



SRI LANKA PORTS AUTHORITY



# ANNUAL REPORT 2022



# STRATEGIC DIRECTIONS

## OUR VISION

**“To be the driving agency of Sri Lanka to achieve the status of a global maritime and logistics hub.”**

## OUR MISSION

**“To provide world-class port facilities and logistics services to all stakeholders and contribute to national economic development.”**

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## OUR CORPORATE GOALS

The Sri Lanka Ports Authority (SLPA) will move forward to achieve following seven (07) goals during the planned period of 2022-2024:

1. Build a Smart Port by improving the capacity of infrastructure and superstructure with modern technology and Information and Communication Technology (ICT) innovations.
2. Uplift the rank of Port of Colombo to be among the top twenty (20) container ports during the next three years.
3. Enhance the competency of human capital to improve productivity, quality and performance of SLPA.
4. Promote co-operation of all port communities, shipping agencies and government organizations to strengthen and build a positive business relationship.
5. Increase the customer base, business volume and the turnover to achieve maximum value at the minimum cost.
6. Develop organizational specific governance framework, systems and procedures.
7. Achieve a Green and Sustainable Status for Port of Colombo adopting United Nations Sustainable Development Goals (UNSDGs).

# OUR CORPORATE STRATEGIES

Our corporate strategies to achieve corporate goals and long-term objectives:

## Market Penetrations Strategy

This strategy seeks to increase market share for existing port services in the existing markets through more significant efforts in development, operation and marketing.

This strategy includes

- Transshipment Hub Strategy
- Logistics Hub Strategy
- Green and Sustainable Port Strategy

## Product/ Service Development Strategy

This is a strategy for SLPA to increase revenue by improving or modifying present products and /or port services.

## Related Diversification Strategy

SLPA will expand its operations beyond current markets and services but are still operating within the capabilities of existing value networks.

## Co-operative Strategy

The co-operative strategy is to gain a competitive advantage within the maritime and logistics industry by working with other firms. Following types of co-operative strategies could be used:

- A strategic alliance
- Mutual service consortia
- Public-Private Partnership

## Outsourcing Strategy

SLPA will choose to outsource its identified functions for the following reasons:

- Cost-effectiveness
- To more focus on its co-business
- To provide quality service to the customers

SLPA will employ different divisional and operational strategies to achieve short and long-term objectives based on corporate goals and strategies.

## OUR GUIDING PRINCIPLES

Guiding principles are the co-values which could apply to unify port activities and maintain the consistency in decision making.

### **Sustainability**

Sustainable development is the central focus of all port activities.

### **Green Port**

Environmental stewardship is the lens for activities of all ports.

### **Innovation**

Adopt modern business development models to achieve strategic goals.

### **Entrepreneurship**

Seek opportunities to leverage cross-business line benefits.

### **Networking**

Proactively communicate and develop valuable partnerships with multiple stakeholders.

### **Productivity**

Optimize SLPA assets, investment and resources.

### **Informatics**

Relevant and timely information is fundamental for effective stewardship and decision making at all levels.

### **Performance Management**

All staff is appropriately aligned with strategic goals, retain experienced professionals creating a mutually supportive relationship between management and employees.

### **Profitability**

All activities shall incorporate full financial assessment and ensure survival and growth.

### **Aspirations**

Building a high performing organization with visionary leadership, accountability, teamwork and promote innovative ideas in all aspects of the ports' business.

### **Integrity**

Behave at all situations in an ethical, honest and professional manner to deliver high-quality services at a competitive price.

### **Co-operation**

Strive to create an open and hospitable environment to foster collaborative, productive and personal relationships.

## ABOUT THE SLPA

The SLPA was established by the SLPA Act. No. 51 of 1979 on the 1<sup>st</sup> August 1979 and subsequently amended by Act Nos. 7 and 35 of 1984.

Section 6(1) of the SLPA Act defines its objects and duties as follows.

- Provision of efficient and regular service for Stevedoring, shipping and transshipping, landing and warehousing, wharfage, the supply of water, fuel and electricity to vessels, for handling petroleum, petroleum products and lubricating oils to and from vessels and between bunkers and depots, for pilotage and mooring of vessels, for diving and underwater ship repairs and any other services incidental thereto.
- Provision of efficient and regular tally and protective services.
- Regulation and control of navigation within the limits of and the approaches to the Ports.
- Maintenance of Port installations and promotion of the use, improvement and development of the specified ports.
- Co-ordination and regulation of all activities within any specified port excluding the functions of the Customs Department.
- Establishment and maintenance on and off the coast of Sri Lanka such lights and other means for the guidance and protection of vessels as are necessary for navigation in and out of the specified ports.
- Performing such other duties as are imposed on the Ports Authority by the Act.
- Conducting the business of the Ports Authority in such manner and to make in accordance with this Act such charges for services rendered by the Authority will secure that the revenue of the Authority is not less than sufficient for meeting the charges which are proper to be made to the revenue of the Authority, to replace assets, make new investments and to establish and maintain an adequate general reserve and;
- Endeavour to manage the specified ports and each of them as self-supporting enterprise in accordance with the provisions of the Act.

In terms of Section 5 (1) of the SLPA Act, the Ports Authority has a Board of 09 Directors appointed by the Hon. Minister.

The Chairman is the Chief Executive and is in charge of the overall administration of the SLPA.

## OPERATIONAL HIGHLIGHTS

### Ship Arrivals (All Ports)

Description	2021	2022	Variance (%)
Port of Colombo	3,675	3,648	-0.7
Port of Galle	14	7	-50.0
Port of Trincomalee	117	95	-18.8
Port of Hambantota	374	323	-13.6
<b>Total</b>	<b>4,180</b>	<b>4,073</b>	<b>-2.6</b>

### Container Throughput (Twenty Equivalent Units - TEUs) of Port Of Colombo

Description	2021	2022	Variance (%)
<b>Sri Lanka Ports Authority (SLPA)</b>			
Imports	162,388	127,499	-21.5
Exports	158,733	128,819	-18.8
Transshipment	1,846,264	1,633,176	-11.5
Re-stowing	30,949	36,401	17.6
<b>Total</b>	<b>2,198,334</b>	<b>1,925,895</b>	<b>-12.4</b>
<b>South Asia Gateway Terminals (SAGT)</b>			
Imports	136,824	117,773	-13.9
Exports	128,461	111,938	-12.9
Transshipment	1,521,373	1,481,563	-2.6
Re-stowing	52,035	40,962	-21.3
<b>Total</b>	<b>1,838,693</b>	<b>1,752,236</b>	<b>-4.7</b>
<b>Colombo International Container Terminal (CICT)</b>			
Imports	303,223	263,068	-13.2
Exports	309,426	281,133	-9.1
Transshipment	2,482,410	2,520,946	1.6
Re-stowing	117,272	118,906	1.4
<b>Total</b>	<b>3,212,331</b>	<b>3,184,053</b>	<b>-0.9</b>
<b>Port of Colombo</b>			
Imports	602,435	508,340	-15.6
Exports	596,620	521,890	-12.5
Transshipment	5,850,047	5,635,685	-3.7
Re-stowing	200,256	196,269	-2.0
<b>Total</b>	<b>7,249,358</b>	<b>6,862,184</b>	<b>-5.3</b>

## OPERATIONAL HIGHLIGHTS

### Cargo Throughput (All Ports)

Description	2021	2022	Variance (%)
Total Cargo Throughput (MT Mn)	109.0	100.4	-7.9

### Cargo Discharged in Port of Colombo - SLPA (In Thousand Tonnes)

Description	2021	2022	Variance (%)
Containerized	14,935	13,607	-8.9
Break Bulk	854	262	-69.3
Dry Bulk	3,141	1,652	-47.4
Liquid Bulk	4,679	3,945	-15.7
<b>Total</b>	<b>23,609</b>	<b>19,466</b>	<b>-17.5</b>

### Cargo Loaded in Port of Colombo - SLPA (In Thousand Tonnes)

Description	2021	2022	Variance (%)
Containerized	13,198	11,865	-10.1
Break Bulk	4	2	-50.0
Dry Bulk	0	0	-
Liquid Bulk	551	389	-29.4
<b>Total</b>	<b>13,753</b>	<b>12,256</b>	<b>-10.9</b>

### Total Cargo Handled in Port of Colombo - SLPA (In Thousand Tonnes)

Description	2021	2022	Variance (%)
Containerized	28,133	25,472	-9.5
Break Bulk	858	264	-69.2
Dry Bulk	3,141	1,652	-47.4
Liquid Bulk	5,230	4,334	-17.1
<b>Total</b>	<b>37,362</b>	<b>31,722</b>	<b>-15.1</b>

## OPERATIONAL HIGHLIGHTS

### Cargo Handled in Port of Trincomalee (In Thousand Tonnes)

Description	2021	2022	Variance (%)
Discharged	3,052	1,913	-37.3
Loaded	138	176	27.5
<b>Total</b>	<b>3,190</b>	<b>2,089</b>	<b>-34.5</b>

### Cargo Handled in Port of Galle (In Thousand Tonnes)

Description	2021	2022	Variance (%)
Discharged	106	1	-99.1
Loaded	0	0	-
<b>Total</b>	<b>106</b>	<b>1</b>	<b>-99.1</b>

### Port of Hambantota (In Thousand Tonnes)

Description	2021	2022	Variance (%)
Discharged	1,710	1,584	-7.4
Loaded	539	532	-1.3
<b>Total</b>	<b>2,249</b>	<b>2,116</b>	<b>-5.9</b>

### Total Number of Employees

Description	2021	2022	Variance (%)
Port of Colombo	8,285	7,838	-5.4
Port of Trincomalee	381	363	-4.7
Port of Galle	331	315	-4.8
<b>Total</b>	<b>8,997</b>	<b>8,516</b>	<b>-5.4</b>

## FINANCIAL HIGHLIGHTS

<b>All PORTS</b>	<b>(Rs. Million)</b>		
<b>Description</b>	<b>2022</b>	<b>2021</b>	<b>Variance (%)</b>
<b>Revenue and Expenditure</b>			
Total Revenue	99,073.9	60,606.4	63.5
Expenditure	(43,838.7)	(32,935.8)	(33.1)
<b>Profit/(Loss) before Foreign Loan Interest and Foreign Exchange (Loss)/Gain</b>	<b>55,235.2</b>	<b>27,670.6</b>	<b>99.6</b>
Foreign Loan Interest	(2,400.3)	(799.6)	(200.2)
Foreign Exchange (Loss)/ Gain	4,190.9	(1,269.7)	430.1
<b>Profit/(Loss) Before Tax &amp; After Foreign Exchange (Loss)/Gain</b>	<b>57,025.8</b>	<b>25,601.3</b>	<b>122.7</b>
<b>Taxes</b>			
Income Tax	(13,261.1)	(2,676.3)	(395.5)
Differed Tax	(445.5)	(2,229.8)	80.0
Contribution to Consolidated Fund	(1,000.0)	-	(100.0)
<b>Net Profit/(Loss) After Provision for Taxes</b>	<b>42,319.2</b>	<b>20,695.3</b>	<b>104.5</b>
<b>Balance Sheet</b>			
Non-Current Assets	576,636.4	396,375.5	45.5
Current Assets	151,915.1	96,245.7	57.8
Current Liabilities	44,685.4	24,698.9	(80.9)
Equity and Other Capital	7,591.4	7,591.4	-
Reserves and Provisions	542,880.3	362,542.1	49.7
Non-Current Liabilities	133,394.4	97,788.9	(36.4)
<b>Ratios</b>			
Operating Profit to Revenue	51.9	43.0	
Annual Revenue Growth	63.5	15.1	
Return on Capital Employed	8.6	6.9	

**Hon. Nimal Siripala de Silva, M. P.  
Minister of Ports, Shipping and Aviation**

**And**

**Hon. Premalal Jayasekara, M. P.  
State Minister of Ports and Aviation**

## Overview

I am pleased to present the Annual Report and Financial Statements of SLPA for the year 2022, a year which was characterized by numerous challenges. Notwithstanding the obstacles encountered during the year, SLPA made steady progress in accomplishing its goals to the satisfaction of its stakeholders.

In 2022, we placed great emphasis on enhancing our capacity by accelerating the JCT-V and East Container Terminal projects with the aim of enhancing capacity by 2024. At present, the East Container Terminal is in partial operation, and with new Quay Cranes, we expect to attract mega carriers which at present cannot be berthed at JCT. The commissioning of the ECT would increase the attractiveness of the Port of Colombo as a deep sea port and enhance future market share.

The SLPA has made significant effort to adopt new technologies and initiated digitalization to improve the port operational efficiency and ensure business continuity. The digitization of correspondence and information proved critical in maintaining the continuity of maritime transport operations during challenging times. It not only facilitated the ease of doing business and increased transparency in business processes but also reduced the risk of error and eliminated irregularities.

## Financial Performance for the year 2022

The SLPA recorded an Operating Profit of Rs.47.2 billion in the year 2022 as against Rs.24.9 billion in the previous year. The gross revenue in 2022 was Rs.99.1 Billion compared to Rs.60.6 billion in 2021 which was an increase of Rs.38.5 billion. Total Expenditure before Tax, Foreign loan interest and Foreign Exchange Gain / Loss was Rs. 43.7 billion compared to Rs.32.9 billion in 2021, an increase of 33%.

During the year 2022 the cost of Foreign Loan Interest increased by 200% compared to previous year due to the depreciation of the Sri Lanka Rupee. Foreign Exchange Gain for the year 2022 was Rs.4.19 billion compared to a Foreign Exchange Loss of Rs. 1.27 billion in 2021.

The SLPA reported a Net Profit After Tax of Rs. 42.3 billion compared to Rs.20.7 billion in the year 2021 primarily due to the depreciating of the Sri Lanka Rupee against the U.S. Dollar.

## Port Operations and Logistics Performance

In the year 2022, the SLPA faced many challenges. The SLPA Terminals however through true collective means managed to maintain normal volumes and productivity levels in the face of difficult global and domestic economic conditions that were aggravated by political instability. Port services continued without interruption resulting from necessary and

## CHAIRMAN'S REVIEW

timely steps taken to bring in sufficient number of employees to maintain the service levels during domestic trying periods. Properly planned system and infrastructure upgrades were carried out without delay with Prime route optimization module and four phases of Expert Decking optimization module implemented during 2022. These modules optimized equipment utilization of Jaya Container Terminal, thereby reducing routine operational costs.

The SLPA terminals recorded 1,925,895 TEUs annual throughput in 2022. SLPA terminals maintained volumes without a significant drop despite industry draw backs, where major terminals in the region recorded notable setbacks.

Average productivity of SLPA terminals recorded marginal improvement where productivity of mainline vessels reported 23.3 moves per hour (MPH) in 2022, which was a 2.6% improvement over the previous year. Feederline vessels reported 20.99 MPH in 2022, an improvement of 4.9% in the previous year.

In 2022, the SLPA directly delivered 101,477 TEUs of FCL containers and de-stuffed 19,156 TEUs of LCL/MCC containers at the CFS, achieving the KPI of de-stuffing all LCL containers within 48 hours. The logistics processes have been digitized through e-doc submission, e-payment, e-release of delivery gate passes, and e-delivery orders. The SLPA is modernizing the BQ Warehouse Complex, increasing storage capacity, and providing trailer-based stuffing/de-stuffing operations and modern office spaces. A new express service has commenced to de-consolidate LCLs of leading shipping agents at CFS I within 24 hours. Development projects at the Unity Container Terminal, Bloemandhal multipurpose warehouse complex, and a modern state-of-the-art warehouse complex in close proximity to the Port City premises are underway to expand logistics facilities at the Port of Colombo.

### **Capacity enhancements at Port of Colombo**

ECT: The SLPA has already constructed a 600m quay wall and plans to build the balance 720m quay wall foundation to have -20m deep berths. The development of the ECT will be done in phases, with the goal of making it a fully-owned container terminal of SLPA by 2025. The ECT will have a 1320-meter long quay, that could accommodate three Ultra Large Container Carriers, have a yard area of 72 hectares, and an annual capacity of 3.0 million TEUs when completed. Plans are underway to semi-automate the ECT complete with extra height and reach STS automated Cranes, Straddle Carriers and Automated Rail Mounted Gantries (ARMGs).

WCT: On March 1st, 2021, the Cabinet of Ministers approved the development of the WCT-I as a public-private partnership project under a build-operate-transfer (BOT) basis for 35 years by a joint venture between the SLPA, Adani Ports and Special Economic Zone Limited, and their local partner John Keells Holdings PLC. A company styled under the name "Colombo West International Terminal (Private) Limited" was incorporated as the

terminal operator for the project. The BOT Agreement was executed on September 30th, 2021, and the effective date was recorded as February 26th, 2022. Site Lease Agreement, Shareholders' Agreement, and Lenders' Direct Agreement were also executed on February 25.02.2022. The construction works of WCT – I commenced on 09.11.2022.

JCT-V: SLPA would be extending the JCT-IV container quay wall by 120 meters to accommodate two ships over 330 meters in length with a minimum alongside water depth of -15m. The project has a total cost of Rs. 6,374 million.

### **Out Port Developments**

The SLPA is accelerating the development of infrastructure and superstructure facilities at the outer port. The Indian EXIM Bank has funded \$45 million for the rehabilitation of KKS port, including the rehabilitation of breakwater and piers, construction of a new commercial berth, and infrastructure facilities to operate KKS port as a commercial port. The SLPA has entered into a Project Management Consultancy (PMC) Agreement for design and consultancy services. Construction is scheduled to begin in 2023, pending approval for an expansion of the loan facility to cover cost overruns. Land acquisition work is also in progress to acquire 50 acres adjacent to KKS Harbour.

The SLPA plans to launch an operator managed ferry service in KKS in May 2023. Towards this end the SLPA has invested internally generated funds to build a terminal building with necessary infrastructure with the assistance of the Sri Lanka Navy.

The SLPA is on course to developing the Trincomalee Port as an Industrial Port and plans are underway to relocate the Engineering administrative complex from its present Mud Cove location to the main administrative location.

The Port of Galle in Sri Lanka is being developed as a tourism-related port, alongside its regional commercial role. Plans for the port include the construction of a deep water passenger vessel terminal, breakwaters, and other facilities. This initiative aims to attract private sector investment and contribute to the country's economic growth while promoting sustainable development. The project has issued an Expression of Interest and is now shortlisting investors. The development of the Port of Galle is expected to boost economic growth in the region and provide opportunities in leisure and real estate development.

With a view to increasing efficiency through digitization and effectively integrating all Port Stakeholders, SLPA has with the assistance of the Asian Development Bank commissioned a study to look into the feasibility of implementing a purpose developed Port Community System (PCS). This initiative is expected to substantially improve the efficient management of all port related activities and position the Port of Colombo as a progressive and future-ready Port. As a second phase, the PCS is expected to be interfaced and integrated with the 'Single Window' initiative of the Ministry of Finance of Sri Lanka.

## Marketing and Business Development

The prosperity of SLPA depends on its ability to maintain and strengthen its relationships with both current and potential customers. We engage in ongoing discussions with our customers and the port's stakeholders at various levels to comprehend their needs and create facilities and services that meet their requirements. To increase the container volumes at SLPA Terminals and the port of Colombo, the SLPA management has introduced several marketing and business development strategies. Several Terminal Service Agreements have been established with leading shipping lines to ensure continuity of business and collaboration with SLPA. Additionally, the SLPA terminals attract ad hoc callers to boost the volume of SLPA terminals.

## Conclusion

Despite facing numerous unexpected challenges and obstacles on our journey in 2022, our team successfully overcame them and now stands firmly in the industry on a global scale. Throughout this difficult time, SLPA received unwavering support from all three terminals, JCT, SAGT, and CICT. Thanks to the dedicated hard work of all employees across these terminals and the SLPA management, we were able to navigate the year of 2022 with success. I wish to express my sincere appreciation to the leadership of all three terminals and the SLPA management for guiding their teams through this challenging time.

Furthermore, I would like to express my gratitude to the Honorable Minister of Ports, Shipping and Aviation, the Honorable State Minister, the Secretary to the Ministry, the Ministry officials, and the Board of Directors for their invaluable guidance during these unprecedented times. Their support has been immense.

To conclude, I would like to express my gratitude on behalf of the Board of Directors and all employees of the Port of Colombo, to our esteemed customers, partners, and other stakeholders for the firm support extended to us throughout the year.

As risks increasingly transcend local boundaries and reach global proportions, we approach the upcoming year with a renewed sense of purpose. We are committed to advancing the maritime interests of our nation and enhance Sri Lanka's appeal by upgrading our facilities as a leading maritime hub that would invariably enable us to stay ahead in the global competition.



**Keith D Bernard**  
**CHAIRMAN**

**Mr. Keith D Bernard**  
**Chairman**

Mr. Keith Bernard has from an active career spanning 40 years, accumulated 30 years of experience at the Chief Executive Officer and senior management level in diverse sectors in the corporate sector. In the Not-for-profit sector, he held senior management positions in an USAID-funded private sector development project and served as the Director General of the Sri Lanka Press Institute. He served as Joint Managing Director of the State-owned composite insurer, Sri Lanka Insurance Corporation Limited, during which time the company held the number one position in the General Insurance sector. For a brief period, he served as the Working Director of the Road Development Authority and a board member and Chairman of its related entities. He also served as a member of the Cabinet-appointed Expert Panel of the Ministry of Public Enterprise Development, with the responsibility to advise and assist in providing oversight management of State-Owned Enterprises. He has also advised and consulted for the Financial Services and Telecom sectors in strategy, business alignment and objective setting.

Mr. Bernard has held board positions in many leading companies and PLCs in diverse sectors.

He is a Fellow of the Chartered Institute of Management Accountants (UK) and the Chartered Global Management Accountants. He is also a Member of the Chartered Institute of Marketing (UK) and has an MBA from the Aberdeen Business School, Robert Gordon University of Aberdeen and a Master of Economics (MA) from the University of Colombo. Whilst reading for his MBA degree, he won the Douglas Gourlay Award for demonstrating Initiative, Endeavour & Creativity.

**Mr. G U K Algewattage**  
**Vice Chairman**

Mr. Algewattage currently serves as the Vice Chairman of Sri Lanka Ports Authority as well as sits on the Boards of several publicly listed and Private Companies such as SAGT, CICT, Colombo West International Terminal (Pvt) Ltd, Hambantota International Port Group Company Pvt. Ltd. (HIPG), Hambantota International Port Services Company Pvt. Ltd. (HIPS) and Ceylon Shipping Corporation Limited.

Mr. Algewattage holds a Master's Degree in Public Administration in Post Graduate Institute of Management from the University of Sri Jayewardenepura, LLB Degree at the Open University – Nawala and Biological Science Degree from the University of Colombo.

He is a versatile, committed, dedicated and an experienced senior administrative officer with extraordinary leadership and vast management expertise. He is a strong and a proven communicator, who uses initiative and time management, extensively to interact with superiors and subordinates within the organization.

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He had been serving as a Director of National Productivity Secretariat and also worked as an alternative director for Asian Productivity Organization where he was a productivity practitioner under the Ministry of Labour and Foreign Employment from Oct 2018 - June 2022. He has started his career in Sri Lanka Administrative Service in the year 2006 and currently holds Grade-1 position in Sri Lanka Administrative Services and has a distinguished career of over 16 years of service. The experience gained during this period in the field of administrative service as a divisional secretary was more than 10 years in various Divisional Secretariats.

### **Mr. Upul Jayatissa** **Managing Director**

Mr. Upul Jayatissa, holds a B.Sc. Degree in (Special-Business Administration) from the University of Sri Jayewardenepura, a M.Sc. in Port Management (World Maritime University - Sweden) and Diploma in Marketing (Wigan & Leigh College - UK). He is also a Chartered Member of the Chartered Institute of Logistic and Transport.

Mr. Jayatissa Joined SLPA as a Management Trainee in 1986 after graduation and having worked experience in the port industry for over 35 years. He also has five years' work experience in Middle East Ports, Kuwait Ports Public Authority - Shuaiba Container Terminal & United Arab Emirates (UAE) Sharjah- Port of Khorfakkan Container Terminals as Terminal Planner. Mr Jayatissa has been working as a Visiting faculty member for over 14 in various universities including Universities of Colombo, Moratuwa, Ruhuna and some other leading institutions in Sri Lanka.

Mr. Upul Jayatissa was appointed to the post of Managing Director, SLPA in June 2021.

### **Mr. P A S Athula Kumara** **Director**

Mr. Athula Kumara is an old boy of Bandaranayke College, Gampaha and he is a B.Sc. Management (Public Admin.) (Special) degree holder from the University of Sri Jayawardhanapura. He obtained his Master's degree in Business Studies in the University of Colombo. Athula Kumara is a Class I Officer of Sri Lanka Accountants Service. And also he is a member of Chartered Public Accountant in the Institute of Chartered Accountants of Sri Lanka and Member of Chartered Institute of Public Finance & Accountancy, London.

Having joined the Public Service in 1991 as an Audit Examiner in Auditor General's Department, he entered the Sri Lanka Accountants Service in 1992 and served as the Accountant in Lankapura Divisional Secretariat of Polonnaruwa District and in Thalawa Divisional Secretariat of Anuradhapura from 1992 – 1997. During the period of 1997 – 2005, served as an Accountant in Director's Office of Agriculture in the North Central

## BOARD OF DIRECTORS

Province and worked 2 years in the Ministry of Mahaweli, Irrigation, Rajarata Development and Agriculture in Battaramulla.

Mr. Athula Kumara joined the Department of Public Enterprises, Ministry of Finance in 2007 and held several positions in the Department. Currently he is the Director General in Department of Public Enterprises.

He has gained foreign trainings and exposures in related to Accounting Financial Management, Strategic Plan and Risk Management from reputed international Institutions/Universities.

He has also been a Director/Board Member of several Statutory Institutions including Colombo Commercial Fertilizer, Mantai Salt Ltd., Building Material Corporation, Ceylon Agro Industries Ltd., Lanka Hydraulic Ltd., and Ceylon Ceramics Corporation. And also he served as a member of several Expert Committees of Sri Lanka Transport Board, National water Supply and Drainage Board, Road Development Authority. In addition, Mr. Athula Kumara also served as the Chief Executive Officer in the Local Development Fund from 2012-2014.

### **Mr. P B S C Nonis** **Director**

Mr. Nonis is a senior civil servant with over three decades of experience in various key government positions. At present he serves as the Director General of Sri Lanka Customs and is directly responsible for the collection of revenue, enforcement of the relevant laws and the administration of over two thousand employees.

He graduated with honors from the University of Sri Jayewardenepura with a degree in Business Administration and received a Licentiate Certificate from the Institute of Chartered Accountants of Sri Lanka. He earned his Master's degree in Public Administration from the Flinders University, Adelaide, under the Australian Awards.

He entered the public service as an Audit Examiner at the Auditor General's Department in 1988 and joined the Sri Lanka Accountant's Service in 1997. In 1998, he entered Sri Lanka Administrative Service and was deployed as an Assistant Secretary to the Ministry of Fisheries and Ocean Resources. Subsequently, he was transferred to the Ministry of Finance and served in the Department of Fiscal Policy and Economic Affairs and the Department of Trade Tariff and Investment Policy.

He worked as an additional secretary to the Ministry of Petroleum Industries before moving on to Ministry of Youth and Skills Development as a career Guidance Specialist. He is also the first Comptroller General of Sri Lanka. As the Comptroller General, he was tasked with efficient, effective and economic utilization of government assets in order to prevent

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mismanagement and waste by establishing a central database for non-financial assets belonging to the government.

Subsequently, he was promoted as the Director General of the Department of National Budget. There, his responsibilities included the formulation of the National budget, public expenditure management, determination of limits for the commercial, stores, public officer's advance accounts and revision of limits based on requests of spending agencies, undertaking budget monitoring and allocating financial resources for new programs/projects proposed under the budget proposal.

He also worked as the Additional Secretary to the Ministry of Defense and was responsible for defense policy matters including bilateral and multilateral defense cooperation, granting approvals related to procurement of military equipment, administrative tasks of tri service personals including enlistments, promotions, retirements and service extensions. He also directed overseas and local trainings, visits and conferences of tri services, granting approval to wear medals and rectifying anomalies in salary and compensation of disabled and retired tri service personal and war veterans.

He has taken part in various training programs of national importance including "Strengthening Public Policy Making Process", "Trade Defense Instruments: the European Commission rules and practices", "Induction course on Trade Defense Instruments: rules and Practices" organized by International Trade Centre UNCTAD/WTO and "Economic Development Policies".

He has also participated in multidisciplinary Trade and other International Delegations including, The IISS Fullerton Forum, IMF/World Bank Annual Meetings, UN ESCAP meetings for "Policy Dialogue on Infrastructure Financing Strategies for Sustainable Development in South and South West Asia", Revised WTO Agreement on Government Procurement, Multi-year Expert Meeting on Transport, Trade Logistic and Trade Facilitation (UNCTAD), Pakistan Sri Lanka Free Trade Agreement (PSFTA) and Technical Level Negotiations under the Comprehensive Economic Partnership Agreement (CEPA) between Sri Lanka and India.

### **Mrs. N A A P S Nissanka** **Director**

Mrs. Nissanka entered the Government Administrative Service in 1990 now holds the post of Additional Secretary (Admin & Human Resources), Ministry of Fisheries and Aquatic Resources.

Mrs. Nissanka served as an Assistant Commissioner, Corporate Development Department and Divisional Secretary, Mahewa Divisional Secretariat and Nattandiya Divisional Secretariat.

**Mr. J R U De Silva**  
**Director**

A constant innovator, Rohan de Silva has created and led more than 75 group companies and spearheaded the McLarens Group across different regions, with insight, conviction and passion for excellence. Mr. de Silva leads by example and inspires a culture of integrity and transparency.

He currently serves as the Group Chairman of McLarens, guiding the Board of Directors and his team in corporate strategy, and takes charge of group profitability and the development of new shipping, marine and logistics services. Additionally, new investments, innovation and senior talent management are areas he continues to take an ardent interest in. He continuously promotes Shipping Services in all Sri Lankan Ports.

There are many significant accomplishments in his career including several private sector pioneering projects.

In his support to the nation's vision of being a strategic hub for global maritime and logistics operations, Mr. de Silva has served in diverse roles across many private and public sector boards. He is a member of the Colombo Port City Economic Commission. Mr. De Silva is a Director of HIPG and HIPS. He is a director of Jaya Container Terminal Limited & CICT. He is a member of the Ceylon Association of Ships Agents Advisory Committee.

He is the Honorary Consul for the Republic of Namibia in Sri Lanka. He serves in several Institutions and committees that he dedicates his time to.

He has over the years participated in many motor race events achieving placings and established several course records in Sri Lanka. An avid and talented badminton player, Mr. de Silva has a plethora of achievements in both national and international tournaments, including the 'Sri Lanka National Championship' in the categories for veterans and Masters. He has achieved several Gold Medals overseas too.

After years of committed support to the sport of Badminton, Mr. Rohan De Silva was elected as the President of Sri Lanka Badminton in 2019 and serves in it to date. He also held official posts in Automobile Sports the governing body of motor sports in Sri Lanka.

Through his initiatives, McLarens group supports various orphanages, seniors' homes and provides assistance to prisoners and their families at the Welikada Prison as CSR / charity projects. A visionary thinker, dynamic entrepreneur and hands-on leader, Rohan de Silva guides the McLarens Group every step of the way. His advice to entrepreneurs is simple and sound an organization takes more than just great products; it takes time, effort, commitment, vision, direction, execution, and passion that will keep you strong and focused during the tough times. Work hard, stay focused and always challenge status quo", words from a practical, realistic, humanitarian leader Mr. Rohan De Silva.

## **BOARD OF DIRECTORS**

### **Mr. N R Hewathantri**

#### **Director**

Mr. Hewathantri Attorney-at-Law obtained his LLB Degree from the University of Colombo, has a distinguished career as a leading practitioner focused on civil and human rights and fundamental rights issues.

Beyond his legal career, Mr. Hewathantri has also held several important positions including Legal Consultant of Colombo Gas Company in 1995, Board of Management in National water Supply and Drainage Board in 1996, Member of Legal Drafting Committee of Telecommunication Regulatory Commission of Sri Lanka in 2001, Director State Pharmaceuticals Corporation of Sri Lanka in 2004, He was a Founder member of Health Regulatory commission in 2010, Director of Airport and Aviation PLC of Sri Lanka in 2016 and presently Member of the Professional Ethics Committee – Post Graduate Institute of Medicine.

### **Dr. Upul Ajith Mendis**

#### **Director**

Dr. Upul Ajith Mendis MBBS, DLM/MCMA/FCMA was appointed as the Vice Chairman of Airport and Aviation Services (Sri Lanka) (Private) Limited (AASL) in June 2022. Since his appointment to the present position, he has been playing a pivotal role in overseeing the administrative and operational functions of five International Airports under AASL. In addition, he closely works with leaders of the industry, key stakeholders, media organizations, and other internal organizations of the company to develop the airport's public image too.

Dr. Mendis has over 45 years of experience in the Health sector at the senior management level and has held top positions in reputed government and private establishments. In his illustrious career in the health sector, he served as the Director General of Health Services for a period of five years from 2007 to 2012. Also Dr. Mendis was the Chairman of Neville Fernando Teaching Hospital and has served as a Board Member of the Sri Lanka Pharmaceutical Manufacturing Corporation. Dr. Mendis contributed immensely to the community and had served as the Country Director of Population Services, Sri Lanka too.

Dr. Mendis brings a lot of expertise in diverse areas of the business to AASL and he is committed to the development of Civil International Airports and uplifting the aviation industry.

### **Mrs. Shehara Nawaratne**

#### **Legal Consultant/Secretary to the Board of Directors**

## MANAGEMENT TEAM

Mr. Keith D Bernard  
**Chairman**

Mr. G U K Algewattage  
**Vice Chairman**

Mr. Upul Jayatissa  
**Managing Director**

Mr. Susantha Abeysiriwardena  
**Additional Managing Director (Tech)**

Mr. H M Prabath Jayantha  
**Additional Managing Director  
(Admin/Operations)**

Mr. D L R Weerasinghe  
**Director (Port Operations)**

Mr. W M Nalin Aponso  
**Director (Human Resource Development)**

Mr. P A R D Pathiraja  
**Director (Technical)**

Major General Sudath Perera (Retired)  
**Director (Security)**

Mr. L Premasiri De Silva  
**Director (Finance)**

Mr. G V T Nanayakkara  
**Director (Development)**

Mr. K G S Dayananada  
**Director (Marketing & Media)**

Mr. C J Weerawickrama  
**Director (Logistics)**

Mrs. Aparna Tilakaratne  
**Chief Law Officer**

Mr. Nirmal de Fonseka  
**Chief Manager (Information Systems)**

Mr. J A Chandrarathna  
**Chief Engineer (Mechanical Works)**

Mr. D G R M Pathiwila  
**Chief Engineer (Contracts & Designs)**

Capt. K M N P Silva  
**Harbour Master**

Mrs. S H S Padmini  
**Chief Training Manager**

Mrs. Nelum Anawaratne  
**Chief Manager (Administration)**

Mr. Chithral Jayawarna  
**Chief Manager (Communication & PR)**

Mrs. G N Liyanage  
**Chief Internal Auditor**

Mr. A L M Nowfer  
**Chief Engineer (Development)**

Mr. T C K Paranavithana  
**Chief Engineer (Civil)**

Mrs. F M Hussain  
**Chief Engineer (Planning and Development)**

Mrs. G Z Miskin  
**Chief Manager (Logistics)**

Mr. K S Hettiarachchi  
**Chief Manager (Supplies/MM)**

Mr. S H Thilakapala  
**Chief Manager**

Mr. H J K U Kumara  
**Chief Manager (Welfare & IR)**

Mr. L P S Chandana  
**Chief Manager (Con. Cargo Op.)**

M R M Ramzeen  
**Chief Human Resource Manager**

Mr. N N J A Kumara  
**Chief Engineer (Marine)**

Mr. T K G L Hemachandra  
**Chief Engineer (Electrical & Electronics)**

## Changes in Senior Management in 2022

### Retirements and resignations

**Mrs. Shirani Wanniarachchi**, Director (Finance) retired from the SLPA.

**Mr. S S Devapriya**, Director (Development) voluntarily retired from the SLPA.

**Mr. M S A Pathirage**, Chief Engineer (Mechanical Plants) voluntarily retired from the SLPA.

### Appointments

**Mr. H M Prabath Jayantha** was appointed as the Additional Managing Director (Admin/Operations).

**Mr. K G S Dayananda** was appointed as the Director (Marketing and Media).

**Mr. L Premasiri De Silva** was appointed as the Director (Finance).

**Mr. C J Weerawickrama** was appointed as Director (Logistics).

**Mr. G V T Nanayakkara** was appointed as the Director (Development).

**Mr. M R M Ramzeen** was appointed as the Chief Human Resource Manager.

**Mr. H J K U Kumara** was appointed as the Chief Manager (Welfare & Industrial Relations).

**Mrs. G N Liyanage** was appointed as the Chief Internal Auditor.

**Mr. N N J A Kumara** was appointed as the Chief Engineer (Marine).

**Mr. T K G L Hemachandra** was appointed as the Chief Engineer (Electrical & Electronics).

## BUSINESS DEVELOPMENT

The Port of Colombo handled a total of 6.86 million TEUs during the year, which represents a 5.3% decline compared to the previous year. Terminal-wise, CICT, SLPA, and SAGT handled 3.18 million, 1.92 million, and 1.75 million TEUs, respectively, during the year. Accordingly the performance of the terminals operated by SLPA, SAGT, and CICT have experienced a decline in growth when compared to the year 2021. However, it is worth noting that the East Container Terminal (ECT) handled 346,174 TEUs in the same period.

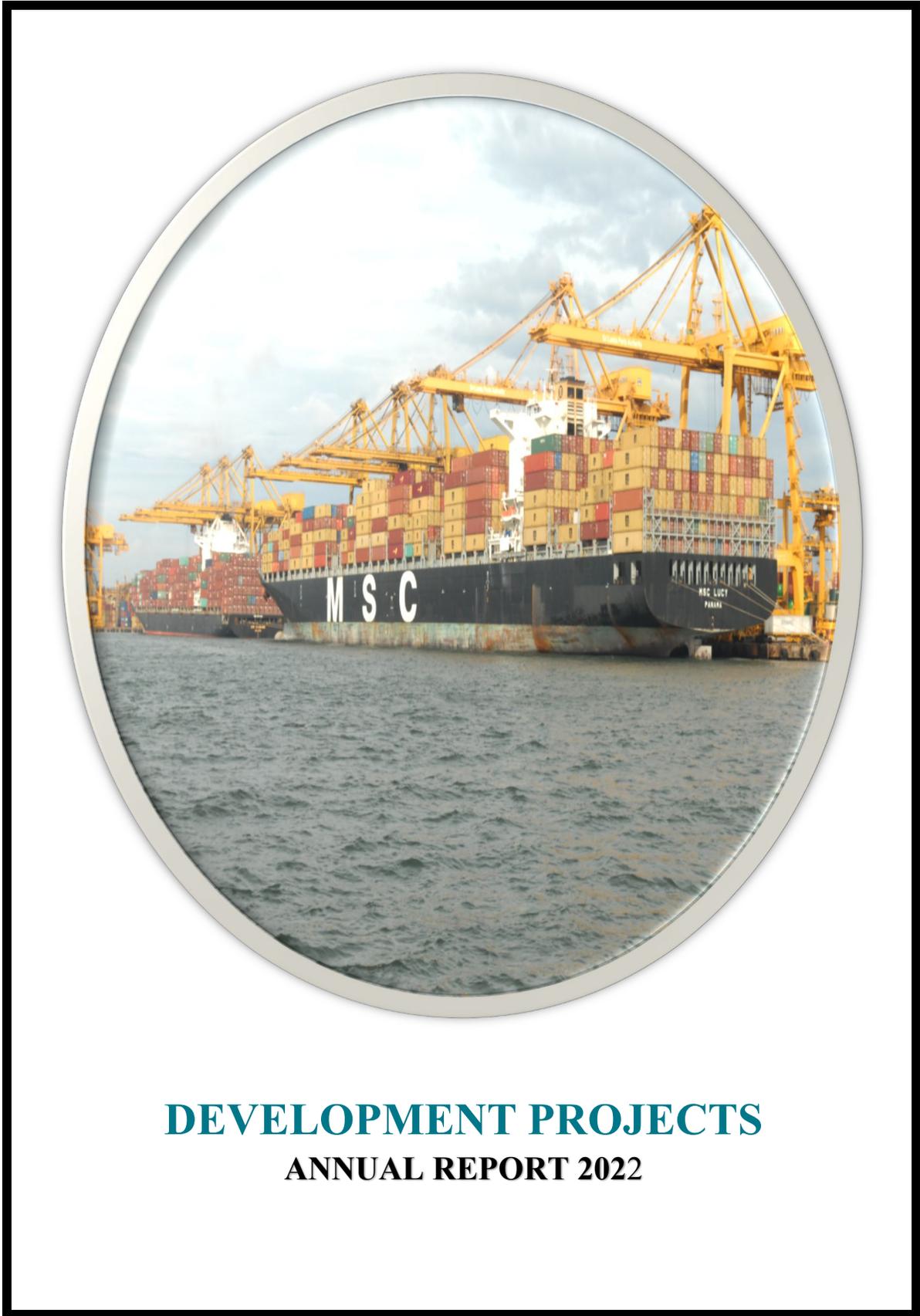
Market shares of the CICT, SLPA, and SAGT terminals were 46%, 28%, and 25% respectively in 2022, compared to 44%, 30%, and 25% in 2021. The Port of Colombo was able to accommodate 230 container ships with a draught exceeding 14.25m, which would not have been possible without the two deepwater terminals.

The tonnage-wise cargo handled at the Port of Colombo in 2022 decreased to 96 million tons, which is a decline of 7.4% compared to the 103 million tons handled in 2021.

In terms of the performance of other ports, 323 ships arrived at the Port of Hambantota, with a decrease of 5.9% in cargo handling tonnage compared to 2021. However, the vehicle handling at Port of Hambantota increased by 13.1%. Meanwhile, the number of ships that arrived at the Port of Trincomalee decreased by 18.8%, with cargo handling tonnage declining by 34.3% compared to 2021.

In January 2022, we conducted a symposium to promote the Galle Port Development Project among interested investors, which saw around 400 local and foreign participants.

Due to the global pandemic situation, initiatives such as the Port of Colombo Awards Night to felicitate the shipping lines and other stakeholders were unable to be held during the year 2022.



**DEVELOPMENT PROJECTS**  
**ANNUAL REPORT 2022**



# DEVELOPMENT PROJECTS

## Present Progress

Approval of the Cabinet of Ministers has been granted on 01.03.2021 to develop the WCT-I as a public-private partnership project under BOT basis for 35 years by a joint venture comprising SLPA and Adani Ports and Special Economic Zone Limited & their local partner John Keells Holdings PLC (APSEZ Consortium).

A company has been incorporated in the name of “Colombo West International Terminal (Private) Limited (CWIT)” as the Terminal Operator to undertake the development and operation of WCT-I.

BOT Agreement was executed on 30.09.2021. Site Lease Agreement, Shareholders’ Agreement and Lenders’ Direct Agreement were executed on 25.02.2022. Accordingly, effective date of the BOT Agreement was recorded as 26.02.2022.

The construction works of WCT – I was commenced on 09.11.2022.

### **3. CONSULTANCY SERVICE FOR FEASIBILITY STUDY FOR THE COLOMBO NORTH PORT DEVELOPMENT PROJECT**

The SLPA has outlined a long-term plan to enhance its container handling capacity over the next 30 years. To achieve this goal, the SLPA has proposed the development of the Colombo North Port, located on the northern side of the existing Port of Colombo. The proposed port will cater to the handling of liquid bulk, dry bulk, Ro Ro, and containers and is expected to be developed in stages based on demand. SLPA focused to provide infrastructure facilities and port services well ahead of the demand.

The SLPA is currently in the process of conducting a feasibility study for the Colombo North Port Development Project with the aim of expanding the container handling capacity while ensuring that other port services are available to meet industry demands. This study, which is funded by the Asian Development Bank (ADB) under the Transport Project Preparatory Facility, is expected to be completed within 15 months.

The consultant has submitted the draft Feasibility Report (FS) for review by the SLPA, after conducting necessary field investigations, numerical modelling and navigational assessments. The SLPA has provided its observations and comments on the draft report, and the consultant is now finalizing the FS by incorporating these suggestions.

In addition, the consultant has submitted the draft Environmental Impact Assessment Report (EIA) to the SLPA, which was forwarded to the Coast Conservation and Coastal Resource Management Department (CC&CRMD) for technical evaluation. The technical evaluation was conducted in September 2022, and the observations and comments from relevant stakeholders were received by the SLPA through CC&CRMD in November 2022. The consultant is now in the process of finalizing the draft EIA report, incorporating these

## DEVELOPMENT PROJECTS

comments/observations, and the final EIA report will be submitted for a public hearing in the near future.

### **4. CIVIL WORK COMPONENT OF ENHANCING THE DEEP BERTH CAPACITY OF THE JCT V PROJECT**

SLPA had planned to extend the existing JCT-IV container quay wall by 120 meters with a minimum alongside water depth of -16m LWOST (Lower Water Ordinary of Spring Tides) to accommodate two ships of over 330 meters in length simultaneously since 2017. The Civil Work Component of this development contract was awarded in 2018 to an external contractor and was delayed implementation due to reasons beyond the control of the SLPA. Finally, having renegotiated with the Contractor, with the approval of the Cabinet of Ministers, the work commenced in November 2020 and continued in the year 2022. The contract for the project was awarded with a total cost of Rs. 6,374 million and initial contract period was 20 months."

### **5. GALLE PORT DEVELOPMENT PROJECT**

The Port of Galle, located in Sri Lanka, is set to undergo a transformation as the government plans to develop it as a tourism-related port in addition to its role as a regional commercial port. Despite attempts dating back to 1960, development has been slow due to the priority given to Colombo and Hambantota. However, with the increasing demand for freight handling in the region, the SLPA has taken the initiative to revamp the Port of Galle. This is planned with the construction of a deep water passenger vessel terminal and breakwaters, dredging of entrance channel and basin, and other facilities at the Port of Galle to contribute to the economic development of the country.

The proposed development, which has been drawn up by a JICA team, will not only enhance the bay's protection from high ocean waves but also provide a suitable location for leisure activities and the arrival of cruise ships. The SLPA aims to attract investment from the private sector to contribute to the economic development of the country, while also promoting sustainable development. The project is expected to open up opportunities in leisure and real estate development, taking advantage of the Galle Bay's specific geographical advantages.

The progress of the project so far includes the issuance of an Expression of Interest (EOI) locally and internationally, which has now been shortlisted. The Draft Request for Proposals (RFP) and the Project Agreement are currently being finalized, with the aim of issuing them to the shortlisted investors. The development of the Port of Galle as a regional commercial port, with a focus on tourism, is expected to bring about significant economic growth in the region.

### 6. PORT COMMUNITY SYSTEM

The National Port Master Plan (NPMP) has identified the need for the implementation of a Port Community System (PCS). PCS will be an independent stand-alone software solutions providing connectivity to fulfill the port sector business process and it will create a new Information System applications which will use a common interface to push or pull only the relevant transaction to complete the business cycle of a process.

#### **Present Progress**

The SLPA received approval from the National Planning Department for the project in 2020. With technical and financial support from the ADB, pre-feasibility study and stakeholder mapping were completed in 2019, and the governance model for the project was established in 2021.

A Project Steering Committee has been appointed to coordinate with key stakeholders and ensure smooth project execution. On 28.10.2021, ADB appointed a joint venture between KPMG Sri Lanka and the Port of Rotterdam of the Netherlands to conduct the preliminary design and feasibility study of the PCS. Under the study, the Inception Report, As-Is Survey, Stakeholder Communication Plan, and Change Management Plan have been completed.

Finally, the Business Process Re-engineering report has been submitted to SLPA and its finalization is in progress. The implementation of the PCS is expected to greatly improve the efficiency and effectiveness of the port sector's operations.

### 7. THE WIDENING OF THE MAIN INTERNAL PORT ROAD, THE SECOND PHASE OF REHABILITATION WORKS ON PVQ AND JCT ROADS, THE CONSTRUCTION OF WORKSHOPS FOR THE FORKLIFT REPAIR SECTION,

In December 2020, construction work on the main Internal Port Road began and continued into 2022, with a focus on the stretch from Fire Brigade to Summer Hill. The contract value for this project was revised to a total of Rs. 289 million.

The Yard rehabilitation works of PVQ entered its second phase in 2021 and continued into 2022. Additionally, in December 2022, the resurfacing work of the JCT container yard was initiated, with an initial contract price of Rs. 307.5 million. These projects aim to improve the overall facilities and infrastructure of the yard.

As part of the Elevated Highway Project, the Contracts and Design Division has been tasked with constructing three workshops for the Equipment Maintenance, Refrigerating & Air Conditioning Repairing, and Forklift Repair sections. The first two workshops have been substantially completed in 2021. The construction of the Forklift Repair workshop is ongoing and progress has been made throughout the past year.

## DEVELOPMENT PROJECTS

During 2022, in addition to the ongoing construction projects, procurement for the Engineering Workshop Building and the installation of pumps and laying of pipe network for the existing water sump at Trincomalee were continued. These projects are expected to commence construction in 2023. The design section also initiated the design of new structures, such as the Motor Garage Building, and the paving works of JCT-V.

### **8. REHABILITATION OF KANKESANTHURAI PORT**

#### **Work being done by Foreign Funded Loan**

The Indian EXIM Bank has funded USD 45 million for the Rehabilitation of the KKS port consisting of the rehabilitation of breakwater and piers, construction of a new commercial berth and develop infrastructure facilities to operate KKS port as a commercial port.

Based on the Cabinet Decision dated 2<sup>nd</sup> May 2017, GOSL entered into a Line of Credit Agreement with the Export-Import Bank of India on 10<sup>th</sup> January 2018. Subsequently, the On Lending Agreement between SLPA and GOSL has been signed on 17<sup>th</sup> October 2018.

To execute the project work, the SLPA initially entered into a Project Management Consultancy (PMC) Agreement in order to obtain design and consultancy services and its work has begun on 12<sup>th</sup> October 2020. Accordingly, 47% of the total consultancy work is completed and an amount of Rs. 273 million payment had been released to the Consultant up to now. The construction work of the project is scheduled to be commenced in the year 2023, once the Ex-Im bank, India gives their concurrence for the expansion of the loan facility to cover up cost overrun.

#### **Work being done by Local Funds**

To facilitate the above development, the Construction of a new gate complex, Boundary fence/wall, Construction of a Water sump, Elevated water tank and Road works and Renovation of the house purchased for Project Administration Work had been completed by utilizing SLPA's funds. Actions are now in progress by DS Thellipalai to complete the land acquisition work to acquire/purchase 50 Acres of land (16 acres and 34 Acres) located adjacent to KKS Harbour.

### **9. PROJECTS BEING CARRIED OUT BY SLPA UNDER PORT ACCESS ELEVATED HIGHWAY PROJECT**

Port Access Elevated Highway Project (PAEHP) commences from Ingurukade Junction to Galle Face traversing through SLPA premises. It is a 4-lane elevated highway with a 5.3km length. This project cost is USD 300 million and is funded by Asian Development Bank (ADB).

## DEVELOPMENT PROJECTS

### **Maritime Facilitation Centre (SLPA Head Office Building)**

This project is undertaken by Road Development Authority (RDA) and under this project, a building consisting of 17 stories is planned to construct at canal yard premises in order to facilitate the affected staff of SLPA.

Project's estimated cost is Rs. 6,200 million and is funded by ADB. Construction work is planned to carry out in 2 stages substructure and superstructure. At present, 19.5% of construction work has been completed.

### **New Workshop Building Complex**

Due to the PAEHP, SLPA workshops are required to be relocated and planned to construct a workshop complex including 4 no of buildings. The estimated Project cost is Rs 1,090 million (without contingency, tax and price escalation), funded by ADB and to be implemented under SLPA.

Letter of Acceptance has been given to the Contractor BEL-DGES JV on 6th August 2021 and commenced the work on 9th September 2021. 54.04% of construction work has been completed and a total amount of Rs. 488 million has been released to the contractor up to now.

## **10. PORT OF OLUVIL**

The Oluvil Port currently has a sand sedimentation issue at the port entrance and ships cannot enter the commercial harbour and fishery harbour. An engineering study has been carried out in collaboration with Danish Hydraulic Institute (DHI) and their recommendation includes an immediate solution and also a method to maintain the port in a workable condition which incurs a significant amount of finance. Due to financial and technical constraints, none of those methods was implemented.

The Cabinet Decision CP/211574/311/023 dated 22.09.2021 has been received to implement the programme for developing the Oluvil harbour as a fishery harbour in stages and as the first stage, the ice plant and related facilities have been handed over to the Ministry of Fisheries.

In addition to the fishery, harbour premises are being handed over to the Ministry of Fisheries, the commercial harbour consists of lands, an administration building, canteen, building for Engineering staff, R.M. quarters and Engineer's quarters are still under the purview of SLPA.

At present, a Cabinet Approval CP No. 22/1787/628/016 has been received to carry out the Competitive Bidding Process which includes calling Express of Impression (EOI) and Request for Proposals (RFP) if required to lease out the lands and the buildings of the

## DEVELOPMENT PROJECTS

commercial harbour. The process of initiating the documents to obtain proposals from investors to lease out the lands and buildings is in progress at present.

These development projects by the SLPA underline the government's commitment to transform Sri Lanka into a maritime and logistics hub in the Indian Ocean region. By expanding port capacities, improving infrastructure, and attracting investments, these initiatives aim to boost trade, create employment opportunities, and facilitate economic growth in the country.



**OPERATIONAL REVIEW**  
**ANNUAL REPORT 2022**

## OPERATIONS DIVISION

Despite the challenging global and domestic economic crisis and unstable political environment, the Operations division of SLPA made a concerted effort to maintain volume and maintain expected productivity levels. Despite the economic turmoil, the Jaya Container Terminal faced disruptions due to fuel shortages, island-wide protests, and intense negotiations for the renewal of Terminal Service Agreements (TSAs), but managed to minimize the decline in annual throughput. Throughout these difficulties, the division remained focused on providing high-quality service, maintaining accuracy, and ensuring efficiency. As a result, there was even an increase in average productivity levels in 2022.

The impact of inflation on global trade had a significant effect on the throughput of JCT. This crisis was compounded by the expiration of the TSAs of major shipping lines, including MSC, Evergreen, and CMA-CGM, which led to intense negotiations between the principals and SLPA management for their renewal. The fuel shortage in the country also posed a major challenge for daily operations at JCT, requiring SLPA to find ways to transport operational staff to the port on a daily basis. Despite these obstacles, SLPA terminals still managed to achieve 1,925,895 TEUs in 2021, which is a remarkable accomplishment given the decline in trade volumes and the numerous challenges faced during the operations in 2022.

In 2022, the average gross crane productivity of main line vessels was recorded as 23.3 moves per hour (MPH), an increase of 2.6% compared to the productivity in 2021. Similarly, the average gross crane productivity of feeder line vessels was recorded as 20.99 MPH in 2022, a 4.9% improvement compared to the previous year. These results demonstrate a positive trend in productivity and efficiency at SLPA terminals.

Despite the ongoing crisis within the country, SLPA was able to secure enough personnel to keep vessel operations running smoothly. As a result, the average productivity levels of SLPA terminals saw growth in 2022 compared to the previous year, demonstrating the company's resilience and commitment to providing efficient service.

In 2022, the volume of ITT (Inter-Terminal Tracking) decreased by 52.6% compared to the previous year due to the fuel shortage in the country. To mitigate this impact, all three terminals reached an agreement to allow vessels to berth at any terminal depending on the ITT volume or to perform double dips, despite the TSAs, to reduce ITT volume. In addition, shipping lines reorganized their services to minimize ITT transfers and alleviate pressure on the ITT operation. Despite the challenges, SLPA and its partners demonstrated their commitment to finding solutions and maintaining the efficiency of their operations.

## OPERATIONAL REVIEW

In 2022, the handling of dry bulk tonnage in conventional cargo terminals decreased by 47.3% compared to the previous year, with a recorded volume of 1,652,453 tons, compared to 3,140,637 tons in 2021. The handling of liquid bulk tonnage also declined, with a drop of 17.1% from 5,230,059 tonnes in 2021 to 4,333,670 tons in 2022. The handling of break bulk tonnage saw a 69.3% decrease, with 263,302 tonnes handled in 2022 compared to 857,883 tons in 2021. Overall, the total tonnage handled in Colombo port declined by 7.4%, with a recorded figure of 96,169,811 tons in 2022 compared to 103,823,774 tonnes in 2021. This reduction in volume was largely due to the shrinking global economy as a result of the Covid-19 pandemic, and the economic crisis in Sri Lanka also played a major role in the reduction of tonnage handled by SLPA in 2022.

The SLPA took several measures in 2022 to ensure the continuity of operations and retain desired productivity levels despite the various challenges faced during the year. These measures include;

- Providing transport facilities for employees to overcome the difficulty of reaching the terminals during the fuel crisis.
- Implementing a 48-hour shift system to mitigate the negative impact of the fuel crisis on terminal operations.
- Ensuring fuel supply for SLPA employees to enable them to report for work without interruption.
- Implementing the N4 optimization module at Jaya Container Terminal to optimize equipment utilization and reduce operational costs.
- Implementing four phases of Expert decking to optimize container decking in the yard and improve the discharging and loading process.
- Taking initiatives to repair the yard surface, which was a critical bottleneck in achieving productivity.

### LOGISTICS DIVISION

The Logistics Division of SLPA played a critical role in delivering a diverse range of cargo during the year 2022. This division was responsible for effecting the delivery of FCL containers, LCL containers, break bulk cargo, bag cargo, motor vehicles, project cargo, and other related services.

The division's main focus was to provide round-the-clock services to its customers, which resulted in a revenue of Rs. 3,826.15 million from 101,232 TEUs of FCL containers directly delivered.

SLPA also introduced several initiatives to make the delivery process more efficient and customer-friendly. The division facilitated electronic submission of documents, and introduced an e-payment system for FCL/LCL deliveries, which helped reduce the hassle of manual submissions and payments.

## OPERATIONAL REVIEW

A total of 19,156 TEUs of LCL and Multi-Country Consolidation (MCC) containers were de-stuffed at the Container Freight Stations in SLPA, generating a revenue of Rs. 389.04 million. The division also earned a revenue of Rs. 1,560.90 million as landing and delivery charges for LCL containers and bulk cargo deliveries. The revenue generated from the MCC was Rs. 307.05 million, while the revenue from special and normal operations was Rs. 77.13 million. The division also earned a revenue of Rs. 381.10 million as demurrage on empty containers, demurrage on TS cargo, and charges on the change of status of containers.

The renovation of the CFS-V warehouse led to an increase in demand for bonding trade, resulting in a total revenue of Rs. 119.51 million.

The division also conducted public tenders and auctions to dispose of abandoned cargo and discarded cargo, which generated a total revenue of Rs. 315.21 million, along with an additional revenue of Rs. 17.84 million from disposing of scrap iron, waste oil, and used tires etc. through SLPMCS Ltd.

In 2022, the issuance of licenses to clearing agencies and the renewal of existing licenses resulted in the collection of Rs. 48.44 million in revenue. A total of 79 new licenses were issued, while 1,188 licenses were renewed, bringing the total number of licenses to 1,267. Additionally, the issuing and renewing of passes to wharf clerks for categories “A”, “B”, and fertilizer clearance generated a total revenue of Rs.7.82 million. It was recorded that 2,664 “A” passes, 257 “B” passes, and 12 fertilizer clearance passes were issued and renewed during the year.

The total revenue generated by the Logistics Division in 2022 was Rs. 7,050.33 million.

In 2022, the Logistics Division received 146 applications for waiver of rent from consignees via the Ministry of Ports, Shipping and Aviation. Out of these, 67 applications were recommended, while 4 were rejected. The remainder of the applications are pending decision from the Rent Waiver Committee and the Ministry.

### **Advances and Upgrades in the Year 2022**

- Introduction of paperless FCL delivery process with electronic submission of documents, E-Release from SL Customs, and E-Payment platform.
- Acceptance of electronic documents for MCC, Rework and Empty Removal operations to reduce in-person interaction.
- Increased storage capacity of warehouse by using Nestainers (cargo storage bins).
- Expansion of temperature-controlled area in bonded warehouse, with the addition of racks and a bin card system for inventory management.

## OPERATIONAL REVIEW

- Initiated Development of Bond Cargo and Bonded Warehouse Management System.
- Installation of CCTV cameras in all warehouses, including operational yards, to reduce cargo losses and damages and will result to increase customer satisfaction.
- The development of facilities for trailer-based de-stuffing and stuffing operations at BQ warehouse has been initiated with the aim of boosting the productivity level of warehouse operations. This initiative includes plans for refurbishing offices, restrooms, and other general facilities at the BQ warehouse complex.
- The Logistics Division has launched a new Express Service to deconsolidate LCL shipments from leading shipping agent at CFS-I within 24 hours. This new service has been established as a means to attract more agents to deconsolidate their cargo within the port premises, with the goal of significantly increasing the volume of cargo handled.

### NAVIGATION DIVISION

#### Pilotage

Pilotage to all types of vessels calling at the Port of Colombo was provided 24X7 during the year under review 2022.

#### Master of Tugs Section

The CMT Section functioned satisfactorily, providing an efficient and continuous tug service for vessel maneuvers during the year under review.

Adequate tugs were operated daily for ship movements and one standby tug was always available for contingency requirements.

In Colombo, the Berthing Tugs conducted a total of 17,511 movements, consisting of 9,490 movements by SLPA and 8,021 movements by hired tugs. The revenue earned from tug services amounted to Rs. 1,584 million.

#### Chief Engineering Officer's Section

Adequate staff was available during the year 2022 in keeping with the operational and repair requirements of all tugs and pilot and mooring launches.

Routine maintenance was carried out by staff of the Section in addition to the daily running of required craft for towage and pilotage and operations.

## OPERATIONAL REVIEW

On a recommendation by the management, the Chief Engineering Officer's section is gearing up to attend to more routine maintenance of tugs whilst equipping a workshop.

### **Port Fire Brigade (PFB)**

An effective emergency service was provided by Port Fire Brigade during the year, 2022 mitigating adverse effects of fire and other emergencies while implementing and maintaining local fire safety standards.

The PFB provided 2,336 fire responses during the 2022 fiscal year and generated a revenue of Rs. 97 million.

### **Harbour Safety Section**

The port is committed to ensuring the safe handling of hazardous cargo. Before granting permission for hot work, site inspections are carried out, and unauthorized hot work incidents are promptly detected and stopped. The port conducts regular inspections of marine pollution and investigates accidents involving personnel and marine vessels.

In the past year, 5933 vessels called at all ports, discharging 217,655.786 MT of local dangerous cargo and 766,198.572 MT of transshipment cargo. Additionally, 48,263 containers were handled as transshipment dangerous cargo. A total of 250 tankers carrying various types of cargo called at Port of Colombo and Trincomalee, discharging 315,075.164 MT of Liquid Petroleum Gas, 2,230,259.038 MT of Gas Oil/Jet Ai/Gasoline/Kerosene, 644,948.836 MT of Crude Oil, 559,051.014 MT of Fuel Oil, and 9,428.645 MT of Base Oil.

The port also handles hazardous substances, including 81,322 MT of high explosive (GPIE) and 15,273.90 MT of explosive nature substances (GP IAE/IIIE). In the event of chemical spillages, re-work operations, or fire incidents, the port Fire Brigade provides assistance.

The port regularly inspects warehouses, including those storing dangerous cargo, with the help of Asst. Harbour Safety Inspectors. Inspection is also carried out to grant hot work permission and address sea pollution incidents, with guidance and monitoring for combating pollution.

In addition, the port conducts investigations into industrial and marine accidents. The safety of mooring gangs attached to the Navigation Division is monitored, with a focus on the use of Personal Protective Equipment. Training programs are arranged through the MPMA.

The port conducts regular inspections of L.P. gas and oil discharging activities with the assistance of Asst. Harbour Safety Inspectors. Shipboard waste, including garbage,

## OPERATIONAL REVIEW

sludge, oil, and sewage, is removed by approved contractors whose activities are regularly monitored by the port in collaboration with MEPA.

Finally, the port regularly inspects the dangerous cargo stacking at JCT/UCT/ECT yards with the help of Asst. Harbour safety Inspectors. The port takes appropriate action against vessel agents who fail to declare dangerous cargo.

### **Coast Lights Section**

Lighthouses along the Southern and Western coast straddling the main international shipping routes were regularly maintained.

### **Light Buoys in Channels**

The port routinely inspects and maintains its light buoys, and issues circulars to CASA, SLAVO, LASO, and the UK Hydrographic Division to warn mariners of any malfunctions.

The port generated a revenue of Rs. 1,888 million from Light Dues in 2022.

### **Harbour Craft Section**

The Harbour Craft Section primarily assists and provides mooring gangs and crews for pilot launches, ensuring the safe mooring and unmooring of vessels at Colombo Harbour. Additionally, the section transports various work gangs to the island breakwater and South West breakwater, maintains the cleanliness of the harbor water, and performs routine maintenance of pilot launches and mooring launches with satisfactory results.

### **Hydrographic Survey Section**

The surveyors in this Section provided land and hydrographic survey services for SLPA-operated ports upon request, and attended to various survey-related tasks for Port of Colombo, Port of Galle, Port of Trincomalee, K.K.S. Harbour, and Oluvil Harbour. The tasks included inner harbor basin and berth soundings, buoy position surveys, map revisions, project consultations, joint survey works, lease agreement survey and plan works, title report preparation, tidal and meteorological data station observation and maintenance, survey for new encroachments, proposed road and railroad acquisition meetings, sketch drawings for passenger terminal, document work for resettlement surveys, and leasing plans for land areas.

## Nautical Section

In 2022, this Section was responsible for managing the yearly registration and issuance of licenses to various maritime entities, including Ship Chandlers, Launch Operators, Marine Surveyors, minor and major repair workshops, as well as Oil and Oily water garbage reception facilitators. Throughout the year, a total of 416 licenses were issued, resulting in a revenue of Rs 44.5 million.

## **MECHANICAL WORKS ENGINEERING DIVISION**

The Mechanical Works Engineering Division is tasked with ensuring the proper functioning and maintenance of all structures and structures of all operational /non-operational equipment at all ports.

This includes providing services for steel repairs to berthing tugs, pilot launches, dredgers, and container handling cranes and semi-trailers. The division is also responsible for the construction of new steel buildings, warehouses, and other structures, as well as the removal of old ones.

This division also engages in machining, fabricating, the casing of new spare parts required for cargo handling equipment, marine crafts and all other works of all ports & port related activities. The division is also responsible for testing chains, wire ropes and shackles and maintaining grabs for operational requirements.

The following are some of the major construction and repair projects that were undertaken by SLPA;

- Fabrication and erection works of the structures for the new main Stores building at JCT.
- Major Structural repairs of JCT/ UCT Container cranes
- Fuel Pipelines extension project at UCT
- Renovation of BQ warehouse including partition and replacement of old unserviceable doors
- Fabrication and fixing of new exhaust ducting lines to SLPA Central Kitchen
- Construct the staircase at the BQ welfare building
- Modify the transfer crane structures of TT 16 and TT17 for travelling them, from JCT to UCT
- Renovation works at “Peliyagoda” CFS warehouse premises
- Renovation works at “Kataragama “ and “Nuwaraeliya” Circuit Bungalows
- Remove and Relocating Pneumatic hammers at the Black smithy shop
- Relocating of a Cooking oil pipeline at summer hill area
- Renovation of Security Training buildings at Beira
- Fabrication of Bicycle Sheds

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- Height extension of a lamp post in the JCT I & II area

In addition to these projects, various repairs, fabrications, and maintenance tasks at the request of other divisions were also carried out during the year.

## **MECHANICAL PLANTS ENGINEERING DIVISION**

The Mechanical Plant Engineering Division of the Ports Authority is responsible for ensuring that all operational machinery, vehicles, and equipment are kept in good condition. The Division is made up of nine sections, including a Gantry Crane Maintenance Unit, two Cargo Handling Equipment Maintenance Units, a Motor Garage and Diesel Engine Repair Unit, and a Transport section. The Division also oversees the maintenance of mobile cranes, earthmoving equipment, and construction equipment.

The Division is also responsible for securing vehicle leasing/rental services for the Ports Authority and managing the leasing and upkeep of two edible oil storage tank farms.

Major projects during the year 2022

- Three 45-ton Reach Stackers have been procured for cargo handling operations and a new fire truck has been acquired for the Port Fire Brigade.
- The procurement process for 12 Ship to Shore cranes and 40 Automated Rail Mounted Gantry cranes, essential for the operation of the ECT, is being carried out and the manufacturing process has begun.

## **CIVIL ENGINEERING DIVISION**

The Civil Engineering Division is responsible for maintaining various port-related structures, facility buildings, SLPA quarters, harbor depths within the harbor basin and approach channels, internal roads, container yards, quay walls, water supply, and providing various other services to stakeholders. In addition, the division also provides maintenance services for maritime structures at all other ports under the SLPA, including the maintenance of lighthouses around the country.

The Civil Engineering Division manages and executes projects, which involves overseeing tender proceedings, purchasing materials, supervising construction, ensuring quality control, and managing contracts for construction projects and minor new construction with in-house workers. Major civil maintenance activities are planned in advance based on identified requirements, while minor maintenance activities are carried out urgently by the in-house staff. Additionally, the division has successfully established a solid waste management system.

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The Civil Engineering Division has completed or is currently carrying out major rehabilitation and improvement projects in the year 2022. These include the rehabilitation of the JCT container yard, the installation of a new firefighting system with a new pump house for the CFS1 warehouse, renovation of the boundary wall of the Port of Colombo, rehabilitation and improvement of the BQ warehouse facility, construction of a proposed main stores building, laying of an oil pipeline at UCT, and repair and painting of water towers.

### **ELECTRICAL AND ELECTRONIC ENGINEERING DIVISION**

The Electrical and Electronic Engineering Division of SLPA is an essential part of the organization, responsible for the planning, management, and implementation of all engineering projects and facilities in the field of Electrical, Electronics, Power, and Communication Systems.

This Division consists of a team of highly qualified professionals, headed by the Chief Engineer, two Deputy Chief Engineers, and three Superintending Engineers, who work together to ensure that all services relating to electrical power and communication are efficiently and effectively managed, to maintain a more than 95% availability of these services for port activities.

The year 2022 was a particularly successful year for the Electrical and Electronic Engineering Division, with many projects completed under its scope, such as;

- Designing the high tension (HT) and low tension (LT) electrical power distribution, data network, and CCTV system of ECT.
- Replacing the existing 11 kV incoming power panels at JCT Stage 01 and 3.3 kV distribution switching panels at JCT Stage 02.
- Installing and testing the 11 kV distribution power panels at the newly established JCT Stage 05 substation.
- Upgrading the outdated DOS-based PLC control system of Mitsui yard cranes to a Windows-based PLC control system with the help of in-house experts.
- Replacing high-power consuming 1000W Stage 1 and 2 yard lamps with more energy-efficient LED lamps.
- Improving the data communication network, both wired and wireless, at ECT and JCT.
- Implementing a CCTV system for the Peliyagoda Warehouse.
- Rerouting electrical, data, and telecommunication cables within the port premises to facilitate the construction of highway pillars.
- Upgrading the high voltage power network at the Ports of Trincomalee and Galle.
- Improving the low voltage power distribution, telephone network, and data communication network, both wired and wireless. Maintaining the electrical

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- system of tug boats, launches, navigational aids, and marine communication systems.
- Installing and maintaining radar and radio communication systems and maintaining lighthouses around the island.
  - Implementing energy-saving solutions and utilizing renewable energy sources.

## MARINE ENGINEERING DIVISION

The Marine Engineering Division is a critical component of the SLPA that works in conjunction with the Navigation Division to safely navigate all vessels entering the Port of Colombo. With over 350 highly skilled and dedicated employees, the division is responsible for maintaining the port's floating crafts and ensuring their proper operational readiness through routine maintenance, preventive, and corrective measures. In 2022, the division continued to meet the demands of the Navigation, Civil Engineering, Operations and Security Divisions by maintaining an adequate supply of floating crafts.

The division is obliged in maintaining the classifications of these floating crafts under the rules and regulations of Lloyd's Registry, ensuring that the Port of Colombo remains a leading international port for safe navigation.

Additionally, the division is responsible to fulfill the requirement of rigging gear for the bulk cargo handling of the Operation division, which helps to ensure that these operations run smoothly and effectively., as well as maintaining the equipment and utensils for the SLPA central kitchen.

The division is divided into two main sections, Marine-I and Marine-II, for efficient management. The major accomplishments of these sections are highlighted below;

### Marine-I

**Refit Engineering Section:** This section is responsible for the preventive and corrective maintenance of SLPA's harbor berthing tugs, dredgers, and fire float "Mega" and all outboard motors. In 2022, routine repairs and maintenance were performed on these crafts, as well as dry docking and in-water surveys. Major overhauls were carried out on the tugs Velusumana and the dredger Hansakawa.

**Engineer Harbour Craft Section:** This section is responsible for the repair and maintenance of pilot launches, mooring launches, and other craft. In 2022, refurbishments were carried out on the pilot launches "Pilot 10," "Pilot 12," and Echo 3. The routine maintenance on all launches and other crafts at Ports Galle and Trincomalee successfully concluded. Classification surveys were also performed on these crafts.

## Marine-II

**Cargo Craft Section:** This section is responsible for steel and structural repairs, surface preparation, and painting works of all crafts operated by Navigation Division and the towing tugs, motor launches, water barges, and deck barges attached to Operations Division. In 2022, major repairs were performed on several of these crafts, including pilot launches (10, 12 & 14), mooring 1 craft, berthing tugs (Nandamithra, Airawana and Dheera), water barges, and the survey vessel Echo 3.

The section also has the capability to manufacture and supply wire slings and curtains, canvas covers, awnings, and tent clothes, both for SLPA and outside organizations. Kitchen equipment, including gas burners and rice boilers, aluminum saucepans and other utensils were also maintained, and slipping and un-slipping operations were performed at the Pettah boatyard.

**New Beira Section:** This section is responsible for the maintenance and repair of steel cargo lighters and barges used by the Operation Division. In 2022, repairs and maintenance were performed on Water Barge 17, Deck Barge 15, and Digger 4.

**Ship Wright Section:** This section is responsible for wooden and fiberglass repair works for SLPA's floating crafts, as well as repairs to wooden furniture and timber fender work for the Navigation Division's berthing tugs and launches. The section also performs hauling-out and launching operations using the 600-ton DWT Patent Slipway and its maintenance.

In conclusion, the Marine Engineering Division of the SLPA continues to play a vital role in ensuring the proper maintenance and readiness of the port's floating crafts, and its dedicated employees successfully carried out their responsibilities in 2022.

## SECRETARIAT DIVISION

Being the administrative center of the Sri Lanka Ports Authority, the Secretariat Division handled all of its administrative duties while housing the offices of the Chairman, Vice Chairman, Managing Director, and Additional Managing Directors.

The main duty of this Division among its many responsibilities is to effectively coordinate with all other Divisions and Sections to provide accurate information about the Authority to the higher management of the Authority as well as to other external entities like the Ministry of Ports, Shipping and Aviation, the State Ministry, and many others as well as to various private sector institutions. Other special activities falling under the purview of this Division include administrative matters, providing required facilities to functions held with higher management participation, paying attention to corporate social responsibility obligations, etc.

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With the help of all pertinent Division, the Secretariat Division completed and sent the Annual Report for 2021, the Action Plan for the year, the response to the Auditor General's Report, the answers to questions to be asked from the Hon. Minister at the Parliament, and the Quarterly Progress Reports to the relevant entities during 2022.

The Secretariat Division handles appeals submitted by non-executive workers who are requesting concessions for disciplinary action taken against them. 28 such appeals were received during the year, and at the end of the year, six of them had been resolved. The Appeal Board is handling the other 22 unresolved appeals. All 31 audit-related questions that were submitted during the year have gotten a response.

To keep the authority's administration operating under a correct ideology, 41 circulars were issued in accordance with the instructions of the decisions made by the higher management in 2022.

The National Insurance Trust Fund Board as noted below, has paid out benefits to authority employees who are covered under the Agrahara (Gold) Employee Insurance Plan in 2022.

Type of payment	Number of employees	Amount paid for each	Amounts Claimed (Rs.)
Hospitalized	1,311		85,067,465.00
Critical Illness	59		29,346,821.00
Hip joint/ knee operations	2		314,680.00
No. of Deaths			
• Natural Deaths	24	700,000.00	16,800,000.00
• Deaths by accidents	06	2,000,000.00	12,000,000.00
<b>Total</b>	<b>1,402</b>		<b>143,528,966.00</b>
<b>Amount paid annually to the employees and their families as insurance premium (from 01.01.2022 to 31.12.2022)</b>			<b>106,728,000.00</b>

The Secretariat Division is responsible for the administration, upkeep, and reservation of the Circuit Bungalows. Over the course of the year, about 320 officers and employees reserved rooms.

### HUMAN RESOURCE DIVISION

The Human Resources Division at SLPA prioritizes the well-being of its employees and contributes to the organization's goals. It manages the talent and provides appropriate training and development for its human capital, while also ensuring compensation and employee benefits and workplace safety.

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Attracting and retaining the right employees for the right jobs is crucial for SLPA's success. As of December 31.12.2022, SLPA had a total workforce of 8,516, including executives, non-executives, technical, and non-technical categories. The majority of employees were at the Port of Colombo (7,838), while 315 were at the Port of Galle and 363 were at the Port of Trincomalee respectively.

### **Internal Promotions and External Recruitments**

In 2022, SLPA aimed to fill vacancies through internal promotions and only resorted to external hiring on a contract basis as a last resort. As a result, only 9 employees were hired externally, while 139 internal promotions took place, predominantly in non-executive technical categories (79% of total internal promotions). 31 employees were promoted to executive positions, making up 14% of the total internal promotions for the year. The SLPA took a careful approach to screening and integrating new employees into the organization.

### **Exit Employees Details**

"In the year 2022, 490 employees exited SLPA. Of these, 388 (79%) left due to reaching the retirement age of 60. No employees left on medical grounds."

### **Accidents and Compensations**

During the year 2022, 67 accidents occurred within the port. Three of these incidents resulted in fatalities and a workmen's compensation of Rs.2,550,000/= was paid, while Rs.2, 000,000/= remains pending due to document processing. 53 employees who suffered accidents were granted emergency leave, while 11 accidents were not reported as serious.

### **Ex-Gratia Payments**

A total of Rs.563,999 was paid as ex-gratia payments to the dependents of port employees in 2022. Rs.454,999 was paid to Colombo Port employees, Rs.61,000 to Galle Port employees, and Rs.48,000 to Trincomalee Port employees.

### **Employee Grievances**

During the year 2022, the committee received 73 grievances from the Colombo and Trincomalee ports. Attention was paid and necessary steps were taken to resolve the grievances.

### **Disciplinary Activities**

At the start of the year, 126 disciplinary inquiries were initiated by the human resource division's disciplinary section to maintain discipline within the SLPA workforce. Throughout the year, 149 inquiries were registered and 145 were successfully resolved.

### WELFARE AND INDUSTRIAL RELATIONS

The SLPA places significant emphasis on human resources to achieve its objectives and meet targets. Managing human resources requires a distinct approach compared to managing physical resources. To address this, the Welfare and Industrial Relations Division has taken on various roles in 2022 to meet the needs of employees and improve their satisfaction by providing a higher standard of living.

The Central Kitchens Section is responsible for providing day/night meals to office employees and day/night meals, breakfast, tea, and snacks to employees working in shifts. In 2022, a total of 2,806,722 day/night meals and 4,000,000 teas and snacks were provided, amounting to an expenditure of Rs. 1,214,128,911/= and Rs. 498,660,271/=, respectively. This brings the total expenditure for the year to Rs. 1,712,789,182.

During 2022, the Welfare and Industrial Relations Division reimbursed a total of Rs. 41,742,232/= to SLPA employees, including Rs. 12,675,500/- for spectacles and Rs. 29,066,932/= for outdoor medical expenses.

Employees' children who have passed their G.C.E. (O/L) examination are eligible for a scholarship of Rs. 750/= per month for two years. For those who are selected to pursue higher education at universities, an award of Rs. 2,500/= per month is given for the duration of the respective degree during the academic years. The total amount spent on scholarship awards in 2022 was Rs. 13,397,000/=.

In view of maintaining a smooth service during the Covid-19 pandemic, 23 SLTB buses were hired to provide transport facilities for SLPA employees at a cost of Rs. 131,541,090/=.

To support employees affected by Covid-19, the division spent Rs. 1,820,000/= to provide Rs. 10,000/= for each employee who contracted the virus.

The Authority awards sovereigns and porcelain tea sets as tokens of appreciation to employees who complete 15 and 30 years of service, respectively, upon their retirement or resignation. In the year 2022, a total of 157 tea sets were awarded to eligible employees who had completed 30 years of service, in addition to receiving the sovereign.

The SLPA Museum received 16,797 local and 389 foreign visitors in 2022.

A total of Rs. 5,107,659/= was collected as lease rental from welfare canteens in the port premises.

Entertainment was provided for special functions and conferences with prior approval from higher management, and receptions were limited to official functions only.

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## MAHAPOLA PORT AND MARITIME ACADEMY

The SLPA's training wing, the Mahapola Ports and Maritime Academy (MPMA), is dedicated to meeting its goal of providing education and training to Port employees, other interested local and international trainees, and Port users in the Port, Maritime, and On-the-Job training sectors. To achieve this objective, the MPMA has been organizing various awareness programs, workshops, seminars, trade tests, competency tests, and practical training sessions to improve the knowledge, skills, and attitude of the local and international workforce.

Additionally, the MPMA is committed to offering refresher courses for maritime professionals and competency assessments for those seeking National Vocational Qualification levels. Despite the challenges posed by the COVID-19 pandemic and other social issues in the country, the MPMA has successfully conducted numerous workshops to boost employee productivity, improve technical skills, strengthen team-building, enhance customer services, and promote quality improvements.

The MPMA also provides opportunities for Port employees to upgrade their competency and specialize in Port Operations through customer-focused courses that result in valuable certificates. In the past years, the MPMA has planned and executed a number of Diploma and Certificate training programs for SLPA employees based on their recruitment scheme. As a result, a significant number of SLPA employees have been able to advance to the next promotional level.

Overall Training Performance during the Year 2022;

Training Stream	Training Performance		
	No of Programmes	No of Candidates	Man Hours
Maritime and Seamanship	248	5,210	45,540
Occupational Health & Safety	107	2,307	46,663
Port Operation & Logistics	68	1,239	50,835
Management	66	2,794	44,998
Information System	45	1,118	23,328
Technical	49	688	8,203
<b>Grand Total</b>	<b>583</b>	<b>13,356</b>	<b>219,567</b>

### Revenue Earned

Despite the challenges posed by the COVID-19 outbreak and other social issues, the MPMA generated significant revenue by offering fee-based and non-fee-based programs for both internal and external candidates. In 2022, the MPMA earned a total of Rs. 109,655,370/= from fee-based programs and an additional Rs. 19,716,417/= from

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training conducted for various divisions of the SLPA to improve the overall efficiency of Port operations. This resulted in a total revenue of Rs. 129,371,787/= for the MPMA in 2022. The expenses incurred for the courses offered by the MPMA during the same year amounted to Rs. 26,596,656/=.

In order to fulfill the eligibility requirements for promotions within the SLPA, the MPMA has identified the need for new training opportunities. With this in mind, the MPMA has planned to introduce structured bridge training programs and NVQ certification programs in collaboration with TVEC / NAITA, as appropriate for SLPA. In 2022, the MPMA conducted a significant number of NVQ training programs accredited by TVEC in the areas of Information Systems, Management, and Equipment Operations.

Additionally, the MPMA has plans to offer Diplomas in Port Operation Management, Logistics Management, Management Information Systems, Human Resource Management, Accounts and Audit, Port Security, and Advanced English to improve the knowledge and qualifications of SLPA's executive and non-executive employees. The MPMA also plans to offer these Diplomas to external parties as a means of generating additional revenue. These programs aim to enhance the knowledge, skills, and competency of the employees and other interested trainees in the port sector, maritime industry, and on-the-job training.

The MPMA also provides Customized On-the-Job Training programs for local and international maritime industry stakeholders to cater to their specific requirements and enhance their operational efficiencies. MPMA's state-of-the-art training facilities and experienced trainers have made it possible to provide high-quality training services to the local and international maritime industry. The MPMA strives to provide continuous support to the industry by updating their training programs and resources to stay current with the latest industry trends and developments.

The MPMA plays an important role in the global maritime industry by offering various maritime training programs for seafarers, both locally and internationally. By collaborating with the International Labour Organization (ILO) and the National Union of Seafarers Sri Lanka (NUSS), the MPMA can ensure that its training programs meet the highest standards and are in line with industry best practices.

### **MEDICAL DIVISION**

The Sri Lanka Ports Authority's Medical Division focused on promoting employee health and well-being. Throughout the year, various programs were implemented to improve the knowledge and attitudes of employees regarding health and to prevent the spread of diseases. Some of these initiatives included:

- Dengue prevention and control programs, with daily updates from each division and port premises fumigation and cleaning with the support of the Sri Lanka Navy.

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- Administration of the 4th dose of the COVID-19 vaccine to all employees to prevent transmission of the disease.
- Sterilization of stray dogs on the port premises.
- A program to modify the kitchen menu for healthier meal options.
- Awareness programs on non-communicable diseases to reduce the risk of untimely deaths due to unhealthy diets and lifestyles.
- Medical examinations for high-risk employee groups to maintain their health.
- Training programs for medical staff to upgrade their knowledge and improve the delivery of services to employees.
- A program on dangerous drugs education for SLPA employees.
- Entry of employees' medical records into an e-system.
- Successful medical examination of children at the daycare Centre.

### INFORMATION SYSTEMS DIVISION

In addition to the initial N4 modules that were rolled out in 2021, the SLPA has successfully implemented further optimization modules, such as Expert Decking, Prime Route, Auto Stow, and XPS Monitoring Tool.

Currently, there are ongoing discussions about implementing a Disaster Recovery site for the Oracle E-Business Suite, with the support of the Ministry of Ports and Aviation.

A successful bidder has been selected to implement a Terminal Management System for the Semi-Automated ECT at the Port of Colombo.

### LEGAL DIVISION

The Law Officers are the Legal Advisors to the specified P01s declared under the Sri Lanka Ports Authority Act No. 51 of 1979 i.e., Port of Colombo, Galle, Trincomalee, and KKS/PPD and also render advices to the Board of Directors, Directors, Heads of Divisions and other Sections of the SLPA.

#### Advices

During the year 2022 more than 138 advices have been given to the Management and Heads of Divisions.

In addition, drafting executing and attending to other matters pertaining to Contracts, Agreements, Bonds, Deeds (Transfers, Leases, Declarations, Mortgages etc.) which the SLPA is a party to, also comes under the purview of the Legal Division.

## **Contracts, Agreements, Bonds and Deeds**

During the year 2022, 43 Lease Agreements, and 58 Agreements/Contracts, Addendums, Business Ventures, Shareholders Agreements, Direct Agreement etc. and Memorandum of Understanding (MOU) have been executed by the Legal Division. In addition to those Instruments, following Agreements and Bonds have been executed;

- 38 Agreement and Bond in respect of No-Pay Leave for Employment/training/Study abroad.
- 02 Memorandum of Understandings
- 18 Supplementary, Business Venture, Direct, Shareholders Agreements

All matters pertaining to Court Cases, to which SLPA is a party to, are also handled by the Legal Division with the assistance of the Attorney General and Counsels from the Unofficial Bar.

## **Litigation**

By end of December 2021, altogether 274 cases/complaints/Applications were pending before Supreme Court, Court of Appeal, High Courts, District Courts, Labour Tribunals, Magistrate Courts, Labour Department, Human Rights Commission, Ombudsman, Labour Courts, Workmen Compensation and Arbitration Centres.

During the year 2022, 58 new cases/complaints/applications have been filed against/by SLPA (i.e. before Supreme Court, Court of Appeal, High Court, District Court, Labour Tribunal, Magistrate Court, Human Rights Commission, Labour Commissioner, Labour Department, Arbitrators and Workmen Compensation Tribunal), Custom Inquiries. From the total 332 cases, 46 cases have been concluded during the year 2022.

As at 31.12.2022, 286 cases/complaints/applications/inquiries are pending before the said Forums.

### **Supreme Court cases**

At the end of year 2021, 51 cases were pending. During the year 2022, 03 new cases have been filed. Out of all 54 cases, 05 cases were concluded (proceedings were terminated in 01 case and 04 cases were dismissed.) As at 31.12.2022, 49 cases were pending before the Supreme Court.

### **Court of Appeal cases**

40 cases were pending as at 31.12.2021. During the year 2022, 02 new cases have been filed against SLP A. Out of total 42 cases, 05 cases were dismissed and 01 was withdrawn. As at 31.12.2022, there were 36 cases pending before the Court of Appeal.

## **High Court cases**

As at 31st December 2021, 08 cases were pending at the High Court. 02 new cases have been filed during the year 2022. Out of total 10 cases One (01) case was dismissed. As at 31.12.2022, there were, 09 cases pending before the High Court.

## **District Court cases**

25 cases were pending as at 31.12.2021. During the year 2022, No new cases have been filed. Out of total 25 cases, 04 cases were concluded. As at 31.12.2022 there were 21 cases pending before the District Court.

## **Magistrate Court cases**

As at 31.12.2021, 06 cases were pending at Magistrate Courts. During the year 2022, 27 new cases have been filed in Magistrates Courts. Out of total 33 cases 10 cases were concluded. As at 31.12.2022 there were 23 cases pending before the Magistrate Courts.

## **Labour Tribunal cases**

As at 31.12.2021, 23 cases were pending in Labour Tribunals. During the year 2022, 02 new cases filed against SLP A and out of total 25 Labour Tribunal cases, 09 cases were concluded. As at 31.12.2022 there were 16 cases pending before the Labour Tribunals.

## **Applications made in Human Rights Commission, Complaints made to the Labour Department regarding Labour Disputes (Conciliation cases), Complaints made to the Ombudsman and Applications made to the Commissioner for Workmen Compensation Tribunal**

As at 31.12.2021, 29 Human Rights Commission (HRC) Applications, 59 Complaints of Conciliations before Labour Commissioner, 21 Complaints before Ombudsman and No Complaints to the Workmen Compensation Tribunal were pending.

During the year 2022, 07 new Applications were made to the HRC, No new Complaints before Ombudsman and 14 new Conciliation Complaints were made to the Labour Commissioner while 01 application was made to the Workmen Compensation Tribunal.

04 HRC Applications, 06 Conciliation Complaints, No Complaints of the Workmen Compensation Court were concluded OJ Ombudsman case was concluded during the year 2022.

Accordingly, as at 31.12.2022, 32 HRC Applications, 67 Conciliation complaints and 20 Complaints before Ombudsman and 01 Complaints to the Workmen Compensation Tribunal were pending.

## Arbitrations

As at 31.12.2021, 02 Commercial Arbitration matters and 08 Industrial Arbitration matters were pending. During the year 2022, one Industrial Arbitration was constituted against SLPA which includes different case number for Industrial Arbitration pending. One Industrial Arbitration was concluded (since new case numbers were given after appointing new arbitrators to the pending arbitrations) and none of the Commercial Arbitration was concluded. Accordingly as at 31.12.2022, 02 Commercial Arbitration, and 08 Industrial Arbitrations were pending [ although concluded, two commercial arbitrations are considered as pending since appeals have been filed by SLP A against the Awards made by the Arbitral Tribunals].

## Custom Inquiries

As at 31.12.2021, there were 02 Customs Inquiries. 02 Inquiries were pending as at 31.12.2022.

## SECURITY DIVISION

As an important division of the SLPA, the Security Division bears the responsibility of providing security to all ports under the Authority's purview. This includes safeguarding their properties, human resources, port users, and marine boundaries. Additionally, the division is dedicated to implementing all necessary security measures to achieve the objectives and aims of the ports. Furthermore, the division generates revenue for the authority through various other services.

During the review period, the following objectives were successfully accomplished by this division.

- The installation of CCTV camera systems at all gates is set to be completed in several stages. In 2022, cameras were installed to cover gates No. 01, 01A, and the new gate No. 06, accounting for three out of the nine gates. It is worth noting that the remaining six gates will have cameras installed, and funds have been allocated for this purpose through the 2023 budget.
- The issuance of Port Entry Permits under different categories has resulted in the earning of Rs. 460.65 million.
- In 2022, the Security Training School organized a total of 28 training sessions as part of 8 different training programs, aimed at enhancing the knowledge, attitudes, and skills of the security staff. A total of 1,987 security officers received training through these programs, with some personnel participating in multiple sessions.

Furthermore, the Security Training School also launched an Air Rifle shooting field during the same year, equipped with 20 electronic target cards and 30

## OPERATIONAL REVIEW

normal target cards. The facility is capable of accommodating up to 50 security personnel at a time. The Division also earned Rs. 32,500/= in rental income from outside parties to whom the shooting field was rented out.

### COMMUNICATION AND PUBLIC RELATIONS DIVISION

Since its establishment, the Communication and Public Relations Division (CPRD) has extensively worked towards boosting and promoting the image of the SLPA while strengthening and fostering positive relations among the employees of the SLPA and external institutes.

One of the major responsibilities vested upon the CPRD is strengthening communication and public relations with both local and international media institutions, the general public, government departments & agencies, and industry stakeholders. The process of managing relationships and communication with journalists, analysts, public officers, and other key influencers, is a vital function of the CPRD in achieving the objectives of the SLPA. CPRD also actively works to broadcasting milestone functions of SLPA on new media utilizing in-house production resources and skilled human resources.

The division has taken a constructive approach to attract more channels and provide positive publicity by strengthening public relations on the activities and programs conducted by the SLPA over the last year.

Its major programs and activities have been focused on creating and communicating news, feature articles, and multimedia distributing information to target audiences, as well as planning, developing, managing, and monitoring conventional and social media campaigns, and implementing strategies to generate popularity and a positive reputation and sentiment of the SLPA. Over the last year where the influence of the Covid-19 pandemic ridden environment still prevailed, this has successfully been done via designing, editing, and producing press releases, video documentaries, photo details, documents of acknowledgements, and other presentations assisting SLPA to gather positive image and sustainable credibility towards efficient and productive operations during the period.

“Threertha” Newspaper was converted into the Magazine to attract a more Port community and readable community. More constructive, attractive information and interviews were published on various topics to enhance Port employees' knowledge with updated information.

### INTERNAL AUDIT DIVISION

The functions of the Internal Audit Division were guided by the Annual Audit Plan and it is recommended by the Audit Committee and approved by the Board of Directors. The Risk based Audit Plan is prepared considering the risk ascertain to each of the activities identified and assessed. The Internal Audit Division contributes to proper implementation of the audit plan by managing the resources and time to establish strong control environment within

## OPERATIONAL REVIEW

Authority by ensuring that organization's risk management, governance and internal control processes are operating effectively.

### **Audit on Revenue**

Audit on revenue for the year was carried out as per the Audit Plan and examine Port Charges, Debtors Accounts, Disputed Bills and Dishonored cheques and the discrepancies reported for debtor collection. Regular checks were carried out at the Landing and Delivery Units.

### **Audit on Expenditure**

Audit procedures were carried out to check the capital and recurrent expenditure and also on stores payment vouchers. Excess payments and other irregularities detected. Vehicle running charts and vehicle authorization forms were checked and shortcomings pointed out. A regular check on the preparation of wages and salaries was carried out and discrepancies detected were reported.

### **Physical Verification of Stores**

Continuous verification of stores was carried out in Colombo Port and assistance was also given for the annual stock verification in other Ports. During the continuous verification of stores the non-moving stock items lying in the stores were identified and referred to Supplies Division for suitable action.

### **Cash**

Surprise checks of cash and petty cash impress were carried out from time to time and discrepancies were reported.

### **Attendance of the employees**

Surprise checks of attendance of both labour and non labour grades were carried out regularly by the Flying Squad during the day shift and night shift. Employees detected being away from workplaces was reported for disciplinary action. This resulted in improved attendance of employees at their workplaces.

### **Investigations**

Special investigations on the request of the Chairman were carried out during the year.

## **Financial Statements**

The Division is also responsible for examining the financial statements of the Authority with a view to ensuring the financial statements are prepared conforming to the Sri Lanka Accounting Standards.

## **Pre-Audit**

During the period under review Pre-Audit of refunds of deposits and waivers of port charges were undertaken.

## **Ports of Galle and Trincomalee**

Stores verification and special Audit were carried out in Port of Galle and Trincomalee.



**FINANCIAL REVIEW**  
**ANNUAL REPORT 2022**

## FINANCIAL REVIEW

### Revenue (All Ports)

Description	2022	2021	Description	Revenue (Port Activity Break-up) Rs. Million	
				2022	2021
Revenue from Port Activities	68,408	45,455	Navigation	18,396	10,793
Other Revenue	30,666	15,152	Stevedoring	28,901	20,441
			Wharf Handling	8,014	6,260
			Port Facilities	9,250	6,176
			Other Service Operations	3,848	1,785
<b>Total Revenue</b>	<b>99,074</b>	<b>60,607</b>		<b>68,408</b>	<b>45,455</b>

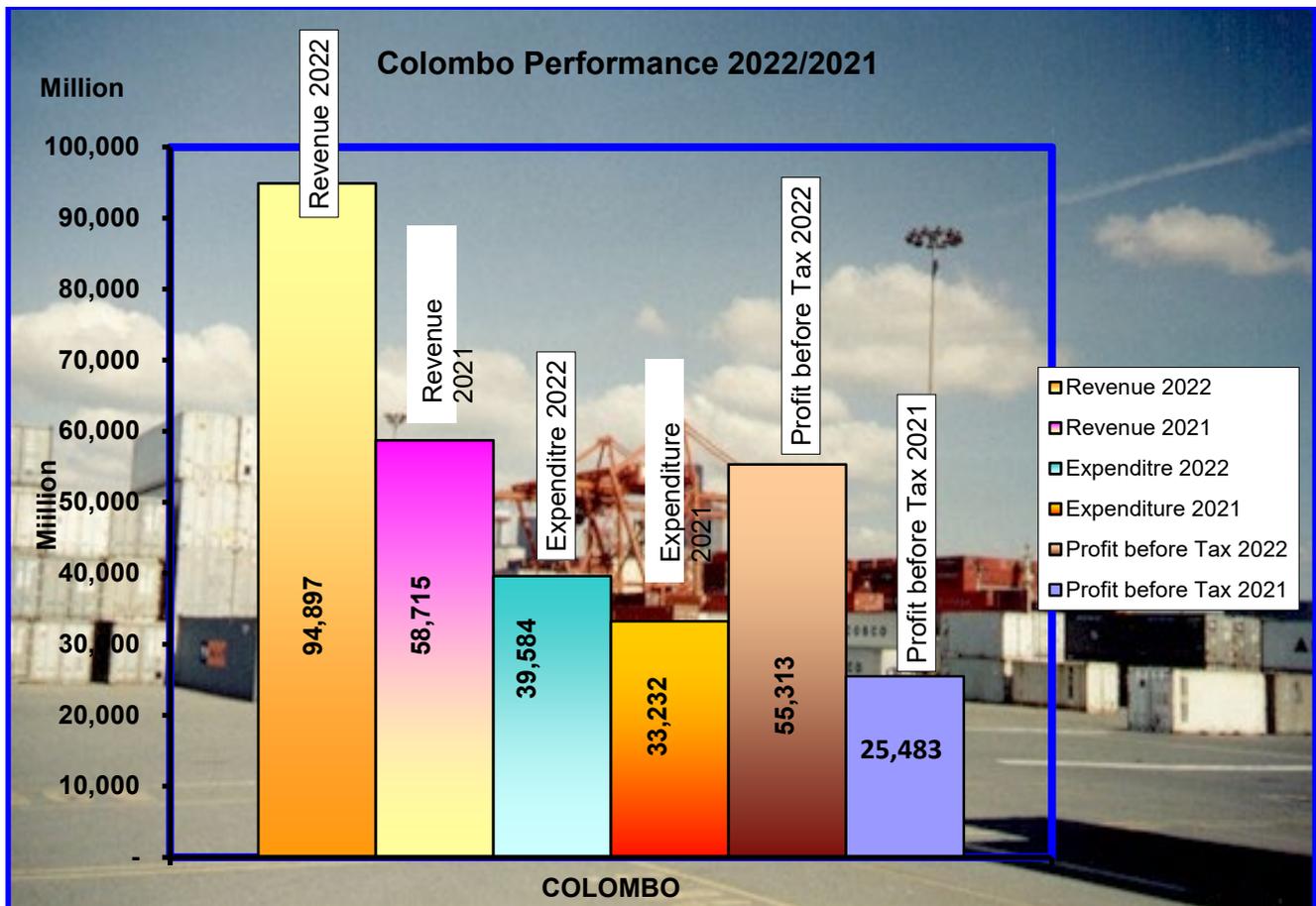
### Operating and Other Expenses (All Ports)

Description	2022 Expenditure	2021 Expenditure	Rs. Million	
			(Increase)/ Decrease	%
Maintenance of Assets	1,852	1,457	(395)	(27)
Fuel, Electricity and Water	5,760	2,509	(3,251)	(130)
Interest on Foreign Loan	2,400	800	(1,600)	(200)
Overtime	6,425	5,850	(575)	(10)
Depreciation & Amotisation	4,120	3,957	(163)	(4)
Wages, Salaries and Allowances	19,585	16,410	(3,175)	(19)
Others	6,097	2,752	(3,345)	(122)
<b>Expenditure</b>	<b>46,239</b>	<b>33,735</b>	<b>(12,504)</b>	<b>(37)</b>
<b>Total Expenditure Including FEL/(FEG)</b>	<b>42,048</b>	<b>35,005</b>	<b>(7,043)</b>	<b>(20)</b>

### Port – wise Performance

## The Port of Colombo

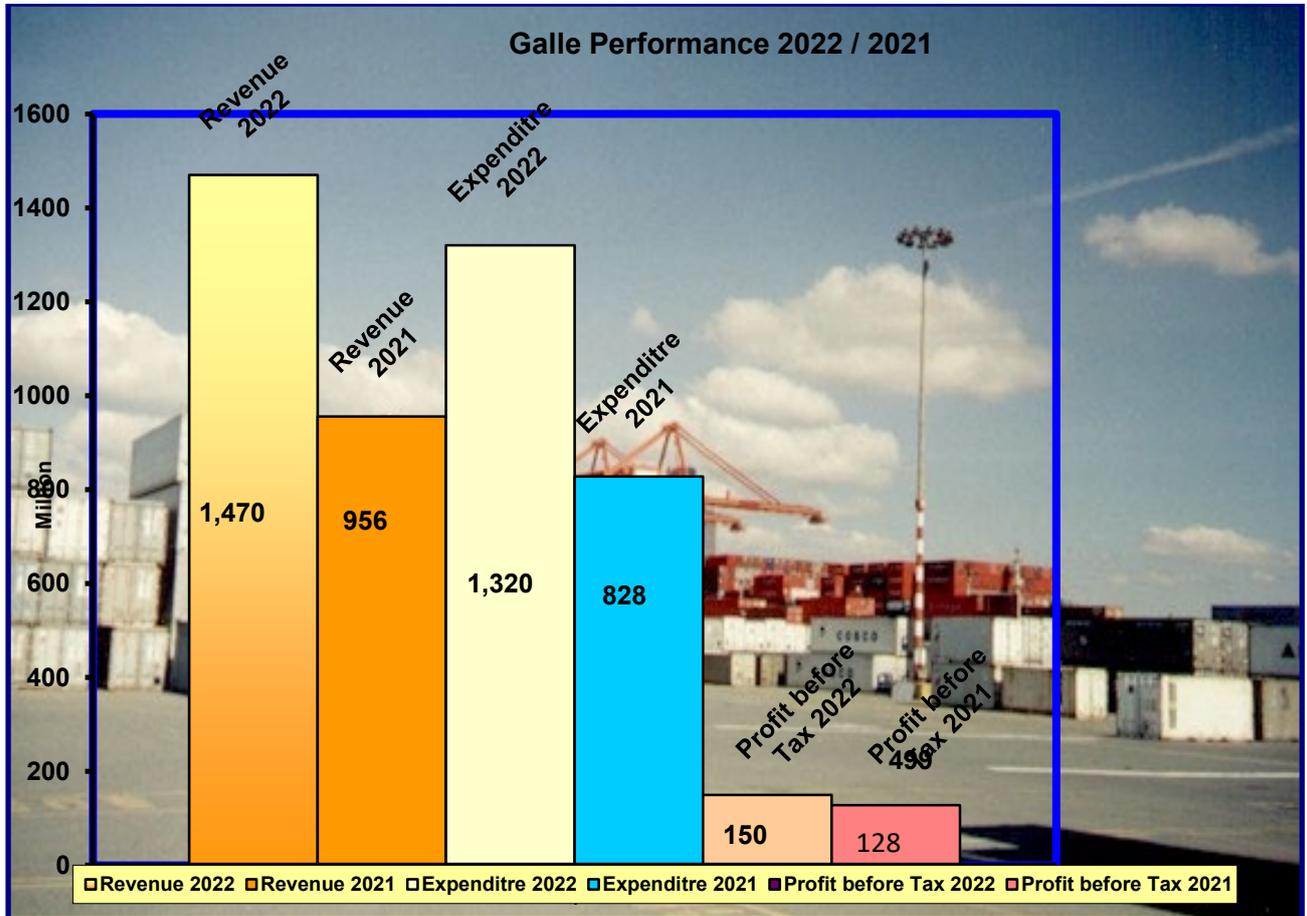
The Port of Colombo recorded Operating Profit of Rs. 46,270 million in year 2022. The total revenue of 2022 was Rs.94,897 million as compared to Rs.58,715 million in 2021 and increase of Rs.36,182 Million. Total expenditure before Tax remained at Rs. 39,584 million ( including FEG Rs. 4,523 million) in 2022 whereas 2021 expenditure was Rs. 33,232 million (including FEL Rs. 1,291 million) and increase of 19%.



## Port of Galle

The Port of Galle recorded Operating loss of Rs.238 Million in year 2022. The total revenue of 2022 was Rs. 1,470 Million as Compared to Rs. 956 Million in 2021 an increase of Rs. 514 Million.

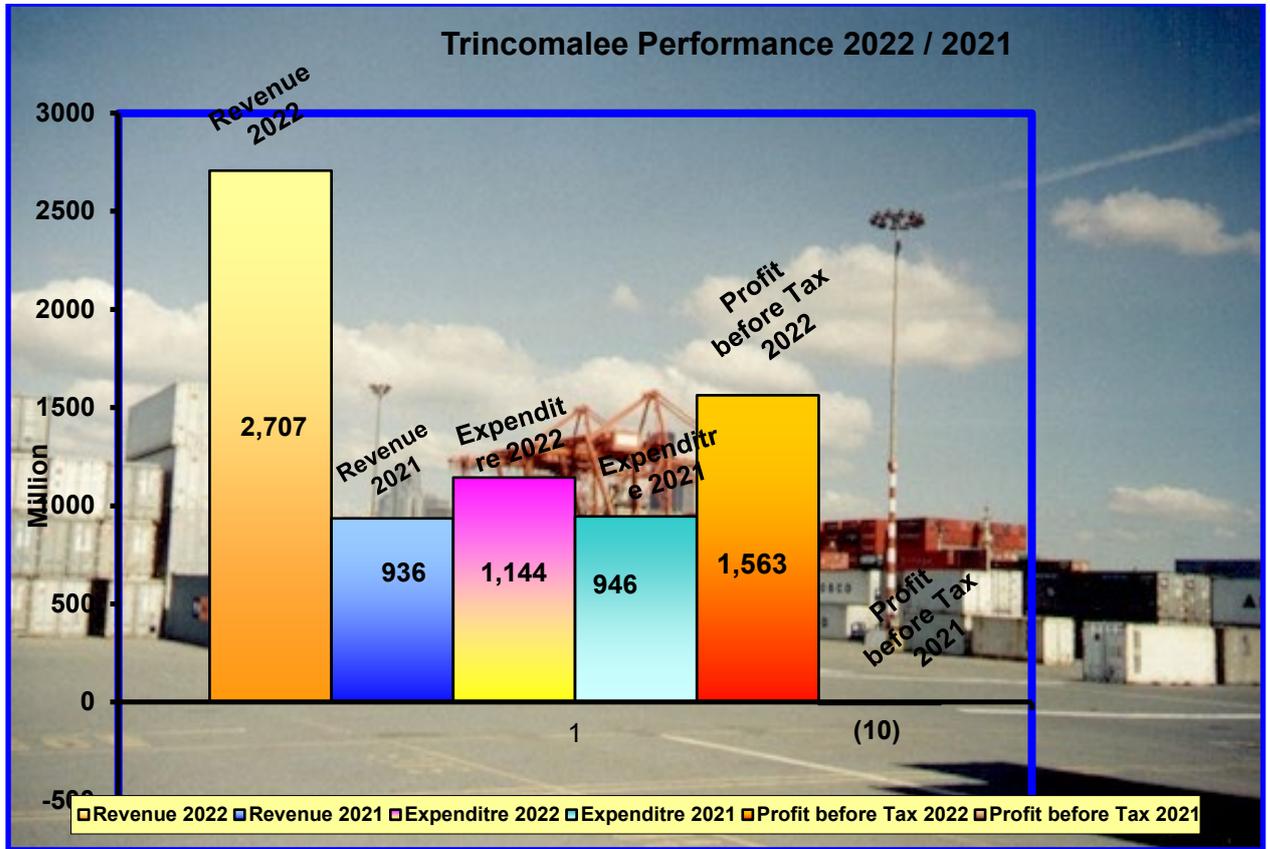
Total expenditure before tax remained at Rs. 1,320 Million (including FEL Rs.335 million) in 2022 whereas 2021 expenditure was Rs. 828 Million (including FEG Rs.21 million) an increase of 59%.



## Port of Trincomalee

The Port of Trincomalee recorded Operating profit of Rs. 1,176 Million in year 2022. The total revenue of 2022 was Rs. 2,707 Million as Compared to Rs.936 Million in 2021 and increase of Rs. 1,771 Million.

Total expenditure before tax remained at Rs. 1,144 Million(including FEG Rs.2 Million) in 2022 whereas 2021 expenditure was Rs. 946 Million(including FEG Rs.0.3Million) an increase of 21%.



## HUMAN CAPITAL

The SLPA recognizes the importance of its human capital and values the skills and knowledge of its employees. With a diverse workforce of 8,516 employees as of 31.12.2022, the organization is committed to providing equal opportunities and fulfilling social responsibilities while achieving its goals.

Investing in human capital leads to higher economic output and improved productivity, which ultimately drives profitability. The SLPA supports its employees by offering education and training opportunities, as well as financial assistance for acquiring specialized knowledge through both local and foreign training programs.

The Mahapola Ports and Maritime Academy serves as the primary training facilitator for the organization, offering foundation, certificate, diploma courses, and practical sessions in maritime, management, technical, and equipment handling. The SLPA also strives to enhance the skills of its employees by conducting practical exams for skilled grades, enabling them to earn National Vocational Qualification (NVQ) certifications.

Employees at the SLPA exhibit a strong sense of loyalty and are dedicated to improving both themselves and the organization. They feel connected to their work environment and exhibit a high level of enthusiasm and responsibility towards the SLPA's goals, mission, and vision.

The SLPA continuously strives to upgrade its Scheme of Recruitment (SOR) processes and review its executive and non-executive cadres to meet its organizational goals. Human resource functions such as promotions, transfers, and disciplinary procedures are carried out with fairness and equality. Employee grievances are addressed with exceptional care and appropriate measures are taken to resolve them successfully.

Despite challenging circumstances, the SLPA remains committed to supporting its employees by introducing new systems, processes, and practices, such as the shift duty system, work from home options, and transportation services, to provide a pleasant work environment. The organization also places a strong emphasis on employee remuneration, compensation, intrinsic and extrinsic benefits, and maintaining employee health and safety.

## CORPORATE SOCIAL RESPONSIBILITY

During the year under review, the SLPA continued its Corporate Social Responsibility activities:

- Awarding of scholarships for the children of the Port employees who have excelled at the GCE (O/L) and GCE (A/L) Examinations.
- A fully-fledged crèche is managed by the SLPA for the well-being of the children of the Port employees.
- The Fire Brigade has assisted the Colombo Municipal Council in firefighting as well as other emergencies within Colombo and suburbs.

# CORPORATE GOVERNANCE REPORT

## Board of Directors and Sub-Committees appointed by the Board

The SLPA shall have a Board of Directors consisting of 09 Members, i.e.

- (a) The subject Minister shall appoint the Chairman, Vice Chairman and Three (03) other Members with wide experience, capacity in Port development of Port Operations or Legal or Financial matters or Shipping, Commercial or Engineering activities or Administration or Labour relations;
- (b) The subject Minister shall appoint a competent and experienced person as the Managing Director;
- (c) A representative of the General Treasury nominated by the Minister in charge of the subject of Finance;
- (d) The Director General of Customs;
- (e) A representative of Fisheries nominated by the Minister in charge of the subject.

The names of the current Members of the Board of Directors during the year under review and their Profiles are set out from pages 16 – 21.

### The main responsibilities of the Members of the Board of Directors are:

- Setting directions through the establishment of strategic objectives, policies, goals and targets.
- Monitor performance against goals and objectives.
- Ensure that adequate internal controls and the highest ethical standards are maintained.
- Formulating Guidelines and ensuring their effectiveness to achieve objectives.
- Ensure that all key business risks are identified and appropriate and adequate controls, monitoring and reporting mechanism are in place to address them promptly.

### The main functions of the Board of Directors are:

The Secretary to the Board sets the Agenda for the Board Meeting in consultation with the Chairman and all the Members of the Board. The Board met regularly and during the year under review the Board met on Fourteen (14) occasions including Routine and Special Board Meetings.

The Members of the Board receives the Board Book, presently the Board PAC (Application) containing the Board Memorandums, the Board Minutes of the previous Board Meeting, Progress Reports of the previous Decisions taken by the Board, review of operational and

# CORPORATE GOVERNANCE REPORT

financial performance indicators major capital expenditure projects and proposals etc. The Board has ample access to information when exercising the powers and duties vested on it.

The Board is given the authority to grant the final approval and/or recommendations. However, certain responsibilities of the Board are delegated to number of Sub-Committees, mainly the Top-Level Management Committee (TLMC), Audit Committee and the Internal Control and Risk Management Committee.

## **The Top-Level Management Committee (TLMC)**

Until February, 2022, in terms of the provisions of the prevailing Public Enterprise Circular a Management Committee was appointed in order to manage and supervise the operational and administrative activities of the Sri Lanka Ports Authority. However, as per the Public Enterprise Circular No. 01/2021 dated 16.11.2021, the Guidelines on Corporate Governance and Operational Manual for State Owned Enterprises the requirement of a Management Committee was annulled and it became prudent for the Board to appoint an Executive Committee thereof.

In terms of the Board Decision dated 22.09.2022 the Organizational Structure was replaced with the previous Organizational Structure – 2012. Accordingly, in place of the Executive Committee a necessity arose to appoint the Top-Level Management Committee to have a sound internal management system to facilitate the objectives of the Sri Lanka Ports Authority.

The TLMC comprises of Fourteen (14) Members including the Board Secretary acting as the Secretary to the TLMC i.e.

- (a) Three (03) Members from the Board of Directors i.e. Chairman, Vice Chairman and Managing Director.
- (b) Ten (10) full time Directors i.e.
  - Acting Additional Managing Director (Admin & Operations)
  - Director (Operations)
  - Director (Human Resource Development)
  - Director (Technical)
  - Director (Finance)
  - Director (Development)
  - Director (Marketing & Media)
  - Director (Logistics)
  - Director (Security)
  - Harbour Master
- (c) Board Secretary

# CORPORATE GOVERNANCE REPORT

The TLMC holds its Meetings once a month prior to each Board Meeting. The TLMC had Two (02) Meetings during the year under review. However, Nine (09) Executive Committee Meetings were held prior to the appointment of TLMC during the year under review.

## **The Main functions of the TLMC**

- a) To review and discuss the policy issues prior to submitting same to the Board of Directors for final approval and/or recommendation.
- b) To take Decisions regarding the routine administration, Operational matters in relation to making optimum use of resources, enhancement of productivity to improve the quality of service to the Port users and its Stakeholders.
- c) To take Decisions to act as a socially responsible Corporate Public Sector Institution whilst being a commercially viable Organization.

## MILESTONES

- 1505 Colombo became known to the Western World after Portuguese commenced using it as a Naval Base/ Harbour.
- 1875 9th Dec. King Edward VII laid the Foundation Stone for the South West Break Water.
- 1882 Harbour Board established to administer the Port of Colombo.
- 1885 Completion of the 1285 meter long south West Breakwater.
- 1898 Completion of the 335 meter long north East Breakwater.
- 1899 Commencement of the construction of the Dry Docks.
- 1906 Completion of the 814 meter long Island Breakwater.
- 1906 Completion of the Dry Dock.
- 1909 Completion of the 250 meter long Guide Pier for the Dry Docks. (The First deepwater alongside berth)
- 1912 Completion of 18 coaling jetties at the present Jaya Container Terminal site.
- 1912 Completion of the 550-meter long extension arm of the South West Breakwater.
- 1913 Colombo Port Commission created to develop and maintain the Port.
- 1922 Completion of Petroleum oil facilities.
- 1950 Commencement of construction of fifteen alongside berths of 9-11 meters draught and two coaster berths of 7.5-meter draught and 55.800 sq. meter of adjacent transit sheds and warehouse accommodation.
- 1954 Inauguration by Her Majesty Queen Elizabeth II of the completion of construction of the alongside berths at the South West Breakwater and naming it "Queen Elizabeth Quay" – The Royal Yacht, "Gothic" – the first vessel to berth at Queen Elizabeth Quay.
- 1956 Completion of 17 alongside berths, transit sheds and warehouses.
- 1958 Port (Cargo) handling activities of the Port of Colombo nationalized and the Port (Cargo) Corporation established.
- 1964 Cargo handling activities of the Port of Galle nationalized.
- 1967 Port Tally and Protective Services Corporation established.
- 1967 Cargo handling activities of the Port of Trincomalee nationalized.

## MILESTONES

- 1979 The Sri Lanka Ports Authority formed by unifying the Colombo Port Commission, the Port (Cargo) Corporation and the Port Tally and Protective Services Corporation.
- 1980 Master plan for the Port of Colombo established with assistance from the Government of Japan.
- 1980 Inauguration of the New Terminal at Queen Elizabeth Quay.
- 1982 Commissioning of the first Gantry Crane – TANGO 80.
- 1982 Contract for the construction of the New Container Terminal signed with M/s. Penta Ocean Wakachiku Joint Venture of Japan.
- 1983 Inauguration of the Construction of Stage I of the fully equipped container Terminal.
- 1984 Inauguration of the Construction of Stage II of the fully equipped container Terminal.
- 1984 Installation of four Hitachi Transfer Cranes at Queen Elizabeth Quay Container Berth.
- 1985 Ceremonial Opening of Stage I of the “Jaya” Container Terminal.
- 1987 Inauguration of SLPA – Mahapola Training Institute.
- 1987 Inauguration of Stage II of the “Jaya” Container Terminal.
- 1988 Commissioning of the off-shore installation of the Single Point Buoy Mooring.
- 1994 Completion of new Port Access Road.
- 1995 Inauguration of Stage III of the “Jaya” Container Terminal.
- 1996 Inauguration of Stage IV of the “Jaya” Container Terminal.
- 1998 Inauguration of the Unity Container Terminal.
- 1998 Symposium of Affiliate Ports.
- 1999 Commissioning of the Oluvil Light House in the East Coast and opening of the Oluvil Maritime Training Institute.
- 1999 Commencement of the Development of the South Asia Gateway Terminal QCT.
- 1999 Commencement of construction of Alongside Berth Project in Trincomalee.
- 2000 Commencement of Colombo South Harbour Feasibility Study.

## MILESTONES

- 2000 Commencement of a new Berth in Port of Galle.
- 2000 Inauguration of Peliyagoda Container Freight Station.
- 2000 Submission of Final Report for development of the Port of Galle as a Regional Port.
- 2000 Commencement of North Pier development phase II.
- 2000 Inauguration of the One-Stop Documentation Centre.
- 2001 Inauguration of the New Jetty in Port of Galle.
- 2003 Inauguration of construction of Oluvil Port Access Road.
- 2003 Inauguration of Customer Service Centre for LCL and break-bulk cargo.
- 2003 Opening of the SLPA Maritime Museum.
- 2003 Ceremonial inauguration of Unity Container Terminal with the completion of the civil works.
- 2004 Ceremonial inauguration of Container Handling Operations at Unity Container Terminal.
- 2004 25<sup>th</sup> Anniversary celebrations of the SLPA.
- 2004 National Productivity Award in the large scale service sector was won by JCT.
- 2004 Handling of 2 million containers at the Port of Colombo.
- 2005 Commencement of construction of the Port and Housing Scheme in Oluvil.
- 2005 A certificate of merit was awarded to the SLPA Mahapola Training Institute under Medium Category /Service Sector by the National Productivity Secretariat.
- 2006 Commissioning of Container Security Initiative and Megaport Initiative in the Port of Colombo.
- 2006 Signing of MOU for the proposed Colombo Port Expansion Project to construct the Colombo South Harbour.
- 2006 Signing of MOU concerning detailed design works of Hambantota Port Development Project (Phase I).
- 2007 Commencement of construction work and Signing of the Financial Agreement of the Hambantota Port Development Project.
- 2008 Commencement of construction work of Oluvil Port Project.

## MILESTONES

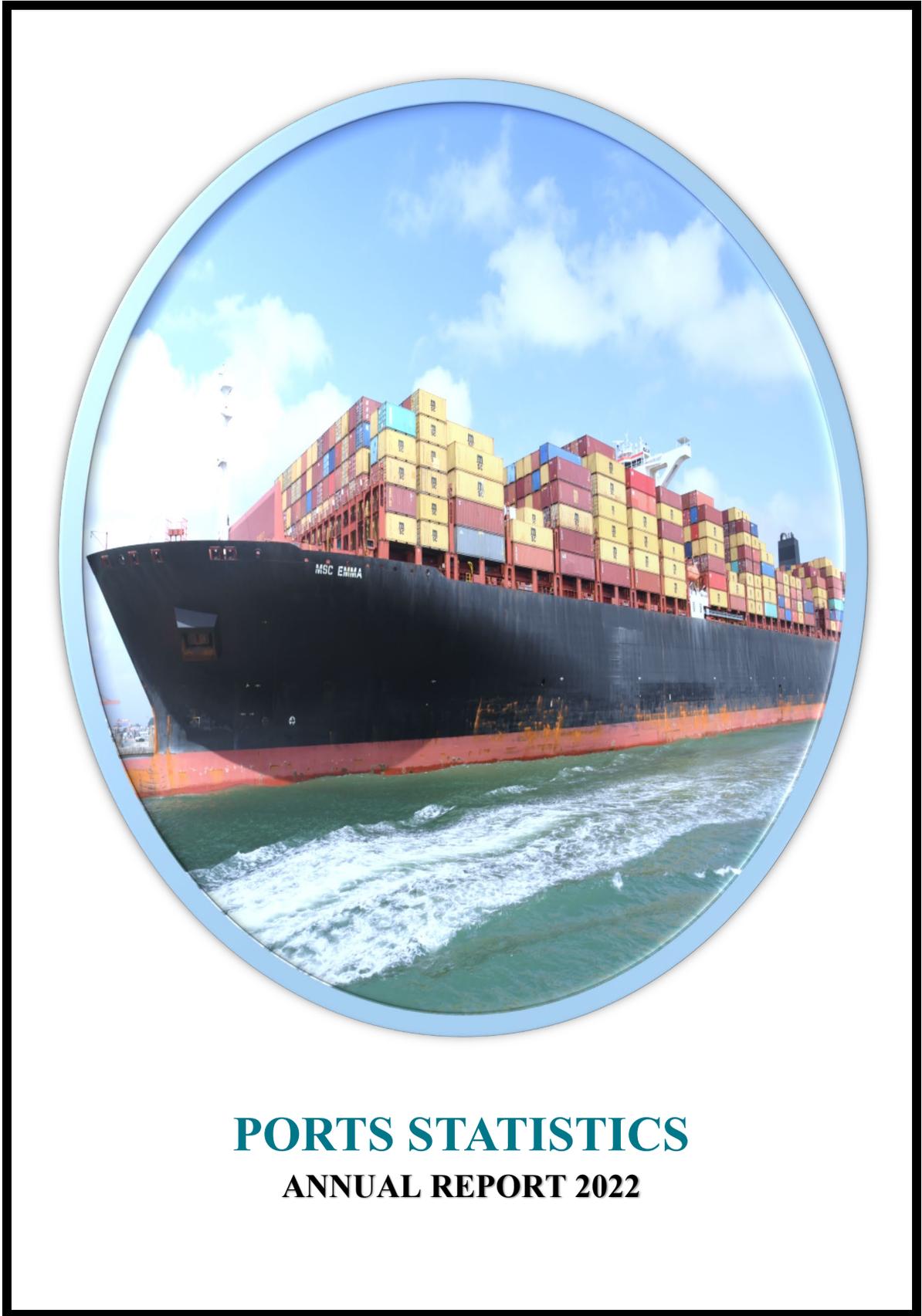
- 2008 Commencement of construction work of Colombo Port Expansion Project.
- 2008 Signing of Contract Agreement for construction of Bunkering facility and Tank farm at Hambantota.
- 2009 Laying of Foundation Stones for the Bunkering Facility and Tank Farm Project and Administration Building at Hambantota.
- 2009 The JCT Terminal Management System upgrade to “NAVIS”.
- 2010 Ceremony of Sea Water Filling to the Harbour Basin of Magam Ruhunupura Mahinda Rajapaksa Port (MRMRP) - 15.08.2010.
- 2010 Ceremonial inauguration of (MRMRP) - 18.11.2010.
- 2010 Handling of 02 Million Containers at the JCT.
- 2010 Handling of 04 Million Containers at the Port of Colombo.
- 2011 Arrival of 06 Nos. New Gantry Cranes and 30 Nos. Transfer Cranes.
- 2011 Capacity enhancement at Colombo Oil Terminal of the SLPA.
- 2011 Arrival of 50 Nos. Terminal Tractors.
- 2011 Signing of Agreement for the South Container Terminal under the Colombo Port Expansion Project.
- 2011 Ground Breaking Ceremony at the MRMRP to open new business ventures.
- 2011 Ground Breaking Ceremony for the commencement of construction work of the South Container Terminal.
- 2012 Commencement of handling RO-RO Vessels at Magam Ruhunupura Mahinda Rajapaksa Port.
- 2012 Replacing the dilapidated existing bunker fuel pipeline from the Bloemendhal Oil Terminal to the Port of Colombo.
- 2013 Ceremonial Inauguration of the Colombo Port Expansion Project with monumental breakwater of 6.8 Km and South Container Terminal.
- 2013 Ceremonial Inauguration of the Port of Oluvil.
- 2013 Implementation of Import FCL Module of Cargo Management System.
- 2013 Ceremonial Inauguration of Administration Building at MRMR Port.
- 2014 Ceremonial Inauguration of Bunkering Facilities and Tank Farm Complex at MRMR Port.

## MILESTONES

- 2014 Commencement of construction work of Colombo Port City Development Project.
- 2015 Ceremonial Inauguration of the East Container Terminal.
- 2015 Obtained ISO 9001 - 2008 Certification for Quality Management System.
- 2015 Ceremony of Sea Water Filling to the Harbour Basin of Magam Ruhunupura Mahinda Rajapaksa Port Phase – II.
- 2015 Handling of 05 Million TEUs at the Port of Colombo.
- 2016 Re-establishment of CFS I Operation Centre. (10.08.2016)
- 2016 Manufacture of a New Low Bed Trailer by Mechanical Works Engineering Division at JCT. (31.08.2016)
- 2016 The largest ever Container Vessel – MSC Maya calls at the CICT of Port of Colombo. (16.09.2016)
- 2017 Operations of Fully Re-constructed Container Freight Station – 01 (CFS 1) (31/05/2017)
- 2017- Concession Agreement between China and Sri Lanka for Port Operations of the Port of Hambanthota (29/07.2017)
- 2017 SLPA hosts the 19<sup>th</sup> Symposium on International Network of Affiliated Ports (INAP) Conference (07-08/11/2017)
- 2017 Signing of Shareholders Agreement and Land Lease Agreement of the Port of Hambanthota (08/12/2017)
- 2017 Generation of 01<sup>st</sup> Payment under Hambanthota Port Concession Agreement between Sri Lanka Ports Authority and China Merchants Holdings Company Ltd. (09/12/2017)
- 2017 Port of Colombo Handling of 6 Million TEUs (20/12/2017)
- 2018 Generation of 02<sup>nd</sup> Payment under Hambantota Port Concession Agreement between Sri Lanka Ports Authority and China Merchants Port Holdings Company Ltd.
- 2018 The SLPA enters into MOU with SAGT and CICT to collectively promote the Port of Colombo.
- 2018 The SLPA won Ports Authority of the year 2018 Award at Global Ports Forum.
- 2018 Generation of the last tranche under Hambantota Port Concession Agreement between SLPA and China Merchants Port Holdings Company Ltd.

## MILESTONES

- 2018 The Port of Colombo organised the first-ever Colombo Port Award Night.
- 2018 Port of Colombo ranked as the World's Highest Container Growth Port in the first half of 2018 – Alphaliner.
- 2018 Handling of 7 million TEUs by the Port of Colombo.
- 2019 The SLPA wins the Global Ports Forum (GPF) – ‘ Port Authority of the Year 2019 ’ award for the second consecutive year at the GPF awards ceremony.
- 2019 The SLPA wins the Global Ports Forum (GPF) – ‘ Port Public Partner of the Year 2019 ’ award at the GPF awards ceremony.
- 2019 Commencement of the New Head Office Building for SLPA.
- 2019 40<sup>th</sup> Anniversary celebrations of the SLPA.
- 2019 The Port of Colombo holds the 2<sup>nd</sup> Consecutive Port of Colombo Awards Night 31<sup>st</sup> August.
- 2020 Commencement of construction work of JCT-V Container Quay Wall extended by 120m.
- 2020 Arrival of 03 Nos. New Gantry Cranes for JCT-V project which were later commissioned at ECT for operations.
- 2021 Construction of 17 storeyed Maritime Facilitation Centre to officers of Sri Lanka Ports Authority commences.
- 2021 BOT agreement for the West Container Terminal (WCT) of the Port of Colombo signed among Adani Ports Economic Zone Limited and John Keels Holding, ELC and SLPA as the local partners.
- 2022 12<sup>th</sup> Jan. 2022 Construction work on the ECT of the Colombo Port commenced (2<sup>nd</sup> Phase).**
- 2022 28<sup>th</sup> Sep. 2022 SLPA wins the ‘Port Authority of the Year Award’ at the 2022 Global Port Forum Awards Held in Dubai, UAE.**



**PORTS STATISTICS**  
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**PORT OF COLOMBO**

**Port Dimensions**

**Harbour Area**

Harbour Basin Area	184.6 Hectares
Length of North-West Breakwater	810 Metre
Length of North-East Breakwater	330 Metre
Western Entrance	230 Metre X 16 Metre
North Entrance	190 Metre X 13Metre

**NEW PORT OF COLOMBO**

**Harbour Area**

Harbour Basin Area	192.0 Hectares
Length of South-West Breakwater	5,140 Metre
Length of North-West Breakwater	1,550 Metre
Main Entrance	570 Metre X 18 Metre

**Berthing Facilities**

Terminal	Total Length (M)	Alongside Draught (M)
East Container Terminal	5,140	18
South Container Terminal	5,140	18

**Working Hours**

The Port of Colombo works on a 24 hours basis everyday of the year.

# PORTS STATISTICS

## PORT OF GALLE

### Port Dimensions

Water Area	15.3718 Hectares
Entrance Channel	140 Metre
Land Area	17.1914 Hectares
Permitted LOA	130 Metre
Permitted Draught	7.3 Metre

### Working Hours

The Port of Galle works on a 24 hours basis every day of the year except on May Day with only day light navigation.

### Deviation Time

From Main East-West Route None

### Berthing Facilities

#### Total Number of Alongside Berths 05

Berth	Total Length (M)	Alongside Draught (M)
Closenburg Jetty	420	8.9
New Pier	162	8.9
New Pier/Cross	84	8.9

### Warehouse Facilities

Name or location of warehouse	No of units	Average Height (Ft.)	Area (Sq. Ft)	Capacity (Cu. Ft.)	Staking Height (Ft.)
No. 01	06	23	20,000	460,000	10 High
No. 02	12	23	40,000	920,000	10 High
GSCD	10	23	33333.3	766666.68	10 High
SLPA	02	23	6666.68	153333.32	10 High

No. 02 warehouse 07 units were given to Galle Submarine Cable Depot (GSCD) from 15.01.2018 – 14.01.2023

# PORTS STATISTICS

## PORT OF TRINCOMALEE

### Working Hours

#### Port Dimensions

Water Area	1,536 Hectares
Entrance Channel (Width (minimum))	500 Metre
Land Area	2,254 Hectares

The Port of Trincomalee works on a 24 hours basis every day of the year except on May Day with night navigation.

#### Berthing Facilities

##### SLPA Berths

Berth	Total Length (M)	Alongside Draught (M)
Ashraf Jetty	250	12.5
Side Berth-Ashraf Jetty	90 X 2	8.5
Jetty at Mudcove	45	3.5
Jetty at TTA	190	2.0-4.0
Ceylon Jetty	50	2.5
Town Jetty	50	2.5
Muther Jetty	60	3.0
VSO Jetty	25	1.5
Old Town Jetty	60	2.0
Oil Jetty	130	9.75

##### Other Berths

Berth	Total Length (M)	Alongside Draught (M)
Prima Jetty (Inner)	122	5.9
Prima Jetty (Outer)	227	14.3
Prima Jetty (Multi-Purpose)	170	10.3
Tokyo Cement Jetty	160	9.5

#### Details of Warehouse – TTA

Warehouse	Dimension (Ft)	Average Height (Ft)	Area in SQ (Ft.)	Stacking Height (Ft.)	Capacity (Cu. Ft.)
No. 01	75 X 34	-	2,550	12	30,600
No. 02 & 03	90 X 70	15	6,300	12	75,600
No. 04	190 X 95	19	18,050	14	252,700
No. 05 A	150 X 110	25	16,500	15	247,500
No. 05 B	150 X 80	15	12,000	12	144,000
No. 06	300 X 110	20	33,000	15	495,000
No. 07	96 X 36	-	3,456	12	41,472

## PORT OF HAMBANTOTA

### PHASE – I

#### Port Dimensions

#### Harbour Area

Harbour Water Area	70 Hectares
Length of the West Breakwater	988 Metre
Length of East Breakwater	312 Metre
Approach Channel width	210 Metre
Turning Circle	600 Metre

#### Quay Lengths

Quay - General Cargo	600 Metre
Service Quay	105 Metre
Oil Berth 1	310 Metre
Oil Berth 2	300 Metre
Depth of Basin	16 Metre
Design Vessel	100,000 DWT

## PORT OF HAMBANTOTA – PHASE - II

#### Port Dimensions

#### Harbour Area

Total Water Area at Completion	77 Hectares
Turning Circle	600 Metre
Approach Channel width	210 Metre

#### Quay Lengths

Main Container Berth	838.5 Metre
Feeder Container Terminal	460 Metre
Multi-Purpose Berth	838.5 Metre
Transition Berth	208 Metre
Depth of Basin	17 Metre
Design Vessel	100,000 DWT



# **FINANCIAL STATEMENTS**

**ANNUAL REPORT 2022**

# REPORT OF THE BOARD OF DIRECTORS

The Board of the Directors of the SLPA as of 31.12.2022 are as follows;

Mr. Keith D Bernard

**Chairman**

Mr. G U K Algewattage

**Vice Chairman**

Mr. Upul Jayatissa

**Managing Director**

Mr. P A S Athula Kumara

**Director**

Mr. P B S C Nonis

**Director**

Mrs. A A P S Nissanka

**Director**

Mr. J R U De Silva

**Director**

Mr. Neil Rajakaruna

**Director**

Dr. Ajith Mendis

**Director**

During the year 2022, the Board of Directors held a total of fourteen (14) meetings. In addition, the Top Level Management Committee, which operates as a sub-committee of the Board of Directors, held two(02) meetings during the same period. However, Nine (09) Executive Committee Meetings were held prior to the appointment of TLMC during the year under review. The Audit Committee, which is another sub-committee of the Board of Directors, held five (05) meetings in 2022.

In 2022, the Port of Colombo handled a total of 6.86 million TEUs, representing a 5.3% decrease from the previous year. Of this total, the CICT terminal handled 3.18 million TEUs, the SLPA Terminals handled 1.92 million TEUs, and the SAGT handled 1.75 million TEUs. Additionally, the port recorded a 3.7% decrease in transshipment containers, while the handling of domestic containers decreased by 14.1% compared to the previous year.

## REPORT OF THE BOARD OF DIRECTORS

The Port of Colombo experienced a decrease in both container handling throughput and overall tonnage handling compared to the previous year. Specifically, the port's container handling throughput decreased from 7,249,358 TEUs in 2021 to 6,862,184 TEUs in 2022. This represents a decrease of 387,174 TEUs or 5.3% compared to the previous year. Furthermore, the port's overall tonnage handling decreased by 7.4% compared to the previous year.

There was a slight decrease in the total number of ship arrivals at the Port of Colombo from 3,675 in the previous year to 3,648 in 2022, representing a decline of 0.7%. However, there was an increase in the number of container ship arrivals, with 3,287 container ships arriving at the port in 2022, compared to 3,180 in the previous year, marking a 3.4% increase. This increase in container ship arrivals could be an indication of the Port of Colombo's continuing role as a transshipment hub in the region.

To retain and attract greater container volumes to the SLPA Terminals and the Port of Colombo, the SLPA management implemented several marketing and business development strategies. These included signing Terminal Service Agreements with five leading shipping lines to continue doing business with SLPA and tie up with them. Additionally, the SLPA terminals captured ad hoc callers to gain additional volume.

To cater to ULCS, the SLPA built deep-water facilities at the Colombo South Harbor. As a result, the CICT terminal received 230 container ships with draughts exceeding 14.25m, while ECT received 17.

However, the Ports Authority terminals operate with several challenges, including increasing ship dimensions, the formation of new alliances/mergers/acquisitions, and the competitive rates and concessions offered by other private terminal operators. Despite these challenges, the SLPA is continuously working towards improving its services and maintaining its position as a key player in the region's shipping industry.

The SLPA recorded an Operating Profit of Rs.47.2 billion in the year 2022 as against Rs.24.9 billion in the previous year. The gross revenue in 2022 was Rs.99.1 billion compared to Rs.60.6 billion in 2021 which was an increase of Rs.38.5 billion. Total Expenditure before tax, foreign loan interest and foreign exchange Gain / Loss was Rs. 43.8 billion compared to Rs.32.9 billion in 2021, an increase of 33%.

During the year 2022 the cost of Foreign Loan Interest increased by 200% compared to previous year due to the depreciation of the Sri Lanka Rupee. Foreign Exchange Gain for the year 2022 was Rs.4.19 billion compared to a Foreign Exchange Loss of Rs. 1.27 billion in 2021.

The SLPA reported a Net Profit After Tax of Rs. 42.3 billion compared to Rs.20.7 billion in the year 2021 primarily due to the depreciating of the Sri Lanka Rupee against the U.S. Dollar.

## **DIRECTORS' RESPONSIBILITY FOR FINANCIAL REPORTING**

Under section (12) & (13.6) of the Finance Act No 38 of 1971, Directors of the Authority have responsibility for ensuring that the Sri Lanka Ports Authority keeps proper books of accounts of all the transactions and prepare Financial statements that give a true and fair view of the state of affairs and of the profit /loss for the year.

Accordingly, the Directors have directed the Authority to maintain proper books of accounts and reviewed the financial reporting system at their regular meetings and through the Audit Committee.

In preparing the financial statements exhibited in this booklet, Directors have considered adopting appropriate Accounting Policies on a consistent basis and supporting by reasonable and prudent judgments and estimates.

The Directors have taken such steps as are reasonably open to them to safeguard the assets of the Authority and to prevent and detect frauds and other irregularities. In this respect the Directors have instituted an effective and comprehensive system of internal controls comprising of internal check, internal audit and financial and other controls required to carry out the business of Sri Lanka Ports Authority in an orderly manner to safeguard its assets and secure as far as practicable the accuracy and reliability of our records.

By order of the Board



**Shehara Nawaratne**  
**Secretary to the Board of Directors**

# AUDIT COMMITTEE REPORT

## Committee Composition during 2022

### Mr. P A S Athula Kumara

Independent, Non-Executive Director  
Treasury Representative  
Appointed w.e.f. 22.04.2022

### Mrs. J C Weligamage

Independent, Non-Executive Director  
Treasury Representative  
Appointed w.e.f. 17.02.2020  
Resigned w.e.f. 02.03.2022

## Members

### Mr. P B S C Nonis

Director General of Customs  
Director (SLPA Board)  
Appointed w.e.f. 21.09.2022

### Mr. M M P P K K Nawaratatne

Attorney-at-Law  
Director (SLPA Board)  
Appointed w.e.f. 21.09.2022  
Resigned w.e.f. 29.11.2022

### Mr. H Isuru Balapatabendi

Director (SLPA Board)  
Appointed w.e.f. 23.08.2021  
Resigned w.e.f. 05.08.2022

### Major General G V Ravipriya

Director General of Customs  
Director (SLPA Board)  
Appointed w.e.f. 30.06.2020  
Resigned w.e.f. 26.07.2022

## Secretary to the Committee

The Secretary to the Board of SLPA functions as the Secretary to the Audit Committee, Chief Internal Auditor will convene the Audit Committee in line with the provision provide under the Guidelines on Corporate Governance for State Owned Enterprises.

## Mandatory Participants

Managing Director  
Or  
Additional Managing Director

Chief Finance Manager

## Observers

Representative of the Auditor General

Chief Internal Auditor of the Line Ministry

## Committee Meetings

The Audit committee functioned throughout the financial year 2022 and was able to hold five Audit Committee meetings during the year. The attendance of the committee members for the Audit committee meetings held during the year under review are as follows.

Name	Eligible to Attend/ Attended
Mrs. J C Weligamage	1/1
Mr. P A S Athula Kumara	4/4
Major General G V Ravipriya	1/2
Mr. H Isuru Balapatabendi	2/2
Mr. P B S C Nonis	3/3
Mr. M M P P K K Nawaratatne	0/2

# AUDIT COMMITTEE REPORT

The quorum for the Audit Committee is a simple majority of members.

## **Role of the Audit Committee**

The Audit Committee is appointed by the Board of Directors. It is sub Committee of Board. The Audit Committee report its recommendations to the Board of Directors in order to facilitate taking corrective measures and implementing its oversight responsibility for the achievement of the institutional objectives. In fulfilling this, the committee's key responsibilities are;

## **Financial Reporting and Regulatory Compliance**

Systematic oversight over the Authority's Financial Reporting to ensure that the financial statements are prepared, presented and the information is adequately disclosed in accordance with the requirements i.e. regulatory authorities, government circulars, applicable rules and regulations and applicable reporting standards.

Review the duly compliance with the establishment Act and the other relevant Acts including Finance Act.

## **Internal Control**

Review and assess the adequacy and effectiveness of the internal controls and identify the areas which require special attention.

## **Internal Audit**

Review and evaluate the independence, effectiveness and competency of the Internal Audit functions, their resource

requirements and make recommendations for improvement.

Ensure the coordination between Internal Audit Division and the External Auditors.

Ensure the Internal Audit Function is carried out based on risk assessment of the functions of the Authority by reviewing and approving the Risk Based Internal Audit Plan.

## **External Audit**

Make appropriate communications with the external auditor on audit findings and make recommendations to the Board of Directors to rectify the issues.

## **Activities in 2022**

Activities of the Audit Committee in 2022 are summarized under the focus areas below.

## **Financial Reporting and Regulatory Compliance**

The Audit Committee reviews the Authority's financial reporting process on behalf of the Board to ensure that Financial Statements are prepared in accordance with the Authority's accounting records, in compliance with regulatory provisions including The Sri Lanka Accounting Standards and reflect a true and fair view on the financial position and performance of the Authority.

The Audit Committee satisfied itself that accounting policies and practices are appropriate and adequate, internal controls, and procedures are in place to provide reasonable assurance that the financial

# AUDIT COMMITTEE REPORT

reporting systems effective and well managed to provide reliable and timely information.

Reviewed the impact of the accounting treatment of significant risks and uncertainties and key estimates and judgments material to the Authority's financial reporting and whether disclosures made in the published financial Statements were adequate, appropriate and fair.

## **Internal Control**

Continued to assess the adequacy, efficiency and effectiveness of the Authority's internal control systems.

## **Internal Audit**

Reviewed the independence, objectivity and performance of the internal audit function, the findings of the internal audits completed and their evaluation of the Authority's internal control system.

Reviewed and approved the annual internal audit plan for the year, prepared on risk-based planning methodology. Evaluated the adequacy and frequency of coverage.

Reviewed major findings of internal reports and management's responses thereto and the status of the implementation of the recommendations on a regular basis.

Assessed the Internal Audit Division's resource requirements.

## **External Audit**

Discussed all relevant matters arising from the interim and final audits together with the Management responses thereto.

Made recommendations to the Board of Directors on audit findings.

## **Way forward**

During the year, the committee made significant contribution to improve the governance and financial discipline to help the Authority to carry out its activities in a more transparent manner. In the same vein, the Audit Committee will continuously engage to achieve sound internal control systems by monitoring and reporting to the Board of Directors on matters related to key areas including financial reporting, internal control, risk management and governance in order to achieve the goals and objectives of the Authority.



**P A S Athula Kumara**  
**Chairman**  
**Audit Committee**

# STATUTORY COMPLIANCE STATEMENT

The status of compliance on statutory requirements is detailed below.

## **1. Employees Provident Fund – Authority & Employee contributions**

The Sri Lanka Ports Authority contribution of 15% and the employee contribution of 10% on all permanent employees are to be remitted to the Department of Labor before the last date of the succeeding month.

All monies deducted from employees and the respective Authority contribution for employees has been remitted on or before the stipulated date.

## **2. Employees Trust Fund**

The Authority's monthly contribution of 3% has been remitted on or before the stipulated date.

## **3. Income Tax**

Income tax payments in relation to income earned have been made quarterly on the due dates whenever there is a taxable income, in terms of Section 90 of the Inland Revenue Act No. 24 of 2017.

## **4. The Annual Return**

Annual Return in respect of Income Tax of the Authority has been filed annually with the Department of Inland Revenue up to year ending 31 December 2021. These have been completed and handed over on or before November 30 immediately succeeding the year of assessment.

## **5. Annual Reporting**

Annual Budget, Accounts & Annual Report have been submitted to the Parliament of Sri Lanka, General Treasury & Ministry.

## **6. Social Security Contribution Levy (SSCL)**

The Authority has paid SSCL on the liable turnover at the rate of 2.5% and has been remitted on or before the stipulated date.

# OPERATIONAL HIGHLIGHTS

FOR THE YEAR ENDED 31 DECEMBER	SLPA				
	COLOMBO	TRINCOMALEE	GALLE	2022	2021
<b>NUMBER OF SHIPS CALLED (NO)</b>					
Cargo Ships	3,547	84	3	3,634	3,804
Other Ships	101	11	4	116	102
Other Vessels	718	35	34	787	697
	<b>4,366</b>	<b>130</b>	<b>41</b>	<b>4,537</b>	<b>4,603</b>
<b>TROUGHPUT</b>					
<b>CONTAINER TEU's (SLPA)</b>					
Transhipment	1,633,176			1,633,176	1,846,264
Domestic	256,318			256,318	321,121
Re-Stowing	36,401			36,401	30,949
<b>TOTAL TEU's</b>	<b>1,925,895</b>	<b>-</b>	<b>-</b>	<b>1,925,895</b>	<b>2,198,334</b>
<b>CONTAINER TEU's (SAGI)</b>					
Transhipment	1,481,563			1,481,563	1,521,373
Domestic	229,711			229,711	265,285
Re-Stowing	40,962			40,962	52,035
<b>TOTAL TEU's</b>	<b>1,752,236</b>	<b>-</b>	<b>-</b>	<b>1,752,236</b>	<b>1,838,693</b>
<b>CONTAINER TEU's (CICT)</b>					
Transhipment	2,520,946			2,520,946	2,482,410
Domestic	544,201			544,201	612,649
Re-Stowing	118,906			118,906	117,272
<b>TOTAL TEU's</b>	<b>3,184,053</b>	<b>-</b>	<b>-</b>	<b>3,184,053</b>	<b>3,212,331</b>
<b>CONTAINER TEU's (PORT OF COLOMBO)</b>					
Transhipment	5,635,685	-	-	5,635,685	5,850,047
Domestic	1,030,230	-	-	1,030,230	1,199,055
Re-Stowing	196,269	-	-	196,269	200,256
<b>TOTAL TEU's</b>	<b>6,862,184</b>	<b>-</b>	<b>-</b>	<b>6,862,184</b>	<b>7,249,358</b>
Conventional M/T	1,915,755	1,711,281	1,169	3,628,205	6,988,678
Liquid M/T	4,333,670	377,475		4,711,145	5,535,505
	<b>6,249,425</b>	<b>2,088,756</b>	<b>1,169</b>	<b>8,339,350</b>	<b>12,524,183</b>
<b>(M/T) - SLPA</b>					
Containerised Cargo	25,472,397			25,472,397	28,133,393
Conventional Cargo	1,915,755	1,711,281	1,169	3,628,205	6,988,678
Liquid	4,333,670	377,475		4,711,145	5,535,505
<b>TOTAL (M/T)</b>	<b>31,721,822</b>	<b>2,088,756</b>	<b>1,169</b>	<b>33,811,747</b>	<b>40,657,576</b>
<b>(M/T) - SAGI</b>					
Containerised Cargo	22,731,145			22,731,145	24,061,998
Conventional Cargo				-	-
Liquid				-	-
<b>TOTAL (M/T)</b>	<b>22,731,145</b>	<b>-</b>	<b>-</b>	<b>22,731,145</b>	<b>24,061,998</b>
<b>(M/T) - CICT</b>					
Containerised Cargo	41,716,844			41,716,844	42,399,804
Conventional Cargo				-	-
Liquid				-	-
<b>TOTAL (M/T)</b>	<b>41,716,844</b>	<b>-</b>	<b>-</b>	<b>41,716,844</b>	<b>42,399,804</b>
<b>(M/T) - PORT OF COLOMBO</b>					
Containerised Cargo	89,920,386	-	-	89,920,386	94,595,195
Conventional Cargo	1,915,755	1,711,281	1,169	3,628,205	6,988,678
Liquid	4,333,670	377,475		4,711,145	5,535,505
<b>TOTAL (M/T)</b>	<b>96,169,811</b>	<b>2,088,756</b>	<b>1,169</b>	<b>98,259,736</b>	<b>107,119,378</b>
<b>GROSS TONNAGE HANDLED (SLPA)</b>					
Containerised Cargo	25,472,397			25,472,397	28,133,393
Conventional Cargo	1,915,755	1,711,281	1,169	3,628,205	6,988,678
Others	4,333,670	377,475		4,711,145	5,535,504
<b>TOTAL TONNAGE</b>	<b>31,721,822</b>	<b>2,088,756</b>	<b>1,169</b>	<b>33,811,747</b>	<b>40,657,575</b>
<b>GROSS TONNAGE HANDLED (SAGI)</b>					
Containerised Cargo	22,731,145			22,731,145	24,061,998
<b>TOTAL TONNAGE</b>	<b>22,731,145</b>	<b>-</b>	<b>-</b>	<b>22,731,145</b>	<b>24,061,998</b>
<b>GROSS TONNAGE HANDLED (CICT)</b>					
Containerised Cargo	41,716,844			41,716,844	42,399,804
<b>TOTAL TONNAGE</b>	<b>41,716,844</b>	<b>-</b>	<b>-</b>	<b>41,716,844</b>	<b>42,399,804</b>
<b>GROSS TONNAGE HANDLED (PORT OF COLOMBO)</b>					
Containerised Cargo	89,920,386	-	-	89,920,386	94,595,195
Conventional Cargo	1,915,755	1,711,281	1,169	3,628,205	6,988,678
Others	4,333,670	377,475		4,711,145	5,535,504
<b>TOTAL TONNAGE</b>	<b>96,169,811</b>	<b>2,088,756</b>	<b>1,169</b>	<b>98,259,736</b>	<b>107,119,377</b>
<b>PERSONNEL</b>					
Number of Employees	7,838	363	315	8,516	8,997

Figures in brackets indicates deductions.

# STATEMENT OF FINANCIAL POSITION

Expressed in Sri Lankan Rupees

STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER	Note	Group		SLPA	
		2022	2021	2022	2021
<b>ASSETS</b>					
<b>Non-Current Assets</b>					
Property, Plant & Equipment	3	251,719,813,895	148,971,536,673	251,628,153,511	148,870,349,879
Leased Hold Asset	3.2	69,817,698	81,745,116	69,817,698	81,745,116
Intangible Assets	4	2,254,637,128	738,795,770	2,254,347,128	738,795,770
Investment Properties	5	212,988,096,316	168,606,924,280	212,988,096,316	168,606,924,280
Investment in Subsidiaries	6	100	100	76,000,100	76,000,100
Investment in Associates	7	36,704,085,016	37,469,717,172	39,196,120,030	39,196,120,030
Financial Assets at FVOCI	8	67,584,339,272	35,623,899,913	67,584,339,272	35,623,899,913
Amount Due From State Mortgage Bank	9	40,989,023	53,926,469	40,989,023	53,926,469
Receivable From General Treasury - People's Bank Loan	10	2,798,525,037	3,127,763,275	2,798,525,037	3,127,763,275
<b>Total Non-Current Assets</b>		<b>574,160,303,485</b>	<b>394,674,308,768</b>	<b>576,636,388,114</b>	<b>396,375,524,832</b>
<b>Current Accounts Galle &amp; Trincomalee</b>					
Intercompany		-	-	-	-
<b>Current Assets</b>					
Inventories	11	3,852,522,843	3,113,542,041	3,835,437,418	3,098,814,301
Trade and Other Receivables	12	21,152,923,045	15,271,094,820	21,072,824,446	15,214,437,698
Deposits and Advances	13	5,595,918,027	1,641,444,023	5,592,446,093	1,638,893,846
Prepaid Expenses		464,420,859	211,475,724	464,420,859	211,475,724
Employee Loans	14	5,974,510,352	4,777,253,798	5,921,234,530	4,732,399,376
Other Financial Assets	15	106,709,911,411	56,158,735,976	106,311,782,741	55,941,923,281
Cash and Cash Equivalents	16	10,809,850,154	16,701,860,547	8,716,996,509	15,407,736,670
Property, Plant & Equipment-MPMC Ltd	17	205,575	260,539	-	-
<b>Total Current Assets</b>		<b>154,560,262,265</b>	<b>97,875,667,469</b>	<b>151,915,142,595</b>	<b>96,245,680,897</b>
<b>TOTAL ASSETS</b>		<b>728,720,565,751</b>	<b>492,549,976,237</b>	<b>728,551,530,709</b>	<b>492,621,205,730</b>
<b>EQUITY &amp; LIABILITIES</b>					
<b>Equity</b>					
Capital Employed	18	7,591,379,785	7,591,379,785	7,591,379,785	7,591,379,785
Capital Reserve	19	111,886,831,306	721,289,024	111,886,831,306	721,289,024
Other Reserves	20	1,125,903	1,125,903	1,125,903	1,125,903
Deferred Income	21	168,535,618,225	166,448,063,988	168,535,618,224	166,448,063,990
Loan Redemption Reserve	22	4,613,549,887	4,613,549,887	4,613,549,887	4,613,549,887
Revaluation Reserve	23	74,101,416,216	74,451,820,964	74,101,416,216	74,451,820,964
Financial Assets at FVOCI Reserve		57,575,791,084	27,646,259,632	57,575,791,082	27,646,259,632
Retained Earnings		116,599,667,908	83,571,990,373	126,165,972,783	88,659,988,029
<b>Total Equity</b>		<b>540,905,380,314</b>	<b>365,045,479,557</b>	<b>550,471,685,185</b>	<b>370,133,477,214</b>
<b>Non-Current Liabilities</b>					
Borrowings - Government of Sri Lanka	24.1	78,885,991,365	47,806,929,003	78,885,991,365	47,806,929,003
Borrowings - Financial Institutions	25.1	2,883,723,647	4,786,458,194	2,798,525,037	4,702,382,701
Finance lease obligation	25.4.1	24,102,515	38,478,408	20,593,856	30,229,716
Government Grants	26	27,219,591,156	27,527,628,973	27,219,591,156	27,527,628,973
Deferred Tax Liabilities	27	11,971,566,805	11,310,982,481	11,971,566,805	11,310,982,481
Retirement Benefits Obligation	28	12,517,383,603	6,422,842,068	12,498,171,431	6,410,711,656
<b>Total Non-Current Liabilities</b>		<b>133,502,359,090</b>	<b>97,893,319,126</b>	<b>133,394,439,648</b>	<b>97,788,864,529</b>
<b>Current Liabilities</b>					
Supply of Goods and services and other creditors	29	3,720,480,226	1,347,828,696	3,883,020,370	1,481,619,057
Borrowings - Government of Sri Lanka	24.2	8,924,559,413	5,088,708,668	8,924,559,413	5,088,708,668
Borrowings - Financial Institutions	25.2	13,242,043,396	7,661,767,726	3,612,798,808	2,653,014,068
Finance lease obligation	25.4.1	13,816,872	12,585,164	9,076,839	8,154,106
Deposits and Advances Received	30	4,037,746,434	2,046,730,085	3,987,746,434	2,046,730,085
Current Tax Payable	31	11,607,087,654	3,122,901,177	11,529,589,539	3,114,882,922
Provisions and Accrued Expenses	32	12,760,588,068	10,327,667,475	12,738,614,472	10,305,755,085
Differed Tax Liability		6,504,280	2,988,561	-	-
<b>Total Current Liabilities</b>		<b>54,312,826,345</b>	<b>29,611,177,551</b>	<b>44,685,405,876</b>	<b>24,698,863,990</b>
<b>TOTAL EQUITY &amp; LIABILITIES</b>		<b>728,720,565,751</b>	<b>492,549,976,237</b>	<b>728,551,530,709</b>	<b>492,621,205,730</b>
<p>The Accounting policies on pages 92-111 and Notes to the Financial Statements on Pages 112-134 form an integral part of these Financial Statements. These Financial Statements give a true and fair view of the state of affairs of the Authority as at 31/12/2022</p>					
					
<p><b>Mrs. Gayani Liyanage</b> Chief Finance Manager</p>					
<p>The Board of Directors is responsible for the preparation and presentation of these Financial Statements in accordance with Sri Lanka Accounting Standards. These Financial Statements were approved by the Board of Directors and signed on their behalf.</p>					
					
<p><b>Mr. Keith D. Bernard</b> CHAIRMAN</p>		<p><b>Mr. Susantha Abeysiriwardena</b> MANAGING DIRECTOR</p>		<p><b>Mr. P A S Athula Kumara</b> BOARD MEMBER</p>	
<p>Date : 24th February 2023 Figures in brackets indicate deductions.</p>					

# STATEMENT OF COMPREHENSIVE INCOME

Expressed in Sri Lankan Rupees

STATEMENT OF COMPREHENSIVE INCOME FOR THE YEAR ENDED 31 DECEMBER	Note	Group		SLPA	
		2022	2021	2022	2021
Revenue	33	68,408,147,526	45,454,580,320	68,408,147,526	45,454,580,320
Direct Expenses	34	(30,909,453,234)	(23,994,553,154)	(30,721,474,450)	(23,860,767,840)
<b>Gross Profit</b>		<b>37,498,694,292</b>	<b>21,460,027,167</b>	<b>37,686,673,076</b>	<b>21,593,812,481</b>
Other Operating Income	35	22,526,441,373	12,220,624,438	22,546,087,410	12,310,486,630
Administrative Expenses	36	(12,547,191,688)	(8,850,291,819)	(13,024,281,140)	(9,038,708,964)
<b>Operating Profit</b>		<b>47,477,943,977</b>	<b>24,830,359,787</b>	<b>47,208,479,346</b>	<b>24,865,590,147</b>
Net Finance (Cost)/ Income	37	5,237,397,717	1,873,847,785	5,626,382,580	2,005,391,135
Foreign Exchange Gain/(Loss)		706,852,371	(1,558,480,234)	4,190,928,257	(1,269,650,219)
Share of Profit of Associate	7	(765,632,157)	(382,596,440)	-	-
<b>Profit Before Tax</b>		<b>52,656,561,909</b>	<b>24,763,130,898</b>	<b>57,025,790,184</b>	<b>25,601,331,063</b>
Contribution to Consolidated fund	61	(1,000,000,000)	-	(1,000,000,000)	-
Income Tax Expenses	38	(13,337,098,475)	(2,690,840,465)	(13,261,098,236)	(2,676,325,878)
Differed Tax Expenses	27	(449,012,109)	(2,229,753,296)	(445,496,390)	(2,229,753,296)
<b>Profit for the Year</b>		<b>37,870,451,326</b>	<b>19,842,537,137</b>	<b>42,319,195,558</b>	<b>20,695,251,889</b>
<b>Attributable to - Equity holders of the Parent</b>		<b>37,870,451,326</b>	<b>19,842,537,137</b>	<b>42,319,195,558</b>	<b>20,695,251,889</b>
<b>Other Comprehensive Income</b>					
Profit for the Year		37,870,451,326	19,842,537,137	42,319,195,558	20,695,251,889
Remeasurement of retirement benefit obligation	28.2	(5,010,014,736)	(422,191,678)	(5,004,613,077)	(424,407,222)
Change in Value of Financial Assets at FVOCI on Listed Investments	8.1	(44,598,296)	(12,898,527)	(44,598,296)	(12,898,527)
Change in Value of Financial Assets at FVOCI on Unlisted Investments	8.2	29,974,129,748	2,331,796,393	29,974,129,748	2,331,796,393
<b>Total Other Comprehensive Income for the Year</b>		<b>24,919,516,716</b>	<b>1,896,706,188</b>	<b>24,924,918,375</b>	<b>1,894,490,644</b>
<b>Total Comprehensive Income for the year</b>		<b>62,789,968,042</b>	<b>21,739,243,325</b>	<b>67,244,113,933</b>	<b>22,589,742,534</b>
<b>Attributable to - Equity holders of the Parent</b>		<b>62,789,968,042</b>	<b>21,739,243,325</b>	<b>67,244,113,933</b>	<b>22,589,742,534</b>

The Accounting Policies on pages 92-111 and Notes to the Financial Statements on pages 112 – 134 form an integral part of these Financial Statements.

# STATEMENT OF CHANGES IN EQUITY

Expressed in Sri Lankan Rupees

	Capital Employed	Capital Reserve	Other Reserve	Differed Income	Loan Redemption Reserve	Revaluation Reserve	Financial Assets at FVOCI Reserve	Retained Earnings (at debit)	Total
<b>Group</b>									
<b>Balance as at 01 January 2021</b>	<b>7,591,379,785</b>	<b>721,289,024</b>	<b>1,125,903</b>	<b>168,314,081,182</b>	<b>4,613,549,887</b>	<b>75,257,909,515</b>	<b>25,327,361,765</b>	<b>64,376,869,959</b>	<b>346,203,567,020</b>
Profit for the Year	-	-	-	-	-	-	-	19,842,537,137	19,842,537,137
Adjustment on Revaluation Surplus	-	-	-	-	-	(66,823,062)	-	66,823,062	-
Prior year adjustment (Note 45)	-	-	-	-	-	-	-	(292,309,936)	(292,309,936)
Amortization on Lump Sum Premium Laughs Terminal Ltd	-	-	-	-	-	-	-	261,829	261,829
Upfront fee paid by Tokoyo	-	-	-	-	-	-	-	-	-
Remeasurement of retirement benefit obligation	-	-	-	-	-	-	-	(422,191,678)	(422,191,678)
Upfront Fee paid by CICT	-	-	-	(103,534,286)	-	-	-	-	(103,534,286)
Amortization on Lump Sum Premium Laughs Terminal Ltd	-	-	-	(658,207)	-	-	-	-	(658,207)
Amortization of Lump Sum Premium Distilleries company of Sri Lanka	-	-	-	(10,300,000)	-	-	-	-	(10,300,000)
Amortization of Lump Sum Premium Tokiyo Cement Company (Lanka)PLC	-	-	-	(31,626,840)	-	-	-	-	(31,626,840)
Amortization of Leasehold rights-HIPS	-	-	-	(731,198,730)	-	-	-	-	(731,198,730)
Amortization of Leasehold rights-HIPG	-	-	-	(981,799,130)	-	-	-	-	(981,799,130)
Deffered Tax adjustment on revaluation reserve	-	-	-	-	-	(739,265,489)	-	-	(739,265,489)
Lump Sum Premium NFCL Penna Port Storage	-	-	-	(6,900,000)	-	-	-	-	(6,900,000)
Adjustment on listed Investment	-	-	-	-	-	-	(12,898,527)	-	(12,898,527)
Adjustment on Unlisted Investment	-	-	-	-	-	-	2,331,796,393	-	2,331,796,393
<b>Balance as at 31 December 2021</b>	<b>7,591,379,785</b>	<b>721,289,024</b>	<b>1,125,903</b>	<b>166,448,063,988</b>	<b>4,613,549,887</b>	<b>74,451,820,964</b>	<b>27,646,259,632</b>	<b>83,571,990,373</b>	<b>365,045,479,556</b>
Profit for the Year								37,870,451,326	37,870,451,326
Dividends Paid								(15,000,000)	(15,000,000)
Surcharge Tax Paid								(6,477,790)	(6,477,790)
Adjustment on Revaluation Surplus						(129,317,515)	-	129,317,515	-
Lands Taken to SLPA Books		111,165,542,282							
<b>Prior year adjustment (Note 45)</b>								56,085,459	56,085,459
Depreciation adjustment on fully depreciated assets								-	-
Adjustment on opening balance								(2,683,538)	(2,683,538)
Remeasurement of retirement benefit obligation								(5,010,014,736)	(5,010,014,736)
Upfront Fee paid by CICT				(103,534,286)					(103,534,286)
Amortization on Lump Sum Premium Laughs Terminal Ltd				(658,207)					(658,207)
Amortization of Lump Sum Premium Distilleries company of Sri Lanka				(10,300,000)					(10,300,000)
Amortization of Lump Sum Premium Tokiyo Cement Company (Lanka)PLC				(31,626,840)					(31,626,840)
Amortization of Leasehold rights-HIPS				(731,198,730)					(731,198,730)
Amortization of Leasehold rights-HIPG				(981,799,130)					(981,799,130)
Up front fees received from CWIT				4,050,000,000					4,050,000,000
Amortization of Upfront Fees paid by CWIT				(96,428,571)					(96,428,571)
Deffered Tax adjustment on revaluation reserve						(215,087,933)			(215,087,933)
Lump Sum Premium NFCL Penna Port Storage				(6,900,000)					(6,900,000)
Adjustment on listed Investment							(44,598,296)		(44,598,296)
Motor Launch James Jansen Writeoff -Trinco						(5,999,300)		5,999,300	
Adjustment on Unlisted Investment							29,974,129,748		29,974,129,748
									-
<b>Balance as at 31 December 2022</b>	<b>7,591,379,785</b>	<b>111,886,831,306</b>	<b>1,125,903</b>	<b>168,535,618,224</b>	<b>4,613,549,887</b>	<b>74,101,416,216</b>	<b>57,575,791,084</b>	<b>116,599,667,908</b>	<b>429,739,838,030</b>

## STATEMENT OF CHANGES IN EQUITY

SLPA									
<b>Balance as at 01 January 2021</b>	<b>7,591,379,785</b>	<b>721,289,024</b>	<b>1,125,903</b>	<b>168,314,081,183</b>	<b>4,613,549,887</b>	<b>75,257,909,515</b>	<b>25,327,361,765</b>	<b>68,614,368,407</b>	<b>350,441,065,467</b>
Profit for the Year	-	-	-	-	-	-	-	20,695,251,889	20,695,251,889
Adjustment on Revaluation Surplus	-	-	-	-	-	(66,823,062)	-	66,823,062	-
<b>Prior year adjustment (Note 45)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(292,309,936)</b>	<b>(292,309,936)</b>
Depreciation adjustment on fully depreciated assets	-	-	-	-	-	-	-	261,829	261,829
Remeasurement of retirement benefit obligation	-	-	-	-	-	-	-	(424,407,222)	(424,407,222)
Upfront fee paid by CICT	-	-	-	(103,534,286)	-	-	-	-	(103,534,286)
Amortization on Lump Sum Premium Laughs Terminal Ltd	-	-	-	(658,207)	-	-	-	-	(658,207)
Amortization of Lump Sum Premium Distilleries company of Sri Lanka	-	-	-	(10,300,000)	-	-	-	-	(10,300,000)
Amortization of Lump Sum Premium Tokoyo Cement Company (Lanka)PLC	-	-	-	(31,626,840)	-	-	-	-	(31,626,840)
Amortization of Leasehold rights-HIPS	-	-	-	(731,198,730)	-	-	-	-	(731,198,730)
Amortization of Leasehold rights-HIPG	-	-	-	(981,799,130)	-	-	-	-	(981,799,130)
Differed Tax adjustment on revaluation reserve	-	-	-	-	-	(739,265,489)	-	-	(739,265,489)
Lump Sum Premium NFCL Penna Port Storage	-	-	-	(6,900,000)	-	-	-	-	(6,900,000)
Adjustment on listed Investment	-	-	-	-	-	-	(12,898,527)	-	(12,898,527)
Adjustment on Unlisted Investment	-	-	-	-	-	-	2,331,796,393	-	2,331,796,393
<b>Balance as at 31 December 2021</b>	<b>7,591,379,785</b>	<b>721,289,024</b>	<b>1,125,903</b>	<b>166,448,063,990</b>	<b>4,613,549,887</b>	<b>74,451,820,964</b>	<b>27,646,259,632</b>	<b>88,659,988,029</b>	<b>370,133,477,211</b>
Profit for the Year	-	-	-	-	-	-	-	42,319,195,558	42,319,195,558
Adjustment on Revaluation Surplus	-	-	-	-	-	(129,317,515)	-	129,317,515	-
Lands Taken to SLPA Books	-	111,165,542,282	-	-	-	-	-	-	111,165,542,282
<b>Prior year adjustment (Note 45)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>56,085,459</b>	<b>56,085,459</b>
Depreciation adjustment on fully depreciated assets	-	-	-	-	-	-	-	-	-
Remeasurement of retirement benefit obligation	-	-	-	-	-	-	-	(5,004,613,077)	(5,004,613,077)
Upfront fee paid by CICT	-	-	-	(103,534,286)	-	-	-	-	(103,534,286)
Amortization on Lump Sum Premium Laughs Terminal Ltd	-	-	-	(658,207)	-	-	-	-	(658,207)
Amortization of Lump Sum Premium Distilleries company of Sri Lanka	-	-	-	(10,300,000)	-	-	-	-	(10,300,000)
Amortization of Lump Sum Premium Tokoyo Cement Company (Lanka)PLC	-	-	-	(31,626,840)	-	-	-	-	(31,626,840)
Amortization of Leasehold rights-HIPS	-	-	-	(731,198,730)	-	-	-	-	(731,198,730)
Amortization of Leasehold rights-HIPG	-	-	-	(981,799,130)	-	-	-	-	(981,799,130)
Up front fees received from CWIT	-	-	-	4,050,000,000	-	-	-	-	4,050,000,000
Amortization of Upfront Fees paid by CWIT	-	-	-	(96,428,571)	-	-	-	-	(96,428,571)
Differed Tax adjustment on revaluation reserve	-	-	-	-	-	(215,087,933)	-	-	(215,087,933)
Lump Sum Premium NFCL Penna Port Storage	-	-	-	(6,900,000)	-	-	-	-	(6,900,000)
Adjustment on listed Investment	-	-	-	-	-	-	(44,598,296)	-	(44,598,296)
Motor Launch James Jansen Writeoff -Trinco	-	-	-	-	-	(5,999,300)	-	5,999,300	-
Adjustment on Unlisted Investment	-	-	-	-	-	-	29,974,129,748	-	29,974,129,748
<b>Balance as at 31 December 2022</b>	<b>7,591,379,785</b>	<b>111,886,831,306</b>	<b>1,125,903</b>	<b>168,535,618,224</b>	<b>4,613,549,887</b>	<b>74,101,416,216</b>	<b>57,575,791,082</b>	<b>126,165,972,783</b>	<b>550,471,685,186</b>

The Accounting Policies on pages 92-111 and Notes to the Financial Statements on pages 112 – 134 form an integral part of these Financial Statements.

# CASH FLOW STATEMENT

Expressed in Sri Lankan Rupees

STATEMENT OF CASH FLOW STATEMENT FOR THE YEAR ENDED 31 DECEMBER 2022	Group		SLPA	
	2022	2021	2022	2021
<b>Profit Before Tax</b>	<b>52,656,561,909</b>	<b>24,763,130,898</b>	<b>57,025,790,184</b>	<b>25,601,331,063</b>
<i>Adjustments for</i>				
Share of Profit of Associate (Net of Dividends)	765,632,157	382,596,440		
Depreciation	4,100,467,503	3,881,957,655	4,086,737,806	3,871,428,079
Bad and Doubtful Debt	997,829,988	219,867,178	995,285,957	219,867,178
Amotisation of Intangible Assets	96,918,908	74,718,722	96,908,908	74,718,722
Amotisation of Lease Hold Assets	11,927,418	11,277,620	11,927,418	11,277,620
Gratuity Charge for the Year and related costs	2,040,176,515	750,303,419	2,040,176,515	748,058,028
previous year-Revenue	(9,169,753)	592,139,522	(9,169,753)	592,139,522
previous year-Expenditure	65,255,212	(5,697,817)	65,255,212	(5,697,817)
Depreciation adjustment on fully depreciated assets	-	261,829	-	261,829
Dividend Income	(6,268,528,124)	(1,871,787,555)	(6,268,528,124)	(1,871,787,555)
Interest Income	(8,309,145,982)	(2,893,973,300)	(8,119,641,864)	(2,841,365,896)
Interest Expenses	2,978,836,932	983,787,392	2,400,347,952	799,636,638
Amotisation of Government Grants	(308,037,817)	(308,589,492)	(308,037,817)	(308,589,492)
Net Exchange unrealised Gain/ Loss	46,975,148,853	3,712,131,411	42,919,113,839	3,374,977,087
Upfront fees by CICT	(103,534,286)	(103,534,286)	(103,534,286)	(103,534,286)
Provision for claims	(256,614,516)	(1,116,590,366)	(256,614,516)	(1,116,590,366)
Amortised during the year Laughs terminal Ltd	(658,207)	(658,207)	(658,207)	(658,207)
Amortised during the year Distilleries company of Sri Lanka	(10,300,000)	(10,300,000)	(10,300,000)	(10,300,000)
Amortised of lease hold rights -HIPG/HPS	(1,712,997,860)	(1,712,997,860)	(1,712,997,860)	(1,712,997,860)
Lum Sum Premium NFCL Penna Port Storage	(6,900,000)	(6,900,000)	(6,900,000)	(6,900,000)
Amortised during the year Tokiyo Cement Company (Lanka)PLC	(31,626,840)	(31,626,840)	(31,626,840)	(31,626,840)
Amortised during the year CWIT	(96,428,571)	-	(96,428,571)	-
Profit on Disposals of Fixed Assets	8,706,661	(18,003,846)	8,706,661	(15,603,846)
<b>Operating Profit Before Working Capital Changes</b>	<b>93,583,520,098</b>	<b>27,291,512,415</b>	<b>92,725,812,612</b>	<b>27,268,043,599</b>
<b>Changes in working Capital</b>				
Inventories	(738,980,804)	(346,279,553)	(736,623,118)	(345,628,254)
Trade Receivables	(6,524,434,467)	611,133,983	(6,524,434,467)	608,355,442
Deposits and Advances	(4,013,424,506)	(1,241,632,876)	(3,953,552,246)	(1,241,632,876)
Prepaid Expenses	(252,945,135)	(130,122,088)	(252,945,135)	(130,122,088)
Employee Loans / Others	(1,191,011,492)	116,539,598	(1,188,835,154)	131,687,992
Supply of Goods and services and other creditors	2,458,419,083	(228,235,819)	2,401,401,313	(225,358,860)
Deposits and Advances Received	1,941,016,349	(462,237,911)	1,941,016,349	(462,237,911)
Provisions and Accrued Expenses	2,688,943,267	660,527,168	2,689,473,903	660,427,718
<b>Cash Generated from Operations</b>	<b>87,951,102,395</b>	<b>26,271,204,918</b>	<b>87,101,314,059</b>	<b>26,263,534,764</b>
Interest Paid	(1,201,577,331)	(866,669,765)	(1,187,544,268)	(861,844,045)
Dividend paid	(15,000,000)	-	-	-
Contribution to consolidated fund	(1,000,000,000)	-	(1,000,000,000)	-
Lease Installments Paid	(13,144,185)	(11,791,146)	(8,713,127)	(7,879,090)
Gratuity Paid	(958,193,747)	(707,473,364)	(957,329,817)	(705,732,188)
Taxes Paid	(4,865,374,776)	(1,214,907,760)	(4,846,391,619)	(1,206,143,694)
<b>Net Cash from Operating Activities</b>	<b>79,897,812,356</b>	<b>23,470,362,883</b>	<b>79,101,335,227</b>	<b>23,481,935,747</b>
<b>Cash Flows from Investing Activities</b>				
Acquisition of Property, Plant and Equipment	(1,142,798,335)	(662,158,449)	(1,136,039,715)	(626,963,773)
Proceeds from Disposal of Fixed Assets	40,872,683	20,227,105	40,872,683	17,827,105
Deferd Revenue - Colombo Oil Bank	-	(2,610,294)	-	-
Capital Work-in-Progress	(38,973,434,459)	(2,291,419,592)	(38,973,434,459)	(2,291,419,592)
Acquisition of Intangible Assets	(1,612,761,214)	(652,803,511)	(1,612,461,214)	(652,803,511)
Acquisition of Lease Hold Assets	-	(663,157)	-	(663,157)
Acquisition of Investment Property	(275,415)	-	(275,415)	-
Dividend Received	6,268,528,124	1,872,229,486	6,268,528,124	1,871,787,555
Loan Received	67,609,919	242,864,165	55,185,112	142,288,972
Interest Received	8,309,145,982	2,209,793,875	8,119,641,864	2,157,186,471
Up front fee received by CWIT	4,050,000,000	-	4,050,000,000	-
Amount Due From State Mortgage Bank	12,937,446	22,068,135	12,937,446	22,068,135
Net Proceeds from Other Financial Assets	(50,551,175,436)	(1,852,498,417)	(50,369,859,460)	(1,821,106,053)
<b>Net Cash from (used in) investing activities</b>	<b>(73,531,350,704)</b>	<b>(1,094,970,654)</b>	<b>(73,544,905,033)</b>	<b>(1,181,797,848)</b>
<b>Cash Flows from Financing Activities</b>				
Repayment of Borrowings to Government of Sri Lanka	(6,665,443,302)	(6,107,132,237)	(6,665,443,302)	(6,107,132,237)
Repayment of Borrowings to Financial Institution	(3,562,120,839)	(2,332,272,918)	(3,550,819,149)	(2,326,389,836)
investment made during the year CWIT	(2,030,907,908)	-	(2,030,907,908)	-
<b>Net Cash From (used in) Financing Activities</b>	<b>(12,258,472,048)</b>	<b>(8,439,405,155)</b>	<b>(12,247,170,358)</b>	<b>(8,433,522,073)</b>
<b>Net Changes in Cash &amp; Cash Equivalents</b>	<b>(5,892,010,394)</b>	<b>13,935,987,073</b>	<b>(6,690,740,164)</b>	<b>13,866,615,827</b>
Cash & cash Equivalents at Beginning of the year	<b>16,701,860,547</b>	<b>2,765,873,475</b>	<b>15,407,736,670</b>	<b>1,541,120,845</b>
<b>Cash &amp; Cash Equivalents at End of the Year (Note 16)</b>	<b>10,809,850,154</b>	<b>16,701,860,547</b>	<b>8,716,996,509</b>	<b>15,407,736,670</b>

The Accounting Policies on pages 92-111 and Notes to the Financial Statements on pages 112 – 134 form an integral part of these Financial Statements.

# GENERAL ACCOUNTING POLICIES

## 1 CORPORATE INFORMATION

### 1.1 GENERAL

Sri Lanka Ports Authority was established by the Sri Lanka Ports Authority Act No. 51 of 1979 on 01st August 1979 and subsequently amended by Act Nos. 7 & 35 of 1984.

### 1.2 PRINCIPAL ACTIVITIES AND NATURE OF OPERATIONS

Provision of efficient and regular services for stevedoring shipping, and transshipping, landing and warehousing; wharfage, the supply of water, fuel and electricity to vessel for handling petroleum, petroleum products and lubricating oils to and from vessels and between bunkers and depots for pilotage and mooring of vessels for diving and underwater ship repairs and any other services included thereto.

### 1.3 FINANCIAL YEAR

The Authority's financial reporting period ends on 31<sup>st</sup> December.

### 1.4 REGISTERED OFFICE

Registered office of the Authority is at No. 19, Chaitiya Road, Colombo 01, P.O. Box 595.

### 1.5 NUMBER OF EMPLOYEES

The number of employees of the Authority as at 31 December 2022 was 8,516 (2021 – 8,997)

### 1.6 DATE OF AUTHORIZATION FOR ISSUE

The financial statements of the Authority for the year ended 31 December 2022 were authorized for issue in accordance with a resolution of the board of directors dated 20/02/2023.

## 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

### 2.1 Basis of Preparation

The consolidated financial statements of the Authority have been prepared in accordance with Sri Lanka Accounting Standards (SLFRSs). The consolidated Financial Statements have been prepared under the historical cost convention, except for Financial Instruments designated as Fair Value Through Other Comprehensive Income (FVOCI) which are measured at fair value. The preparation of financial statements, in conformity with Sri Lanka Accounting Standards (SLFRSs), requires the

# GENERAL ACCOUNTING POLICIES

use of certain critical accounting estimates. It also requires management to exercise its judgment in the process of applying the group's accounting policies.

## 2.2 Consolidation

### 2.2.1 Subsidiary

Subsidiary is an entity over which the group has the power to govern the financial and operating policies generally accompanying a shareholding of more than one half of the voting rights. Subsidiary is fully consolidated from the date on which control is transferred to the group. It is excluded from consolidation from the date that control ceases.

The group applies the acquisition method to account for business combinations. The consideration transferred to the subsidiary forms fair values of the assets transferred and the liabilities incurred to form the subsidiary. The group does not recognize any non-controlling interest in acquire as the subsidiary is wholly-owned by the Authority.

Inter-entity transactions, balances, income and expenses on transactions between group entities are eliminated. Profits and losses resulting from Inter-entity transactions that are recognized in assets are also eliminated. Accounting policies of subsidiary have been changed where necessary to ensure consistency with the policies adopted by the group.

### 2.2.2 Associate

Associate is an entity over which the group has significant influence but not control, generally accompanying a shareholding directly or indirectly 20 per cent or more of the voting rights. An investment in associate is accounted for using the equity method of accounting. Under the equity method, the investment is initially recognized at cost, and the carrying amount is increased or decreased to recognize the investor's share of the profit or loss of the investee after the date of acquisition.

The group's share of post-acquisition profit or loss is recognized in the statement of comprehensive income and its share of post-acquisition movements in the investee's other comprehensive income is recognized in other comprehensive income with a corresponding adjustment to the carrying amount of the investment.

The group determines at each reporting date whether there is any objective evidence that the investment in the associate is impaired. If this is the case, the group calculates the amount of impairment as the difference between the recoverable amount of the associate and its carrying value and recognizes the amount adjacent to 'share of profit/(loss) of associates in the statement of comprehensive income.

# GENERAL ACCOUNTING POLICIES

## 2.3 Foreign Currency Translation

### 2.3.1 Functional and Presentation Currency

Transaction and balances included in the financial statements of each of the group's entities are measured using the currency of the primary economic environment in which the entity operates. The consolidated Financial Statements are presented in Sri Lanka Rupees (LKR), which is the group's presentation currency.

### 2.3.2 Transactions and Balances

Foreign currency transactions are translated into the functional currency using the exchange rates prevailing at the dates of the transactions. Foreign exchange gains and losses resulting from the settlement of such transactions and from the translation at year-end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognized in the statement of comprehensive income.

Translation differences related to changes in amortized cost are recognized in the statement of comprehensive income.

## 2.4 Property, Plant and Equipment

2.4.1 Cost laying in the working progress Accounts will be capitalized once the work completion certificated issued by the relevant department.

2.4.2 Property, plant and equipment are initially recognized at cost including any costs directly attributable to bringing the assets to the location and condition necessary for it to be capable of operating in the manner intended by the Group's management.

Property, Plant and equipment are stated at deemed cost less accumulated depreciation and any accumulated impairment losses. Other property, plant and equipment are subsequently measured at cost less accumulated depreciation and any accumulated impairment losses.

Subsequent costs are included in the asset's carrying amount or recognized as an asset, only when it is probable that future economic benefits associated with the item will flow to the group and the cost of the item can be measured reliably. All other repairs and maintenance are charged to the statement of comprehensive income during the financial period in which they are incurred.

Land is not depreciated, depreciation on other assets is calculated using the straight-line method to allocate their cost or deemed cost over their estimated useful lives, as follows:

# GENERAL ACCOUNTING POLICIES

Assets Category		Rates
Operational Buildings & Structures	02-115 Years	0.86% -50%
Floating Equipments	01-22 Years	4.54% - 100%
Handling Equipments	02 -25Years	4 % - 50%
Plant and Machinery	01-20 Years	5% -100%
Office and Welfare Buildings	02-73 Years	1.36% - 50%
Computer Hardware	01-15 Years	6.66% - 100%
Motor Vehicle	01-18 Years	5.55% -100%
Electrical and Electronic Equipment	1-12 Years	8.33% -100%
Furniture and Office Equipment	1-15 Years	6.66% -100%
Staff Quarters & other Buildings	13-43 Years	2.32% -7.69%
Other Assets	1-20 Years	5% -100%

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

The policy of Work-In-Progress is "Cost laying in the working progress Accounts will be capitalized once the work completion certificate was issued by the relevant department".

## 2.4.3 Intangible Assets

Acquired computer software and operating systems are capitalized on the basis of the costs incurred to acquire and bring to use the specific software and systems. Intangible assets acquired subsequently are stated at cost less accumulated amortization and accumulated impairment losses. These costs are amortized over their estimated useful lives, as follows:

Computer Software	1 – 17 Years	5.88% - 100%
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Costs associated with maintaining computer software programs are recognized as an expense as incurred.

## 2.4.4 Investment Properties

Investment property held to earn rentals is measured initially at its cost.

Investment properties were carried at revalued amount in the statement of financial position prepared in accordance with SLAS prior to 31 December 2011. The Authority has considered revalued amounts of the Investment properties as deemed cost at the date of the revaluation as the sale values of Investment properties were broadly comparable to fair value. Accordingly, the Investment properties are stated at deemed cost less accumulated depreciation and amounts arising any accumulated impairment

# GENERAL ACCOUNTING POLICIES

losses. Other Investment properties are subsequently measured at cost less accumulated depreciation and any accumulated impairment losses.

Land is not depreciated, depreciation on buildings is calculated using the straight-line method to allocate their cost or deemed cost over their estimated useful lives, as follows:

Investment Properties	05-100 Years	1% - 20%
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## 2.4.5 Lease Hold Assets

In accordance with SLFRS 16 Leases, at the inception of a contract, SLPA assess whether the contract is, or contains, a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. Only if the terms and conditions of the contract are changed SLPA reassess whether a contract is, or contains, a lease.

### SLPA & the Group as a Lessee

At the commencement date of a lease arrangement, SLPA recognize a right-of-use asset and a lease liability. Right of use Asset is initially measured at cost which comprise the amount of the initial measurement of the lease liability, any lease payments made at or before the commencement date, less any lease incentives received, any initial direct costs incurred by the lessee and an estimate of costs to be incurred by the lessee in dismantling and removing the underlying asset, restoring the site on which it is located or restoring the underlying asset to the condition required by the terms and conditions of the lease, unless those costs are incurred to produce inventories.

At the commencement date, a lessee shall measure the lease liability at the present value of the lease payments that are not paid at that date. The lease payments shall be discounted using the interest rate implicit in the lease, if that rate can be readily determined. If that rate cannot be readily determined, SLPA use its' incremental borrowing rate.

### Subsequent measurement of the right-of-use asset and Lease Liability

SLPA measure the right-of-use asset applying cost model which is measured by Asset's Cost less any accumulated depreciation as per LKAS 16 Property, Plant and Equipment and any accumulated impairment losses as per LKAS 36 Impairment of Assets and any adjustments for re-measurement of the lease liability

SLPA measure the lease liability subsequently by, increasing the carrying amount to reflect interest on the lease liability, reducing the carrying amount to reflect the lease

# GENERAL ACCOUNTING POLICIES

payments made; and remeasuring the carrying amount to reflect any reassessment or lease modifications specified in, or to reflect revised in-substance fixed lease payments.

## SLPA & the Group as a Lessor

SLPA classify at the inception of the contract a finance lease if it transfers substantially all the risks and rewards incidental to ownership of an underlying asset, unless the lease agreement is classified as an Operating Lease. Such a classification is depends on the substance of the transaction rather than the form of the contract. Only if there is a Lease modification the lease classification is reassessed subsequently.

## Finance Leases

At the commencement date, SLPA recognise assets held under a finance lease in its statement of financial position and present them as a receivable at an amount equal to the net investment in the lease. The interest rate implicit in the lease is used to measure the net investment in the lease.

Subsequently, **SLPA recognise finance income over the lease term, based on a pattern reflecting a constant periodic rate of return on the SLPA's net investment in the lease.**

SLPA aims to allocate finance income over the lease term on a systematic and rational basis and applied the lease payments relating to the period against the gross investment in the lease to reduce both the principal and the unearned finance income. SLPA applies the derecognition and impairment requirements in SLFRS 9 to the net investment in the lease.

These costs are amortized over their estimated useful lives, as follows:

Leased Hold Motor Vehicle	08-15 Years	6.66%-12%
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## Operating Leases

SLPA recognise lease payments from operating leases as income on straight-line basis or another systematic basis where if that basis is more representative of the pattern in which benefit from the use of the underlying asset is diminished. Any costs, including depreciation, incurred in earning the lease income is recognised as an expense. Any initial direct costs incurred in obtaining an operating Lease is added to the carrying amount of the underlying asset and recognise those costs as an expense over the lease term on the same basis as the lease income.

The depreciation policy for depreciable underlying assets subject to operating leases is consistent with the SLPA's normal depreciation policy for similar assets. Depreciation is calculated in accordance with LKAS 16 and applies LKAS 36 to determine whether

# GENERAL ACCOUNTING POLICIES

an underlying asset subject to an operating lease is impaired and to account for any impairment loss identified.

## 2.4.6 Impairment of Non-Financial Assets

At each end of reporting period, the Group reviews the carrying amounts of its property, plant and equipment, investment properties and intangible assets to determine whether there is any indication that those assets have impaired. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any). Where it is not possible to estimate the recoverable amount of an individual asset, the Group determines the cash-generating unit and estimates the recoverable amount of the cash-generating unit to which the asset belongs.

Recoverable amount is the higher of fair value less costs to sell and value in use. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset for which the estimates of future cash flows have not been adjusted.

If the recoverable amount of an asset (or cash-generating unit) is estimated to be less than its carrying amount, the carrying amount of the asset (or cash-generating unit) is reduced to its recoverable amount. An impairment loss is recognized immediately in the statement of comprehensive income.

## 2.5 Financial Assets

### 2.5.1 Financial Asset classification

The SLPA and the Group classify its financial assets in the following measurement categories.

- Financial Assets measured at Amortized Cost,
- Financial Assets measured at Fair Value through Other Comprehensive Income (FVOCI)
- Financial Assets measured at Fair Value Through Profit or Loss (FVTPL)

The classification depends on the SLPA and the Group's business model for managing the financial assets and the contractual terms of the cash flows.

Financial assets measured at fair value, gains and losses will either be recorded in Statement of Comprehensive Income or OCI. For investments in equity instruments that are not held for trading, this will depend on whether the SLPA and the Group have made an irrevocable election at the time of initial recognition to account for the equity

# GENERAL ACCOUNTING POLICIES

investment at Fair Value Through Other Comprehensive Income (FVOCI). The Entity and the Group reclassify Financial Assets when and only when its business model for managing those assets changes.

## 2.5.2 Recognition and initial measurement

At Initial Recognition, SLPA & Group measure a financial asset at its fair value plus, in the case of financial asset not at fair value through profit or loss, transaction costs that are directly attributable to the acquisition or issue of the financial asset. Transaction costs of financial assets carried at FVTPL are expensed in comprehensive income.

## 2.5.3 Subsequent Measurement

### Investment in Debt instruments

Subsequent measurement of debt instruments depends on the group's business model for managing the asset and the cash flow characteristics of the asset. There are three measurement categories into which debt instruments are classified:

#### Amortised cost:

Assets that are held for collection of contractual cash flows where those cash flows represent solely payments of principal and interest are measured at Amortised cost. Interest income from these financial assets is included in finance income using the effective interest rate method. Any gain or loss arising on derecognition is recognized directly in Statement of comprehensive income and presented in other income/(losses) together with foreign exchange gains and losses.

#### FVOCI:

Assets that are held for collection of contractual cash flows and for selling the financial assets, where the assets' cash flows represent solely payments of principal and interest, are measured at FVOCI. Movements in the carrying amount are taken through OCI, except for the recognition of impairment gains or losses, interest income and foreign exchange gains and losses which are recognised in comprehensive income. When the financial asset is derecognised, the cumulative gain or loss previously recognised in OCI is reclassified from equity to comprehensive income and recognised in other income/ (losses). Interest income from these financial assets included in finance income using the effective interest rate method. Foreign exchange gains and losses are presented in other gains/ (losses) and impairment expenses are presented as separate line item in comprehensive income.

# GENERAL ACCOUNTING POLICIES

## **FVTPL:**

Assets that do not meet the criteria for amortised cost or FVOCI are measured at FVTPL. A gain or loss on a debt investment that is subsequently measured at FVTPL is recognised in comprehensive income and presented net within other gains/ (losses) in the period in which it arises.

## **Investment in Equity instruments**

The SLPA and the Group subsequently measure all equity investments at fair value. Where the Group's management has elected to present fair value gains and losses on equity investments in OCI, there is no subsequent reclassification of fair value gains and losses to comprehensive income following the derecognition of the investment.

Dividends from such investments continue to be recognised in comprehensive income as other income when the group's right to receive payments is established. Changes in the fair value of financial assets at FVTPL are recognised in other gains/(losses) in the statement of comprehensive income as applicable.

Impairment losses (and reversal of impairment losses) on equity investments measured at FVOCI are not reported separately from other changes in fair value.

### **2.5.4 Impairment**

The SLPA and Group assess the expected credit loss associated with its debt instruments carried at amortised cost and FVOCI. The impairment methodology applied depends on whether there has been a significant increase in credit risk.

For trade receivables, the SLPA apply the simplified approach permitted by SLFRS 9, 'Financial Instruments', which requires expected lifetime losses to be recognised from initial recognition of the receivables. The expected loss rates are based on the payment profiles of customers and the corresponding historical credit losses experienced. The historical loss rates are adjusted to reflect current and forward-looking information on macroeconomic factors affecting the ability of the customers to settle the receivables. (Varies with management Decisions)

## **Derecognition**

SLPA derecognize a financial assets when, and only when;

- The contractual rights to the cash flows from the financial asset expire, or
- It transfers the financial asset and the transfer qualifies for derecognition

# GENERAL ACCOUNTING POLICIES

## Fair Valuation

As per the SLFRS 13, fair value is defined as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. A fair value measurement assumes that the transaction to sell the asset or transfer the liability takes place either: in the principal market for the asset or liability; or in the absence of a principal market, in the most advantageous market for the asset or liability.

A fair value measurement of a non-financial asset takes into account a market participant's ability to generate economic benefits by using the asset in its highest and best use or by selling it to another market participant that would use the asset in its highest and best use.

SLPA and the Group use valuation techniques that are appropriate in the circumstances and for which sufficient data are available to measure fair value, maximizing the use of relevant observable inputs and minimizing the use of unobservable inputs. For that following mentioned inputs are used;

Level 1 Inputs : Quoted prices (unadjusted) in active markets for identical assets or liabilities that the entity can access at the measurement date.

Level 2 Inputs : Inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly or indirectly.

Level 3 Inputs : Unobservable inputs for the asset or liability.

### Assets measured at Fair Value

Asset Category	Note No in Financial Position	Value as at 2022.12.31	Level 01	Level 02	Level 03
<b>Financial Assets at Fair Value through OCI</b>					
<b>Listed Investments</b>					
Colombo Dockyard PLC	8.1	128,985,269	128,985,269	-	-
<b>Unlisted Investments</b>					
Colombo International Container Terminal Ltd	8.2	3,717,215,564	-	-	3,717,215,564
South Asia Gateway Terminals Limited (SAGT)	8.2	2,118,987,527	-	-	2,118,987,527
Hambantota International Port Group (Private)Ltd.	8.2	59,577,546,077	-	-	59,577,546,077
Lanka Coal Company (Pvt) Ltd	8.2	10,696,928	-	-	10,696,928
Colombo western international Terminal (Pvt) Ltd.	8.2	2,030,907,908	2,030,907,908		
		<b>67,584,339,273.</b>	<b>2,159,893,177</b>	<b>-</b>	<b>65,424,446,096</b>

# GENERAL ACCOUNTING POLICIES

## 2.6 Inventories

Inventories are measured at the lower of cost and net realizable value. Cost is determined using the first-in, first-out (FIFO) method. Inventories comprise of spare parts and consumables for vessels and cargo handling equipments and fuel and lubricants. Inventories are for consumption not for re-sale.

## 2.7 Trade and other receivables

Trade receivables are amounts due from customers for services performed in the ordinary course of business. Collection is expected in the normal operating cycle of the business and they are classified as current assets. Trade receivables are recognised initially at their transaction price unless they contain significant financing components, when they are recognised at fair value.

The SLPA hold the trade receivables with the objective to collect the contractual cash flows and therefore measures them subsequently at amortised cost using the effective interest method.

Other receivables generally arise from transactions outside the usual operating activities of the SLPA.

In accordance with SLFRS 9, the SLPA applies Expected Credit Loss (ECL) model for measurement and recognition of impairment loss on the Trade Receivables.

### **Simplified Approach**

The SLPA follows ‘simplified approach’ for recognition of impairment loss allowance on Trade receivables. The application of simplified approach does not require the SLPA to track changes in credit risk. Rather, it recognizes impairment loss allowance based on lifetime ECLs at each reporting date, right from its initial recognition.

As a practical expedient, the SLPA uses a provision matrix to determine impairment loss allowance on portfolio of its trade receivables. The provision matrix is based on its historically observed default rates over the expected life of the trade receivables and is adjusted for forward looking estimates. At every reporting date, the historical observed default rates are updated and changes in the forward-looking estimates are analyzed. On that basis, the SLPA estimates provision on trade receivables at the reporting date. Impairment loss allowance charges (or reversal) recognized during the period is recognized as income/ expense.

# GENERAL ACCOUNTING POLICIES

		<b>Basis</b>
1. Sri Lanka Forces	Up to 12 Months	-No Provisions
	After 12 Months	-50%
2. Government Institution	Up to 12 Months	-No Provisions
	After 12 Months	-100%
3. Shipping Agents-Under Litigations		-100%
Shipping Agents-Suspended and Non-Operating		-100%
Shipping Agents with Significant Amounts (More than one Million)		
	Up to 12 Months	-No Provisions
	After 12 Months	-50%
	ITT Issues	-25%
	Other special Issues	-100%

## 2.8 Cash and Cash Equivalents

In the consolidated statement of cash flows, cash and cash equivalents includes cash in hand, deposits held at call with banks, other short-term highly liquid investments with original maturities of three months or less.

## 2.9 Capital Employed

Capital represents that all movable and immovable properties including money in the funds and all debts, liabilities and obligations in connection with or appertaining to such properties transferred and vested to Sri Lanka Ports Authority from Colombo Port commission, Port Cargo Corporation and Port Tally and Protective Services Corporation.

## 2.10 Financial Liabilities

The group classifies financial liabilities into other financial liabilities. The Group's other financial liabilities include borrowings, trade and other payables. The other financial liabilities are recognized initially at fair value minus any directly attributable transaction costs. Subsequent to initial recognition, these financial liabilities are measured at amortized cost using the effective interest method. The group derecognizes a financial liability when its contractual obligations are discharged, cancelled or expired.

# GENERAL ACCOUNTING POLICIES

## 2.11 Trade and Other Payables

Trade and other payables are obligations to pay for goods or services that have been acquired in the ordinary course of business from suppliers. Trade and other payables are classified as current liabilities as in the normal operating cycle of the business.

Trade and other payables are recognized initially at fair value, which is the transaction price and subsequently measured at the original invoice amount as they are expected to be paid within a short period, such that the time value of money is not significant.

## 2.12 Borrowings

The Group's borrowings include ports development loans borrowed from the Government of Sri Lanka and financial institutions. Borrowings are recognized initially at fair value, net of transaction costs incurred. Borrowings are subsequently carried at amortized cost using the effective interest method. Floating rate borrowings are measured in each subsequent period at amortized cost using floating interest rate (effective interest rate) prevailing at the end of the reporting period.

Loan arrangement fee, structuring fee, processing fee and management paid on the establishment of borrowing facilities are recognized as transaction costs of the borrowings.

Foreign exchange gains and losses arising from measurement of carrying value of loans at amortized cost at each reporting period end are recognized in the statement of comprehensive income.

## 2.13 Borrowing Cost

Borrowing costs directly attributable to acquisition, construction of qualifying assets, which are assets that necessarily take a substantial period of time to get ready for their intended use, are added to the cost of those assets, until such time as the assets are substantially ready for their intended use.

All other borrowing costs are recognized in the statement of comprehensive income in the period in which they are incurred.

## 2.14 Government Grants

Grants from the government including non-monetary grants are recognized at their fair value where there is a reasonable assurance that the grant will be received and the group will comply with all attached conditions.

# GENERAL ACCOUNTING POLICIES

Government grants relating to costs are deferred and recognized in the statement of comprehensive income over the period necessary to match them with the costs that they are intended to compensate.

Government grants relating to property, plant and equipment are included in noncurrent liabilities as deferred government grants and are recognized in the statement of comprehensive income on a straight- line basis over the expected lives of the related assets.

Non-monetary grants are measured at fair value of the non-monetary asset and account for both grant and asset at the fair value.

## **2.15 Current and Deferred Tax**

The tax expense for the period comprises current and deferred tax. Tax is recognized in the statement of comprehensive income statement, except to the extent that it relates to items recognized in other comprehensive income. In this case, the tax is also recognized in other comprehensive income.

The current income tax charge is calculated on the basis of the tax laws enacted at the reporting period end applicable for the Authority its subsidiaries operate and generate taxable income. Management establishes provisions where appropriate on the basis of amounts expected to be paid to the tax authorities.

Deferred tax is recognized on temporary differences arising between the tax bases of assets and liabilities and their carrying amounts in the financial statements. Deferred tax is not accounted for if it arises from initial recognition of an asset or liability in a transaction other than a business combination that at the time of the transaction affects neither accounting nor taxable profit or loss. Deferred tax is determined using tax rates that have been enacted at the reporting period end date and are expected to apply when the related deferred tax asset is realized or the deferred income tax liability is settled.

Deferred tax assets are recognized only to the extent that it is probable that future taxable profit will be available against which the temporary differences can be utilized.

Deferred tax assets and liabilities are offset when there is a legally enforceable right to offset current tax assets against current tax liabilities and when the deferred tax assets and liabilities relate to income taxes levied by the same taxation authority.

## **2.16 Employee Benefits**

The group has both defined benefit and defined contribution plans.

# GENERAL ACCOUNTING POLICIES

## a) Defined Contribution plan

A defined contribution plan is a post employment benefit plan under which the group pays fixed contributions into a separate entity. The group has no legal or constructive obligations to pay further contributions. The contributions are recognized as employee benefit expense when they are due.

The group contributes 15% on gross emoluments of employee to Employee Provident Fund (EPF) and 3% on gross emoluments of employee to Employee Trust Fund (ETF).

## b) Defined benefit plan

The group obligation in respect of defined benefit plans is the present value of the defined benefit obligation at the end of the reporting period. The defined benefit obligation is calculated annually by independent actuaries using the projected unit credit method. The present value of the defined benefit obligation is determined by discounting the estimated future benefit that employee have earned in return for their services in the current and prior period.

Actuarial gains and losses arising from experience adjustments and changes in actuarial assumptions are recognized in the statement of comprehensive income in the period in which they arise.

The retirement benefit obligation is not externally funded.

## c) Short-term employee benefit

Short-term employee benefit obligations are measured on an undiscounted amount expected to be paid for related services provided by the employee.

## 2.17 Provisions and Contingent Liabilities

Provisions for volume rebates, legal claim and other expenses are recognized when the Group has a present legal or constructive obligation as a result of a past event, it is probable that an outflow of economic resources will be required from the Group and amounts can be estimated reliably.

Provisions are measured at the estimated expenditure required to settle the present obligation, based on the most reliable evidence available at the reporting date, including the risks and uncertainties associated with the present obligation.

All contingent liabilities are disclosed as a note to the financial statements unless the possibility of an outflow of resources is remote.

# GENERAL ACCOUNTING POLICIES

## 2.18 Revenue From contract with Customers

SLPA account a Contract with a Customer when meets the criteria set out in SLFRS 15. At contract inception, Group and SLPA assess the goods or services promised in a contract with a customer and shall identify a performance obligation each promise to transfer to the customer

either:

- (a) A good or service (or a bundle of goods or services) that is distinct; or
- (b) A series of distinct goods or services that are substantially the same and that have the same pattern of transfer to the customer

SLPA recognize revenue when (or as) the entity satisfies a performance obligation by transferring a promised good or service (ie. an asset) to a customer. An asset is transferred when (or as) the customer obtains control of that asset.

When the control of goods & service is transferred over time, and therefore satisfied a performance obligation and recognize revenue overtime.

When a performance obligation is not satisfied over time, SLPA satisfied the performance obligation at a point in time.

### Measurement of Revenue

A Performance Obligation is satisfied, SLPA recognize as Revenue the amount of the Transaction Price that is allocated to that Performance Obligation. It is considered the terms of the contract and its customary business practices to determine the transaction price. The transaction price is the amount of consideration to which an entity expects to be entitled in exchange for transferring promised goods or services to a customer, excluding amounts collected on behalf of third parties. When determining the transaction price, Group and SLPA consider the effects of all of the following:

- Variable consideration
- Constraining estimates of variable consideration
- The existence of a significant financing component in the contract
- Non-cash consideration
- Consideration payable to a customer

The Group applies the revenue recognition criteria set out below to each identifiable major types of services rendered.

# GENERAL ACCOUNTING POLICIES

## a) Landing and Delivery Services

The group renders services such as loading, discharging cargo and stores renting in respect of import and export cargo operations. For these sales of services, revenue is recognized in the period in which the services are rendered based on completion of job or transaction and assessed on the basis of the actual services rendered.

## b) Navigation and Related Services

Revenue from light dues, entering dues and over-hour dues and pilotage are recognized at the point in which dues become receivable, which is the point of vessel arrival. Revenue arising from navigation and related services is recognized in the period in which the services are rendered based on completion of job or transaction and assessed on the basis of the actual services rendered.

## c) Stevedoring Services

Revenue from stevedoring services in respect of container operation and conventional cargo operation is recognized in the period in which the services are rendered based on completion of job or transaction and assessed on the basis of the actual services rendered.

## Interest income

Interest income is recognized using the effective interest method. When a loan granted or a receivable is impaired, the SLPA reduce the carrying amount to its recoverable amount, being the estimated future cash flow discounted at the original effective interest rate of the instrument, and continue unwinding the discount as interest income. Interest income on impaired loan and receivables are recognized using the original effective interest rate. Interest income on bank balances and bank deposits are recognized on accrual basis.

## Rental Income

Rental income receivable under operating leases is recognized on a straight-line basis over the term of the lease, except for contingent rental income which is recognized when it arises. The lease term is the fixed period of the lease together with any further term for which the tenant has the option to continue the lease, where, at the inception of the lease, the Directors are reasonably certain that the tenant will exercise that option. Premiums received to terminate leases are recognized in the Statement of Comprehensive Income when they arise.

# GENERAL ACCOUNTING POLICIES

## **Dividend income**

Dividend income is recognized when the right to receive payment is established, when it is probable that the economic benefits associated with the dividend will flow to the entity and amount of the dividend can be measured reliably.

## **Royalty Income**

Royalty income is recognized on an accrual basis in accordance with the substances of the relevant agreement and when it is probable that the economic benefits associated with the royalty income will flow to the entity and amount of the revenue can be measured reliably.

## **Gains and Losses on Disposal of Property Plant and Equipment**

Net gains and losses on the disposal of property, plant & equipment have been accounted for in the statement of comprehensive income, having deducted from proceeds on disposal, the carrying amount of the assets and related selling expenses.

### **2.19 Expenses**

All expenditure incurred in the running of the operation has been charged to income in arriving at the profit for the reporting period.

### **2.20 Events Occurring after the Reporting Period**

All material events after the reporting period have been considered and where appropriate adjustments or disclosures have been made in the respective notes to the financial statements.

### **2.21 Commitments**

All material commitments at the reporting period end have been identified and disclosed in the notes to the financial statements.

### **2.22 Significant Accounting Estimates and Judgments**

When preparing the financial statements, management undertakes a number of judgments, estimates and assumptions about the recognition and measurement of assets, liabilities, income and expenses.

# GENERAL ACCOUNTING POLICIES

## Accounting Policies, Changes in Accounting Estimates and Errors

SLPA has applied SLFRS 15, SLFRS 09 and SLFRS 16 for the first time in the Financial Statements for the year ended 31.12.2019. Nature and the change in accounting policies due to adoption of new SLFRS are explained below.

SLPA have adopted SLFRS 15 changes retrospectively as per the transitional guidelines. Accordingly; the cumulative effect of initial application as an adjustment to the opening balance of retained earnings (or other component of equity, as appropriate) of the annual reporting period that includes the date of initial application. Under this transition method, SLPA has elected to apply this Standard retrospectively only to contracts that are not completed contracts at the date of initial application.

The SLPA has applied the standard, SLFRS 09 retrospectively in accordance with LKAS 08 Accounting Policies, Changes in Accounting Estimates and Errors, except as specified in SLFRS 09 Transition provisions. The Classification and measurement requirement as per SLFRS 09 did not have a significant impact to SLPA and the Group balances. Accordingly it has continued to measure the financial instruments measured at Fair Value under the LKAS 39 in SLFRS 09 also. The changes in Financial Instrument classification can be depicted as below.

- Investment in Government Securities and Deposits, which was previously measured at Held to Maturity is classified and measured at Amortized Cost.
- Debt Instruments classified at Held to Maturity are classified and measured at Amortized Cost.
- Trade Receivables and other receivable which was previously measured as Loans and Receivable are now classified and measured at Amortized Cost.
- Equity investments in Listed and Unlisted companies previously classified as Available for Sale are classified and measured at Fair Value through Other Comprehensive Income.

**2.22.1** The following are significant judgments in applying the accounting policies that have most significant effect on the financial statements.

**(a) Recognition of Deferred Tax Assets**

The extent to which deferred tax assets can be recognized is based on an assessment of the probability of the future taxable income against which the deferred tax assets can be utilized.

## GENERAL ACCOUNTING POLICIES

**2.22.2** Information about estimates and assumptions that have the most significant effect on recognition and measurement of assets, liabilities, income and expenses is provided below:

**(a) Useful life time of Depreciable Assets**

Management reviews its estimate of the useful life time of depreciable assets at each reporting date, based on the expected economic utility of the assets. Uncertainties in these estimates relate to technical obsolescence that may change the utility of certain software and IT equipment.

**(b) Defined benefit plan**

The present value of the defined benefit plan obligations depends on a number of factors that are determined on an actuarial basis using a number of assumptions. The assumptions are used in determining the net cost and obligation for defined benefit plan including the discount rate. Any changes in these assumptions will impact the carrying amount of defined benefit obligation.

# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

FOR THE YEAR ENDED 31 DECEMBER 2022						
<b>3</b>	<b>Property, Plant &amp; Equipment</b>					
		<b>As At</b>	<b>Additions</b>	<b>(Disposals)</b>	<b>Re_Class /Adjustment</b>	<b>As At</b>
	<b>Group</b>	<b>01 January 2022</b>				<b>31 December 2022</b>
	<b>3.1 At Cost</b>					
	Land	51,806,736,202	65,458,387,590	(12,736,000)	13,646,000	117,266,033,792
	Operational Buildings & Structures	114,218,730,062	261,240,596	(99,768,965)	-	114,380,201,693
	Floating Equipment	7,060,561,334	495,449,855	(6,000,000)	-	7,550,011,189
	Handling Equipment	27,606,560,703	173,428,115	-	-	27,779,988,818
	Plant & Machinery	996,410,485	42,786,750	(766,115)	-	1,038,431,120
	Office & Welfare Buildings	1,040,098,335	14,149,850	(27,824,865)	-	1,026,423,320
	Staff Quarters and Other Buildings	454,821,991	-	(84,252)	-	454,737,739
	Computer Hardware	586,111,765	40,670,370	(50,506,752)	-	576,275,382
	Electric & Electronic Equipment	2,682,336,517	71,399,181	(13,455,841)	-	2,740,279,857
	Office Furniture & Equipment	227,300,722	13,658,788	(17,090,725)	-	223,868,785
	Motor Vehicles	989,548,311	(70,900)	(9,761,881)	-	979,715,530
	Other Assets	507,694,347	21,372,535	(2,784,239)	-	526,282,643
		<b>208,176,910,773</b>	<b>66,592,472,729</b>	<b>(240,779,635)</b>	<b>13,646,000</b>	<b>274,542,249,868</b>
	<b>3.1.1 Depreciation</b>	<b>As At</b>	<b>Charge for the</b>	<b>(Disposals)</b>	<b>Re_Class /Adjustment</b>	<b>As At</b>
		<b>01 January 2022</b>	<b>Year</b>			<b>31 December 2022</b>
	Operational Buildings & Structures	33,126,069,783	1,350,000,171	(85,924,450)	-	34,390,145,503
	Floating Equipment	6,951,377,464	117,347,808	-	-	7,068,725,272
	Handling Equipment	16,655,849,088	952,732,241	-	-	17,608,581,329
	Plant & Machinery	670,269,720	60,027,193	(738,105)	-	729,558,807
	Office & Welfare Buildings	392,743,431	29,119,599	(17,138,116)	-	404,724,914
	Staff Quarters and Other Buildings	270,796,685	13,546,778	(29,766)	-	284,313,696
	Computer Hardware	410,862,211	50,623,220	(50,456,291)	-	411,029,139
	Electric & Electronic Equipment	2,278,680,899	105,461,362	(13,228,648)	-	2,370,913,612
	Office Furniture & Equipment	172,532,504	17,846,537	(17,052,489)	-	173,326,552
	Motor Vehicles	815,306,169	32,062,339	(9,893,777)	-	837,474,730
	Other Assets	405,987,942	23,221,261	(2,779,715)	-	426,429,488
		<b>62,150,475,893</b>	<b>2,751,988,508</b>	<b>(197,241,358)</b>	<b>-</b>	<b>64,705,223,043</b>
	<b>3.1.2 Net Carrying Values</b>				<b>As At</b>	<b>As At</b>
					<b>31 December 2022</b>	<b>31 December 2021</b>
	<b>Property, Plant &amp; Equipment</b>					
	Land				117,266,033,792	51,806,736,202
	Operational Buildings & Structures				79,990,056,190	81,092,660,279
	Floating Equipment				481,285,917	109,183,870
	Handling Equipment				10,171,407,489	10,950,711,615
	Plant & Machinery				308,872,313	326,140,766
	Office & Welfare Buildings				621,698,406	647,354,904
	Staff Quarters and Other Buildings				170,424,043	184,025,306
	Computer Hardware				165,246,243	175,249,554
	Electric & Electronic Equipment				369,366,245	403,655,618
	Office Furniture & Equipment				50,542,234	54,768,219
	Motor Vehicles				142,240,799	174,242,142
	Other Assets				99,853,154	101,706,405
					<b>209,837,026,824</b>	<b>146,026,434,881</b>
	<b>Capital Work-in-Progress</b>	<b>(Note 3.3)</b>			41,381,934,801	2,764,042,687
					<b>251,218,961,625</b>	<b>148,790,477,568</b>
	<b>Group</b>				<b>As At</b>	<b>As At</b>
					<b>31 December 2022</b>	<b>31 December 2021</b>
	Property Plant Equipment Clearing accounts				500,852,270	181,059,105
					<b>500,852,270</b>	<b>181,059,105</b>
					<b>251,719,813,895</b>	<b>148,971,536,673</b>
	1. Clearing Account comprises of Land Rs. 113,159,199.33 , Furniture and office equipment , Rs.1,829,411.00 Electrical & Electronics Rs.23,271,523.51 ,Plant Machinery Rs.7,214,515.87 ,					
	Computer Hard ware & Soft ware Rs.162,000.00 , Floting Equipment Rs.259,340,648.61 ,Operational Building Rs.17,357,604.46 , Handling Equipment Rs.73,083,151.73 ,Other Assets Rs. 5,434,215.64 .					
	2. Rs. 55,695,295.07 worth of asset are used as religious places					
	3. As per the asset register the total cost of the fully depreciated assets still in use as at 31.12.2022 is					
	4. Inter Port Asset Transfers (Furniture & Office equipments): Port of Galle Rs.18,000.00, /Asset Transfers: (Motor Vehicle) : Port of Trincomalee Rs.70,900.00					
	5. Land addition comprise of Rs. 65,416,535,508.23 (Net Book Value) worth of Lands were recognized as Property Plant & Equipments . The adjustments were made retrospectively as per LKAS 08, Accounting Policies, Changes in Accounting Estimates & Errors. The Value of the Lands were decided by Asset Updation Committee comprising officers of relevant subject areas. Further Rs.41,852,082 worth of assets were transferred from Land clearing Account.					
	6.Rs.13,646,000 worth of Land has been reclassified from Investment Property to Property Plant & Equipment . The reclassification has been adjusted as per correction of error in accordance with LKAS 08. The Changes has been done retrospectively . Since the SLPA has used Cost Model for Investment Property , the aforesaid transfer has not incurred any change in the Carrying Values.					



# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

FOR THE YEAR ENDED 31 DECEMBER 2022						
3.3 Capital Work-in-Progress		SLPA			Group	
Group / SLPA	As At 01 January 2022	Incurred During the Year	Transferred	As At 31 December 2022	Incurred During the Year	As At 31 December 2022
Colombo Port Development	1,788,986,102	1,250,372,101	158,387,368	2,880,970,835		2,880,970,835
Development & Rehabilitation of KKS port	112,413,914	63,690,205	71,037,713	105,066,406		105,066,406
Galle Port	33,295,203	27,164,198		60,459,401		60,459,401
Galle Development Project (Note 51)	418,028,350	4,498,924		422,527,274		422,527,274
Trincomalee Port	158,182,043	15,369,789		173,551,832		173,551,832
Port City Development	2,924,107			2,924,107		2,924,107
Purchasing of Capital Assets (Local)	2,416,050		38,438	2,377,612		2,377,612
Head Office Building	4,582,998			4,582,998		4,582,998
Development of East Container Terminal	160,853,218	37,592,401,641	23,780,524	37,729,474,335		37,729,474,335
Construction of Oil Tanks to COB (Note.60)	79,750,406	19,937,601	99,688,007	-		-
	<b>2,761,432,392</b>	<b>38,973,434,459</b>	<b>352,932,051</b>	<b>41,381,934,801</b>	<b>-</b>	<b>41,381,934,801</b>

The policy of Work- In – Progress is “Cost laying in the working progress Accounts will be capitalized once the work completion certificate issued by the relevant department” disclosed under the 2.4.1 of Notes to Financial Statements.

4 Intangible Assets		As At	Additions /	(Disposals)	Adjustments	As At
Group	01 January 2022					31 December 2022
<b>4.1 At Cost</b>						
Computer Software	1,899,454,329	96,635,292	(13,161,242)	-		1,982,928,378
<b>Total</b>	<b>1,899,454,329</b>	<b>96,635,292</b>	<b>(13,161,242)</b>			<b>1,982,928,378</b>
<b>4.2 Amortisation</b>						
Computer Software	1,160,658,559	96,918,908	(13,160,295)	-		1,244,417,173
<b>Total</b>	<b>1,160,658,559</b>	<b>96,918,908</b>	<b>(13,160,295)</b>			<b>1,244,417,173</b>
<b>4.3 Net Carrying Values</b>					As At	As At
					31 December 2022	31 December 2021
Computer Software					738,511,206	738,795,770
<b>Intangible Assets Clearing AC</b>					1,516,125,922	
					2,254,637,128	738,795,770

4 Intangible Assets		As At	Additions	(Disposals)	Adjustments	As At
SLPA	01 January 2022					31 December 2022
<b>4.1 At Cost</b>						
Computer Software	1,899,454,329	96,335,292	(13,161,242)	-		1,982,628,378
<b>Total</b>	<b>1,899,454,329</b>	<b>96,335,292</b>	<b>(13,161,242)</b>			<b>1,982,628,378</b>
<b>4.2 Amortisation</b>						
Computer Software	1,160,658,559	96,908,908	(13,160,295)	-		1,244,407,173
<b>Total</b>	<b>1,160,658,559</b>	<b>96,908,908</b>	<b>(13,160,295)</b>			<b>1,244,407,173</b>
<b>4.3 Net Carrying Values</b>					As At	As At
					31 December 2022	31 December 2021
Computer Software					738,221,206	738,795,770
<b>Intangible Assets Clearing AC</b>					1,516,125,922	-
					2,254,347,128	738,795,770

Intangible Asset clearing Account includes advance payment amount Rs.1,428,728,043.02 done to Terminal Management System for ECT



# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

FOR THE YEAR ENDED 31 DECEMBER 2022				
<b>Categories of Financial Assets and Financial Liabilities</b>				
The carrying amounts of financial assets and financial liabilities in each category are as follows:				
<b>Financial Assets</b>				
<b>Group</b>	<b>Fair Value Through OCI</b>		<b>Amortised Cost</b>	
	<b>2022</b>	<b>2021</b>	<b>2022</b>	<b>2021</b>
Listed Investments	128,985,269	173,583,565		
Unlisted Investments	67,455,354,003	35,450,316,348		
Trade and Other Receivables			21,152,923,045.26	15,271,094,821
Deposits and Advances			5,595,918,026.78	1,641,444,023
Employee Loans			5,974,510,352.15	4,777,253,798
Investment in Government Securities and Fixed			106,709,911,411.40	56,158,735,976
Cash and Cash Equivalents			10,809,850,153.78	16,701,860,547
<b>Total</b>	<b>67,584,339,272</b>	<b>35,623,899,913</b>	<b>150,243,112,989</b>	<b>94,550,389,166</b>
<b>Authority</b>				
Listed Investments	128,985,269	173,583,565		
Unlisted Investments	67,455,354,003	35,450,316,348		
Trade and Other Receivables			21,072,824,446	15,214,437,698
Deposits and Advances			5,592,446,093	1,638,893,846
Employee Loans			5,921,234,530	4,732,399,376
Investment in Government Securities and Fixed			106,311,782,741	55,941,923,281
Cash and Cash Equivalents			8,716,996,509	15,407,736,670
<b>Total</b>	<b>67,584,339,272</b>	<b>35,623,899,913</b>	<b>147,615,284,319</b>	<b>92,935,390,873</b>
<b>Financial Liabilities measured at Amortised Cost</b>				
	<b>Group</b>		<b>SLPA</b>	
	<b>2022</b>	<b>2021</b>	<b>2022</b>	<b>2021</b>
<b>Other Financial Liabilities</b>				
<b>Non-Current Borrowings</b>				
Government of Sri Lanka	78,885,991,365	47,806,929,003	78,885,991,365	47,806,929,003
Financial Institution	2,883,723,647	4,786,458,194	2,798,525,037	4,702,382,701
Finance Lease Obligation	24,102,515	38,478,408	20,593,856	30,229,716
<b>Current Borrowings</b>				
Government of Sri Lanka	8,924,559,413	5,088,708,668	8,924,559,413	5,088,708,668
Financial Institution	13,242,043,396	7,661,767,726	3,612,798,808	2,653,014,068
Finance Lease Obligation	13,816,872	12,585,164	9,076,839	8,154,106
Trade and Other Creditors	3,720,480,226	1,347,828,696	3,883,020,370	1,481,619,057
Deposits and Advances Received	4,037,746,434	2,046,730,085	3,987,746,434	2,046,730,085
<b>Total</b>	<b>111,732,463,868</b>	<b>68,789,485,942</b>	<b>102,122,312,122</b>	<b>63,817,767,402</b>
*Trade and other receivable includes Rs.5,156,049,274.99 which is receivable from General Treasury since 2017				

# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

FOR THE YEAR ENDED 31 DECEMBER		Group / SLPA			
		2022	2021		
<b>8 Financial Assets at FVOCI</b>					
Listed Investments		128,985,269	173,583,565		
Unlisted Investments		67,455,354,003	35,450,316,348		
		<b>67,584,339,272</b>	<b>35,623,899,913</b>		
<b>8.1 Listed Investment (Colombo Dockyard PLC)</b>					
Balance at 01 January		173,583,565	186,482,092		
Net Gains / (Losses) Transfer to AFS Reserve		(44,598,298)	(12,898,526,90)		
Balance at 31 December		<b>128,985,269</b>	<b>173,583,565</b>		
<b>8.2 Unlisted Investments</b>					
Due to the unavailability of Active market Data for Unlisted Investments, Fair Value of SAGT has been derived using the available information from Audited Financial Statements for the year ended 31.12.2022 and for CICT & HIPG using the available information from Audited Financial Statements for the year 2021 due to non submission of Audited Financial Statements of year 2022. Accordingly Fair value of Investment in CICT & SAGT has been determined using Earnings Per Share Basis and Fair Value of HIPG and Lanka Coal Company Pvt Ltd has been determined using Net Asset Basis.					
SLFRS 13 has been permitted to use multiple valuation techniques to obtain Fair values of above investments. Since, the HIPG is in their commencement period of business operations net asset value basis considered as most relevant valuation technique. Investment in CWIT during the year 2022, is initially recognised at Fair Value and it is presumed the transaction price equals to Fair Value since unavailability of Indicators as per B5.2.4 of SLFRS 09, Net Asset Value of Lanka coal has not been changed from 2020 to 2021.					
The Exchange rate used for the valuation of HIPG,SAGT & CICT is 1 USD = LKR.360.4081 (2021, 1 USD=LKR.198.5008)					
		Group / SLPA			
		2022	2021		
<b>No. of Shares</b>					
Lanka Coal Company	200,000	10,696,928	10,696,928		
Colombo International Container Terminal Ltd	28,456,515	3,717,215,564	1,694,592,298		
South Asian Gateway Terminals Limited (SAGT)	56,827,288	2,118,987,527	812,178,873		
Hambantota International Port Group Ltd	2,646,058,800	59,577,546,077	32,932,848,248		
Colombo West International Terminal Ltd	20,309,079	2,030,907,908	-		
		<b>67,455,354,003</b>	<b>35,450,316,348</b>		
Balance at 01 January (CICT)		1,694,592,298	1,571,824,063		
Net Gains / (Losses) Transfer to FVOCI		2,022,623,266	122,768,235		
Balance at 31 December		<b>3,717,215,564</b>	<b>1,694,592,298</b>		
Balance at 01 January (SAGT)		812,178,873	973,062,745		
Net Gains / (Losses) Transfer to FVOCI		1,306,808,654	(160,883,871)		
Balance at 31 December		<b>2,118,987,527</b>	<b>812,178,873</b>		
Balance at 01 January (HIPG)		32,932,848,248	30,562,936,219		
Net Gains / (Losses) Transfer to FVOCI		26,644,697,829	2,369,912,029,00		
Balance at 31 December		<b>59,577,546,077</b>	<b>32,932,848,248</b>		
Balance at 01 January (Lanka coal)		10,696,928	10,696,928		
Net Gains / (Losses) Transfer to FVOCI		-	-		
Balance at 31 December		<b>10,696,928</b>	<b>10,696,928</b>		
Balance at 01 January (CWIT)		-	-		
Investment made during the year		2,030,907,908	-		
Net Gains / (Losses) Transfer to FVOCI		-	-		
Balance at 31 December		<b>2,030,907,908</b>	<b>-</b>		
<b>Net Gains / (Losses) Transfer to AFS Reserve (CICT, SAGT &amp; HIPG)</b>					
Net Gains / (Losses) Transfer to AFS Reserve - CICT		2,022,623,266	122,768,235		
Net Gains / (Losses) Transfer to AFS Reserve -SAGT		1,306,808,654	(160,883,871)		
Net Gains / (Losses) Transfer to AFS Reserve -HIPG		26,644,697,829	2,369,912,029		
		<b>29,974,129,748</b>	<b>2,331,796,393</b>		
<b>9 Amount Due from State Mortgage Bank</b>					
The balance represents the amount transferred to State Mortgage and Investment Bank to grant housing loan to SLPA employees less recoveries of principal re-payments					
		Group / SLPA			
		2022	2021		
Opening Balance		53,926,469	75,994,604		
Transferred during the year		(12,937,446)	(22,068,135)		
Closing Balance		<b>40,989,023</b>	<b>53,926,469</b>		
<b>10 Receivable From General Treasury - PB Loan</b>					
As per the Cabinet Decision dated 05.12.2017 General Treasury has to provide provisions in respect of the repayment and servicing of interest and capital to SLPA for the loan obtained to settle the ICC arbitration (No.21959/CYK/PTA) between I.China Harbour Engineering Company Ltd 2.Sinohydro Corporation Vs. SLPA - Construction of Sooriyawewa International Cricket Stadium at Hambantota under variation order no .6 of Hambantota Port Development Project (Phase I). Hence this will not have any impact on Statement of Comprehensive Income of the SLPA since secretary to the Treasury has given an undertaking to provide required budgetary Provision. This is in addition to the note no. 53 in Page No. 128.					
<b>11 Inventories</b>					
		Group		SLPA	
		2022	2021	2022	2021
Goods in Stock		3,769,832,222	3,052,324,767	3,769,832,222	3,052,324,767
Stock in Hand - Admiralty Kitchen		28,049,906	13,686,251	28,049,906	13,686,251
Sawmill - New Beira		8,033,606	10,877,634	8,033,606	10,877,634
Stock in Medical Stores		1,995,148	984,495	1,995,148	984,495
Inventory Material Overhead Value		(98,258)	1,411,129	(98,258)	1,411,129
Inventory receiving clearing accounts		27,624,794	19,530,025	27,624,794	19,530,025
		<b>3,852,522,843</b>	<b>3,113,542,040</b>	<b>3,835,437,418</b>	<b>3,098,814,301</b>
Less : Provision for impairment of inventories		-	-	-	-
		<b>3,852,522,843</b>	<b>3,113,542,041</b>	<b>3,835,437,419</b>	<b>3,098,814,301</b>
In SLPA provision to write-down has not been made for slow moving stocks as the inventories are usable.					
<b>12 Trade and Other Receivables</b>					
		Group		SLPA	
		2022	2021	2022	2021
Trade Receivable		7,606,698,155	3,103,691,817	7,603,108,276	3,100,101,938
Provision for Impairment		(1,524,649,597)	(576,234,330)	(1,522,253,518)	(573,838,251)
		<b>6,082,048,559</b>	<b>2,527,457,487</b>	<b>6,080,854,758</b>	<b>2,526,263,687</b>
Other Receivable					
Shipping Agents Dispute		240,162,446	64,418,424	240,162,446	64,418,424
Agent Revenue		1,831,813,431	1,274,266,049	1,831,813,431	1,274,266,049
Consignee Receivables		2,312,438	(248,357)	2,312,438	(248,357)
Other Receivable (Note 12.1)		10,296,824,177	8,705,958,816	10,225,473,634	8,657,510,540
Income Tax Receivable (Note 12.3)		2,690,877,664	2,690,358,069	2,683,323,408	2,683,343,024
Other Tax Receivable		8,884,330	8,884,330	8,884,330	8,884,330
		<b>15,070,874,486</b>	<b>12,743,637,333</b>	<b>14,991,969,687</b>	<b>12,688,174,011</b>
Trade and Other Receivables		<b>21,152,923,045</b>	<b>15,271,094,821</b>	<b>21,072,824,446</b>	<b>15,214,437,698</b>
other receivables comprise following receivables from related parties.					

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As at 31 December 2022, the Authority's trade receivables amounts to Rs.5,769,994,456 (2021:Rs 2,023,580,286) were past due but not impaired. These relate to a number of significant customers including shipping agents, who are individually reviewed for impairment and for whom there are no reliable evidence for recovery in the reporting year. The age analysis of these trade receivables is as follows:

Ageing of Trade Receivable	Group		SLPA	
	2022	2021	2022	2021
Up to 6 Months	5,578,859,458	1,763,565,224	5,578,859,458	1,763,565,224
6 to 12 Months	191,134,998	260,015,062	191,134,998	260,015,062
	<b>5,769,994,456</b>	<b>2,023,580,286</b>	<b>5,769,994,456</b>	<b>2,023,580,286</b>

Trade receivables have been reviewed for impairment. Certain trade receivables are found to be impaired and provision for impairment has been made on the basis as stated in note 2.7. The impaired trade receivables are mostly due from Government institutions and the shipping agents who are under litigation.

The Details of Provision for Impairment of the Trade Receivables.	Group		SLPA	
	2022	2021	2022	2021
Trade Receivable	968,509,089	68,843,010	966,113,010	66,446,931
Shipping Agents Under Litigation	496,935,489	476,355,294	496,935,489	476,425,294
Sri Lanka Forces	-	168,443	-	168,443
Government Institutions	1,354,140	1,125,325	1,354,140	1,125,325
Suspended Agents	57,850,879	29,672,258	57,850,879	29,672,258
Total	<b>1,524,649,597</b>	<b>576,164,330</b>	<b>1,522,253,518</b>	<b>573,838,251</b>

## 12.1 Other Receivable

Royalty_SAGT	173,728,060	115,712,914	173,728,060	115,712,914
Royalty_CICT	2,307,533,110	174,077,575	2,307,533,110	174,077,575
Lease Rent-SAGT	97,443,824	49,168,189	97,443,824	49,168,189
Receivable Revenue HIPG	37,174,828	20,302,827	37,174,828	20,302,827
Receivables from the Ministry	436,958	305,158	436,958	305,158
Supply of Fuel to Ministry	88,796,737	11,269,599	88,796,737	11,269,599
Meals & Tea Supplied to Outside Parties	3,323,578	2,515,633	3,323,578	2,515,633
Jaya Container Terminals Ltd	837,978	(16,794)	1,568,465	813,195
Electricity for SLPA Employees & outside parties	117,101	39,588	117,101	39,588
Supply of Fuel to SLMPCS	7,609,036	7,609,036	7,609,036	7,609,036
Supply of Fuel to MPMCL	5,800,921	5,800,921	5,800,921	5,800,921
Foreign Purchase Advance- Non Budget	1,531,544,982	2,303,595,298	1,531,544,982	2,303,595,298
Receivable from Treasury Operations	5,156,049,275	5,156,049,273	5,156,049,275	5,156,049,273
Receivable from Treasury Operations -People's Bank Loan	493,857,356	493,857,359	493,857,356	493,857,359
Receivable from HIPS	2,988,754	2,223,085	2,988,754	2,223,085
Excess Cash -Cashier Shroff	(1,218,244)	-	(1,218,244)	-
Shares Receivable - SAGT	141,632,944	141,632,944	141,632,944	141,632,944
Insurance Receivable for Bunkering	28,040,453	28,040,453	-	-
Other Receivables	50,061,132	34,675,779	6,020,555	13,437,966
Petty Cash Imprest	-	62,806	-	62,806
Stamp/Fuel Imprest	-	85	-	85
	<b>10,125,758,782</b>	<b>8,546,921,728</b>	<b>10,054,408,239</b>	<b>8,498,473,452</b>

### 12.1.1

Rent Debtors	227,425,032	193,886,966	227,425,032	193,886,966
Electricity Debtors	99,511,145	74,150,213	99,511,145	74,150,213
	<b>326,936,177</b>	<b>268,037,179</b>	<b>326,936,177</b>	<b>268,037,179</b>
Provision for Impairment	(155,870,782)	(109,000,091)	(155,870,782)	(109,000,091)
	<b>171,065,395</b>	<b>159,037,088</b>	<b>171,065,395</b>	<b>159,037,088</b>
Total	<b>10,296,824,177</b>	<b>8,705,958,816</b>	<b>10,225,473,634</b>	<b>8,657,510,540</b>

Balances in Petty Cash Imprest and Stamp /Fuel Imprest were settled January 2022.

## 12.2 Share Receivable - SAGT

Share receivable from SAGT represents the balance receivable from South Asia Gateway Terminal Ltd (SAGT) arising from the difference between the initial value of cranes given to SAGT and shares issued for in-kind contribution. However, SAGT has resolved on 14 May 2010 that the SLPA will be entitled to be issued an additional "in kind" shares in SAGT to the extent of USD 2,424,285 equivalent to Rs.141,632,943.84 only in the event of further capital call for the phase 1 facilities. No provision for impairment has been made for the receivable since, the Ministry of Finance and Planning has instructed the Authority to show the balance USD 2,424,285 equivalent to Rs.141,632,943.84 as share receivable from SAGT in the Financial Statements.

## 12.3 Income Tax Receivable

Withholding Tax	588,860,898	588,860,898	581,306,642	581,326,258
Income Tax self assessment payments	2,102,016,766	2,102,016,766	2,102,016,766	2,102,016,766
	<b>2,690,877,664</b>	<b>2,690,877,664</b>	<b>2,683,323,408</b>	<b>2,683,343,024</b>

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13 Deposits and Advances	Group		SLPA	
	2022	2021	2022	2021
Government Deposits	62,045,924	64,661,380	62,045,924	64,661,380
Corporation Deposits	111,661,399	111,707,750	111,661,399	111,707,750
Company Deposits	23,737,071	22,815,314	20,265,137	20,265,137
Advance to Suppliers	350,434,172	103,265,916	350,434,172	103,265,916
Advance to Contractors - Capital Expenditure	5,048,039,461	1,338,993,664	5,048,039,461	1,338,993,664
	<b>5,595,918,027</b>	<b>1,641,444,023</b>	<b>5,592,446,093</b>	<b>1,638,893,846</b>
<b>14 Employee Loans</b>				
Advances	16,193,329	16,423,833	16,193,329	16,423,833
Receivables from Employees	2,651,737	1,449,180	2,651,737	1,449,180
Vehicle Loan	621,873,310	598,829,090	621,873,310	598,829,090
Loans	5,321,812,451	4,153,645,027	5,268,536,629	4,108,790,605
Mis. Loans Given to Employees	11,979,526	6,906,669	11,979,526	6,906,669
	<b>5,974,510,352</b>	<b>4,777,253,798</b>	<b>5,921,234,530</b>	<b>4,732,399,376</b>
<b>15 Other Financial Assets</b>				
REPO's	1,530,633,489	3,576,834,522	1,530,633,489	3,576,834,522
Fixed Deposits - Local	9,449,081,372	7,470,908,746	9,050,952,702	7,254,096,051
Fixed Deposits - Foreign	95,483,360,275	45,090,641,724	95,483,360,275	45,090,641,724
Call Deposits	246,778,955	19,524,578	246,778,955	19,524,578
Savings	57,319	826,406	57,319	826,406
	<b>106,709,911,411</b>	<b>56,158,735,976</b>	<b>106,311,782,741</b>	<b>55,941,923,281</b>
Fixed deposit placed in National Saving Bank represents the fines collected from employees who are charged for misconduct. The deposit is maintained separately as required by No 51 Sri Lanka Ports Authority Act for rewarding employees.				
<b>16 Cash and Cash Equivalents</b>				
<b>Favourable Balances</b>				
Cash and Bank Balances - LKR	3,955,741,341	2,961,355,217	1,862,887,696	1,667,231,340
Bank Balances - Foreign Currency	6,854,108,813	13,740,505,330	6,854,108,813	13,740,505,330
	<b>10,809,850,154</b>	<b>16,701,860,547</b>	<b>8,716,996,509</b>	<b>15,407,736,670</b>
<b>16.2 Unfavourable Balances</b>				
Bank Overdraft	-	-	-	-
	<b>10,809,850,154</b>	<b>16,701,860,547</b>	<b>8,716,996,509</b>	<b>15,407,736,670</b>
<b>17 Property, Plant &amp; Equipment-MPMC Ltd</b>				
Cost	260,539	406,545		
Depreciation	(54,963)	(146,006)		
Written Down Value	<b>205,575</b>	<b>260,539</b>		
The Financial Statements of the company have been prepared on winding up basis due to the operations conducted by the company in the Port of Hambantota have been ceased with effect from the effective date of the Concession Agreement signed between SLPA and a Chinese Company to carry out business in the said Port by company which majority of the shares is held by a Chinese backed Company.				
<b>18 Capital Employed</b>				
Capital represents all movable and immovable properties including money in the funds and all debts, liabilities and obligations in connection with or appertaining to such properties transferred and vested to Sri Lanka Ports Authority from Colombo Port commission, Port Cargo Corporation and Port Tally and Protective Services Corporation.				
<b>19 Capital Reserve</b>				
This represents the value of the capital assets transferred from Lanka Marine Services Ltd and other institutions.				
<b>20 Other Reserves</b>				
<b>Other Reserves</b>	1,125,903	1,125,903	1,125,903	1,125,903
<b>21 Deferred Income</b>				
Upfront Fee Paid by CICT (21.1)	2,434,722,856	2,538,257,141	2,434,722,856	2,538,257,141
Lump Sum Premium_ Laughs Terminal Ltd (21.2)	11,584,095	12,242,303	11,584,094	12,242,303
Lump Sum Premium_ Distilleries Company of Sri Lanka PLC(21.3)	250,670,959	260,970,959	250,670,959	260,970,959
Lump Sum Premium_ Tokyo Cement Co.Ltd (21.4)	794,786,034	826,412,873	794,786,035	826,412,873
Lease Hold Rights_ HIPS (21.5)	68,686,605,095	69,417,803,825	68,686,605,095	69,417,803,825
Lease Hold Rights_ HIPG (21.6)	92,227,251,457	93,209,050,587	92,227,251,457	93,209,050,587
Lump Sum Premium_ NCFPPS (21.7)	176,426,301	183,326,301	176,426,301	183,326,301
Upfront Fee Paid by CWIT (21.8)	3,953,571,429		3,953,571,429	
	<b>164,582,046,796</b>	<b>166,448,063,990</b>	<b>168,535,618,225</b>	<b>166,448,063,990</b>
<b>21.1 Upfront Fee Paid by CICT</b>				
<b>Balance at 01 January</b>	<b>2,538,257,141</b>	<b>2,641,791,427</b>	<b>2,538,257,141</b>	<b>2,641,791,427</b>
Amortized During the year	(103,534,286)	(103,534,286)	(103,534,286)	(103,534,286)
<b>Balance at 31 December</b>	<b>2,434,722,856</b>	<b>2,538,257,141</b>	<b>2,434,722,856</b>	<b>2,538,257,141</b>
As per the Royalty agreement between SLPA and CICT a Lump sum premium of US\$ 15 million has been received in the year 2012 and US\$ 10 million has been received in the year 2016. This lump sum premium is amortized over 35 years.				
<b>21.2 Lump Sum Premium_ Laughs Terminal Ltd</b>				
<b>Balance at 01 January</b>	<b>12,242,302</b>	<b>12,900,509</b>	<b>12,242,302</b>	<b>12,900,509</b>
Amortized During the year	(658,207)	(658,207)	(658,207)	(658,207)
<b>Balance at 31 December</b>	<b>11,584,095</b>	<b>12,242,302</b>	<b>11,584,094</b>	<b>12,242,302</b>

Lump Sum payment Rs. 16,455,184.23 received from M/S Laughs Terminals Ltd for the leased out property (A land called Lewaya Egodaha part of reclaimed area by SLPA Hambantota situated at koholana Village in Hambantota) for the period of 25 years from 07.08.2015 to 06.08.2040.

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	2022	2021	2022	2021
<b>21.3 Lump Sum Premium_Distilleries Company of Sri Lanka PLC</b>				
Balance at 01 January	260,970,959	271,270,959	260,970,959	271,270,959
Amortized During the year	(10,300,000)	(10,300,000)	(10,300,000)	(10,300,000)
Balance at 31 December	250,670,959	260,970,959	250,670,959	260,970,959
Lump Sum payment Rs.309,000,000 received from M/S Distilleries Company Sri Lanka PLC for the leased out property (PVQ Repository Warehouse at Colombo Port) for the period of 30 years from 04.05.2017 to 03.05.2047.				
<b>21.4 Lump Sum Premium_Tokyo Cement Co.Ltd</b>				
Balance at 01 January	826,412,873	858,039,713	826,412,875	858,039,714
Received during the year	-	-	-	-
Amortized During the year	(31,626,840)	(31,626,840)	(31,626,840)	(31,626,840)
Balance at 31 December	794,786,034	826,412,873	794,786,035	826,412,875
Lump Sum payment Rs.370,000,000 received from M/S Tokyo Cement (Lanka) PLC for the leased out property (No.01 warehouse of Prince Vijaya Quay in Colombo Port) for the period of 30 years from 14.12.2017 to 14.12.2047.				
<b>21.5. Lease Hold Rights_HIPS</b>				
Balance at 01 January	69,417,803,825	70,149,002,555	69,417,803,825	70,149,002,555
Amortized during the year	(731,198,730)	(731,198,730)	(731,198,730)	(731,198,730)
Balance at 31 December	68,686,605,095	69,417,803,825	68,686,605,095	69,417,803,825
<b>21.6. Lease Hold Rights_HIPG</b>				
Balance at 01 January	93,209,050,587	94,190,849,718	93,209,050,587	94,190,849,718
Amortized during the year	(981,799,130)	(981,799,130)	(981,799,130)	(981,799,130)
Balance at 31 December	92,227,251,457	93,209,050,587	92,227,251,457	93,209,050,587
As per the Concession Agreement lease out the Hambanthota Port and all immovable assets transferred for 99 years operating lease and lease hold right also amortized over 99 years.				
<b>21.7 Lum Sum Premium NFCL Penna Port Storage</b>				
Balance at 01 January	183,326,301	190,226,301	183,326,301	190,226,301
Prior Year Adjustments	-	-	-	-
Amortized during the year	(6,900,000)	(6,900,000)	(6,900,000)	(6,900,000)
Balance at 31 December	176,426,301	183,326,301	176,426,301	183,326,301
<b>21.8 Up front fee paid by CWIT</b>				
Balance at 01 January	-	-	-	-
Received during the year	4,050,000,000	-	4,050,000,000	-
Amortized During the year	(96,428,571)	-	(96,428,571)	-
Balance at 31 December	3,953,571,429	-	3,953,571,429	-
<b>Total</b>	<b>168,535,618,225</b>	<b>166,448,063,991</b>	<b>168,535,618,225</b>	<b>166,448,063,990</b>
Lump sum premium of USD 15 Mn. received from the Colombo International West Terminal in the year 2022. This lump sum premium is amortized over 35 years.				
<b>22 Loan Redemption Reserve</b>				
Loan Redemption Reserve has been created according to Finance Act Section 10(d) which requires the Authority to transfer to this reserve, when there is cumulative retained earnings				
<b>23 Revaluation Reserve</b>				
The revaluation reserve relates to the revaluation surplus of property, plant and equipment, once the respective revalued assets have been disposed, portion of revalued surplus is transferred to retained earnings.				
<b>24 Borrowings - Government of Sri Lanka</b>			<b>Group / SLPA</b>	
			<b>2022</b>	<b>2021</b>
<b>Carrying Amount at Amortized Cost</b>				
<b>24.1 Settlement Fall Due More than One Year</b>				
Colombo Port Development Project			4,364,647,226	4,134,799,163
KKS Loan			336,376,387	150,878,173
Colombo Port Expansion - (South Harbor)			73,365,721,531	42,963,596,159
Galle Port Development Project			819,246,222	557,655,508
			<b>78,885,991,365</b>	<b>47,806,929,003</b>
<b>24.2 Settlement Fall Due Within One Year</b>				
Colombo Port Development Project			2,234,515,893	2,298,597,630
Colombo Port Expansion - (Southern Harbor)			6,625,828,084	2,749,468,210
Galle Port Development Project			64,215,437	40,642,828
			<b>8,924,559,413</b>	<b>5,088,708,668</b>
			<b>87,810,550,778</b>	<b>52,895,637,670</b>
The above borrowings were provided by the Government of Sri Lanka for ports expansion projects and development projects under subsidiary loan agreement. The loan granted to Colombo Port Expansion, carries floating rate of interest and others are at fixed rates of interest.				
The carrying amounts of the borrowings are denominated in the following currencies:			<b>Group / SLPA</b>	
			<b>2022</b>	<b>2021</b>
Japan Yen loans in sri Lankan Rupee Terms			7,482,624,777	7,031,695,128
United States Dollars in sri Lankan Rupee Terms			80,327,926,002	45,863,942,542
			<b>87,810,550,778</b>	<b>52,895,637,670</b>
<b>24.3 Movement of the Loans</b>				
Balance at 01 January			52,895,637,670	55,907,238,692
Obtained During the Year			55,185,112	142,288,972
Capital Paid During the Year			(6,665,443,302)	(6,107,132,237)
Accrued interest paid for prior year			(189,040,922)	(251,248,329)
Exchange (Gain) / Loss on Translation			40,312,367,614	3,015,449,651
Accrued interest under Short Term			1,401,844,606	189,040,922
Balance at 31 December			<b>87,810,550,778</b>	<b>52,895,637,670</b>
<b>25 Borrowings - Financial Institutions</b>			<b>Group</b>	<b>SLPA</b>
	<b>2022</b>	<b>2021</b>	<b>2022</b>	<b>2021</b>
<b>Carrying Amount at Amortized Cost</b>				
<b>25.1 Settlement Fall Due More than One Year</b>				
Bank of Ceylon -CPEP Construction of ECT loan	-	1,574,619,426	-	1,574,619,426
Bank of Ceylon Others	85,198,610	84,075,493	-	-
Peoples Bank - Construction of Sooriyawewa Stadium	2,798,525,037	3,127,763,275	2,798,525,037	3,127,763,275
	<b>2,883,723,647</b>	<b>4,786,458,194</b>	<b>2,798,525,037</b>	<b>4,702,382,701</b>
<b>25.2 Settlement Fall Due Within One Year</b>				
Bank of Ceylon -CPEP Construction of ECT loan	3,118,941,452	2,159,156,711	3,118,941,452	2,159,156,711
Bank of Ceylon Others	11,301,600	11,301,600	-	-
Peoples Bank-Construction of Sooriyawewa Stadium	493,857,356	493,857,357	493,857,356	493,857,357
HNB-Bunkering Facility (MPMC)	9,617,942,988	4,997,452,058	-	-
	<b>13,242,043,396</b>	<b>7,661,767,726</b>	<b>3,612,798,808</b>	<b>2,653,014,068</b>
	<b>16,125,767,043</b>	<b>12,448,225,919</b>	<b>6,411,323,845</b>	<b>7,355,396,768</b>
The above ECT loan secured by Negative pledge over assets of East Container Terminal.				
Terms and conditions of borrowing facilities are in page 134.				

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	Group		SLPA	
	2022	2021	2022	2021
The carrying amounts of the borrowings are denominated in the following currency.				
Sri Lankan Rupees	3,292,382,393	3,621,620,632	3,292,382,393	3,621,620,632
United States Dollars in Sri Lanka Rupee Terms	12,833,384,650	8,826,605,288	3,118,941,452	3,733,776,137
	<b>16,125,767,043</b>	<b>12,448,225,919</b>	<b>6,411,323,845</b>	<b>7,355,396,768</b>
	Group		SLPA	
	2022	2021	2022	2021
<b>25.3 Movement of the Loans</b>				
Balance at 01 January	12,448,225,914	13,803,916,849	7,355,396,768	9,322,259,168
Obtained During the Year	12,424,807	100,575,193	-	-
Interest Charge	564,455,918	179,325,034	-	-
Paid During the Year	(3,562,120,839)	(2,332,272,918)	(3,550,819,149)	(2,326,389,836)
Exchange (Gain) / Loss on Translation	6,662,781,235	696,681,756	2,606,746,226	359,527,437
Balance at 31 December	<b>16,125,767,035</b>	<b>12,448,225,914</b>	<b>6,411,323,844</b>	<b>7,355,396,768</b>
	Group		SLPA	
	2022	2021	2022	2021
<b>25.4 Finance Lease Obligation</b>				
Balance as at 01 January	51,063,571	62,854,717	38,383,821	46,262,911
New Leases Obtained	-	-	-	-
Repayments	(13,144,185)	(11,791,146)	(8,713,127)	(7,879,090)
Advance Payment Payable	-	-	-	-
At the End of the Year	<b>37,919,387</b>	<b>51,063,571</b>	<b>29,670,695</b>	<b>38,383,821</b>
Finance Charge Unamortised	-	-	-	-
Net Lease Obligation as at 31 December	<b>37,919,387</b>	<b>51,063,571</b>	<b>29,670,695</b>	<b>38,383,821</b>
	2022	2021	2022	2021
<b>25.4.1 Analysis of Finance Lease Obligation</b>				
Finance Lease Obligations repayable within 1 Year from year-end	-	-	-	-
Net Lease Obligations	<b>13,816,872</b>	<b>12,585,164</b>	<b>9,076,839</b>	<b>8,154,106</b>
Finance Lease Obligations repayable between 1 and 5 years from year-end	-	-	-	-
Net Lease Obligations	<b>24,102,515</b>	<b>38,478,408</b>	<b>20,593,856</b>	<b>30,229,716</b>
<b>26 Government Grants</b>				
Balance at 01 January	27,527,628,973	27,836,218,465	27,527,628,973	27,836,218,465
Grants Received During the Year	-	-	-	-
Grants used during the year	-	-	-	-
Amortization of Government Grants	(308,037,817)	(308,589,492)	(308,037,817)	(308,589,492)
Balance at 31 December	<b>27,219,591,156</b>	<b>27,527,628,973</b>	<b>27,219,591,156</b>	<b>27,527,628,973</b>
<b>26.1 The Carrying Values</b>				
Mega Port Project	89,851,183	89,851,183	89,851,183	89,851,183
Kankasanturai Break Water Project	8,660,148	8,898,798	8,660,148	8,898,798
Oruveli Port Development Project	13,253,644	13,919,977	13,253,644	13,919,977
Columbo Port Expansion Project	1,348,418,098	1,375,386,460	1,348,418,098	1,375,386,460
Renovation project of UCT Terminal	340,266,667	345,600,000	340,266,667	345,600,000
Hambantota Bunkering & Tank Farm	1,836,723	1,924,886	1,836,723	1,924,886
Hambantota port development project	67,828,728	72,673,637	67,828,728	72,673,637
Crown Land for Hambantota Port Project-HIPS	4,273,658,692	4,273,658,692	4,273,658,692	4,273,658,692
Crown Land for Hambantota Port Project-HIPG	21,072,899,075	21,342,724,186	21,072,899,075	21,342,724,186
Galle Yatch Marina Development	2,918,201	2,991,156	2,918,201	2,991,156
Grants for Master Plan Project	-	-	-	-
	<b>27,219,591,156</b>	<b>27,527,628,973</b>	<b>27,219,591,156</b>	<b>27,527,628,973</b>
The above grants received from the Government of Sri Lanka and International Government Agencies for the development of ports and other constructions				
The amounts spent have been capitalised either work-in-progress or under the relevant class of property, plant and equipment respectively.				
The corresponding grant is being amortised over the useful life of the related assets.				
Balance amount of the grant received for Mega Port Project have been utilised to carry out Maintenance Expenses of Mega Port Project since the useful life of the related asset is over by 2015. Estimated Value for the Crown Land is obtained based on the valuation Department letter which will be adjusted after receiving correct values from department of Valuation.				
<b>27 Deferred Tax Liabilities</b>	Group / SLPA			
	2022	2021	2022	2021
Balance at 01 January			11,310,982,481	8,341,963,695
Recognised in Profit or Loss			445,496,390	2,229,753,296
Recognised in Revaluation Reserve			215,087,933	739,265,489
Balance at 31 December			<b>11,971,566,805</b>	<b>11,310,982,481</b>
Figures in brackets indicates deductions.				
<b>27.1 The Analysis of Deferred Tax Assets and Liabilities</b>				
<b>Deferred Tax Assets</b>				
Opening deferred Tax liability			(11,310,982,481)	(8,341,963,696)
From Provision for Gratuity			12,498,171,431	6,410,711,656
From Accounting Provisions			11,007,325,625	12,663,385,342
			<b>12,194,514,575</b>	<b>10,732,133,302</b>
<b>Deferred Tax Liability</b>				
From Accelerating Depreciation			(24,166,081,379)	(22,043,115,783)
			<b>(24,166,081,379)</b>	<b>(22,043,115,783)</b>
<b>Net Deferred Tax Liability</b>			<b>(11,971,566,804)</b>	<b>(11,310,982,481)</b>
Provision has been made on other sources of income using the current applicable tax rate at 24%, 30%, 14% & 15%				

# NOTES TO THE FINANCIAL STATEMENTS

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FOR THE YEAR ENDED 31 DECEMBER 2022	Group		SLPA	
	2022	2021	2022	2021
<b>28 Retirement Benefits Obligation</b>				
<b>Balance at 01 January</b>	<b>6,422,842,068</b>	<b>5,957,820,335</b>	6,410,711,656	5,943,978,594
Expense Recognised in the Statement of Comprehensive Income	2,042,720,546	750,303,419	2,040,176,515	748,058,028
Benefit Paid During the Year	(958,193,747)	(707,473,364)	(957,329,817)	(705,732,188)
Actuarial (Gain) / Loss on Obligation	5,010,014,736	422,191,678	5,004,613,077	424,407,222
<b>Balance at 31 December</b>	<b>12,517,383,603</b>	<b>6,422,842,068</b>	<b>12,498,171,431</b>	<b>6,410,711,656</b>
<b>28.1 Expense Recognised in the statement of Comprehensive Income</b>				
Interest Cost	744,973,542	476,694,835	743,642,552	475,518,287
Past service Cost (Due to Retirement Age Change)	724,580,111		724,580,111	
Current Service Cost	573,166,893	273,608,584	571,953,852	272,539,741
	<b>2,042,720,546</b>	<b>750,303,419</b>	<b>2,040,176,515</b>	<b>748,058,028</b>
<b>28.2 Expense Recognised in the statement of Other Comprehensive Income</b>				
Actuarial (Gain) / Loss on Obligation	<b>5,010,014,736</b>	<b>422,191,678</b>	<b>5,004,613,077</b>	<b>424,407,222</b>
These assumptions are developed by independent actuarial consultant is based on the management's best estimates of variables used to measure the retirement benefits obligation				
The principal actuarial assumptions used are as follows				
For group, assumptions are expressed as range				
Discount rate [%] per annum		*9-10		11.6
Future Salary Increases - Salary [%] per annum		*2-6		9
- Allowances [%] per annum				7
Staff Turnover Factor - Up to age 54 Yrs. [%] per annum		2.2%		1
- after 54 Yrs. per annum		0		0
Retirement age [Yrs.]		60		62
Discount rate is determined by examining the market rates of interest on Long-term corporate bonds/ government bond and the anticipated long-term rate of inflation. Other assumptions such as mortality, staff turnover, disability and promotion are used by the actuarial consultants are based on management's historical experience.				
Sensitivity Analysis of Present Value of Defined Benefit Obligation (All Port)				
	+ 1%	- 1%		
	(Rs.)	(Rs.)		
A One Percentage Point Change in the discount rate	11,815,415,820	13,255,891,271		
A One Percentage Point change in the salary/wage Escalation Rates	13,278,265,919	11,785,469,743		
Distribution of Present Value of Defined Benefit Obligation In Future Years (All Port)				
(Maturity Profile of Defined Benefit Obligation)-Present Value of Expected Benefit Payments				
	31.12.2022			
	(Rs.)			
Less than one year	1,439,442,577			
Between 1-2 years	2,321,639,472			
Between 3-5 years	3,001,838,712			
Between 6-10 years	3,164,282,552			
Beyond 10 years	2,570,968,118			
	<b>12,498,171,431</b>			
<b>29 Supply of Goods and services and other creditors</b>				
	Group		SLPA	
	2022	2021	2022	2021
Supply of Goods & Service Creditors	517,947,943	410,574,426	517,947,943	410,574,426
Other Creditors	7,058,660	7,058,660	7,058,660	7,058,660
Jaya Container Terminals Limited	0.00	(564,601)	59,771,769	29,960,196
Supply of fuel to MPMCL	(4,728,699)	(4,728,699)	98,938,253	98,938,253
Shipping Agents - Credit Balance	2,746,123,350	508,687,993	2,746,123,350	508,687,993
Compensation Payments	385,670,000	385,670,000	385,670,000	385,670,000
Salary Abatements	60,628,213	36,305,582	59,729,637	35,904,194
Unclaimed Wages	7,780,760	4,825,336	7,780,760	4,825,336
	<b>3,720,480,226</b>	<b>1,347,828,696</b>	<b>3,883,020,370</b>	<b>1,481,619,057</b>
<b>30 Deposits and Advances Received</b>				
Deposits - Shipping Agents	259,381,877	235,610,882	259,381,877	235,610,882
Deposit for Landing & Delivery	12,009,992	13,293,681	12,009,992	13,293,681
Bonding Deposits	4,679,582	3,794,710	4,679,582	3,794,710
Shipping Agents Advance	996,633,222	631,976,304	996,633,222	631,976,304
Deposit from customers	5,501,752	5,465,474	5,501,752	5,465,474
Employers Fidelity Deposits	836,549	753,835	836,549	753,835
Rent Deposit	151,288,715	87,124,427	151,288,715	87,124,427
Trading deposits	1,584,628,000	773,272,902	1,584,628,000	773,272,902
Contractor deposits	889,081,582	217,093,786	889,081,582	217,093,786
Special Deposits	7,162,084	4,255,632	7,162,084	4,255,632
Miscellaneous Deposits	126,543,079	74,088,452	76,543,079	74,088,452
	<b>4,037,746,434</b>	<b>2,046,730,085</b>	<b>3,987,746,434</b>	<b>2,046,730,085</b>
<b>31 Current Tax Payable</b>				
<i>Summary of current tax payable is as follow:</i>				
Corporate Tax(Note 31.1)	11,950,295,983	1,121,702,227	11,881,021,637	1,115,922,744
Value Added Tax 15%	(392,484,473)	42,862,950	(400,708,242)	40,624,178
Value Added Tax 8%	14,224,189		14,224,189	-
Value Added Tax 12%	(8,507,552)		(8,507,552)	-
Social Security Contribution Levy	37,501,055		37,501,055	-
Surchage Tax	-	1,952,277,548	-	1,952,277,548
Ports and Airport Development Levy	6,058,452	6,058,452	6,058,452	6,058,452
	<b>11,607,087,654</b>	<b>3,122,901,177</b>	<b>11,529,589,539</b>	<b>3,114,882,922</b>
<b>31.1 Corporate Tax</b>				
<b>Balance at 01 January</b>	<b>1,121,702,227</b>	<b>672,442,575</b>	<b>1,115,922,744</b>	<b>670,136,968</b>
setoff against tax refund	-	-	-	-
Charge for the Period	12,067,134,607	2,687,641,498	11,991,134,368	2,675,403,556
Tax paid for 2020/2021	(1,775,676,625)	(671,059,290)	(1,775,676,625)	(671,059,290)
(Over)/Under provision in previous year	659,753,881	922,322	659,753,881	922,322
Tax paid for 2021/2022	(732,828,094)	(485,954,904)	(732,828,094)	(485,954,904)
Tax Credit Adjustment due to Amendment	759,722,835		759,722,835	
Tax Credits	(149,512,848)	(1,082,289,974)	(149,512,848)	(1,073,525,908)
<b>Balance at 31 December</b>	<b>11,950,295,983</b>	<b>1,121,702,227</b>	<b>11,881,021,637</b>	<b>1,115,922,744</b>
<b>32 Provisions and Accrued Expenses</b>				
Provision for Volume Rebate	2,929,661,504	1,632,551,964	2,929,661,504	1,632,551,964
Accrued Expenditure	3,431,386,742	1,988,961,173	3,409,413,147	1,967,048,784
Provision for Claims (Note 55)	6,399,539,821	6,706,154,337	6,399,539,821	6,706,154,337
	<b>12,760,588,068</b>	<b>10,327,667,475</b>	<b>12,738,614,472</b>	<b>10,305,755,085</b>

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FOR THE YEAR ENDED 31 DECEMBER 2022

33 Revenue	Group		SLPA	
	2022	2021	2022	2021
Navigation	18,395,597,546	10,792,832,346	18,395,597,546	10,792,832,346
Stevedoring	28,900,628,696	20,441,098,958	28,900,628,696	20,441,098,958
Wharf Handling	8,014,480,323	6,259,780,955	8,014,480,323	6,259,780,955
Port Facilities	9,249,729,588	6,175,865,090	9,249,729,588	6,175,865,090
Other Service Operations	3,847,711,373	1,785,002,972	3,847,711,373	1,785,002,972
	<b>68,408,147,526</b>	<b>45,454,580,320</b>	<b>68,408,147,526</b>	<b>45,454,580,320</b>
(Note: 33.1)				
Navigation	18,435,836,246	11,121,392,195	18,435,836,246	11,121,392,195
Less: Rebate on Navigational Charges	(40,238,700)	(328,559,849)	(40,238,700)	(328,559,849)
	<b>18,395,597,546</b>	<b>10,792,832,346</b>	<b>18,395,597,546</b>	<b>10,792,832,346</b>
(Note: 33.2)				
Stevedoring	33,390,736,762	23,983,118,363	33,390,736,762	23,983,118,363
Less: Rebate on Stevedoring Charges	(4,490,108,066)	(3,542,019,404)	(4,490,108,066)	(3,542,019,404)
	<b>28,900,628,696</b>	<b>20,441,098,958</b>	<b>28,900,628,696</b>	<b>20,441,098,958</b>
(Note: 33.3)				
Port Facilities	11,493,994,649	8,462,303,561	11,493,994,649	8,462,303,561
Less: Rebate on Storage	(2,244,265,061)	(2,286,438,471)	(2,244,265,061)	(2,286,438,471)
	<b>9,249,729,588</b>	<b>6,175,865,090</b>	<b>9,249,729,588</b>	<b>6,175,865,090</b>
(Note: 33.4)				
Other Service Operations	4,327,084,460	2,243,378,580	4,327,084,460	2,243,378,580
Less: Volume Rebate_ Inter Terminal Trucking	(479,373,087)	(458,375,608)	(479,373,087)	(458,375,608)
	<b>3,847,711,373</b>	<b>1,785,002,972</b>	<b>3,847,711,373</b>	<b>1,785,002,972</b>
Rebate on stevedoring charges include: Volume rebates on transshipment containers, Volume rebates on domestic containers, rebates on Transshipment Containers (ECI, 2% etc.) Rebates on Domestic Containers 2%, Rebate on Conventional Cargo (15%, 20% & Etc.) and charge on carrier rebate.				
-				
34 Direct Expenses	Group		SLPA	
	2022	2021	2022	2021
<b>Operational Expenses</b>				
Salaries wages & Allowances	7,983,431,982	6,598,545,409	7,856,623,837	6,494,435,349
Overtime	2,666,242,181	2,438,983,987	2,666,242,181	2,438,983,987
Traveling Subsistence & Fuel Allowance	1,272,472	668,640	1,272,472	668,640
Fuel Electricity & Other Expenses	4,876,185,572	2,004,907,295	4,841,006,421	1,997,953,935
Cost of Water	36,838,893.02	32,899,095	36,440,987	32,650,275
External Hire Charges / Contracts	3,125,136,099	2,173,340,193	3,125,136,099	2,173,340,193
Contract works for Rep. & Main.	96,557,249	88,179,713	96,557,249	88,179,713
Insurance & License	16,486,839	7,410,281	16,486,839	7,410,281
Material Issued for Operational activities	16,519,132	7,223,791	3,884,035	793,928
Depreciation	3,701,764,322	3,581,423,213	3,695,258,856	3,577,858,055
	<b>22,520,434,741</b>	<b>16,933,581,617</b>	<b>22,338,908,976</b>	<b>16,812,274,356</b>
<b>Repair and Maintenances Expenses</b>				
Salaries Wages & Allowances	4,637,227,938	3,885,528,967	4,637,227,938	3,885,528,967
Overtime	2,210,425,731	2,058,220,780	2,210,425,731	2,058,220,780
Travelling, Subsistence & Fuel Allowances	598,251	889,459	598,251	889,459
Fuel Electricity & Other Expenses	161,815,666	57,371,112	161,815,666	57,371,112
External Hire Charges/ Contracts	2,271,248	115,000	2,271,248	115,000
Contract works for Rep. & Main.	16,762,535	19,412,434	10,309,516	6,934,381
Insurance & License	15,791,144	1,419,200	15,791,144	1,419,200
Material Issued for Operational Activities	1,291,090,588	993,420,625	1,291,090,588	993,420,625
Depreciation	53,035,393	44,593,960	53,035,393	44,593,960
	<b>8,389,018,493</b>	<b>7,060,971,536</b>	<b>8,382,565,475</b>	<b>7,048,493,484</b>
	<b>30,909,453,234</b>	<b>23,994,553,154</b>	<b>30,721,474,450</b>	<b>23,860,767,840</b>

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FOR THE YEAR ENDED 31 DECEMBER	Group		SLPA	
	2022	2021	2022	2021
<b>35 Other Operating Income</b>				
<i>Other Services - Non Operational</i>				
Hire of Equip. & Floating Craft other than Cargo Handling	7,140,612	6,096,391	7,140,612	6,096,391
Supply of Water for Local Consumption	1,027,613	1,631,107	1,027,613	1,631,107
Supply of Electricity for Local Consumption	83,997,364	101,970,591	83,997,364	101,970,591
Telephone Calls and Medical Facilities	28,899	30,412	28,899	30,412
Training Fees	57,100	37,188	57,100	37,188
Special Jobs done for Outside Parties	1,947,933	670,011	1,947,933	670,011
Income from Specialized Activities	1,482,392	4,653,813	1,482,392	4,653,813
	<b>95,681,914</b>	<b>115,089,512</b>	<b>95,681,912</b>	<b>115,089,512</b>
<i>Port Estate</i>				
Lease out Lands	4,028,327,456	2,303,499,784	4,028,327,456	2,303,499,784
Royalty	7,679,924,287	4,417,996,183	7,679,924,287	4,417,996,183
Rent on Housing Scheme	20,324,009	18,667,126	20,324,009	18,667,126
Revenue from Circuit Bungalows	833,500	292,917	833,500	292,917
Rent / Lease out Buildings / Warehouses	169,607,659	117,583,217	169,607,659	117,583,217
Miscellaneous	19,000	76,000	19,000	76,000
Auditorium & Class room Hiring Charges	229,877	110,185	229,877	110,185
Rent Lease out Sea Area	5,134,451	3,839,718	5,134,451	3,839,718
	<b>11,904,400,238</b>	<b>6,862,065,130</b>	<b>11,904,400,239</b>	<b>6,862,065,130</b>
<i>Miscellaneous</i>				
Dividend Received	6,268,528,124	1,871,345,624	6,268,528,124	1,871,787,555
Penalty and Surcharge on L & D Bills/ Stevedore Billing	63,700,112	28,435,906	63,700,112	28,435,906
Surcharge on Overdue Bills	11,270,204	20,938,502	11,270,204	20,938,502
Proceeds on Sale of Assets	8,706,661	18,003,846	8,706,661	15,603,846
Surplus of Stores & Off Charge Items	40,000	-	40,000	-
Tender Sales Revenue	97,986,508	25,279,807	97,986,508	25,279,807
Surcharges on Employees	(16,716)	332,944	(16,716)	332,944
Charges on Dishonored Bond Items & Debtors Balances	8,431,313	3,905,999	8,431,313	3,905,999
Fines & Insurance Commission	13,057	15,513	13,057	15,513
	<b>6,458,659,264</b>	<b>1,968,258,142</b>	<b>6,458,659,264</b>	<b>1,966,300,073</b>
<i>Central Division</i>				
Port Entry Permits	16,976,118	23,960,646	16,976,118	23,960,646
Temporary Port Permit Charges	264,546,430	183,862,206	264,546,430	183,862,206
Annual Vehicle Permits & Casual Vehicle Permits	148,377,988	148,468,556	148,377,988	148,468,556
Fees on Chandler's License & Survey Fees	57,511,665	41,936,944	57,511,665	41,936,944
Licensing of Wharf Clearing Agencies in Three Ports	48,419,805	37,345,637	48,419,805	37,345,637
Licensing of Harbour Craft	1,086,564	885,924	1,086,564	885,924
Proceeds on Hire of Welfare Buses	1,203,399	229,534	1,203,399	229,534
Canteen Income	2,500	11,000	2,500	11,000
Miscellaneous	151,178,905	98,003,033	150,887,342	96,698,338
Sale of Books & Publications	20,964	9,813	20,964	9,813
Compensation Receipts	9,389,614	11,051,216	9,389,614	11,051,216
Notional Income from Transferable Jobs	8,813	-	8,813	-
Grant Income	308,037,817	308,589,492	308,037,817	308,589,492
Revenue from Colombo Oil Bank	1,097,885,911	554,148,680	1,097,885,911	554,148,680
Upfront Fee Paid by CICT	103,534,286	103,534,286	103,534,286	103,534,286
Admission/Monthly/Term Fees for SLPA creche	487,500	115,300	487,500	115,300
Hydrographic Survey Office -Tide data (CPCDP)	200	498,600	200	498,600
Lump Sum Premium - Laughs Terminal Ltd	658,207	658,207	658,207	658,207
Lump Sum Premium - Distilleries Company of Sri Lanka	10,300,000	10,300,000	10,300,000	10,300,000
Charges for Copies of Information	-	-	-	-
Lump Sum Premium - Tokiyo Cement Company (Lanka)PLC	31,626,840	31,626,840	31,626,840	31,626,840
Amortization of Lease hold rights - HIPS & HIPG	1,712,997,860	1,712,997,860	1,712,997,860	1,712,997,860
Lump Sum Premium - NFCL Penma Port Storage	6,900,000	6,900,000	6,900,000	6,900,000
Inc.Received from Restaurant for Exe. Officers	120,000	77,880	120,000	77,880
Infrastructure Development Fees Received from JCT	0	-	19,937,601	93,124,954
Upfront Fees paid by CWIT	96,428,571	-	96,428,571	-
	<b>4,067,699,959</b>	<b>3,275,211,653</b>	<b>4,087,345,997</b>	<b>3,367,031,914</b>
	<b>22,526,441,373</b>	<b>12,220,624,438</b>	<b>22,546,087,410</b>	<b>12,310,486,630</b>

# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

FOR THE YEAR ENDED 31 DECEMBER	Group		SLPA	
	2022	2021	2022	2021
<b>36 Administrative Expenses</b>				
Salaries Wages & Allowances	7,131,951,366	6,067,291,609	7,091,372,424	6,029,940,024
Overtime	1,548,751,851	1,352,435,327	1,548,751,851	1,352,435,327
Traveling Subsistence & Fuel Allowance	32,896,702	29,557,856	32,896,702	29,557,856
Fuel / Electricity & Other Expenses	587,981,190	297,290,388	582,774,655	294,191,643
Cost of Water	139,199,698	127,334,287	138,382,930	126,703,872
External Hire Chargers / Contracts	242,067,561	168,816,501	222,790,401	150,777,619
Contract Works for Rep. & Main.	460,724,977	367,909,049	450,902,543	367,749,070
Communication Expenses	47,377,748	52,865,605	46,362,971	51,790,564
Rent on Premises / Rates & Taxes	55,023,912	49,108,720	49,532,958	49,108,720
Insurance & License Fees / Legal Fees	39,467,550	29,115,670	34,737,953	22,554,559
Office Requisites / Security Charges	88,604,262	77,157,873	70,859,784	58,364,580
Training Expenses	41,204,088	15,047,841	40,557,113	12,562,550
Welfare Expenses	471,215,627	535,864,310	460,692,643	527,505,325
Publicity & Public Relations	21,130,912	14,552,461	21,130,912	14,552,461
Sundry Expenses	173,887,024	70,741,144	170,672,832	70,198,449
Provision for Claims (Over Provision)	(256,614,516)	(1,116,590,366)	(256,614,516)	(1,116,590,366)
Depreciation	270,335,557	255,666,258	263,111,327	248,701,840
Amortization of Lease Hold Asset	11,927,418	11,261,814	11,927,418	11,261,814
Amortization of Intangible Assets	96,918,908	74,718,723	96,908,908	74,718,723
Business Promotion / Other Charges	7,052,195	3,590,375	6,249,785	2,852,848
Miscellaneous Balance A/C Written Off	1,147,446	2,764,647	1,147,446	-
Bad & Doubtful Debt	997,626,193	219,867,178	995,285,957	219,867,178
Expenses on VAT	135,284,490	50,886,698	135,284,490	50,886,698
Stamp Duty	293,850	211,110	293,550	210,735
Social Security Contribution Levy Expenditure	21,796,181	-	21,796,181	-
Audit Fees	3,518,508	3,233,835	2,833,508	2,645,435
Corporate Social Responsibility Projects	122,252,436	71,151,746	122,252,436	71,151,746
Admin & Infrastructure Fees paid to JCT Ltd	0	0	608,028,143	297,763,569
Non Inventory Expense Account	3,873,915	17,140,412	3,873,915	17,140,412
Inter Inventory Transfer Credit	-	(44,234)	-	(44,234)
Invoice Price Variance	(245,672)	(10,872)	(245,672)	(10,872)
Director fees	225,000	425,000	-	-
NBV-Retirement	49,729,590	160,820	49,729,590	160,820
Secretarial Charges	440,000	440,000	-	-
Bank Chargers	145,717	330,034	-	-
	<b>12,547,191,688</b>	<b>8,850,291,819</b>	<b>13,024,281,140</b>	<b>9,038,708,964</b>
<b>37 Net Finance (Cost)/ Income</b>				
<b>Interest Income</b>				
Interest on FDs & Call Deposits	7,932,212,784	2,638,495,803	7,891,974,999	2,638,495,803
Interest on Securities / Investments	144,607,372	48,741,552	324,476	69,262
Interest on Loans to Employees	232,325,826	206,735,945	227,342,389	202,800,831
	<b>8,309,145,983</b>	<b>2,893,973,301</b>	<b>8,119,641,864</b>	<b>2,841,365,896</b>
<b>Interest Expenses</b>				
Interest on Loans	(2,976,842,338)	(981,363,204)	(2,400,347,952)	(799,636,638)
Other Finance Charges	(90,103,895)	(32,607,499)	(89,452,307)	(32,045,062)
Finance Charges Payable under Finance Lease	(4,802,032)	(6,154,813)	(3,459,025)	(4,293,062)
	<b>(3,071,748,266)</b>	<b>(1,020,125,516)</b>	<b>(2,493,259,284)</b>	<b>(835,974,761)</b>
	<b>5,237,397,717</b>	<b>1,873,847,785</b>	<b>5,626,382,580</b>	<b>2,005,391,135</b>
			12,652,333,487	8,704,026,587
<b>38 Income Tax Expenses</b>				
Inland Revenue Act ,No. 24 of 2017 (New Inland Revenue Act) comes into operation with effect from 01, April ,2018.				
<b>Major components of income tax are as follows:</b>				
Current Tax Expense for the Year (Note 38.1)	12,067,134,607	2,687,641,498	11,991,134,368	2,675,403,556
Under / (Over ) Provision of Taxes in Respect of Prior Year	-	2,276,645	-	-
	1,269,963,868	922,322	1,269,963,868	922,322
	<b>13,337,098,475</b>	<b>2,690,840,465</b>	<b>13,261,098,236</b>	<b>2,676,325,878</b>
Deferred Tax Charge / (Reversal)	449,012,109	(2,229,753,296)	445,496,390	(2,229,753,296)
	<b>13,786,110,584</b>	<b>461,087,169</b>	<b>13,706,594,626</b>	<b>446,572,582</b>

# NOTES TO THE FINANCIAL STATEMENTS

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FOR THE YEAR ENDED 31 DECEMBER 2022	Group		SLPA	
	2022	2021	2022	2021
<b>38.1 Reconciliation Between the Current Tax Expense and the Product of Accounting Profit.</b>				
Accounting Profit Before Taxation	58,350,917,658	24,763,393,189	58,025,790,184	25,601,331,063
Disallowed Expenses	57,349,890,030	11,693,673,604	57,321,494,255	11,693,673,604
Allowable Expenses	(23,738,508,119)	(25,051,229,455)	(23,720,327,201)	(25,051,229,455)
Other Income Liable for Tax - Interest Income	8,328,749,320	4,509,398,605	8,284,250,804	4,509,398,605
Exempt amount & income from other sources	(50,989,818,774)	(4,826,145,022)	(50,945,320,258)	(4,826,145,022)
<b>Statutory Income</b>	<b>49,301,230,115</b>	<b>11,089,090,920</b>	<b>48,965,887,784</b>	<b>11,927,028,795</b>
Tax Losses Utilized/	-	-	-	-
<b>Assessable Income / Taxable Income</b>	<b>49,301,230,115</b>	<b>11,089,090,920</b>	<b>48,965,887,784</b>	<b>11,927,028,795</b>
<b>Less: Qualifying payment</b>	<b>(1,000,000,000)</b>	-	<b>(1,000,000,000)</b>	
Taxable Income	48,301,230,115	11,089,090,920	47,965,887,784	11,927,028,795
<b>Tax Chargers at Statutory Tax Rates of 24% &amp; 30%</b>	<b>11,151,363,965</b>	<b>2,413,486,860</b>	<b>11,095,722,793</b>	<b>2,413,486,860</b>
<b>Tax Chargers at Statutory Tax Rates of 14% &amp; 15%</b>	<b>915,770,641</b>	<b>274,154,638</b>	<b>895,411,574</b>	<b>261,916,696</b>
<b>Current Tax on Ordinary Activities</b>	<b>12,067,134,606</b>	<b>2,687,641,498</b>	<b>11,991,134,367</b>	<b>2,675,403,556</b>
<b>39 Sooriyawewa Cricket Stadium construction cost</b>				
As per the cabinet decision dated 05.12.2017 it has been approved to obtain loan from Peoples Bank for the settlement of outstanding dues to the Contractor of International Cricket Stadium at Sooriyawewa. According to the comfort letter issued by the Ministry of Finance and Mass Media dated 14.12.2017 it has been guaranteed to provide adequate budgetary allocations to SLPA for debt servicing.				
<b>40 Settlement of Court of Appeal Case Bearing No.CA (PHC) APN 45/2006-MV "JAAMI"</b>				
As per the board decision No.Noam/61/2017 dated 23/02/2017 the Board of Directors decided to appropriately share (Proportion to be minimum 50%) the remaining balance in order to settle the above case and legal division forwarded a letter to Managing Director of Sri Lanka Shipping Company Limited on 29/03/2017. Sri Lanka Shipping Company Limited agreed for the said proposal and this matter was mentioned in the Court of Appeal on 29/06/2017 the counsels for the both parties agreed to file the settlement motion. Accordingly settlement Motion was filed by the parties at the Court of Appeal on 12.02.2018 and as per the proceeding dated 03.10.2018 parties agreed to go before the High Court (Action in Rem No. 11/2005) and to make arrangement to claim Inquiry as per the settlement entered with regard to the claim. Now this matter is before the High Court, the Registrar report is pending on 24.02.2020. The registrar of High Court (Action in Rem 11/2005) has filed his Registrar Report on 25.09.2020 and he requested to file additional report with regard to this matter. The registrar has submitted his report on 02.03.2021 and it was reported that such amount was not in the account of Peoples Bank. The registrar further reported that he's unable to trace any document in respect of the current position of the said sum. Subsequently the judge directed the registrar to refer this matter to CID. When the matter was called on 02.02.2022 no CID officers were present, hence court directed SLPA to file a notice to be served by the fiscal directing the OIC of commercial and financial frauds division to be present in courts on 28.03.2022. This matter is listed for mention on 26.06.2023 to inform the present status of the Action in Rem 11/2005. The Action in Rem 11/2005 case was called on 18.01.2023, the officer in charge of the Marine Division of the CID who was noticed to appear in court not present. In the circumstances court directed to notice the Director of CID who is handling this matter to be present on courts with the present status report of the Investigation. This matter is listed for call on 08.03.2023				
<b>41 HNB LC Facility - MPMC Ltd</b>				
SLPA has provided the corporate guarantee to HNB for LC facility obtained by MPMC at the time of MPMC doing bunkering business at Hambantota. Since MPMC defaulted to make the payments, SLPA being the corporate guarantor HNB filed two separate cases as per the provisions in the Debt Recovery (Special Provision) Act at District Court of Colombo against SLPA as well as MPMC in the year 2019. By Order made on 06.12.2021 in respect of case against the SLPA, the Court permitted SLPA to show cause, without tendering security deposit. Being dissatisfied with the said Order, HNB has filed an Application for Leave to Appeal to the Provincial High Court of Western Province bearing case No. WP/HCCA/COL/92/2021 LA, which is listed for support on 01.03.2023. In the other case against MPMC filed by HNB, decree nisi was made absolute and presently, HNB is in the process of executing the Writ.				

# NOTES TO THE FINANCIAL STATEMENTS

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NOTES TO THE FINANCIAL STATEMENTS		
<b>42 Cases in Court of Appeal</b>		
<p>For the Years of Assessments 2007/2008, 2008/2009, 2009/2010 and 2010/2011, the Department of Inland Revenue made assessments disallowing the deduction of foreign loan interest claimed under section 32 of the Inland Revenue Act No. 10 of 2006 and foreign exchange losses claimed under section 25(1) of the Inland Revenue Act. Being dissatisfied with the determinations made by the Commissioner General, Department of Inland Revenue in respect of the Assessments of 2007/2008, 2008/2009, 2010/2011, SLPA made appeals to the Tax Appeals Commission. The Tax Appeals Commission confirmed the determinations of the Commissioner General of Department of Inland Revenue for the said assessment years. As the SLPA is not agreeable with the decisions of Tax Appeals Commission, SLPA has made appeals against the said three decisions of the Tax Appeal Commission to the Court of Appeal. For the matter in 2009/2010 Assessment Year, the Tax Appeals Commission held in favor of SLPA and the Department of Inland Revenue has made an appeal to the Court of Appeal against the decision of the Tax Appeals Commission.</p>		
<b>43 Contingent liabilities</b>		
<p>The Authority has contingent liabilities in respect of legal claims arising in the ordinary course of business. Unless recognized as a provision (Note 32), management considers these claims to be unjustified and possibility of an outflow of resources for their settlement is remote. Therefore no provision was provided for the legal case disclosed under Note No.41.</p>		
<b>44 Restatement of Comparatives in the Group Financial Figures</b>		
<p>The following items have been restated with the receipt of Audited Financial Statements of Subsidiary Companies and Associate Company after Audited Financial Statements of SLPA were issued for the year 2021.</p>		
	<b>Group</b>	
<b>Impact on the Consolidated Statement of Financial Position As at 31st December 2022</b>	<b>2021 With Audited A/c</b>	<b>2021 without Audited A/c</b>
Investment in Associates	37,469,717,172	37,469,979,463
Retain Earnings	83,571,990,373	83,572,252,664
<b>45 Prior Year Adjustments</b>		
<b>Line Description</b>	<b>Rs.</b>	
Labour charges for year 2017,2018, and 2021 relevant to under mention projects are adjusted.	(29,989,444)	
Being correction system error on 29-12-2021	1,356,040	
Adjustment JE over back dated assets	68,686,503	
Being set off the amount against the advance received for the CICT Royalty & amendment of Additional Royalty and accounting the balance amount of Royalty for Royalty receivable from CICT for the month of May 2022.	3,938	
Being accounting the write off, according to the letter of Chief Human Resources Manager dated 02/06/2022.	2,558,456	
As instructed by DMS JE No. SD.Vr/JE/2020/23 has been reversed.	(69,656,113)	
Being writing off relevant storage charges during the strike period in 2020. Ministry Letter: MPS/AD/08/01-02 , Board Memorandum: PAM/225/2021.	3,891,862	
Being transfer of translation fees incurred for NPMP (2019) which lying in wip a/c as per the letter dated 20th April 2022 send by DCE(P/D)	99,474	
Being capilization of LED monitors under Budget No. 17/0531 as requested by the Dy. Chief Manager (IS) dated 27th Sept, 2022. PO No: 1801854 , GRN No. 1841514.	(352,500)	
Write off rent amount from Cargills foods Ltd as per Board Decision date 31-03-2022 and Audit Committee recommendation dated 23-06-2022.	1,259,983	
Adjustments for cash book balance	25,522	
Labour chargers for year 2020,2021 and 2022 Relevant to under mention project Adjusted	(18,887,500)	
Depreciation Adjustments for Previous Year.(Account purpose)	6,566,384	
FEL of 2021 was adjusted from previous year adjustment account	(21,648,064)	
<b>Total</b>	<b>(56,085,459)</b>	

# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

<b>46 Foreign Exchange Gain/Loss</b>				
	As per the LKAS 01 permitted additional line item which adjust the foreign exchange gain/loss has added to the Statement of Comprehensive Income, because such presentation is relevant to understanding of SLPA and group Financial Performance effectively as it make high impact to the net profit at the year end.			
<b>47 Consolidated Financial Statements 2022</b>				
	Jaya Container Terminals Ltd (JCT Ltd) and Magampura Port Management Co. Ltd (MPMC Ltd) which are the Subsidiary companies of SLPA and Hambantota International Port Services Ltd (HIPS) & Sri Lanka Port Management Consultancy Services Ltd.( SLPMCS) which are associate companies have submitted Unaudited Financial Statements for year 2022.			
	Lanka Gas Terminal (Pvt) Ltd the Subsidiary company of SLPA has not still submitted their Financial Statements. Therefore the consolidated Financial Statements has been prepared referring draft Financial Statement of JCT Ltd , MPMC Ltd ,SLPMCS,HIPS & not considering the Lanka Gas Terminal (pvt) Ltd.			
<b>48 Review of Useful Life Time of the Assets</b>				
	As per LKAS 16- property plant & Equipment, the Residual Value and the Useful life time of the Assets are reviewed annually. The changes accounted for as a change in accounting estimates as per LKAS 08.			
	Accordingly, useful life times of intangible assets were reviewed during the year and net book values have been adjusted accordingly.			
<b>49 Lifetime of the Investment Property at Port of Hambantota</b>				
	The estimated life time of the property leased for the 99 years period to HIPG and HIPS were taken as 100 years since the revenue from leasehold rights will be amortized during the same period			
<b>50 Compensation Paid for a Land Not Within Port of Hambantota Project Area</b>				
	The SLPA has paid compensation for a land area in Port of Hambantota which is not within the project area handed over to HIPG Limited. Since this land area is being vested to SLPA by Divisional Secretary – Hambantota, it has not been capitalized in the books of SLPA. Once the land vesting process is completed, it can be capitalized.			
<b>51 Galle Port Development Project (SLP-85 LOAN)</b>				
	The cost incurred for the feasibility study conducted for the Galle Development project amounting to Rs.422,527,274 will be utilized for the proposed development of Galle port at present .Hence will be kept as WIP in the financial Statement of the Authority until capitalized.			
<b>52 Reason for Not Determining Fair Value of Investment Properties</b>				
	Investment properties are port infrastructure mainly comprising of maritime developments and structures . Whilst recent port development projects of this non existence nature are few if In these circumstances there was no basis to obtain a rational estimate for market value , whereas adequate sources data were apply for cost based valuation			
<b>53 Asset Clearing Accounts</b>				
	Asset clearing account is a temporary account provided to keep amounts until capitalized. The balance available in the asset clearing account remaining until goods are being delivered to the relevant division and till the documents are received to Finance Division for capitalization purpose.			
<b>54 Receivable from General Treasury</b>				
	Repayment of loans by SLPA for the loans obtained for construction of Port of Hambantota from July to December 2017 and stamp duty paid on 12.12.2017 for site lease agreement was accounted as Receivable from Treasury in line with the Cabinet Decision dated 02.08.2017 and 11.10.2017 amounting to Rs.5,156,049,274.99, which has not been reimbursed by the General Treasury during the year 2022.			
<b>55 Provisions for Claims</b>				
	During the year SLPA has kept a reliable estimate of Rs.6,399,539,821.20 as provision for legal claims.			
	Cases of Supreme Court	921,909,819.00		
	Court of Appeal	5,271,117,182.30		
	Cases of High Court	75,389,021.54		
	Cases of District Court	1,964,408.50		
	Commercial	11,892,723.86		
	Industrial	22,637,194.00		
	Labour Tribunal	16,045,520.00		
	Custom Inquiry	76,583,952.00		
	Workmen Compensation	2,000,000.00		
	Detail Breakdown will be provided when submitting the Schedules to the government audit/ Board of directors Approval			
<b>56 Renovation Works of observation deck at Galle Face Green</b>				
	SLPA has proceeded with a payment for the renovation works of observation deck at GFG amounting Rs. 8,750,391.16 ( including taxes) subject to reimbursement of the cost receivable from SLPMCS. Since SLPMCS is refusing the reimbursement, it is doubtful that they will show the amount as payable to SLPA in their Financial Statements.			

# NOTES TO THE FINANCIAL STATEMENTS

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NOTES TO THE FINANCIAL STATEMENTS	
<b>57</b>	<b>Loan Balance of Loans obtained for the Development of ECT from BOC</b>
	As per the Cabinet decision No. 17/1588/702/041 dated 02.08.2017 the repayment of loans obtained for the development of Port of Hambantota has been undertaken by General Treasury (GT) w.e.f. 21st July, 2017. Due to delay in settling the loan balance by GT with respect to H'tota loan, BOC has taken action to deduct arbitrary the relevant dues from the loan servicing correctly done for the ECT loan. Accordingly the correct outstanding balance for the ECT loan is not reflected in SLPA books and BOC has imposed late fees and penalty for ECT loan indicating that SLPA has not carried out loan servicing accurately. Treasury has agreed to settle the matter and requested correct balance from SLPA on 26.11.2019 and reply has been sent by letter dated 20.12.2019. After that several reminders (Latest letter dated 14.11.2022) has been sent to Bank of Ceylon to reversal the above amount and still not received any reply from BOC.
<b>58</b>	<b>Capitalization Of CICT Land</b>
	Rs. 45,259,355,840 (Net Book Value) worth of Land was recognized to books of SLPA as per the Board Approval. The adjustments were made retrospectively as per LKAS 08, Accounting Policies, Changes in Accounting Estimates & Errors.
<b>59</b>	<b>Income Tax Receivable</b>
	As per the Income Tax return there is a Tax refund of Rs.2, 683,323,408.00 Until the pending cases at the Court of Appeal has finalized the SLPA has unable to setoff the above refund from Income Tax payable.
<b>60</b>	<b>Construction of JCT Oil Tank</b>
	As per agreement between SLPA & JCT Ltd, SLPA construct Oil Storage Tank for JCT Ltd. The Construction work was completed in 2022. As per the agreement JCT Ltd will reimburse the Construction cost of SLPA. Therefore SLPA considered this as a Infrastructure Development fees received from JCT Ltd.
<b>61</b>	<b>Contribution for the consolidated Fund</b>
	During the year 2022 Rs. 1,000 Mn was paid to General Treasury as Dividends for the Financial Years 2021 & 2020.
<b>62</b>	
	The letter of Credit (LC) facility amounting to USD 282.56 Mn for the purpose of importation of ECT handling equipment was obtained on 31st December 2021. As at 31.12.2022 above LC facility has been reduced to USD 197.818 Mn.
<b>63</b>	
	Out of the total amount of Rs.347,710,419.80 of advance to suppliers, as at Mid of February 2023 unsettled balance was Rs.35,510,643.31 only.
<b>64</b>	
	According to the cabinet memorandum submitted by the Hon.Minister of Finance ,Economic Stabilization and National Policies No. MF/PE/001/CN/2023/005 and dated 20/01/2023 , the loans obtained to construct port of Hambantota will be taken to the books of General Treasury.
<b>65</b>	
	SLPA is in the process of obtaining approvals to wind up the Subsidiary company, Lanka Gas Terminal Pvt Ltd. Hence, the required disclosures would be made as per SLFRS 05 when it is classified as Held For Sale.
<b>66</b>	
	The accounting treatment done by JCT Ltd in recognizing the Construction of oil tanks as a differed asset was questioned by the Government Auditor. Based on the recommendation given by the Audit Committee of JCT Ltd they will seek written advice from the Chartered Institute for recording this transaction and if any change is required, the group accounts will be adjusted accordingly and will be resubmitted to the Auditor General.

# NOTES TO THE FINANCIAL STATEMENTS

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FOR THE YEAR ENDED 31 DECEMBER 2022						
<b>67</b>	<b>Related Party Disclosures</b>	The Authority's related parties includes Treasury of Sri Lanka, Government related institutions, subsidiary, associate and key management personnel.				
<b>67.1</b>	<b>Transactions with Key Management Personnel</b>	According to the Sri Lanka Accounting Standards LKAS.24 "Related Party disclosures" key Management personnel are those having responsibility for planning, directing and controlling the activities of the entity directly or indirectly. Accordingly, the Board of Directors including executive and Non-Executive Directors has been classified as key management personnel.				
	<b>Transactions with Key Management Personnel are given below.</b>				<b>2022</b>	<b>2021</b>
	Remuneration and Other Short-Term Employee Benefits				35,925,696	40,959,708
	Balance Outstanding - Loans and Advances				21,841,014	116,490
	Termination Benefits					
<b>67.2</b>	<b>Related Party Transactions</b>	Details of significant related party transactions that Authority carries out are as follows:				
	<b>Name of the Institution</b>	<b>Relationship</b>	<b>Name of Directors / Representatives</b>	<b>Nature of Transactions</b>	<b>Transaction Value</b>	<b>Payable</b>
						<b>Receivable</b>
	Treasury of Sri Lanka	Capital Contributor		Loan granted	55,185,112	-
				Loan repaid	6,674,775,802	-
				Interest paid	865,877,440	-
	Sri Lanka Port Management & Consultancy Services (Pvt) Ltd	Associate Company	Dr. G. S. A. Kodagoda	Payment for Janitorial Services received	54,374,082	11,696,888
				Payment for Loading and Unloading services, Provision of Terminal Operators & Supervisors at ECT	171,729,219	25,397,671
				Lashing & Unlashing Service	78,177,828	12,137,689
				Inter Terminal Trucking	14,652,524	-
				Reefer Monitoring	10,525,208	2,979,180
				Welfare Creche	2,736,660	294,860
				Covid Treatment centre	10,224,228	7,688,805
				SLPA Salaries Reimbursement	26,534,854	2,818,304
				Dividend receivable	441,931	-
	Jaya Container Terminal Ltd	Subsidiary Company	Mr. Keith D. Bernard Mr. Rohan De Silva Mr. G. U. K. Algewattage	Administrative & Infrastructure fee paid	608,028,143	59,771,769
				Dividend received	15,000,000	-
				Supply of fuel	6,789,955	1,397,959
				Issuance of Medicines	47,594	52,779
				Telephone Bills	372,762	-
						106,292
	South Asia Gateway Terminal (Pvt) Ltd	Related Company	Mr. Keith D. Bernard Mr. G. U. K. Algewattage	Rent received	1,145,077,039	-
				Royalties received	2,084,625,859	-
				Dividend received	2,109,349,372	-
				Fire fighting service	200,013	-
						200,013
	Colombo International Container Terminal Ltd	Related Company	Mr. Keith D. Bernard Mr. Rohan De Silva	Lease/Rent Received	2,353,468,797	-
				Royalty received	5,554,255,802	-
				Lump Sum Premium Income	103,534,286	-
				Dividend received	4,156,612,500	-
				ECT yard for Temporary Stacking	92,182,504	-
						92,182,504
	Magampura Port Management Company	Subsidiary Company		Administration Fees Payable	-	71,819,156
				Fuel Charges	-	1,399,116
				Insurance Claim Payable	-	25,719,981
				Salaries	-	-
						5,800,921
	Colombo Dockyard PLC	Related Company	Mr. Rohan De Silva Dr. Prasantha Jayamanne	Dividend received	2,186,191.00	-
				Navigation & Stevedoring charges	1,087,814.53	-
						1,087,814.53
	Hambanthota International Port Services Ltd		Mr. Keith D. Bernard Mr. Rohan De Silva Mr. G. U. K. Algewattage Mr. Ranjith Maligaspe	Amortisation of lease hold rights	731,198,730.11	-
						-
	Hambanthota International Port Group Ltd	Related Company	Mr. Rohan De Silva Mr. G. U. K. Algewattage	Royalty Income	37,172,000.00	-
				Amortisation of lease hold rights	981,799,130.33	-
						37,174,827.80
	Colombo International West Terminal pvt Ltd	Related Company		Lump Sum Premium Income	96,428,571.43	-
						-

## Financial Risk Management

The Authority has exposure to the following risks from its use of financial instruments:

1. Credit Risk
2. Liquidity Risk
3. Market Risk ( Currency Risk and Interest Rate Risk)

The financial instruments of the Authority comprise of equity investments (listed and unlisted), term deposits, money market investments, and cash. The main purpose of investment in term deposits, money market investments are to raise and maintain liquidity for the operations. Investments in equity are strategic investments and the Authority has other financial instruments such as trade & other receivables and trade & other payables which arise directly from its business activities. Further, the Authority has interest bearing borrowings which were borrowed from the Government of Sri Lanka and financial institutions for ports expansion and development projects.

### 1. Credit Risk

Credit risk is the risk of financial loss to the Authority if a customer fails to meet its contractual Obligations, and arises principally from the receivables from customers including Sri Lanka forces, other Government institutions and investment securities.

### Trade Receivables

The Authority trades mainly with shipping agents and Government institutions. The management assesses the credit quality of the shipping agents based on the past experience and other factors such as financial guarantees from shipping agents. In addition, outstanding balances are monitored on an ongoing basis in the management committee and the Board.

The SLPA follows ‘simplified approach’ for recognition of impairment loss allowance on Trade receivables. The application of simplified approach does not require the SLPA to track changes in credit risk. Rather, it recognizes impairment loss allowance based on lifetime ECLs at each reporting date, right from its initial recognition. As a practical expedient, the SLPA uses a provision matrix to determine impairment loss allowance on portfolio of its trade receivables. The provision matrix is based on its historically observed default rates over the expected life of the trade receivables and is adjusted for forward looking estimates. At every reporting date, the historical observed default rates are updated and changes in the forward-looking estimates are analyzed. On that basis, the SLPA estimates provision on trade receivables at the reporting date. Impairment loss allowance charges (or reversal) recognized during the period is recognized as income/ expense.

### Other Financial Assets

Credit risk arising from other financial assets of the Authority comprises term deposits, cash and cash equivalents. The authority’s exposure to credit risk arises from default in meeting contractual obligation of contractual parties, with a maximum exposure equal to the carrying amount of these financial instruments. The Authority manages its credit risks

## NOTES TO THE FINANCIAL STATEMENTS

with regard to these financial instruments by mainly placing its fund with state financial institutions and other government institutions.

### 2. Liquidity Risk

Liquidity risk is the risk that the Authority will not be able to meet its financial obligations as they fall due. The Authority's approach to managing liquidity is to ensure, as far as possible, that it will always have sufficient cash to meet its liabilities when due, under both normal and unexpected conditions, without incurring unacceptable losses or risking damage to the Authority's reputation.

Forecasting of operational cash flows (Recurring Budgets) and Capital Budgets are prepared annually. The finance division monitors the both capital and recurring budgets and liquidity requirements to ensure the Authority has sufficient cash to meet operational needs. At the end of the reporting period, the Authority held term deposits, short-term government securities and other liquid assets amounting to Rs. 115,028,779,249.45 (2021: Rs. 71,349,659,950.52).

The following table depicts the Authority's financial liabilities maturity analysis based on the remaining period at the end of the reporting period to the contractual maturity date. The amounts disclosed in the table are the contractual undiscounted cash flows.

*Expressed in Sri Lanka Rs.*

Financial Liabilities	31-Dec-22			31-Dec-21		
	Less than 1 Year	More than 1 Year	Total	Less than 1 Year	More than 1 Year	Total
Borrowings - Government	8,924,559,413	78,885,991,365	87,810,550,778	5,088,708,668	47,806,929,003	52,895,637,670
Borrowings - Financial Institutions	3,612,798,808	2,798,525,037	6,411,323,845	2,653,014,068	4,702,382,701	7,355,396,768
Trade and Other Creditors	3,883,020,370	-	3,883,020,370	1,481,619,057	-	1,481,619,057
<b>Total</b>	<b>16,420,378,591</b>	<b>81,684,516,402</b>	<b>98,104,894,993</b>	<b>9,223,341,792</b>	<b>52,509,311,703</b>	<b>61,732,653,496</b>

### 3. Market Risk

Market risk is the risk that changes in market prices, such as foreign exchange rates and interest rates which will affect the Authority's income or the carrying value of holdings of financial instruments.

#### 3.1 Currency Risk

The Authority's exposure to currency risk arising from fluctuations in the value of US Dollar (USD) against the Sri Lankan Rupee after Central Bank of Sri Lanka allowed the Sri Lanka Rupees to freely float against US Dollar during the reporting period. The

## NOTES TO THE FINANCIAL STATEMENTS

Authority's functional currency is Sri Lanka Rupees in which most of the transactions are denominated. However, Interest bearing borrowings in relating to ports expansion and development projects and certain bank balances and a shipping agent receivables (Example "MSC Lanka (Pvt) Ltd" etc.) are denominated in foreign currencies (Japan Yen and US Dollars).

As a result of the free floating of US Dollar & Japanese Yen due to appreciation/ depreciation of the Sri Lanka Rupees against the USD/ JPY Yen had an impact on the operating results for the reporting period 2022 which amounts to Rs. 4,190,928,257.21 arising from re-payment of borrowings and invoicing of services rendered to shipping agent (example "MSC Lanka (Pvt) Ltd" etc.) However, the Authority in order to mitigate the impact of currency movement for repayment of borrowings uses the same currency for repaying through bank deposits maintained in the same currency.

Please refer the note 24 and 25 to the financial statements relating to interest bearing borrowings and details of the borrowings denominated in foreign currencies.

### 3.2 Interest Risk

The Authority's exposure to interest risk is the changes in market interest rates relate to the interest bearing borrowings with a fixed and floating interest rate and bank deposits.

Rs. 86,402,873,460 (2021: Rs. 53,068,461,138) of the Authority's interest bearing loans and borrowings carried interest at floating rates others amounts to Rs. 7,819,001,164 (2021: Rs. 7,182,573,301) carried interest at fixed rates.

The Authority has cash and bank balances including deposits placed with the Government and state banks. The Authority monitors interest rate risk by actively monitoring interest rate movements.

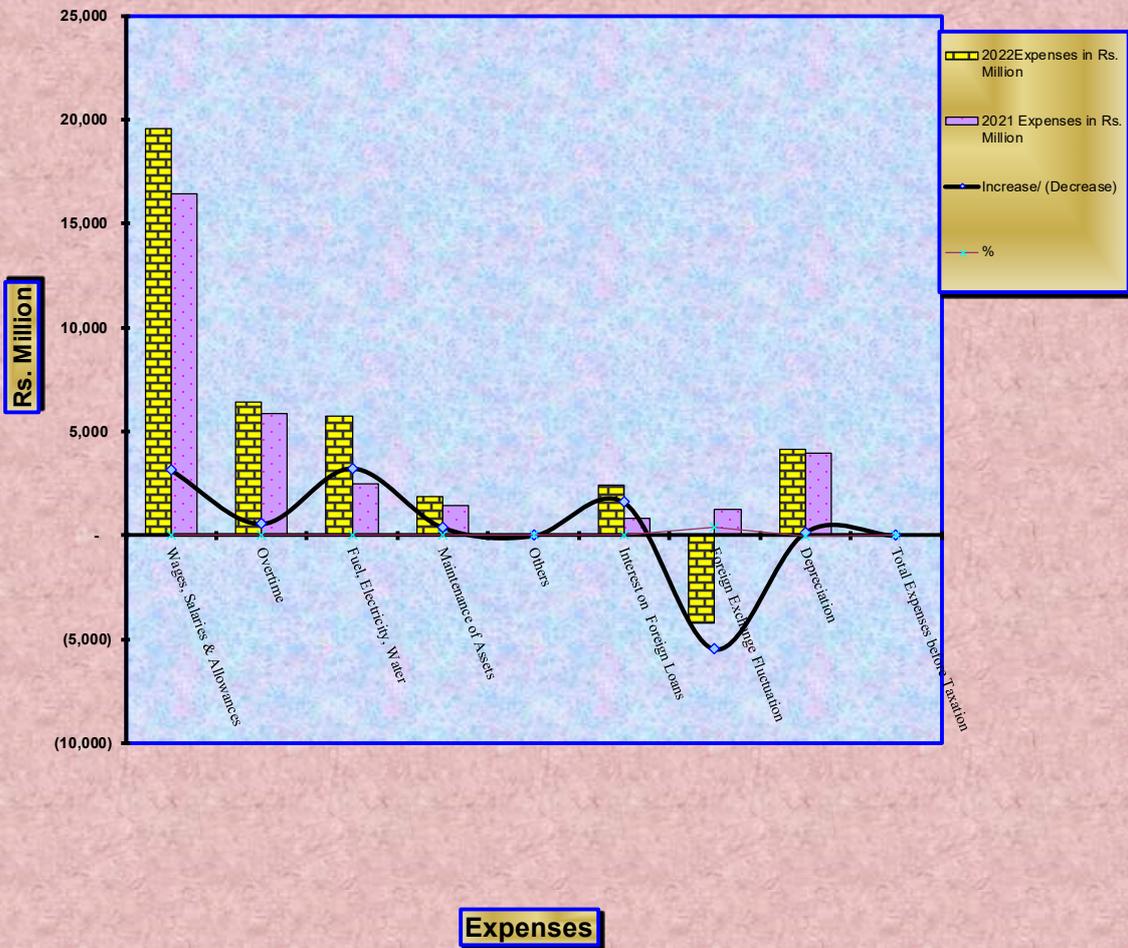
Loan	2022(RS.)	2021 (RS.)
<b>Floating Rate</b>		
Colombo Port Expansion ( South Harbour)	79,991,549,615	45,713,064,369
Development of East Container Terminal - Bank of Ceylon	3,118,941,452	3,733,776,137
Construction of Sooriyawewa Stadium - Peoples Bank Loan	3,292,382,393	3,621,620,632
<b>Fixed Rate</b>		
Colombo Port Development Project	7,482,624,777	7,031,695,128
Rehabilitation of KKS Loan	336,376,387	150,878,173

## NOTES TO THE FINANCIAL STATEMENTS

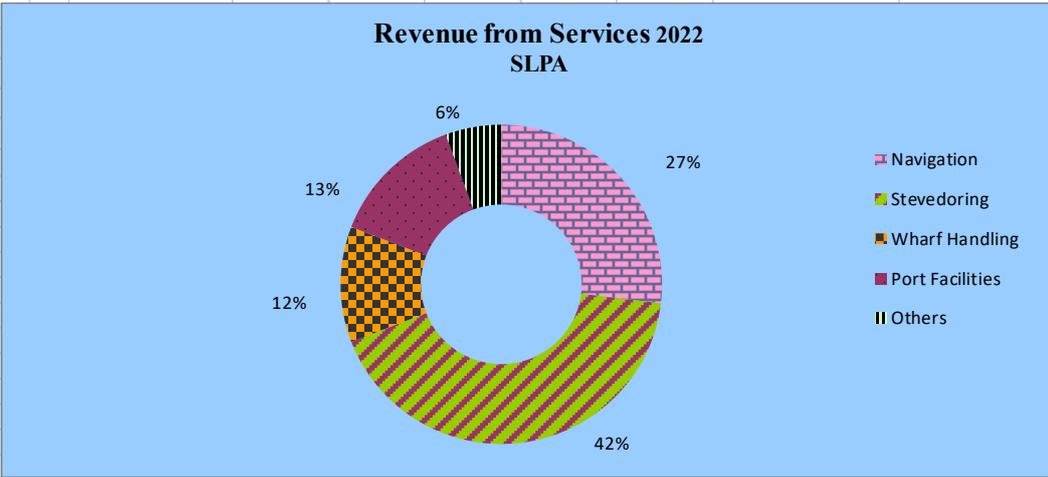
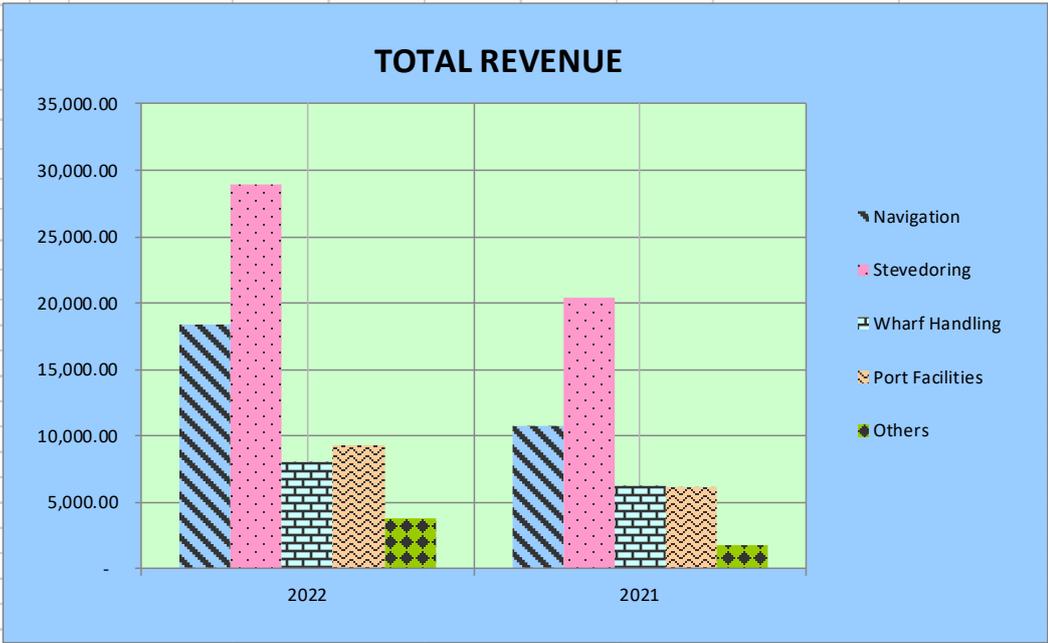
NOTES TO THE FINANCIAL STATEMENTS							
FOR THE YEAR ENDED 31 DECEMBER 2022							
Terms and conditions of borrowing facilities							
Loan Name	Lending Institution	Currency	Interest Rate	Loan Amount (In Loan currency)	Out Standing Balance as @ 31/12/2022 (Rs)	Borrowing cost (Rs)	
JBIC Loans	SLP-33	JAICA	JPY	2.60%	6,828,220,432	937,792,371	
	SLP-41		JPY	2.60%	4,878,185,478	1,339,941,498	
	SLP-46		JPY	2.60%	2,644,187,565	2,723,616,158	
	SLP-67 i		JPY	1.80%	1,354,512,318	1,540,303,740	
	SLP-67 ii		JPY	0.75%	217,445,997		
	SLP-85		JPY	0.30%	14,495,000,000	882,265,162	
Rehabiliattion of KKS loan	Export Import Bank of India	USD	1.75%	45,270,000	336,376,387	8,500,092.25	
ADB-2319	Asian Development Bank	US \$	Libor+0.6%	300,000,000	78,648,410,857		
Constrection of Sooriyawawa Stadium	Peoples Bank	LKR	AWPLR+2.5%	3,950,858,870	3,292,382,394		
East Container Terminal	Bank of Ceylon	US \$	6 Months Libor+4.25%	80,000,000	3,118,941,452		
			<b>Total</b>		<b>92,820,030,018</b>	<b>8,500,092.25</b>	
			Accrued Interest		1,401,844,606		
					<b>94,221,874,624</b>		
		Note 24	Borrowings - Government of Sri Lanka		87,810,550,778		
		Note 25	Borrowings - Financial Institutions		6,411,323,845		
					<b>94,221,874,624</b>		

FOR THE YEAR ENDED 31 DECEMBER 2022

**OPERATIONAL & OTHER EXPENSES**



FOR THE YEAR ENDED 31 DECEMBER 2022





# ජාතික විගණන කාර්යාලය

## தேசிய கணக்காய்வு அலுவலகம்

### NATIONAL AUDIT OFFICE



මගේ අංකය  
எனது இல.  
My No.

පිපීඑස්/ජී/එස්එල්පී/01/2022/1

ඔබේ අංකය  
உமது இல.  
Your No.

දිනය  
திகதி  
Date

2023 මැයි 31 දින

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ශ්‍රී ලංකා වරාය අධිකාරිය

ශ්‍රී ලංකා වරාය අධිකාරියේ සහ එහි පරිපාලිත සමාගම්හි 2022 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ ඒකාබද්ධ මූල්‍ය ප්‍රකාශන සහ වෙනත් තෛතික හා නියාමන අවශ්‍යතා පිළිබඳව 2018 අංක 19 දරන ජාතික විගණන පනතේ 12 වන වගන්තිය ප්‍රකාරව විගණකාධිපති වාර්තාව.

යථෝක්ත වාර්තාව මේ සමඟ එවා ඇත.

ඩබ්ලිව්.පී.සී.වික්‍රමරත්න

විගණකාධිපති

පිටපත් - (1) ලේකම් - වරාය, නාවික හා ගුවන් සේවා අමාත්‍යාංශය

(2) ලේකම් - මුදල්, ආර්ථික ස්ථායීකරණ සහ රාජ්‍ය ප්‍රතිපත්ති අමාත්‍යාංශය





# ජාතික විගණන කාර්යාලය

## தேசிய கணக்காய்வு அலுவலகம்

### NATIONAL AUDIT OFFICE



මගේ අංකය  
எனது இல.  
My No.

පිළිපිස්/පි/පිපිපි/01/2022/1

ඔබේ අංකය  
உமது இல.  
Your No.

දිනය  
திகதி  
Date

2023 මැයි 31 දින

සභාපති

ශ්‍රී ලංකා වරාය අධිකාරිය.

ශ්‍රී ලංකා වරාය අධිකාරියේ සහ එහි පරිපාලිත සමාගම්හි 2022 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ ඒකාබද්ධ මූල්‍ය ප්‍රකාශන සහ වෙනත් තෛතික හා නියාමන අවශ්‍යතා පිළිබඳව 2018 අංක 19 දරන ජාතික විගණන පනතේ 12 වන වගන්තිය ප්‍රකාරව විගණකාධිපති වාර්තාව.

#### 1. මූල්‍ය ප්‍රකාශන

##### 1.1 තත්ත්වගණනය කළ මතය

ශ්‍රී ලංකා වරාය අධිකාරියේ (“අධිකාරිය”) සහ එහි පරිපාලිත සමාගම්හි (“සමූහය”) ඒකාබද්ධ මූල්‍ය ප්‍රකාශනවල ඇතුළත් 2022 දෙසැම්බර් 31 දිනට මූල්‍ය තත්ත්ව ප්‍රකාශනය සහ එදිනෙන් අවසන් වර්ෂය සඳහා වූ විස්තීර්ණ ආදායම් ප්‍රකාශනය, හිමිකම් වෙනස්වීමේ ප්‍රකාශනය සහ එදිනෙන් අවසන් වර්ෂය සඳහා මුදල් ප්‍රවාහ ප්‍රකාශනය සහ මූල්‍ය ප්‍රකාශනවලට අදාළ සටහන්, සාරාංශගත වැදගත් ගිණුම්කරණ ප්‍රතිපත්තිවලින් සමන්විත 2022 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය ප්‍රකාශන ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ ආණ්ඩුක්‍රම ව්‍යවස්ථාවේ 154 (1) ව්‍යවස්ථාව සමඟ සංයෝජිතව කියවිය යුතු 2018 අංක 19 දරන ජාතික විගණන පනතේ සහ 1971 අංක 38 දරන මුදල් පනතේ විධිවිධාන ප්‍රකාර මාගේ විධානය යටතේ විගණනය කරන ලදී. ආණ්ඩුක්‍රම ව්‍යවස්ථාවේ 154 (6) ව්‍යවස්ථාව ප්‍රකාරව මාගේ වාර්තාව යථා කාලයේදී පාර්ලිමේන්තුවේ සභාගත කරනු ලැබේ.

මාගේ වාර්තාවේ තත්ත්වගණනය කළ මතය සඳහා පදනම කොටසේ විස්තර කර ඇති කරුණු වලින් වන බලපෑම හැර, අධිකාරියේ සහ සමූහයේ මූල්‍ය ප්‍රකාශන තුළින් 2022 දෙසැම්බර් 31 දිනට මූල්‍ය තත්ත්වය සහ එදිනෙන් අවසන් වර්ෂය සඳහා ඒවායේ මූල්‍ය ක්‍රියාකාරිත්වය හා මුදල් ප්‍රවාහ ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිතීන්ට අනුකූලව සත්‍ය හා සාධාරණ තත්ත්වයක් පිළිබිඹු කරන බව මා දරන්නා වූ මතය වේ.



**1.2 තත්වගණනය කළ මතය සඳහා පදනම**

- (අ) ශ්‍රී ලංකා මූල්‍ය වාර්තාකරණ ප්‍රමිති අංක 13 (SLFRS 13) හි 76 වගන්තිය අනුව වෙනත් විස්තීරණ ආදායමක් හරහා සාධාරණ අගයකින් මනිනු ලබන මූල්‍ය වත්කම් හඳුනාගැනීමේදී පළමු මට්ටම (Level 01) යටතේ වර්ග කිරීම සඳහා ක්‍රියාකාරී වෙළෙඳපොල මිලක් පැවතිය යුතු නමුත්, අධිකාරියෙහි ගිණුම්කරණ ප්‍රතිපත්ති 2.5.4 ට අනුව වෙළෙඳපොල මිලක් නොමැති ලැයිස්තුගත නොකල නව සමාගමක් වන කලම්බු වෙස්ට් ඉන්ටර්නැෂනල් ටර්මිනල් සමාගම (Colombo West International Terminal Pvt Ltd) පළමු මට්ටම යටතේ වර්ග කර හෙලිදරව් කර තිබුණි.
- (ආ) ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 16 (LKAS 16) හි 51 වන වගන්තිය අනුව ස්ථාවර වත්කම්වල ඵලදායී ජීවකාලය හා සුන්බුන් අගය වාර්ෂිකව සමාලෝචනය කර වෙනසක් සිදු වන්නේ නම් එම වෙනස ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත 8 ප්‍රකාරව ගිණුම්වලට ගැලපුම් කළ යුතු වුවත් 2022 දෙසැම්බර් 31 දිනට අධිකාරියෙහි ගාල්ල වරාය සතුව පැවති ධාරණ අගය රු.මිලියන 4,365 ක් වූ වර්ග 11 කට අයත් වත්කම් සමාලෝචනය කර ගිණුම්වලට ගැලපීමට කටයුතු කර නොතිබුණි.
- (ඇ) ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 21 (LKAS 21) හි 21 වගන්තිය අනුව විදේශ මුදලින් වන ගනුදෙනු, ගනුදෙනු සිදුවන අවස්ථාවේ පැවති එතැන් විනිමය අනුපාතය (Spot Rate) යොදාගනිමින් දේශීය මුදලට පරිවර්තනය කල යුතුය. එසේ වුවද, අධිකාරිය විසින් ආදායම් හඳුනාගැනීමේදී එතැන් විනිමය අනුපාතයේ මිලට ගැනුම් අනුපාතය (Buying Rate) යොදාගැනීම වෙනුවට, වැඩි අගයක් සහිත විකුණුම් අනුපාතය (Selling Rate) යොදාගෙන තිබීම නිසා අධිකාරියේ ආදායම අධිකක්සේරු වී තිබුණි.
- (ඈ) ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 21 (LKAS 21) හි 23 (අ) වගන්තිය අනුව ගිණුම්කරණ කාලපරිච්ඡේදය අවසානයේදී විදේශ මුදලින් වන මූල්‍ය වත්කම් හඳුනාගැනීමේදී වාර්තාකරණ කාලච්ඡේදයේ අවසාන දිනට පැවති “අවසාන විනිමය අනුපාතය” (Closing rate) භාවිතා කර දේශීය මුදලට පරිවර්තනය කල යුතු වුවද, අධිකාරිය විසින් 2022 දෙසැම්බර් 31 දිනට ණයගැති වටිනාකම වාර්තා කිරීමේදී එක් එක් ණයගැතියාගේ නිරවුල් නොවූ බිල්පත් වල රුපියල් වටිනාකම බිල්පත් දිනට පැවති විනිමය අනුපාතය යටතේ දක්වා තිබුණි. මේ හේතුවෙන් ණයගැති වටිනාකම 2022 දෙසැම්බර් 31 දිනට පැවති තත්ත්වය නිරූපණය නොවුණි.
- (ඉ) ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 28 (LKAS 28) හි 17 වන වගන්තිය අනුව ආශ්‍රිත සමාගම්වල ආයෝජන ගිණුම්කරණය සඳහා ස්කන්ධ ක්‍රමය අනුගමනය කිරීම අවශ්‍ය නොවන්නේ මව් සමාගම (Parent Company) විසින් සමුභ මූල්‍ය ප්‍රකාශන (Consolidated Financial Statements) පිළියෙළ කිරීමෙන් නිදහස් අවස්ථා වලදී පමණි. එසේ වුවද, අධිකාරියෙහි



ගිණුම්කරණ ප්‍රතිපත්ති 2.2.2 ට අනුව ආශ්‍රිත සමාගම්වල ආයෝජන ගිණුම්කරණය සඳහා ස්කන්ධ ක්‍රමය (Equity Method) යොදා ගන්නා බව සඳහන් කර තිබූ නමුත් අධිකාරිය විසින් 2022 දෙසැම්බර් 31 දිනට සමුභය වෙනුවෙන් මූල්‍ය ප්‍රකාශන පිළියෙළ කර තිබුණ ද, අධිකාරියේ ආශ්‍රිත සමාගම්වල ආයෝජන පිරිවැයට (Cost Method) හඳුනාගෙන තිබුණි. මේ හේතුවෙන් අධිකාරියේ වත්කම් රු.මිලියන 765.6 ක් අඩුවෙන් දක්වා තිබුණි.

(ඊ) 2017 නොවැම්බර් සිට මෙහෙයුම් කටයුතු නතර කර තිබූ අධිකාරියේ පරිපාලිත සමාගමක් වන මාගම්පුර වරාය කළමනාකරණ සේවා (පුද්ගලික) සමාගම [MPMCS] විසින් 2014 වර්ෂයේදී පුද්ගලික බැංකුවකින් ඇමරිකානු එක්සත් ජනපද (ඇ.එ.ජ) ඩොලර් මිලියන 24 ක ණය මුදලක් ලබාගෙන තිබුණි. එයින් ඇ.එ.ජ ඩොලර් මිලියන 18.82 (රු. මිලියන 6,836) ක් මෙම වාර්තාවේ දින වන විටත් පියවා නොතිබූ අතර ණය පියවීම සඳහා සමාගම සතුව ප්‍රමාණවත් වත්කම් නොමැති බවද නිරීක්ෂණය විය. බැංකුව විසින් මෙම ණය අයකර ගැනීම සඳහා පරිපාලිත සමාගමට හා අධිකාරියට විරුද්ධව නඩු දෙකක් 2020 වර්ෂයේ කොළඹ දිසා අධිකරණයේ පවරා තිබුණ ද, ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 37, 1 (අ) වගන්තිය අනුව ඒ සඳහා අසම්භාව්‍ය බැරකම් වෙන්කිරීමක් සිදුකර නොතිබුණි.

(උ) ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 37 (LKAS 37) හි 85 වගන්තිය අනුව එක් එක් ප්‍රතිපාදනය සඳහා අදාළ බැඳීම් ස්වරූපය පිළිබඳව කෙටි විස්තරයක්, ගෙවීමට සිදුවන කාල වකවානු හා අවිනිශ්චිතභාවයන් පිළිබඳව හෙළිදරව් කලයුතු වුවත් අධිකාරියෙහි 2022 දෙසැම්බර් 31 දිනට මූල්‍ය තත්ත්ව ප්‍රකාශයේ ඇතුළත් රු.මිලියන 6,399 ක හිමිකම් පෑ හැකි වෙන්කිරීම් සම්බන්ධයෙන් ප්‍රමිතය ප්‍රකාරව කටයුතු කර නොතිබුණි.

(ඌ) ගිණුම්කරණ සංකල්පනාත්මක රාමුවෙහි (Conceptual framework) 2.6. අනුව මූල්‍ය ප්‍රකාශන පරිශීලනය කරන්නන් හට තීරණ ගැනීම සඳහා මූල්‍ය ප්‍රකාශන වල ඉදිරිපත් කරන තොරතුරු අදාළ (Relevance) විය යුතු නමුත් පහත අවස්ථාවලදී අධිකාරිය ඒ අනුව කටයුතු කර නොතිබුණි.

(i) අධිකාරියේ ආදායම හඳුනාගැනීමේදී රුපියල් වටිනාකමට අමතරව ඇ.එ.ජ ඩොලර් වටිනාකම සටහන් මගින් දක්වා නොතිබීම හේතුවෙන් අධිකාරියේ මෙහෙයුම් කටයුතු වල පහළයාමට සාපේක්ෂ ආදායමෙහි වර්ධනය/ පහළයාම පැහැදිලිව හඳුනාගත නොහැකි වී තිබූ අතර 2021 වර්ෂයට සාපේක්ෂව 2022 වර්ෂයේ විදේශ විනිමය ගැලපීම මත සිදුවී ඇති ආදායම් ඉහළයාම පරිශීලකයින්ට වඩා පැහැදිලිව හඳුනාගත නොහැකි වී තිබුණි.

(ii) ලැයිස්තුගත නොකළ කොටස්වල ආයෝජනයෙහි 2022 දෙසැම්බර් 31 දිනට සාධාරණ අගයේ ඉහළ යාම රු.මිලියන 29,974 ක් වූ අතර එම වටිනාකම තුළ වූ හම්බන්තොට ජාත්‍යන්තර වරාය සමූහ සමාගමෙහි (HIPG) ආයෝජිත කොටස්වල සාධාරණ අගය 2021



සිට 2022 වර්ෂය දක්වා රු.මිලියන 143 කින් (ඇ.එ.ජ.ඩොලර් 396,908.82 ) අඩු වී තිබුණි. නමුත් විදේශ විනිමය අනුපාතය ඉහළයාමේ ප්‍රතිඵලයක් ලෙස HIPG සමාගම ඇතුළු අනෙකුත් ආයෝජිත සමාගම් වල කොටස්හි සාධාරණ අගය සැලකිය යුතු ලෙස ඉහළ ගොස් තිබුණි. අධිකාරිය විසින් සමාගම් වල කොටස් ආයෝජනයන්හි සාධාරණ අගය හඳුනාගැනීමේදී රුපියල් වටිනාකමට අමතරව ඇ.එ.ජ ඩොලර් වටිනාකම සටහනක් ඉදිරිපත් කර නොතිබුණු බැවින් ආයෝජන වල වටිනාකම සමග විදේශ විනිමය ගැලපීම මත සිදුවී ඇති සාධාරණ අගයේ ඉහළයාම මූල්‍ය ප්‍රකාශන මඟින් පිළිබිඹු නොවුණි.

(ඵ) විගණනය සඳහා සාක්ෂි නොමැති වීම.

(i) විගණන දින වන විටත් නිරවුල් නොකල පහත දැක්වෙන වටිනාකම් මහා භාණ්ඩාගාරයෙන් ලැබිය යුතු ලෙස මූල්‍ය ප්‍රකාශනවල දක්වා තිබූ නමුත් ශේෂ සනාථ මඟින් තහවුරු කර නොතිබුණු අතර 2022 වර්ෂය සඳහා වූ ජනරජ මූල්‍ය ප්‍රකාශනවල ගෙවිය යුතු ශේෂ තුළ ද මෙම ශේෂ ඇතුළත් කර නොතිබුණි.

- හම්බන්තොට වරාය ඉදිකිරීමේ ව්‍යාපෘතිය සඳහා ලබාගත් ණය මුදල වෙනුවෙන් වාරිකයක් ලෙස අධිකාරිය විසින් 2017 වර්ෂයේදී ගෙවන ලද රු. මිලියන 4,406 ක් හා මුද්දර ගාස්තු රු. මිලියන 372 ක් ද ඇතුළුව 2022 දෙසැම්බර් 31 දිනට රු.මිලියන 4,778 ක මුදල.
- හම්බන්තොට වරාය සංවර්ධන ව්‍යාපෘතිය යටතේ තෙල් ටැංකි ඉදිකිරීමේ ව්‍යාපෘතිය සඳහා මහා භාණ්ඩාගාරය විසින් රාජ්‍ය බැංකුවකින් ලබාගෙන තිබූ ඩොලර් ණය මුදල් මහා භාණ්ඩාගාරය විසින් නියමිත වේලාවට නොගෙවීම හේතුවෙන් 2018 වර්ෂයේදී එම රාජ්‍ය බැංකුවේ අධිකාරිය නමින් පවත්වාගෙන යන ඇ.එ.ජ ඩොලර් ගිණුමෙන් බැංකුව විසින් අයකරගෙන තිබූ ඇ.එ.ජ ඩොලර් 635,069, එනම් රු. මිලියන 377.8 ක මුදල.

(ii) ලංකා කෝල් සමාගමෙහි (Lanka Coal Company) කොටස්වල ආයෝජනයෙහි 2022 දෙසැම්බර් 31 දිනට සාධාරණ අගය, මූල්‍ය ප්‍රකාශනවල හඳුනාගෙන නොතිබූ අතර එහි ශුද්ධ වත්කම් අගය 2021 සිට 2022 වර්ෂය දක්වා වෙනස් නොවී ඇති බවට මූල්‍ය ප්‍රකාශනවල හෙළිදරව් කර තිබූ නමුත් 2021 වර්ෂයේ එම සමාගමෙහි මූල්‍ය ප්‍රකාශන විගණනයට ඉදිරිපත් නොවුණු බැවින් එහි නිවැරදි බව තහවුරු කරගත නොහැකි විය.

(ඵ) විදේශ මිලදී ගැනීම් අත්තිකාරම් ගිණුමේ 2022 දෙසැම්බර් 31 දිනට පැවති රු.මිලියන 1,531 ක් වූ ශේෂය තුළ, භාණ්ඩ ලැබී ගෙවීම් අවසන් කර තිබූ නමුත් වියදම් ලෙස ආදායම් ප්‍රකාශනයට හඳුනාගැනීමට හෝ හඳුනාගත් ප්‍රතිපත්තියක් මත වත්කම් ප්‍රාග්ධනික කිරීමට කටයුතු නොකල රු.මිලියන 1,071 ක් වූ අමතර කොටස් සහ වත්කම් මිලදී ගැනීම් පැවතුණි. මේ හේතුවෙන්



වර්ෂයේ ලාභය හා ජංගම නොවන වත්කම් එම වටිනාකමින් අධිගණනය/ උනන්දුණය වී තිබුණි.

- (ඔ) පරිශ්‍ර අංශයේ ඉඩම් රෙජිස්ටරයට අනුව රු.250,839,634 ක් වටිනා ඉඩම් කැබලි 14 ක් වෙනත් ආයතන වෙත බදු පදනම මත ලබාදී ඇති බව දක්වා තිබූ අතර මූල්‍ය අංශය විසින් පවත්වාගෙන යනු ලබන ආයෝජන දේපල පිළිබඳ ලේඛනයට එම ඉඩම් ඇතුළත්කර නොතිබුණි. මේ හේතුවෙන් අධිකාරියේ මූල්‍ය තත්ත්ව ප්‍රකාශයේ ආයෝජන දේපල එම වටිනාකමින් උනන්දුණය වී තිබුණු අතර ඉඩම් වටිනාකම අධිගණනය වී තිබුණි.
- (ඕ) ගාල්ල වරායේ බහුකාර්ය පර්යන්තයක් ඉදිකිරීම සඳහා 2006 මාර්තු 28 දින ශ්‍රී ලංකා රජය හා අන්තර්ජාතික සහයෝගීතාවය සඳහා වූ ජපාන බැංකුව (JBIC) අතර ණය ගිවිසුමකට එළඹ තිබුණු අතර ගාලු කොටුව ආශ්‍රිතව මෙම ඉදිකිරීම් සිදු කිරීම සඳහා යුනෙස්කෝ (UNESCO) අනුමැතිය ලබාගත යුතුව තිබුණි. ඒ සඳහා වසර 3 කට අධික කාලයක් ගතවීමත්, ණය අරමුදල් ප්‍රමාණවත් නොවීමත්, ණය කාලසීමාව දීර්ඝ නොකිරීමත් යන හේතු මත මෙම ව්‍යාපෘතිය අත්හිටුවා තිබුණි. මේ සඳහා වැය කරන ලද රු. මිලියන 422.5 ක් වූ උපදේශන ගාස්තු අධිකාරියේ සමාලෝචිත වර්ෂයේ මූල්‍ය ප්‍රකාශන තුළ කෙරීගෙනයන වැඩ යටතේ දක්වා තිබුණු අතර සමාලෝචිත වර්ෂය අවසානය දක්වාම එම වියදම ප්‍රාග්ධන හෝ අයභාර වියදමක් ලෙස හඳුනාගෙන නොතිබුණි. තවද, මෙම ව්‍යාපෘතිය ක්‍රියාත්මක නොවීම හේතුවෙන් ඉහත වැය කරන ලද මුදල අනාර්ථික වියදමක් වී තිබුණි.
- (ක) හම්බන්තොට වරාය ව්‍යාපෘතිය සඳහා ක්ෂේත්‍ර රාජකාරි වෙනුවෙන් හා ඉඩම් එළිපෙහෙලි කිරීමට අදාළව 2014 වර්ෂයේදී රු.මිලියන 4.39 මුදලක් ද, ඉඩම් අභිවූවන්ට වන්දි ගෙවීම සඳහා 2015 සහ 2016 වර්ෂයන්හිදී රු.මිලියන 108.77 ක මුදලක් හම්බන්තොට ප්‍රාදේශීය ලේකම් කාර්යාලය වෙත ද වැයකර තිබුණි. 2021 අප්‍රේල් 30 දින වන විට අදාළ වන්දි ගෙවීම් පිළිබඳ වාර්තාව අධිකාරිය වෙත ලැබී තිබූ නමුත් වැය කරන ලද රු.මිලියන 113.16 ක මුදල ආයෝජන දේපල ලෙස ප්‍රාග්ධනික කර නොතිබුණි.
- (ග) නැව නියෝජිතයින් විසින් කලින් ගෙවන ලද අත්තිකාරම් පියවීමෙන් පසු, 2022 දෙසැම්බර් 31 දිනට ඉතිරිව පැවති ශේෂය රු.මිලියන 997.83 ක් වූ අතර එයින් කොළඹ වරායට අදාළ රු.මිලියන 197.31 ක් මාස 06 සිට වර්ෂ 5 ඉක්මවා තිබුණු නමුත් විගණිත දිනය වන විටත් නිරවුල් කිරීමට කටයුතු කර නොතිබුණි. තවද, මූල්‍ය ප්‍රකාශන තුළ නැව නියෝජිත බැර ශේෂ ලෙස දක්වා තිබූ ඉන්වොයිස් වටිනාකමට වඩා වැඩියෙන් ගෙවන ලද රු.මිලියන 2,755 කින් කොළඹ වරායට අදාළ රු.මිලියන 130 ක් මාස 06 සිට වර්ෂ 5 කාල පරාසයක් ගතවී ඇතත් විගණිත දිනය වන විටත් නිරවුල් කර නොතිබුණි.

(ච) අධිකාරිය විසින් MV Jammi නෞකාව සඳහා ලබාදෙන ලද සේවා සඳහා අයවිය යුතු මුදල් වෙනුවෙන් කොළඹ මහාධිකරණයේ නඩුවක් ගොනු කර තිබූ අතර 2009 මාර්තු 13 වන දින ලද නින්දාව අනුව රු.197,093,842 (ඇ.එ.ජ ඩොලර් 1,945,712) ක මුදලක් අදාළ යාත්‍රාවෙන් අධිකාරිය වෙත ලැබිය යුතුව තිබුණි. අදාළ නෞකාව වෙන්දේසියෙන් ලද මුදල අධිකරණයේ තැන්පත් කර තිබුණු බවත් එම මුදල් සඳහා හිමිකම් සහිත විවිධ පාර්ශවයන් වෙත අදාළ මුදල් ප්‍රමාණයන් මුදාහැරීමෙන් පසුව ඉතිරි වූ මුදල වන ඇ.එ.ජ ඩොලර් 692,080 ක මුදල සම සමච බෙදා ගැනීමට පෙත්සම්කාර Sri Lanka Shipping Company Limited හා අධිකාරිය 2017 පෙබරවාරි 23 දිනැති අධ්‍යක්ෂ මණ්ඩල තීරණයට අනුව එකඟතාවයකට පැමිණ තිබුණ ද, තවදුරටත් මුළු මුදලම ලැබිය යුතු ලෙස ගිණුම්වල දක්වා තිබුණි.

(ඡ) 2010 වර්ෂයේදී දකුණු ආසියා පිවිසුම් පර්යන්ත (SAGT) සමාගම ආරම්භ කරන අවස්ථාවේදී අධිකාරිය විසින් ලබාදුන් දොඹකර තුනක අගය හුවමාරු කරගැනීම සඳහා රු.මිලියන 141.63 ක වටිනාකමට එම සමාගමෙහි කොටස් අධිකාරිය වෙත ලබාදෙන බවට එකඟ වී තිබුණු බව මූල්‍ය ප්‍රකාශනවල 12.2 සටහනේ දක්වා තිබුණි. මූල්‍ය ප්‍රකාශනවල වෙනත් ලැබිය යුතු දෑ යටතේ දක්වා තිබූ මෙම මුදල හෝ කොටස්වල හිමිකම සමාලෝචිත වර්ෂය අවසන් වන තෙක් අධිකාරිය වෙත ලබා දී නොතිබූ අතර අදාළ සමාගම විසින් කොටස් සඳහා ගෙවිය යුතු මුදලක් නොමැති බවට ශේෂ සනාථ මගින් ලබා දී තිබුණි. මේ සම්බන්ධයෙන් දකුණු ආසියා පිවිසුම් පර්යන්ත සමාගම සමග ගිවිසුම්ගත බැඳීමක් ඇති කරගෙන නොතිබීම හේතුවෙන් අධිකාරිය වෙත අදාළ සමාගමේ කොටස් ලැබීම අවිනිශ්චිත තත්ත්වයක පැවති අතර, අධිකාරිය ඉහත ලැබිය යුතු කොටස් වටිනාකම සඳහා හානිකරණ වෙන්කිරීමක් ද සිදුකර නොතිබුණි.

(ඊ) ලැබිය යුතු බිම් කුලී ආදායම්

(i) නිෂ්කාශනය කර නොගත් ආනයන බහාලුම් 244 ක් දින 22 සිට දින 3583 දක්වා කාලයක් වරාය අංගනයේ පැවති අතර එම බහාලුම් සඳහා 2022 දෙසැම්බර් 31 දක්වා අයවිය යුතුව පැවති රු. මිලියන 3,952 ක බිම් කුලී මූල්‍ය ප්‍රකාශන තුල ආදායමක් ලෙස හඳුනාගෙන නොතිබුණි.

(ii) නිෂ්කාශනය කර නොගත් ආනයනික වාහන 50 ක් දින 810 සිට දින 5203 දක්වා කාලයක් වරාය අංගනයේ පැවති අතර එම බහාලුම් සඳහා 2022 දෙසැම්බර් 31 දක්වා අයවිය යුතුව පැවති රු. මිලියන 1,949 ක බිම් කුලී මූල්‍ය ප්‍රකාශන තුල ආදායමක් ලෙස හඳුනාගෙන නොතිබුණි.

(උ) අධිකාරිය විසින් අධිභාර බද්ද ගිණුම් ගත කිරීමේදී, ශ්‍රී ලංකා වරලත් ගණකාධිකාරී ආයතනය විසින් 2022 අප්‍රේල් මස නිකුත් කරන ලද 2022 අංක 14 දරන අධිභාර බද්ද පනත ගිණුම් ගත කිරීම පිළිබඳ විකල්ප ප්‍රතිකර්ම ප්‍රකාශය (Statement of Alternative Treatment (SOAT))



අනුව එය මෙම මූල්‍ය වර්ෂයේ හිමිකම් වෙනස්වීමේ ප්‍රකාශනයේ නොදක්වා එය 2021 වර්ෂයේදී ගෙවිය යුතු බද්දක් ලෙස ගිණුම්ගත කර තිබුණු අතර ඒ පිළිබඳ අදාළ විකල්ප ප්‍රතිකර්ම ප්‍රකාශයේ දක්වා ඇති හෙලිදරව් කිරීම සිදුකර නොතිබුණි.

(න) විලම්බිත බදු වගකීම ගණනයේදී අධිකාරිය බදු සහන ලබාගත් තව දුරටත් භාවිතා කරන වත්කම්වල වටිනාකම වන රු.මිලියන 9,787 ක් සැලකිල්ලට නොගැනීම සහ රු.මිලියන 1,516 ක්වූ අස්පාශ්‍ය වත්කම් නිශ්කාෂණ ගිණුමේ වටිනාකම දෙවරක් සැලකිල්ලට ගෙන තිබීම හේතුවෙන් අධිකාරියේ විලම්බිත බදු වගකීම රු.මිලියන 996 කින් අඩුවෙන් දක්වා තිබූ අතර එම ප්‍රමාණයෙන් ලාභය අධිගණනය වී තිබුණි.

(ඳ) අධිකාරියේ ආදායම් බදු ගණනයේදී මූල්‍ය ප්‍රකාශන අනුව බදු පෙර ලාභය වූ රු.57,025,790,184 වෙනුවට රු.58,025,790,184 ක් සාවද්‍ය ලෙස බදු පෙර ලාභය ලෙස යොදා ගැනීම නිසා බදු වගකීම රු.මිලියන 123 කින් වැඩියෙන් දක්වා තිබුණි.

(න) 2007/08 සිට 2010/11 වර්ෂ දක්වා වූ මූල්‍ය වර්ෂයන් සඳහා අධිකාරියේ ආදායම් බදු ගණනය කිරීම සම්බන්ධයෙන් අභියාචනයක් බදු අභියාචනාධිකරණයට ඉදිරිපත් වී තිබූ අතර තීන්දුවක් ලබා දී නොතිබූ බැවින් අදාළ වර්ෂ සඳහා බදු ගෙවා නොතිබුණි. කෙසේ වුවද, මේ සඳහා රු.මිලියන 6,387.35 ක් වූ වෙන් කිරීමක් මූල්‍ය ප්‍රකාශනවල සිදු කළයුතු වුවද, රු.මිලියන 1,141.75 ක් අඩුවෙන් එනම් රු.මිලියන 5,245.6 ක වෙන් කිරීමක් පමණක් සිදු කර තිබුණි.

(ප) 2022 දෙසැම්බර් 31 දිනට මූල්‍ය ප්‍රකාශන අනුව ලැබිය යුතු ලෙස දක්වා තිබූ රඳවාගැනීමේ බදු ශේෂය රු.මිලියන 581.31 ක් හා ලැබිය යුතු ආදායම් බදු ශේෂය ලෙස රු.මිලියන 2,102 ක ශේෂයක්, ගෙවිය යුතු බදු වගකීමට එරෙහිව හිලව් කල යුතු වුවද අධිකාරිය ඒ අනුව කටයුතු කර නොතිබුණි.

(බ) අධිකාරියේ මූල්‍ය ප්‍රකාශනවල දැක්වෙන ජාත්‍යන්තර වරාය සමූහ සමාගමේ (HIPG) (ලැයිස්තුගත නොකල) කොටස්වල 2022 දෙසැම්බර් 31 දිනට රු.මිලියන 59,577 ක් වූ සාධාරණ අගය 2021 වර්ෂයේ සමාගමේ විගණිත මූල්‍ය ප්‍රකාශන පදනම් කරගෙන ගණනය කිරීම් සිදුකර තිබූ අතර 2022 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය ප්‍රකාශන මත ගණනය නොකිරීම හේතුවෙන් HIPG හි ආයෝජන වටිනාකම රු.මිලියන 212 කින් අධිගණනය වී තිබුණි.

ශ්‍රී ලංකා විගණන ප්‍රමිතීන්ට (ශ්‍රී.ලං.වි.ප්‍ර) අනුකූලව මා විගණනය සිදු කරන ලදී. මෙම විගණන ප්‍රමිතීන් යටතේ වූ මාගේ වගකීම, මෙම වාර්තාවේ මූල්‍ය ප්‍රකාශන විගණනය සම්බන්ධයෙන් විගණකගේ වගකීම යන කොටසේ තවදුරටත් විස්තර කර ඇත. මාගේ තත්ත්වාගණනය කළ මතය සඳහා

පදනමක් සැපයීම උදෙසා මා විසින් ලබාගෙන ඇති විගණන සාක්ෂි ප්‍රමාණවත් සහ උචිත බව මාගේ විශ්වාසයයි.

**1.3. අධිකාරියේ 2022 වාර්ෂික වාර්තාවේ ඇතුළත් අනෙකුත් තොරතුරු**

මෙම විගණන වාර්තාවේ දිනට පසුව මට ලබා දීමට බලාපොරොත්තු වන සමූහයේ 2022 වාර්ෂික වාර්තාවේ ඇතුළත් කර ඇති නමුත් මූල්‍ය ප්‍රකාශන සහ ඒ පිළිබඳව වූ මගේ විගණන වාර්තාවේ ඇතුළත් නොවන තොරතුරු, අනෙකුත් තොරතුරු යන්නෙන් අදහස් වේ. මෙම අනෙකුත් තොරතුරු සඳහා කළමනාකරණය වගකිව යුතුය.

මූල්‍ය ප්‍රකාශන සම්බන්ධයෙන් වූ මගේ මතයෙන් අනෙකුත් තොරතුරු ආවරණය නොකරන අතර මම ඒ පිළිබඳ කිසිදු ආකාරයක සහතිකවීමක් හෝ මතයක් ප්‍රකාශ නොකරමි.

මූල්‍ය ප්‍රකාශන පිළිබඳ මගේ විගණනයට අදාළව, මගේ වගකීම වන්නේ ඉහත හඳුනාගත් අනෙකුත් තොරතුරු ලබා ගත හැකි වූ විට කියවීම සහ එසේ කිරීමේදී අනෙකුත් තොරතුරු මූල්‍ය ප්‍රකාශන සමඟ හෝ විගණනයේදී හෝ වෙනත් ආකාරයකින් ලබාගත් මගේ දැනුම අනුව ප්‍රමාණාත්මක වශයෙන් නොගැලපෙනවාද යන්න සලකා බැලීමයි.

සමූහයේ 2022 වාර්ෂික වාර්තාව කියවන විට, එහි ප්‍රමාණාත්මක වරදවා දැක්වීම් ඇති බව මම නිගමනය කළහොත්, නිවැරදි කිරීම සඳහා පාලනය කරන පාර්ශවයන් වෙත එම කරුණු සන්නිවේදනය කළ යුතුය. තව දුරටත් නිවැරදි නොකළ වරදවා දැක්වීම් තිබේ නම්, ඒවා ආණ්ඩුක්‍රම ව්‍යවස්ථාවේ 154 (6) ව්‍යවස්ථාව ප්‍රකාරව මා විසින් යථා කාලයේදී පාර්ලිමේන්තුවේ සභාගත කරනු ලබන වාර්තාවට ඇතුළත් කරනු ඇත.

**1.4. මූල්‍ය ප්‍රකාශන පිළිබඳ කළමනාකරණයේ සහ පාලනය කරන පාර්ශවයන්ගේ වගකීම**

මෙම මූල්‍ය ප්‍රකාශන ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිතීන්ට අනුකූලව පිළියෙල කිරීම හා සාධාරණ ලෙස ඉදිරිපත් කිරීම සහ වංචා හෝ වැරදි හේතුවෙන් ඇතිවිය හැකි ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශයන්ගෙන් තොරව මූල්‍ය ප්‍රකාශන පිළියෙල කිරීමට හැකිවනු පිණිස අවශ්‍ය වන අභ්‍යන්තර පාලනයන් තීරණය කිරීම කළමනාකරණයේ වගකීම වේ.

මූල්‍ය ප්‍රකාශන පිළියෙල කිරීමේදී, සමූහය අඛණ්ඩව පවත්වාගෙන යාමේ හැකියාව තීරණය කිරීම කළමනාකරණයේ වගකීමක් වන අතර, කළමනාකාරිත්වය සමූහය ඇවර කිරීමට අදහස් කරන්නේ නම් හෝ වෙනත් විකල්පයක් නොමැති විටදී මෙහෙයුම් නැවැත්වීමට කටයුතු කරන්නේ නම් හැර අඛණ්ඩ පැවැත්මේ පදනම මත ගිණුම් තැබීම හා සමූහයේ අඛණ්ඩ පැවැත්මට අදාළ කරුණු අනාවරණය කිරීමද කළමනාකරණයේ වගකීමකි.

සමූහයේ මූල්‍ය වාර්තාකරණ ක්‍රියාවලිය සම්බන්ධව පරීක්ෂා කිරීමේ වගකීම, පාලනය කරන පාර්ශවයන් විසින් දරනු ලබයි.

2018 අංක 19 දරන ජාතික විගණන පනතේ 16 (1) උප වගන්තිය ප්‍රකාරව, අධිකාරියේ සහ සමූහයේ වාර්ෂික සහ කාලීන මූල්‍ය ප්‍රකාශන පිළියෙල කිරීමට හැකිවන පරිදි ස්වකීය ආදායම්, වියදම්, වත්කම් හා බැරකම් පිළිබඳ නිසි පරිදි පොත්පත් හා වාර්තා පවත්වාගෙන යා යුතුය.

**1.5 මූල්‍ය ප්‍රකාශන විගණනය සම්බන්ධයෙන් විගණකගේ වගකීම**

සමස්ථයක් ලෙස මූල්‍ය ප්‍රකාශන, වංචා සහ වැරදි නිසා ඇතිවන ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන්ගෙන් තොර බවට සාධාරණ තහවුරුවක් ලබාදීම සහ මාගේ මතය ඇතුළත් විගණන වාර්තාව නිකුත් කිරීම මාගේ අරමුණ වේ. සාධාරණ සහතිකවීම උසස් මට්ටමේ සහතිකවීමක් වන නමුත්, ශ්‍රී ලංකා විගණන ප්‍රමිති ප්‍රකාරව විගණනය සිදු කිරීමේදී එය සැමවිටම ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන් අනාවරණය කරගන්නා බවට වන තහවුරු කිරීමක් නොවනු ඇත. වංචා සහ වැරදි තනි හෝ සාමූහික ලෙස බලපෑම නිසා ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන් ඇතිවිය හැකි අතර, එහි ප්‍රමාණාත්මක භාවය මෙම මූල්‍ය ප්‍රකාශන පදනම් කරගනිමින් පරිශීලකයන් විසින් ගනු ලබන ආර්ථික තීරණ කෙරෙහි වන බලපෑම මත රඳා පවතී.

ශ්‍රී ලංකා විගණන ප්‍රමිති ප්‍රකාරව විගණනයේ කොටසක් ලෙස මා විසින් විගණනයේදී වෘත්තීය විනිශ්චය සහ වෘත්තීය සැකමුසුබවින් යුතුව ක්‍රියා කරන ලදී. මා විසින් තවදුරටත්,

- ප්‍රකාශ කරන ලද විගණන මතයට පදනමක් සපයා ගැනීමේදී වංචා හෝ වැරදි හේතුවෙන් මූල්‍ය ප්‍රකාශනවල ඇති විය හැකි ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන් ඇතිවීමේ අවදානම් හඳුනාගැනීම හා තක්සේරු කිරීම සඳහා අවස්ථාවෝචිතව උචිත විගණන පරිපාටි සැලැස්සීම් කර ක්‍රියාත්මක කරන ලදී. වරදවා දැක්වීම හේතුවෙන් සිදුවන ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන්ගෙන් සිදුවන බලපෑමට වඩා වංචාවකින් සිදුවන්නා වූ බලපෑම ප්‍රබල වන්නේ ඒවා දුස්සන්ධානයෙන්, ව්‍යාජ ලේඛන සැකසීමෙන්, චේතනාන්විත මහඟුරීමෙන්, වරදවා දැක්වීමෙන් හෝ අභ්‍යන්තර පාලනයන් මඟ හැරීමෙන් වැනි හේතු නිසා වන බැවිනි.
- අභ්‍යන්තර පාලනයේ සඵලදායීත්වය පිළිබඳව මතයක් ප්‍රකාශ කිරීමේ අදහසින් නොවුවද, අවස්ථාවෝචිතව උචිත විගණන පරිපාටි සැලැස්සීම් කිරීම පිණිස අභ්‍යන්තර පාලනය පිළිබඳව අවබෝධයක් ලබාගන්නා ලදී.
- භාවිතා කරන ලද ගිණුම්කරණ ප්‍රතිපත්තිවල උචිතභාවය, ගිණුම්කරණ ඇස්තමේන්තුවල සාධාරණත්වය සහ කළමනාකරණය විසින් කරන ලද සම්බන්ධිත හෙළිදරව් කිරීම් අගයන ලදී.
- සිද්ධීන් හෝ තත්ත්වයන් හේතුවෙන් සමූහයේ අබණ්ඩ පැවැත්ම පිළිබඳ ප්‍රමාණාත්මක අවිනිශ්චිතතාවයක් තිබේද යන්න සම්බන්ධයෙන් ලබාගත් විගණන සාක්ෂි මත පදනම්ව ගිණුම්කරණය සඳහා සහ සමූහයේ අබණ්ඩ පැවැත්ම පිළිබඳ පදනම යොදා ගැනීමේ

අදාලත්වය තීරණය කරන ලදී. ප්‍රමාණවත් අවිනිශ්චිතතාවයක් ඇති බවට මා නිගමනය කරන්නේ නම් මූල්‍ය ප්‍රකාශනවල ඒ සම්බන්ධයෙන් වූ හෙළිදරව්කිරීම් වලට මාගේ විගණන වාර්තාවේ අවධානය යොමු කළ යුතු අතර, එම හෙළිදරව්කිරීම් ප්‍රමාණවත් නොවන්නේ නම් මාගේ මතය විකරණය කළ යුතුය. කෙසේ වුවද, අනාගත සිද්ධීන් හෝ තත්ත්වයන් මත අඛණ්ඩ පැවැත්ම අවසන් වීමට හැකිය.

- මූල්‍ය ප්‍රකාශනවල ව්‍යුහය හා අන්තර්ගතය සඳහා පාදක වූ ගනුදෙනු හා සිද්ධීන් උචිත හා සාධාරණව ඇතුළත් වී ඇති බව සහ හෙළිදරව් කිරීම් ඇතුළත් මූල්‍ය ප්‍රකාශනවල සමස්ථ ඉදිරිපත් කිරීම අගයන ලදී.
- ඒකාබද්ධ මූල්‍ය ප්‍රකාශන පිළිබඳ මතයක් ප්‍රකාශ කිරීම සඳහා සමූහය තුළ ඇති ආයතන හෝ ව්‍යාපාර ක්‍රියාකාරකම්වල මූල්‍ය තොරතුරු සම්බන්ධයෙන් ප්‍රමාණවත් සුදුසු විගණන සාක්ෂි ලබා ගන්නා ලදී. සමූහ විගණනයේ මෙහෙයවීම, අධීක්ෂණය සහ කාර්ය සාධනය සඳහා මා වගකිව යුතුය. මාගේ විගණන මතය සඳහා මම සම්පූර්ණයෙන්ම වගකිව යුතුය.

මාගේ විගණනය තුළදී හඳුනාගත් වැදගත් විගණන සොයාගැනීම්, ප්‍රධාන අභ්‍යන්තර පාලන දුර්වලතා හා අනෙකුත් කරුණු පිළිබඳව පාලනය කරනු ලබන පාර්ශවයන් දැනුවත් කරන ලදී.

**2. වෙනත් තෛතික හා නියාමන අවශ්‍යතා පිළිබඳ වාර්තාව**

2.1. 2018 අංක 19 දරන ජාතික විගණන පනතේ පහත සඳහන් අවශ්‍යතාවයන් සම්බන්ධයෙන් විශේෂ ප්‍රතිපාදන ඇතුළත් වේ.

2.1.1. මාගේ වාර්තාවේ තත්වාගණනය කළ මතය සඳහා පදනම් කොටසේ විස්තර කර ඇති කරුණු වලින් වන බලපෑම හැර 2018 අංක 19 දරණ ජාතික විගණන පනතේ 12 (අ) වගන්තියේ සඳහන් අවශ්‍යතාවන් අනුව, විගණනය සඳහා අවශ්‍ය සියලු තොරතුරු සහ පැහැදිලි කිරීම් මා විසින් ලබාගන්නා ලද අතර, මාගේ පරීක්ෂණයෙන් පෙනී යන ආකාරයට නිසි මූල්‍ය වාර්තා අධිකාරිය පවත්වාගෙන ගොස් තිබුණි.

2.1.2. 2018 අංක 19 දරන ජාතික විගණන පනතේ 6 (1) (ඇ) (iii) වගන්තියේ සඳහන් අවශ්‍යතාවය අනුව අධිකාරියේ මූල්‍ය ප්‍රකාශන ඉකුත් වර්ෂය සමඟ අනුරූප වේ.

2.1.3. 2018 අංක 19 දරන ජාතික විගණන පනතේ 6 (i) (ඇ) (iv) වගන්තියේ සඳහන් අවශ්‍යතාවය අනුව ඉකුත් වර්ෂයේදී මා විසින් සිදුකරන ලද අංක 1.2 (ආ), (ඊ), (උ), (ඵ) (i)(ii), (ඒ), (ඔ), (ඕ), (ක), (ග), (ච), (න), (ඔ) යන ඡේද සඳහා වූ නිර්දේශ හැර අනෙකුත් නිර්දේශයන් ඉදිරිපත් කරන ලද මූල්‍ය ප්‍රකාශනවල ඇතුළත්ව ඇත.



2.2. අනුගමනය කරන ලද ක්‍රියාමාර්ග සහ ලබා ගන්නා ලද සාක්ෂි මත හා ප්‍රමාණාත්මක කරුණුවලට සීමා කිරීම තුළ, පහත සඳහන් ප්‍රකාශ කිරීමට තරම් කිසිවක් මාගේ අවධානයට ලක් නොවීය.

2.2.1. 2018 අංක 19 දරන ජාතික විගණන පනතේ 12 (ඇ) වගන්තියේ සඳහන් අවශ්‍යතාවය අනුව අධිකාරියේ පාලක මණ්ඩලයේ යම් සාමාජිකයෙකුට අධිකාරිය සම්බන්ධවී යම් ගිවිසුමක් සම්බන්ධයෙන් සෘජුව හෝ අන්‍යාකාරයකින් සාමාන්‍ය ව්‍යාපාරික තත්ත්වයෙන් බැහැරව සම්බන්ධයක් ඇති බව.

2.2.2. 2018 අංක 19 දරන ජාතික විගණන පනතේ 12 (ඊ) වගන්තියේ සඳහන් අවශ්‍යතාවය අනුව පහත සඳහන් නිරීක්ෂණ හැර යම් අදාල ලිඛිත නීතියකට හෝ අධිකාරියේ පාලක මණ්ඩලය විසින් නිකුත් කරන ලද වෙනත් පොදු හෝ විශේෂ විධානවලට අනුකූල නොවන ලෙස ක්‍රියා කර ඇති බව.

නීති රීති/ විධානයට යොමුව	නිරීක්ෂණය
(අ) 1971 අංක 38 දරන මුදල් පනත 10 (5) වගන්තිය සහ 1979 අංක 51 දරන ශ්‍රී ලංකා වරායවල් පිළිබඳ අධිකාරිය පනතේ 30 වගන්තියෙහි (අ) (ආ) හා (ඇ) ඡේද	<p>යම් වර්ෂයක අතිරික්තයක් තිබේ නම් පනතේ දක්වා ඇති අඩු කිරීම් කළ පසු ඉතිරිය ඒකාබද්ධ අරමුදලට බැර කළ යුතු අතර වරායවල් පිළිබඳ පනත අනුව අධිකාරියට පවරන ලද වත්කම්වල අගය සහ අධිකාරියට ලබාදුන් මූල්‍යමය දායකත්වය මත වර්ෂයකට සියයට 8 ක් නොඉක්මවන ලාභාංශයක් ඒකාබද්ධ අරමුදලට ගෙවිය යුතුය. 1979 වර්ෂයේ සිට 2022 වර්ෂය දක්වා වූ වර්ෂ 43 ක් තුළ අධිකාරිය විසින් ලාභ ඉපයූ වර්ෂ සඳහා පමණක් ස්කන්ධ ප්‍රාග්ධනය මත ගෙවිය යුතු උපරිම ලාභාංශ රු.මිලියන 15,383 ක් වූ අතර ඒකාබද්ධ අරමුදලට බැර කර තිබුණේ රු.මිලියන 1,585 ක් එනම් සියයට 10ක් පමණි. කෙසේ වුවද, 2020 හා 2021 වර්ෂ සඳහා රු.මිලියන 39,433 ක් වූ බදු පසු ලාභයෙන් රු.මිලියන 985 ක් එනම් සියයට 2 ක් පමණක් ලාභාංශ ලෙස මහාභාණ්ඩාගාරය වෙත ප්‍රේෂණය කර තිබුණු අතර සමාලෝචිත වර්ෂය වෙනුවෙන් මහා භාණ්ඩාගාරය වෙත කිසිදු මුදලක් ප්‍රේෂණය කර නොතිබුණි.</p>



- (ආ) මුදල් රෙගුලාසි අංක 1646 සහ ශ්‍රී ලංකා වරාය අධිකාරියේ 2003 අප්‍රේල් 25 දිනැති අංක 10/2003 වක්‍රලේඛය

ගමන් පිළිබඳ මාසික සාරාංශය වාහන භාර නිලධාරීන් විසින් වාර්තා ඉදිරිපත් කරනු ලබන මාසයට පසු ඊළඟ මාසයේ 15 වැනි දිනට පෙර 268 (අ) වැනි පොදු ආකෘති පත්‍රයේ ලියන ලද ගමන් පිළිබඳ මාසික සාරාංශයේ මුල් පිටපතද සමග ඒ ඒ මාසයේ දෛනික ධාවන සටහන් විගණකාධිපති වෙත ඉදිරිපත් කළයුතු වුවත් එසේ සිදුකර නොතිබුණි.
- (ඇ) ආයතන සංග්‍රහයේ IV වන පරිච්ඡේදයේ 3.3 වගන්තිය

අනුමත ස්ථීර සේවක සංඛ්‍යාවෙහි පුරප්පාඩුවක් ස්ථීර පදනම මත පුරවන තෙක්, ඒ පුරප්පාඩුවට අනියම් පදනමක් මත නිලධරයෙකු බඳවා ගැනීමෙන් වැළකිය යුතු බවත් හදිසි අවශ්‍යතාව නිසා අතුරු පුරක අනියම් පත්වීමක් කරනු ලැබුවහොත් අනුමත බඳවා ගැනීමේ පරිපාටිය අනුව ස්ථීර නිලධරයෙකු පත් කිරීමට වහා පියවර ගත යුතු බවත් සඳහන් වුවද ඒ අනුව කටයුතු නොකළ තනතුරු 344 ක් වර්ෂ 23 ක් වැනි කාලයක සිට පුරප්පාඩුව පැවතුණි.
- (ඈ) 1979 අංක 51 දරන ශ්‍රී ලංකා වරායවල් පිළිබඳ අධිකාරිය පනතේ (v) කොටසෙහි 38 (1) (අ) සහ (ආ) වන වගන්ති

අත්අඩංගුවට ගන්නා ලද හෝ රාජසන්තක කරන ලද භාණ්ඩ රේගුව විසින් බැහැර කරනු ලබන්නේ නම් අධිකාරියට ගෙවිය යුතු සියලුම ගාස්තු රේගුව විසින් අධිකාරියට ගෙවිය යුතුය. නමුත් අත්අඩංගුවට ගත් කන්ටේනර් 6 ක් සඳහා අධිකාරියට අයවිය යුතු රු.22,506,662 ක් එසේ අයකරගෙන නොතිබුණි.
- (ඉ) 1980 අංක 26 දරන ආහාර පනතේ 7 වන හා 32 වන වගන්තිය සහ ලංසුකරුවන්ට ලබාදුන් උපදෙස් මාලාවේ 4.18 වගන්තිය සහ සෞඛ්‍ය, පෝෂණ සහ දේශීය වෛද්‍ය අමාත්‍යවරයා විසින් නිකුත් කරන ලද 2019 ජූනි 14 දිනැති 2019 ආහාර (පරිශ්‍ර ලියාපදිංචි කිරීමේ) නියෝගය

බේකරි ආහාර නිෂ්පාදකයන් විසින් එහි සඳහන් නියමිත ආකෘති පත්‍ර යටතේ ලියාපදිංචිය සඳහා අයදුම්කර එම ආහාර නිෂ්පාදන ස්ථාන සඳහා බලපත්‍රයක් ලබාගත යුතු නමුත් කෙටි ආහාර සැපයීමේ ප්‍රසම්පාදනයේදී ලංසුකරුවන්ට එලෙස බලපත්‍රයක් පවතීද යන්න ඇගයීමට ලක්වී නොතිබුණි.



(ඊ) 2021 නොවැම්බර් 16 දිනැති අංක පීඊසී/01/2021 දරන රාජ්‍ය ව්‍යාපාර වක්‍රලේඛය

(i) 3.2 (i) ඡේදය සහ 2013 ජනවාරි 23 දිනැති අංක DMS/F1/3/3-1 දරන කළමනාකරණ සේවා දෙපාර්තමේන්තුව මඟින් නිකුත් කරන ලද ලිපිය

යම් ආයතනයක් විසින් බඳවාගැනීමේ කාර්යය පටිපාටියක් සකස් කර රාජ්‍ය ව්‍යාපාර දෙපාර්තමේන්තුවේ අනුමැතිය ලබාගතයුතු වුවත් අධිකාරිය විසින් කෙටුම්පත් බඳවා ගැනීමේ හා උසස්කිරීමේ පටිපාටි සකස්කර තිබුණද ඒ සඳහා කළමනාකරණ සේවා දෙපාර්තමේන්තුවේ අනුමැතිය ලබාගෙන නොතිබුණි.

(ii) 3.4 වගන්තිය

නව තනතුරක් නිර්මාණය කිරීමට හෝ අනුමත සේවක සංඛ්‍යාවේ වැඩි කිරීමකට පෙර නියමාකාරයෙන් රැකියා ඇගයීමක් හා අධ්‍යයනය කිරීමක් සිදුකළ යුතු වුවද, අධිකාරියේ අංශ 10 ක සේවක සංඛ්‍යාවේ 282 ක අතිරික්තයක් පැවති අතර රැකියා ඇගයීමක් හෝ කාර්ය මණ්ඩල අධ්‍යයනයක් සිදු කිරීමකින් තොරව එම අංශයන්වලට සේවකයන් බඳවාගැනීම් කර තිබුණි.

(iii) 3 වන පරිච්ඡේදයේ 3.4 වගන්තියේ ix වන උපවගන්තිය

යම් විශේෂිත අවස්ථා වලදී වැඩ බැලීමේ තනතුරක් ඇති කරනු ලැබූ විට එය වසරක කාල සීමාවකට සීමා විය යුතු බව සඳහන් වුවද, අධිකාරිය විසින් වැඩ බැලීම සඳහා පත්කළ වසරක කාල සීමාව ඉක්මවූ තනතුරු 13 ක් සඳහා 2022 දෙසැම්බර් 31 දින වන විටත් අදාළ පුරප්පාඩු පිරවීමට කටයුතු කර නොතිබුණි.

(උ) 2021 නොවැම්බර් 16 දිනැති අංක පීඊසී/01/2021 දරන රාජ්‍ය ව්‍යාපාර වක්‍රලේඛය සමග නිකුත් කරන ලද රාජ්‍ය ව්‍යාපාර සඳහා වන මෙහෙයුම් අත්පොත

(i) 6 වන පරිච්ඡේදයේ 2 හි (i) සහ (ii) වගන්තිය

රාජ්‍ය හිමිකාරත්වයක් ඇති අවසාන වර්ෂ 02 ක ඒකාකාරී වාර්ෂික අවම ආදායම රු.මිලියන 30 ක්



උපයන රාජ්‍ය ආයතනවල අතිරික්ත අරමුදල් ආයෝජනය සඳහා ආයෝජන කමිටුවක් (Investment Committee) පිහිටුවා ඒ අනුව කටයුතු කළයුතු අතර එම කමිටුව අවම සාමාජිකයින් 05 දෙනෙකුගෙන් සමන්විත වියයුතු වුවත්, අධිකාරිය විසින් එවැනි කමිටුවක් පත්කර නොතිබුණි.

(ii) 2.3 වගන්තිය

සියලු රාජ්‍ය ව්‍යවසායන් තම ආයතනයට අයත් ප්‍රධාන මෙහෙයුම් කටයුතු සඳහා ඒවා සිදු කරන ආකාරය පිළිබඳ ක්‍රියාවලි අත්පොතක් ද පරිපාලන හා මූල්‍ය කටයුතු සඳහා ක්‍රියාවලි අත්පොතක් ද සකස් කර අධ්‍යක්ෂ මණ්ඩල අනුමැතිය ලබාගෙන කලින් කලට සමාලෝචනය කර යාවත්කාලීන කිරීම සිදුකල යුතු වුවද, අධිකාරියේ දැනට ක්‍රියාත්මකව පවතින “මුදල් කාර්යය පරිපාටි සංග්‍රහය-2013” හි ණය එකතු කිරීමේ ප්‍රතිපත්තිය හෝ ණය කාලසීමාවන් පිළිබඳව ප්‍රතිපාදන ඇතුළත් කර ක්‍රියාවලි අත්පොත යාවත්කාලීන කිරීමට කටයුතු කර නොතිබුණි.

(ඌ) 2021 නොවැම්බර් 16 දිනැති අංක පීඊඩී/01/2021 දරන රාජ්‍ය ව්‍යාපාර වකුලේඛය සමග නිකුත් කර ඇති රාජ්‍ය ව්‍යාපාර සඳහා වූ සංස්ථාපිත යහපාලන මාර්ගෝපදේශය

(i) 2.2.5 වගන්තිය

පරිපාලිත සමාගම් සඳහා මව් සමාගමේ අධ්‍යක්ෂක මණ්ඩලය අනුමත කරන ලද පරිපාලිත සමාගම් ප්‍රතිපත්තියක් (Board approved subsidiary policy) සකස් කර ඒ අනුව කටයුතු කල යුතු වුවත් අධිකාරිය සතු පරිපාලිත සමාගම් සඳහා එවැනි ප්‍රතිපත්තියක් සකස් කර නොතිබුණි.

(ii) 4.3 වගන්තිය

අවදානම් කමිටුව අවම වශයෙන් විධායක නොවන අධ්‍යක්ෂකවරු නිදෙනෙකු (03) නියෝජනය කලයුතු අතර ත්‍රෛමාසිකව කමිටුව රැස්විය යුතු වුවද, 2022



පෙබරවාරි 25 දින පත්කරන ලද අවදානම් කමිටුවෙහි දැනට සාමාජිකයන් දෙදෙනෙකුගෙන් (02) පමණක් සමන්විත වී තිබුණු අතර අවදානම් කමිටුව ත්‍රෛමාසිකව රැස් වී නොතිබුණි.

(ඵ) 2022 අංක 25 දරන සමාජ ආරක්ෂණ දායකත්ව බදු පනත

(i) 3 (2) (ඇ) (iii) වගන්තිය

(ඇ) (i) සහ (ii) අනු ඡේදවල දක්වා ඇති සේවා සහ පළමුවන උපලේඛනයේ ii වන කොටසේ සඳහන් යම් නිදහස් කරන ලද සේවාවක් හැර, ශ්‍රී ලංකාව තුළ යම් සේවාවක් සැපයීම මඟින් ලැබිය යුතු මුදල, මුදලින් ලැබූවා හෝ නොලැබූවා වුවද බද්දට යටත් ආදායම් සේ සැලකෙන අතර අධිකාරිය විසින් 2022 වර්ෂයේ අවසන් කාර්තුව සඳහා බදු අයකල හැකි ආදායම ගණනය කිරීමේදී රාජ්‍ය භාග (Royalty Income) ආදායම, බදු අයකල හැකි ආදායමෙන් ඉවත්කර තිබුණි.

(ii) පළමුවන උපලේඛනයේ ii වන කොටස

සමාජ ආරක්ෂණ දායකත්ව බදු ගණනයේදී, බද්දට යටත් ආදායම ගණනය කිරීමේදී ශුන්‍ය අනුපාතය යටතේ එකතු කල අගය මත බද්දට යටත් වන ආදායම් බාණ්ඩ (VAT Zero Rated Revenue) වන ගබඩා ගාස්තු, උපකරණ කුලියට දීමේ සහ ගිනි නිවීමේ සේවා සැපයීමේ ආදායම් යන රු.මිලියන 1,072 ක් වූ ආදායම්, සමාජ ආරක්ෂණ දායකත්ව බද්දෙන් ද නිදහස් ආදායම් ලෙස ගණනය කර තිබීම හේතුවෙන් රු.මිලියන 26.8 ක සමාජ ආරක්ෂණ බද්දක් නොගෙවා තිබුණි.

(ඵ) 2022 නොවැම්බර් 21 දිනැති අංක මුකො/මුගි/කො/41/2022 දරන 2022 ශ්‍රී ලංකා වරාය අධිකාරියේ අභ්‍යන්තර වක්‍රලේඛය 2-12 වගන්තිය

සියළුම කොට්ඨාශ හා අංශ ප්‍රධානීන් විසින් ලබාගත් අත්තිකාරම් මුදල් අදාල වර්ෂය අවසානයට පෙර නිරවුල් කල යුතු වුවද, අධිකාරියේ විවිධ කොට්ඨාශ විසින් අවස්ථා 37 ක දී ලබාගත් අත්තිකාරම් රු.මිලියන 16.62 ක් පැවති අතර එම ශේෂය තුළ වර්ෂ දෙක ඉක්ම වූ රු.මිලියන 3.5 ක් හා මාස 6-12 අතර රු.මිලියන 5.8 ක් නොපියවා පැවතුණි.



(ඔ) අධිකාරියේ පරිපාලන කාර්ය එකම කොට්ඨාශයක වසර හයක සේවා කාලයක් සංවිධාන සංග්‍රහයේ 9.5.2.1 සම්පූර්ණ කළ විධායක නොවන ව්‍යාපෘති සමීක්ෂණ වගන්තිය සංවර්ධන සහකාර, කළමනාකාර සහකාර, වැඩ සහායක (විවිධ කාර්ය සහායක සහ සෞඛ්‍ය සේවක), රියදුරු ආදී තනතුරු දරණ නිලධාරීන් 39 ක් පොදු ස්ථාන මාරු ක්‍රමය යටතේ වෙනත් කොට්ඨාශයක සේවය සඳහා ස්ථාන මාරු කල යුතු වුවද, ඒ අනුව කටයුතු කර නොතිබුණි.

2.2.3 2018 අංක 19 දරන ජාතික විගණන පනතේ 12 (උ) වගන්තියේ සඳහන් අවශ්‍යතාවය අනුව, අධිකාරියේ බලතල, කර්තව්‍ය සහ කාර්යයන්ට අනුකූල නොවන ලෙස කටයුතු කර ඇති බව.

2.2.4 2018 අංක 19 දරන ජාතික විගණන පනතේ 12 (ඌ) වගන්තියේ සඳහන් අවශ්‍යතාවය අනුව, පහත සඳහන් නිරීක්ෂණයන් හැර අධිකාරියේ සම්පත් සකසුරුවම් ලෙස, කාර්යක්ෂම ලෙස සහ ඵලදායී ලෙස කාලසීමාවන් තුළ සහ අදාළ නීතිරීතිවලට අනුකූලව ප්‍රසම්පාදනය කර භාවිතා කර නොමැති බව.

(අ) 2006 රජයේ ප්‍රසම්පාදන මාර්ගෝපදේශ සංග්‍රහයේ 2.3.2 (ආ) සහ 2.3.2 (ඇ), 2.6.1 (අ) (ii), 5.1.1 (අ) සහ 5.2.1 (අ) වගන්ති අනුව ප්‍රසම්පාදන ක්‍රියාවන් භාරව සිටින නිලධරයන් විසින් පිරිවිතර ඇතුළු ලංසු ලේඛන කෙටුම්පත් සකස් කිරීම, ඒවා සමාලෝචනය කිරීම සහ අනුමත කිරීම සඳහා තාක්ෂණික ඇගයීම් කමිටුව වෙත ඉදිරිපත් කිරීම කලයුතු අතර පිරිවිතර සමාලෝචනය කිරීම සහ අනුමත කිරීම තාක්ෂණික ඇගයීම් කමිටුව විසින් කළ යුතුය. එසේ වුවද, මුළුතැන්ගෙහි ආහාර ලියාපදිංචි සැපයුම්කරුවන්ගෙන් මිලදීගැනීමේදී ඉහත විධිවිධාන ප්‍රකාරව අධිකාරිය කටයුතු කර නොතිබුණි.

(ආ) ජාතික ප්‍රසම්පාදන නියෝජ්‍යාතනය විසින් නිකුත් කල ප්‍රසම්පාදන කාර්ය සංග්‍රහයෙහි 4 වන වගන්තිය ප්‍රකාරව ප්‍රසම්පාදනයන් සිදු කිරීමේදී මුළු වටිනාකම ඇස්තමේන්තුකර ඒ අනුව අමාත්‍යාංශ අතිරේක ලේකම් විසින් නිකුත් කරන ලද ප්‍රසම්පාදන කමිටු පත් කිරීමේ ලිපිය ප්‍රකාරව ප්‍රසම්පාදන කමිටු පත්කර මිලදී ගැනීම් සඳහා අනුමැතිය ලබාගත යුතු වුවත් 2022 ජනවාරි සිට ජූනි මාසය දක්වා පිළිවෙලින් රු.මිලියන 44.9 ක් සහ රු.මිලියන 29.1 ක් වැය කර තිබූ කුකුල් මස් සහ කපු මද ප්‍රසම්පාදනයේදී ඒ අනුව කටයුතු කර නොතිබුණි.

(ඇ) අධිකාරියේ පරිපාලන කාර්ය සංවිධාන සංග්‍රහයේ (x) වන පරිච්ඡේදයේ III වන කොටසෙහි මුළුතැන්ගෙවල් අංශයේ භාණ්ඩ මිලදී ගැනීමේ පටිපාටියෙහි 41 වන වගන්තිය ප්‍රකාරව හැකිතාක් දුරට තරඟකාරී මිල සලකා බලා රජයේ දෙපාර්තමේන්තු වලින්, රජය සතු



ව්‍යාපාරික ආයතන වලින් හෝ සංස්ථා වලින් මිලදී ගත යුතු බව සඳහන් වුවද, කෙටි ආහාර සැපයීමේ ප්‍රසම්පාදනයේදී එලෙස කටයුතු කර නොතිබුණි.

(ඇ) අධිකාරියේ 2019 මැයි 25 දිනැති බඳවා ගැනීම් පරිපාටියේ මහජන සෞඛ්‍ය පරීක්ෂකවරයාගේ රාජකාරි වගකීම් කොටසේ සඳහන් පරිදි මධ්‍යම මුළුතැන්ගෙවල් සඳහා ආහාර ද්‍රව්‍ය මිලදී ගැනීමේදී එම ප්‍රසම්පාදනයන් පරීක්ෂා කර සහතික කළයුතු වුවත් මිලදී ගනු ලැබූ කුකුල් මස්, මාළු හා කරවල ආදිය පරිභෝජනයට සුදුසු තත්වයේ පවතිද යන්න පිළිබඳව මහජන සෞඛ්‍ය පරීක්ෂකවරයා පරීක්ෂා කර නොතිබුණි.

(ඉ) 1979 අංක 51 දරන ශ්‍රී ලංකා වරායවල් පිළිබඳ අධිකාරිය පනතෙහි II කොටසේ 14 (2) වගන්තිය ප්‍රකාරව අධිකාරියේ මුදල් කළමනාකාරවරයා විසින් වියදම් පිළිබඳ සියලු මූල්‍ය බලපෑම් දැක්වෙන මුදල් විග්‍රහයක් ඉදිරිපත් කරනු ලබනහොත් මිස අධිකාරිය විසින් රුපියල් දස ලක්ෂයකට නොඅඩු මුදල් ප්‍රමාණ සම්බන්ධයෙන් මුදල් ස්වභාවයේ තීරණ නොගත යුතු වුවද, එසේ ඇගයීමක් සිදු නොකර කෙටි ආහාර සැපයීමේ ප්‍රසම්පාදනයේදී පෙර පැවති මාසිකව මිල ගණන් කැඳවා බේකරි ආහාර ලබාගැනීමේ ක්‍රමය වෙනුවට අධිකාරියේ පරිශ්‍රය ඇතුළත ස්ථාපිත කරන ලද බේකරිය බාහිර අයතනයක් වෙත බද්දට ලබාදීම මඟින් වර්ෂ 05ක් දක්වා බේකරි නිෂ්පාදන මිලට ගැනීම සිදු කර තිබුණි. තවද, අධිකාරියේ සමාලෝචිත වර්ෂයේ සැපයුම්කරුවන් ලියාපදිංචි කරගැනීමේ කොන්දේසි මාලාවේ 3 වන වගන්තිය අනුව කටයුතු නොකිරීම මත ප්‍රසම්පාදනයේදී ඇතිවන වෙළඳපල තරඟකාරීත්වයේ ප්‍රතිලාභ නැවත වසර 05 ක් යනතෙක් අධිකාරියට ලබාගැනීමේ හැකියාව අහිමි වී තිබුණි.

(ඊ) කෙටි ආහාර සැපයීමේ ප්‍රසම්පාදනය සම්බන්ධයෙන් ඉංග්‍රීසි මාධ්‍යයෙන් පළකළ පුවත්පත් දැන්වීමෙහි ලංසු කැඳවීමේ ලේඛන මිලදී ගැනීමේදී ගෙවිය යුතු ආපසු නොගෙවන ගාස්තුව රු.25,000 ක් ලෙස සඳහන්ව තිබූ අතර එය සිංහල මාධ්‍යයෙන් පළකළ පුවත්පත් දැන්වීමෙහි රු.25,000,000.00 ක් ලෙස මුද්‍රණ දෝෂයක් සහිතව සඳහන්ව තිබුණි. එසේ සත්‍ය වශයෙන් ආපසු නොගෙවන ගාස්තුව රුපියල් 25,000 වුවද එම සිංහල මාධ්‍ය නිවේදනයෙන් පසුව නිවැරදි කර ප්‍රසිද්ධ කිරීමක් කර නොතිබුණි. මේ නිසා බහුලව භාවිතා කරන සිංහල මාධ්‍ය දැන්වීමෙහි ඉතා අධික ආපසු නොගෙවන තැන්පතුවක් දැක්වෙන ආකාරයට සඳහන් කිරීම අපේක්ෂිත ලංසුකරුවන් අධෛර්යමත් කිරීමට හේතුවක් වී තිබුණි.

(උ) කෙටි ආහාර සැපයීමේ ප්‍රසම්පාදනයේදී සැපයුම්කාර ආයතනය සමග බේකරි නිෂ්පාදන වල මිල සෑම මාස හයකට වරක් සාමාන්‍ය වෙළඳපළ මිල අනුව සංශෝධනය කළ යුතු බවට ගිවිසුම්ගතව තිබූ අතර අධිකාරිය දිනකට බේකරි ආහාර ඒකක 4000 ක පමණ තොගයක් මිලදී ගන්නා ආයතනයක් වුවද, බේකරි ආහාර ද්විත්ව කවර ක්‍රමය යටතේ ලංසු කැඳවීම් කර තෝරා ගැනීමේදී මිල ප්‍රධාන නිර්ණායකයක්වී නොතිබූ අතර, මිල සංශෝධනයන් වලදී ද තොග මිල සැලකිල්ලට ගන්නා පරිදි ගිවිසුමේ කොන්දේසි සකස් කර නොතිබුණි. බේකරි



ආහාර වල මිල සංශෝධනය සම්බන්ධයෙන් අධිකාරිය සිදුකල බේකරි නිෂ්පාදන වර්ග වෙළඳපලේ අලෙවි කරනු ලබන මිල ගණන් අධ්‍යයනයට අදාල විශ්ලේෂණ වාර්තාවට අනුව බේකරි ආහාර වර්ග 63 කින් අයිතම 20 ක වෙළඳපල තොග මිල සැලකිල්ලට නොගෙන සිල්ලර මිල සැලකිල්ලට ගෙන තිබුණි.

(ඌ) කෙටි ආහාර සැපයීමේ ප්‍රසම්පාදනයේදී සැපයුම්කාර ආයතනය සමග ඇතිකරගත් ගිවිසුමෙහි 20 වන වගන්තිය අනුව බේකරි ආහාර සඳහා අධිකාරිය විසින් පත්කරන ලද ප්‍රමිති පරීක්ෂා කිරීමේ කමිටුවක් (QVC) මගින් බේකරි ආහාර වල ප්‍රමිතිය පිළිබඳව මාස 03 කට වරක් හෝ කිසියම් පැමිණිල්ලක් මත පරීක්ෂාවට ලක්කළ යුතු බව සඳහන්ව තිබුණ ද, 2022 සැප්තැම්බර් 28 දින දක්වා එවැනි පරීක්ෂාවකට ලක්කර අදාල කමිටුවෙහි සාමාජිකයන් විසින් වාර්තාවක් ලබාදී නොතිබුණි.

**2.3. වෙනත් කරුණු**

(අ) 2022 දෙසැම්බර් 31 දිනට අධිකාරියේ ණය කාලසීමාව ඉක්මවූ මුළු නැව් නියෝජිත ණයගැති ශේෂය රු.මිලියන 4,795 ක් වූ අතර එය මුළු නැව් නියෝජිත ණයගැති ශේෂයෙන් සියයට 64 ක් විය. එය තුළ වූ රු.මිලියන 2,798 ක් ව පැවති කොළඹ වරායේ ණය කාලසීමාව ඉක්මවූ ශේෂය විගණන දින වන විට ද නිරවුල් කර නොතිබුණි.

(ආ) 2022 දෙසැම්බර් 31 දිනට ණයගැතියන්ගෙන් අයවිය යුතු ශේෂ සම්බන්ධයෙන් නඩු කටයුතු ආරම්භ කර ඇති (Under Litigation) නැව් නියෝජිත ණයගැති වටිනාකම රු.491,666,581 ක් වූ අතර එයින් කොළඹ වරායට අදාල රු.428,867,567 ක ශේෂය සඳහා ණයගැතියන් 12 දෙනෙකු (Marshal of Admiralty High Court ඇතුළුව) මූල්‍ය කොට්ඨාශය මගින් දක්වා තිබුණ ද එම වටිනාකම තුළ වූ රු.20,220,148 ක ණයගැතියන් 4 දෙනෙකු සම්බන්ධයෙන් නඩු පවරා ඇති බවට නීති කොට්ඨාශය මගින් විගණනය වෙත දන්වා නොතිබුණි.

(ඇ) අධිකාරිය විසින් දීර්ඝ කාලීනව මුදල් අයකරගෙන නොතිබූ රු. 40,372,508 ක වටිනාකමකින් යුත් පරිශ්‍ර කුලී ණයගැතියෙකු හා රු.3,597,489 ක වටිනාකමින් යුත් නැව් නියෝජිත ණයගැතියන් දෙදෙනෙකු සම්බන්ධයෙන් පවරන ලද නඩු කටයුතු වල නියෝග අධිකාරියට පක්ෂව තීන්දු කර ඇති බව නීති කොට්ඨාශය විසින් විගණනය වෙත දන්වා තිබුණි. කෙසේ වුවද, නියෝග දිනයේ සිට දීර්ඝ කාලයක් ගත වී තිබුණ ද එම තීන්දු ක්‍රියාත්මක කර අයකර ගැනීමට කටයුතු කර නොතිබුණි.

(ඈ) 2022 දෙසැම්බර් 31 දිනට ආරවුල් සහිත ණයගැති ශේෂය (dispute debtors) රු.මිලියන 229 ක් සහ නැවත විසඳීම සඳහා (re-dispute) යොමු කල ණයගැති ශේෂය රු.මිලියන 10.8 ක් නිරවුල් නොකර පැවතුණි.



- (ඉ) අධිකාරියේ මිලදී ගැනීම් වෙනුවෙන් විවිධ අවස්ථාවලදී සැපයුම්කරුවන් වෙත ගෙවූ රු. මිලියන 331 ක් වූ අත්තිකාරම් ශේෂයක් පැවති අතර එම ශේෂය තුළ 2004 වර්ෂයේ සිට 2008 වර්ෂය දක්වා කාලය තුළ ගෙවීම් කරන ලද රු. මිලියන 1.5 ක ශේෂයක් ද මාස 2 ඉක්මවූ රු. මිලියන 30 ක ශේෂයක් 2022 දෙසැම්බර් 31 දිනට නොපියවා පැවතුණි.
- (ඊ) 2022 නොවැම්බර් 21 දිනැති අංක මුකො/මුගි/කො/41/2022 දරන අධිකාරියේ අභ්‍යන්තර වක්‍රලේඛයේ 6.5 වගන්තිය ප්‍රකාරව බදු දී ඇති පරිශ්‍ර වෙනුවෙන් ලැබිය යුතු බදු මුදල් සහ විදුලි බිල් ප්‍රතිපූර්ණයන් නියමිත කාලය තුළ අප්‍රමාදව එකතුකර ගැනීමට ක්‍රමවේදයක් අනුගමනය කළ යුතු වුව ද, 2022 දෙසැම්බර් 31 දිනට මාස 6 ඉක්මවූ පරිශ්‍ර කුලී ණයගැතියන් රු. 172,884,699 ක් වූ අතර එය මුළු පරිශ්‍ර කුලී ණයගැතියන්ගෙන් සියයට 76 ක් පමණ විය. 2023 මැයි 24 දින වන විටත් ඉන් රු.1,062,272 ක් පමණක් නිරවුල් වී තිබූ අතර රු.5,614,262 ක මුදලක් ලියාහැරීමට අධිකාරිය කටයුතු කර තිබුණි.
- (උ) 2022 දෙසැම්බර් 31 දිනට අධිකාරියේ කොට්ඨාශ 25 මගින් ඉදිරිපත් කරන ලද කාර්ය මණ්ඩල විස්තර අනුව තනතුරු 86 කට අදාළ අනුමත කාර්ය මණ්ඩලය ඉක්මවා සේවකයින් 914 දෙනෙකු සේවයේ යොදවා තිබුණද අධිකාරියේ මෙහෙයුම් කටයුතු (Operations) සඳහා සෘජුවම සම්බන්ධතාවයක් දක්වන කොට්ඨාශයන්හි සේවකයන් 726 දෙනෙකු පුරප්පාඩුව පවතින බව නිරීක්ෂණය විය. එසේම අධිකාරියේ මෙහෙයුම් කටයුතු වෙනුවෙන් සෘජුවම සම්බන්ධතාවයක් නොදක්වන කොට්ඨාශ 10 ක සේවකයින් සඳහා සමාලෝචිත වර්ෂයේදී අතිකාල දීමනා වශයෙන් රු. මිලියන 924 ක් ඇතුළුව අධිකාරියේ සමස්ත අතිකාල දීමනාව රු. මිලියන 11,968 ක් ගෙවා තිබුණි.
- (ඌ) උතුරු නැගෙනහිර පිවිසුම් කලාප සංකල්පය සාක්ෂාත් කර ගැනීමේ අරමුණින් කන්කසන්තුරේ වරාය ප්‍රතිසංස්කරණය කිරීම සඳහා ශ්‍රී ලංකා රජය සහ ඉන්දියානු එක්සිම් බැංකුව සමඟ ඇ.එ.ජ ඩොලර් මිලියන 45.27 ක ණය මුදලක් ලබා ගැනීමට 2018 ජනවාරි 10 දින ගිවිසුම් ගත වී තිබුණි. නමුත් එම ණය මුදල ප්‍රමාණවත් නොවේ යැයි පුරෝකථනය කර ඇ.එ.ජ ඩොලර් මිලියන 16.23 ක අතිරේක මුදලක් සමඟ ඇ.එ.ජ ඩොලර් මිලියන 61.5 ක් දක්වා එම ණය මුදල ඉහළ නංවා ගැනීමට අමාත්‍ය මණ්ඩල අනුමැතිය ලබාගෙන ඇතත් ඉන්දියානු රජය එය අනුමත කර නොතිබුණි. ණය ගිවිසුම අත්සන් කර වසර 05 ක් ගතවී තිබුණ ද වරායෙහි ඉදිකිරීම් කටයුතු මෙතෙක් ආරම්භ කර නොතිබුණි. එසේම ණය මුදලින් ඇ.එ.ජ ඩොලර් මිලියන 0.905 (ඇ.එ.ජ ඩොලර් 905,194.38) ක් පමණක් වැයකර තිබුණු අතර ලබා නොගත් ණය සඳහා කැපකිරීමේ ගාස්තු (Commitment charges) ලෙස ඇ.එ.ජ ඩොලර් 21,139.78 (රු.5,838,633.73) ක මුදලක් සහ ණය පොළිය ලෙස ඇ.එ.ජ ඩොලර් 20,937.57 (රු.6,100,768.26) ක මුදලක් ද අධිකාරිය විසින් අනාර්ථික වියදම් ලෙස දරා තිබුණි.



- (ඵ) අධිකාරියේ මූල්‍ය ප්‍රකාශනවල වාර්තාකර ඇති පරිපාලිත සමාගමක් වන ලංකා ගැස් ටර්මිනල් සමාගමෙහි මෙහෙයුම් කටයුතු සිදු නොවන බවට අධිකාරියේ මූල්‍ය ප්‍රකාශන වල හෙළිදරව් කර තිබූ අතර 2023 මාර්තු 15 දින වන විටත් මෙම සමාගමේ ඉදිරි මෙහෙයුම් කටයුතු පිළිබඳ කළමනාකාරිත්වය විසින් තීරණයන් ගෙන ඒ අනුව ක්‍රියාකර නොතිබුණි.
- (ඵ) 2019 දෙසැම්බර් 04 වන දින නෞකාවක් කොළඹ වරායේ ජය බහාලුම් පර්යන්තයෙහි ගැටීම නිසා සිදුවූ අනතුර හේතුවෙන් ජය බහාලුම් පර්යන්තයේ ජල වාරකය (Caisson), වේග වළක්වනය (Fenders), වරාය වේදිකා බිත්තිය (Quay wall) යනාදියට හානි සිදුවී තිබුණි. එම හානිය රු.මිලියන 315.90 ක් ලෙස ඇස්තමේන්තු කර තිබුණි. එසේම ඉහත හානිය වෙනුවෙන් රු.මිලියන 384.42 ක මුදලක් 2019 දෙසැම්බර් 30 දින අධිකාරිය වෙත ලැබී තිබුණ ද වේග වළක්වනය හැර අනෙකුත් අළුත්වැඩියා කිරීමේ කටයුතු මෙතෙක් සිදුකර නොතිබුණි.
- (ඔ) 2022 අංක 14 දරන අධිභාර බද්ද පනතේ 2 (1) (අ) වගන්තිය අනුව, 2017 අංක 24 දරන දේශීය ආදායම් පනතේ විධිවිධාන ප්‍රකාරව ගණනය කරනු ලබන, 2020 අප්‍රේල් මස 1 වන දිනෙන් ආරම්භ වන තක්සේරු වර්ෂය සඳහා, බදු අයකළ හැකි ආදායම රු. මිලියන 2000 ක් ඉක්මවනු ලබන තනි පුද්ගලයන්ගේ, හවුල් ව්‍යාපාර හෝ සමාගමක, බදු අය කළ හැකි ආදායම මත සියයට විසිපහක ප්‍රමාණයකින් අයකරනු ලැබිය යුතුය. 2020/21 වර්ෂයේ අධිකාරියේ බදු අයකළ හැකි ආදායම වන රු. මිලියන 4,420.9 මත ගණනය කල විට අධිභාර බද්ද රු. මිලියන 1,105.2 වුවද, අධිකාරිය රු. මිලියන 1,952.2 ක් අධිභාර බදු ලෙස ගෙවා තිබුණි. තවද මෙලෙස වැඩිපුර ගෙවූ රු. මිලියන 847 ක මුදල 2022 අංක 14 දරන අධිභාර බද්ද පනතේ 5 (1) වගන්තිය ප්‍රකාරව නැවත අයකර ගැනීමට කටයුතු කර නොතිබුණි.
- (ඔ) අධිකාරියේ විදේශ විනිමයෙන් ලැබෙන ආදායම් දේශීය මුදලට පරිවර්තනයේදී ගැනුම් මිල අනුපාතය (Buying Rate) වෙනුවට වැඩි වටිනාකමක් සහිත විකුණුම් මිල (Selling Rate) යොදාගත් පහත අවස්ථා නිරීක්ෂණය විය.
  - (i) කොළඹ ජාත්‍යන්තර බහාලුම් පර්යන්ත සමාගමේ (CICT) බහාලුම් මෙහෙයුම් ප්‍රමාණය මත එනම් එකහවු අවම බහාලුම් සංඛ්‍යාව (TEUs) හා ඊට අමතරව මෙහෙයවනු ලබන බහාලුම් සංඛ්‍යාව මත ලැබෙන “රාජ්‍ය භාග” (Royalty) ආදායම දේශීය මුදලට පරිවර්තනය කිරීමේදී විකුණුම් මිල භාවිතා කර තිබීම හේතුවෙන් සමාලෝචිත වර්ෂය අවසාන දිනට වෙනත් ලැබිය යුතු දෑ හි වටිනාකම රු.69,547,027 කින් අධිකක්සේරුවී තිබුණි.
  - (ii) අධිකාරිය වෙත දකුණු ආසියා පිවිසුම් පර්යන්ත සමාගම (SAGT) විසින් ගෙවනු ලබන රාජ්‍ය භාග (Royalty) ආදායම හා බදු කුලී (Lease Rent) ආදායමෙන් 2022 දෙසැම්බර් 31



දිනට ලැබිය යුතු වටිනාකම දේශීය මුදලට පරිවර්තනය කිරීමේදී විකුණුම් මිල අනුපාතය යොදාගැනීම හේතුවෙන් එකී ලැබිය යුතු ශේෂ පිළිවෙලින් රු.5,236,012 න් හා රු.2,936,872 කින් අධිතක්සේරුවී තිබුණි.

(ක) පරිශ්‍ර කුලී ණයගැනී ශේෂය තුළ පවත්නා NFCL PENNA Port Storage (Pvt) Ltd ණයගැනියාගේ කල්බදු ගිවිසුම “දෙපාර්ශවය විසින්ම ගිවිසුම් කොන්දේසි කඩකිරීම” මත 2022 පෙබරවාරි 25 දිනැති අධ්‍යක්ෂ මණ්ඩල තීරණයට අනුව අවලංගු කර 2022 නොවැම්බර් 30 දිනැති අධ්‍යක්ෂ මණ්ඩල තීරණයට අනුව නැවත ක්‍රියාත්මක කර තිබුණි. එම අධ්‍යක්ෂ මණ්ඩල තීරණයට අනුව කල්බදු ගිවිසුම නැවත ක්‍රියාත්මක කිරීමේදී අදාළ සමාගම විසින් අධිකාරිය වෙත රු.මිලියන 30 ක් ගෙවීමෙන් ණයගැනී ශේෂ නිරවුල් කිරීමට තීරණය කර තිබුණ ද, ලැබිය යුතු මුළු මුදල වන රු.මිලියන 95 ක් තවදුරටත් මූල්‍ය ප්‍රකාශනවල දක්වා තිබුණි.

(ග) ශ්‍රී ලංකා වරාය කළමනාකරණ උපදේශන සේවා සමාගම (SLPMCS) විසින් ගාලු මුවදොර පිටියෙහි නඩත්තු කටයුතු සිදු කිරීම වෙනුවෙන් අධිකාරිය වෙත කොමිස් ලෙස ලැබිය යුතු රු.940,230 ක මුදලක් සහ ගාලු මුවදොර පිටියෙහි නවීකරණ කටයුත්තක් වෙනුවෙන් අධිකාරිය විසින් 2018 වර්ෂයේදී වැය කර තිබූ රු.මිලියන 7.61 ක මුදල එම සමාගමෙන් අයකර ගැනීමට කටයුතු කර නොතිබුණි.

ඩබ්ලිව්.පී.සී. වික්‍රමරත්න

විගණකාධිපති

# CORPORATE INFORMATION

## Name

Sri Lanka Ports Authority

## Statutory Status

The SLPA was established on the 1<sup>st</sup> August, 1979 with the amalgamation of the Colombo Port Commission, the Port (Cargo) Corporation, the Port Tally and Protective Services Corporation under the provisions of Parliament Act No. 51 of 1979.

## Our Corporate Values

The SLPA is one of the major contributors to the economy of Sri Lanka. As a key revenue earning and service providing agency, the role of the SLPA is linked directly to the excellence of its delivery services. In this regard, the value system of the Authority is the basis for the success of its operational relationship with the stakeholders. These values could be categorized under the following.

- Dependability
- Timeliness & Accuracy
- Accountability for Achievement
- Team Spirit
- Commitment
- Reward & Recognition
- Performance with integrity

It will be the responsibility of the Chairman/Chief Executive Officer, the Managing Director and other Senior Management staff to inculcate the above values at all levels of the Authority.

## Head Office

### Port of Colombo

No. 19, Chaithya Road  
Colombo – 01  
Tel: (+94 11) 2421201, 2421231  
Fax: (+94 11) 2440651

### Port of Galle

Closenberget Jetty  
Magalle  
Galle  
Tel: (+94 91) 2232213, 2234936

### Port of Trincomalee

New Administrative Building  
China Bay  
Trincomalee  
Tel: (+94 26) 2222460

## Bankers

Bank of Ceylon (Main Bank)  
People's Bank  
Hatton National Bank

## Auditors

The Auditor General  
The Auditor General's Department  
No. 306/72, Polduwa Road  
Battaramulla.

## Web/E-mail

[www.slpa.lk/info@slpa.lk](http://www.slpa.lk/info@slpa.lk)