

ABSTRACT

The Shipping industry is inter-linked with the state of the global economy. It is complex and notoriously volatile in nature. It is always affected by the fluctuations in the world trade patterns. Hence, the strategies used by a country to grab the opportunities related to shipping should be change time to time as per the changes in global shipping and world economy. These changes directly affected to the ports and it became as a node located at the land and maritime interface within the global transport network to fulfill the global patterns of international trade.

After changes in shipping in Sri Lanka, the hub port concept developed to facilitate to modern ships while making transshipment through fastest growing segment of the container port market. Today the government is planning to become as a naval hub in the Indian Ocean region while fulfilling all the requirements to become as a naval hub. Even though the government has taken necessary actions, Sri Lanka still ranked twenty seventh places in the world top container ports and transshipment via Colombo ranked fourteenth among transshipment ports in the world. These factors are mainly drives the researcher towards the conduct of research in the area of examine viability of government efforts in developing Sri Lanka in to a naval and maritime hub.

The effort is no use if the measure has been taken by the government unable to meet the requirements of the today's shipping. The stakeholders in shipping in Sri Lanka expecting a Naval hub over Sri Lanka to fulfill their requirements while taking timely decisions to make a smooth operation competitively with other regional hubs. This research develops a new framework for evaluate the viability of government efforts in developing Sri Lanka into a naval and maritime hub by identifying the critical affecting organizational government initiatives. And also it consists of three main dimensions for evaluating the viable governmental efforts in eight aspects, namely, Viability of geographical location, Infrastructure support, government policy, Port facilities, Maritime education, Ancillary services, Minimize the turnaround time of the vessel and supporting industries.