alarm high demand for pharmaceuticals which will rise steeply and continuously.

Various research studies have found that sound hospital inventory control measures for expensive drugs have resulted in 20 percent of savings (Gopalakrishnan and Sundaresan, 1985). Therefore, there is no denying that storing pharmaceuticals and supplies can be expensive and tie up a lot of money in freeze. Besides, Gill, Biger and Mathur (2010) argue that excess inventory is an additional liability as-it uses valuable storage space and increases inventory costs.

Therefore, the medical administrators must establish efficient inventory control policies for regular operating conditions that ensure clinical ability to meet emergency demand conditions (Duclos, 1993). Thus, it recognises the significance of introducing a scientific inventory control mechanism to CMS of SLN. Eventually, it emphasises the need for planning, designing and organising the medical stores in such a manner that result in cost saving and clinical efficiency.

## **Present Stock Management System**

At present procurement staff place orders on 'fixed time period' model for all pharmaceuticals and pay attention on equal basis for all drugs. This has led to keep unnecessary consignment of pharmaceuticals in stocks due to equal focus. As a consequence, CMS holds excessive amount of some pharmaceuticals stock.

When discussed about fixed time period ordering method, CMS forwards next year annual requirements to the government Medical Supplies Division (MSD) on month of November and collects pharmaceuticals on months of January and February in next year. Then pharmaceuticals which are not available in MSD and branded pharmaceuticals are purchased through registered vendors by competitive tender calls. Usually this type of tender call is carried out on annual basis for non-fast-moving drugs and half yearly for fast moving drugs.

Therefore, tenders are called in mid of October for annual pharmaceutical requirement. Half yearly tenders are called in April and October. Moreover, CMS has authorised to purchase pharmaceuticals worth of three million per month from State Pharmaceutical Corporation (SPC) outlets situated in Colombo 07

and Colombo 01 on credit basis without tender calling.

Considering all these factors, medical administrators prepare annual pharmaceutical requirement based on past consumption pattern. They collect requirement of next year pharmaceuticals forecast from all naval hospitals. Then considering requirements and past year's consumption pattern they prepared annual pharmaceutical requirement by adding additionally 15-20 percent as safety stock to face delay in tenders and supplying of goods.

## Literature Review

The study of consumption pattern of pharmaceuticals helps in designing appropriate inventory control measures. For that ABC analysis is an imperative tool used worldwide in identifying items that need greater attention for control (Brown, 1977). ABC analysis is popularly known as 'Always Better Control'. It is a very useful approach to material management based on Pareto's principle of 'Vital few and trivial many' (Gupta et al., 2007).

According to the ABC theory, 10 percent of items consume about 70 percent of expenditure called as category 'A'. The next 20 percent of items consume 20 percent of financial resources called as category 'B' and category 'C' is the remaining 70 percent items account for 10 percent of expenditure. The limitation of ABC analysis is that it based only on monetary value and rate of consumption of units.

Sometimes, particularly in a medical sector, an item of low monetary value, but consumption may be very vital or even lifesaving. Therefore, importance of drugs cannot be overlooked simply because items do not appear in category A of inventory. Therefore, another parameter needs for better evaluation of pharmaceuticals. This could be in item of the therapeutic value of a drug in achieving the objectives of the hospital sector (Doshi et al., 2007).

In order to add therapeutic value of pharmaceutical, best mechanism is to introduce VED analysis (Santhi and Karthikeyan, 2016). VED analysis is based on the criticality of an item as follows;

- a. Category V (Vital): pharmaceuticals which are critically needed as lifesaving and must be available at all times at hospital.
- b. Category E (Essential): pharmaceuticals which having lesser criticality needs and may be kept available on stock (not required to maintain large quantity).
- c. Category D (Desirable): pharmaceuticals which having lowest critically and shortage is not threat to the health of the patient. Therefore, these items could be purchased from outside as requirement arises.

Combining these two methods (ABC-VED matrix), medical administrators

can identify most vulnerable and fast-moving drugs (Gupta et al., 2007). Then they can furnish more priority on vital pharmaceuticals and can be maintained stocks in more economical order without harming the clinical capability.

The concept of an Economic Order Quantity (EOQ) was developed by Ford and Harris in 1913 (Harris, 1990) and based in the logic of order quantity that minimize the total inventory, holding cost and ordering costs. It determines the order quantity that meets customer service level while maintaining total holding costs. That mean if the size of the order increases, the stock increases and the frequency of deliveries and setup are reduced. Therefore, the larger the order size, the lower the cost of order due to gains in scale. Conversely, the cost of stock is related to the money invested in stock and thus the greater the amount of stock, greater is the cost (Hopp and Spearman, 2000).

### **Proposed Mechanism to Introduce Inventory Control Mechanism for CMS**

In order to implement ABC-VED analysis in CMS, initially needs to categorise all pharmaceuticals in ABC analysis as follows;

- a. Collect previous year consumption of all pharmaceuticals and calculate each item's annual expenditure by multiplying unit cost with annual consumption.
- b. Arrange annual expenditure of each item in descending order and calculate cumulative cost of pharmaceuticals. Then arrange the cumulative percentage of expenditure as well as cumulative percentage of number of Pharmaceuticals.
- c. Then need to classify pharmaceuticals into three categories namely A, B and C based on the cumulative cost percentages of 70, 20 and 10 respectively.

Then needs to categorise past consumption pharmaceuticals in to VED analysis. So that entails to appoint board with medical officers and hospital administrators to categorise pharmaceuticals on therapeutic value of a drug and need categories into V, E and D as discussed in earlier.

Subsequently, prepare nine subgroups of pharmaceuticals belong to AV, AE, AD, BV, BE, BD, CV, CE and CD. Here, first alphabet represents the drugs belong to ABC analysis and second alphabet represents the drugs belong to VED analysis. Eventually, to find out ABC-VED matrix, needs to categorise above findings in to groups of I, II and III based on pharmaceutical subgroups as follows;

- a. Group I: belongs to subgroups of AV, AE, AD, BV and CV.
- b. Group II: belongs to subgroups of BE, CE and BD.
- c. Group III: only subgroup of CD.

Once CMS prepared pharmaceuticals as per ABC-VED analysis, it is suggested

to implement comprehensive study with logistics officers and medical administrators to calculate economic order quantity for Group I pharmaceuticals considering factors like consumption pattern, lead time, safety stock, maximum level and minimum level in order to decide order quantity. Hence following strict control mechanism needs to introduce with assistance of logistics officers;

- a. Group I. Need close monitoring mechanism with hospital administrators. Ideal to introduce two bin inventory method. Need to introduce economic order quantity on continue basis.
- b. Group II. Need moderate monitoring mechanism with hospital administrators. Need to introduce economic order quantity on fixed time period basis (quarterly or half yearly).
- c. Group III. No need close monitoring system. Able to introduce economic order quantity on fixed time period as annual basis. If shortage occurred, it is able to purchase through the SPC outlets directly.

By introducing this mechanism, the CMS will be able to furnish more priority on AV, AE, AD, BV and CV categories of pharmaceuticals rather than focusing all. Then ordinary pharmaceuticals like CD category can be purchased directly through SPC outlets. As a consequence, the CMS add is able to save large space inside the warehouse and able to reduce unnecessary freeze of money. Ultimately it directs to save a reasonable portion of public money.

## Conclusion

Central Medical Stores of Sri Lanka Navy performs a vital role by purchasing, storing and distributing pharmaceuticals where it requires to keep naval persons physically and mentally fit for duties. In order to assist that goal Sri Lanka Navy health budget provision has already been doubled within less than five years in comparison two years 2010 and 2016. Even though navy allocate large amount of money, there are evidences that naval patients suffer from non-availability of prescribed pharmaceuticals or delay on receiving their pharmaceuticals.

Therefore, this highlights Significance of introducing a scientific inventory control mechanism to the Central Medical Stores of SLN to save public money and enhance clinical efficiency. In the study, it is evident that the CMS hold excessive amount of some pharmaceuticals owing to emphasis on equal attention for all pharmaceuticals. Eventually, it generates lack of space, more work load and freeze of large amount of public money unnecessarily for non-critical drugs.

Therefore, this study suggests to implement combination of ABC and VED analysis as inventory control mechanism as it assists to identify most vulnerable and clinically important drugs. Then the CMS will be able to furnish more priority on vulnerable pharmaceuticals rather than focusing all. Then ordinary pharmaceuticals can be purchased directly through the SPC outlets as necessary.

As a consequence, CMS add is able to save large space inside the warehouse and able to reduce unnecessary freeze of money. Eventually Navy gain more benefits in terms of availability of drugs whilst saving the public money.

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## COMMERCIAL VIABILITY OF HAMBANTOTA INTERNATIONAL PORT



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*Sri Lanka has been in the crossroads of international trade throughout the history due to its strategic location in the Indian Ocean. Also, the country has been considered as a significant player in the Maritime Silk Route. All vessels moving East or West through the Indian Ocean paid a visit to Gokanna(Trincomalee), Mantota(Mannar), Jambukolapatuna (Kankasanthurei), Uratota (Kytes) and Godawaya(between Hambantota and Ambalantota) for trade and logistics. Port in Godawaya was one of the important ports in maritime Silk Route way back as 2<sup>nd</sup> century . It was equipped with the infrastructure to host port operations and collect customs duty systematically. Understanding the marine traffic at present-day, off the Southern coast, the Government of Sri Lanka decided to build an international maritime port in Hambantota.*

### Introduction

The Silk Route was a network of trading routes connected China with South-East Asia, South Asia, Middle East, Africa and Europe via land or through the ocean. Initially, the silk produced in China was transported for trading. Mainly, spices, tea, salt, sugar, ivory, ceramics and jewellery along with many other newly discovered items were traded back in 2<sup>nd</sup> century BCE.

Sri Lanka was regarded as a significant place in the Maritime Silk Route due to its strategic position in the Indian Ocean. 'Godawaya' is an important seaport in maritime Silk Route situated in the southern coast of Sri Lanka close to Hambantota. After 19 centuries, a new port was built by the Sri Lankan government understanding the importance of positioning a port close to the East-West shipping line lies through the Indian Ocean. Construction of the port was commenced in January 2008 under three phases. Phase 1 of the port was opened for operations in November 2010.

Though it is situated close to the East-West main shipping line in the Indian Ocean, Hambantota port has failed to attract vessels passing it. As a result, the expected yield was not generated, mainly due to inadequate commercial activities (Marlow, 2018). Failing to generate income does not give signs of the failure of infrastructure; a vibrant business strategy could change the course of port. Hence, the necessity of formulating a business strategy has emerged to transform the Hambantota port to be commercially viable. Therefore, it is

essential to determine its position and competitiveness among the other ports in the region to formulate the strategy. The internal and external business environments have to be assessed to determine its position. SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis is used in this study to assess the business environment of Hambantota Port. In this review, strengths and weaknesses are considered as elements of the internal environment while opportunities and threats are elements of the external environment. The SWOT analysis can expose strengths, weaknesses, opportunities and threats of Hambantota International Port, where such can be used to develop a vibrant business strategy. It will help Hambantota Port, to transform in to a commercially viable lucrative source of business venture. This study is entirely based on the information obtained from journals, reports and websites.

### **Yesterday and Today of Maritime Silk Route**

Silk Routes were vast networks of ancient trade routes linked East and West over the land and ocean from 2<sup>nd</sup> century BC to facilitate economic, diplomatic, religious and cultural aspects. Silk Road fell over the Central Asia to Europe and Maritime Silk Route lays along Southeast Asia, Sri Lanka, Arabia, Somalia and Egypt to Europe. Maritime Silk Route was initially established and operated by Southeast Asian islanders (Khyade, 2016). A rise in Chinese fleets in the maritime Silk Route was observed during Qin and Han dynasties. Normal commodities, bulk, exotic and luxury commodities were traded. However, silk and spice were major commodities traded (Guan, 2016). Land silk routes were threatened by hazards confronted by trade convoys. China lost control over the land route in the 15<sup>th</sup> Century because of bandits, skirmishes and battles. As a result, the maritime Silk Route became more popular for trade. Although, the land routes were regained back in the 18<sup>th</sup> Century AD; marine routes were preferred by the traders as it was convenient.

German geographer Baron Ferdinand von Richthofen named the trade route over land as Silk Route (die Seidenstrasse) in 1877 (Chin, 2013). The maritime Silk Route was initially called as Silk Road of the sea by a Japanese scholar in 1967. Sri Lanka was regarded as a significant place in the Maritime Silk Route due to its strategic position in the Indian Ocean. The Island has been in the crossroads of past; being situated in the middle of the Indian Ocean, all vessels moving East or West had to visit the island for trade and replenishment of supplies. It has facilitated Sri Lanka to have connections with countries in the Maritime Silk Route. The country has had diplomatic ties with China in the Far East and Roman Empire in the West and the strategically important countries along the routes to East or West. Gokanna (Trincomalee), Mantota (Mannar), Jambukolapatuna (Kankasanthurei), Uratota (Kytes) and Godavaya (between Hambantota and Ambalantota) have been important ports among the others of Sri Lanka in the past (Somadeva, 2009), (Biedermann and Strathern, 2017).



Sri Lanka had exported spices, rice, honey, gems tortoise shells, ivory and elephants and imported goods for consumption as well as transshipment. Among the goods imported were jewellery, horses, silk and cotton, wine, ceramics, glass and semi-precious stones.

Godawaya is an important seaport in the maritime Silk Route in the Southern coast of Sri Lanka between Hambantota and Ambalantota close to the river Walawe estuary. The old inscription found in Godavaya indicates, it was established in the 2<sup>nd</sup> Century BCE (Siriweera, 2014). It was a very important seaport in the maritime silk route. Ships moving in the maritime silk route had stopped at Godawaya. It was equipped with infrastructure to facilitate port operations and claim to be systemic as it was collecting customs duty in an official capacity from the ships' visiting port (Somadeva, 2009). Oldest known shipwreck found in the Indian Ocean off Godavaya, dated back to 1<sup>st</sup> BCE, provides evidence of trade (Gannon, 2014).

Spotlight of world trade aimed towards Asia with the dawn of the 21<sup>st</sup> century. Asia has become the largest economy and the fastest-growing continent in terms of GDP and accounts for 63% of the world (IMF, 2019; Desjardins, 2019). The rise of economies such as China, Japan, India and South Korea has impacted an increased share of the world trade for Asia. The shipping industry has become so vital for the international trade and has facilitated over 80% of world trade.

Oceans of Asia have become busier during the past decade. Maritime trade in Asia has developed dramatically fast and lead in global seaborne trade. Further, intraregional trade has contributed to the growth of Asia. Catering for 60% of the global consumers in Asia has made intraregional trade more effective. The intraregional trade share of the Asian continent has risen 57.3% in 2016, compared to 56.9% in 2015; over 55.9% average during 2010–2015 (ADB, 2017).

Countries of Asia own half of the world fleet in terms of millions of dead-weight tons. Over 90% of shipbuilding work is carried out in China, Japan and South Korea, while 79% of ship scrapping is carried out in South Asian countries of Bangladesh, India and Pakistan. Maritime operations also dominant in Asia and unloaded 61% and loaded 42% of world tonnage is shared (UNCTAD, 2018).

Chinese government long understood the necessity of continuous access to markets in South Asia, South East Asia, Middle East and Europe, to rise as one of the global powers. Hence, in 2013, President of China, Mr. Xi Jinping announced the 'One Belt One Road' (OBOR) initiative which was eventually called as 'Belt Road Initiative' (BRI) that comprises of Silk Road Economic Belt and 21<sup>st</sup> century Maritime Silk Road; economic and political strategy to link China with Eurasia continent including Africa (Aoyama, 2016). 21<sup>st</sup> Century Maritime Silk Route

connects countries along the old sea silk route. Development of shipping, port and other maritime infrastructure is part of the strategy. The BRI aims at opening markets to extract surplus merchandise out of factories in China and also to promote international trade along with consolidating diplomatic relations with the countries willing to exercise in trade. The strategy also promotes economic prosperity, connection and corporation of its stakeholders and rendering world peace and also pushes back the United States 'Pivot to Asia' strategy.

Sri Lanka still holds prominence in the Indian Ocean as in the past due to its strategic location. Major sea route carrying agricultural products, industrial products, food products and energy to East and West. Lies 8 hours diversion from major sea route to Port of Colombo. Port has performed well over the past few years. It has handled approximately 7.05 million twenty-foot equivalent units (TEUs) in 2018 (World Shipping Council, 2019). Around 75% of TEUs are handled by transshipment. Colombo is a natural transshipment hub for the South Asian region. Countries in South Asia have preferred Sri Lanka due to the diversion from the major sea route is less and it helps to reduce the time and cost of transportation. The Port of Colombo managed to secure 24<sup>th</sup> place out of the top 100 ports in the world in terms of volumes handled in 2018 (Informa UK Limited, 2019) and 11<sup>th</sup> place in well-connected ports of the world (Drewry Shipping Consultants Limited, 2019).

### **Hambantota International Port**

Hambantota International Port is located 06 Degrees 07 Minutes and 081 Degrees 06 Minutes East, about 6 km along the coast towards east from Godavaya, Hungama in South of Sri Lanka and 10 Nm (19 km) North of busy East-West shipping lane of Indian Ocean. Around 8 to 10 ships pass Hambantota port every hour and around 200 to 250 ships pass every day (Keppetipola, 2019). The port facilitates container handling, general cargo, Ro-Ro, passenger, bunkering, warehousing, crew change, ship repair, shipbuilding and tax-free industrial zone when construction is over.

The construction was commenced on 15<sup>th</sup> January 2008 (SRI LANKA PORTS AUTHORITY, 2020) with 15% funds from Sri Lankan government and 85% of the funds as a loans from China. It was planned to be constructed under 3 phases. The first phase was completed at a cost of US\$ 361mn in December 2011. It comprised of following;

- a. Two breakwaters;
  - (1) Eastern breakwater - 312m.
  - (2) Western breakwater - 988m.
- b. Excavation harbour basin of 17m deep and harbour mouth 22m.
- c. Dredging 210m wide channel for entrance.

- d. Construction of service berth – 105m in total length.
- e. Construction of general-purpose berth, 600m in length with a capacity of 100,000 DWT.
- f. Construction of oil berth 300m in length with a capacity of 100,000 DWT.
- g. Ancillary buildings and access roads.

Subsequently, the second phase began in 2012 and the constructions were attended at a cost of US\$ 810mn. It comprises of following (Sri Lanka Ports Authority, 2020);

- a. Construction of Multipurpose berth, 838.5m in length with a capacity of 100,000 DWT.
- b. Construction of main container berth, 838.5m in length with a capacity of 100,000 DWT.
- c. Construction of Feeder Container Terminal, 460m in length with a capacity of 20,000 DWT.
- d. Construction of transition berth, 208m in length.
- e. Construction of dolphin type oil berth, 300m in length with a capacity of 100,000 DWT.
- f. Construction of an artificial island with an area of 42.6 Ha.
- g. Increasing the depth of the channel entrance ranging from 16m to 17m.
- h. Construction of cofferdam.
- j. Construction of yards handling facilities and access roads.

Although there is a gradual rise of the number of ships visiting the Hambantota port, the income yield is not sufficient. In fact, the port was incurring losses due to lack of commercial activities. Despite the fact that, sufficient vessels are not visiting the port; the gradual rise of the number of ships visiting implies that building a port at Hambantota is not a waste of resources. Failing to generate income does not give signs of the failure of infrastructure; it is because of the absence of a vibrant business strategy. Ships visited Hambantota port in recent years are depicted below.

Table 1: Annual Arrival of Ships

TYPES OF SHIPS	YEAR						
	2013	2014	2015	2016	2017	2018	2019
Cargo Ships	136	269	278	273	221	260	303
Ships for Repairs	1	0	2	1	3	20	4
Ship Bunkering	0	63	7	0	0	0	1
Other Ships	2	3	8	7	6	10	6
Total	139	335	295	281	230	270	314

Source: Sri Lanka Ports Authority (2020)

Note: Number of ships has been counted excluding 'Vessels other than ships' E.g. Sailing Craft, Naval Vessels, Fishing Trawlers, Barges, Tugs, Yachts, Boats, etc...

As a result, the government announced the intention of leasing Port of Hambantota for 99 years. Many countries and international firms presented their proposals and among them the proposal presented by China was lucrative. In July 2017, the agreement was signed by the Government of Sri Lanka (GoSL) with the government of Chinese companies China Merchants Port Holdings (CMPort), Hambantota International Port Group (HIPG), Hambantota International Port Services Company (HIPS) and Sri Lanka Ports Authority (SLPA). The GoSL Ownes 30% of the stake while Chinese firms hold 70% stake in the joint venture. Chinese firms had invested US\$ 1.12bn to develop Hambantota port and promote logistics services under the memorandum of Understanding (MoU). CMPort led joint venture will have 1235 acres from the port land to set up warehousing yard, dockyard for shipbuilding and repairing yard as the third phase. This area will also consist of an LP gas distribution facility, fertiliser manufacturing facility, vehicle assembling plant, food processing and packaging facility, flour mill, cement grinding, storage-packaging plant and storage-bagging facility. The third phase is expected to be completed by 2023.

In addition, 15 000 acres tax-free special economic zone will be set up with the support of the Chinese government covering areas in Hambantota, Embilipitiya, Matara and Monaragala. However, countries that are willing to invest also have the opportunity to commence business operations. India, Japan and Singapore have expressed their interest in investments

## **Methodology**

This study is conducted based on the secondary data collected from journals, reports and web sites. The secondary data is analysed through SWOT analysis. It is a basic analysis tool utilised to develop strategies based on the capacities and prospectors along with the challenges of an individual or business. This study focuses on unleashing strengths, weaknesses, opportunities and threats of Hambantota Port. These can be used to formulate a business strategy to convert Hambantota Port commercially viable

## **SWOT Analysis**

As stated above, SWOT analysis is a widely used analysis tool used to formulate strategic decisions. Internal and external environment of Hambantota Port is assessed using SWOT analysis. Internal perspectives focus on strengths and weaknesses within the organisation and external perspectives will look at

opportunities and threats. These four elements will be analysed to build full awareness of business when the strategy is developed.

All businesses have different degrees of control from internal and external factors. A business has a minimal degree of control for external factors due to its dynamic and multifaceted nature. Proper planning is essential, unless business may prone to disaster. Conversely, a business has more control over internal factors and comparatively easy to manage.

Once, strengths and weaknesses are revealed, a business can take measures to consolidate in strengths and neutralise or eliminate weaknesses; since, internal factors are comparatively easy to manage. Exploit and capitalise on opportunities, while mitigating or discovering remedies for threats, which have the potential to influence the future of business is also crucial.



Figure 1: SWOT Analysis Diagram  
Source: Zoho Academy(2020)

- Strengths : Resources, Competitive Advantage, Geographic Position, Efficiencies.
- Weaknesses : Limitations, Defects, Inefficiencies.
- Opportunities : Promising conditions for business.
- Threats : Unpromising conditions for business.

Hence, SWOT analysis is utilized to identify and analyse internal and external forces that impact the commercial viability of Hambantota port. This analysis will enable the management to look at the problems faced by the Port and to develop a new business strategy.

**SWOT Matrix For Hambantota International Port**

On completion of extensive study, following is presented as the SWOT of HambantotaPort

**Table 2: SWOT Analysis**

<b>STRENGTHS</b>	<b>WEAKNESSES</b>
<ul style="list-style-type: none"> <li>• Strategic geographical location compared to other ports in the region.</li> <li>• One hour deviation from the main sea line.</li> <li>• Good traffic position.</li> <li>• Management of CMPort.</li> <li>• Transshipment centre.</li> <li>• Special economic zone.</li> <li>• Port services.</li> <li>• Favourable climate.</li> <li>• Highway and airport connectivity.</li> <li>• Natural depth along coastline.</li> <li>• State interest for expansion.</li> </ul>	<ul style="list-style-type: none"> <li>• Low capacity utilization.</li> <li>• Slow business development.</li> <li>• Capital intensity.</li> <li>• Insufficient port infrastructure.</li> <li>• Weak marketing strategy.</li> <li>• Insufficient own resources for investment.</li> <li>• Limited supply of logistics services in port area.</li> <li>• Infrastructure incompatibility.</li> <li>• Size of Sri Lankan economy.</li> </ul>
<b>OPPORTUNITY</b>	<b>THREATS</b>
<ul style="list-style-type: none"> <li>• Emerging Markets.</li> <li>• Containerization of cargo.</li> <li>• Infrastructure flexibility.</li> <li>• Logistics cities surrounding the port.</li> <li>• Benefits BRI strategy.</li> <li>• Regionalization of supply chains.</li> <li>• Eco-footprint philosophy.</li> <li>• New industrial clusters.</li> <li>• Non-allied foreign policy of government.</li> </ul>	<ul style="list-style-type: none"> <li>• Competition from other ports.</li> <li>• Global economic slowdown due to impacts from coronavirus, extreme weather, and terrorism.</li> <li>• Diplomacy in IOR.</li> <li>• Piracy, smuggling and drug trafficking.</li> <li>• Maritime pollution.</li> </ul>

**Source: Author**

## **Discussion**

Constructing a port in Hambantota showed a lot of potentials to attract ships passing the area. But, when the objective was materialised, it has been a failure to meet the initial expectations of the Sri Lankan government; even though, there is a gradual rise of ships visiting Hambantota. However, the generated income was not sufficient and was incurring a loss. As a result, the port was leased to China for 99 years.

A solid business strategy has to be formulated to uplift the performances of



Hambantota Port. A proper evaluation of the internal and external environment of Hambantota port is a timely requirement to formulate a business strategy. Hence, based on the prevailing situations, SWOT analysis was conducted to identify strengths, weaknesses, opportunities and threats of Hambantota port.

Hambantota port is conveniently positioned along the busiest East-West shipping line, lies through the Indian Ocean; is its biggest strength. Port's strategic location has enabled the connectivity among interregional and intraregional ports. Around 8 to 10 ships passing Hambantota port at every hour signifies that, it is located close to a good traffic position. The port is one hour away from the main shipping line, makes it the closest port to the shipping line in the region. CM Port Company Limited took over Hambantota port when GoSL decided to lease it in 2017. The company is a large conglomerate well experienced on port operations and handled 100TEUs in 2017, ranking 5<sup>th</sup> in the world port operations. The capacity of the company is strengthened to Hambantota port and it is more than adequate to convert Hambantota port into a leading port in the region. In addition, developed nations and large firms have expressed their interest in investing in Special Economic Zone in the hinterland. Therefore, Hambantota port can be used to facilitate trade in Special Economic Zone. So far, the port has been able to successfully offer general port services to the shipping lines at a lucrative rate. Favourable climate, natural depth along the coast and state interest for expansion can be considered as major strengths of Hambantota port.

Asia has grown to become the largest economy in the world. New emerging markets in Asia have facilitated intra-regional trade. Simultaneously, the container business has grown rapidly in the region. Hambantota Port can make use of the opportunity and attract these flowing cargos in the Indian Ocean. Further, Hambantota Port should look beyond transshipment of cargo. Multi-country consolidation is another cargo handling system, where

Hambantota port can be focused. Seventy-five per cent of total cargo handled by Sri Lanka is through transshipment. Moreover, Sri Lanka can increase outbound cargo by increasing its domestic production. Colombo port is already an intra-regional port and handles cargo of sub-continent. Hambantota port has the potential to exploit some of the regional cargo heading towards Colombo. In addition, infrastructure flexibility is essential in adapting to new or changed use in port operations. Sri Lanka can get the assistance of HIPG to convert infrastructure to match the changing needs of the shipping industry. Well-connected logistics cities within the country are essential to the best serve ship liners. If logistics services are established in the country, it will further extend an opportunity to capture new shipping companies. BRI has brought a significant portion of Chinese investments to Sri Lanka. Being a part of the BRI network, it allows linking the island's economy to the regional and global



supply chain which facilitates the opportunity of promoting trade and investment. Global climate change has exerted immense pressure on all nations. Thus, countries have begun to invest in green logistics which is an admirable and adaptable for newly established Hambantota port as well. Besides, non-allied foreign policy of the current government can also be used to strengthen the ties amongst all nations and open gates for international trade. Development of trade creates an opportunity to expand the port operations.

Despite, having discussed the strengths and opportunities above, Hambantota port also has few weaknesses that require remedial measure. Low level of attractiveness in the port industry has severely impacted on Hambantota port. Demand-overcapacity mismatch in Hambantota port is another weakness identified in this analysis. In addition, high capital intensity in port infrastructure has made it hard for the government to invest in it. As a result, the absence of basic port infrastructure is another identified weakness. Availing facilities were found inappropriate that hinder effective operations at Hambantota Port. Furthermore, the small economy of Sri Lanka has failed to give the boost required for Hambantota port to emerge strongly as a maritime hub. Moreover, existing marketing strategy of Hambantota Port lacks vibrant competitiveness to emulate with Singapore and UAE ports. As a result, Hambantota port has failed to attract passing ships. However, the PublicPrivate-Partnership by the Sri Lankan government and CM Port Company limited to have the capacity to nullify the weaknesses and develop Hambantota Port.

In addition to the above-mentioned weaknesses, the threats posed by the external environment have made Hambantota Port vulnerable stiff competition. Contraction of the global economy due to terrorism and diseases has negatively impacted the performances of Hambantota Port. As well, piracy, smuggling and drug trafficking are other serious threats encountered by the global maritime industry which require the participation of all nations to counter the threat. All-powerful nations have shown their alliance to Sri Lanka due to geopolitics in the region. Therefore, choosing one party may antagonise others which will create numerous challenges for Sri Lanka.

## **Conclusion**

Hambantota International port was built just 10 nautical miles off from the East-West maritime shipping line lie through the Indian Ocean. Although building a port at Hambantota showed a lot of promises for the country, it has failed to reach the objectives which were based upon constructing it. Yet, there is a slight increment of ship arrivals annually. Failing to generate income does not give signs of the failure of infrastructure; it is because of the absence of a vibrant business strategy. Formulation of a vibrant business strategy could turn to generate profit from the

Hambantota port. Therefore, a business strategy has to be designed with the participation of all stakeholders, who are interested in bringing a change to the Hambantota Port. A proper evaluation of the internal and external environment of the Hambantota port is essential to formulate a business strategy. Thus, from the literature based on the current conditions, SWOT analysis exposed strengths, weaknesses, opportunities and threats of the port. These facts can be utilised to transform the port to a commercially viable lucrative source of business venture by formulating business strategies.

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# SRI LANKA'S NAVAL ROLE BEYOND GUNBOAT DIPLOMACY: NATIONAL AND REGIONAL SECURITY



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*"The Best Ambassador is a Man of War."*

-- Oliver Cromwell

*The foreign policies of the USA and of China appear to be based on aspirations to create a unipolar world, driven by the need to access real but unevenly distributed global resources across fictitious national boundaries defended by force, giving rise to tensions. Sri Lanka straddles important maritime routes, has the world's largest natural harbour and is a unique platform that can function as an entrepôt for capital and expertise flowing into regions of the IORA, SAARC, BIMSTEC and ANTARCTICA. Furthermore, it can serve as a hub for transshipment of commodities, goods and services flowing out of these regions and into the global markets. The functioning of the island as such an entrepôt requires the skillful balancing of global geo-strategic equations, as well as the configuration of regional ones due to the local and international politics.*

## Introduction

Historically, a tendency towards the integration of large areas of territory and their populations under a single perceptual paradigm, generates a single set of operational principles with a concomitant system of technologies and beliefs. Alliances through subterfuge, and subversion, and through forceful subjugation, can be observed. The center of this centrifugal dynamic has been occupied by different structures and states at different times (Ketter, 2004). The movement itself however has been constant, with varying strengths and successes at varying times, with an overall tendency towards increasing success despite strong resistances and coordinated disruptions (Green, 2014).

The center of this movement is currently occupied by the United States of America and its allies and sympathizers, with their scientific methods and the technologies it has generated and their systems of process rather than personality-driven governance, and management bound by a set of principles codified in a document known as the "Universal Declaration of Human Rights" (United Nations, 2018). Which they also claim to enforce and defend in order to ensure that all human individuals may exercise and enjoy these rights while preserving, expressing and developing their diverse cultural beliefs.

The current global context makes it impossible for any single state to wield

the power required to impose its political will on others. This has given rise to alliances of varying strengths. The credibility, the sovereignty and political power of an *entrepôt* State's will depend on the success with which it relates to these alliances, and all entities that wish to avail themselves of its services (Murphy, 2017). In the Sri Lankan context, it can be argued that the State is called upon to accommodate and contribute to the geopolitical task of rebalancing regional geo-strategic equations that govern access to, and utilization of, the Indian Ocean Region (Wong, 2019).

## **Background of the Study**

Throughout history, naval forces have played a prominent role in supporting foreign policy objectives. Navies support political objectives through cooperative diplomacy and the use of soft power, and they can also support them through coercive naval diplomacy by the use of hard power, often referred to as gunboat diplomacy (Widen, 2011).

The presence and vicinity of foreign warships, submarines, and aircrafts within the same dimensional space are potential hazards which can cause accidents and incidents in the Indian Ocean Region (Michel & Sticklor, 2012). It can be hypothesized that a naval armament modernization program can create undesirable tensions, making maritime arms control and confidence building the important aspect of maritime diplomacy (Pattiradjawane & Soebagjo, 2017).

Traditionally an *entrepôt* can be understood to be a port, city, or any other center to which goods are brought for import and export, and for collection and distribution (Martinus, 2015). *Entrepôt* trade is a trade where imported goods from one country are re-exported to another country with or without any additional processing or repackaging (Lockhart, 2014). Re-exportation is generally done without substantial transformation of the item imported at the re-exporting port (Ken, 2018).

*Entrepôts* usually have good harboring facilities to support shipping. These shipping facilities become the focus of powerplays between various States using the *entrepôt* (Kaminski and Raballand, 2013). The more or less permanent presence of maritime forces of the states utilizing the *entrepôt* become a significant feature of *entrepôts* (Golub, 2012). Warehousing is a major component of transshipment and bonded warehouse complexes are an essential component of *entrepôts* exposing large volumes of goods to risk (Kaminski & Raballand, 2013). Therefore, the presence and interaction of maritime forces are required to mitigate and manage these risks.

A large function of modern *entrepôts* is the provision of finance for trade. This function increasingly also moves into the financing of the manufacturing of the goods traded via the *entrepôt* (Fossé, 2017). The *entrepôt* therefore emerges as a platform, housing the most complex elements of the

developmental process, as it impacts the regions serviced by the entrepôt and the global economy as well.

The objective of this study was to establish that the Sri Lankan Navy has the perceptual, conceptual and organizational capacity to make significant contributions towards the island's role as an entrepôt, and to outline the nature of the contributions that it can make. The research methodology was mixed using factual data sources, and primary data gathered from interviews with stakeholders.

## **Evolution of Enterpot Trade**

Entrepôts and entrepôt trade can be traced back to Medieval times, when staple ports, the earliest form of entrepôts, were established along major trade routes (Boon, 2013). Merchants were required to unload their cargo at the staple port and trade with local customers within a few days, before being permitted to reload the unsold goods and travel onwards. Calais, a port in France, was designated as a staple port for wool and leather exports, and all wool sold overseas was first taken to Calais, as it had the exclusive right to trade raw wool (Feenstra & Hanson, 2014).

Entrepôts also thrived in early-modern historical periods when the maritime silk route was also known as spice routes, operated with a network of sea routes, linking the East with the West and stretched from China to Middle East and Europe, passing the Philippines, Indonesia, Malacca, the Bay of Bengal and Sri Lanka on the way to Europe via the Persian Gulf or the Red Sea, and to the southern coast of Africa (Bopearachchi, 2014).

The ports along the maritime Silk Route not only facilitated trade, but also the exchange of knowledge, religions, languages, expertise and skills (Irwin, 1978). Traders however, were often reluctant to travel the entire, mostly perilous, route and thus relied on entrepôts along the way to sell their goods (Boon, 2013). Traders often ship their merchandise to the port of destination via another convenient port which then becomes the entrepôt trade port.

Through this operation, the entrepôt port earns handling fees for logistics and other services. In addition to port fees, the country earns valuable foreign exchange through value addition or re-exporting at a higher value (Heng, 1991). Hence, it is also an important means of employment generation for an emerging State.

The ancient natural harbours around Sri Lanka were busy ports. These included: Manthai in 3<sup>rd</sup> Century BCE to 11<sup>th</sup> CE in the Northwest of Mannar, Godawaya in the 1<sup>st</sup> century BCE to 10<sup>th</sup> CE in the south a small fishing hamlet located at the mouth of the Walawe River, between Ambalantota and Hambantota and Gokanna in the East of Trincomalee and the adjacent navigable



rivers facilitated trade with inland cities such as Anuradhapura and Polonnaruwa (Kiribamune, 1991).

The island of Sri Lanka had previously been known by many other names, such as Lanka to the Indians, Serendib to the Arabs, Seylan to the Europeans, Taprobane to the Greeks and Ceylon to the British (Weerakkody, 1981). Fleets of Chinese ships carrying silk and ceramic-ware to the East African coast and the Arabian vessels transporting goods to Europe docked at the ports of Sri Lanka, located mid-way in the long sea-routes providing necessary potable water to seafarers (Weerakkody, 1987). In the modern era, Sri Lanka has maritime significance fitting to its strategic location as a nexus in regional and global geo-strategic equations (Sri Lanka Department of National Planning, 2018).

### **Strategic Factors of Indian Ocean Region**

The strategic disputes generated within the Indian Ocean by the current global context and the developmental activities of the contextual economies are those of security and freedom of movement of resources. India is consolidating its position as the regional power of South Asia, China is also engaged in consolidation its position as the regional power in South East Asia, resulting in China's increasing competition with the USA and its allies for greater global power and access to resources (Michel & Sticklor, 2012). Concurrently, there is rivalry between India and China for resource extraction in the Indian Ocean. The nuclear power imbalance between India and Pakistan is also a major concern. The impact of possible changes, due to the nuclear power imbalance in the strategic relationship between India and the US. The impact of disasters on strategic capacity and the limitations of perceptual capacity required to balance regional geo-strategic equations. The political constraints and the consequent are needed for the mass perceptual modification in order to balance these equations. The relative strength of surface and submarine Naval Fleets, Air Force and Ballistic Missile Capacities. The civil and military interfaces for the joint exercise of power in operational deployments, and the possibility of a strengthening ongoing attempts to change the principles underlying the center of the integrative centrifugal dynamic, leading to an abandonment of process-governed governance in favour of governance by personality and arbitrary diktat.

The Hague Centre for Strategic Studies 2018, argued that the IOR strategic issues that can rapidly escalate are centered on the instability of the petroleum exporting states. The forms of military clash that would affect the flow of petroleum to the East through the straits of Malacca include: the India-Pakistan conflict that could include a serious Air-Sea conflict or even escalate to a nuclear warfare; conflict and tension between India and China as regional rivals to the

North of the IOR and low level clashes that occur periodically in the Sichuan Glacier area; the struggle for influence between the US and China; the limited naval-air build up in various parts of the rest of the region; the risk of terrorism; the struggle between religious and secular rule; endemic transnational & maritime disputes and potential conflicts and disputes relating to offshore resources. Today, the resource-rich IOR is in the midst of a major geopolitical struggle that may be viewed as a continuation of the 'Great Game' played out by the British government in South and Central Asia (De Silva-Ranasinghe, 2011). This struggle has seen increasing resistance to the centrifugal core, arising in response to its compensatory centripetal force that affects its peripheral areas. In most cases, this resistance is expressed through attempts by the regional powers to dominate smaller States and form alliances. Such alliances may not reject the changes of the centrifugal dynamic of global civilization, or may take the form of an aggressive rejection of the global trend of civilizational development couched in nationalism, which based on claims to the resurrection and reestablishment of past civilizations imagined as being preferable to the currently global one. In such situations, claims are often made to a sovereign right to reject global norms and principles, territorial seizure by non-State structures and attacks on supply chains. Furthermore, engaging in illegal activities by forces marginalized by their rejection of global norms and principles such as traffickers of people, arms, drugs and other elements, pirates, terrorist movements and armed campaigns for national liberation or self-determination.

## Naval Diplomacy

*"Use or threat of limited naval force by a government, short of an act of war, in order to secure an advantage or to avert loss."*

*-Sir James Cable*

Naval diplomacy has been used since ships were put into the sea, and it is one of the most pragmatic means of cooperating among countries (Le Mière, 2014). The political or diplomatic role of sea power is unique to navies and has no parallel on land, or in the air (Pilewski, 2004). Naval maritime thinkers like Mahan and Corbett have written on the preparation for, and the conduct of, war at sea. Mahan talks of naval "prestige" and "flying the flag," while Corbett acknowledges peacetime naval employment (Widen, 2011). Political benefits of the threat of force, the use of limited force, and "showing the flag" are well known and implicitly understood.

Naval diplomacy before the Second World War was primarily for those maritime States with global ambitions (The Hague Centre for Strategic Studies, 2010). Interest in naval diplomacy as a separate topic grew in the 1970s, in the aftermath of the Cold War, transformation in world politics and reassessment

of the utility of force (Le Mière, 2014). Naval diplomacy expanded with the increase in the number of maritime stakeholders. New aspects such as theatre security cooperation, HADR and enforcement of no-fly zones identified the country's presence in world affairs as nations emerged and consolidated within maritime strategic portfolios (Ghosh, 2001).

Foreign cooperation in ancient times was based largely on maritime transport for trade and commerce (Widen, 2011). Supplies for the kingdoms were fulfilled by merchants travelling overseas from continent to continent carrying goods. Diplomacy was established via merchants who represented the king, and were equipped to use force for commercial ambitions (Le Mière, 2014). Regional Navies in the present context occupy a centralised position in the Indian Ocean along maritime trade routes with numerous bays and anchorages, which provided adequate facilities for ships which are engaged in transit trade.

### **Naval Diplomacy in the Pursuit of Regional Cooperation**

The 21<sup>st</sup> century will be a maritime as well as an Asian Century, due to the pervasive nature of global sea trade, and the predominantly maritime environment of the Indo-Pacific region (Ketter, 2004). A natural follow up on this area is on the utility of Navies as tools of statecraft from both hard and soft power perspectives, as well as an emerging maritime school of strategic thought in the maritime powers of the Indian Ocean Region (Ghosh, 2001). Almost all naval forces contribute to various public diplomacy efforts by applying basic tools, including humanitarian-relief operations and construction works, as well as international military education and training programs (Pilewski, 2004).

The Directorate of Sri Lanka Naval Foreign Cooperation was established under the office of Director General Operations due to the indivisibility of the above activities from operations focusing on the scope of maintaining relations with other Navies and the international organizations, Liaising with Ministry of External Affairs and Foreign Affairs division of the Ministry of Defense, representing and promoting the maritime interests of the country and organizing and supporting foreign events concerned with the Sri Lanka Navy.

The Sri Lanka Navy has been conducting the annual Galle Dialogue International Maritime Conference with the partnership of the regional organizations; Indian Ocean Naval Symposium (IONS), Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia (ReCAAP), Western Pacific Naval Symposium (WPNS) and Combined Maritime Forces (CMF). This engagement constitutes a major platform to eradicate maritime blindness and enhance regional cooperation for the enhancement of regional peace and stability.

In addition, Sri Lanka routinely participates in International Naval Exercises such as AMAN in Pakistan, LIMA in Malaysia, IMDEX in Singapore,

IMMSAREX in Bangladesh, DOSTHI in Maldives, MILAN in Andaman and Nicobar, India, SLINEX in alternatively in India & Sri Lanka, KAKADU in Australia, KOMODO in Indonesia and AEDEX in Abu Dhabi. This cooperation will enhance the interoperability of maritime forces, by use of hard power to fight against traditional and non-traditional security issues in the Indian Ocean Region.

A naval ship at sea is considered to hold the rights of an embassy of a sovereign territory. Ship visits to foreign nations are different in nature, elements such as goodwill, training, logistic replenishment or operational requirements all come into play. When a foreign naval ship visits a harbour, there are various customary good practices accorded by the host Navy as a part of naval tradition. When considering the statistics of foreign naval ship visits to Sri Lanka from 2009 to 2018, there had been 437 foreign naval ships from 28 countries, which is an average of 45 ships in a year. This reconfirms that, just as Sri Lanka has been a maritime hub in the past, it has the potential to become a regional maritime center in the future, and would also be called upon to balance geo-strategic equations in the Indian Ocean Region.

The Sri Lanka Navy currently conducts staff talks with the Indian Navy, Pakistan Navy and US Navy. Staff talks with other foreign navies have become one of the main and most effective means of understanding and cooperating with various aspects when dealing with foreign countries and establishing regional cohesiveness and confidence building. These staff talks have produced opportunities to engage in foreign training programs and participate in joint fleet exercises with foreign navies that invariably enhance cooperation with other countries.

## **Discussion of the Study**

Naval diplomacy necessitates the use of naval forces in support of foreign policy objectives to build 'bridges of friendship,' and strengthen international cooperation on the one hand, and to signal capability and intent to deter potential adversaries on the other (Le Mièrè, 2014). Hence, bilateral and regional partnerships are needed to effectively engage and complement the balance of power in the Indian Ocean Region. Sound maritime cooperation is the pivotal point in the forming and continuing strong relationships with regional and extra regional countries. Sri Lanka's Naval Foreign Cooperation plays an important diplomatic role among regional countries that maintain the balance of power in the Indian Ocean Region, while facilitating regional peace and stability.

What is therefore required for the future is, a Strategic Resource Allocation Initiative (SRAI), led by Sri Lanka by the virtue of its geostrategic location. This initiative will have to effectively engage in the Indian Ocean Rim Association

(IORA), South Asian Association for Regional Cooperation (SAARC), The Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) and the Antarctic, under which resource allocation can be planned, regulated, and deployed by a Joint Task Force.

It shows that the current historical moment offers the Sri Lanka Navy a unique opportunity to play a significant role in the task of balancing regional geo-strategic equations in ways that enable the guaranteeing of the free movement of shipping to and from the island. This analysis and the recommendations based thereon will contribute towards the conceptualization and implementation of processes and structural mechanisms that will help balance these equations. It also adds to the literature on Sri Lanka Naval diplomacy, aimed at the maintenance of peace and stability in the Indian Ocean Region. There is a clear evident need for an international treaty subscribed by all nations which use the maritime routes that cross the Indian Ocean, an Indian Ocean Treaty under which all participants will contribute towards and collaborate with each other, in order to maintain a collective presence in the Indian Ocean, agreeing that: Sound maritime cooperation should be regarded as pivotal in forming and continuing strong relationships among countries, in order to:

- Ensure the free movements of their vessels and cargoes.
- Prevent criminal activities and operations.
- Ensure that the provisions of international maritime law prevail.
- Ensure that submarines and other naval vessels observe clearly defined protocols when approaching or transiting the Indian Ocean.

The emergence of Sri Lanka as an entrepôt through which capital flows into these regions via a regional ISBAC (IORA, SAARC, BIMSTEC, ANTARCTIC and (COLOMBO) stock exchange, and finished goods, services and resources are transshipped to global markets, via its sea and air ports; as a platform housing the strategic function of the global developmental process; as a center linking the IORA, SAARC, BIMSTEC and ANTARCTICA; and also as a location for regional corporate headquarters and center for the housing and development of the advanced human resource required to manage the developmental process in these regions; will burden the island with the responsibility of ensuring that such a SRAI is initiated and sustained.

This will necessitate its engagement with the global powers at a regional level, and the generation of several mechanisms. These include: the ISBAC Regional Stock Exchange and a Humanitarian City at Hambantota that brings supply chains together with advanced human resources and logistical support to form a confluence that supports disaster management and risk reduction processes throughout the regions linked by the island, and several megapolises

in the island's metro regions, which is designed to house the advanced human resources required for the management of the developmental process.

In order to accomplish this task, the Sri Lankan State will have to generate mechanisms that engage these alliances and States in order to build consensual Standard Operating Processes governing access to the entrepôt and to all maritime routes that exist. These two arms must be held together, and managed by a strong and well-resourced policing mechanism to balance all of those states that wish to utilize the entrepôt and contribute expertise, materials and manpower.

## **Conclusion**

The Western scientific method has exposed the unsustainable nature of the current civilization of the Homo Sapiens species, and its inherent threat to its own continued survival. Further, it has consequently secured the commitment of the species to the transformation of this civilization into a sustainable and resilient one, driven towards clear objectives by planetary guidance systems based on inclusiveness, equity and forward vision.

Therefore, Sri Lanka should maintain supportive institutional structures and processes required for the facilitation of economic and technological competition, collaboration and cooperation for the maintenance of the peace and stability of the Indian Ocean Region (IOR). To achieve this, the armed forces have important contributions to make towards the successful accomplishment; the Navy and the Air power are likely to be called upon to play a much larger role than the Army since, unlike the Army, they operate within the globally contiguous media of the ocean and the atmosphere, which do not present physical borders that can help to monitor and manage the movement of men and materials.

It can be suggested that the Sri Lanka Naval diplomatic role need to be flexible enough to cooperate with peripheral countries to play a significant role in order to address regional maritime security concerns, while aiming to maintain secure seas for all the regional and extra regional countries, and contributing for the establishment of global maritime security framework.

The security of this complex role that is emerging for this island demands the establishment of an Indian Ocean Treaty Organization (IOTO) as a mechanism to balance the geo-strategic equations in the region, to ensure the security of these massive investments and the advanced human resources required to manage them. Therefore, Sri Lanka's naval soft diplomacy has a vital role to play, in hosting and housing this mechanism on the island entrepôt, for the betterment of national & regional security and development.



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# OUTBREAK OF RELIGIOUS EXTREMISM IN SRI LANKA AND SUGGESTIONS FOR LONG LASTING SOLUTIONS



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*Religious extremism is defined as any terrorist act or campaign which is committed by individuals or any terrorist organization. The terrorism in Sri Lanka had always been highly destructive during the periods of Sri Lankan Civil war and the first and second JVP insurrections. Mainly, the LTTE and JVP caused a great deal of destruction to the country. However, a major terrorist attack was reported during the Easter Sunday Mass on 21<sup>st</sup> April 2019, carried out by a local Islamic extremist group named National Thowheed Jamaath claimed the responsibility for the attack.*

## Introduction

“Islamist radicalization is a threat to our society, and not just when it leads to violence. It’s a challenge every time the law of the state is respected only if compatible with religious tenets” (Philippe, 2018). Religious extremism is defined as any terrorist act or campaign which is committed by individuals or terrorist organization who openly states that religious motivation behind their acts. It has been identified that although the highest number of incidents and fatalities occur in Iraq, Afghanistan, Syria and Nigeria, the religious extremism has been spread all over the world. According to the Global Terrorism Index 2106, four Islamic extremist groups (ISIS, Boko Haram, Taliban and Al-Qaeda) were responsible for 74% of all deaths from terrorism (BEN-NUN, 2019).

The terrorism in Sri Lanka had always been highly destructive during the periods of Sri Lankan Civil war and the first and second JVP insurrections. Mainly the LTTE and JVP caused a great deal of destruction in the country. The government security forces had an armed conflict with the LTTE which ran nearly three decades, beginning from 1983 and ending up in May 2009, after completely defeating the Tamil Tigers militarily. The JVP was involved in two major uprisings against the ruling government at that time in 1971 and from 1987 to 1989 respectively (‘Democracy, Economic Growth And Terrorism: The Sri Lankan Case’, 2011).

However, a major terrorist attack was reported during the Easter Sunday mass on 21<sup>st</sup> April 2019, carried out by a group of suicide bombers on three catholic churches in Colombo, Negombo and Batticaloa and three luxury hotels in Colombo. Due to the attack, 259 people lost their lives including 45 foreigners while over 500 being wounded. A local Islamic extremist group named National Thowheed Jamaath (NTJ) claimed the responsibility for the attack and later on

the ISIS terrorist group claimed the responsibility for the attack (The New York Times, 2019).

After eradicating the three decades long armed conflict in May 2009, country was enjoying a peace over a decade until Easter Sunday devastation occurred on 21<sup>st</sup> April 2019. This incident has pushed the country back again in a fragile or rather tensed situation where government has to dive down and see what are the root causes and the ways and means to prevent outbreak of religious extremism in future. When we consider the religious extremism here, it is highly focused on Islamic radicalization and its extremist activities as currently it has been worsening ongoing issue in the country as well as many countries of the world are fighting against this Islamic extremism.

### **The Outbreak of Religious Extremism**

The Muslims of Sri Lanka are Sunni, and since 1980s, Salafist and Wahhabis forms of Sunni Islam were spreading especially in the Eastern province of Sri Lanka. As a result of that, the number of Muslim youths has been radicalized by Wahhabis influence. There is no any secret that over the past ten years, Islamic extremism was spreading in the country, and now it has come to a crucial point (Imtiaz, Subedi and Sarvananthan, 2019). There were few indications on growing of religious extremism in the country for past ten years without noticing to other communities. It was observed that number of mosques and other religious places of the country have become more than doubled. As per the statistics of Department of Muslim Religious and Cultural Affairs By 1987, out of 1600 mosques, 54 were in Colombo, and there are more than 2500 mosques by today. It is an increase of 900 in just three decades. Some of the mosques are not registered under the Department of Muslims and Cultural Affairs, and they are being funded by Arabic countries and NGOs (Ali, 2018).

In addition, a large number of Islamic education centers such as Madrasas, Arabic schools and international schools have come up in the last decade and most of them are located far away from the town or the city (Lanka Web-Shocking Independent Proof of Rising Islamic Extremism in Sri Lanka, 2013). Especially Madrasas and Arabic colleges are not regulated by the Ministry of Education and they are regulated by a separate organization which is funded by an Arabic country. The Batticaloa University is also not regulated by Ministry of Higher Education and current curriculum and their teaching is at a question. The most common phenomena of these education centers are being funded by external organizations.

A visitor can witness the significant change in Kattankudy area which is dominated by Muslims that has gone beyond a moderate Muslim city in Sri Lanka. The environment is much similar to an Arabian culture and architecture. Some of the Muslim females have covered from top to bottom that exhibit the features of Wahhabis.

Further, it was observed that the Maulavis of Madrasas and Arabic colleges have been maintaining strict rules for their students, and they ensure that students in Madrasas and Arabic schools are not exposed to the other communities in Sri Lanka (with Sinhala and Tamil). However, many deserters are reported as per their records due to these strict rules and regulations of the Maulavis. Hence, the Muslim youth do not know about the culture, values and religion of other communities. Therefore, it is very easy to inculcate radicalized ideologies in these youths.

Even though, there is no any proof, few incidents that can be identified as religious extremism that were reported in some parts of the country. In 2014, Bodu Bala Sena and Jathika Hela Urumaya launched a campaign complaining that clothing store owned by a Muslim businessman had given suspected pills in a form of sweets to Sinhala women customers to sterilize them, and a Muslim restaurant in February 2018 in Ampara was set ablaze accusing that waiters of the restaurant were mixing sterilization powder in foods ordered by Sinhalese customers in February 2018 (Ali, 2018). Above incidents led to conflicts between Sinhala and Muslim communities in Ampara and it spread up to Kandy district causing a death and injuries.

Further, it was alleged that Sri Lanka Muslim Congress (SLMC) members were involved in wrongfully to increase the number and percentage of Muslim students in the Sri Lanka Law College as an attempt to impose Sharia Law in future (LankaWeb – Shocking Independent Proof of Rising Islamic Extremism in Sri Lanka, 2013). According to an intelligence report that two qualified Muslim engineers from University of Peradeniya, one being a chemical engineer and other a production engineer were promoting Wahhabis militant movement in the East (Militant Wahabism beats other Islamic fundamentalists in Sri Lanka, 2007).

The Easter Sunday attacks were carried out by a radical extremist group called National Tawheed Jamaath (NTJ) which is believed to have links with ISIS. Further, it was found that its leader Sahran and others who committed suicide had undergone training in Syria with ISIS, and the youths who are committed suicide at this attack are well educated. The radical ideologies can be spread among the youth population very easily and always they become fertile ground. Therefore, the threat posed by IS should not be ignored (Zylva, 2017).

## **Conclusion**

Most of the people of Sri Lanka wish to live in peace and harmony with other communities. Nobody wants to go back to the bygone dark era as all have bitter experience of consequences of the war. First of all, as a country it is needed to be understood that all the Muslims are not extremists, however there are few who are having radical ideologies. Therefore, the government should not

implement a hard and short-sighted approach to counter any sort of religious extremism. Certain people may justify calls to arms to counter this imminent threat as the only way to counter the religious extremism. That sort of activities will push back the country into a gloomy period. Banning several mosques and wearing of Burqa or Niqab will not solve this problem till the time their ideology is changed. Most importantly all religious and political leaders should come forward to counter religious extremism.

It is very important to see that as a country, it should not divide based on their religion and ethnicity. We must overcome religious violence and remain socially united as a nation. The government has to play a big role at this juncture. They should win the hearts and minds of the moderate people of different ethnicities to prevent moderate people become radicalized. Always as a government, it needs to adopt a soft approach that helps build collaboration and cooperation among different ethnicities, and it will engage the people of different ethnicities to counter religious extremism and country to prevent socially and politically any sort of religious extremism in future.

## Recommendations

Aftermath of Ester Sunday attack, Sri Lanka should develop a proactive long term plan to counter the youth radicalization and religious extremism. The measures should be taken to prevent security lapses in future. Country has to play a major role both regionally and globally to counter the religious extremism in a long run by developing national policies or strategies against religious radicalization. By considering above factors, under mentioned solutions are recommended.

1. **Network of Intelligence Sharing.** The intelligence on extremist activities is very much important, as particular intelligence agency can address the issue promptly. Sri Lanka should build an active intelligence network both regionally and globally to enhance the intelligence sharing, knowledge sharing on religious extremism.

- a. **Establishing an Integrated and Active Intelligence Network.** First of all, government should maintain an integrated and active intelligence network within the country. Basically Army, Navy, Air force and Police have their own intelligence departments, and those departments will function directly under a particular service. Therefore, the government should maintain a sound intelligence network integrating all intelligence departments together to monitor radical ideologies and prevent extremists' activities within the country.

- b. **Building a Regional Framework.** Sri Lanka does not have sufficient networks for sharing intelligence, knowledge and best practices with regional organizations. Both regionally and globally, countries are faced with

violence of religious extremism. Hence, Sri Lanka should develop an effective intelligence sharing network successfully implementing frameworks and agreements. Further, country should have sound links with the regional stakeholders to counter the religious extremism. The religious extremism can spread to Sri Lanka very quickly through South Asian countries since Sri Lanka has close ties with South Asian countries. At the same time, radicalization can be treated with cooperation and assistance with other countries. Therefore, it is very important that Sri Lanka should have a regional framework with SAARC (South Asian Association for Regional Cooperation), BIMSTEC (Bay of Bengal Initiative for Multi Sectorial Technical and Economic Cooperation) and IORA (Indian Ocean Rim Association) to counter the radical extremism. Further, this regional framework should include a legal framework to counter the violent extremism in Future.

**2. Educational Reforms.** Educational reforms are to be done with the purpose of improving the communication barriers and social cohesion with all the communities.

**a. Promoting Mixed Schools.** Schools in Sri Lanka are divided by ethnicities such as Sinhala, Tamil and Muslim. The government has to promote mixed schools for the students of different ethnicities and religions to understand and respect each other's cultures, religions, values and norms to counter radicalization. At the same time, government should take action to develop text books encouraging students to have positive attitudes towards counter extremism.

**b. Madrasa Schools Should Be Regulated under the Government.** It was noticed that Madrasas and Arabic colleges have not been registered under the Ministry of Education. Those schools are mainly teaching Quran, Arabic language and Sharia law. The teachers do not have qualifications, except the knowledge on Quran. Therefore, government should take actions to regulate these schools under the ministry of education, and their syllabus should be investigated thoroughly

**c. Introducing of Sinhala or English as a Compulsory Subject.** Building multiple links between linguistic communities improves communication and has long term implications for social cohesion that can prevent radicalization. All the Madrasas and Arabic schools have not included Sinhala or English subjects for their syllabuses. The Muslim students who attend above schools speak only Tamil and have an influence of Arabic. The Muslim students also should learn subjects such as Sinhala or English to improve communication between other communities and to feel that they are also moderate citizens in Sri Lanka. Therefore, Government should initiate actions to introduce Sinhala or English as compulsory subjects into their syllabi.



### 3. **Promote Socio-Economic Development and Cultural Interactions.**

Radicalization and extremism are often driven by underlying socio-economic and cultural factors for a conflict. Therefore, literacy and educational level of Muslims and Tamils in the hill country need to be improved, especially amongst women. Thus, improving of educational level of the Muslim, and Tamil population would keep away the youth from the violent extremism and radicalization. As a result of providing better educational opportunities to Muslim communities, inter-cultural interactions can be promoted and reduce the tendency for religious extremism.

4. **Reform the Customary Personal Laws.** The government has to take action to reform the customary personnel laws of all the ethnic groups. Mainly the Muslim Marriage and Divorce Act (MMDA) has become discriminatory among the women in the Muslim community. Further, MMDA legitimates underage child marriages which results in higher birth rates. This will increase the Muslim population compared to the other communities in the country, and such increment of population may provide breeding ground for extremists. Same time Thesawalamai law for the North and East origin Tamils and Kandyan customary law of the Sinhalese are also discriminatory.

5. **National Counter Radicalization Policy.** At present, Sri Lanka does not have a national policy on countering religious extremism. Even though, the National Youth Policy was launched in 2014, which does not help to counter religious extremism. At the moment Norway, Denmark and Indonesia have promulgated action plans for de-radicalization. Then, Sri Lanka should study action plans of these above countries and should develop its own policy to counter the religious extremism. Moreover, national policy has to be incorporated with action plans such as education and religion.

6. **Promote Moderate Forms of Islam.** The Easter Sunday attacks disclosed that Wahhabis form of Sunni Islam is spreading in the country and some Muslims youth have gradually radicalized. This radicalization can be observed when you see the cities like Kattankudy that seems to be another Arabic city not like in Sri Lanka. There, Muslims have separate banks and the male and female attire is different from a typical moderate Muslim. Hence, in order to counter outbreak of radicalization, the government should promote moderate Islam by collaborating with Muslim community. Further, it should promote Muslim women to preach and teach the Islam.

7. **Mosques and Other Religious Places Should Be Regulated Under One Ministry.** The government has to promulgate proper rules and regulations to build a religious place. It was noticed that there are several mosques which have not even been registered, and they are being funded by Arabic countries and certain NGOs. The government should take action to ban all the mosques which are not registered under the Department of Muslim Religious Cultural



Affairs. More importantly all religious, social and political leaders of Muslim should take the lead to work with other ethnic and religious communities as those leaders have better understanding about religious radicalization occurring in their community.

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**ADMIRAL CLANCY FERNANDO  
ESSAY COMPETITION 2019**



**1<sup>ST</sup> PLACE OF EACH CATEGORY**

## IMPACT OF SOCIAL MEDIA ON THE LIFE OF NAVAL PERSONNEL



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*“Man is by nature a social animal; an individual who is unsocial naturally and not accidentally is either beneath our notice or more than human. Society is something that precedes the individual. Anyone who either cannot lead the common life or is so self-sufficient as not to need to, and therefore does not partake of society, is either a beast or a god.”*

— Aristotle

As the popular saying ‘No man is an Island, No man stand-alone’, personal interaction is a basic need of the human where as he inherited it from the Mammalia class he belongs. The new generation of social expression has revolutionized the human interactions beyond one’s wildest dreams. In this information age, social media has an undeniable influence on how they comprehend the world. Social media can influence its users because of its user friendliness owing to the simple graphical user interface, which can be used by individuals who possess basic computer knowledge (Schivinski and Dabrowski, 2016). Social media possess interactive potential due to easy responses and interpersonal, collaborative relationships from their posts, recommendations and opinions (Lee and Ma, 2012). The social media’s ability to exchange individual thoughts with entire networks of friends simultaneously, above all social networks compliance of integration of information from friend’s activities, photo sharing, calendars, music and event organizing to build communities based on social, political or religious causes.

Social media in World Wide Web share almost identical information as per their protocol. Following are few of the most popular social media in Sri Lanka Navy (SLN),

- a. Facebook - This is easily the largest social networking site in the world and one of the most widely used.
- b. Whatsapp - Despite having been acquired by Facebook in 2014, this instant messaging platform exists as an independent entity.
- c. Viber - This multi-lingual social platform, which is available in more than 30 languages, is known for its instant text messaging and voice messaging capabilities.
- d. TikTok - TikTok is a social video application that allows its users to share short videos.

- e. Twitter - This social networking site enables to post short text messages containing a limited number of characters to convey message to the world.

Members of the SLN are no exception from this new form of information revolution. SLN personnel who are forced to be away from their families, loved ones and normal human relationships due to the nature of their profession, trying to continue their relationships.

### **Where the Problem Comes?**

The survey of Facebook users done by Gross and Acquisity revealed 71 percent of the users have the tendency to provide large amounts of sensitive personal information such as images, telephone numbers and address in their profiles that expose themselves to various kinds of security risks (Acquisti and Gross, 2006). Another survey carried out of 802 teens reveals that examines teens' privacy management on social media sites found out that 60% keep their profiles private, and most report high levels of confidence in their ability to manage their settings (Madden, M., Lenhart, A., Cortesi, S., Gasser, U., Duggan, M., Smith, A. and Beaton, 2013). Therefore, these surveys prove that those who are lacking in technological know-how subject to more privacy threats than technically sound users which comprise much younger generation.

Social media is the platforms to build or maintain social relationships among individuals who share the same background, activities, and interests. Use of social networking sites among SLN personnel is rapidly increasing. This trend provides SLN personnel with alternate methods for sharing information and maintaining contact with their loved ones at home.

However, this also presents a threat of leakage of classified information pertaining to the SLN, which has already promulgated regulatory orders to control the posting of photos in uniform on social network sites and information disclosure by its members. However, the question is those orders and instructions sufficient to address the issue of the information security threat posed by social network sites use of SLN personnel. Furthermore, the most important problem emerging from this is, do the SLN social media users present a threat to SLN as organization and if it is so what measures should SLN take in order to overcome the problem.

### **How SLN Address This Issue?**

In spite of regular reminders, orders, instructions and punishments SLN personnel are using social network site from junior rates to senior ranks.

Therefore, SLN should;

- a. Find out the motives for publishing sensitive information on social media by naval personnel.

- b. Find out methods to reduce information leakage via social media by naval personnel.
- c. Evaluate effectiveness of prevailing rules and regulations regarding the use of social media by naval personnel.

## General Understanding

It is evident that most of the SLN internet users spend 05 to 10 hrs on the internet per week. This trend could understand by the facts that the SLN extending internet facilities to ease the administration and the spread of smart phones which offers instant internet access to its users. With that, SLN personnel want to share/watch videos and photos as a basic requirement of contacting family/friends and share/view photos or videos.

It is observed that knowledge about social Media of the naval personnel is at the below average level. It can be derived that due to the unnecessary length and complexity of the terms and conditions at social network site, users are reluctant to read the content of it forcing users to agree the terms and conditions blindly.

Regular observation is SLN social media users using social media to grab attention of others. It can be comprehended that a larger portion of SLN users update their status and daily activities on social media. This indicates that most SLN users use social media to boast about their achievements.

It is found that most of the SLN social media users misuse the social networking site to catch attention of others and brag about them. This practice is very dangerous for the SLN as a military organization.

The common understanding of SLN social media users believe that people of civil society like to interact with them. Therefore, most users think that social media networks sites are a gateway to start a new relationship. Most SLN social media users use these sites to seek intimate relationships. This practice is very dangerous as a military force. Since this vulnerability can be exploited by the required parties to gather intelligence using social engineering methods. Not only that, it will give grave damage to his personnel life. Mixing and keeping close relationships with unknown people may lose integrity, social status, money, work, life balance and beyond that.

It is observed that social media users do not possess required awareness regarding present regulations existing in the SLN. Since it is used by senior ranks, juniors are following seniors and now it has become a trend. It may indicate that the people will adhere to rules if they are aware of them and not aware about the consequences. The majority of the users think that present rules to regulate social media are ineffective.

However, SLN users are willing to adhere to regulations, if they are imposed effective manner. Further, it is evident that they lack the knowledge and

understanding of the existing regulations. Therefore, lack of regulatory measures may increase numbers of users of social media day-by-day.

Social media will be a waste of time of working, depending on how they make use of online presence. Those who regularly use the social media in SLN are giving priority to their social media accounts, status and do not care about the assign duties and responsibilities.

Social media are often described as being more addictive than cigarettes and alcohol. With the worst social media apps are being Facebook, WhatsApp and Viber when it comes to addiction. TikTok is the latest social network with addictive qualities. Most users in SLN are also addictive to social media. Same has been negatively affected to the SLN and their personnel life as well.

Even though the monitoring measures are being implemented, they haven't been able to prove their efficiency. Further, it is deemed that SLN authorities are not taking firm and rigid disciplinary actions against minor violations.

Many mental health professionals should deeply concern about the impact that social media has on mental health. Certain people believe that the constant distraction of social media contributes to shortened attention spans. With that naval personnel who regularly use apps like Facebook or TikTok may get high levels of stress.

Having enough sleep is of paramount importance to all naval personnel. However, social media users spend more time browsing apps and don't get enough time to sleep. Internet service providers are encouraging same and providing low rates at night. Then it has become a practice to spend more time on screen at night. Therefore, there is no energy to work on the following day, less concentrations to own duties and responsibilities. Office or the place of duty ultimately becomes their bedroom.

The rules and regulations for 'Responsible Use of Social Media' have provided provisions to curb the third party involvement. Accordingly, naval personnel are also instructed to inform / educate their family members and friends on the sensitivity of the subject matter.

There's the obvious risk that social media users of SLN on academic performance. However, this will be based on the amount of time they spend on social media. At the same time social media affects a person's use of the English language, with shorthand and acronyms used more often than proper grammar. Especially young officers of SLN use social media will face both above issues and it may hamper their professional and personal life as well.

Moreover, they opined social media can be used as a tool for promotion of SLN image, media for augmenting recruitment process, media for exhibiting SLN welfare projects and corporate social responsibility, etc. It is suggested to have

a control over establishing and maintaining the SLN official Facebook profile. Certain individuals may oppose that Facebook is not suitable for use of military organizations. However, if SLN can use Social Media effectively, it may give better results.

### **Possible Threats and Future**

There is a grave threat to the efficiency and effectiveness of SLN from social media users in SLN. The most direct and obvious solution available to overcome this threat is to ban the use of social media to personnel of the SLN, but it will have its own complications. The twenty first century's, technical savy SLN cannot and should not adopt the 20<sup>th</sup> Century instruments to keep their organization secure. It has to evolve with the times and set the phase rather than be a laggard. Social media is here to stay and will only proliferating further with the time. Western military have already taken a lead by authorizing the participation of their troops on these sites officially, having realised the irrationality of banning it.

Identification of future trends in social media is highly important during this transformational era with attainment of peace in the country. The possible threats from cyber-attacks should not be entertained at any cost by the social media users in SLN. However, the present trend with regard to the usage of social media by naval personnel may endanger the security of the SLN in particular country as whole. Therefore, this is the ideal time to plan the way ahead with an adaptation of appropriate security measures to preserve the prospect of future, for the social media users in SLN.

### **What Can Sri Lanka Navy Do?**

The concept of warfare has evolved in 21<sup>st</sup> century and is further growing with a rapid pace. Today, the modern warfare concept inclines from the physical domain to cyber domain. The rapid development of information technology has ensured new dimension of interpersonal relations with highly sophisticated electronic devices and ubiquitous linkage. These circumstances pave the way on social media are to be highly popular among people where naval personnel are no exception of this new trend. With related to this, threat persistence also dynamically extending in various forms. Therefore, social media has become a great medium to an adversary to seek vulnerabilities to challenge his opponent.

However, the present trend in related to the usage of social media by SLN personnel may endanger their personal life and the security of SLN. Further, it is irrationally limited within the horizon in this dynamically changing modern context. Hence, if SLN is not planning way ahead with an adaptation of best apposite security measures to assure safety of men and other resources, the vulnerability would not be easily ruled out. Following



are deemed worth of adopting and implementing for the assurance of robust security naval personnel in order to eliminate existing vulnerabilities and possible future threats;

- a. First and foremost, SLN must adopt effective cyber monitoring system where there is collaboration the efforts of both Intelligence and Information Technological branches.
- b. Augment sound knowledge and awareness on SLN personnel about the safe and secure using of social media while apprehending them the threats, challenges and vulnerabilities may sustain of naval personnel.
- c. Robust controlling measures such as rigid rule and regulations, steadfast penalizing procedures need to be adopted. Even though the existing rules and regulations cover certain considerable amount of aspects, the efficiency and the effectiveness are not satisfactorily proven up to now. Further, the ambit of coverage of such rules and regulations need to be precisely covering all the aspects of the subject.
- d. Augmenting physical, technological and cognitive protective measures should be on Information System of SLN. This can be considered by affirming no access to the unauthorized approaches to the information domain of SLN physically, a highly effective firewall on cyber domain, and assuring professionally competent and reliable information handlers and users.

However, the dynamic and universal nature of social media must not be neglected simply as that can be utilized for the betterment of the naval personnel. Therefore, the following suggestions are forwarded to use social media for the betterment of naval personnel and SLN in general;

- a. Use social media as promotion media platforms to boost image of SLN.
- b. Use as medium for promoting recruitment process of SLN.
- c. Media for exhibiting SLN welfare projects and corporate social responsibility etc.
- d. Establishing and maintaining SLN official social media profiles under control in order to disseminate routine nature of information to the SLN personnel.
- e. Conduct regular awareness programmes to educate naval personnel on consequences of social media to their personal life.

The obligation is to prevent undesired social media activities by SLN users expeditiously as any deferments will only be at very grim costs to the national security and image of SLN. As a highly effective

communication tool, social media can simultaneously interlink large number of individuals. However, it also possesses vulnerability that sensitive and vital information can be leaked with much greater rapidity and high efficiency as well. These certainties need to be considered as an opportunity, by striking the balance between security and the effects where naval personnel's protection can be achieved. To succeed the dynamics of information era and respond to the realities of modern world confidently while assuring naval personnel security, SLN need to be empowered with high professionalism and new dimension of ethics code which suit to the present day. Acquisti, A. and Gross, R. (2006) 'Imagined Communities: Awareness, Information Sharing, and Privacy on the Facebook', Enhancing Technologies Workshop (PET), pp. 1–16.

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# IMPACT OF SOCIAL MEDIA ON THE LIFE OF NAVAL PERSONNEL



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SLNS Parakrama - Staff Course DSCSC Makola

## Introduction

Mankind was inhabited in the planet earth 1.8 million years ago with reference to the revealed geological facts. Since that time, man was inherited with curiosity on his society in various manners. Mostly, a man interests in all discoveries except about himself. This habit came up to the society with a name 'gossip' where people hate it in front of others, but continuing in secret. This trend was turned in to a new era in the beginning of 20<sup>th</sup> century with the development of portable computer technology and equipment. 'Facebook' which is considered as the most powerful social media, came into the social stage on 4<sup>th</sup> February 2003. In the same era android technology also was on the rise and grabbing its market so efficiently. Facebook got hand in hand with android technology as well as apple mobile technology and took on the society under their supremacy by taking advantages of human's interest in gossiping. To compete with face book, social media like Instagram, Snapchat and Tik Tok entered to the same social media network society making more influence on the society. As a result of those, all social media community has become journalist of their own life and publishes information without expenses. At present, the social media has become immensely a powerful tool and young society believes it as one of their fundamental right. Hence, it is unavoidable to reach its impact on the military society as a human factor. In accordance with Sri Lanka Navy, 99 percent of sailors and officers are following the social media without effective control. Hence, it is more important to seek whether its effect is towards positive or negative impacts in concerning of freedom of expression, national security, personal security, privacy and health condition of each individual of Sri Lanka.

## Is It a Right or Freedom as Naval Personnel?

Most of the times, some sensitive persons appear as weak. They give in and forgive with same intensity that they love. Most of people feel from the deepest part of their spirit and shed their tears without shame. Sometimes, people show vulnerability and usually blame themselves for things that they feel in others in spite of being hurt by themselves. Therefore, this is a general tendency of mankind and it is common even for any officer or sailor serve in Sri Lanka Navy.

In the same time, the exercising freedom of social media concept and attempt to in par with modern social and technological trends are not violating the law at any cost for all persons. However, the freedom for civilians and naval personnel are not equally comparable as naval personnel are not a property of themselves, that's belongs to the government. As a naval person, freedom of expression, behavior, fashioning and exercising of religious beliefs are limited with respect to all other civilians under military discipline. In general, behavior of social media more or less threatening the military discipline that follows as naval personnel. Therefore, it is a timely requirement to balance the modern social media trend, keeping military discipline as it is in the naval society. This situation has well analyzed by Sri Lanka Navy officials and instructions have been given to avoid using of uniform photos of each naval person in the social media profiles. However, it is questionable, how strong that message has been indulged in the minds of naval personnel.

### **Social Media and Naval Personnel**

Love, affection and caring are human needs that not always obtainable for a naval person when experiencing a service life. The life been away from the beloved is not easy but they have do so by the job itself. The social media like face book and instegram are very effective tools for keeping their beloved and family in touch. Therefore, social media can break the monotony of naval life by barring the mental stress that carrying in a service life.

The outbreak of social media has become immensely powerful tool today along with globalizing and cyber networking. Therefore, it is a tool to keep up friendship with foreign naval communities which would be a long term benefi to all naval personnel. In the same time 'Pen Friend' concept has been out dated with the outbreak of social media and there is no other effective option other than the email. As a whole, social media helps naval personnel to keep up inactive socialization in positive manner. However, the way of using social media can make even negative points. That is common in nature for any medium, the way that is used can always create negative points. Hence, it is more important to seek negative impacts of social media on naval personnel and avoid such situations to build a better naval society in the Navy while having good personal life. Impacts of social media on naval personnel are indirectly effects to the efficiency of Sri Lanka Navy as in organizational aspects. However, numerous social media impacts are depend upon each individual as per their mental capacity.

### **Impact on Working Efficiency of Naval Personnel**

General working level and efficient working level are like two bi-roads of one road and both working levels direct for different outcomes. Hence, efficient working level of a naval person is more important for himself as well as towards

the organizational benefits. As observed, many naval personnel are addicted 24/7 to the social media like facebook and instegram. They generally work but keeping alert on their facebook for any new message or status updates. It is proven by looking at facebook or instegram status updates of naval personnel during the working hours. These circumstances are more common with young officers of new generation and many sailors living in barracks. Using of mobile data cards at naval canteens have gone high even during week days by giving indication for this social media addicted situation. In general, if someone uses social media more than 3 hours per day, he is considered as addicted behaviour of social media. With this addicted behavior, certain or few naval personnel are unable to keep concentration on their work to become efficient naval personnel. Therefore, the addicted usage of social media in a naval environment, results negative impact on efficiency of naval personnel as well as the Navy.

### **Impinge on Naval Likeness**

Naval uniform is a unique dress that shows smartness for any personality and the attraction level is higher over civil dresses. Therefore, it has become a trend of taking photos with naval uniform to get personal attraction from others. In the same time, it is obvious that naval life is always not a bed of roses and there are many difficulty situations also to face. Few naval personnel publish even daily situations to the social media for getting sympathy or attraction on them. Consuming of liquor is a general practice of some naval personnel and good boozing culture is also present in the naval society. Hence, to streamline this boozing culture, it has been developed naval institutes for junior sailors and bar related culture for officers as well as senior sailors. Even though, there are many unofficial liquor parties are conducted at various places, sometimes in personal accommodation area where not practising of the proper boozing culture. Some naval personnel have got used to publish even these unofficial occasions to the social media where many uniform photos are available. Sometimes, they display some of bad drinking habits while wearing naval uniforms. Then it would tarnish the entire image on naval uniform in front of a large social community.

Service wedding is the only ceremony that naval person can informally integral with the civil society while wearing official uniform. However, it is increasing the level of publishing of personal photos along with ladies at various postures while wearing naval uniform. That would lose the due respect on uniform by the community. The social reputation and common social acceptance level in foreign military forces of some other countries like the USA, the UK, India and Pakistan are very high and privileged. However, situation in Sri Lanka is unlike those countries and it is still in the process. However, inappropriate use of social media usage will worsen the situation for many more years. Therefore, each naval person has self-responsibility to build a good image on navy in the minds and hearts of people.

## Negative Body Image

There are many health issues and situations created with the presence of social media addiction where someone may not think of those. If someone visits most followed accounts in face book or instagram, it can be seen many attractive and handsome people wearing very unique and precious clothing on their well-built bodies. In the modern world, the body image is a common issue for both males and females. If a person daily visits the same social media page, feels how much that he looks different from them. With the time, this creates a negative body image on social media addicted personnel. As naval personnel the body image is very important to keep the personality and self-confidence.

## Depression and Anxiety

As more technology acquires more stress will create. As per the experts, 20 percent of social media users are not able to be away more than three hours without checking their notifications (Pesce, 2018). That is the anxiety they get and the situation can turn up even to a depression level. Following symptoms will help to understand the level of anxiety occurs because of social media addiction.

- Lying about the time spend on social media.
- Withdrawal from friends and society.
- Negative impacts about personnel and professional life.
- Using of social media as more than planned.
- Feel nervousness when not log in to the social media that they use.

When considering the aforesaid symptoms and depression levels by using social media, same thing can be applied to the naval society as 99% of them using social media. If a naval person is showing those symptoms after changing of appointment or draft, that person may have been addicted to the social media. In social logical terms that's called 'fear of missing out (FOMO)'. If someone frequently checks what others are doing, an anxious feeling he may get as thinking other friends might have fun time without him. That is one of the most common and negative impact of social media.

## Cyber Bullying

Cyber bullying includes posting, sending or sharing false and harmful contents about someone else. Further, it can be included sharing of personal or private information of someone else. This can happen in a naval society easily as many naval personnel trust their course mates, friends and subordinates than others in the society. If Cyber bullying occurs for a naval person, that may affect to the entire divisional system. However, there are 19320 cyber bullying cases had been reported in UK in 2016 and 32.5% cases have been occurred through



the facebook (NDTV, 2017). This is a new world trend of making harassment, abusing and blackmail. Having a good understanding of cyber bullying going on through social media will help to get out of it easily and get out of its negative impacts effectively.

### **Increase of Domestic Violence & Fake Profiles**

Most of the time, naval personnel spend their time in barracks by keeping all the connections with family via mobile phone. Therefore, he is given more time to search for new friends as well as marital affair to keep in touch to spend the loneliness time at barracks. This trend has become normal situation among the sailors in the naval society. There are many occasions that make complaints against sailors by their life partners and many family problems have been created. When considering the international arena, the domestic violence come about through the social media has been widely recognized as a national crisis (Hopkins and Ostini, 2015). Impersonation or false representation, exposing private information, non-consensual internet pornography and reputation damage are some of technology based domestic violence. If any naval person has been undertaken by these types of matters, it is difficult to maintain good family life and maintain comradeship with peers. Eventually, it would be a result for reducing of working capacity and efficiency of naval personnel.

In the same time, some sailors show fake status about themselves in social media profiles, as examples; some medical sailors act as doctors, ME sailors show up as marine engineers and some junior sailors dressed up as senior sailors in their profile details and pictures in the social media networks. Then make use of uniform and position for personal gains such as attracting of females incongruously and afford negative impact on all naval personnel by the public. All in all the negative impact flows toward whole naval community. Hence, all disciplined sailors have self-responsibilities to avoid such malpractices and produce such victims to the naval jurisdiction.

### **Social Media and Security**

User friendliness and fast information sharing are most peculiar significances of a social media. Naval deployments and establishment are mostly placed in tactical and terrestrial locations where its identity is sensitive in nature. If someone uploads any photo or information of such localities through social media, it carries a military value and such action could be scarce the entire security of the related organization and the country. In the same time, there are many ships as well as classified information with Sri Lanka Navy; unauthorized exposure would result with dreadful outcomes. Some unclassified or information that carry less value in peace time but it would become high value information in a war time. Therefore, unauthorized exposure of information via social media would never be underestimated.



As per a research done by Royal Holloway University of London focusing on social media behaviors of military and their families (Denney and Jensen, 2016), “there are evidence of personnel across armed forces engaged in risky online behaviors, by passing official protocols and discovering alternative ways of connecting and communicating through social media. The research has revealed social media technology to be crucial to the military experience and it has demonstrated that most of personnel as well as their families are ‘digital by default’.” When it is read between lines of the research as mentioned above, it is well cleared that how much deep connection on hand with military and social media. This crucial situation has been identified by some countries and taken steps for banning or limiting of using of social media for military personnel. Russian government has banned using of Social media via smart phones for Russian military personal on 20<sup>th</sup> January 2019 (BBC, 2019). Further, China, North Korea and Saudi Arabia have limited the usage of social media for their entire military.

If a naval person uses social media, he should keep in mind that enemies are always in passive active mode with their intelligence service and when the time comes, they will use their intelligence data bank against the country. In the recent past, it was observed, there are many classified letters have been exchanged between high profile security officials were exposed to the public through social media and created a controversial situation in the country. As naval personnel, it is required to be mindful on these types of security issues and priority should be given to the country before personal gains.

## **Conclusion**

Social media is considered as most powerful tool in global social network and all social media users have become journalists of their own. There are neither restrictions nor responsible authority to take responsibility on posts made in social media. Almost all naval personnel have become part of this social media networks and use it as their personal right. However, it gives much solution for the loneliness of naval personnel when executing day to day naval routine. As a human factor, role of social media is very effective to reduce tensions that create being away from the beloveds and families.

Social media carry many good things as well as awful things that give negative impacts on social media. These negative impacts are mostly due to the inherited behaviour and addicted practices of social media networks. At the same time, there are many social media in active and ‘facebook’ has superseded all other social media networks. The most negative personalize impacts due to social media addicted behavior of naval personnel are loosing of working efficiency and concentration.

Other than that, wrongful and addicted usage of social media can disrupt the

public image on naval society. Negative body image, cyber bullying, depression and anxiety and domestic violence are some other personalized issues that give negative impacts on naval personnel. However, those personalized and negative impacts are indirectly affect the efficiency and image of entire Navy.

Most of naval personnel use naval properties or information in their social media networks, for personal benefits or enjoyment. Therefore, the social media has become a dilemma in concern of the security and integrity of Sri Lanka Navy. Therefore, Sri Lanka Navy has imposed some restrictions on naval personnel when using social media like facebook. However, it seems some facebook users have neglected those restrictions and continuing as their own personal property. As a summary, facebook or any other social media can be taken as a very effective tool in the modern global society as well as in the naval society. It is a matter of self-attitude and responsibility of social media users to drive towards positive impacts of social media. As naval personnel, it is required to balance personal life and interests along with service life in concern of social media usage. For the best and balanced social media usage, it is important to know the negative impacts of the social media and take all effort to avoid those impacts as well disciplined naval personnel.

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# ශ්‍රී ලංකාවේ මත් ද්‍රව්‍ය වසංගතය සහ ශ්‍රී ලාංකිකයින් මත් උවදුරෙන් මුදවා ගැනීමට ශ්‍රී ලංකා නාවික හමුදාවේ දායකත්වය හා එහි කාර්යක්ෂමතාවය



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ගෝලීය වශයෙන් සෑම රටකම පාහේ බලපා ඇති ඉතාමත් ශීග්‍රයෙන් වර්ධනය වෙමින් පවතින ශ්‍රී ලංකාව තුළ ප්‍රමුඛස්ථානයේ පවතින ගැටළුවක් බවට මත් ද්‍රව්‍ය වසංගතය ගෙන දැක්විය. හැකිය, ප්‍රෝධ ඉතිහාසයක් ඇති වර්ථමානයේ ලෝකය මව්න කිරීමට සමත් වාටි තාක්ෂණයෙන් හෙබි වැඩි අමුණු දාගැබ් ඉදිකළ අසමසම ශක්තිවන්තයන්ගේ පාරාදිසයක් බදු ලක්ෂාතාව වර්ථමානයේ මත්ද්‍රව්‍ය වසංගතය නිසාවෙන් නිහින කම්මැලි රෝගී ජාතියක් බවට පත්වීමට තරම් මෙම පිළිලය ශ්‍රී ලාංකික සමාජය ගොදුරු කර ගෙන හමාරය.

ශ්‍රී ලංකාව තුළ දැනට පවතින මත්ද්‍රව්‍ය වැඩි වශයෙන් තරුණ පරපුර ඉලක්ක කොට ගෙන ව්‍යාප්ත කර ඇති බව වර්ථමාන සමාජය දෙස බලන කළ සාක්ෂාත් වනු ඇත. අන්තරායකර ඖෂධ පාලක ජාතික මණ්ඩලය මේ බව 2018 වර්ෂයේ ජනවාරි මස සිට දෙසැම්බර් මස දක්වා සිදු කරන ලද පරීක්ෂණයකින් සනාථ කොට ඇත. මේ සඳහා ඔවුන් පරීක්ෂණයට භාජනය කොට ඇත්තේ මත්ද්‍රව්‍ය භාවිතය නිසා දිවයින පුරා පොලිස් ස්ථාන තුළින් අත්අඩංගුවට පත් පුද්ගලයින්ගේ තොරතුරු අනුවය. පුද්ගලයින් 36006 අතරින් 34991 (97.2- පිරිමින් හා 1015 (2.8- ගැහැණු අය වේ. මෙයින් 25084 (69.67- පිරිසක් වයස අවරුදු 15 න් 34 අතර පිරිසක් වේ (i). මේ සඳහා මත්ද්‍රව්‍ය ජාවාරම්කරුවන් විසින් මත්පෙතිල පොරි වර්ග හා වෙනත් සිත් ඇද ගන්නා රසකැවිලි ලෙසින් පාසල් දරුවන් හා තාරුණ්‍ය ඔවුන්ගේ ගොදුරු බවට පත්කර ගනිමින් පවතී.

මෙම මත්ද්‍රව්‍ය ජාවාරම්කරුවන්ගේ ක්‍රියාදාමය වැළැක්වීමට නීතිමය පියවර හා දැඩි ක්‍රියාමාර්ග ගත යුතු අතර මෙය සමාජයෙන් තුරන් කිරීම සඳහා මෙරට පාලකයින් විසින් පුළුල් වැඩසටහන් ක්‍රියාත්මක කළ යුතුය. ලංකාව තුළ නිෂ්පාදනය කර භාවිතා වන මත්ද්‍රව්‍ය ලෙස දුම්කොළ සහිත නිෂ්පාදන ගංජාල මදන මෝදකල අනවසර මත්පැන් පෙරිම මගින් ලබා ගන්නා මත් වතුර දැක්විය හැකිය. මෙහිදී ඉතාමත් බැරැරැම් තත්වය නම් අප රට තුළට ගලා එන වෙනත් රටවල් වලින් ගෙන එන කේරළ ගංජාල හෙරොයින්ල අයිස්ල හසින්ල වේදනා නශක පෙතිල එන්නත් කිරීම් මගින් ලබා ගන්නා අධි මාත්‍රාවන් අඩංගු අතිසි ඖෂධ වැනි අධික විෂ සහිත මත්ද්‍රව්‍ය නිසාවෙනි. මෙම මත්ද්‍රව්‍ය භාවිතය ශරීරයට ඉතාමත් අහිතකර අතරල විවිධ රසායනික ද්‍රව්‍ය යොදා කෘතිමව නිෂ්පාදනය කරන ඒවා වේ.

මත්ද්‍රව්‍ය වසංගතය නිසා ලංකාව තුළ මේ වන විට උද්ගතවී ඇති තත්වය ඉතාමත් බැරැරැම් ස්වරූපයක් ගෙන තිබේ. මත්ද යන් මත්ද්‍රව්‍ය භාවිතය නිසා රෝගී වන පුද්ගලයින් හට බෙහෙත් සඳහා විශාල වියදමක් දරන්නට රජයට සිදුවීමත් එම පවුල් වල ආර්ථික හා සාමාජීය තත්වය පසුබෑමකට ලක්වීම යන කරුණු බලපා ඇත. දුම්පානය හා මත්පැන් භාවිතය නිසා රෝගී වන පුද්ගලයින් නඩත්තුව සඳහා රුපියල් බිලියන 209.03 කට ආසන්න මුදලක් වාර්ශිකව වැය කරයි. ඒ බව 2015 වර්ෂයේ සිදුකරන ලද සමීක්ෂණ වාර්ථාවකින් (ii) සනාථ කොට ගෙන ඇති අතර මෙම විශාල මුදල රටෙහි සංවර්ධනය සඳහා යොදා ගත හැකි මුදලක් බව පැවසීමට

වෙනත් අඩුවා ටිකා අවශ්‍ය නොවනු ඇත.

මේ හේතුවෙන් මෙම මන්ද්‍රව්‍ය වසංගතය නිසා සමාජයට බලපා ඇති විශාලම බලපෑම නම් සමාජය තුළ විවිධ හොරකම් හා අපයෝජන ක්‍රියා සිදුවීමද නිරන්තරයෙන් මාධ්‍ය මගින් දකින්නට ලැබේ. එමෙන්ම පාසල් දරුවන් මන්ද්‍රව්‍ය වලට ඇබ්බැහි වීම නිසාවෙන් ඔවුන්ගේ අධ්‍යාපනය අධ්‍යාපන සමාජයට නුගත් හා පිරිහුණු සෞඛ්‍යයක් සහිත පරපුරක් බිහිවෙමින් පවතී. මෙම මන්ද්‍රව්‍ය වසංගතය ලංකාවෙන් තුරන් කිරීම සඳහා රජය විසින් විවිධ ආයතන පිහිටුවා ඇත. එම ආයතන නම් අනන්‍යායකර ඖෂධ පාලක ජාතික මණ්ඩලය, දුම්කොළ හා මධ්‍යසාර පිළිබඳ ජාතික අධිකාරිය, ජනාධිපති මන්ද්‍රව්‍ය නිවාරණ කාර්යය සාධක බලකාය, ශ්‍රී ලංකා සුරාබදු දෙපාර්තමේන්තුවල පොලිස් මන්ද්‍රව්‍ය නාශක කාර්යාංශය හා ඒකාබද්ධව රජය විසින් විවිධ වැඩසටහන් ක්‍රියාත්මක කර තිබේ. එමෙන්ම රජය විසින් පාසල් පදනම් කොටගෙන විවිධ වැඩසටහන් ක්‍රියාත්මක කර ඇති අතර එම වැඩසටහන් ජාතික මට්ටමින් අන්තරායකර ඖෂධ පාලක ජාතික මණ්ඩලය හි එක්ව ක්‍රියාත්මක කොට ඇත. මන්ද්‍රව්‍ය නිවාරණ පාසල් වැඩසටහන ඉන් එක් වැඩසටහනක් වන අතර එය ඉතාමත් කාලෝචිත වැඩසටහනක් වේ. එහි ක්‍රියාකාරකම් ලෙස පාසල නමින් Youth Zone Facebook page නමින් නිර්මාණය කිරීම හා Post upload කිරීමල නිවාරණය වෙනුවෙන්ම දැන්වීම් පුවරුවක් පවත්වාගෙන යෑම, ප්‍රධාන රැස්වීමේදී තෝරාගත් මාතෘකාවක් යටතේ සිසුන් ඇමතිම, නිවැරදි පණිවිඩය සහිත කෙටි නාට්‍ය නිර්මාණ කිරීම, මාධ්‍ය ජිවිතය සමග එක්වී නිවාරණ පණිවිඩ ප්‍රවාරණය මන්ද්‍රව්‍ය භාවිතය සඳහා සිසුන් යොමු වන ස්ථාන (වැසිකිළි, ගොඩනැගිලි) වල පෝස්ටර් සත්පතා ප්‍රදර්ශණය යනාදී වශයෙන් තවත් බොහෝමයක් ක්‍රියාකාරකම් දැනට සිදුකරමින් පවතී (iii).

ලංකාව තුළ මන්ද්‍රව්‍ය වසංගතය වැඩිවශයෙන් ව්‍යාප්තවීමට තවත් ප්‍රධාන හේතුවක් වී ඇත්තේ මන්ද්‍රව්‍ය වෙළඳාමෙහි ඇති ආර්ථික වාසි හේතුකොටගෙන හා සමාජ ජාල මාධ්‍යන් ගෙන් බව වර්ධනය සමාජ තත්වය දෙස බලන කල වැටහෙනු ඇත. ඉතා අඩු ශ්‍රමයක් වැය කොට විශාල ලාභයක් ලැබීමට හැකි වීම, සමාජයේ ප්‍රභූ ලෙස හිඳ ව්‍යාපාරයේ නිරතවීමට හැකිවීම, ලංකාව තුළ පවතින රුකියා උග්‍රාණතාවය, අධ්‍යාපන ක්‍රමය තුළින් දරුවන් හට මන්ද්‍රව්‍ය භාවිතයෙන් ඇතිවන සාමාජීය, ආර්ථික හා පෞද්ගලික පරිහානිය පිළිබඳව නිසි අවබෝධයක් ලබා නොදීම යන කරුණු ප්‍රධාන වශයෙන් හේතු කොට ගෙන ජාතිකරණය වන්නේ මන්ද්‍රව්‍ය ව්‍යාපාරය මෙහෙයවනු ලබයි.

එලෙසම ශ්‍රී ලංකාවේ මන්ද්‍රව්‍ය භාවිතාකරන්නන් හා මන්ද්‍රව්‍ය වෙළඳාමෙහි නිරතවන පුද්ගලයින් හට වර්තමානයේ නීති පද්ධතියෙහි ඇති ලිහිල් භාවය ලංකාව තුළ මන්ද්‍රව්‍ය වසංගතය සුළු වීමට තවත් එක් ප්‍රධාන හේතුවක් වී ඇත. වරෙක මන් ද්‍රව්‍ය ව්‍යාපාරයේ නිරත වීම හේතුවෙන් බන්ධනාගාරගත වුවත් දඩුවම් කාලය අවසන් කර පැමිණි නැවත වරක් මන්ද්‍රව්‍ය ව්‍යාපාරයේ නිරත වන පුද්ගලයින් අප කොතෙකුත් දැක ඇත්තෙමු. එයට ප්‍රධාන හේතුව වන්නේ දඩුවම් පමනක් ලබා දීම නීති පද්ධතිය තුළ ඇති නමුත් ඔවුන් හට එහි ආදිතව පහදා දෙමින් නිසි මනෝ උපදේශණ වැඩසටහන් ක්‍රියාත්මක නොවීමයි. තවද ඇතැම් ජාතිකරණය වන්නන් හට දේශපාලඥයින්ගේ හා නීතිය බලාත්මක කරන ප්‍රබලයන්ගේ දැඩි රුකවරණය සහ සහය නොමදව ලැබෙන හෙයින් රිසිසේ ව්‍යාපාරයේ නිරතවීමේ හැකියාව පවතී. ඒ හේතුවෙන් ලංකාවේ මන්ද්‍රව්‍ය ජාතිකරණ පාලනය සඳහා වත්මන් රජය කොතෙකුත් උත්සහ දැරුවත් ගහට කපන්නාක් මෙන් නිශ්ඵල වී ඇත.



ශ්‍රී ලංකාවේ මත්ද්‍රව්‍ය වසංගතය පාලනය කිරීමට සහ ලාංකිකයින් මත් උවදුරෙන් මුදවා ගැනීම සඳහා ප්‍රධාන වශයෙන්ම ගතයුතු ක්‍රියාමාර්ග දෙකක් ඇත. එනම් මත්ද්‍රව්‍ය භාවිතය නිසා ඇතිවන අහිතකර බලපෑම් පිළිබඳව පූර්ණ අවබෝධයක් ලබා දී ජනතාව ඊට ඇබ්බැහි වීම වලක්වාලීමයි. දෙවැන්න නම් රට තුළට මත්ද්‍රව්‍ය පැමිණීමේ වැළැක්වීම සහ මෙරට මත්ද්‍රව්‍ය නිෂ්පාදනය වලක්වාලීමයි. ශ්‍රී ලංකාවට මත්ද්‍රව්‍ය පැමිණීම වැළැක්වීම සඳහා වර්තමානයේ ශ්‍රී ලංකා නාවික හමුදාවේ නාවික හමුදාධිපතිතුමන් යටතේ නාවික හමුදාව සෘජු දායකත්වයක් ලබා ඇත. මේ සඳහා විශේෂ මත්ද්‍රව්‍ය නිවාරණ ඒකකයක්ද පිහිටුවා ඇත. එමෙන්ම නාවික හමුදා මත්ද්‍රව්‍ය නිවාරණ ඒකකය මගින් ජාත්‍යාධිපති මත්ද්‍රව්‍ය නිවාරණ කාර්යසාධක බලකාය හා එක්ව "දැහැමි පරපුරක් මගින් නිදහස් රටක්" යන තේමාව යටතේ සිග්ටිය හා රාජාංගණය යන ප්‍රදේශයන්හි පාසල් ලමුන් අලලා දෛනික වැඩසටහනක් සාර්ථකව සිදුකරණ ලදී (iv). එමෙන්ම ජාතික මත්ද්‍රව්‍ය නිවාරණ සතිය වෙනුවෙන් නැගෙනහිර නාවික විධානයේද වැඩසටහන් මාලාවක් පවත්වන ලද අතර එ සඳහා පාසල් සිසුන් හා මහජනතාව විශාල වශයෙන් සහභාගිවන ලදී. තවද මත්ද්‍රව්‍ය නිවාරණය සඳහා නාවික හමුදාව විසින් අම්පාර, එරාචුර්, එරාචුර්පත්තුව යන ප්‍රදේශ හා තවත් ප්‍රදේශ ගණනාවක වැඩසටහන් කිහිපයක් පවත්වන ලද්දේ මහජනතාව මත්ද්‍රව්‍ය භාවිතය නිසා ඇතිවන අහිතකර බලපෑම් පිළිබඳව මනා අවබෝධයක් ලබා දීම සඳහාය.

නාවික හමුදාව විසින් ශ්‍රී ලාංකික ජනතාව මත් උවදුරෙන් මුදවා ගැනීම සඳහා 2019 මාර්තු මස 31 වන දින සිට 2019 ජූලි මස 24 දින දක්වා මාස හතරක වැනි කෙටි කාලසීමාවකදී සිදුකළ වැටලීම්වලදී කේරළ ගංචා කිලෝ 507 යි ගැමි 211 ප්‍රමාණයකුත්, දේශීය ගංචා කිලෝ 03 ගැමි 96 ප්‍රමාණයකුත්, හෙරොයින් ගැමි 66 මිලිගැමි 715 ප්‍රමාණයකුත්, අයිස් ගැමි 101 මිලිගැමි 09ක ප්‍රමාණයකුත්, දුම්වැටි 2040 ක්, මදන මෝදක ගුලි 6800 කුත්, අරක්කු බෝතල් 33ක් හා අතවසර මත්පැන් පෙට්ටි මගින් ලබා ගන්නා මත් වතුර ලීටර 845 ක ප්‍රමාණයක් සමග වැටලීම් වාර පනස් පස් වාතාවකදී පුද්ගලයින් 94 දෙනෙකුට අධික ප්‍රමාණයක් අත්අඩංගුවට ගෙන ඇත. එමෙන්ම වේදනා නාශක පෙති සහ මත්පැන් පෙට්ටිට ගන්නා උපකරණ විශාල ප්‍රමාණයක්ද අත්අඩංගුවට ගෙන ඇත. මෙහිදී සිදුකළ වැටලීම් බහුතරයක් නාවික හමුදාව විසින් මුහුදේදී සිදුකළ අතර පොළිස් මත්ද්‍රව්‍ය නාශක කාර්යාලයේද සහය ඇතිව සිදුකළ වැටලීම්ද වේ. මෙම වර්ගයේදී පමණක් නාවික හමුදාව විසින් අත්අඩංගුවට ගෙන ඇති බිඩි කොළ ප්‍රමාණය කිලෝග්‍රෑම් 24000 ක් පමණ වේ (v).

මෙම මත්ද්‍රව්‍ය නොග පිටින් අප රට තුළට පැමිණෙන්නේ ශ්‍රී ලාංකික ජනතාව ඉලක්ක කොට ගෙන බව ඉදුරාම පසක් වී ඇති කාල සීමාවක වර්ථමාන නාවික හමුදාධිපති තමන් යටතේ නාවික හමුදාව ශ්‍රී ලාංකික ජනතාව මත් උවදුරෙන් මුදවා ගැනීම සඳහා ඉතා කාර්යක්ෂමව ගෝලීය වශයෙන් බලපා ඇති ඉතාමත් ශීග්‍රයෙන් වර්ධනය වෙමින් පවතින මෙම වියසනයෙන් රට බේරා ගැනීමේ දැවැන්ත සේවාවක් තම මාතෘ භූමිය වෙත ඉටුකරන බව නොරහසකි. තවද සූරා බදු ආඥාපනත උල්ලංඝනය කරමින් ශ්‍රී ලංකාව තුළ නීති විරෝධී ලෙස මත්ද්‍රව්‍ය විකිණීම සහ ප්‍රවාහන කටයුතු මැඩපැවැත්වීම සඳහා නාවික හමුදාව තීරණීයව මෙහෙයුම් ක්‍රියාත්මක කර ඇත.

"මනින් තොර රටක් ගොඩනැගීමේ අරමුණ" පෙරදැරිව මත් ද්‍රව්‍ය මෙරටින් තුරන්කිරීම සඳහා අතිගරු ජනාධිපති මෛත්‍රීපාල සිරිසේන මැතිතුමා විසින්

පත්කර ඇති ඒකාබද්ධ මන්ද්‍රව්‍ය නිවාරණ වැඩසටහන සමග අත්වැල් බැඳ ගනිමින් වර්තමාන නාවික හමුදාධිපති වයිස් අද්මිරාල් පියල් ද සිල්වා ගේ උපදෙස් මත නාවික හමුදාව සිය සක්‍රීය දායකත්වය ලබා දෙමින් නිරන්තර මෙහෙයුම් හා නීති විරෝධී මන්ද්‍රව්‍ය වැටලීම් ජාතික මෙහෙවර ඉටුකරමින් සිටියි. එසේම මෙම මන්ද්‍රව්‍ය ව්‍යාපනයෙන් රටබේරා ගැනීමට වගකීමක් ඇති නාවික හමුදා පුද්ගලයින් වශයෙන් දූමිකොළ නිශ්පාදන හා මද්‍යසාර නිශ්පාදන පරිහෝජනයෙන් උද්ගතවන හානිය, අනිසි ඖෂධ භාවිතය වලැක්වීම සඳහා රාජ්‍ය හා රාජ්‍ය නොවන සියළු අංශ හා සංවිධාන වල සහභාගිත්වය ඇතිව ජනමාධ්‍ය අනුග්‍රහයෙන් ප්‍රජා මූලික වැඩසටහන් මගින් සෞඛ්‍ය වර්ධනය දිරිගැන්වීමල මන්ද්‍රව්‍ය නිවාරණය සඳහා උපාය මාර්ග සකස් කිරීමට එදෙසිය සේවාවක් මාතෘ භූමිය වෙනුවෙන් ඉටු කිරීමට නාවික හමුදා පුද්ගලයින් යොමු කල හැකිය. දශක තුනක් පුරාවට පැවති ඊළාම් යුද්ධය නිමාකිරීමට සිය ජීවිත පරිත්‍යාගයෙන් මවිබිම වෙනුවෙන් තම අනගිබවනීය දායකත්වය ලබා දෙමින් මාතෘභූමියේ ස්වෛරීභාවය ස්ථාපිත කල නැව්පති ප්‍රමුඛ නැව් මුළුවට මන්රකුයා ශ්‍රී ලංකාව ද්විපයෙන් අතුගා දැමීම ඉතා පහසු කාර්යයක් වනු බව නොඅනුමානය.

### ආශ්‍රිත ග්‍රන්ථ

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