

# ANNUAL REPORT | 2023



**SRI LANKA PORTS AUTHORITY**

# **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	2022	2023	Variance (%)
Port of Colombo	3,648	4,237	16.1
Port of Galle	7	23	228.6
Port of Trincomalee	95	102	7.4
Port of Hambantota	323	447	38.4
Port of KKS	0	14	-
<b>Total</b>	<b>4,073</b>	<b>4,823</b>	<b>18.4</b>

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

Description	2022	2023	Variance (%)
<b>Sri Lanka Ports Authority (SLPA)</b>			
Imports	127,499	115,864	-9.1
Exports	128,819	92,519	-28.2
Transshipment	1,633,176	1,729,272	5.9
Re-stowing	36,401	27,476	-24.9
<b>Total</b>	<b>1,925,895</b>	<b>1,965,131</b>	<b>2.0</b>
<b>South Asia Gateway Terminals (SAGT)</b>			
Imports	117,773	96,574	-18.0
Exports	111,938	96,518	-13.8
Transshipment	1,481,563	1,528,824	3.2
Re-stowing	40,962	41,947	2.4
<b>Total</b>	<b>1,752,236</b>	<b>1,763,863</b>	<b>0.7</b>
<b>Colombo International Container Terminal (CICT)</b>			
Imports	263,068	282,666	7.4
Exports	281,133	305,865	8.8
Transshipment	2,520,946	2,496,151	-1.0
Re-stowing	118,906	136,236	14.6
<b>Total</b>	<b>3,184,053</b>	<b>3,220,918</b>	<b>1.2</b>
<b>Port of Colombo</b>			
Imports	508,340	495,101	-2.6
Exports	521,890	494,905	-5.2
Transshipment	5,635,685	5,754,247	2.1
Re-stowing	196,269	205,659	4.8
<b>Total</b>	<b>6,862,184</b>	<b>6,949,912</b>	<b>1.3</b>

## OPERATIONAL HIGHLIGHTS

### Cargo Throughput (All Ports)

Description	2022	2023	Variance (%)
Total Cargo Throughput (MT Mn)	100.4	103.8	3.4

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

Description	2022	2023	Variance (%)
Containerized	13,607	14,977	10.1
Break Bulk	262	198	-24.4
Dry Bulk	1,652	1,180	-28.6
Liquid Bulk	3,945	4,489	13.8
<b>Total</b>	<b>19,466</b>	<b>20,844</b>	<b>7.1</b>

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

Description	2022	2023	Variance (%)
Containerized	11,865	13,010	9.7
Break Bulk	2	5	150.0
Dry Bulk	0	4	-
Liquid Bulk	389	396	1.8
<b>Total</b>	<b>12,256</b>	<b>13,415</b>	<b>9.5</b>

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

Description	2022	2023	Variance (%)
Containerized	25,472	27,987	9.9
Break Bulk	264	202	-23.5
Dry Bulk	1,652	1,183	-28.4
Liquid Bulk	4,334	4,885	12.7
<b>Total</b>	<b>31,722</b>	<b>34,257</b>	<b>8.0</b>

## OPERATIONAL HIGHLIGHTS

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

Description	2022	2023	Variance (%)
Discharged	1,913	1,891	-1.2
Loaded	176	123	-30.1
<b>Total</b>	<b>2,089</b>	<b>2,014</b>	<b>-3.6</b>

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

Description	2022	2023	Variance (%)
Discharged	1	0.7	-32.6
Loaded	0	0.2	-
<b>Total</b>	<b>1</b>	<b>0.8</b>	<b>-16.6</b>

### Port of Hambantota (In Thousand Tonnes)

Description	2022	2023	Variance (%)
Discharged	1,584	1,304	-17.7
Loaded	532	802	50.8
<b>Total</b>	<b>2,116</b>	<b>2,106</b>	<b>-0.5</b>

### Total Number of Employees

Description	2022	2023	Variance (%)
Port of Colombo	7,838	7,433	-5.2
Port of Trincomalee	363	341	-6.1
Port of Galle	315	276	-12.4
<b>Total</b>	<b>8,516</b>	<b>8,050</b>	<b>-5.5</b>



## FINANCIAL HIGHLIGHTS

<b>All PORTS</b>		<b>(Rs. Million)</b>	
<b>Description</b>	<b>2023</b>	<b>2022</b>	<b>Variance (%)</b>
<b>Revenue and Expenditure</b>			
Total Revenue	92,821.1	99,362.2	(6.6)
Expenditure	(46,938.8)	(43,838.7)	(7.1)
<b>Profit/(Loss) before Foreign Loan Interest and Foreign Exchange (Loss)/Gain</b>	<b>45,882.3</b>	<b>55,523.5</b>	<b>(17.4)</b>
Foreign Loan Interest	(4,217.9)	(2,400.3)	(75.7)
Foreign Exchange (Loss)/ Gain	(1,305.2)	3,902.6	(133.4)
<b>Profit/(Loss) Before Tax &amp; After Foreign Exchange (Loss)/Gain</b>	<b>40,359.2</b>	<b>57,025.8</b>	<b>(29.2)</b>
<b>Taxes</b>			
Income Tax	(5,564.7)	(13,261.1)	58.0
Differed Tax	(6,180.8)	(445.5)	(1,287.4)
Contribution to Consolidated Fund	(8,673.7)	(1,000.0)	(767.4)
<b>Net Profit/(Loss) After Provision for Taxes</b>	<b>19,940.1</b>	<b>42,319.2</b>	<b>(52.9)</b>
<b>Balance Sheet</b>			
Non-Current Assets	605,499.5	576,636.4	5.0
Current Assets	134,006.8	155,053.5	(13.6)
Current Liabilities	34,029.3	44,685.4	23.8
Equity and Other Capital	7,591.4	7,591.4	-
Reserves and Provisions	574,414.9	546,018.6	5.2
Non-Current Liabilities	123,470.7	133,394.4	7.4
<b>Ratios</b>			
Operating Profit to Revenue	43.7	52.1	
Annual Revenue Growth	(6.6)	63.5	
Return on Capital Employed	6.2	8.6	

**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 financial year 2023.

The year was a challenging one for the local shipping industry in the face of import restrictions and a global economic slowdown. Excess capacity of shipping lines due to low global demand and high inventories, coupled with conflicts in Europe, caused the global economy to slow down, which directly impacted freight rates, thus challenging the international shipping industry. Although the Port of Colombo (PoC) witnessed as many ships as in the previous year calling at Colombo, the volumes dipped. The last two months in the year 2023 however recorded a growth in volumes at the PoC mainly triggered by tensions in the Middle Eastern regions, leading to a diversion of shipping traffic, and enabling SLPA to record a marginally higher throughput in relation to 2022.

With regard to infrastructure, the Asian Development Bank Funded Port Access Elevated Highway (PAEH) project, managed by the Road Development Authority (RDA) and constructed by China Civil Engineering Construction Company (CCECC) gained pace during the year. The PAEH caused a loss of several office and workshop buildings to the SLPA, forcing the SLPA to relocate in premises outside the port area as well as build new facilities within the port periphery. The PAEH construction work disrupted internal roadways, traffic and general facilities of the PoC. This situation is however expected to improve in the year 2025 with the expected completion of the PAEH and the Maritime Facilitation Centre in late 2024. Despite temporary disturbances due to construction of the PAEH, once completed it will potentially add value to the Port of Colombo by way of linking of the PoC with the International Airports, Hambantota and Galle Ports and main economic centres in Sri Lanka.

The East Container Terminal (ECT) civil works progressed but faced a setback with the discovery of silt in a small part of the proposed new yard area. Although the affected area is marginal, as a responsible organization, SPLA opted to address the issue with a high level of importance. This altered the original time plan, but work on the quay area remained on course as per plan. Whilst the yard issue is being remedied, remaining work of the ECT will continue and it is expected to operate up to 900 meters of the proposed total of 1300 linear meters' quay with a quayside draught of 18 – 20 meters complete with six new quay cranes by December 2024. It is also expected to operate at least 20 of the proposed total of 40 Automated Rail Mounted Gantries (ARMGs) by December 2024. SLPA is also in the process of procuring 30 Straddle Carriers for the ECT. The ECT is scheduled to be fully operational in August 2025.

The Jaya Container Terminal (JCT) stage V quay extension of 120 meters has been completed and will be operational in the month of May 2024 with the transfer of three quay cranes currently used at the existing ECT 440 meters' quay. A new yard area to the JCT V stage has been planned and will be ready in 2024.



## CHAIRMAN'S REVIEW

The Trincomalee Port has been identified to be developed as an industrial port. As part of this initiative, a large number of land parcels belonging to SLPA in Trincomalee have been leased out to prospective investors for the generation of solar energy and for other industries such as chemical and fertilizer, ship building etc. At least two investors have shown interest in setting up projects in the evolving green energy sector. Existing industrialists operating within the Trincomalee too have embarked on expansion programs with significant new investment commitments.

A new building to house the Engineering department together with workshop facilities was inaugurated in Trincomalee in 2023 and is expected to be commissioned in the second quarter of 2024.

SLPA invited expressions of interests from prospective investors for the Oluvil Port. At least three investors have expressed interest to invest in new projects at Oluvil and the proposals are under evaluation.

Investor interests have been received by SLPA for the development of the Galle Port, and SLPA is desirous of inviting Expressions of Interests (EOI) for the development of the Galle Port with a focus on tourism that would include a yacht marina of international standards.

The SLPA owned Kankasanturai Port is being developed to link with Nagapatinam in South-East India for passenger and freight transport. Several trial passenger voyages were undertaken in 2023. SLPA, using own funds invested in the construction of a terminal building that has potential for further development further to increase in future activity. SLPA also acquired additional land from Sri Lanka Cement Corporation with the intent of developing Kankasanturai as a key sea port to facilitate trade and passenger movement between Sri Lanka and India. Endorsing its commitment to this endeavour, the Government of India recently pledged a grant of USD 61.5 million to develop the port infrastructure in Kankasanturai that would include the construction of a breakwater and dredging of the harbour basis to accommodate larger vessels.

The SLPA is also in discussion with the Indian government to recommence ferry services between Thalemannar and Rameshwaram or an alternate location in India. SLPA has identified port limits in Thalemannar and the project is scheduled to be implemented preferably as a Public Private Partnership, failing which the SLPA will embark on developing the existing pier with own funds in the year 2024.

Pursuant to the objective of enhancing efficiency and customer service in parallel to port expansion, SLPA completed the feasibility study of its proposed Port Community System. The Study was undertaken by KPMG Sri Lanka with technical input from the Port of Rotterdam and with financial support of the Asian Development Bank (ADB). As part of the project outputs, KPMG also developed the draft EOI and RFP documents. Cabinet approval has been received and the EOI is expected to be floated shortly.

## CHAIRMAN'S REVIEW

In 2023, SLPA entered in to a BOT Concession Agreement with China Merchant Port to establish a modern state of the art logistics centre styled under the name South Asia Commercial and Logistics Hub Limited (SACL). Similar to terminals other than the SLPA owned and managed ECT and JCT that are operated under concession agreements at the PoC and the Hambantota International Port Group, SLPA will hold a fifteen percentage (15%) ownership in the Project. Access Engineering PLC too holds a fifteen percentage (15%) ownership interest in SACL. The project is in the design stage and construction is scheduled to be completed within the next 2-3 years.

SLPA has received serious enquiries for similar projects from other large port and shipping line operators which are under consideration.

The Colombo West International Terminal (CWIT) that is being developed by the Adani Ports and SEZ Group is progressing and the first phase of the terminal is expected to be completed in December 2024.

Further to completion of the ECT and CWIT projects, the PoC capacity which at present stands at eight (8) Million TEUs is planned to increase to 15 Million TEUs in the next two years.

With the future in mind and in line with the National Port Master Plan, SLPA proposes to undertake the extension of the existing breakwater. This would be followed by the development of the West Container Terminal II (WCT II) and thereafter the development of the Colombo North Port Development.

### FINANCIAL PERFORMANCE FOR THE YEAR 2023

SLPA returned an Earnings Before Interest and Tax (EBIT) of Rs.36.3 Billion for the year 2023. In the year 2022, the EBIT was Rs.47.5 Billion, and the drop in 2023 EBIT was mainly due to a reduction in Revenue which in the last year was Rs.68.7 Billion compared to a reported Revenue of Rs.63.3 Billion in 2023. The primary reason for the drop in Revenue is the appreciation of the Sri Lanka Rupee against the U.S Dollar in 2023 compared to the year 2022, as Revenue of SLPA is mainly primarily collected in U.S Dollars. Direct expenses also increased by nearly Rs.3.5 Billion in 2023 compared to 2022, mainly due to macro inflationary pressures.

Other Operating Income during the year was Rs.20 Billion compared to Rs.22.5 Billion in 2022. Other Operating Income mainly consist of income from Port Permits, subsidiaries and other terminals. Similar to SLPA, the appreciation of the Sri Lanka Rupee against the U.S. Dollar adversely impacted revenues of other terminals as well. Also a reduction in dividend payouts by other terminals caused a reduction in Other Operating Income.

Foreign loan interest cost increased due to an increase in LIBOR. The drop in interest rate coupled with an Exchange Rate Loss on the SLPA U.S. Dollar deposits also contributed to

## CHAIRMAN'S REVIEW

a decline in investment income. The increase in interest rates for Sri Lanka Rupee Deposits however mitigated the above losses on U.S. Dollar loans, thus resulting in a net finance gain of Rs. 5.3 Billion. However, the gain was less than the Rs. 5.6 Billion gain in the previous year due to the use of U.S. Dollar deposit to finance ECT investments.

In the year 2023 SLPA recorded a foreign exchange loss of Rs.1.3 Billion compared to a gain of Rs.3.9 Billion gain in 2022. This was due to a loss in value of the U.S. Dollar Deposits by reason of the appreciation of the Sri Lanka Rupee against the U.S. Dollar.

SLPA made a contribution of Rs.8.7 Billion to the Consolidated Fund in the year 2023. Contribution to the Consolidated Fund in the year 2022 was Rs.1.0 Billion.

The combined impact of the above led to SLPA reporting a Net Profit After Tax of Rs.19.9 Billion compared to 42.3 Billion in the year 2022.

### PORT OPERATIONS AND LOGISTICS PERFORMANCE

In 2023, stemming from a global economic slowdown shipping volumes were observed to be down compared to 2022. SLPA however sustained stable volumes although lower than the previous year in the first ten months of 2023. Increased volumes in the last two months of the year however allowed SLPA to marginally surpass volumes recorded in 2022. Annual throughput of SLPA owned and managed terminals in 2023 was 1.97 Million TEUs. Throughput for the year 2022 was 1.92 Million TEUs.

All services at the port continued uninterrupted notwithstanding industrial action at national level for a brief time during the year. Open and honest dialogues between the management and employees helped maintain conducive conditions and smooth operations in all aspects of all ports under SLPA.

Properly planned IT system and infrastructure upgrades were carried out in a timely manner with prime route optimization modules and four phases of Expert Decking optimization module implementation completed in 2023. The modules optimized equipment utilization at JCT.

Average productivity of SLPA terminals was improved by 2.6% for mainline vessels and 4.9% for feeder vessels respectively.

In the year 96,501 TEUs of FCL cargo were delivered through the Customer Service Centres of SLPA Logistics division. The Customer Service Centres offer 24-hour service and provides a high level convenience to customers by allowing electronic submission of documents and e-payment facilities for FCL/LCL deliveries.

A total cargo volume of 19,117 TEUs of LCL and MCC containers were destuffed at Container Freight Stations (CFS) of SLPA and warehouse space inside the port was

## CHAIRMAN'S REVIEW

provided for local, transshipment, MCC and special type cargo. Both stuffing and destuffing MCC container volume in 2023 was 8,591 TEUs.

A new Express Service to de-consolidate LCL cargo for a leading shipping agent was introduced at CFS I, and the service will be opened to more agents in the hope of increasing the handling of cargo volumes in the future.

Space for Bond operations was increased by renovating CFS V warehouse. An Enquiry Centre was established to facilitate all port related walk-in, email, web-based and telephone enquiries.

### MARKETING AND BUSINESS DEVELOPMENT

SLPA is stepping-up marketing efforts with the intent of better understanding and addressing customer needs. With the introduction of new capacity, higher quayside depths, new equipment capable of handling the largest vessels coupled with latest technology SLPA will be prepared to serve its customers and consolidate its position as a leading international shipping and maritime hub.

The latest development work in progress at the PoC has attracted the attention of leading and progressive shipping lines with whom SLPA is already in serious discussions for new business. Several Terminal Service Agreements (TSAs) with leading shipping and feeder lines are in force and discussions on revised terms and volume targets are continuing.

Competition among terminal operators at the PoC has been healthy and has served the PoC well. Despite competing with each other, relations among the operators has been cordial with a high level of mutual respect. SLPA has played a pivotal role in fostering a competitive landscape within the PoC that ensures inclusivity and friendly relations among terminal operators. In fact, all operators at the PoC led by SLPA undertook roadshows in Dhaka and Chittagong in 2022 and Chennai and Tuticorin in 2023 to jointly promote the PoC with a high level of success. More such joint promotions will be undertaken going forward.

### CONCLUSION

The global shipping and maritime industry is constantly evolving and expanding in line with supply chain changes, emerging new technologies and global environment challenges. All international ports are adjusting and adapting to the changes, and SLPA remains committed to retain and improve its status and position as a leading international transshipment hub. Economic growth in Asia, and in particular India offers much promise for the future, and as the leading hub port in South Asia the PoC is well placed to take advantage of that growth potential by complementing the expansion of the port sector of the sub-continent.

## CHAIRMAN'S REVIEW

Together with the PoC, SLPA is developing and positioning other regional ports for the future. As the driver of almost all ports in the country, SLPA is and will assume a substantial role in Sri Lanka's future economic growth through the ports, shipping and maritime sector.

Despite setbacks experienced during the year 2023 in the backdrop of a relatively slow global economy, volumes at the PoC improved in the latter part of 2023 and since then has maintained an improved trajectory into the year 2024. This trend is expected to continue during at least the first half of the year of 2024 and is likely to help performance of SLPA re-bounce in the ensuring financial year.

The commitment and efforts of a dedicated leadership, management and workforce of SLPA present and past working tirelessly 24X7, 365 days of the year must be appreciated towards the success enjoyed by the SLPA. The support and stewardship of the Board of Directors of SLPA is warmly appreciated. I must also acknowledge the leadership and teams of SAGT, CICT and CWIT for their continued support and cooperation towards the success of the PoC.

I wish to express my gratitude to the Hon. Minister of Ports, Shipping and Aviation who has led from the front and supported SLPA and its stakeholders at all times. The State Minister of Ports and Aviation must be thanked for his support and encouragement to the management and employees of SLPA. The ever responsive and supportive Secretary, Additional Secretaries and Management and staff of the Ministry of Ports, Shipping and Aviation have truly been a tower of strength to SLPA for which they are thanked. I also acknowledge the support and cooperation extended by the Private Secretary, Senior staff and advisors and all staff of the Hon. Minister of Ports, Shipping and Aviation.

I together with the Board of Directors of SLPA wish to express our deepest gratitude to our valued customers, esteemed partners and all stakeholders who have and continue to journey with us in our shared success and glorious future.



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



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

Keith Bernard has been holding the office of Chairman of the SLPA since October 2022. Prior to that, he enjoyed an illustrious career of over 35 years of which more than 25 years in the corporate sector spanning diverse industries holding high management positions. He was associated at the top management level with the set-up and launch of two successful and high-impact Not-for-profit organizations/projects with donor funding and Government of Sri Lanka backing. In the Public sector, he served as Joint Managing Director of 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 an Executive Director of the Road Development Authority and 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 responsibility to advise and assist in providing oversight management of several State-Owned Enterprises. He has also advised and consulted for the Financial Services and Telecom sectors in Sri Lanka.

Mr. Bernard has held board positions in many leading companies and PLCs in diverse industries. At present, in addition to being Chairman of the SLPA, he is also a director of several Boards of companies operating in the port and maritime sector.

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 and creativity.

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

Mr. Gayan Udara Kaushalya Algewattage currently serves as the Vice Chairman of SLPA as well as sits on the Boards of several publicly listed and Private Companies such as South Asia Gateway Terminals Pvt. Ltd (SAGT), Colombo International Container Terminals Ltd. (CICT), Colombo West International Terminal (Pvt) Ltd, Hambantota International Port Group Company Pvt. Ltd. (HIPG), Hambantota International Port Services Company Pvt. Ltd. (HIPS), Airport & Aviation Services (Sri Lanka), Jaya Container Terminals Limited, Sri Lanka Port Management & Consultancy Services (Private) Limited and Ceylon Shipping Corporation Limited.

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

## BOARD OF DIRECTORS

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

He served as a Department Head of the National Productivity Secretariat and also worked as an alternative Director for the Asian Productivity Organization where he was a productivity practitioner under the Ministry of Labour and Foreign Employment from Oct 2018 to June 2022. He started his career in Sri Lanka Administrative Service in the year 2006 and currently holds a 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. Prabath J. Malavige** **Managing Director**

Mr. Prabath J. Malavige serves as the Managing Director, exemplifying a distinguished career in Senior Port Management and Logistics spanning over 18 years. Widely recognized for his exceptional leadership, Mr. Malavige has achieved the remarkable distinction of being the youngest Managing Director in the history of the SLPA.

Prior to his appointment as Managing Director, Mr. Malavige held key positions within the SLPA, including Additional Managing Director (Admin/Operations), Director (Logistics), Chief Manager (Logistics), and Deputy Chief Manager (Premises/GIS). His extensive background underscores a comprehensive understanding of the Ports and Logistics Sector, coupled with a diverse set of proficient management skills.

Educationally, Mr. Malavige holds a Bachelor of Science degree in Estate Management and Valuation from the University of Sri Jayewardenepura. He furthered his academic pursuits with a Master of Science degree in Geographic Information Systems and Remote Sensing from the University of Peradeniya, complemented by a Post Graduate Diploma in Project Management from the University of Moratuwa.

In addition to his managerial prowess, Mr. Malavige has contributed significantly to the field of Geo-informatics – GIS and Remote Sensing and Real Estate Management for over two decades, serving as a Professionally Qualified Lecturer, Trainer, and Practitioner. His profound expertise in these technologies, coupled with a robust project management background, establishes him as an invaluable asset to the SLPA.

Throughout his illustrious career, Mr. Malavige has consistently demonstrated an unwavering commitment to excellence and a fervent passion for driving innovation within the industry. His visionary approach and meticulous attention to detail have played a pivotal role in the growth and success of the organization under his leadership.

## BOARD OF DIRECTORS

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

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

Having joined the Public Service in 1991 as an Audit Examiner in the Auditor General's Department, he entered the Sri Lanka Accountants Service in 1992 and served as the Accountant in the Lankapura Divisional Secretariat of Polonnaruwa District and in the Thalawa Divisional Secretariat of Anuradhapura from 1992 – 1997. From 1997 to 2005, Mr. Athula Kumara served as an Accountant in the Director's Office of Agriculture in the North Central Province and worked for two 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 working as the Director General in the Department of Public Enterprises.

He has gained foreign training and exposure related to Accounting Financial Management, Strategic planning 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. At present, he represents Hotel Developers (Lanka) Ltd and Sahasya Investment Ltd. Moreover, he served as a member of several Expert Committees of the Sri Lanka Transport Board, National Water Supply & Drainage Board, and Road Development Authority. In addition, Athula Kumara worked as the Chief Executive Officer of the Local Development Fund from 2012-2014.

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

Mr. Sarath Nonis stands as a seasoned luminary in the realm of public service, boasting an illustrious career spanning over three decades across pivotal government roles. Currently adorned with the distinguished title of Director General at Sri Lanka Customs, he wields direct authority over revenue collection, enforcement of pertinent laws, and the adept administration of a workforce exceeding two thousand.

## BOARD OF DIRECTORS

His journey commenced with an honours degree in Business Administration from the prestigious University of Sri Jayewardenepura, coupled with a coveted Licentiate Certificate from the Institute of Chartered Accountants of Sri Lanka. A recipient of the esteemed AUSAID scholarship, Sarath pursued a Master's degree in Public Administration at Flinders University in Adelaide, Australia.

Embarking on his public service odyssey in 1988 as an Audit Examiner at the Auditor General's Department, Mr. Sarath's trajectory propelled him to the Sri Lanka Accountant's Service in 1997. Swiftly ascending through the ranks, he became an Assistant Secretary to the Ministry of Fisheries and Ocean Resources in 1998, later transitioning to the Ministry of Finance. There, he left an indelible mark in pivotal departments such as Fiscal Policy and Economic Affairs, and Trade Tariff and Investment Policy.

Distinguished by his role as the first Comptroller General of Sri Lanka in 2017, Mr. Sarath was charged with the mission of ensuring the efficient, effective, and economical utilization of government assets. His innovative approach included the establishment of a central database for non-financial government assets, aiming to forestall mismanagement and waste.

Elevated subsequently to the position of Director General of the Department of National Budget, Mr. Sarath's responsibilities extended to the formulation of the National budget, public expenditure management, and overseeing commercial stores' limits, public officer's advance accounts, and budget monitoring.

Noteworthy in his tenure as Additional Secretary to the Ministry of Defense, Sarath navigated intricate defense policy matters. His purview encompassed bilateral and multilateral defense cooperation, military equipment procurement, and the administrative intricacies of tri-service personnel.

He has represented Sri Lanka in international forums such as the IISS Fullerton Forum, IMF/World Bank Annual Meetings, WCO Council sessions, and UN ESCAP meetings on Infrastructure Financing Strategies and has engaged in formulating several trade agreements, such as the Pakistan Sri Lanka Free Trade Agreement (PSFTA) and Comprehensive Economic Partnership Agreement (CEPA) negotiations with India.

### **Ms. K N Kumari Somaratne** **Director**

Ms. K N Kumari Somaratne, appointed as a Board Member of SLPA by Hon. Minister Nimal Siripala De Silva, brings 30 years of public service experience. Starting as a teacher, she entered the Sri Lanka Administrative Service, holding roles in health, agriculture, and rural industries. Notably, she contributed to popularizing textile products nationally and internationally.

## BOARD OF DIRECTORS

Later, she served as Senior Assistant Secretary in the Ministry of Enterprise Development and Investment Promotion, overseeing statutory boards like Export Development Board (EDB) and Investment Promotion Board (BOI). She also worked in the Ministry of Plantation Industries and then as Additional Secretary in the Ministry of Ports and Shipping, now including aviation.

Ms. Somaratne was a Capacity Building Specialist for the World Bank Project (PURANAGUMA) (NELSIP) in North East Sri Lanka. She served on various Boards, including Industrial Development Board (IDB), National Institute of Plantation Management Sustainable Energy Authority, and Export Development Board.

Currently, she is on the boards of NARA and EDB. Ms. Somaratne, who acted as SLPA's Chairperson in 2019, holds a BSc in Business Administration, a Postgraduate Diploma in Public Administration, and a Master's in Economics. She also completed a Diploma in Public Procurement and Contract Administration and attended short-term training abroad for further development.

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

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

Mrs. Nissanka served as an Assistant Commissioner, Corporative Development Department and Divisional Secretary, Mahawewa 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.

## BOARD OF DIRECTORS

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. Mr. De Silva is a Director of the Sri Lanka Ports Authority. He is a Director of Hambantota International Port Services Company Ltd and Jaya Container Terminal Limited. He is also 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 establishing 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, and seniors' homes and assists 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 the status quo", words from a practical, realistic, humanitarian leader Mr. Rohan De Silva.

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

Mr. Hewathantri Attorney-at-Law obtained his LLB Degree from the University of Colombo and 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 the National Water Supply and Drainage Board in 1996, Member of the Legal Drafting Committee of the Telecommunication Regulatory Commission of Sri Lanka in 2001, Director State Pharmaceuticals Corporation of Sri Lanka in 2004 and He was a Founder member of Health Regulatory Commission in 2010.

## BOARD OF DIRECTORS

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

Dr. Upul Ajith Mendis (MBBS, DLM/MCMA/FCMA) holds an MBBS from the University of Colombo and a Diploma in Legal Medicine from the Post Graduate Institute of Medicine, University of Colombo.

After University education, he started as a House Officer at the General Hospital, Badulla and gradually reached the highest administrative position in the health sector, becoming the Director General of Health Services, in a span of over 35 years of service in the active health service. During the period in between he held the posts of Medical Superintendent, Regional Director of Health Services, Provincial Director of Health Services, Director of Medical Supplies Division, Director of Medical Technology and Supplies and Deputy Director General of Laboratory Services, too.

Thereafter, Dr. Mendis worked as the Country Director of Population Services Lanka, an NGO involved in providing general health care services to the community all over the island. He was then appointed as the Chairman, of Dr. Neville Fernando Teaching Hospital, which post he held till May 2022 and simultaneously served as a Member of the Board of Directors of the State Pharmaceuticals Manufacturing Corporation, too.

Deviating from a nearly 45 years of illustrious career in both the government and private health sector, Dr. Ajith Mendis was appointed as the Vice Chairman, of Airport and Aviation Services Sri Lanka (Pvt) Limited (AASL) in June 2022, where he played a significant role in the upliftment of activities of AASL, till August 2023.

Dr. Mendis re-emerged to the health sector when he was appointed as the Chairman of the State Pharmaceuticals Corporation of Sri Lanka, in August 2023 and holds this position to date.

Dr. Ajith Mendis, at present, serves as a Member of the Board of Directors of the SLPA as well.

### **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. Prabath J Malavige  
**Managing Director**

Mr. D L R Weerasinghe  
**Additional Managing Director  
(Operations)**

Mr. W M Nalin Aponso  
**Additional Managing Director  
(Admin/Human Resource Management)**

Mr. J A Chandrarathna  
**Additional Managing Director  
(Technical)**

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

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

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

Mrs. G Z Miskin  
**Director (Logistics/HR & Admin)**

Mrs. G N Liyanage  
**Director (Finance)**

Mr. H J K U Kumara  
**Director (Operations)**

Mrs. Aparna Tilakaratne  
**Chief Law Officer**

Mr. Nirmal de Fonseka  
**Chief Training Manager**

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

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

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

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

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

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

Mr. K S Hettiarachchi  
**Chief Manager (Mechanical Works)**

Mr. L P S Chandana  
**Chief Operations Manager (Cont. Ops)**

Mr. M R M Ramzeen  
**Chief Manager (Welfare & IR)**

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

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

Mr. C L Dassanayake  
**Chief Engineer (Development)**

Mrs. G H R Perera  
**Chief Internal Auditor**

Mr. M V S Feranando  
**Chief Engineer (Mechanical Plant)**

Mr. A B M Aswer  
**Chief Operations Manager (Conv. Cargo)**



## MANAGEMENT TEAM

Mr. P P Pradeep Nishantha  
**Chief Manager (Logistics)**

Mr. W P S Perera  
**Chief Manager (Marketing & Business Development)**

Mr. Prasad Subhawickrama  
**Chief Manager (Premises & Land Management)**

Mrs. M P Madarasinghe  
**Chief Manager (Info. Systems)**

Mr. T R W Elapatha  
**Chief Manager (HR & Admin)**

Dr. Kandegedara  
**Chief Medical Officer**

Mr. R A P P Rupasingha  
**Chief Manager (Supplies & Material Management)**

### Changes in Senior Management in 2023

#### Retirements

**Mr. Susantha Abeysiriwardena**, Managing Director retired from the SLPA.

**Mr. P A R D Pathiraja**, Additional Managing Director (Technical) retired from the SLPA.

**Mr. S H Thilakapala**, Chief Training Manager retired from the SLPA.

#### Appointments

**Mr. Prabath J Malavige** was appointed as the Managing Director of SLPA.

**Mr. D L R Weerasinghe**, was appointed as the Additional Managing Director (Operations).

**Mr. W M Nalin Aponso**, was appointed as the Additional Managing Director (Admin/Human Resource Management)

**Mr. J A Chandrarathna**, was appointed as the Additional Managing Director (Technical).

**Mrs. G Z Miskin**, was appointed as the Director (Logistics/HR & Admin).

**Mrs. G N Liyanage**, was appointed as the Director (Finance).

**Mr. H J K U Kumara**, was appointed as the Director (Operations).

**Mr. Nirmal de Fonseka**, was appointed as the Chief Training Manager.

**Mr. K S Hettiarachchi**, was appointed as the Chief Manager (Mechanical Works).

**Mr. M R M Ramzeen**, was appointed as the Chief Manager (Welfare & IR).

**Mr. C L Dassanayake**, was appointed as the Chief Engineer (Development).

**Mrs. G H R Perera**, was appointed as the Chief Internal Auditor.

**Mr. M V S Feranando**, was appointed as the Chief Engineer (Mechanical Plant).

**Mr. A B M Aswer**, was appointed as the Chief Operations Manager (Conventional Cargo).

## MANAGEMENT TEAM

**Mr. P P Pradeep Nishantha**, was appointed as the Chief Manager (Logistics).

**Mr. W P S Perera**, was appointed as the Chief Manager (Marketing & Business Development).

**Mrs. M P Madarasinghe**, was appointed as the Chief Manager (Information Systems).

**Mr. T R W Elapatha**, was appointed as the Chief Manager (HR & Admin).

**Dr. Pradeep Kandegedara**, was appointed as the Chief Medical Officer. (Secondment Basis).

**Mr. Prasad Subhawickrama** was appointed as the Chief Manager (Premises & Land Management).

**Mr. R A P P Rupasingha** was appointed as the Chief Manager (Supplies & Material Management).

## BUSINESS DEVELOPMENT

The Port of Colombo witnessed a remarkable surge in maritime activities in 2023, solidifying its position as a pivotal hub in global trade. Through strategic initiatives and operational prowess, the port experienced significant growth across various segments, reinforcing its stature on the world maritime stage.

Ship arrivals in 2023 exhibited notable growth across diverse categories, underlining the port's expanding footprint. Container ship arrivals surged by 18.3%, reaching 3,890, while Conventional Cargo ships saw a commendable 3.2% uptick. Notably, the "Other Services" category, inclusive of crucial services like Bunkering, Repairs, and Ship-Chandelling, witnessed a robust 33.7% increase, signaling enhanced operational efficiency and service excellence. However, certain cargo segments, such as Liquid Bulk and Roll-on/Roll-off, experienced a decline of 21.4%, reflecting shifting trade dynamics.

The Port of Colombo managed a total container throughput of 6,949,912 TEUs, In 2023 indicating a slight 1.3% increase from the previous year's figure of 6,862,184 TEUs. Breaking down the figures, JCT and ECT jointly accounted for 28.3% of the total container throughput, handling 1,965,131 TEUs. Meanwhile, the SAGT claimed a 25.4% share, handling 1,763,863 TEUs, and the CICT contributed 46.3% by managing 3,220,918 TEUs. To bolster container volumes at SLPA terminals and the Port of Colombo, the SLPA implemented an array of strategic initiatives. These included forging Terminal Service Agreements with prominent shipping lines to solidify ongoing partnerships and attract additional business to SLPA.

The cargo tonnage at the Port of Colombo surged to 99,673 thousand tonnes, marking a 3.6% increase compared to the previous year's volume of 96,170 thousand tonnes. Break bulk tonnage experienced a notable decline of 23.1%, primarily driven by reduced imports of iron/steel and fertilizer. Similarly, dry bulk cargo witnessed a significant decrease of 28.4%, attributed to lower imports of cement, wheat/maize/corn, and fertilizer. However, liquid bulk cargo tonnage saw a substantial increase of 12.7%, driven by a rise in crude oil imports. Concurrently, containerized cargo tonnage reported a 3.9% increase during the same period.

In 2023, the SLPA received prestigious accolades from the Global Ports Forum (GPF), including the "Ports Authority of the Year 2023" Award and the "Best Public Container Terminal of the Year 2023" Award. These honors were bestowed upon SLPA in recognition of its outstanding efforts to enhance the prominence of the Port of Colombo within the global maritime landscape.

In our pursuit of brand excellence, we orchestrated approximately 100 port visits, strategically engaging with diplomatic delegations, the international community, local government entities, private institutions, and university students. Furthermore, our international business canvas promotions in Bangladesh and India, coupled with visits by major shipping line agents, have amplified our global footprint and reinforced our stature as a preferred maritime partner.

As a beacon of maritime excellence, the Port of Colombo continues to set new benchmarks in operational efficiency, service quality, and market leadership. With a robust foundation built on innovation, collaboration, and customer-centricity, the port stands poised to navigate the complexities of global trade and emerge as a key driver of economic growth and prosperity in the region.

The background features abstract, overlapping geometric shapes in two shades of green (a darker forest green and a lighter lime green) on a white background. The shapes create a dynamic, angular composition that frames the central text.

# **2023** **DEVELOPMENT PROJECTS**

## DEVELOPMENT PROJECTS

In the dynamic landscape of maritime infrastructure, the SLPA has undertaken a series of ambitious projects throughout 2023, solidifying its position as a regional leader in port development and commercial logistics. These strategic initiatives, spearheaded by the Planning and Development, Contract and Design, and Development Divisions of the SLPA, hold paramount importance in bolstering Sri Lanka's maritime capabilities and fostering substantial economic growth. The notable progress achieved during the year 2023 across various development projects underscores the organization's commitment to advancing and optimizing the nation's maritime landscape.

### 1. East Container Terminal

The East Container Terminal (ECT) at Colombo South Harbour is designed to accommodate three Ultra Large Container Carriers (ULCC) with a length of 400m or more at berths with depths ranging from -18m to -20m. The terminal spans approximately 72 hectares and has an annual container handling capacity of 3.0 million TEUs. The SLPA completed the construction of a 600m quay wall, an operationalized berth of 440m, an 18-hectare yard, peripheral roads, and related gate facilities in 2015. ECT Phase – I commenced operations in October 2020.

The civil construction of ECT Phase – II, undertaken by a joint venture of Access Engineering PLC and China Harbour Engineering Company Limited, began on 04.01.2022 and is currently in progress. The existing 600m quay wall has a -18m depth berth, and the remaining 700m quay wall is planned to have a -20m depth berth. Overall physical progress in the civil construction works reached 24.5%.

#### 1.1 Procurement of Equipment for ECT

The following fleets of equipment have been planned for procurements for the successful operation of ECT.

##### a) Procurement of 12 Nos of Ship to Shore (STS) Cranes and 40 Nos of Automated Rail Mounted Gantries (ARMGs)

Total Contact Price	- USD 282 million
Estimated date of Delivery of the first lot (06 Nos of STS cranes and 20 Nos of ARMGs)	- 02 <sup>nd</sup> Quarter of 2024
Physical Progress	- Contract awarded and under construction
Financial Progress	- USD 141 million (USD 113 million + USD 28 million) paid

##### b) Procurement of 15 Nos of Straddle carriers

Estimated date of Delivery	- 02 <sup>nd</sup> Quarter of 2025
Estimated Cost	- USD 25 million

## DEVELOPMENT PROJECTS

Physical Progress - Bids have been called

### c) Procurement of 15 Nos of Straddle carriers

Estimated date of Delivery - 03<sup>rd</sup> Quarter of 2025  
Estimated Cost - USD 25 million  
Physical Progress - Approval from the Board of Directors of SLPA has been received to initiate the procurement process

### 1.2 Operations Building for the ECT

As a component of the ECT Phase II development project, constructing a four-story operation Building for the ECT is underway with an estimated cost of Rs. 1,600 million. The construction activities commenced in July 2023, and as of the end of the year, 57% of the primary civil works have been completed.

## 2. West Container Terminal - I (WCT-I):

The West Container Terminal -I at Colombo South Harbour is set to become a prominent facility with a 1400m long quay designed to accommodate three ULCC of 400m or more in length at a depth of -20m berths. The terminal, spanning approximately 65 hectares, is projected to handle 3.0 million TEUs annually.

Approved by the Cabinet of Ministers, as a public-private partnership project under a build-operate-transfer (BOT) basis for 35 years, the joint venture involving the SLPA, Adani Ports and Special Economic Zone Limited, and local partner John Keells Holdings PLC has established "Colombo West International Terminal (Private) Limited (CWIT)" as the terminal operator. The BOT Agreement was executed on 30.09.2021, with subsequent agreements signed on 25.02.2022.

The construction, currently at 39.5% overall physical progress, involves reclamation, dredging, marine works, backup yard, and building works, with specific milestones achieved as of 31.12.2023.

## 3. Extension of Breakwater for West Container Terminal - II

Aligned with the National Port Master Plan of 2019, the forthcoming development initiative involves the expansion of the western breakwater at Colombo South Port to establish WCT-II, thereby extending the quay wall of WCT-I.

WCT-II will involve the expansion of the existing western breakwater, extending it further into the deep sea and pushing westward to encompass a minimum of 50-70 hectares of land behind WCT-II. This expansion will also include the creation of a

## DEVELOPMENT PROJECTS

south harbour basin, featuring a 1200m-1400m quay wall at a depth of 20 meters, providing a capacity of 3.5 million TEUs adjacent to the WCT-I terminal. Upon the successful completion of this project, the Port of Colombo will boast a 2600-2800m straight quay wall at a depth of 18-20 meters, incorporating both WCT-I and WCT-II. Additionally, a dedicated land area of 50-70 hectares behind the WCT-II terminal will be reserved for logistic facilities.

The extension of the breakwater is anticipated to span up to five years from the project's commencement. The construction of the WCT-II terminal extension can initiate with a partial extension of the breakwater. To prevent a capacity crunch and potential business loss after 2028, it is imperative to launch WCT-II by 2025. This launch should encompass the completion of all technical and financial aspects, aiming to commence operations no later than 2030.

Although reasonable studies have been completed, the project remains in the conceptual stage. Hence, there is a need to undertake detailed engineering designs for the comprehensive development of the project. This task will be entrusted to a reputable port development consultancy firm, with active participation from SLPA. The detailed design exercise is anticipated to last approximately two years.

Accordingly, SLPA has secured the necessary cabinet approval to initiate procurement for the selection of a suitable consultant for the study, with financial support from the Asian Development Bank (ADB). In its role as the procuring entity, SLPA has concluded the shortlisting of consultants for the Request for Proposals (RFP) process and is currently in the midst of issuing the RFP.

### 4. Galle Port Development Project

The Galle Port Development Project aims to transform the Port of Galle into a multifaceted hub catering to both tourism and regional commerce. The envisioned development adopts a sustainable model, transcending traditional port services to attract private sector investments. Emphasizing the strategic geographical advantages of Galle Bay, the project seeks to create opportunities in leisure and real estate development.

The project involves the construction of a deep-water passenger terminal, interconnected revetment, and breakwaters, dredging of the entrance channel and basin, as well as land reclamation. The reclaimed land will be utilized for mixed development, fostering economic growth through a blend of commercial and leisure facilities. The comprehensive plan aligns with the goal of benefiting both the Galle region and the nation's overall economic development.

Accordingly, efforts are underway to obtain the necessary approval from the Cabinet of Ministers to initiate procurement work. The year 2024 will witness the launch of

## DEVELOPMENT PROJECTS

the Expression of Interest (EOI) and RFP process, aimed at selecting an investor to implement this transformative project.

### 5. Consultancy Service for Feasibility study for the Colombo North Port Development Project

The SLPA is currently undertaking the implementation of ECT Phase II and WCT–I to address the projected increase in cargo volume. After completing these two terminals, WCT–II is scheduled to begin in 2028. However, based on the forecasted container volume for the Colombo port, it is anticipated that the entire port will reach saturation by 2030. In response to this, SLPA has initiated the development of a new port on the northern side of the existing Colombo Port, known as the Colombo North Port.

The proposed Colombo North Port is envisaged to extend from the Kelani River in the Modara area to the existing northern breakwater of the Colombo Port. SLPA plans to utilize the North Port for handling liquid bulk, dry bulk, Ro-Ro, and containers. The development of the North Port will be carried out in stages to align with the demand, and SLPA is committed to providing infrastructure facilities and port services well in advance of the anticipated demand.

Recognizing the significance of this initiative, SLPA has initiated the feasibility study for the Colombo North Port Development Project through AECOM Infrastructure and Environment UK Limited. This consultancy is being conducted under the ADB-funded Transport Project Preparatory Facility.

The consultancy service, led by AECOM, has successfully completed the feasibility study report and the Environmental Impact Assessment (EIA) report. The EIA report has been submitted to the Coast Conservation and Coastal Resource Management Department (CC&CRMD) for a public hearing, and subsequent to this process, CC&CRMD is expected to issue development approval for the Colombo North Port Development Project. SLPA remains focused on ensuring the timely provision of necessary infrastructure and port services in alignment with the evolving demand for the project.

### 6. Development of Port related industries at Port of Trincomalee

The transformation of the Port of Trincomalee into a pivotal player in the economic landscape of its region is a strategic endeavour, leveraging its advantageous location, deep-water port infrastructure, and expansive hinterland suitable for industrial setups. The seamless land connectivity to the Port of Colombo through an expanding expressway network further enhances its potential.



## DEVELOPMENT PROJECTS

The National Port Master Plan and the Trincomalee Zonal Plan have both recognized the prospect of transforming the Port of Trincomalee into a hub for industrial growth, emphasizing potential rail and road connectivity. The collective objective of the Government and the SLPA is to position the Port of Trincomalee as a regional nexus for both industrial ventures and tourism activities.

To ensure the sustainability of this development, a Strategic Environmental Assessment (SEA) is currently underway in collaboration with the Central Environmental Authority (CEA), emphasizing the importance of environmentally conscious planning and implementation.

### 7. South Asia Commercial and Logistic Hub (SACLH)

The South Asia Commercial and Logistics Hub (SACLH) is set to become a prominent infrastructure project, following the formal signing of agreements for its construction and operation in Colombo. The representatives of the three investing entities, namely China Merchants Port Holdings (CMPort), SLPA and Access Engineering PLC (Access), have entered into a 50-year BOT arrangement.

The project envisions the development of an impressive eight-story complex, covering five million square feet and a designed storage capacity of 530,000 cubic meters. This ambitious undertaking is slated to be the largest commercial and logistics complex in South Asia.

The crucial step of securing the Site Lease Agreement was successfully completed in July 2023, paving the way for the commencement of this significant venture.

### 8. Widening of Port Internal Roads

The widening of the main Internal Port Road construction, covering the road stretch from Fire Brigade to Summer Hill, was substantially completed in 2023. The project, initiated in December 2020, incurred an actual cost of Rs. 175.6 million for the construction work.

Resurfacing work for Phase II of the internal roads at the JCT container yard commenced in December 2022 and was completed in October 2023, incurring a cost of Rs. 289.3 million. Additionally, the commencement of the balance yard rehabilitation works for PVQ – Phase II took place in November 2023 at an initial cost of Rs. 291 million, with a projected completion date set for June 2024.

### 9. Extending of JCT - IV Quay wall

In 2017, the SLPA outlined plans to extend the existing JCT-IV Container quay wall by 120m, ensuring a minimum alongside water depth of -16m Lower Water

## DEVELOPMENT PROJECTS

Ordinary of Spring Tides (LWOST). The objective was to enhance the port's capacity to accommodate two ships of over 330m in length simultaneously. However, the Civil Work Component of the development contract, awarded to an external contractor in 2018, faced implementation delays beyond the control of the SLPA.

Finally, having renegotiated with the Contractor, with the approval of the Cabinet of Ministers, construction commenced in November 2020, with ongoing progress throughout 2023. Despite the setbacks, the project achieved a physical progress of 83%. The contracted price for this significant undertaking stands at Rs. 6,374 million.

### **10. Development work at the Port of Trincomalee**

The construction of the three-story Engineering Workshop Building at Trincomalee Port began in April 2023 with an initial cost of Rs.327 million and is scheduled for completion in June 2024. Further, work on the installation of pumps and laying the pipe network for the existing water sump at the Trincomalee port, aiming to meet internal and ship water demands, started in November 2023 and is expected to conclude in August 2024.

### **11. Rehabilitation of KKS Port**

The Rehabilitation of KKS Port is being financially supported by the Indian EXIM Bank with a funding of USD 45 million. The project encompasses the restoration of breakwater and piers, the construction of a new commercial berth, and the development of infrastructure facilities to transform KKS Port into a commercial port.

In the execution of the project, the SLPA has initiated a Project Management Consultancy (PMC) Agreement to secure design and consultancy services. The PMC work commenced on 12.10.2020, and currently, 72% of the initial consultancy phase has been completed. A total payment of Rs. 196 million has been disbursed to the Consultant thus far. The construction phase of the project is set to kick off in 2024. However, before commencement, approval from the Export-Import Bank of India is required for both the Pre-Qualification document and Loan Extension.

### **12. Commencement of Ferry Service between Kankesanthurai and India as Experimental Basis**

The Passenger Terminal Building for the ferry service has been fully constructed and was inaugurated on 16.06.2023, by the Honorable Minister of Ports, Shipping, and Aviation.

## DEVELOPMENT PROJECTS

The SLPA has strategically decided to manage the newly built terminal building by outsourcing ground services. The effectiveness of this operational approach will determine its continuation. If successful and in response to demand, plans are underway to issue a Request for Proposal (RFP) for passenger terminal operations at KKS, aiming to handle ferries and cruise ships on a larger scale in the future. Presently, the ferry operations are running smoothly, utilizing the recently completed terminal building.

### **13. Projects Being Carried Out By SLPA under the Port Access Elevated Highway Project**

The SLPA is actively engaged in various activities as part of the Port Access Elevated Highway (PAEH) project, including:

#### **13.1 Facilitation and Coordination**

SLPA is facilitating and coordinating efforts with the Road Development Authority (RDA) and the PAEH contractor.

#### **13.2 Construction of New Workshop Building Complex**

As a result of the PAEH project, SLPA workshops need to be relocated. A workshop complex comprising four buildings is planned, with an estimated project cost of Rs 2,089 million (considering price escalation), funded by the Asian Development Bank (ADB).

The contract for project execution was awarded to the BEL-DGES JV contractor on 09.09.2021. The construction was completed in December 2023, and the new workshop complex is scheduled to open at the beginning of 2024.

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

To facilitate the relocation of SLPA staff for the PAEH construction, a 17-story building is being constructed at Canal Yard Premises. The project, with a cost of Rs. 6,200 million, is funded by ADB and managed by RDA.

The SLPA is actively involved in project coordination and finalizing employer's requirements based on the SLPA's needs. As of the end of 2023, 38.1% of physical progress has been achieved. The tentative project completion date is December 2024.

## DEVELOPMENT PROJECTS

### 13.4 Purchasing the Furniture for the SLPA Head Office Building

The approval of the Board has been obtained to recruit an Architect and Interior Designer on a contractual basis to finalize the furniture requirements for the Maritime Facilitation Center. The plan involves procuring the necessary furniture and modifying existing items available in SLPA's current office premises, with the consultation of the above Architect and Interior Designer.

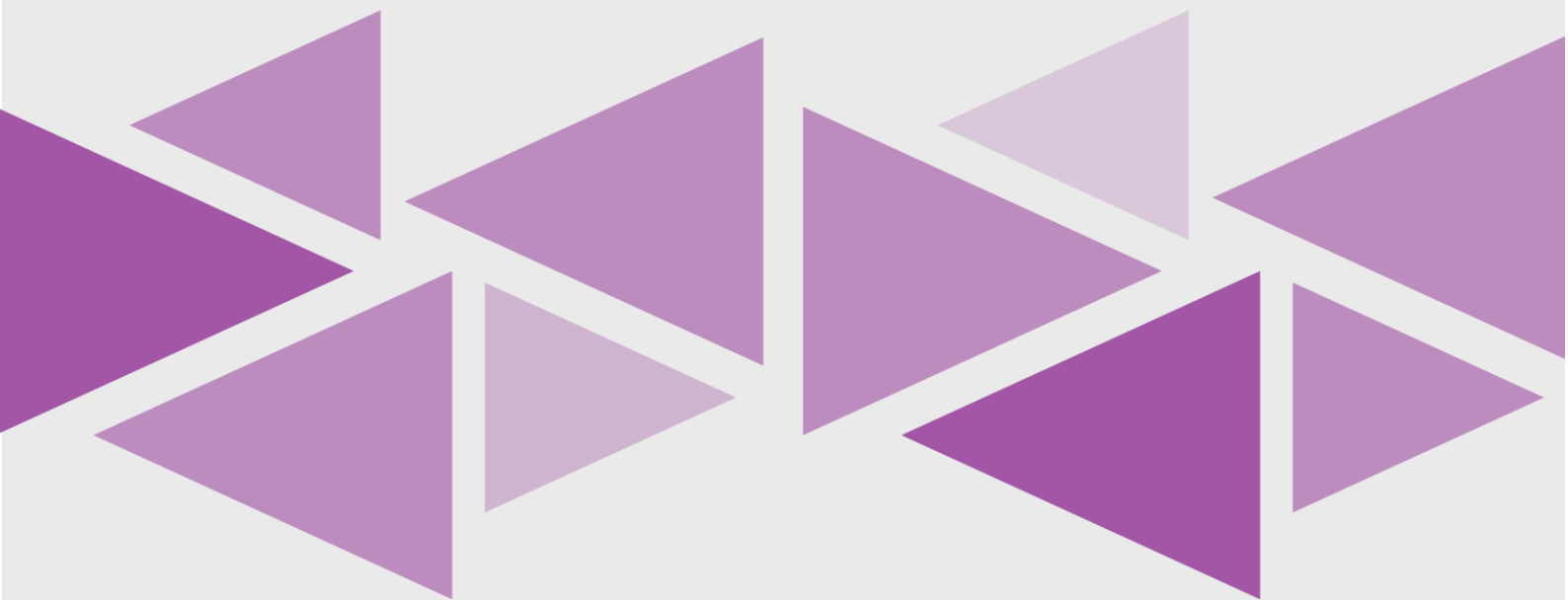
### 14. Investment Opportunities for the Port of Oluvil

The approval was granted by the Cabinet of Ministers on 22.11.2022, to call for the Expression of Interest (EOI) and Request for Proposal (RFP) process for Investment Opportunities at the Port of Oluvil. A Special Project Evaluation Committee has been appointed to assess and select suitable investors for the long-term lease of lands and buildings within the commercial harbour at the Port of Oluvil, with a focus on developing port-related industries.

Following the EOI stage, three project proponents submitted their initial proposals, leading to the decision by the Special Project Evaluation Committee to proceed with the RFP phase. The RFP was officially issued in December 2023 to the three investors who successfully submitted proposals during the EOI stage. The evaluation of these proposals is scheduled for January 2024, during which a suitable investor will be selected to lease and develop port-related industries at the Oluvil Commercial Harbour premises.

As SLPA navigates through these transformative projects, the year 2023 reflects a period of significant progress and strategic positioning, reaffirming Sri Lanka's commitment to becoming a key player in the global maritime and logistics arena.

# **2023 OPERATIONAL REVIEW**



**SRI LANKA PORTS AUTHORITY**

## OPERATIONS DIVISION

In the face of a daunting economic landscape marked by both domestic and global crises, the Operations Division of the SLPA demonstrated remarkable resilience and dedication. The team worked tirelessly to sustain volume and meet productivity targets in vessel operations amid a worldwide economic downturn intensified by inflation.

The pervasive impact of inflation on global trade was keenly felt, leading to a reduction in cargo movement across the world. This, coupled with negative demand growth in 2023, resulted in a decline in the container volume transported by shipping lines. Ports, including the JCT, experienced a consequential reduction in container throughput.

The challenges posed by the global crisis had an immediate and profound effect on the throughput of JCT, persisting from the onset of 2023. Despite these difficulties, SLPA terminals gradually rebounded, showcasing an impressive recovery. The state terminals, achieved positive growth, surpassing the container volume handled in 2022 by an impressive 39,236 TEUs.

In 2023, SLPA Terminals achieved an average gross crane productivity of 26.01 moves per hour (MPH) for mainline vessels, representing a notable increase of 4.14% compared to the productivity observed in 2022. Conversely, the average gross crane productivity for feeder line vessels in 2023 was recorded at 24.84 MPH, indicating a marginal decrease of 0.03% compared to the productivity levels in 2022.

Despite domestic challenges, SLPA successfully ensured the availability of a sufficient number of employees and effectively engaged them to sustain vessel operations. As a result, there was a growth in the average productivity levels of SLPA terminals for Main Line vessels in 2023 compared to 2022. Additionally, for feeder lines, the productivity level was maintained at the same level as in 2022.

In 2023, the volume of Inter-Terminal Tracking (ITT) handled was notably lower compared to 2022. This reduction was primarily attributed to the reshuffling of shipping line services across terminals, aimed at minimizing ITT transfers to alleviate pressure on the system. Additionally, the global crisis that persisted throughout 2023 contributed to a decline in the overall cargo volume circulated, adversely impacting ports and consequently leading to a decrease in ITT volume.

There was a notable 28.4% decline in the handling of dry bulk tonnage at conventional cargo terminals in 2023, compared to the preceding year, 2022. The dry bulk volume for 2023 amounted to 1,183,490 tonnes, a significant decrease from the 1,652,453 tonnes reported in 2022. On the other hand, liquid bulk volume experienced a 12.7% growth, rising from 4,333,670 tonnes in 2022 to 4,884,677 tonnes in 2023. In the breakbulk category, there was a 23.1% reduction in volume in 2023, with the figure standing at 202,355 tonnes, down from 263,602 tonnes in 2022.

## OPERATIONAL REVIEW

The overall tonnage handled at the Port of Colombo in 2023 reached 99,673,588 tonnes, reflecting a 3.6% increase from the 96,169,811 tonnes recorded in 2022.

The various initiatives were implemented to ensure the retention of volumes and desired productivity levels despite challenging local and global circumstances in 2023. Some of them are given below;

- Employee empowerment programs were executed to inspire and engage the workforce, giving us a competitive edge and enhancing service levels for our customers.
- To address a critical bottleneck, the refurbishment of the yard surface was initiated at JCT to improve the movement of prime movers. This ongoing activity has been instrumental in overcoming productivity challenges.
- Employee awareness programs were introduced to educate personnel across different categories on industry dynamics and the significance of their roles in contributing to overall success.
- The incentive payment scheme was adjusted to accommodate ITT transfers, with priority given to vessel and yard operational categories. This change aimed to further motivate and reward employees in key areas.
- Notably, both the ECT and JCT V projects successfully adhered to intended timelines, thanks to effective cross-functional arrangements during the pre-planning stage.

### LOGISTICS DIVISION

The Logistics Division plays a crucial role in the efficient delivery, storage, and handling of various types of cargo, including FCL, LCL Containers, Break Bulk, Bag Cargo, Motor Vehicles, and Project Cargo, among others.

In the year 2023, 96,501 TEUs of FCL containers were directly delivered, generating a revenue of Rs. 6,561.09 million through the Customer Services Center, which operates round the clock. The SLPA facilitated the electronic submission of documents and an e-payment system for FCL/LCL deliveries, streamlining customer services.

In 2023, 19,117 TEUs of LCL & Multi-Country Consolidation (MCC) containers were de-stuffed at SLPA's Container Freight Stations, utilizing warehouse space within the port for various operations, including TS, MCC, and special cargo. MCC container volume accounted for 8,591 TEUs. De-Stuffing of LCL Containers generated Rs. 455.04 million in revenue, while Rs. 1,184.68 million was recovered from Landing and Delivery charges for

LCL containers and bulk cargo deliveries. Revenue from MCC operations amounted to Rs. 279.78 million, while Special and Normal Operations conducted by the Logistics Division contributed Rs. 29.52 million. Additionally, Rs. 59.76 million was earned through demurrage on empty containers, TS cargo, and charges on the change of status of containers.

The enhancement of bonding cargo warehouse facilities, particularly the renovation of the CFC – V warehouse, led to increased space allocated for Bond Operations, resulting in a total revenue collection of Rs. 133.58 million. Furthermore, the Logistics Division generated Rs. 151.30 million from the sales of abandoned cargo, discarded items, scrap iron, used oil, tires, tubes, and the sale of sand at the Port of Oluvil in 2023.

The issuance and renewal of licenses for clearing agencies saw the distribution of 74 new licenses and the renewal of 719 licenses, generating a total revenue of Rs. 35.37 million. The issuance and renewal of passes for wharf clerks of categories 'A' and 'B,' fertilizer clearance, and passwords contributed an additional Rs. 8.30 million. Specifically, 991 "A" passes, 88 "B" passes, and 17 Fertilizer Clearance Passes were issued or renewed during the year.

Moreover, the Logistics Division processed 43 applications for rent waivers from consignees through the Ministry of Ports, Shipping and Aviation in 2023. Out of these, 20 applications were recommended, while 8 were rejected.

### Improvements and Developments in 2023

- Increased storage capacity by optimizing the use of Nestainers (Cargo storage bins) in warehouses.
- Established an Enquiry Center within the Logistics Division to streamline and facilitate port-related inquiries through walk-ins, emails, web-based platforms, and phone interactions.
- Enhanced the temperature control area of the bonded warehouse, introduced racks, and implemented a bin card system for accurate inventory management of bonded cargo.
- Initiated the development of facilities for trailer-based de-stuffing/stuffing operations at BQ, aiming to boost warehouse productivity.
- Launched a new Express Service within the Logistics Division to de-consolidate LCLs from a leading shipping agent at CFS – I within 24 hours. This strategic move aims to attract more agents for cargo de-consolidation within the port premises, resulting in a substantial increase in handled cargo volume. Engaged two new consolidators as part of this initiative.



## NAVIGATION DIVISION

### Pilotage

The Port of Colombo offered 24/7 pilotage services to all types of vessels throughout the review year of 2023.

### Master of Tugs Section

The CMT Section performed effectively, ensuring a continuous and efficient tug service for vessel maneuvers during the review year. Daily tug operations were carried out, and a standby tug was always ready for unforeseen contingencies.

During the year, Berthing Tugs executed a total of 19,314 movements, comprising 9,520 movements by SLPA and 9,794 movements by hired tugs. The revenue generated from tug services totaled Rs. 2,868 million.

### Chief Engineering Officer's Section

A sufficient workforce was maintained in 2023 to meet the operational and repair needs of all tugs, pilot, and mooring launches. Routine maintenance and daily operations for towage and pilotage were conducted by the Section's staff. Responding to management recommendations, the Chief Engineering Officer's section is gearing up to enhance routine maintenance capabilities for tugs and establish a workshop.

### Port Fire Brigade (PFB)

The Port Fire Brigade delivered effective emergency services in 2023, mitigating the impact of fires and other emergencies while upholding local fire safety standards.

The PFB responded to 2,205 fire incidents in the fiscal year 2023, generating a revenue of Rs. 71.9 million.

### Harbour Safety Section

This Section is responsible for meticulously tracking all hazardous cargo operations within the port, ensuring strict adherence to safe handling protocols. Site inspections are conducted before authorizing any hot work, promptly detecting and halting unauthorized hot work incidents. Rigorous inspections related to marine pollution are also carried out. The team actively investigates and analyzes accidents involving both personnel and marine vessels.

### Key Highlights:

- Vessels called at Colombo port, discharging 223,034.857 metric tons (MT) of local dangerous cargo and 881,142.420 MT as transshipment cargo.
- Transshipment involved the handling of 41,686 containers designated as dangerous cargo.
- A total of 302 tankers, specializing in various cargo types, docked at the Port of Colombo and Trincomalee. Cargo discharges included:
  - Liquid Petroleum Gas: 373,501.624 MT
  - Gas Oil/Jet Ai/Gasoline/Kerosene: 2,526,603.098 MT
  - Crude Oil: 1,579,874.010 MT
  - Fuel Oil: 876,879.935 MT
  - Base Oil: 37,532.633 MT
- Handling included 5,928 MT of high explosives (GPIE) and 45,967.043 MT of substances of explosive nature (GP IAE/IIIE).
- The team successfully managed chemical spillages, rework operations, and fire incidents with the aid of the port Fire Brigade.
- Periodic inspections of warehouses, including those housing dangerous cargo, were conducted with the support of Assistant Harbour Safety Inspectors.
- Inspection and permission-granting for hot work, along with monitoring and guidance to combat sea pollution incidents, were actively pursued.
- Investigations into industrial and marine accidents were conducted.
- Monitored the personal safety of mooring gangs, especially regarding the use of Personal Protective Equipment (PPE), with assistance from Assistant Harbour Safety Inspectors. Conducted training programs through Mahapola Port & Marine Academy.
- Regularly inspected L.P. gas and petroleum oil discharging activities with the assistance of Assistant Harbour Safety Inspectors.
- Supervised the removal of shipboard waste, including garbage, sludge, oil, and sewage, by approved contractors with oversight from the Marine Environment Protection Authority (MEPA).

## OPERATIONAL REVIEW

- Conducted regular inspections of dangerous cargo stacking at JCT/UCT/ECT yards with the assistance of Assistant Harbour Safety Inspectors. Implemented actions against vessel agents for non-declaration of dangerous cargo.

### Coast Lights Section

Maintenance of lighthouses along the Southern and Western coasts, crucial for international shipping routes, was consistently upheld.

### Light Buoys in Channels

Regular inspection and maintenance of light buoys, along with timely warnings to mariners through circulars to relevant authorities, were carried out. The port generated Rs. 1,488.83 million in revenue from Light Dues in 2023.

### Harbour Craft Section

The Harbour Craft Section facilitated the safe mooring and unmooring of vessels at Colombo Harbour, provided mooring gangs and crews for pilot launches, and maintained cleanliness in the harbour water. Routine maintenance of pilot launches and mooring launches yielded satisfactory results.

### Hydrographic Survey Section

This Section offered land and hydrographic survey services for SLPA-operated ports, addressing various tasks for multiple harbours. The range of services included inner harbour basin and berth soundings, buoy position surveys, map revisions, project consultations, and lease agreement surveys, among others.

### Nautical Section

In 2023, the Nautical Section managed the annual registration and issuance of licenses to maritime entities. A total of 411 licenses were issued, generating revenue of Rs. 73.9 million for the year.

## MECHANICAL WORKS ENGINEERING DIVISION

The Mechanical Works Engineering Division focuses on maintaining the operational status of structures and equipment in various ports. Their services include steel repairs for marine crafts, container cranes, and other port-related structures. In 2023, they completed significant projects such as fabricating steel structures for a new main store building, major repairs to container cranes, and extension of fuel pipelines. Additionally, they engaged in various tasks like warehouse extension, fence repairs, fabrication of beds and shackles, relocation of equipment, gear cutting, machining, and repair works for different port-related

activities. The division also undertook maintenance and repair tasks requested by other divisions within the port authority.

### MECHANICAL PLANT ENGINEERING DIVISION

The Mechanical Plant Engineering Division plays a pivotal role in ensuring the efficient and reliable functioning of the Container Handling Equipment fleet and various other equipment. Our extensive services encompass the maintenance of construction equipment, conventional cargo handling machinery, mobile and overhead cranes, electrical power generators, and the SLPA vehicle fleet.

The division is dedicated to offering comprehensive services to the Operations and Logistic Divisions, with a special emphasis on routine operations at JCT, ECT, UCT, BQ Terminals, and SLPA warehouses. Additionally, the division is responsible for the maintenance of equipment and vehicles at other ports and lighthouses. Furthermore, the division actively engages in contract management for outsourcing specific jobs and handles various responsibilities such as vehicle hire, insurance-related activities, and issuing test/competency certificates for private prime movers and trailers.

#### Highlights of Major and Minor Works:

- Major Structural Repairs of the boogies of JCT Container cranes.
- Maintenance and operations of Diesel Electric Power Generators at JCT.
- Renovation and Modifications of Container Trailers.
- Purchasing, Installation & Commissioning of New Twin Lift Spreader (Make-STINIS) in JCT Stage-IV.
- Purchasing, Installation & Commissioning of a New Single Lift Spreader (Make-BROMMA) in JCT Stage-II.
- Purchasing, Installation and Commissioning of Cummins Engine (855) for RTG Crane, replacing the faulty engine on RTG Crane (TC 31).
- Installing a completely renovated Operator cabin for TC-23 RTG Crane.
- Conversion of old S2-2 STS spreader into an RTG spreader.

In addition to these major projects, the division has efficiently conducted routine and breakdown maintenance services for the SLPA equipment and vehicle fleet.

### CIVIL ENGINEERING DIVISION

The Civil Engineering Division plays a crucial role in maintaining and overseeing various aspects of port infrastructure and facilities, including structures, buildings, quarters, harbour depths, roads, container yards, quay walls, water supply, and services for stakeholders. Additionally, the division extends its responsibilities to maritime structures at all ports under the SLPA, including lighthouse maintenance across the country.

## OPERATIONAL REVIEW

The division is actively involved in project management, encompassing tender proceedings, material procurement, construction supervision, quality control, and contract management for both major rehabilitation projects and minor new constructions, utilizing in-house workers. To meet anticipated requirements, major civil maintenance activities are planned, while minor maintenance activities are promptly addressed by the in-house staff. The Civil Engineering Division has successfully established a robust solid waste management system.

The noteworthy rehabilitation work undertaken by the Civil Engineering Division in the fiscal year is outlined below:

- Construction of the Electrical Substation at the ECT.
- Rehabilitation of the Container Yard at the JCT.
- Renovation of the boundary wall at the Port of Colombo.
- Facility improvement and rehabilitation of the BQ warehouse.
- Construction of the proposed Main Stores Building.
- Installation of a 6" water line from the Kochchikada water tower to the SLPA central kitchen.
- Renovation of the SLPA Central Kitchen.
- Construction of the Forklift Maintenance Building.
- Renovation of circuit bungalows in Trincomalee and Galle.

### **ELECTRICAL & ELECTRONIC ENGINEERING DIVISION**

The Electrical & Electronic Engineering Division oversees the planning, management, and implementation of Electrical, Electronics, Communication, and Automation systems in SLPA engineering projects. Additionally, the division is actively engaged in the repair and maintenance of these systems across all machinery and installations in SLPA ports. Led by the Chief Engineer, a dedicated team of highly qualified professionals, works tirelessly around the clock to ensure more than 95% availability of all services related to Electrical, Electronics, Communication, and Automation systems crucial for port activities.

The Electrical & Electronics Engineering Division completed the following projects within its scope in the year 2023.

- Installation, testing, and commissioning of 11 kV distribution power panels at JCT Stage 05 and Summerhill new substation.
- Conversion of outdated DOS-based PLC control system of Mitsui RTG Cranes to Windows-based PLC control system using in-house expertise.
- Improvement of wireless and wired data communication networks at JCT, implementing NAVIS N4 Prime Route System for prime movers.

## OPERATIONAL REVIEW

- Design and implementation of CCTV system for Warehouses, Offices, Workshops, and Entrance Gates at Port of Colombo.
- Design, review, and acceptance of shop drawings, material submission, and method statements for Medium Voltage, Low Voltage, and Extra Low Voltage systems of the ECT Phase II Civil Work Project.
- Integration of Yard Cranes and Terminal Operation System for ECT Phase II Development Project.
- Implementation of an energy-saving system for RTG Cranes.
- Design, Tendering, and Award of Ventilation and Air Conditioning systems, Medium Voltage, Low Voltage, and Extra Low Voltage systems for ECT Administration Building.
- Upgrading of LV power distribution, telephone network, data communication network, air conditioning, and ventilation systems in all SLPA ports.
- Repair and maintenance of electrical, automation, communication, and navigation systems of floating assets of SLPA.
- Installation and maintenance of Radar and Radio communication systems, and upkeep of lighthouses around the island.

### MARINE ENGINEERING DIVISION

The Marine Engineering Division stands as a pioneering force within SLPA, collaborating seamlessly with the Navigation Division to ensure the efficient navigation of all vessels arriving at the Port of Colombo. With a workforce of 271 professionals, the division maintains a dynamic port environment, achieving 100% floating craft availability tailored to the needs of the Navigation, Operation, Civil Engineering, and Security divisions.

The Marine Engineering Division assumes the crucial responsibility of ensuring the availability of floating equipment in accordance with Navigation Division requirements. This involves implementing routine preventive and corrective maintenance programs for four berthing tugs and three pilot launches at the Port of Colombo, one vessel each for the Port of Galle, and two berthing tugs and one pilot launch for the Port of Trincomalee.

The division is mandated to uphold the standard of floating crafts, which fall under the purview of rules and regulations set forth by classification societies. This classification holds significant importance in establishing our standing as a premier international port, ensuring safe navigation for shipping companies and alliances.

The Marine Engineering division is structured into hierarchized sections, namely Marine-I and Marine-II, each comprising sub-units detailed in the subsequent section. The cumulative efforts of these sections culminated in the successful completion of the overall workload in 2023.

### **Marine-I**

#### **Refit Engineering Section**

The Refit Engineering Section is tasked with the preventive and corrective maintenance of various vessels, including Harbour Berthing Tugs, Dredgers, and the Fire float "Mega" owned by the SLPA. Notable maintenance work was carried out on the Trailing Suction Dredger "Hansakawa" and Grab Hopper Dredger "Diyakowula," as well as routine repairs on outboard motors used by the Security and Navigation Divisions of the SLPA.

Major repairs, including dry docking, were conducted for tugs and dredgers with the assistance of classification societies, ensuring compliance with rules and regulations. Tug Kanchadeva underwent a significant overhaul, including underwater machinery and component renewal. The dry-docking of M/T Vijayabahu also involved inspections and repairs in accordance with classification society standards. Additionally, full overhauls of the engines for tugs Gotaimbara, Vijayabahu, and Nandimithra were accomplished, marking significant achievements for the year.

#### **Engineer Harbour Craft Section**

The Engineer Harbour Craft Section focuses on the repair and maintenance of pilot launches, mooring launches, and other crafts. In 2023, Pilot launches such as Pilot 12, Pilot 10, and Echo 03 underwent refurbishment. Routine maintenance and repairs for all pilot launches and crafts of the SLPA, including those at Trincomalee and Galle harbours, were successfully completed. Classification surveys for Pilot Launches were timely accomplished, with the vessels now under the class of LR (Lloyd's Register).

### **Marine-II**

#### **Cargo Craft Section**

Cargo Craft Section is dedicated to the steel and structural repairs, surface preparation, and painting of various crafts under the Navigation Division, including towing tugs, motor launches, water barges, and deck barges associated with the Operations Division. In 2023, significant repairs were undertaken for several crafts, such as Pilot Launches (10, 12 & 14), Mooring 1 and 3 crafts, berthing tugs Kanchadeva and Gotaimbara, Dredger Hansakawa, Mega Fire Tug, and Water Barge Nos 16. The section also demonstrated versatility by manufacturing wire slings, curtains, canvas covers, awnings, and tent clothes. Maintenance

## OPERATIONAL REVIEW

of kitchen equipment and slipping/un-slipping operations at the Pettah boatyard were also part of their activities.

### The New Beira Section

This section is responsible for maintaining and repairing steel cargo lighters and barges utilized by the Operations Division. In 2023, the section conducted repairs and maintenance on Water Barge 15 and worked on the repair of cradles in the patent slipway, as well as Digger No.7.

### Ship Wright Section

The Ship Wright Section is tasked with wooden and fiberglass repairs for SLPA's floating crafts, along with handling repairs to wooden furniture and timber fender work for the Navigation Division's berthing tugs and launches. The section also conducted a hauling-out operation for the berthing tug Kanchadeva.

## SECRETARIAT DIVISION

The Secretariat Division serves as the administrative nerve center of the SLPA, overseeing the offices of the Chairman, Vice Chairman, Managing Director, and Additional Managing Directors and the overall administrative functions of the SLPA.

The Secretariat Division holds primary responsibility for furnishing accurate information to senior management and external entities, including the Ministry of Ports, Shipping & Aviation, the State Ministry, and both public and private institutions. Working in coordination with other divisions and sections, it not only manages administrative tasks but also assumes a pivotal role in preparing various crucial documents. These include the Annual Report, Action Plan, responses to Audit Reports, Monthly and Quarterly Progress Reports, reports presented to relevant Parliamentary Committees, and answers to inquiries addressed to the Honorable Minister during parliamentary sessions. Additionally, the division arranges significant events, and handles the administration and upkeep of circuit bungalows. Moreover, it facilitates meetings involving senior management by providing necessary facilities and takes proactive steps in organizing Corporate Social Responsibility (CSR) activities.

In 2023, the National Insurance Trust Fund Board disbursed payments under the Agrahara (Gold) Employee Health Insurance Scheme for SLPA employees.

		<b>Number of employees</b>	<b>Amount paid for each</b>	<b>Amounts Claimed (Rs.)</b>
<b>Hospitalization</b>	Private	810	350,000.00 (Annually)	73,113,718.00



## OPERATIONAL REVIEW

		Number of employees	Amount paid for each	Amounts Claimed (Rs.)
	Government	346	42,000.00 (Annually)	5,379,399.00
<b>Critical illness</b>	Heart Surgery	40	1,000,000.00 (Lifetime)	35,186,959.00
	Cancer	22	600,000.00 (Lifetime)	2,446,708.00
	Brain Surgery	2	1,200,000.00 (Lifetime)	2,400,000.00
<b>Child Births</b>	Caesarian	121	100,000.00	7,610,413.00
	Normal		50,000.00	
<b>Accidents</b>	Partial Disability 2.5%	1	1,500,000.00 (Maximum amount)	37,500.00
<b>Deaths</b>	Normal	18	700,000.00	12,600,000.00
	Accident	2	2,000,000.00	4,000,000.00
<b>Total</b>		<b>1,362</b>		<b>142,774,697.00</b>

In 2023, we diligently collaborated with relevant divisions to prepare and finalize several crucial documents, including the Annual Report of 2022, Action Plan 2024, responses to the Audit Report, reports for the pertinent parliament committee, and responses to Parliament questions. Additionally, Quarterly Progress Reports were meticulously crafted and dispatched to the appropriate institutions.

Moreover, we addressed appeals from non-executive employees within the SLPA who faced disciplinary actions. Throughout the year, 15 such appeals were received, with 09 successfully resolved by year-end, while the Appeal Committee continued investigations into the remaining 06 appeals.

Furthermore, in response to 47 audit queries received in 2023, we promptly provided replies for 43 queries.

In line with directives from higher management, the Secretariat Division issued 35 circulars in 2023, facilitating the implementation of formal administrative practices. These measures underscore our dedication to efficient governance and adherence to established protocols.

### HUMAN RESOURCE DEVELOPMENT DIVISION

The SLPA has a team of highly talented, motivated, and dedicated individuals, fostering a secure and supportive work environment. As of 31.12.2023, SLPA employed around 8,050.

## OPERATIONAL REVIEW

The organization provides a competitive and fair remuneration package, emphasizing an open and collaborative workplace. It is noteworthy that we offer an extensive range of benefits aimed at nurturing individual growth and development among our employees. SLPA places a strong emphasis on acknowledging diverse representation at all levels, fostering an inclusive culture, and ensuring equitable pay and access to opportunities for every employee.

SLPA conducted a comprehensive review of its cadre requirements on par with industry standards and organizational needs, resulting in the identification of the optimal cadre size as 6,687. This proposed cadre has received approval from the Department of Management Services and has been adopted within the organization with effect from 11.12.2023.

Simultaneously, a new recruitment scheme for both Executives and non-executive employees is under development. Upon obtaining the necessary approvals, this new Scheme of Recruitment (SOR) will be put into effect, addressing and rectifying various drawbacks present in the previous recruitment scheme.

As of the current reporting year, the composition of Executive and Non-executive grade employees is as follows:

<b>Employees Category</b>	<b>Permanent</b>	<b>Contract Basis</b>	<b>Total</b>
Executive	479	43 (01 Secondment)	522
Non-Executive	4,296	-	4,296
Technical/Non-technical	3,232	-	3,232
<b>Total</b>	<b>8,007</b>	<b>43</b>	<b>8,050</b>

This restructuring and refinement in both cadre size and recruitment processes signify a strategic move towards enhancing efficiency and aligning with contemporary organizational needs.

Mahapola Port and Maritime Academy (MPMA), the training arm of SLPA, conducts various awareness programs, motivational sessions, and training modules for SLPA employees. These initiatives provide significant opportunities for employees to enhance their knowledge, skills, and attitudes.

The Human Resource Division successfully concluded approximately 151 disciplinary inquiries in 2023, emphasizing the commitment to maintaining a disciplined workforce within the organization.

In the year 2023, a total of 552 employees left SLPA, with the following breakdown:

## OPERATIONAL REVIEW

Retirement (compulsory & early)	461
Death	27
Dismissal	03
Resignation	23
Vacation of Post	32
Retirement on Medical Grounds	06
Termination	-
<b>Total</b>	<b>552</b>

Approximately 48 employees were granted leave due to accidents during the same period.

The SLPA consistently acknowledges and respects its employees' freedom of association and the right to collective bargaining. Consequently, around 88% of the workforce is represented by various trade unions, highlighting the organization's commitment to fostering a collaborative and inclusive working environment.

### WELFARE AND INDUSTRIAL RELATIONS DIVISION

The SLPA places considerable importance on human resources to attain its goals and fulfil targets. Effectively managing human resources necessitates a unique approach when compared to the management of physical resources. In response to this, the Welfare and Industrial Relations Division assumed diverse responsibilities in 2023 to cater to the needs of employees and enhance their satisfaction by elevating their standard of living.

The Central Kitchens Section plays a vital role in providing day and night meals, as well as breakfast, tea, and snacks for office employees and those working in shifts. In the fiscal year 2023, a total of 2,866,784 day/night meals and 3,767,144 teas and snacks were served, incurring expenditures of Rs. 1,342,248,299/= and Rs. 574,512,860/=, respectively. Consequently, the overall expenditure for the year amounted to Rs. 1,916,761,159/=.

The SLPA, in pursuit of employee well-being, disbursed a total of Rs. 45,397,002/= in reimbursements to SLPA employees during 2023. This included Rs. 14,465,800/= for spectacles and Rs. 30,931,202/= for outdoor medical expenses.

Furthermore, children of SLPA employees who successfully passed their G.C.E. (O/L) examination were eligible for a scholarship of Rs. 750/= per month for two years. Those selected for higher education at universities received an award of Rs. 2,500/= per month for their respective degrees during the academic years. The total expenditure on scholarship awards in 2023 reached Rs. 16,576,000/=.

In recognition of prolonged service, the Authority extends its gratitude to employees through tokens of appreciation. Upon retirement or resignation, individuals who have completed either 15 or 30 years of service are presented with cash rewards instead of gold

coins. The total expenditure for this recognition incurred Rs 18,093,750/= in 2023, benefiting 110 employees. The employees who completed 30 years of service were honoured with the presentation of tea sets. In 2023, a total of 210 tea sets were awarded.

Additionally, the SLPA collected a lease rental of Rs. 5,889,197/= from welfare canteens situated in the port premises.

The SLPA Museum attracted a total of 57,793 local and 1,950 foreign visitors during the year 2023.

### **MEDICAL DIVISION**

The Medical Division within the SLPA operates to deliver health-related services to its employees, ensuring the provision of primary healthcare services on a 24/7 basis throughout the year. The division actively engages in health education and promotion initiatives and is responsible for assessing medical fitness for duty, approving medical leaves, and administering and approving various medical aid schemes.

Furthermore, the division plays a crucial role in preventive health activities, addressing concerns such as dengue control, rabies control, seasonal epidemics, and other public health emergencies. Notably, the division undertook specific actions during the year to enhance employee health:

- Conducted fitness assessments for selected employees in the operation division, particularly those deemed to be at high risk due to poor health conditions.
- Implemented measures to detect illicit drug use among employees, complementing the existing breathalyzer tests for alcohol consumption. The division also provided health education, and counseling, and facilitated treatment and rehabilitation for employees dealing with drug addiction.
- Initiated special programs to identify and map locations and areas with health hazards, taking necessary steps to address and combat these issues.
- Organized an annual dental clinic at the daycare centre, emphasizing the importance of oral health among employees.
- Collaborated with a service provider to organize an eye clinic specifically for port employees, ensuring their visual health and well-being.

These initiatives collectively demonstrate the Medical Division's commitment to the holistic health and well-being of the SLPA's workforce, encompassing both preventive measures and active healthcare interventions.

### MAHAPOLA PORT AND MARITIME ACADEMY (MPMA)

The MPMA serves as the accredited training arm of the SLPA, operating under ISO 9001:2015 certification. Its primary objective is to offer training services to port employees and users, as well as extend its facilities to interested individuals in both local and international spheres seeking education in the Port, Maritime, and Vocational training sectors. The academy is dedicated to enhancing and updating the knowledge, skills, and attitudes of diverse work groups through a range of initiatives, including awareness programs, seminars, workshops, trade tests, competency assessments, and practical training sessions. Furthermore, the MPMA organizes refresher training programs for professionals in the maritime sector and Competency-Based Assessment programs for individuals aspiring to qualify under National Vocational Qualification levels.

The MPMA undergoes two certification audits in collaboration with the Merchant Shipping Secretariat (MSS) and the Indian Registrar of Quality Systems (IRQS) as a mandatory requirement to enhance the quality of its training functions. This is essential for conducting maritime training programs for seafarers in compliance with IMO/STCW conventions. As a leading maritime educational institution in Sri Lanka, the MPMA has attained ISO 9001:2015 Quality Management System certification from IRQS. In 2022, MSS conducted an audit for the renewal of the license to conduct maritime training, and the MPMA successfully completed these audit processes conducted by MSS and IRQS.

In the year 2023, MPMA undertook a series of initiatives aimed at elevating its training capabilities. Accomplishments included the successful completion of various training programs catering to port employees, seafarers, undergraduates, and vocational sector trainees. The academy embraced sustainable practices by integrating a Solar Power System into its main electricity infrastructure. Technological advancements were introduced with online payment facilities and a Learning Management System (LMS), while classrooms were modernized.

Financially, MPMA showcased robust performance in 2023, generating a total revenue of Rs. 153,257,815/=. Revenue streams comprised Rs. 122,321,802/= from Fee Levy Courses and Rs. 30,936,013.00 from Non-Fee Levy Courses. The expenditure for training programs amounted to Rs. 25,931,175/=.

In terms of training performance, MPMA conducted a total of 606 programs across various disciplines, engaging 12,924 participants and accumulating a total of 326,382 man-hours. The programs encompassed Maritime and Seamanship, Occupational Health & Safety, Port Operation & Logistics, Management, Information Systems, and Technical aspects.

### LEGAL DIVISION

The Law Officers are the Legal Advisors to the specified Ports declared under the SLPA Act No. 51 of 1979 i.e., Ports 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.

### **Advice**

During the year 2023, more than 150 advices have been given to the Management and Heads of Divisions.

In addition, drafting executing and attending to other matters on Contracts, Agreements, Bonds, and 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 2023, 47 Lease Agreements, one Deed of Cancellation and 81 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, the following Agreements and Bonds have been executed;

- 41 Agreement and Bond in respect of No-Pay Leave for Employment/training/Study abroad.
- 17 Agreement and Bond in respect of Full-Pay Leave for study foreign/local.
- 02 Memorandum of Understandings
- 21 Supplementary, Business Venture, Direct, Shareholders Agreements

### **Litigation**

All matters pertaining to Court Cases, such as Supreme Court, Court of Appeal, High Court, District Court and Labour tribunal 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.

In addition to the above Court Cases Legal Division of the SLPA also handles other matters in the Labour Department, Human Rights Commission, Ombudsman, Labour Courts, Workmen Compensation, Arbitrations and Custom Inquiries.

As at 31.12.2023, 275 cases/complaints/applications/inquiries are pending before the said Forums.

### **Supreme Court cases**

During the year 2023, 03 new cases have been filed, 09 cases were concluded. As at 31.12.2023, 22 cases were pending before the Supreme Court.

## **Court of Appeal cases**

During the year 2023, 03 new cases have been filed, and 03 cases were concluded. As at 31.12.2023, 34 cases were pending before the Court of Appeal.

## **High Court cases**

During the year 2023, 01 new case was filed, and 02 cases were concluded. As at 31.12.2023, 07 cases were pending before the High Court.

## **District Court cases**

During the year 2023, 01 new case was filed, and 03 cases were concluded. As at 31.12.2023, 28 cases were pending before the District Court.

## **Magistrate Court cases**

During the year 2023, 23 new cases have been filed, and 03 cases were concluded. As at 31.12.2023, 43 cases were pending before the Magistrate Court.

## **Labour Tribunal cases**

During the year 2023, 13 cases were concluded. As at 31.12.2023, 02 cases were pending before the Labour Tribunal.

## **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**

### **Human Rights Commission**

During the year 2023, 11 new cases have been filed, and 09 cases were concluded. As at 31.12.2023, 34 cases were pending before the Human Rights Commission.

### **Complaints made to the Labour Department**

During the year 2023, 15 new cases have been filed, 04 cases were concluded. As at 31.12.2023, 78 Complaints were pending before the Labour Department.

### **Arbitrations (Commercial)**

During the year 2023, no new cases have been filed, 01 case was concluded. As at 31.12.2023, 01 case was pending before the Commercial Arbitral Tribunal.

### **Arbitrations (Industrial)**

During the year 2023, 02 new cases were filed, 03 cases were concluded. As at 31.12.2023, 05 cases were pending before the Industrial Arbitral Tribunal.

### **Custom Inquiries**

During the year 2023, no new cases have been filed, and no cases were concluded. As at 31.12.2023, 02 cases were pending before the Custom Inquiry.

### **Workman Compensation**

During the year 2023, no new cases have been filed, 01 case was concluded. As at 31.12.2023, no cases were pending before the Workman Compensation Tribunal.

### **Ombudsman**

During the year 2023, no new cases have been filed, 01 case was concluded. As at 31.12.2023, 19 cases were pending before the Ombudsman.

## **INFORMATION SYSTEMS DIVISION**

The SLPA has implemented a modernized Clearing Pass Management System, specifically designed for Wharfage Clerks and Clearing Agents. This system facilitates the online acquisition of Annual passes and Temporary passes, streamlining the pass issuance process. Additionally, for Regular Port Users, (RPU) the system offers the convenience of creating RPU passes online for seamless entry into the Port premises. We believe that this online facility will significantly improve the accessibility and efficiency of pass management for all stakeholders involved.

As part of our ongoing commitment to technological advancements, the SLPA is gearing up to launch the Electronically Documents Digitization System across all divisions. This system is designed to revolutionize our document management practices, offering enhanced digital filing capabilities, improved discoverability, robust document control, and secure storage for future use. The introduction of this system is a strategic move towards a paperless environment, promoting sustainability and efficiency in our operations.

The SLPA's leadership has chosen to undertake the internal development of a novel Human Resources (HR) system, harnessing the organization's internal resources. This strategic decision reflects a deliberate commitment to utilizing in-house capabilities, aiming to achieve heightened control and customization tailored to the organization's specific needs.



## SUPPLIES AND MATERIAL MANAGEMENT DIVISION

### Functions

The primary responsibility of the Supplies and Material Management Division is to ensure the continuous and efficient supply of materials, equipment, and fuel to the entire organization, including the Ports of Colombo, Galle, and Trincomalee. This division is actively involved in various tasks, including the procurement (both foreign and local), storage, and distribution of fuel, machinery, equipment, spare parts, and other necessary items for all divisions and sections of the SLPA.

Further, the division is entrusted with overseeing the procurement processes to timely supply required items for the central kitchen, thereby facilitating the smooth functioning of the Central Kitchen. The division has organized its responsibilities into several sub-sections, namely Local Purchasing, Foreign Purchasing/Wharf, Administration, Voucher, Stock Control, and Main Stores, each dedicated to specific duties and tasks related to the overall procurement and supply chain management within SLPA.

### Progress of the year 2023

#### Number of Tenders Approved During the Year under Review

Tender Name	No. of Tender Board Meeting	No. of Tender Board Approval
DPC (Above Rs. 20,000,000)	15	523
mPC – A (From Rs. 500,000 to Rs. 20,000,000)	53	3,086
mPC – B (Approval limit less than Rs. 500,000)	99	4,913

#### Total Expenditure during the Year 2023 on Local Purchase

- Non-Capital Items - Rs. 11,748.7 million
- Capital Items - Rs. 505.7 million

#### Total Expenditure during the Year 2023 on Foreign Purchase

- C & F Value
  - Non-Capital Items - Rs. 727 million
  - Capital Items - Rs. 8,455 million
- No. of Letters of Credit opened (including D/A, D/P) - 90
- No. of Telegraphic Transfer orders opened - 32

## Details of the goods cleared by the Wharf Section 2023

- Sea Freight - 67
- Air Freight - 59

The value of Stock as of 31.12.2023 is Rs. 1,190,162,572.77

## Main Store and Stock Control

Value of Goods received at stores(During the year 2023 (Non-Capital)	Rs. 7,764,786,932.82
Value of Goods received at stores(During the year 2023 (Capital)	Rs. 1,049,456,716.17
Value of Goods issued to user sections(Non-Capital)	Rs. 7,560,845,790.69

## SECURITY DIVISION

The Security Division plays a crucial role in the SLPA, placing a high priority on the protection of properties, human resources, and the overall security of all ports under the Authority's control. Its primary duties include safeguarding port users, harbour areas, and maritime boundaries, in addition to ensuring the security of cargo and vessels utilizing the Authority's services. The division is dedicated to implementing essential security measures that align with the SLPA's objectives and interests, thereby contributing to revenue generation through the provision of various additional services.

During this period, the Security Division effectively executed the following initiatives.

### Modernization of Port Access Gates

- Successful installation of CCTV camera systems at several port access gates, including gates No. 1A, 01, 02, 03, 05, 06, and 08, enhancing the efficiency of monitoring movements at these entrances.
- Introduction of code scanning machines for checking port entry permits, initially implemented at Gate No. 01 and Gate No. 03 as a pilot project, with plans to extend the system to all port access gates in the future.

### Radiation Inspection of Cargo

- Implementation of the Megaport System for checking radioactivity levels of all cargo entering and exiting port access gates, resulting in the identification of heightened radioactivity in import, export, and transshipment containers.

## OPERATIONAL REVIEW

- Eleven shipments with elevated radioactivity levels were referred to the Atomic Energy Authority for further investigation and subsequent release.

### Revenue Generation

- Noteworthy income generation of Rs. 463.78 million through the issuance of port entry permits under different categories during the year 2023.

### Training and Development

- The Security Training School organized 13 training sessions covering five distinct programs in 2023, benefiting 215 security officers and others. These programs are aimed at enhancing knowledge, attitudes, and skills.
- The establishment of an air rifle shooting field at the Security Training School resulted in an additional revenue stream, generating Rs. 156,600/= by renting out the field to external parties in 2023.
- Initiating discussions with Sir John Kothalawala Defence University to resume the Security Diploma Program, a collaborative effort involving Sir John Kothalawala Defense University and Mahapola Port and Maritime Academy.

### COMMUNICATION AND PUBLIC RELATIONS DIVISION (CPRD)

Since its establishment, the CPRD has extensively worked towards boosting and promoting the image of the SLPA while strengthening and fostering positive relationships among the employees of the Institutes.

One of the major responsibilities vested upon the CPRD is strengthening communication and public relations with media institutions, the general public, government departments & agencies, and industry stakeholders. Managing relationships and communications with journalists, and analysts. Public officials and other key influencers are a vital function of the CPRD in achieving the objectives of the SLPA.

The CPRD has taken extensive steps to collaborate with local and international media institutes, stakeholders, and other interested parties in the industry. 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 (2022).

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. This has been done by organizing events such as media visits, receptions and conferences, designing, editing, and producing press releases, video documentaries, photo albums, and other presentations; and by compiling reports on activities and performances of the CPRD.

CPRD has produced several video documentaries over the years to emphasize its industrial competency, productivity, and ongoing and future developments. Through educational exhibitions participated by CPRD representing SLPA, especially the public and school community have acknowledged on maritime industry and its importance for the socio-economic development of Sri Lanka, future opportunities in the port sector in Sri Lanka and also the future port development projects in Sri Lanka.

CPRD is also actively working on broadcasting milestone functions of SLPA on new media.

### INTERNAL AUDIT DIVISION

The functions of the Internal Audit Division were guided by the Risk-Based Annual Audit Plan, recommended by the Audit Committee and approved by the Board of Directors. The Chief Internal Auditor, reporting directly to the Chairman/MD of SLPA, leads the division.

This division plays a crucial role in providing independent assurance that the organization's risk management, governance, and internal control processes are functioning effectively. Beyond financial risks, it evaluates broader issues such as the authority's reputation, growth, environmental impact, and stakeholder relations.

To execute the audit plan effectively, the Internal Audit Division manages resources and time, fostering a robust control environment within the Authority. The following activities contribute to ensuring the organization's risk management, governance, and internal control processes are effective:

- Ensuring the authority's internal control system is well-designed and effectively prevents, detects, and corrects misstatements arising from errors, omissions, and fraud.
- Validating the reliability of accounting records, ensuring that the applied accounting methods yield information for the preparation of accurate and fair financial statements.
- Assessing and improving the effectiveness of SLPA's risk management and governance processes.

## OPERATIONAL REVIEW

- Evaluating employee performance in fulfilling their duties and responsibilities.
- Reporting instances of employees found away from their workplaces for disciplinary action, recommending control measures within the authority.
- Ascertaining proper and efficient utilization of the authority's properties and assets, safeguarding them from losses and damages.
- Verifying compliance with the Establishments Code, Financial Regulations, and Circulars.
- Direct officers to participate as observers in annual stock and inventory verification, assisting in maintaining proper stock management in all ports, and identifying non-moving and slow-moving stock items for appropriate actions.
- Conducting surprise checks of cash and petty cash impress, reporting discrepancies.
- Facilitating Audit Committee Meetings under guidance and circulars from the Department of Management Audit, and monitoring the implementation of decisions made during these meetings.
- Conducting special investigations at the request of Top Management and the Audit Committee.

The page features decorative geometric patterns in the top-left and bottom-right corners. These patterns consist of overlapping squares and rectangles in various shades of blue, ranging from a deep navy blue to a light sky blue. The shapes are arranged in a way that creates a sense of depth and movement, with some shapes appearing to be layered on top of others.

# **2023**

# **FINANCIAL REVIEW**

## FINANCIAL REVIEW

### Revenue (All Ports)

					(Port Activity Break-up)	
					Rs. Million	
Description		2023	2022	Description	2023	2022
Revenue from Port	Activities	63,261	68,696	Navigation	21,146	18,396
Other Revenue		29,560	30,666	Stevedoring	27,400	28,900
				Wharf Handling	8,000	8,015
				Port Facilities	4,445	9,250
				Other Service Operations	2,849	3,848
<b>Total Revenue</b>		<b>92,821</b>	<b>99,362</b>		<b>63,840</b>	<b>68,408</b>
				Foreign Exchange Gain/(Loss)	(579)	288
					<b>63,261</b>	<b>68,696</b>

### Operating and Other Expenses (All Ports)

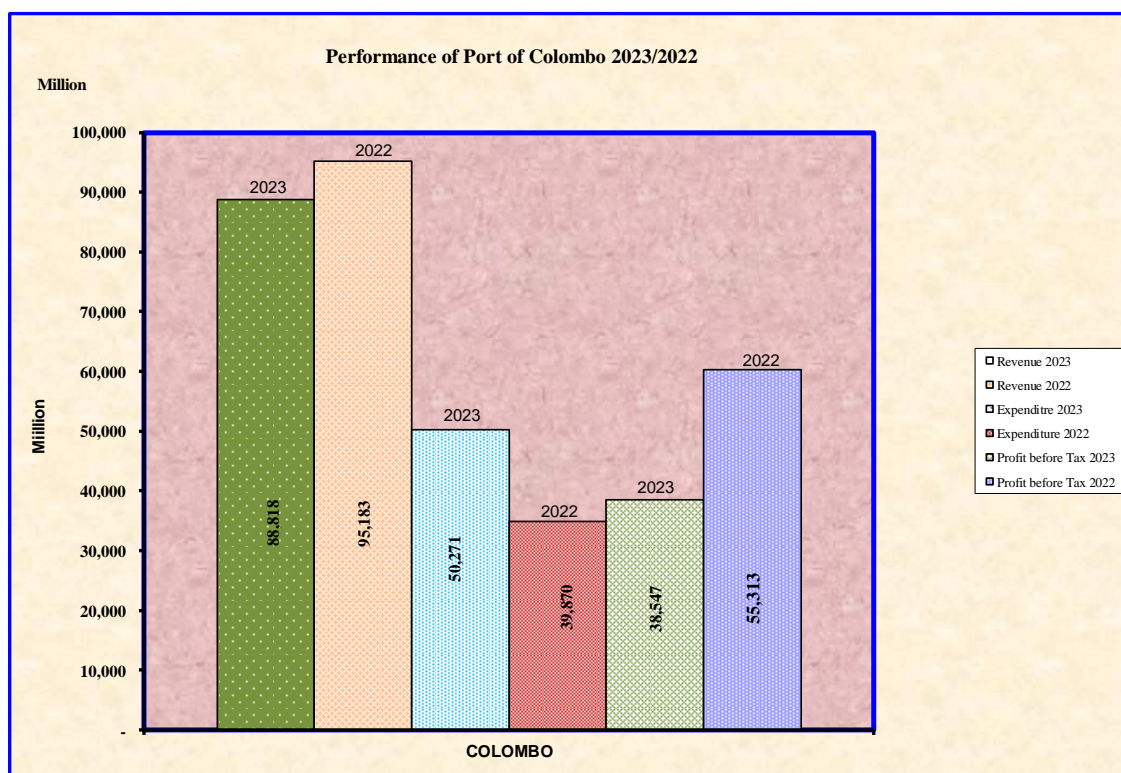
				Rs. Million	
Description	2023 Expenditure	2022 Expenditure	(Increase)/ Decrease	%	
Maintenance of Assets	2,879	1,853	(1,026)	(55)	
Fuel, Electricity and Water	6,522	5,760	(762)	(13)	
Interest on Foreign Loan	4,218	2,400	(1,818)	(76)	
Overtime	6,320	6,425	105	2	
Depreciation & Amotisation	5,303	4,120	(1,183)	(29)	
Wages, Salaries and Allowances	19,833	19,585	(248)	(1)	
Others	6,081	6,096	15	0	
<b>Expenditure</b>	<b>51,156</b>	<b>46,239</b>	<b>(4,917)</b>	<b>(11)</b>	
Foreign Exchange Gain/(Loss)	1,305	(3,903)	(5,208)	(133)	
<b>Total Expenditure Including FEL/(FEG)</b>	<b>52,461</b>	<b>42,048</b>	<b>(10,125)</b>	<b>(24)</b>	

## Port – wise Performance

### The Port of Colombo

The Port of Colombo recorded an operating profit of Rs. 36,189 million in 2023. The total revenue for the year amounted to Rs. 88,818 million, marking a decrease of Rs. 6,366 million compared to the previous year's revenue of Rs. 95,183 million.

Total expenditure before tax stood at Rs. 50,270 million in 2023, inclusive of Rs. 1,449 million for FEL. This represents an increase of 26% from the 2022 expenditure of Rs. 39,870 million, which included Rs. 4,237 million for FEG.

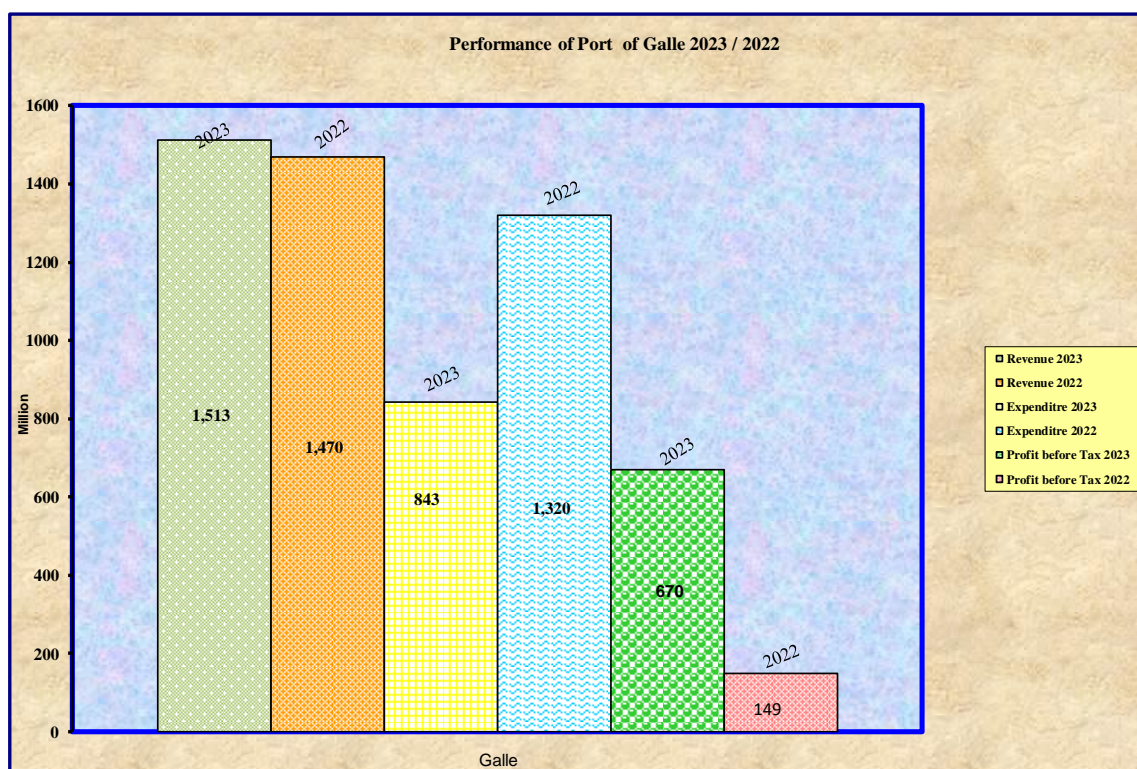




## Port of Galle

In 2023, the Port of Galle experienced an operating loss of Rs. 339 million. Despite this, the total revenue for the year amounted to Rs. 1,512 million, marking a Rs. 42 million increase compared to the previous year's revenue of Rs. 1,470 million.

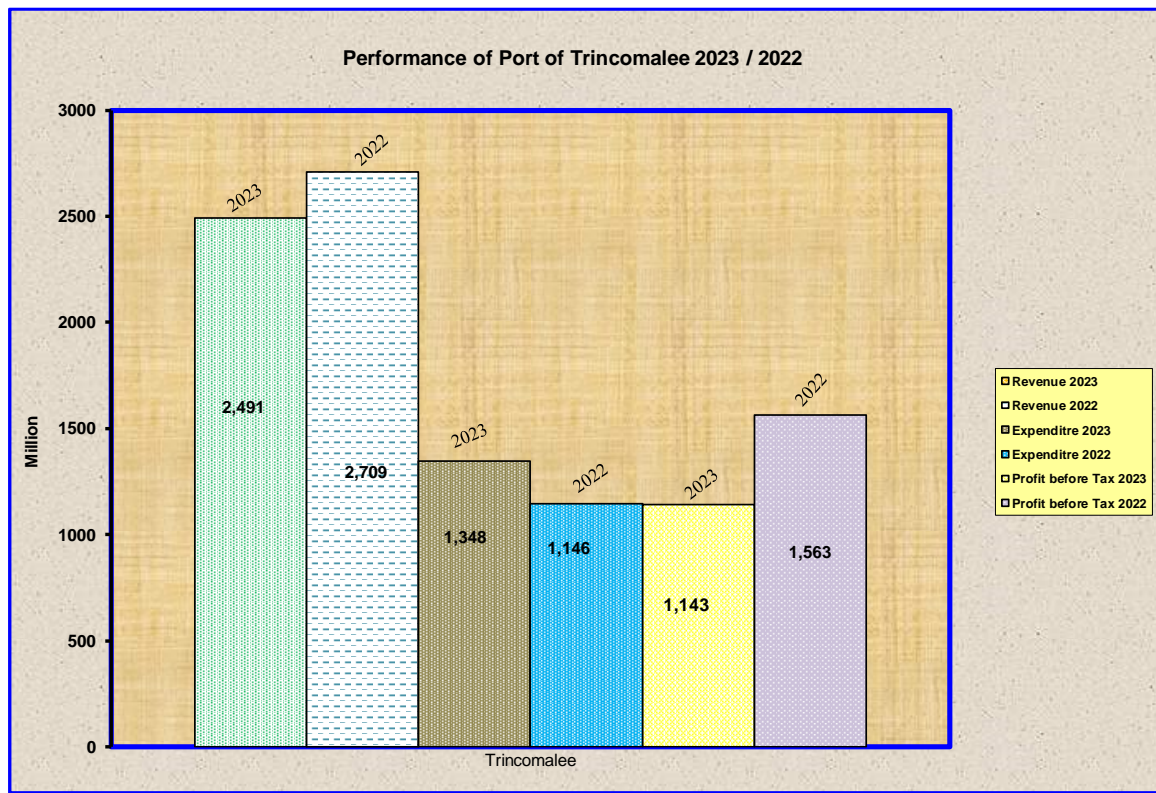
Total expenditure before tax in 2023 remained at Rs. 843 million, which included FEG amounting to Rs. 144 million. This expenditure reflected a notable decrease of 36% from the 2022 expenditure of Rs. 1,320 million, which also included FEG of Rs. 335 million.



## Port of Trincomalee

The Port of Trincomalee achieved an operating profit of Rs. 479 million in 2023. However, its total revenue for the year decreased to Rs. 2,491 million compared to Rs. 2,709 million in 2022, marking a decrease of Rs. 218 million.

Total expenditure before tax remained at Rs. 1,348 million in 2023, representing an increase of 18% from the 2022 expenditure of Rs. 1,146 million which includes FEG of Rs. 02 million.



The SLPA recognizes the pivotal role of its human capital in the seamless functioning of its business operations. Our commitment to fostering a thriving work environment is evident through the cultivation of a diverse workforce, coupled with a dedicated effort to enhance the skills of our employees. Central to our success is the unwavering focus on the well-being of our workforce, a cornerstone of our sustainability strategy.

As of December 2023, SLPA boasted an employee count of approximately 8,050 individuals. We aim to uphold a robust HR framework that empowers employees to achieve peak productivity. A comprehensive review of organizational requirements, aligned with industry standards, has led to the identification and approval of the optimal cadre, set at 6,687 by the Department of Management Services. Further, a revamped recruitment scheme for both Executives and non-executive staff is in the pipeline, addressing shortcomings in the current recruitment process.

During the year, SLPA recruited 86 new talents, while 390 employees retired by compulsory retirement age. Gender parity is a guiding principle at SLPA, ensuring equal opportunities for all employees, irrespective of gender, race, religion, or disability.

To address employee grievances, a dedicated unit has been established, complemented by an open-door policy, HR committee, and Appeal Committee. These mechanisms provide employees with ample opportunities to voice their concerns and seek resolution.

The Mahapola Training Institute, SLPA's dedicated knowledge centre, plays a crucial role in enhancing the knowledge, skills, and attitudes of our workforce. Various study programs, including professional diploma courses, workshops, seminars, and practical sessions, contribute to continuous learning and development.

SLPA values its employees by offering a range of benefits, including free meals, housing loan facilities, educational scholarship grants, welfare transport, medical expenditure reimbursement, indoor medical treatment, sports activities, and insurance schemes.

The Medical Division is committed to maintaining the health and well-being of SLPA employees. Regular monitoring and treatment interventions aim to prevent lifestyle-related diseases and complications, such as blindness, paralysis, kidney failure, and chronic ulcers. Additionally, alcohol consumption testing is implemented to reduce workplace accidents and minimize associated losses.

The SLPA is dedicated to nurturing a dynamic and inclusive workplace, prioritizing employee well-being, and continuous development, and fostering a culture of equality and support.

# CORPORATE GOVERNANCE REPORT

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

The SLPA shall have a Board of Directors consisting of 10 Members, i.e.

- (a) The subject Minister shall appoint the Chairman, Vice Chairman and Four (04) 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 18 to 24.

### 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 mechanisms 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 Seventeen (17) 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)**

The TLMC comprises of sixteen (16) 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) Eleven (11) full-time Directors i.e.
  - Additional Managing Director (Operations)
  - Additional Managing Director (Admin & HRM)
  - Additional Managing Director (Technical)
  - Director (Operations)
  - Director (Technical)
  - Director (Finance)
  - Director (Development)
  - Director (Marketing & Business Development)
  - Director (Logistics)
  - Director (Human Resource & Admin)
  - Director (Security)
  - Harbour Master
- (c) Board Secretary

The TLMC holds its Meetings once a month prior to each Board Meeting. The TLMC had Sixteen (16) Meetings 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.

## **CORPORATE GOVERNANCE REPORT**

- 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 Olivil Light House in the East Coast and opening of the Olivil 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	The Construction of the second phase of the Eastern Terminal of the Colombo Port commenced.
2022	The Construction work to jointly develop the Colombo West International Terminal (CWIT) in the Port of Colombo connected.
2022	SLPA won the best Port Authority and the best public container terminal of the year 2021 Award at Global Port Forum.
<b>2023</b>	<b>SLPA won prestigious GPF Awards for Port Authority of the year and best Public Container Terminal of the year 2023.</b>
<b>2023</b>	<b>Hon. Minister of Ports, Shipping and Aviation Nimla Siripala De Silva declared open the Enquiry Center of the Sri Lanka Ports Authority.</b>

## 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 13 Metre

## 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.

## 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.

## PORTS STATISTICS

### 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

## PORT OF TRINCOMALEE

### Port Dimensions

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

### 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

### Working Hours

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

## PORTS STATISTICS

Ceylon Jetty	50	2.5
Town Jetty	50	2.5
Muthur 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



The page features decorative geometric patterns in the top-left and bottom-right corners. These patterns consist of overlapping squares and rectangles in various shades of blue, ranging from a deep navy blue to a light sky blue. The shapes are arranged in a way that creates a sense of depth and movement, with some shapes appearing to be layered on top of others.

# **2023 FINANCIAL STATEMENTS**

# REPORT OF THE BOARD OF DIRECTORS

The Board of Directors of the SLPA as of 31.12.2023 are as follows:

Mr. Keith D Bernard  
**Chairman**

Ms. K. N. K. Somaratne  
**Director**

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

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

Mr. Prabath J. Malavige  
**Managing Director**

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

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

Mr. Neil Rajakaruna  
**Director**

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

Dr. Ajith Mendis  
**Director**

During the year 2023, the Board of Directors held a total of seventeen (17) meetings. In addition, the Top Level Management Committee, which operates as a sub-committee of the Board of Directors, held sixteen (16) meetings during the same period. The Audit Committee, which is another sub-committee of the Board of Directors, held six (06) meetings in 2023.

In 2023, the Port of Colombo handled a total of 6.94 million TEUs, which reflects a 1.3% increase compared to the previous year. Here's a breakdown of the container volume handled by different terminals:

- CICT - 3.22 million TEUs
- SLPA - 1.96 million TEUs
- SAGT - 1.76 million TEUs

Additionally, the Port of Colombo observed a 2.1% increase in transshipment containers, while domestic container handling decreased by 3.9% compared to the previous year.

Specifically, the container handling throughput of Port of Colombo rose from 6,862,184 TEUs in 2022 to 6,949,912 TEUs in 2023, representing an increase of 87,728 TEUs or 1.3%. Furthermore, the overall tonnage handling at the port increased by 3.6% compared to the previous year.

The total number of ship arrivals at the Port of Colombo also saw growth, rising from 3,648 in the previous year to 4,237 in 2023, marking a significant 16.1% increase. Notably, the number of container ship arrivals surged, with 3,890 container ships arriving at the port in 2023, compared to 3,648 in the previous year an impressive 18.3% increase. This upward

## REPORT OF THE BOARD OF DIRECTORS

trend in container ship arrivals underscores the Port of Colombo's continued role as a transshipment hub in the region.

To bolster container volumes at the SLPA Terminals and the Port of Colombo, SLPA management executed various marketing and business development strategies. These initiatives encompassed signing Terminal Service Agreements with nine prominent shipping lines and fostering ties with them to sustain business. Additionally, the SLPA terminals actively attracted ad hoc callers to augment their volume. Furthermore, our international business canvas promotions in Bangladesh and India, coupled with visits by major shipping line agents, have amplified our global footprint and reinforced our stature as a preferred maritime partner.

In 2023, SLPA experienced a decline in financial performance compared to the previous year. This downturn was primarily attributed to a reduction in revenue, dropping from Rs.68.7 billion in 2022 to Rs.63.3 billion in 2023, largely due to the appreciation of the Sri Lanka Rupee against the U.S. Dollar as Revenue of SLPA is mainly primarily collected in U.S Dollars. Direct expenses also surged by approximately Rs.3.5 billion due to macro inflationary pressures.

Despite recording other operating income of Rs.20 billion, down from Rs.22.5 billion in 2022, SLPA faced challenges such as reduced dividend payouts from subsidiaries and terminals and adverse currency impacts. Additionally, In the year 2023 SLPA recorded a foreign exchange loss of Rs.1.3 billion compared to a gain of Rs.3.9 billion in 2022. This was due to a loss in value of the U.S. Dollar Deposits by reason of the appreciation of the Sri Lanka Rupee against the U.S. Dollar.

Despite these challenges, SLPA contributed Rs.8.7 billion to the Consolidated Fund, a significant increase from Rs.1.0 billion in 2022. However, these factors culminated in SLPA reporting a notable decrease in net profit after tax, which amounted to Rs.19.9 billion in 2023, down from Rs.42.3 billion in the previous year.

## **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

## Purpose of the Audit Committee

The Audit Committee is appointed by the Board of Directors. It is a Committee of the 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.

The power and responsibilities of the Audit Committee are governed by the Guideline on Corporate Governance for State-Owned Enterprises issued by the Department of Public Enterprises, General Treasury.

## Role of the Audit Committee

The audit committee's main responsibility is to assist the Board in carrying out its oversight duties in areas such as the risk management process, effectiveness of the prevailing internal control system, regulatory and statutory compliance and integrity of financial reporting of authority.

The committee evaluates and discusses the comments and observations on the external auditor's reports and queries. The committee also assesses the adequacy and performance of the internal audit functions. Further to that evaluate the reports and queries issued by Internal Audit Division.

The Audit Committee is empowered to carry out any investigation it deems necessary and review all internal control systems and procedures, compliance reports, risk management reports etc. to achieve the objectives as stated above.

## Composition of the Audit Committee 2023

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### Chairman

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

Independent, Non-Executive Director

Treasury Representative

Appointed w.e.f. 22.04.2022

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### Members

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

Director General of Customs

Director ( SLPA Board )

Appointed w.e.f. 21.09.2022

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**Mr. Neil Rajakaruna Hewathanthri**

Attorney-at-Law

Director ( SLPA Board )

Appointed w.e.f. 30.11.2022

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# AUDIT COMMITTEE REPORT

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Brief profiles of the Directors representing the Committee are given on pages to 18 to 24.

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## Secretary to the Committee

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

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## Mandatory Participants

Managing Director  
OR  
Additional Managing Director  
Director (Finance)

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## Observers

Representative of the Auditor General  
Chief Internal Auditor of the Line Ministry

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## Meetings of the Audit Committee

The Audit Committee meets as often as may be deemed necessary or appropriate in its judgment, and at least quarterly each year. During the year under review, six meetings were conducted. Attendance of the committee members are given below.

Name	Eligible to Attend/Attended
Mr. P.A.S. A.Kumara	6/6
Mr. P.B.S.C. Nonis	6/5
Mr.N.R. Hewathanthri	6/6
Mrs. G.N. Liyanage	6/6

## Summary of Activities in 2023

Activities of the Audit Committee in 2023 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

# AUDIT COMMITTEE REPORT

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, and internal controls and procedures are in place to provide reasonable assurance that the financial reporting system is effective and well managed to provide reliable and timely information.

- **Internal Audit**

- Measured 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.
- Discussed and reviewed major findings of internal reports and management's responses thereto and the status of the implementation of the recommendations regularly.
- 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.

- **Risk and Control Review**

- The Audit Committee has reviewed the risk management process and procedures followed by the authority to manage and mitigate the effects of such risks and observe that the risk assessment and analysis have been conducted continually. The key risk areas that impact operation have been identified and appropriate action has been taken to mitigate impact to a minimum level.

# AUDIT COMMITTEE REPORT

## Way forward

During the year, the committee made significant contributions 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. A. Kumara**  
**Chairman**  
**Audit Committee**



# STATUTORY COMPLIANCE STATEMENT

## Statutory Compliance Statement

The statuses of compliance on statutory requirements are 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 2022. These have been completed and handed over on or before 30<sup>th</sup> November 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	2023	2022
<b>NUMBER OF SHIPS CALLED (NO)</b>					
Cargo Ships	4,102	66	7	4,175	3,634
Other Ships	149	36	16	201	116
Other Vessels	675	57	47	779	787
	<b>4,926</b>	<b>159</b>	<b>70</b>	<b>5,155</b>	<b>4,537</b>
<b>TROUGHPUT</b>					
<b>CONTAINER TEU's (SLPA)</b>					
Transhipment	1,729,272			1,729,272	1,633,176
Domestic	208,383			208,383	256,318
Re-Stowing	27,476			27,476	36,401
<b>TOTAL TEU's</b>	<b>1,965,131</b>	<b>-</b>	<b>-</b>	<b>1,965,131</b>	<b>1,925,895</b>
<b>CONTAINER TEU's ( SAGT)</b>					
Transhipment	1,528,824			1,528,824	1,481,563
Domestic	193,092			193,092	229,711
Re-Stowing	41,947			41,947	40,962
<b>TOTAL TEU's</b>	<b>1,763,863</b>	<b>-</b>	<b>-</b>	<b>1,763,863</b>	<b>1,752,236</b>
<b>CONTAINER TEU's ( CICT)</b>					
Transhipment	2,496,151			2,496,151	2,520,946
Domestic	588,531			588,531	544,201
Re-Stowing	136,236			136,236	118,906
<b>TOTAL TEU's</b>	<b>3,220,918</b>	<b>-</b>	<b>-</b>	<b>3,220,918</b>	<b>3,184,053</b>
<b>CONTAINER TEU's ( PORT OF COLOMBO)</b>					
Transhipment	5,754,247	-	-	5,754,247	5,635,685
Domestic	990,006	-	-	990,006	1,030,230
Re-Stowing	205,659	-	-	205,659	196,269
<b>TOTAL TEU's</b>	<b>6,949,912</b>	<b>-</b>	<b>-</b>	<b>6,949,912</b>	<b>6,862,184</b>
Conventional M/T	1,385,845	1,656,777	839	3,043,461	3,628,205
Liquid M/T	4,884,677	356,681	-	5,241,358	4,711,145
	<b>6,270,522</b>	<b>2,013,458</b>	<b>839</b>	<b>8,284,819</b>	<b>8,339,350</b>
<b>(M/T) - SLPA</b>					
Containerised Cargo	27,986,968	-	-	27,986,968	25,472,397
Conventional Cargo	1,385,845	1,656,777	839	3,043,461	3,628,205
Liquid	4,884,677	356,681	-	5,241,358	4,711,145
<b>TOTAL (M/T)</b>	<b>34,257,490</b>	<b>2,013,458</b>	<b>839</b>	<b>36,271,787</b>	<b>33,811,747</b>
<b>(M/T) - SAGT</b>					
Containerised Cargo	22,812,891	-	-	22,812,891	22,731,145
Conventional Cargo	-	-	-	-	-
Liquid	-	-	-	-	-
<b>TOTAL (M/T)</b>	<b>22,812,891</b>	<b>-</b>	<b>-</b>	<b>22,812,891</b>	<b>22,731,145</b>
<b>(M/T) - CICT</b>					
Containerised Cargo	42,603,207	-	-	42,603,207	41,716,844
Conventional Cargo	-	-	-	-	-
Liquid	-	-	-	-	-
	<b>42,603,207</b>	<b>-</b>	<b>-</b>	<b>42,603,207</b>	<b>41,716,844</b>
<b>(M/T) - PORT OF COLOMBO</b>					
Containerised Cargo	93,403,066	-	-	93,403,066	89,920,386
Conventional Cargo	1,385,845	1,656,777	839	3,043,461	3,628,205
Liquid	4,884,677	356,681	-	5,241,358	4,711,145
<b>TOTAL (M/T)</b>	<b>99,673,588</b>	<b>2,013,458</b>	<b>839</b>	<b>101,687,885</b>	<b>98,259,736</b>
<b>GROSS TONNAGE HANDLED (SLPA)</b>					
Containerised Cargo	53,336,457	-	-	53,336,457	37,609,828
Conventional Cargo	3,675,109	1,584,635	69,963	5,329,707	6,659,859
Others	4,326,981	994,802	135,998	5,457,781	2,257,669
<b>TOTAL TONNAGE</b>	<b>61,338,547</b>	<b>2,579,437</b>	<b>205,961</b>	<b>64,123,945</b>	<b>46,527,356</b>
<b>GROSS TONNAGE HANDLED (SAGT)</b>					
Containerised Cargo	42,211,652	-	-	42,211,652	37,518,020
Conventional Cargo	7,966	-	-	7,966	38,255
Others	-	-	-	-	-
<b>TOTAL TONNAGE</b>	<b>42,219,618</b>	<b>-</b>	<b>-</b>	<b>42,219,618</b>	<b>37,556,275</b>
<b>GROSS TONNAGE HANDLED ( CICT)</b>					
Containerised Cargo	107,793,096	-	-	107,793,096	85,626,667
Conventional Cargo	-	-	-	-	-
Others	-	-	-	-	-
<b>TOTAL TONNAGE</b>	<b>107,793,096</b>	<b>-</b>	<b>-</b>	<b>107,793,096</b>	<b>85,626,667</b>
<b>GROSS TONNAGE HANDLED ( PORT OF COLOMBO)</b>					
Containerised Cargo	203,341,205	-	-	203,341,205	160,754,515
Conventional Cargo	3,683,075	1,584,635	69,963	5,337,673	6,698,114
Others	4,326,981	994,802	135,998	5,457,781	2,257,669
<b>TOTAL TONNAGE</b>	<b>211,351,261</b>	<b>2,579,437</b>	<b>205,961</b>	<b>214,136,659</b>	<b>169,710,298</b>
<b>PERSONNEL</b>					
Number of Employees	7,433	341	276	8,050	8,516

# STATEMENT OF FINANCIAL POSITION

Expressed in Sri Lankan Rupees

STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER		Group 2023	2022	2023	SLPA 2022
	Note				
<b>ASSETS</b>					
<b>Non-Current Assets</b>					
Property, Plant & Equipment	3	272,206,026,515	251,722,424,190	272,101,264,181	251,628,153,512
Leased Hold Asset	3.2	58,485,470	69,817,698	58,485,470	69,817,698
Intangible Assets	4	2,712,694,354	2,254,637,127	2,711,978,772	2,254,347,127
Investment Properties	5	211,887,505,020	212,988,096,316	211,887,505,020	212,988,096,316
Investment in Subsidiaries	6	100	100	76,000,100	76,000,100
Investment in Associates	7	36,064,616,616	36,704,849,252	39,196,120,030	39,196,120,030
Financial Assets at FVOCI	8	76,967,867,376	67,584,339,272	76,967,867,376	67,584,339,272
Amount Due From State Mortgage Bank	9	30,935,829	40,989,023	30,935,829	40,989,023
Receivable From General Treasury - People's Bank Loan	10	2,469,286,799	2,798,525,037	2,469,286,799	2,798,525,037
<b>Total Non-Current Assets</b>		<b>602,397,418,079</b>	<b>574,163,678,016</b>	<b>605,499,443,577</b>	<b>576,636,388,114</b>
<b>Current Assets</b>					
Inventories	11	4,714,197,478	3,852,522,843	4,690,776,969	3,835,437,419
Trade and Other Receivables	12	11,143,686,756	24,290,264,650	11,089,582,269	24,211,151,596
Deposits and Advances	13	6,791,524,461	5,595,918,027	6,791,524,461	5,592,446,093
Prepaid Expenses		420,349,211	464,420,859	382,218,103	464,420,859
Employee Loans	14	6,350,831,267	5,974,510,352	6,299,116,124	5,921,234,530
Other Financial Assets	15	99,862,854,798	106,709,911,411	99,298,516,607	106,311,782,741
Cash and Cash Equivalents	16	7,548,896,141	10,796,863,639	5,455,045,292	8,716,996,509
Property, Plant & Equipment-MPMC Ltd	17	205,575	205,575	-	-
<b>Total Current Assets</b>		<b>136,832,545,687</b>	<b>157,684,617,355</b>	<b>134,006,779,825</b>	<b>155,053,469,747</b>
<b>TOTAL ASSETS</b>		<b>739,229,963,766</b>	<b>731,848,295,371</b>	<b>739,506,223,402</b>	<b>731,689,857,861</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	113,405,856,806	111,886,831,306	113,405,856,806	111,886,831,306
Other Reserves	20	1,125,903	1,125,903	1,125,903	1,125,903
Deferred Income	21	171,123,863,103	168,535,618,224	171,123,863,104	168,535,618,224
Loan Redemption Reserve	22	4,613,549,887	4,613,549,887	4,613,549,887	4,613,549,887
Revaluation Reserve	23	73,286,013,685	74,101,416,216	73,286,013,685	74,101,416,216
Financial Assets at FVOCI Reserve		62,485,451,394	57,575,791,084	62,485,451,392	57,575,791,082
Retained Earnings		139,535,760,394	119,758,773,835	149,499,051,579	129,304,299,934
<b>Total Equity</b>		<b>572,043,000,959</b>	<b>544,064,486,242</b>	<b>582,006,292,141</b>	<b>553,610,012,337</b>
<b>Non-Current Liabilities</b>					
Borrowings - Government of Sri Lanka	24.1	63,279,672,079	78,885,991,365	63,279,672,079	78,885,991,365
Borrowings - Financial Institutions	25.1	2,543,183,809	2,883,723,647	2,469,286,799	2,798,525,037
Finance lease obligation	25.4.1	9,578,903	24,102,515	9,578,902	20,593,856
Government Grants	26	29,605,920,226	27,219,591,156	29,605,920,226	27,219,591,156
Deferred Tax Liabilities	27	18,968,574,917	11,978,071,085	18,963,101,296	11,971,566,805
Retirement Benefits Obligation	28	9,163,118,739	12,517,383,603	9,143,102,861	12,498,171,431
<b>Total Non-Current Liabilities</b>		<b>123,570,048,673</b>	<b>133,508,863,370</b>	<b>123,470,662,162</b>	<b>133,394,439,648</b>
<b>Current Liabilities</b>					
Supply of Goods and services and other creditors	29	4,077,185,148	3,719,561,731	4,249,855,218	3,883,020,370
Borrowings - Government of Sri Lanka	24.2	7,821,252,838	8,924,559,413	7,821,252,838	8,924,559,413
Borrowings - Financial Institutions	25.2	9,928,025,014	13,211,585,585	329,238,237	3,612,798,808
Finance lease obligation	25.4.1	13,685,710	13,816,872	10,455,933	9,076,839
Deposits and Advances Received	30	8,383,707,728	4,037,746,434	8,322,901,251	3,987,746,434
Current Tax Payable	31	4,571,765,783	11,607,087,654	4,499,868,578	11,529,589,539
Provisions and Accrued Expenses	32	8,821,291,912	12,760,588,068	8,795,697,044	12,738,614,472
<b>Total Current Liabilities</b>		<b>43,616,914,133</b>	<b>54,274,945,759</b>	<b>34,029,269,099</b>	<b>44,685,405,876</b>
<b>TOTAL EQUITY &amp; LIABILITIES</b>		<b>739,229,963,766</b>	<b>731,848,295,371</b>	<b>739,506,223,402</b>	<b>731,689,857,861</b>

The Accounting policies on pages 97 to 117 and Notes to the Financial Statements on Pages 118 to 141 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 31/12/2023



G.N. Liyanage  
Director Finance

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.



Keith D. Bernard  
CHAIRMAN



Prabath J. Malavige  
MANAGING DIRECTOR



P.A.S Athula Kumara  
BOARD MEMBER

Date : 28th February 2024

Figures in brackets indicate deductions.

# STATEMENT OF COMPREHENSIVE INCOME

STATEMENT OF COMPREHENSIVE INCOME FOR THE YEAR ENDED 31 DECEMBER	Note	Group		SLPA	
		2023	2022	2023	2022
Revenue	33	63,261,171,026	68,696,429,000	63,261,171,026	68,696,429,000
Direct Expenses	34	(34,302,380,190)	(30,909,453,234)	(34,088,857,992)	(30,721,474,450)
<b>Gross Profit</b>		<b>28,958,790,836</b>	<b>37,786,975,766</b>	<b>29,172,313,034</b>	<b>37,974,954,550</b>
Other Operating Income	35	19,931,202,832	22,526,441,373	19,950,893,933	22,546,087,410
Administrative Expenses	36	(12,333,754,728)	(12,547,164,857)	(12,793,557,424)	(13,024,281,140)
<b>Operating Profit</b>		<b>36,556,238,940</b>	<b>47,766,252,281</b>	<b>36,329,649,543</b>	<b>47,496,760,820</b>
Net Finance (Cost)/ Income	37	5,444,475,435	5,256,201,096	5,334,763,397	5,626,382,580
Foreign Exchange Gain/(Loss)		(1,305,169,821)	417,071,690	(1,305,169,821)	3,902,646,784
Share of Profit of Associates	7	(636,412,108)	(765,632,157)	-	-
<b>Profit Before Tax</b>		<b>40,059,132,445</b>	<b>52,673,892,911</b>	<b>40,359,243,118</b>	<b>57,025,790,184</b>
Contribution to Consolidated fund	54	(8,673,689,650)	(1,015,000,000)	(8,673,689,650)	(1,000,000,000)
Income Tax Expenses	38	(5,674,060,695)	(13,337,098,475)	(5,564,711,200)	(13,261,098,236)
Differed Tax Expenses	27	(6,179,745,921)	(449,012,109)	(6,180,776,580)	(445,496,390)
<b>Profit for the Year</b>		<b>19,531,636,180</b>	<b>37,872,782,327</b>	<b>19,940,065,689</b>	<b>42,319,195,558</b>
<b>Attributable to - Equity holders of the Parent</b>		<b>19,531,636,180</b>	<b>37,872,782,327</b>	<b>19,940,065,689</b>	<b>42,319,195,558</b>
<b>Other Comprehensive Income</b>					
Profit for the Year		19,531,636,180	37,872,782,327	19,940,065,689	42,319,195,558
Remeasurement of retirement benefit obligation	28.2	4,932,092,247	(5,010,014,736)	4,930,562,602	(5,004,613,077)
Share of Other Comprehensive Income of Equity account investess	7	(3,820,529,23)	764,237	-	-
Change in Value of Financial Assets at FVOCI on Listed Investments	8.1	(18,582,623)	(44,598,296)	(18,582,623)	(44,598,296)
Change in Value of Financial Assets at FVOCI on Unlisted Investments	8.2	4,928,242,933	29,974,129,748	4,928,242,933	29,974,129,748
<b>Total Other Comprehensive Income for the Year</b>		<b>9,837,932,027</b>	<b>24,920,280,953</b>	<b>9,840,222,911</b>	<b>24,924,918,375</b>
<b>Total Comprehensive Income for the year</b>		<b>29,369,568,206</b>	<b>62,793,063,280</b>	<b>29,780,288,600</b>	<b>67,244,113,933</b>
<b>Attributable to - Equity holders of the Parent</b>		<b>29,369,568,206</b>	<b>62,793,063,280</b>	<b>29,780,288,600</b>	<b>67,244,113,933</b>

The Accounting Policies on pages 97-117 and Notes to the Financial Statements on pages 118 – 141 form an integral part of these Financial Statements.

# STATEMENT OF CHANGES IN EQUITY

Group	Capital Employed	Capital Reserve	Other Reserve	Differed Income	Loan Redemption Reserve	Revaluation Reserve	Financial Assets at FVOCI Reserve	Retained Earnings (at debit)	Total
<b>Balance as at 01 January 2022</b>	7,591,379,785	721,289,024	1,125,903	166,448,063,988	4,613,549,887	74,451,820,964	27,646,259,632	83,571,990,373	365,045,479,556
Prior year adjustment -2021								1,952,277,548	1,952,277,548
Adjustment for surcharge tax levied under the surcharge tax Act No. 14 of 2022								(1,952,277,548)	(1,952,277,548)
<b>Adjusted balance as at 1st January 2022</b>	7,591,379,785	721,289,024	1,125,903	166,448,063,988	4,613,549,887	74,451,820,964	27,646,259,632	83,571,990,373	365,045,479,556
Profit for the Year								37,872,782,327	37,872,782,327
Surcharge Tax Paid								(6,477,790)	(6,477,790)
Adjustment on Revaluation Surplus						(129,317,515)	-	129,317,515	-
Share of Associate of Other comprehensive Income								764,237	764,237
Lands Taken to SLPA Books		111,165,542,282							111,165,542,282
Prior year adjustment (Note 45)								3,194,412,609	3,194,412,609
Remeasurement of retirement benefit obligation								(5,010,014,736)	(5,010,014,736)
Upfront Fee paid by CICT- Amortization				(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)
Deferred 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>	7,591,379,785	111,886,831,306	1,125,903	168,535,618,224	4,613,549,887	74,101,416,216	57,575,791,084	119,758,773,835	544,064,486,239
Profit for the Year								19,531,636,180	19,531,636,180
Dividends Paid								(3,750,000)	(3,750,000)
Adjustment on Revaluation Surplus- Colombo						(4,598,681)		4,598,681	-
Adjustment on Revaluation Surplus- Trinco						(45,938)		45,938	-
Lands Taken to SLPA Books		1,519,025,500							1,519,025,500
Share of Associate of Other comprehensive Income								(3,820,529)	(3,820,529)
<b>Prior year adjustment (Note 45)</b>								(4,683,815,957)	(4,683,815,957)
Remeasurement of retirement benefit obligation								4,932,092,247	4,932,092,247
Upfront Fee paid by CICT- Amortization				(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)
Amortization of Upfront Fees paid by CWIT				(115,714,286)					(115,714,286)
Deferred Tax adjustment on revaluation reserve						(810,757,911)			(810,757,911)
Lump Sum Premium NFCL Penna Port Storage				(6,900,000)					(6,900,000)
Adjustment on listed Investment							(18,582,623)		(18,582,623)
Adjustment on Unlisted Investment							4,928,242,933		4,928,242,933
Lump sum premium reversed from SACLHL				4,611,880,000					4,611,880,000
Amortization of premium of SACLHL				(41,903,641)					(41,903,641)
<b>Balance as at 31 December 2023</b>	7,591,379,785	113,405,856,806	1,125,903	171,123,863,103	4,613,549,887	73,286,013,685	62,485,451,394	139,535,760,394	572,043,000,959

## STATEMENT OF CHANGES IN EQUITY

SLPA	Capital Employed	Capital Reserve	Other Reserve	Differed Income	Loan Redemption Reserve	Revaluation Reserve	Financial Assets at FVOCI Reserve	Retained Earnings (at debit)	Total
<b>Balance as at 01 January 2022</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>
<b>Prior year adjustment-2021</b>								<b>1,952,277,548</b>	<b>1,952,277,548</b>
Adjustment for surcharge tax levied under the surcharge tax Act No. 14 of 2022								(1,952,277,548)	(1,952,277,548)
<b>Adjusted balance as at 1st January 2022</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>								3,194,412,609	3,194,412,609
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>129,304,299,934</b>	<b>553,610,012,338</b>
Profit for the Year								19,940,065,689	19,940,065,689
Adjustment on Revaluation Surplus - Colombo						(4,598,681)		4,598,681	-
Adjustment on Revaluation Surplus - Trinco						(45,938)		45,938	-
Lands & buildingTaken to SLPA Books		1,519,025,500							1,519,025,500
<b>Prior year adjustment (Note 45)</b>								(4,680,521,263)	(4,680,521,263)
Remeasurement of retirement benefit obligation								4,930,562,602	4,930,562,602
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)
Lease hold rights from HIPS amotization				(731,198,730)					(731,198,730)
Lease hold rights from HIPG amotization				(981,799,130)					(981,799,130)
Amortization of Upfront Fees paid by CWIT				(115,714,286)					(115,714,286)
Differed Tax adjustment on revaluation reserve						(810,757,911)			(810,757,911)
Lump Sum Premium NFCL Penna Port Storage				(6,900,000)					(6,900,000)
Adjustment on listed Investment							(18,582,623)		(18,582,623)
Adjustment on Unlisted Investment							4,928,242,933		4,928,242,933
Lump Sum Premium received from SACLHL				4,611,880,000					4,611,880,000
Amortization of Lumpsum premium of SACLHL				(41,903,641)					(41,903,641)
<b>Balance as at 31 December 2023</b>	<b>7,591,379,785</b>	<b>113,405,856,806</b>	<b>1,125,903</b>	<b>171,123,863,104</b>	<b>4,613,549,887</b>	<b>73,286,013,685</b>	<b>62,485,451,392</b>	<b>149,499,051,579</b>	<b>582,006,292,143</b>

The Accounting Policies on pages 97-117 and Notes to the Financial Statements on pages 118 – 141 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 2023	Group		SLPA	
	2023	2022	2023	2022
<b>Profit Before Tax</b>	<b>40,059,132,445</b>	<b>52,673,892,911</b>	<b>40,359,243,118</b>	<b>57,025,790,184</b>
<i>Adjustments for</i>				
Share of Profit of Associate (Net of Dividends)	636,412,108	765,632,157		
Depreciation	5,195,258,664	4,100,467,503	5,185,345,212	4,086,737,806
Bad and Doubtful Debt	(284,170,248)	995,285,957	(284,170,248)	995,285,957
Amortisation of Intangible Assets	107,172,731	96,908,908	101,664,291	96,908,908
Amortisation of Lease Hold Assets	11,332,228	11,927,418	11,332,228	11,927,418
Gratuity Charge for the Year and related costs	2,579,382,371	2,042,720,546	2,575,006,789	2,040,176,515
previous year -Revenue	(544,967,436)	(9,169,753)	(541,672,803)	(9,169,753)
previous year -Expenditure	177,645,002	65,255,212	177,645,002	65,255,212
Dividend Income	(2,058,502,929)	(6,268,528,124)	(2,058,502,929)	(6,268,528,124)
Interest Income	(9,731,341,456)	(8,295,759,550)	(9,609,094,946)	(8,119,641,864)
Interest Expenses	4,230,428,518	2,946,633,798	4,217,894,046	2,400,347,952
Amortisation of Government Grants	(443,653,710)	(308,037,817)	(443,653,710)	(308,037,817)
Net Exchange unrealised Gain/ Loss	(10,257,631,848)	46,976,894,176	(10,257,631,848)	42,919,113,839
Upfront fees by CICT	(103,534,286)	(103,534,286)	(103,534,286)	(103,534,286)
Provision for claims	(1,070,000,428)	(256,614,516)	(1,070,000,428)	(256,614,516)
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	(115,714,286)	(96,428,571)	-115,714,286	(96,428,571)
Lump Sum Premium - SALCHL	(41,903,641)	-	-41,903,641	-
NBV Retirement	5,125,728	-	5,125,728	-
Profit on Disposals of Fixed Assets	(15,672,223)	8,706,661	(15,672,223)	8,706,661
<b>Operating Profit Before Working Capital Changes</b>	<b>26,572,314,398</b>	<b>93,583,769,721</b>	<b>26,329,222,159</b>	<b>92,725,812,612</b>
<b>Changes in working Capital</b>				
Inventories	(861,674,634)	(738,980,804)	(855,339,550)	(736,623,118)
Trade Receivables	3,938,614,148	(6,526,447,180)	3,938,614,148	(6,524,434,467)
Deposits and Advances	(1,221,017,606)	(4,013,424,506)	(1,199,078,370)	(3,953,552,246)
Prepaid Expenses	82,202,756	(252,945,135)	82,202,756	(252,945,135)
Employee Loans / Others	(377,881,594)	(1,188,835,154)	(377,881,594)	(1,188,835,154)
Supply of Goods and services and other creditors	381,294,761	2,458,419,083	366,834,847	2,401,401,313
Deposits and Advances Received	4,335,154,816	1,941,016,349	4,335,154,816	1,941,016,349
Provisions and Accrued Expenses	(2,872,917,000)	2,688,943,267	(2,872,917,000)	2,689,473,903
<b>Cash Generated from Operations</b>	<b>29,976,090,045</b>	<b>87,951,515,642</b>	<b>29,746,812,213</b>	<b>87,101,314,059</b>
Interest Paid	(4,039,439,719)	(1,201,577,331)	(4,026,905,247)	(1,187,544,268)
Dividend paid	-	(15,000,000)	-	-
Contribution to consolidated fund	(2,910,329,993)	(1,000,000,000)	(2,910,329,993)	(1,000,000,000)
Lease Installments Paid	(14,654,776)	(13,144,185)	(9,635,860)	(8,713,127)
Gratuity Paid	(1,001,554,988)	(958,193,747)	(999,512,757)	(957,329,817)
Taxes Paid	(7,409,013,459)	(4,865,374,776)	(7,294,918,768)	(4,846,391,619)
<b>Net Cash from Operating Activities</b>	<b>14,601,097,110</b>	<b>79,898,225,603</b>	<b>14,505,509,587</b>	<b>79,101,335,227</b>
<b>Cash Flows from Investing Activities</b>				
Acquisition of Property, Plant and Equipment	(2,561,990,556)	(1,142,798,335)	(2,536,179,154)	(1,136,039,715)
Proceeds from Disposal of Fixed Assets	15,672,223	40,872,683	15,672,223	40,872,683
Capital Work-in-Progress	(25,249,322,968)	(38,973,434,459)	(25,249,322,968)	(38,973,434,459)
Acquisition of Intangible Assets	(559,823,636)	(1,612,761,214)	(559,295,936)	(1,612,461,214)
Acquisition of Investment Property	(5,204,585)	(275,415)	(5,204,585)	(275,415)
Dividend Received	2,058,502,929	6,268,528,124	2,058,502,929	6,268,528,124
Loan Received	-	67,609,919	-	55,185,112
Interest Received	8,135,593,833	8,295,746,226	8,013,347,323	8,119,641,864
Lumpsum premium received by SALHL	4,611,880,000	-	4,611,880,000	-
Grant received	3,260,231,211	-	3,260,231,211	-
Up front fee received by CWIT	-	4,050,000,000	-	4,050,000,000
investment made during the year SALHL	(1,762,634,046)	-	(1,762,634,046)	-
investment made during the year CWIT	(2,711,233,748)	-2,030,907,908	(2,711,233,748)	(2,030,907,908)
Amount Due From State Mortgage Bank	10,053,194	12,937,446	10,053,194	12,937,446
Net Proceeds from Other Financial Assets	6,847,056,613	(50,551,175,436)	7,013,266,134	(50,369,859,460)
<b>Net Cash from (used in) investing activities</b>	<b>(7,911,219,535)</b>	<b>(75,575,658,368)</b>	<b>(7,840,917,422)</b>	<b>(75,575,812,941)</b>
<b>Cash Flows from Financing Activities</b>				
Repayment of Borrowings to Government of Sri Lanka	(6,970,833,269)	-6,665,443,302	(6,970,833,269)	(6,665,443,302)
Repayment of Borrowings to Financial Institution	(2,967,011,803)	-3,562,120,839	(2,955,710,113)	(3,550,819,149)
<b>Net Cash From (used in) Financing Activities</b>	<b>(9,937,845,072)</b>	<b>(10,227,564,140)</b>	<b>(9,926,543,382)</b>	<b>(10,216,262,450)</b>
<b>Net Changes in Cash &amp; Cash Equivalents</b>	<b>(3,247,967,497)</b>	<b>(5,904,996,908)</b>	<b>(3,261,951,217)</b>	<b>(6,690,740,164)</b>
Cash & cash Equivalents at Beginning of the year	<b>10,796,863,639</b>	<b>16,701,860,547</b>	<b>8,716,996,509</b>	<b>15,407,736,670</b>
<b>Cash &amp; Cash Equivalents at End of the Year (Note 16)</b>	<b>7,548,896,141</b>	<b>10,796,863,639</b>	<b>5,455,045,292</b>	<b>8,716,996,509</b>

The Accounting Policies on pages 97-117 and Notes to the Financial Statements on pages 118 – 141 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 2023 was 8,050 (2022 – 8,516)

### 1.6 DATE OF AUTHORIZATION FOR ISSUE

The financial statements of the Authority for the year ended 31 December 2023 were authorized for issue in accordance with a resolution of the Board of Directors dated 21<sup>st</sup> February 2024.

## 2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

### 2.1.1 Basis of Preparation

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



# GENERAL ACCOUNTING POLICIES

value. The preparation of financial statements, in conformity with Sri Lanka Accounting Standards (SLFRSs), requires the use of certain critical accounting estimates. It also requires management to exercise its judgment in the process of applying the group's accounting policies.

## 2.1.2 Consolidated Financial Statements

The Consolidated Financial Statements of the Group for the year ended 31 December 2023 Comprises of Sri Lanka Ports Authority ('the Company') and all its Subsidiaries whose Financial Statements have been consolidated therein.

## 2.1.3 Components of Financial Statements

The Financial Statements include the following components:

- Statement of Profit or Loss and Statement of Comprehensive Income Providing the information on the financial performance of the Group and the SLPA for the year under review.
- Statement of Financial Position providing the information on the financial position of the Group and the SLPA as at the year end.
- Statement of Changes in Equity depicting all changes in shareholders' funds during the year under review of the Group and the SLPA.
- Statement of Cash Flows providing the information to the users, the amount of cash and cash equivalents inflows to and outflows from the Group and the SLPA.
- Notes to the Financial Statements comprising Significant Accounting Policies and other explanatory information.

## 2.2 Going Concern

The SLPA has prepared the financial statements for the year ended 31 December 2023 on the basis that it will continue to operate as a going concern. In determining the basis of preparing the financial statements for the year ended 31 December 2023, based on available information, the management has assessed the prevailing macroeconomic conditions and its effect on the Group companies and the appropriateness of the use of the going concern basis. It is the view of the management that there are no material uncertainties that may cast significant doubt on the SLPA's ability to continue to operate as a going concern. The management has formed judgment that the Company, has adequate resources to continue in operational existence for the foreseeable future driven by the continuous operationalization of risk mitigation initiatives and monitoring of business continuity and response plans at SLPA.

# GENERAL ACCOUNTING POLICIES

In determining the above, significant management judgment, estimates and assumptions, the impact of the macroeconomic uncertainties, including exchange rate volatilities, supply chain disruptions, foreign exchange market limitations and interest rate volatilities have been considered as of the reporting date and specific considerations have been disclosed under the notes, as relevant. Financial Statements are prepared based on the “Going Concern Concept”.

## 2.3 Consolidation

### 2.3.1 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.

### 2.3.2 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. The Group’s investment in associate is accounted for using the equity method of accounting. The SLPA’s investment in associate is accounted for using the Cost 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 group’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.

# GENERAL ACCOUNTING POLICIES

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.

## **2.4 Foreign Currency Translation**

### **2.4.1 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.

### **2.4.2 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.

## **2.5 Property, Plant and Equipment**

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

**2.5.2** 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

# GENERAL ACCOUNTING POLICIES

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.

<b>Assets Category</b>		<b>Rates</b>
Operational Buildings & Structures	02-115 Years	0.86% -50%
Floating Equipments	01-22 Years	4.5% - 100%
Handling Equipments	02 -23Years	4% - 50%
Plant and Machinery	01-25 Years	5% -100%
Office and Welfare Buildings	02-73 Years	1.36% - 50%
Computer Hardware	01-15 Years	6.6% - 100%
Motor Vehicle	01-15 Years	5.5% -100%
Electrical and Electronic Equipment	1-12 Years	8.33% -100%
Furniture and Office Equipment	1-15 Years	6.6% -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".

## 2.5.3 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.

## 2.5.4 Investment Properties

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

# GENERAL ACCOUNTING POLICIES

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 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	11% - 20%
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## 2.5.5 Asset review Policy

According to the para 51 of the Sri Lanka Accounting Standard LKAS 16, (Property, Plant & Equipment), “The residual value & the useful life of an asset shall be reviewed at least at each Financial year-end. Accordingly, SLPA review the useful life and residual value of fully depreciated fixed assets. SLPA shall estimate the remaining useful life of fully depreciated assets and shall reinstate the cost and accumulated depreciation at amounts which would have been reflected in the balance sheet on the date of reinstatement had the entity measured depreciation from date of acquisition of the assets based on the total useful life including the estimated remaining useful life and adjust the difference under equity.”

## 2.5.6 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

# GENERAL ACCOUNTING POLICIES

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 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 recognize 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 recognize 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.

# GENERAL ACCOUNTING POLICIES

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 recognize 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 recognized as an expense. Any initial direct costs incurred in obtaining an operating Lease is added to the carrying amount of the underlying asset and recognize 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 an underlying asset subject to an operating lease is impaired and to account for any impairment loss identified.

## 2.5.7 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.

# GENERAL ACCOUNTING POLICIES

## 2.6 Financial Assets

### 2.6.1 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 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.

### 2.6.2 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.

### 2.6.3 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.



# GENERAL ACCOUNTING POLICIES

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.

## **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 recognized 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.

# GENERAL ACCOUNTING POLICIES

## 2.6.4 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 recognized 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 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

### 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.
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# GENERAL ACCOUNTING POLICIES

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 2023.12.31	Level 01	Level 02	Level 03
<b>Financial Assets at Fair Value through OCI</b>					
<b>Listed Investments</b>					
Colombo Dockyard PLC	8.1	110,402,646	110,402,646	-	-
<b>Unlisted Investments</b>					
Colombo International Container Terminal Ltd	8.2	14,532,400,732	-	-	14,532,400,732
South Asia Gateway Terminals Limited (SAGT)	8.2	3,555,074,222	-	-	3,555,074,222
Hambantota International Port Group (Private)Ltd.	8.2	52,363,280,963			52,363,280,963
Lanka Coal Company (Pvt) Ltd	8.2	11,950,000			11,950,000
Colombo West International Terminal (Pvt) Ltd.	8.2	4,616,470,105			4,616,470,105
South Asia Commercial & Logistics Hub Limited	8.2	1,778,288,708			1,778,288,708
		76,967,867,376	110,402,646	-	76,857,464,730

## 2.7 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 equipment and fuel and lubricants. Inventories are for consumption not for re-sale.

## 2.8 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 recognized initially at their transaction price unless they contain significant financing components, when they are recognized 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.

# GENERAL ACCOUNTING POLICIES

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.

	<b>Basis</b>	
1. Sri Lanka Forces Provisions	Up to 12 Months	-No
	After 12 Months	-50%
2. Government Institution Provisions	Up to 12 Months	-No
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) Provisions	Up to 12 Months	-No
	After 12 Months	50%

## 2.9 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.

# GENERAL ACCOUNTING POLICIES

## 2.10 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.

## 2.11 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.

## 2.12 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.

## 2.13 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.

# GENERAL ACCOUNTING POLICIES

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.

## **2.14 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.

## **2.15 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.

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.

## **2.16 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.

# GENERAL ACCOUNTING POLICIES

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.

## **2.17 Employee Benefits**

The group has both defined benefit and defined contribution plans.

### **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.

# GENERAL ACCOUNTING POLICIES

## 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.

## 2.18 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.

## 2.19 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.



# GENERAL ACCOUNTING POLICIES

## 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.

### 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 arises 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.

# GENERAL ACCOUNTING POLICIES

## **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.

## **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.

## **2.20 Expenses**

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

# GENERAL ACCOUNTING POLICIES

## 2.21 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.

## 2.22 Commitments

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

## 2.23 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.

### 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 31.12.2023. 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.

# GENERAL ACCOUNTING POLICIES

- 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.
- Equity investments in Listed and Unlisted companies previously classified as Available for Sale are classified and measured at Fair Value through Other Comprehensive Income.

**2.23.1** 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.

**2.23.2** 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 2023						
3	Property, Plant & Equipment					
		As At	Additions	(Disposals)	Re. Class /Adjustment	As At
	Group	01 January 2023				31 December 2023
	3.1 At Cost					
	Land	117,266,033,792	20,102,218	(90,296)	(20,301,949,647)	96,984,096,068
	Operational Buildings & Structures	114,382,811,987	1,773,747,479	(16,300,000)	20,058,679,316	136,198,938,782
	Floating Equipment	7,550,011,189	1,499,256,925	-	-	9,049,268,114
	Handling Equipment	27,779,988,818	174,624,443	(34,896,145)	-	27,919,717,116
	Plant & Machinery	1,038,431,120	217,360,523	(41,206,539)	(18,985,000)	1,195,600,104
	Office & Welfare Buildings	1,026,423,320	431,533,781	-	-	1,457,957,100
	Staff Quarters and Other Buildings	454,737,739	6,400,978	(90,000)	-	461,048,717
	Computer Hardware	576,275,382	201,744,441	(462,230)	3,330,000	780,887,593
	Electric & Electronic Equipment	2,740,279,857	500,768,507	(1,879,366)	-	3,239,168,998
	Office Furniture & Equipment	223,868,785	22,491,119	(1,573,778)	(3,387,960)	241,398,167
	Motor Vehicles	979,715,530	286,221,180	(7,060,957)	18,985,000	1,277,860,753
	Other Assets	526,282,643	35,549,703	(76,500)	-	561,755,846
		<b>274,544,860,162</b>	<b>5,169,801,297</b>	<b>(103,635,810)</b>	<b>(243,328,291)</b>	<b>279,367,697,358</b>
	3.1.1 Depreciation	As At	Charge for the	(Disposals)	Re. Class /Adjustment	As At
		01 January 2023	Year			31 December 2023
	Operational Buildings & Structures	34,390,145,503	1,793,524,655	(11,398,590)	6,878,685,997	43,050,957,565
	Floating Equipment	7,068,725,272	302,025,019	-	(1,314,686,797)	6,056,063,495
	Handling Equipment	17,608,581,329	1,265,690,070	(34,861,248)	(1,313,338,959)	17,526,071,192
	Plant & Machinery	729,558,807	88,025,129	(41,165,337)	57,390,602	833,809,201
	Office & Welfare Buildings	404,724,914	70,412,191	-	5,676,671	480,831,776
	Staff Quarters and Other Buildings	284,313,696	16,915,343	(89,910)	(5,458,787)	295,680,343
	Computer Hardware	411,029,139	72,228,994	(437,555)	3,356,107	486,176,686
	Electric & Electronic Equipment	2,370,913,612	131,480,224	(1,882,909)	79,989,947	2,580,500,874
	Office Furniture & Equipment	173,326,552	18,735,074	(1,571,631)	(3,080,367)	187,409,628
	Motor Vehicles	837,474,730	67,114,422	(7,034,057)	(64,403,871)	833,151,224
	Other Assets	426,429,488	25,449,780	(76,424)	-	451,802,845
		<b>64,705,223,043</b>	<b>3,851,600,901</b>	<b>(98,517,660)</b>	<b>4,324,130,543</b>	<b>72,782,436,827</b>
	3.1.2 Net Carrying Values				As At	As At
					31 December 2023	31 December 2022
	Property, Plant & Equipment					
	Land				96,984,096,068	117,266,033,792
	Operational Buildings & Structures				93,147,981,217	79,992,666,484
	Floating Equipment				2,993,204,619	481,285,917
	Handling Equipment				10,393,645,925	10,171,407,489
	Plant & Machinery				361,790,903	308,872,313
	Office & Welfare Buildings				977,143,325	621,698,406
	Staff Quarters and Other Buildings				165,368,375	170,424,043
	Computer Hardware				294,710,908	165,246,243
	Electric & Electronic Equipment				658,668,124	369,366,245
	Office Furniture & Equipment				53,988,538	50,542,234
	Motor Vehicles				444,709,529	142,240,799
	Other Assets				109,953,001	99,853,154
					<b>206,585,260,530</b>	<b>209,839,637,119</b>
	Capital Work-in-Progress	(Note 3.3)			65,507,364,120	41,381,934,801
					<b>272,092,624,650</b>	<b>251,221,571,920</b>
	Group				As At	As At
					31 December 2023	31 December 2022
	Property Plant Equipment Clearing accounts				113,401,865	500,852,270
					<b>113,401,865</b>	<b>500,852,270</b>
					<b>272,206,026,515</b>	<b>251,722,424,190</b>
	1. Clearing Account comprises of Land Rs. 113,159,199.33 , Electrical & Electronics Rs.49,436.11 Furniture & Office Equipment Rs.193,230.00					
	2. Rs. 65,062,022.07 worth of asset are used in religious places					
	3. As per the asset register the total cost of the fully depreciated assets still in use as at 31.12.2023 is Rs.32,263,644,209.01					
	4. Inter Port Asset Transfers details are as follows.					
	Asset Category	Colombo	Trinco	Galle		
	Land	(3,000,000.00)	-	3,000,000.00		
	Floating Equipment	(53,000,000)	53,000,000	-		
	Handling Equipment	4,700,000	(4,700,000)	-		
	Computer Hardware	(2,054,987)	353,700	1,701,287		
	Office Furniture & Equipment	(18,745)	-	18,745		
	Motor Vehicles	(1,864,433)	1,864,433	-		
	Total	<b>(55,238,165)</b>	<b>50,518,133</b>	<b>4,720,032</b>		
	5. Operational Building Structure, Office welfare Building , Staff Quarters & Other Buildings addition comprise of Rs. 1,083,705,500 , Rs.431,656,035.00 & Rs.3,500,000.00 (Purchased cost) worth of Buildings were capitalized during the year as per the decision taken by committee appointed to reconcile Asset Register with Board of Survey. The adjustments were made retrospectively as per LKAS 08, Accounting Policies, Changes in Accounting Estimates & Errors. The Value of the Buildings were decided by Asset Updation Committee comprising officers of relevant subject areas.					
	6.Asset Reclassification details are as follows					
	Current Category	Reclassified to	Amount Rs.			
	Plant & Machinery	Motor vehicle	18,985,000			
	Land	Operation Building & Structure	20,049,269,315			
		Investment Property Land	260,945,331			
	Investment Property Land	Operation Building & Structure	9,410,000			
		Land	8,265,000			
	Furniture & Office Equipment	Computer Hardware	3,330,000			

# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

FOR THE YEAR ENDED 31 DECEMBER 2023						
3	Property, Plant & Equipment					
		As At	Additions	(Disposals)	Re_Class /Adjustment	As At
	SLPA	01 January 2023				31 December 2023
	3.1 Cost					
	Land	117,266,033,792	20,102,218	(90,296)	(20,301,949,647)	96,984,096,068
	Operational Buildings & Structures	114,380,201,693	1,773,747,479	(16,300,000)	20,058,679,316	136,196,328,488
	Floating Equipment	7,550,011,189	1,499,256,925	-	-	9,049,268,114
	Handling Equipment	27,779,988,818	174,624,443	(34,896,145)	-	27,919,717,116
	Plant & Machinery	960,887,209	206,808,779	(41,206,539)	(18,985,000)	1,107,504,449
	Office & Welfare Buildings	1,026,423,320	431,533,781	-	-	1,457,957,100
	Staff Quarters and Other Buildings	454,737,739	6,400,978	(90,000)	-	461,048,717
	Computer Hardware	569,591,235	199,718,141	(462,230)	3,330,000	772,177,146
	Electrical & Electronic Equipment	2,740,279,857	500,768,507	(1,879,366)	-	3,239,168,998
	Office Furniture & Equipment	206,065,918	9,257,761	(1,573,778)	(3,387,960)	210,361,941
	Motor Vehicles	917,552,101	286,221,180	(7,060,957)	18,985,000	1,215,697,324
	Other Assets	526,282,643	35,549,703	(76,500)	-	561,755,846
		<b>274,378,055,515</b>	<b>5,143,989,895</b>	<b>(103,635,810)</b>	<b>(243,328,291)</b>	<b>279,175,081,307</b>
	3.1.1 Depreciation	As At	Charge for the	(Disposals)	Re_Class /Adjustment	As At
		01 January 2023	Year			31 December 2023
	Operational Buildings & Structures	34,390,145,503	1,793,475,786	(11,398,590)	6,878,685,997	43,050,908,696
	Floating Equipment	7,068,725,272	302,025,019	-	(1,314,686,797)	6,056,063,495
	Handling Equipment	17,608,581,329	1,265,690,070	(34,861,248)	(1,313,338,959)	17,526,071,192
	Plant & Machinery	700,396,085	80,999,148	(41,165,337)	57,390,602	797,620,498
	Office & Welfare Buildings	404,724,914	70,412,191	-	5,676,671	480,831,776
	Staff Quarters and Other Buildings	284,313,696	16,915,343	(89,910)	(5,458,787)	295,680,343
	Computer Hardware	405,860,385	71,248,193	(437,555)	3,356,107	480,027,130
	Electrical & Electronic Equipment	2,370,913,612	131,480,224	(1,882,909)	79,989,947	2,580,500,874
	Office Furniture & Equipment	162,256,976	15,676,572	(1,571,631)	(3,080,367)	173,281,551
	Motor Vehicles	810,341,812	62,908,828	(7,034,057)	(64,403,871)	801,812,711
	Other Assets	426,429,488	25,449,780	(76,424)	-	451,802,845
		<b>64,632,689,074</b>	<b>3,836,281,154</b>	<b>(98,517,660)</b>	<b>4,324,130,543</b>	<b>72,694,583,110</b>
	3.1.2 Net Carrying Values				As At	As At
					31 December 2023	31 December 2022
	Property, Plant & Equipment					
	Land				96,984,096,068	117,266,033,792
	Operational Buildings & Structures				93,145,419,791	79,990,056,190
	Floating Equipment				2,993,204,619	481,285,917
	Handling Equipment				10,393,645,925	10,171,407,489
	Plant & Machinery				309,883,950	260,491,124
	Office & Welfare Buildings				977,143,324	621,698,406
	Staff Quarters and Other Buildings				165,368,375	170,424,043
	Computer Hardware				292,150,016	163,730,850
	Electric & Electronic Equipment				658,668,124	369,366,245
	Office Furniture & Equipment				37,080,391	43,808,942
	Motor Vehicles				413,884,613	107,210,289
	Other Assets				109,953,001	99,853,154
					<b>206,480,498,196</b>	<b>209,745,366,440</b>
	Capital Work-in-Progress	(Note 3.3)			65,507,364,120	41,381,934,801
					<b>271,987,862,316</b>	<b>251,127,301,242</b>
	SLPA				As At	As At
	Property Plant Equipment Clearing accounts				31 December 2023	31 December 2022
					113,401,865	500,852,270
					<b>113,401,865</b>	<b>500,852,270</b>
					<b>272,101,264,181</b>	<b>251,628,153,512</b>
	1. Clearing Account comprises of Land Rs. 113,159,199.33 , Electrical & Electronics Rs.49,436.11 Furniture & Office Equipment Rs.193,230.00					
	2. Rs. 65,062,022.07 worth of asset are used in religious places					
	3. As per the asset register the total cost of the fully depreciated assets still in use as at 31.12.2023 is Rs.32,263,644,209.01					
	4. Inter Port Asset Transfers details are as follows.					
	Asset Category	Colombo	Trinco	Galle		
	Land	(3,000,000)	-	3,000,000		
	Floating Equipment	(53,000,000)	53,000,000	-		
	Handling Equipment	4,700,000	(4,700,000)	-		
	Computer Hardware	(2,054,987)	353,700	1,701,287		
	Office Furniture & Equipment	(18,745)	-	18,745		
	Motor Vehicles	(1,864,433)	1,864,433	-		
	Total	<b>(55,238,165)</b>	<b>50,518,133</b>	<b>4,720,032</b>		
	5. Operational Building Structure ,Office welfare Building , Staff Quarters & Other Buildings addition comprise of Rs. 1,083,705,500 , Rs.431,656,035.00 & Rs.3,500,000.00 (Purchased cost) worth of Buildings were capitalized during the year as per the decision taken by committee appointed to reconcile Asset Register with Board of Survey. The adjustments were made retrospectively as per LKAS 08, Accounting Policies, Changes in Accounting Estimates & Errors. The Value of the Buildings were decided by Asset Updation Committee comprising officers of relevant subject areas.					
	6.Asset Reclassification details are as follows					
	Current Category	Reclassified to	Amount Rs.			
	Plant & Machinery	Motor Vehicles	18,985,000			
	Land	Operational Buildings & Structures	20,049,269,315			
		Investment Property Land	260,945,331			
	Investment Property Land	Operational Buildings & Structures	9,410,000			
		Land	8,265,000			
	Furniture & Office Equipment	Computer Hardware	3,330,000			
	3.2 Leased Hold Asset					
		As At	Additions	(Disposals)	As At	
	Group/SLPA	01 January 2023			31 December 2023	
	Cost	95,948,157	-		95,948,157	
	Depreciation	26,130,459	11,332,228		37,462,687	
				As At	As At	
				31 December 2023	31 December 2022	
	Net Carrying Value			<b>58,485,470</b>	<b>69,817,698</b>	
	Above represent the assets obtained under finance lease for the period of Five Years.					

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FOR THE YEAR ENDED 31 DECEMBER 2023								
3.3 Capital Work-in-Progress	SLPA			Group				
	As At	Incurred	Transferred	As At	As At	Incurred	Transferred	As At
Group / SLPA	01 January 2023	During the Year		31 December 2023	01 January 2023	During the Year		31 December 2023
Colombo Port Development	483,901,295	679,658,091	564,215,364	599,344,022	483,901,295	679,658,091	564,215,364	599,344,022
JCT V Project	2,401,530,025	2,351,984,598	-	4,753,514,623	2,401,530,025	2,351,984,598	-	4,753,514,623
Development & Rehabilitation of KKS port	105,066,406	151,487,828	28,774,756	227,779,478	105,066,406	151,487,828	28,774,756	227,779,478
Galle Port	60,459,401	19,481,488	40,758,221	39,182,668	60,459,401	19,481,488	40,758,221	39,182,668
Galle Development Project (Note 51)	418,028,351	-	418,028,351	-	418,028,351	-	418,028,351	-
Trincomalee Port	173,551,832	127,548,187	66,066,960	235,033,058	173,551,832	127,548,187	66,066,960	235,033,058
Port City Development	2,924,107	-	-	2,924,107	2,924,107	-	-	2,924,107
Purchasing of Capital Assets (Local)	2,416,050	-	1,467,000	949,050	2,416,050	-	1,467,000	949,050
Head Office Building	4,582,998	-	4,582,998	-	4,582,998	-	4,582,998	-
Development of East Container Terminal	6,510,719,484	9,694,072,199	-	16,204,791,683	6,510,719,484	9,694,072,199	-	16,204,791,683
Development of Operation Building - ECT	-	176,111,215	-	176,111,215	-	176,111,215	-	176,111,215
Development of Handling Equipment - ECT	31,218,754,851	10,630,997,718	-	41,849,752,569	31,218,754,851	10,630,997,718	-	41,849,752,569
Work shop complex from Grant received (Note 60)	-	1,417,981,646	-	1,417,981,646	-	1,417,981,646	-	1,417,981,646
	41,381,934,801	25,249,322,970	1,123,893,650	65,507,364,120	41,381,934,800	25,249,322,970	1,123,893,650	65,507,364,120
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 2.5.1 of Notes to Financial Statements.								
4 Intangible Assets				As At	Additions /	(Disposals)	Adjustments	As At
Group				01 January 2023				31 December 2023
4.1 At Cost								
Computer Software				1,982,928,378	38,831,271	-	-	2,021,759,649
Total				1,982,928,378	38,831,271	-	-	2,021,759,649
				As At	Charge for the			As At
				01 January 2023	Year			31 December 2023
4.2 Amortisation								
Computer Software				1,244,417,173	101,756,408	-	-	1,346,173,581
Total				1,244,417,173	101,756,408	-	-	1,346,173,581
4.3 Net Carrying Values							As At	As At
							31 December 2023	31 December 2022
Computer Software							675,586,068	738,511,205
Intangible Assets Clearing AC							2,037,108,286	1,516,125,922
							2,712,694,354	2,254,637,127
4 Intangible Assets				As At	Additions	(Disposals)	Adjustments	As At
SLPA				01 January 2023				31 December 2023
4.1 At Cost								
Computer Software				1,982,628,378	38,313,571	-	-	2,020,941,949
Total				1,982,628,378	38,313,571	-	-	2,020,941,949
				As At	Charge for the			As At
				01 January 2023	Year			31 December 2023
4.2 Amortisation								
Computer Software				1,244,407,173	101,664,291	-	-	1,346,071,464
Total				1,244,407,173	101,664,291	-	-	1,346,071,464
4.3 Net Carrying Values							As At	As At
							31 December 2023	31 December 2022
Computer Software							674,870,485	738,221,205
Intangible Assets Clearing AC							2,037,108,286	1,516,125,922
							2,711,978,772	2,254,347,127
Intangible Asset clearing Account includes advance payment amount Rs.1,948,243,407.44 done to Terminal Management System for ECT								

# NOTES TO THE FINANCIAL STATEMENTS

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FOR THE YEAR ENDED 31 DECEMBER 2023							
5	Investment Properties Cnt..	As At 01 January 2023	Transferred/ Reclassified	Additions	(Disposals)	As At 31 December 2023	
	Group/Authority						
	5.1 At Cost						
	Land	88,053,461,782	243,270,331	-	-	88,296,732,113	
	Buildings	143,670,004,237		5,480,000	(2,153,333)	143,673,330,904	
	<b>Total</b>	<b>231,723,466,019</b>	<b>243,270,331</b>	<b>5,480,000</b>	<b>(2,153,333)</b>	<b>231,970,063,017</b>	
		As At 01 January 2023	Transferred/ Reclassified	Charge for the Year	(Disposals)	As At 31 December 2023	
	5.1.1 Depreciation						
	Buildings	18,735,645,117		1,349,064,058	(2,151,180)	20,082,557,996	
	<b>Total</b>	<b>18,735,645,117</b>	<b>-</b>	<b>1,349,064,058</b>	<b>(2,151,180)</b>	<b>20,082,557,996</b>	
					As At 31 December 2023	As At 31 December 2022	
	5.1.2 Net Carrying Values						
	Land				88,296,732,113	88,053,461,782	
	Buildings				123,590,772,908	124,934,359,120	
					<b>211,887,505,020</b>	<b>212,987,820,902</b>	
	Investment Property Clearing Account					275,415	
					<b>211,887,505,020</b>	<b>212,988,096,316</b>	
Rs. 5,480,000 (Cost) worth of Buildings were recognized as Investment Property to books of SLPA. The adjustments were made retrospectively as per LKAS 08 -Accounting Policies, Changes in Accounting Estimates & Errors. The Value of the Buildings were decided by Asset Updation Committee comprising officers of relevant subject areas.							
6	Investment in Subsidiaries	Group		SLPA			
		2023	2022	2023	2022	2023	2022
	Unlisted	No of Shares	% of Holding				
	Jaya Container Terminals Limited	100,000	100%	-	-	1,000,000	1,000,000
	Maganpura Port Management Company (Note 17)	7,500,000	100%	-	-	75,000,000	75,000,000
	Lanka Gas Terminal (Pvt) Ltd	1	100%	100	100	100	100
				<b>100</b>	<b>100</b>	<b>76,000,100</b>	<b>76,000,100</b>
Since Lanka Gas Terminal (Pvt) Ltd is a non operating company ,SLPA will take action to remove it from the accounts after following the due procedure.							
7	Investment in Associates	Group		SLPA			
		2023	2022	2023	2022	2023	2022
	Unlisted						
	Sri Lanka Port Management & Consultancy Services Ltd	(Note 7.1.1)		82,558,801	82,510,123	40,030	40,030
	Hambanthota International Port Services Ltd	(Note 7.1.2)		35,982,057,815	36,622,339,130	39,196,080,000	39,196,080,000
				<b>36,064,616,616</b>	<b>36,704,849,252</b>	<b>39,196,120,030</b>	<b>39,196,120,030</b>
	7.1 Movement of Investments in Associate Companies						
	7.1.1 Sri Lanka Port Management & Consultancy Services Ltd						
	Balance at 01 January			82,510,123	79,925,509	40,030	40,030
	Share of Net Results of Associates			(637,369,378)	2,848,115	-	-
	Share of Other Comprehensive Income of Equity account Investees			(908,592)	(263,501)	-	-
	Dividends Received			-	-	-	-
	Balance at 31 December			<b>82,558,801</b>	<b>82,510,123</b>	<b>40,030</b>	<b>40,030</b>
	7.1.2 Hambanthota International Port Services Ltd						
	Balance at 01 January			36,622,339,130	37,389,791,663	39,196,080,000	39,196,080,000
	Share of Net Results of Associates			(637,369,378)	(768,480,272)	-	-
	Share of Other Comprehensive Income of Equity account Investees			(2,911,937.59)	1,027,738.14	-	-
	Dividends Received			-	-	-	-
	Balance at 31 December			<b>35,982,057,815</b>	<b>36,622,339,130</b>	<b>39,196,080,000</b>	<b>39,196,080,000</b>
	Total of SLP MCS & HIPS						
	Balance at 01 January			36,704,849,252	37,469,717,172	39,196,120,030	39,196,120,030
	Share of Net Results of Associates			(636,412,108)	(765,632,157)	-	-
	Share of Other Comprehensive Income of Equity account Investees			(3,820,529.23)	764,237.11	-	-
	Dividends Received			-	-	-	-
	Balance at 31 December			<b>36,064,616,615</b>	<b>36,704,849,252</b>	<b>39,196,120,030</b>	<b>39,196,120,030</b>
	7.2 Summary of Financial Results of Associate, and its aggregated assets and liabilities						
	Sri Lanka Port Management & Consultancy Services Ltd						
		No. of Shares	% of Holding	Assets	Liabilities	Revenue	Net Profit
							Impact of Other Comprehensive Income
	At 31 December 2023	4,003	39.97%	318,104,400	153,430,403	117,730,229	2,394,971
	At 31 December 2022	4,003	39.97%	262,670,344	85,453,642	121,004,986	7,125,632
	Hambanthota International Port Services Ltd						
				Assets	Liabilities	Revenue	Net Profit
							Impact of Other Comprehensive Income
	At 31 December 2023	3,919,608,000	42%	183,238,640,025	522,193,702	1,562,092,742	(1,517,546,139)
	At 31 December 2022	3,919,608,000	42%	208,344,181,693	318,878,203	1,448,254,202	(1,829,714,933)



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FOR THE YEAR ENDED 31 DECEMBER 2023					
	Categories of Financial Assets and Financial Liabilities				
	The carrying amounts of financial assets and financial liabilities in each category are as follows:				
	Financial Assets				
	Group	Fair Value Through OCI		Amortised Cost	
		2023	2022	2023	2022
	Listed Investments	110,402,646	128,985,269		
	Unlisted Investments	76,857,464,730	67,455,354,003		
	Investment in Quoted Debentures				
	Trade and Other Receivables			11,143,686,756	24,290,264,650
	Deposits and Advances			6,791,524,461	5,595,918,027
	Employee Loans			6,350,831,267	5,974,510,352
	Investment in Government Securities &			99,862,854,798	106,709,911,411
	Cash and Cash Equivalents			7,548,896,141	10,796,863,639
	Total	76,967,867,376	67,584,339,272	131,697,793,423	153,367,468,080
	Authority				
	Listed Investments	110,402,646	128,985,269		
	Unlisted Investments	76,857,464,730	67,455,354,003		
	Investment in Quoted Debentures				
	Trade and Other Receivables			11,089,582,269	24,211,151,596
	Deposits and Advances			6,791,524,461	5,592,446,093
	Employee Loans			6,299,116,124	5,921,234,530
	Investment in Government Securities &			99,298,516,607	106,311,782,741
	Cash and Cash Equivalents			5,455,045,292	8,716,996,509
	Total	76,967,867,376	67,584,339,272	128,933,784,753	150,753,611,469
	Financial Liabilities measured at Amortised Cost	Group		SLPA	
		2023	2022	2023	2022
	Other Financial Liabilities				
	Non-Current Borrowings				
	Government of Sri Lanka	63,279,672,079	78,885,991,365	63,279,672,079	78,885,991,365
	Financial Institution	2,543,183,809	2,883,723,647	2,469,286,799	2,798,525,037
	Finance Lease Obligation	9,578,903	24,102,515	9,578,902	20,593,856
	Current Borrowings				
	Government of Sri Lanka	7,821,252,838	8,924,559,413	7,821,252,838	8,924,559,413
	Financial Institution	9,928,025,014	13,211,585,585	329,238,237	3,612,798,808
	Finance Lease Obligation	13,685,710	13,816,872	10,455,933	9,076,839
	Trade and Other Creditors	4,077,185,148	3,719,561,731	4,249,855,218	3,883,020,370
	Deposits and Advances Received	8,383,707,728	4,037,746,434	8,322,901,251	3,987,746,434
	Total	96,056,291,229	111,701,087,563	86,492,241,256	102,122,312,122

# NOTES TO THE FINANCIAL STATEMENTS

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<b>8 Financial Assets at FVOCI</b>					
Listed Investments	(Note 8.1)			110,402,646	128,985,269
Unlisted Investments	(Note 8.2)			76,857,464,730	67,455,354,003
				<b>76,967,867,376</b>	<b>67,584,339,272</b>
<b>8.1 Listed Investment (Colombo Dockyard PLC)</b>					
Balance at 01 January				128,985,269	173,583,565
Net Gains / (Losses) Transfer to AFS Reserve				(18,582,623)	(44,598,296)
Balance at 31 December				<b>110,402,646</b>	<b>128,985,269</b>
<b>8.2 Unlisted Investments</b>					
As per the SLFRS 09 being adjusting of unlisted investment to represent the fair value Due to the unavailability of Active market Data for Unlisted Investments , Fair Value of SAGT , CWIT has been derived using the available information from Audited Financial Statements for the year ended 31.03.2023. HIPG from the draft Financial Statement as at 31.12.2023and for CICT , Lanka Coal & using the available information from Audited Financial Statements for the year 2022 due to non submission of Audited Financial Statements of year 2023.Accordingly Fair value of Investment in SAGT, CWIT, CICT ,HIPG & Lanka Coal shares adjusted based on Net asset based valuation since it is difficult to use other methods such as P/E Ratio due to the unavailability of market value per share of the particular company & there are no similar nature listed companies also. It is difficult to use Dividend valuation method & free cash flow method due to the unavailability of Cost of Equity (Required Rate of Return)					
South Asia Commercial & Logistics Hub is not yet started its operation. Hence US \$ investment value is converted in to year end US \$ Buying rate value & taken as fair value ( since there is no base to calculate fair value)					
The Exchange rate used for the valuation of HIPG,SAGT,CICT & SACLH is 1 USD = LKR 319.18 (2022, 1 USD=LKR 360.4081)					
Unlisted investment(s) are USD investments other than Lanka Coal Company.					
Fair value of the USD investment are given below in USD terms					
	<b>Group/SLPA</b>				
	<b>2023</b>	<b>2022</b>			
Colombo Internationa Container Terminals (Pvt) Ltd	45,530,424	10,313,907			
South Asia Gate Way Terminal Limited	11,138,148	5,879,412			
Hambathota International Port Group Ltd	164,055,646	165,305,791			
Colombo West International Terminal Ltd	14,463,532	6,617,618			
South Asia Commercial & Logistics Hub	5,571,429	-			
	<b>240,759,179</b>	<b>188,116,728</b>			
Fair value of Colombo West International Terminal Ltd investment amount has increased due to the new investment made during the year					
	<b>Group / SLPA</b>				
	<b>No of Shares</b>	<b>2023</b>	<b>2022</b>		
Lanka Coal Company	200,000	11,950,000	10,696,928		
Colombo International Container Terminal Ltd	28,456,515	14,532,400,733	3,717,215,564		
South Asian Gateway Terminals Limited (SAGT)	56,827,288	3,555,074,221	2,118,987,527		
Hambathota International Port Group Ltd	2,646,058,800	52,363,280,962	59,577,546,077		
Colombo West International Terminal Ltd	47,421,416	4,616,470,105	2,030,907,908		
South Asia Commercial & Logistics Hub	5,571,429	1,778,288,708	-		
	<b>2,784,535,448</b>	<b>76,857,464,730</b>	<b>67,455,354,003</b>		
Balance at 01 January (CICT )		<b>3,717,215,564</b>	<b>1,694,592,298</b>		
Net Gains / (Losses) Transfer to FVOCI		10,815,185,169	2,022,623,266		
Balance at 31 December		<b>14,532,400,733</b>	<b>3,717,215,564</b>		
Balance at 01 January (SAGT)		<b>2,118,987,527</b>	<b>812,178,873</b>		
Net Gains / (Losses) Transfer to FVOCI		1,436,086,694	1,306,808,654		
Balance at 31 December		<b>3,555,074,221</b>	<b>2,118,987,527</b>		
Balance at 01 January (HIPG)		<b>59,577,546,077</b>	<b>32,932,848,248</b>		
Capital Gain/Loss on investment					
Net Gains / (Losses) Transfer to FVOCI		(7,214,265,114)	26,644,697,829		
Balance at 31 December		<b>52,363,280,962</b>	<b>59,577,546,077</b>		
Balance at 01 January (Lanka coal)		<b>10,696,928</b>	<b>10,696,928</b>		
Capital Gain/Loss on investment					
Net Gains / (Losses) Transfer to FVOCI		1,253,072	-		
Balance at 31 December		<b>11,950,000</b>	<b>10,696,928</b>		
Balance at 01 January (CWIT)		2,030,907,908	-		
Investment made during the year		2,711,233,748	2,030,907,908		
Net Gains / (Losses) Transfer to FVOCI		(125,671,551)	-		
Balance at 31 December		<b>4,616,470,105</b>	<b>2,030,907,908</b>		
Balance at 01 January (SACLH)		-	-		
Investment made during the year		<b>1,762,634,046</b>	-		
Net Gains / (Losses) Transfer to FVOCI		15,654,662	-		
Balance at 31 December		<b>1,778,288,708</b>	<b>-</b>		
<b>Net Gains / (Losses) Transfer to AFS Reserve (CICT, SAGT, HIPG, Lanka coal ,CWIT &amp; SACLH)</b>					
Net Gains / (Losses) Transfer to AFS Reserve - CICT			10,815,185,169	2,022,623,266	
Net Gains / (Losses) Transfer to AFS Reserve -SAGT			1,436,086,694	1,306,808,654	
Net Gains / (Losses) Transfer to AFS Reserve -HIPG			(7,214,265,114)	26,644,697,829	
Net Gains / (Losses) Transfer to AFS Reserve -Lanka coal			1,253,072	-	
Net Gains / (Losses) Transfer to AFS Reserve -CWIT			(125,671,551)	-	
Net Gains / (Losses) Transfer to AFS Reserve -SACLH			15,654,662	-	
			<b>4,928,242,933</b>	<b>29,974,129,748</b>	

**Expressed in Sri Lanka Rupees**

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<b>12.2 Share Receivable - SAGT</b>							
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.							
			<b>Group</b>			<b>SLPA</b>	
			<b>2023</b>	<b>2022</b>	<b>2023</b>	<b>2022</b>	
				<b>Restat</b>		<b>Restat</b>	
<b>12.3 Income Tax Receivable</b>							
Withholding Tax			1,371,409,982	588,793,848	1,363,922,776	581,306,642	
Income Tax self assessment payments			755,334,465	5,240,343,916	-	5,240,343,916	
Surcharge for Tax Receivable					755,334,465		
			<b>2,126,744,447</b>	<b>5,829,137,764</b>	<b>2,119,257,241</b>	<b>5,821,650,558</b>	
			<b>Group</b>			<b>SLPA</b>	
			<b>2023</b>	<b>2022</b>	<b>2023</b>	<b>2022</b>	
<b>13 Deposits and Advances</b>							
Government Deposits			62,794,924	62,045,924	62,794,924	62,045,924	
Corporation Deposits			113,557,057	111,661,399	113,557,057	111,661,399	
Company Deposits			25,502,637	23,737,071	25,502,637	20,265,137	
Advance to Suppliers			807,501,641	350,434,172	807,501,641	350,434,172	
Advance to Contractors - Capital Expenditure			5,782,168,202	5,048,039,461	5,782,168,202	5,048,039,461	
			<b>6,791,524,461</b>	<b>5,595,918,027</b>	<b>6,791,524,461</b>	<b>5,592,446,093</b>	
<b>Prepaid Expenses</b>			<b>420,349,211</b>	<b>464,420,859</b>	<b>382,218,103</b>	<b>464,420,859</b>	
<b>14 Employee Loans</b>							
Advances			13,897,400	16,193,329	13,897,400	16,193,329	
Receivables from Employees			34,942,007	2,651,737	34,942,007	2,651,737	
Vehicle Loan			644,297,050	621,873,310	644,297,050	621,873,310	
Loans			5,642,366,971	5,321,812,451	5,590,651,828	5,268,536,629	
Mis. Loans Given to Employees			15,327,839	11,979,526	15,327,839	11,979,526	
			<b>6,350,831,267</b>	<b>5,974,510,352</b>	<b>6,299,116,124</b>	<b>5,921,234,530</b>	
			<b>Group</b>			<b>SLPA</b>	
			<b>2023</b>	<b>2022</b>	<b>2023</b>	<b>2022</b>	
<b>15 Other Financial Assets</b>							
REPO's			944,102,980	1,530,633,489	944,102,980	1,530,633,489	
Fixed Deposits - Local			8,826,029,132	9,449,081,372	8,261,690,941	9,050,952,702	
Fixed Deposits - Foreign			90,072,309,443	95,483,360,275	90,072,309,443	95,483,360,275	
Call Deposits			17,255,747	246,778,955	17,255,747	246,778,955	
Savings			3,157,496	37,319	3,157,496	37,319	
			<b>99,862,854,798</b>	<b>106,709,911,411</b>	<b>99,298,516,607</b>	<b>106,311,782,741</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>Group</b>			<b>SLPA</b>	
			<b>2023</b>	<b>2022</b>	<b>2023</b>	<b>2022</b>	
<b>Favourable Balances</b>							
Cash and Bank Balances - LKR			2,834,127,759	3,942,754,826	740,276,910	1,862,887,696	
Bank Balances - Foreign Currency			4,714,768,382	6,854,108,813	4,714,768,382	6,854,108,813	
			<b>7,548,896,141</b>	<b>10,796,863,639</b>	<b>5,455,045,292</b>	<b>8,716,996,509</b>	
<b>16.2 Unfavourable Balances</b>							
Bank Overdraft			-	-	-	-	
<b>Cash &amp; Cash Equivalents for the Purpose of Cash Flow Statement</b>			<b>7,548,896,141</b>	<b>10,796,863,639</b>	<b>5,455,045,292</b>	<b>8,716,996,509</b>	
<b>17 Property, Plant &amp; Equipment-MPMC Ltd</b>			<b>2023</b>	<b>2022</b>			
Cost			205,575	260,539			
Depreciation				(54,963)			
Written Down Value			<b>205,575</b>	<b>205,575</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 be 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>Group</b>			<b>SLPA</b>	
			<b>2023</b>	<b>2022</b>	<b>2023</b>	<b>2022</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)			2,331,188,570	2,434,722,856	2,331,188,570	2,434,722,856	
Lump Sum Premium, Laughs Terminal Ltd (21.2)			10,925,887	11,584,094	10,925,887	11,584,094	
Lump Sum Premium, Distilleries Company of Sri Lanka PLC(21.3)			240,370,959	250,670,959	240,370,959	250,670,959	
Lump Sum Premium, Tokyo Cement Co.Ltd (21.4)			763,159,195	794,786,035	763,159,195	794,786,035	
Lease Hold Rights, HIPS (21.5)			67,955,406,365	68,686,605,095	67,955,406,365	68,686,605,095	
Lease Hold Rights, HIFG (21.6)			91,245,452,327	92,227,251,457	91,245,452,327	92,227,251,457	
Lump Sum Premium, NFCPPS (21.7)			169,526,301	176,426,301	169,526,301	176,426,301	
Upfront Fee Paid by CWIT (21.8)			3,837,857,143	3,953,571,429	3,837,857,143	3,953,571,429	
Lease Hold Rights, SACLHL (21.9)			4,569,976,359	-	4,569,976,359	-	
			<b>171,123,863,104</b>	<b>168,535,618,226</b>	<b>171,123,863,105</b>	<b>168,535,618,225</b>	
<b>21.1 Upfront Fee Paid by CICT</b>							
Balance at 01 January			2,434,722,856	2,538,257,141	2,434,722,856	2,538,257,141	
Received during the year			-	-	-	-	
Amortized During the year			(103,534,286)	(103,534,286)	(103,534,286)	(103,534,286)	
Balance at 31 December			<b>2,331,188,570</b>	<b>2,434,722,856</b>	<b>2,331,188,570</b>	<b>2,434,722,856</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>							
Balance at 01 January			11,584,095	12,242,302	11,584,094	12,242,302	
Received during the year			-	-	-	-	
Amortized During the year			(658,207)	(658,207)	(658,207)	(658,207)	
Balance at 31 December			<b>10,925,887</b>	<b>11,584,095</b>	<b>10,925,887</b>	<b>11,584,094</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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				2023	2022	2023	2022
<b>21.3 Lump Sum Premium, Distilleries Company of Sri Lanka PLC</b>							
Balance at 01 January				250,670,959	260,970,959	250,670,959	260,970,959
Received during the year				-	-	-	-
Amortized During the year				(10,300,000)	(10,300,000)	(10,300,000)	(10,300,000)
Balance at 31 December				240,370,959	250,670,959	240,370,959	250,670,959
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				794,786,035	826,412,875	794,786,035	826,412,875
Received during the year				-	-	0.00	-
Amortized During the year				(31,626,840)	(31,626,840)	(31,626,840)	(31,626,840)
Balance at 31 December				763,159,195	794,786,035	763,159,195	794,786,035
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, HPS</b>							
Balance at 01 January				68,686,605,095	69,417,803,825	68,686,605,095	69,417,803,825
Reversal During the year				-	-	-	-
Amortized during the year				(731,198,730)	(731,198,730)	(731,198,730)	(731,198,730)
Balance at 31 December				67,955,406,365	68,686,605,095	67,955,406,365	68,686,605,095
<b>21.6 Lease Hold Rights, HHPG</b>							
Balance at 01 January				92,227,251,457	93,209,050,587	92,227,251,457	93,209,050,587
Reversal During the year				-	-	-	-
Amortized during the year				(981,799,130)	(981,799,130)	(981,799,130)	(981,799,130)
Balance at 31 December				91,245,452,327	92,227,251,457	91,245,452,327	92,227,251,457
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 Lump Sum Premium NFCL Panna Port Storage</b>							
Balance at 01 January				176,426,301	183,326,301	176,426,301	183,326,301
Prior Year Adjustments				-	-	-	-
Amortized during the year				(6,900,000)	(6,900,000)	(6,900,000)	(6,900,000)
Balance at 31 December				169,526,301	176,426,301	169,526,301	176,426,301
<b>21.8 Up front fee paid by CWIT</b>							
Balance at 01 January				3,953,571,429	-	3,953,571,429	-
Received during the year				-	4,050,000,000	-	4,050,000,000
Amortized During the year				(115,714,286)	(96,428,571)	(115,714,286)	(96,428,571)
Balance at 31 December				3,837,857,143	3,953,571,429	3,837,857,143	3,953,571,429
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>21.9 Lump sum premium, SACLHL</b>							
Balance at 01 January				-	-	-	-
Received during the year				4,611,880,000	-	4,611,880,000	-
Amortized during the year				(41,903,641)	-	(41,903,641)	-
Balance at 31 December				4,569,976,359	-	4,569,976,359	-
<b>Total</b>				<b>171,123,863,105</b>	<b>168,535,618,225</b>	<b>171,123,863,105</b>	<b>168,535,618,225</b>
During the year Lump sum premium of USD 14 Mn received from South Asia Commercial & Logistic Hub Limited which has to be amortized over 50 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>Carrying Amount at Amortized Cost</b>							
<b>24.1 Settlement Fall Due More than One Year</b>							
Colombo Port Development Project						2,592,705,184	4,364,647,226
KKS Loan						297,608,360	336,376,387
Colombo Port Expansion - (South Harbor)						59,762,029,663	73,365,721,531
Galle Port Development Project						627,328,872	819,246,222
						<b>63,279,672,079</b>	<b>78,885,991,365</b>
<b>24.2 Settlement Fall Due Within One Year</b>							
Colombo Port Development Project						1,058,103,843	2,234,515,893
Colombo Port Expansion - (Southern Harbor)						6,709,949,932	6,625,828,084
Galle Port Development Project						53,199,064	64,215,437
						<b>7,821,252,838</b>	<b>8,924,559,413</b>
						<b>71,100,924,917</b>	<b>87,810,550,778</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.							
<b>The carrying amounts of the borrowings are denominated in the following currencies:</b>							
						<b>Group / SLPA</b>	<b>2022</b>
						<b>2023</b>	
Japan Yen loans in sri Lankan Rupee Terms						4,331,336,962	7,482,624,777
United States Dollars in sri Lankan Rupee Terms						66,769,587,955	80,327,926,002
						<b>71,100,924,917</b>	<b>87,810,550,778</b>
<b>24.3 Movement of the Loans</b>							
Balance at 01 January						87,810,550,778	52,895,637,670
Obtained During the Year						-	55,185,112
Capital Paid During the Year						(6,970,833,269)	(6,665,443,302)
Accrued interest paid for prior year						(1,401,844,606)	(189,040,922)
Exchange (Gain) / Loss on Translation						(9,929,781,391)	40,312,367,614
Accrued interest under Short Term						1,592,833,405	1,401,844,606
Balance at 31 December						<b>71,100,924,917</b>	<b>87,810,550,778</b>
<b>25 Borrowings - Financial Institutions</b>							
						<b>Group</b>	<b>SLPA</b>
				<b>2023</b>	<b>2022</b>	<b>2023</b>	<b>2022</b>
<b>Carrying Amount at Amortized Cost</b>							
<b>25.1 Settlement Fall Due More than One Year</b>							
Bank of Ceylon Others				73,897,010	85,198,610	-	-
Peoples Bank - Construction of Sooriyawewa Stadium				2,469,286,799	2,798,525,037	2,469,286,799	2,798,525,037
				<b>2,543,183,809</b>	<b>2,883,723,647</b>	<b>2,469,286,799</b>	<b>2,798,525,037</b>
<b>25.2 Settlement Fall Due Within One Year</b>							
Bank of Ceylon -CPEP Construction of ECT loan				-	3,118,941,452	-	3,118,941,452
Bank of Ceylon Others				11,301,600	-	-	-
Peoples Bank-Construction of Sooriyawewa Stadium				329,238,237	493,857,356	329,238,237	493,857,356
HNB-Bunkering Facility (MPMC)				9,587,485,177	9,587,485,177	-	-
				<b>9,928,025,014</b>	<b>13,211,585,585</b>	<b>329,238,237</b>	<b>3,612,798,808</b>
				<b>12,471,208,823</b>	<b>16,095,309,232</b>	<b>2,798,525,036</b>	<b>6,411,323,845</b>
Fully paid the ECT loan & no balance due on 31.12.2023							

Terms and conditions of borrowing facilities are in page 141.

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			2023	2022	2023	2022
<b>28 Retirement Benefits Obligation</b>						
Balance at 01 January			12,517,383,603	6,422,842,068	12,498,171,431	6,410,711,656
Expense Recognised in the Statement of Comprehensive Income	(Note 28.1)		2,579,382,371	2,042,720,546	2,575,006,789	2,040,176,515
Benefit Paid During the Year			(1,001,554,988)	(958,193,747)	(999,512,757)	(957,329,817)
Actuarial (Gain) / Loss on Obligation	(Note 28.2)		(4,932,092,247)	5,010,014,736	(4,930,562,602)	5,004,613,077
Balance at 31 December			9,163,118,739	12,517,383,603	9,143,102,861	12,498,171,431
<b>28.1 Expense Recognised in the statement of Comprehensive Income</b>						
Interest Cost			2,252,360,562	744,973,542	2,249,670,858	743,642,552
Past service Cost (Due to Retirement Age Change)			-	724,580,111	-	724,580,111
Current Service Cost			327,021,809	573,166,893	325,335,931	571,953,852
			2,579,382,371	2,042,720,546	2,575,006,789	2,040,176,515
<b>28.2 Expense Recognised in the statement of Other Comprehensive Income</b>						
Actuarial (Gain) / Loss on Obligation			(4,932,092,247)	5,010,014,736	(4,930,562,602)	5,004,613,077
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			13%		13%	
Future Salary Increases - Salary [%] per annum			9%		9%	
- Allowances [%] per annum			7%		7%	
Staff Turnover Factor - Up to age 54 Yrs. [%] per annum			1%		1%	
- after 54 Yrs. per annum			-		-	
Retirement age [Yrs.]			60		60	
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			8,565,556,076	9,792,598,529		
A One Percentage Point change in the salary/wage Escalation Rates			9,793,481,807	8,555,036,881		
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						
		31.12.2023				
		(Rs.)				
Less than one year		791,829,889				
Between 1-2 years		1,532,255,858				
Between 3-5 years		2,111,618,825				
Between 6-10 years		2,534,148,679				
Beyond 10 years		2,173,249,610				
		9,143,102,861				
<b>29 Supply of Goods and services and other creditors</b>						
			2023	2022	2023	2022
Supply of Goods & Service Creditors			447,115,742	517,947,943	447,115,742	517,947,943
Other Creditors			7,435,235	7,058,660	7,058,659	7,058,660
Jaya Container Terminals Limited			(19,918)	(19,918)	69,359,776	59,771,769
Supply of fuel to MPMCL			(4,728,699)	(4,728,699)	98,938,253	98,938,253
Payable to Consolidated Fund			607,310,383	-	607,310,383	-
Shipping Agents - Credit Balance			2,406,292,550	2,746,123,350	2,406,292,550	2,746,123,350
Compensation Payments			385,670,000	385,670,000	385,670,000	385,670,000
Salary Abatements			220,468,863	59,729,637	220,468,863	59,729,637
Unclaimed Wages			7,640,992	7,780,760	7,640,992	7,780,760
			4,077,185,148	3,719,561,731	4,249,855,218	3,883,020,370
<b>30 Deposits and Advances Received</b>						
Deposits - Shipping Agents			378,320,477	259,381,877	378,320,477	259,381,877
Deposit for Landing & Delivery			9,890,592	12,009,992	9,890,592	12,009,992
Bonding Deposits			5,636,830	4,679,582	5,636,830	4,679,582
Shipping Agents Advance			913,460,518	996,633,222	913,460,518	996,633,222
Deposit from customers			8,237,903	5,501,752	8,237,903	5,501,752
Employers Fidelity Deposits			1,346,257	836,549	1,346,257	836,549
Rent Deposit			237,680,190	151,288,715	237,680,190	151,288,715
Trading deposits			5,141,329,117	1,584,628,000	5,141,329,117	1,584,628,000
Contractor deposits			1,533,623,442	889,081,582	1,533,623,442	889,081,582
Special Deposits			16,856,502	7,162,084	16,960,102	7,162,084
Miscellaneous Deposits			137,325,901	126,543,079	76,415,824	76,543,079
			8,383,707,728	4,637,746,434	8,322,901,251	3,987,746,434
Above include Rs. 3,851,605,424.65received from SACLH for advance Lease rent for nine years						
<b>31 Current Tax Payable</b>						
Summary of current tax payable is as follow:						
Corporate Tax(Note 31.1)			4,392,035,512	11,950,295,983	4,329,163,510	11,881,021,637
Value Added Tax 15%			(1,218,293,709)	(392,484,473)	(1,227,318,912)	(400,708,242)
VAT payable to IRD-SACLH			1,282,168,260	-	1,282,168,260	-
Value Added Tax 8%			-	14,224,189	-	14,224,189
Value Added Tax 12%			-	(8,507,552)	-	(8,507,552)
Social Security Contribution Levy			80,326,877	37,501,055	80,326,877	37,501,055
Withholding Tax (Payments)			29,470,391	-	29,470,391	-
Ports and Airport Development Levy			6,058,452	6,058,452	6,058,452	6,058,452
			4,571,765,782	11,607,087,654	4,499,868,578	11,529,589,539
<b>31.1 Corporate Tax</b>						
Balance at 01 January			11,950,295,983	1,121,702,227	11,881,021,637	1,115,922,744
setoff against tax refund			(5,821,650,559)	-	(5,821,650,559)	-
Charge for the Period			6,203,060,783	12,067,134,607	6,093,711,288	11,991,134,368
Adjustments on Under / (Over) Provision			(529,000,088)	(1,775,676,625)	(529,000,088)	(1,775,676,625)
Tax paid for 2023/2024			(1,764,547,778)	659,753,881	(1,764,547,778)	659,753,881
(Over)/Under provision in previous year			(5,530,370,990)	(732,828,094)	(5,530,370,990)	(720,322,718)
Tax Credit Adjustment due to Amendment			-	759,722,835	-	759,722,835
Tax Credits			(115,751,839)	(149,512,848)	-	(149,512,848)
Balance at 31 December			4,392,035,512	11,950,295,983	4,329,163,510	11,881,021,637
<b>32 Provisions and Accrued Expenses</b>						
Provision for Volume Rebate			1,278,569,187	2,929,661,504	1,278,569,187	2,929,661,504
Accrued Expenditure			2,234,296,013	3,431,386,742	2,208,701,145	3,409,413,147
Provision for Claims (Note 50)			5,308,426,712	6,399,539,821	5,308,426,712	6,399,539,821
			8,821,291,912	12,760,588,068	8,795,697,044	12,738,614,472
<b>32.1 Provision for Claims</b>						
Balance at 01 January			6,399,539,821	6,706,154,337	6,399,539,821	6,706,154,337
During the year provision			53,347,103	-	53,347,103	-
During the year paid/reverse dismiss during the year			(19,577,420)	(306,614,516)	(19,577,420)	(306,614,516)
Transfer to contingent Liability			(1,124,882,793)	-	(1,124,882,793)	-
Balance at 31 December			5,308,426,712	6,399,539,821	5,308,426,712	6,399,539,821

# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

33	Revenue			Group		SLPA	
				2023	2022	2023	2022
	Navigation	(Note:33.1)		21,145,710,795	18,395,597,546	21,145,710,795	18,395,597,546
	Stevedoring	(Note: 33.2)		27,400,233,047	28,900,628,696	27,400,233,047	28,900,628,696
	Wharf Handling			8,000,233,369	8,014,480,323	8,000,233,369	8,014,480,323
	Port Facilities	(Note: 33.3)		4,444,667,410	9,249,729,588	4,444,667,410	9,249,729,588
	Other Service Operations	(Note: 33.4)		2,849,031,322	3,847,711,373	2,849,031,322	3,847,711,373
				<b>63,839,875,943</b>	<b>68,408,147,526</b>	<b>63,839,875,943</b>	<b>68,408,147,526</b>
	Foreign Exchange Gain/(Loss)			(578,704,917)	288,281,474	(578,704,917)	288,281,474
	Net Operational Revenue			<b>63,261,171,026</b>	<b>68,696,429,000</b>	<b>63,261,171,026</b>	<b>68,696,429,000</b>
	(Note:33.1)						
	Navigation			21,277,182,319	18,435,836,246	21,277,182,319	18,435,836,246
	Less: Rebate on Navigational Charges			(131,471,524)	(40,238,700)	(131,471,524)	(40,238,700)
				<b>21,145,710,795</b>	<b>18,395,597,546</b>	<b>21,145,710,795</b>	<b>18,395,597,546</b>
	(Note: 33.2)						
	Stevedoring			33,983,684,909	33,390,736,762	33,983,684,909	33,390,736,762
	Less : Rebate on Stevedoring Charges			(6,583,451,862)	(4,490,108,066)	(6,583,451,862)	(4,490,108,066)
				<b>27,400,233,047</b>	<b>28,900,628,696</b>	<b>27,400,233,047</b>	<b>28,900,628,696</b>
	(Note: 33.3)						
	Port Facilities			5,748,713,321	11,493,994,649	5,748,713,321	11,493,994,649
	Less: Rebate on Storage			(1,304,045,911)	(2,244,265,061)	(1,304,045,911)	(2,244,265,061)
				<b>4,444,667,410</b>	<b>9,249,729,588</b>	<b>4,444,667,410</b>	<b>9,249,729,588</b>
	(Note: 33.4)						
	Other Service Operations			3,782,565,702	4,327,084,460	3,782,565,702	4,327,084,460
	Less : Volume Rebate_Inter Terminal Trucking			(933,534,380)	(479,373,087)	(933,534,380)	(479,373,087)
				<b>2,849,031,322</b>	<b>3,847,711,373</b>	<b>2,849,031,322</b>	<b>3,847,711,373</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.						
	The revenue earned from USD term for the 2023 and 2022 is 215,379,206.74 and 229,987,975.89 respectively						
34	Direct Expenses			Group		SLPA	
	Operational Expenses			2023	2022	2023	2022
	Salaries wages & Allowances			8,144,794,564	7,983,431,982	8,000,955,339	7,856,623,837
	Overtime			2,584,751,398	2,666,242,181	2,584,751,398	2,666,242,181
	Traveling Subsistence & Fuel Allowance			8,829,994	1,272,472	8,829,994	1,272,472
	Fuel Electricity & Other Expenses			5,784,306,885	4,876,185,572	5,754,574,067	4,841,006,421
	Cost of Water			59,337,449	36,838,893	58,786,012	36,440,987
	External Hire Chargers / Contracts			3,784,627,657	3,125,136,099	3,784,627,657	3,125,136,099
	Contract works for Rep. & Main.			115,033,380	96,557,249	82,709,512	96,557,249
	Insurance & License			14,392,849	16,486,839	14,392,849	16,486,839
	Material Issued for Operational activities			4,509,013	16,519,132	4,509,013	3,884,035
	Depreciation			4,713,414,430	3,701,764,322	4,706,339,580	3,695,258,856
				<b>25,213,997,620</b>	<b>22,520,434,741</b>	<b>25,000,475,422</b>	<b>22,338,908,976</b>
	Repair and Maintenances Expenses						
	Salaries Wages & Allowances			4,510,459,493	4,637,227,938	4,510,459,493	4,637,227,938
	Overtime			2,149,379,506	2,210,425,731	2,149,379,506	2,210,425,731
	Travelling, Subsistence & Fuel Allowances			5,137,194	598,251	5,137,194	598,251
	Fuel Electricity & Other Expenses			203,131,773	161,815,666	203,131,773	161,815,666
	External Hire Charges/ Contracts			1,551,800	2,271,248	1,551,800	2,271,248
	Contract works for Rep. & Main.			344,421	16,762,535	344,421	10,309,516
	Insurance & License			15,133,979	15,791,144	15,133,979	15,791,144
	Material Issued for Operational Activities			2,122,232,521	1,291,090,588	2,122,232,521	1,291,090,588
	Depreciation			81,011,883	53,035,393	81,011,883	53,035,393
				<b>9,088,382,571</b>	<b>8,389,018,493</b>	<b>9,088,382,571</b>	<b>8,382,565,475</b>
				<b>34,302,380,190</b>	<b>30,909,453,234</b>	<b>34,088,857,992</b>	<b>30,721,474,450</b>



# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

FOR THE YEAR ENDED 31 DECEMBER	Group		SLPA	
	2023	2022	2023	2022
<b>35 Other Operating Income</b>				
<i>Other Services - Non Operational</i>				
Hire of Equip. & Floating Craft other than Cargo Handling	5,309,449	7,140,612	5,309,449	7,140,612
Supply of Water for Local Consumption	577,011	1,027,613	577,011	1,027,613
Supply of Electricity for Local Consumption	126,724,390	83,997,364	126,724,390	83,997,364
Telephone Calls and Medical Facilities	15,657	28,899	15,657	28,899
Training Fees	154,500	57,100	154,500	57,100
Special Jobs done for Outside Parties	475,955	1,947,933	475,955	1,947,933
Income from Specialized Activities	1,069,287	1,482,392	1,069,287	1,482,392
	<b>134,326,250</b>	<b>95,681,912</b>	<b>134,326,250</b>	<b>95,681,912</b>
<i>Port Estate</i>				
Lease out Lands	4,034,184,977	4,028,327,456	4,034,184,977	4,028,327,456
Royalty	7,709,647,462	7,679,924,287	7,709,647,462	7,679,924,287
Rent on Housing Scheme	18,884,920	20,324,009	18,884,920	20,324,009
Revenue from Circuit Bungalows	1,791,825	833,500	1,791,825	833,500
Rent / Lease out Buildings / Warehouses	103,417,590	169,607,659	103,417,590	169,607,659
Miscellaneous	362,792	19,000	362,792	19,000
Debit note issued by Ledger & Credit Control	291,434	-	291,434	-
Auditorium & Class room Hiring Charges	246,522	229,877	246,522	229,877
Rent Lease out Sea Area	4,747,790	5,134,451	4,747,790	5,134,451
	<b>11,873,575,311</b>	<b>11,904,400,239</b>	<b>11,873,575,311</b>	<b>11,904,400,239</b>
<i>Miscellaneous</i>				
Dividend Received	2,037,252,929	6,268,528,124	2,058,502,929	6,268,528,124
Penalty and Surcharge on L & D Bills/ Stevedore Billing	48,695,266	63,700,112	48,695,266	63,700,112
Surcharge on Overdue Bills	6,061,261	11,270,204	6,061,261	11,270,204
Proceeds on Sale of Assets	15,672,223	8,706,661	15,672,223	8,706,661
Surplus of Stores & Off Charge Items	-	40,000	-	40,000
Tender Sales Revenue	152,051,378	97,986,508	152,051,378	97,986,508
Surcharges on Employees	(29,294)	(16,716)	(29,294)	(16,716)
Charges on Dishonored Bond Items & Debtors Balances	27,244,006	8,431,313	27,244,006	8,431,313
Fines & Insurance Commission	15,468	13,057	15,468	13,057
	<b>2,286,963,238</b>	<b>6,458,659,264</b>	<b>2,308,213,238</b>	<b>6,458,659,264</b>
<i>Central Division</i>				
Port Entry Permits	18,923,990	16,976,118	18,923,990	16,976,118
Temporary Port Permit Charges	253,831,724	264,546,430	253,831,724	264,546,430
Annual Vehicle Permits & Casual Vehicle Permits	145,778,006	148,377,988	145,778,006	148,377,988
Fees on Chandler's License & Survey Fees	63,242,086	57,511,665	63,242,086	57,511,665
Licensing of Wharf Clearing Agencies in Three Ports	39,970,519	48,419,805	39,970,519	48,419,805
Licensing of Harbour Craft	2,211,593	1,086,564	2,211,593	1,086,564
Proceeds on Hire of Welfare Buses	7,481,319	1,203,399	7,481,319	1,203,399
Canteen Income	53,500	2,500	53,500	2,500
Miscellaneous	181,819,704	151,178,905	180,260,805	150,887,342
Sale of Books & Publications	92,420	20,964	92,420	20,964
Compensation Receipts	16,988,637	9,389,614	16,988,637	9,389,614
Notional Income from Transferable Jobs	-	8,813	-	8,813
Grant Income	1,764,048,077	308,037,817	1,764,048,077	308,037,817
Revenue from Colombo Oil Bank	1,113,336,867	1,097,885,911	1,113,336,867	1,097,885,911
Upfront Fee Paid by CICT	103,534,286	103,534,286	103,534,286	103,534,286
Admission/Monthly/Term Fees for SLPA creche	587,500	487,500	587,500	487,500
Hydrographic Survey Office -Tide data (CPCDP)	1,845	200	1,845	200
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
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
Lum Sum Premium - NFCL Penna Port Storage	6,900,000	6,900,000	6,900,000	6,900,000
Inc. Received from Restaurant for Exe. Officers	295,000	120,000	295,000	120,000
Infrastructure Development Fees Received from JCT	-	0	-	19,937,601
Upfront Fees paid by CWIT	115,714,286	96,428,571	115,714,286	96,428,571
Galle Face Green	4,040,127	-	4,040,127	-
Lump Sum Premium - SALCHL	41,903,641	-	41,903,641	-
	<b>5,636,338,033</b>	<b>4,067,699,959</b>	<b>5,634,779,134</b>	<b>4,087,345,997</b>
	<b>19,931,202,832</b>	<b>22,526,441,373</b>	<b>19,950,893,933.01</b>	<b>22,546,087,410</b>

# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

FOR THE YEAR ENDED 31 DECEMBER	Group		SLPA	
	2023	2022	2023	2022
<b>36 Administrative Expenses</b>				
Salaries Wages & Allowances	7,357,669,685	7,129,547,709	7,321,384,880	7,091,372,424
Overtime	1,585,815,777	1,548,751,851	1,585,815,777	1,548,751,851
Traveling Subsistence & Fuel Allowance	36,767,404	32,896,702	36,767,404	32,896,702
Fuel / Electricity & Other Expenses	321,982,245	587,981,190	313,965,665	582,774,655
Cost of Water	193,179,925	139,199,698	191,928,182	138,382,930
External Hire Chargers / Contracts	85,796,081	241,181,023	84,686,581	222,790,401
Contract Works for Rep. & Main.	668,987,119	460,724,977	668,987,119	450,902,543
Communication Expenses	56,213,805	47,377,748	55,147,402	46,362,971
Rent on Premises / Rates & Taxes	72,675,692	51,148,271	72,675,692	49,532,958
Insurance & License Fees / Legal Fees	86,105,234	37,852,237	79,856,761	34,737,953
Office Requisites / Security Charges	128,436,998	88,604,262	91,970,165	70,859,784
Training Expenses	52,374,556	41,204,088	51,958,989	40,557,113
Welfare Expenses	761,729,329	474,353,222	746,251,668	460,692,643
Publicity & Public Relations	33,196,179	21,933,322	33,196,179	21,130,912
Sundry Expenses	112,845,035	173,887,024	112,284,857	170,672,832
Research & Development	1,320,394,366	-	1,320,394,366	-
Provision for Claims (Over Provision)	(1,070,000,428)	(256,614,516)	(1,070,000,428)	(256,614,516)
Depreciation	410,831,964	270,312,226	402,587,038	263,111,327
Amortization of Lease Hold Asset	11,332,228	11,927,418	11,332,228	11,927,418
Amortization of Intangible Assets	101,745,752	96,918,908	101,643,635	96,908,908
Business Promotion / Other Charges	16,218,121	6,249,785	10,351,018	6,249,785
Miscellaneous Balance A/C Written Off	-	1,147,446	-	1,147,446
Bad & Doubtful Debt	(284,170,248)	997,626,193	(284,170,248)	995,285,957
Expenses on VAT	176,281,626	135,284,490	176,281,626	135,284,490
Stamp Duty	650,282	293,850	649,957	293,550
Social Security Contribution Levy Expenditure	53,352,729	25,999,424	39,255,323	21,796,181
Audit Fees	4,575,250	3,518,508	4,170,250	2,833,508
Corporate Social Responsibility Projects	-	122,252,436	-	122,252,436
Admin & Infrastructure Fees paid to JCT Ltd	-	-	612,328,282	608,028,143
Non Inventory Expense Account	17,691,794	3,873,915	17,691,794	3,873,915
Invoice Price Variance	(960,468)	(245,672)	(960,468)	(245,672)
Director fees	1,887,108	1,665,312	-	-
Computer Repair & Maintenance	14,858,049	-	-	-
NBV-Retirement	5,125,728	49,729,590	5,125,728	49,729,590
Secretarial Charges	-	440,000	-	-
Bank Chargers	165,809	142,217	-	-
	<b>12,333,754,728</b>	<b>12,547,164,857</b>	<b>12,793,557,424</b>	<b>13,024,281,140</b>
<b>37 Net Finance (Cost)/ Income</b>				
<b>Interest Income</b>				
Interest on FDs & Call Deposits	9,342,894,880	7,932,212,784	9,338,748,982	7,891,974,999
Interest on Securities / Investments	116,482,491	131,207,616	3,746,204	324,476
Interest on Loans to Employees	271,893,919	232,325,826	266,529,594	227,342,389
	<b>9,731,271,290</b>	<b>8,295,746,227</b>	<b>9,609,024,780</b>	<b>8,119,641,864</b>
<b>Interest Expenses</b>				
Interest on Loans	(4,229,081,793)	(2,944,639,203)	(4,217,894,046)	(2,400,347,952)
Other Finance Charges	(54,420,752)	(90,103,895)	(53,831,045)	(89,452,307)
Finance Charges Payable under Finance Lease	(3,293,310)	(4,802,032)	(2,536,292)	(3,459,025)
	<b>(4,286,795,855)</b>	<b>(3,039,545,131)</b>	<b>(4,274,261,383)</b>	<b>(2,493,259,284)</b>
	<b>5,444,475,435</b>	<b>5,256,201,096</b>	<b>5,334,763,397</b>	<b>5,626,382,580</b>
*Above Finance charges include Rs.12,760,000 which was paid as Bank Guarantee Charges.				
<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>	<b>Group</b>		<b>SLPA</b>	
	<b>2023</b>	<b>2022</b>	<b>2023</b>	<b>2022</b>
Current Tax Expense for the Year (Note 38.1)	6,203,060,783	12,067,134,607	6,093,711,288	11,991,134,368
Income Tax Over Provision in Previous Year	(529,000,088)	1,269,963,868	(529,000,088)	1,269,963,868
	<b>5,674,060,695</b>	<b>13,337,098,475</b>	<b>5,564,711,200</b>	<b>13,261,098,236</b>
Deferred Tax Charge / (Reversal)	<b>6,179,745,921</b>	<b>449,012,109</b>	<b>6,180,776,580</b>	<b>445,496,390</b>
	<b>11,853,806,615</b>	<b>13,786,110,584</b>	<b>11,745,487,779</b>	<b>13,706,594,626</b>

# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

FOR THE YEAR ENDED 31 DECEMBER 2023	Group		SLPA	
	2023	2022	2023	2022
<b>38.1 Reconciliation Between the Current Tax Expense and the Product of Accounting Profit.</b>				
Accounting Profit Before Taxation	40,711,437,127	57,350,917,658	40,359,243,118	57,025,790,184
Disallowed Expenses	25,351,745,867	57,321,494,255	25,351,745,867	57,321,494,255
Allowable Expenses	(24,119,156,827)	(23,720,327,201)	(24,119,156,827)	(23,720,327,201)
Other Income Liabile for Tax - Interest Income	2,150,291,857	8,284,250,804	2,150,291,857	8,284,250,804
Exempt amount & income from other sources	(23,429,753,057)	(50,945,320,258)	(23,429,753,057)	(50,945,320,258)
Taxable Profit Subsidiary	12,304,308	10,214,857	-	-
<b>Statutory Income</b>	<b>20,676,869,275</b>	<b>48,301,230,114</b>	<b>20,312,370,958</b>	<b>47,965,887,785</b>
Tax Losses Utilized/	-	-	-	-
<b>Assessable Income / Taxable Income</b>	<b>20,676,869,275</b>	<b>48,301,230,114</b>	<b>20,312,370,958</b>	<b>47,965,887,785</b>
<b>Less: Qualifying payment</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Taxable Income	20,676,869,275	48,301,230,114	20,312,370,958	47,965,887,785
<b>Tax Chargers at Statutory Tax Rates of 24% &amp; 30%</b>	<b>6,203,060,783</b>	<b>11,151,363,965</b>	<b>6,093,711,288</b>	<b>11,095,722,793</b>
<b>Tax Chargers at Statutory Tax Rates of 14% &amp; 15%</b>	<b>-</b>	<b>915,770,641</b>	<b>-</b>	<b>895,411,574</b>
<b>Current Tax on Ordinary Activities</b>	<b>6,203,060,783</b>	<b>12,067,134,606</b>	<b>6,093,711,288</b>	<b>11,991,134,367</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 Contingent liabilities</b>				
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.				
<b>40.1 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				
The CA PHC APN 45/2006 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 2023.01.18, the officer in charge of the marine division of the CID who was noticed to appear in court not present. In the circumstance 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				
The CA PHC APN 45/2006 matter is listed for mention on 15.05.2024 to inform the present status of the action in Rem 11/2005.				
In the action in Rem 11/2005 case- the court has handedover the complaint made by the registrar on the 07.04.2021 to the CID officer who was presenting courts and ordered to investigate and submit the progress report on the same. Accordingly registrar has perused the other case records connected to the "NV JAMMI" case and informed to courts that there is not any note whether the balance money received from auction of the vessel was not credited to the any other connected cases of the "NV JAMMI" or the treasury. Further officer of the CID has to submit the pregress report and when this matter was called on 06.12.2023 CID officer was not presenting courts and matter has been refixed for the same on 02.02.2024.				

**Expressed in Sri Lanka Rupees**

Annual Report 2023 – Sri Lanka Ports Authority

# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

<b>43 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. When obtaining the operational revenue Foreign exchange loss incurred with reference to dollar receipt on operational revenue and debtor revaluation to year end buying rate adjusted as suggested in Audit Report 2022			
<b>44 Consolidated Financial Statements 2023</b>			
Jaya Container Terminals Ltd (JCT Ltd) which is the Subsidiary company of SLPA, Hambantota International Port Services Ltd (HIPS) & Sri Lanka Port Management Consultancy Services Ltd (SLPMCS) which are associate companies of SLPA have submitted Unaudited Financial Statements for year 2023.			
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 and balances of MPMCS as at 15.12.2022 only			
<b>44.1 Magampura Port Management Company (Private) Limited (MPMC)</b>			
Magampura Port Management Company (Private) Limited is fully owned subsidiary of SLPA. The said company is under winding-up order of the Commercial High Court of Western Province (Colombo, Civil) in case no. (Civil) 97/2021/CO With the effect from 1st of June 2022 & Liquidator is appointed with effect from 1st of June 2022			
When the liquidator was appointed, power vested with the liquidator under 290 of the Companies Act No.07 of 2007.			
As a result of liquidation process, Magampura Port Management Company (Private) Limited was prepared Financial Statements on liquidity basis as at 15/12/2022. Due to the liquidation process, financial statements of MPMC for the year-end 2023 are not submitted for consolidation of SLPA.			
Even though Liquidator was appointed, Liquidation is not yet over. Hence Magampura Port Management Company (Private) Limited is taken into the consolidation financial statement of SLPA based on the 15/12/2022 Financial Statement of MPMC Which was prepared on liquidity basis.			
<b>45 Review of Useful Life Time of the Assets</b>			
According to the para 51 of the Sri Lanka Accounting Standard LKAS 16, (Property, Plant & Equipment), "The residual value & the useful life of an asset shall be reviewed at least at each Financial year-end. Accordingly as approved by Audit committee of SLPA, review of useful life and residual value of fully depreciated fixed assets which are still in use as at 31-12-2023 were carried out by the respective review committees appointed by Director (Technical). SLPA shall estimate the remaining useful life of fully depreciated assets and shall reinstate the cost and accumulated depreciation at amounts which would have been reflected in the balance sheet on the date of reinstatement had the entity measured depreciation from date of acquisition of the assets based on the total useful life including the estimated remaining useful life and adjust the difference under equity." As at today only received four review committee reports for Motor Vehicles, Floating Equipment & Staff quarters, other Buildings and handling equipment. will take action to do relevant adjustments to the balance asset categories such as Operational Building & Structures, Office and welfare Building, Plant & Machineries, Electrical & Electronic equipments, furniture & Office Equipments, other assets during the year 2024.			
<b>46 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>47 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 amounting to Rs.113,159,199.33. 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>48 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>49 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>50 Provisions for Claims</b>			
During the year SLPA has kept a reliable estimate of Rs.5,308,426,712 as general provision for legal claims.			
<b>51 Renovation Works of observation deck at Galle Face Green (GFG)</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. Now SLPA & SLPMCS has come to an agreement and SLPMCS agreed to settle Rs. 5,955,163.79 after deducting over paid management fee of Rs.1,653,872 by installment basis and declare it as related party transaction.			
<b>52 Receivable revenue on uncleared containers and Vehicles at 31.12.2023</b>			
Until clear the containers & Vehicles from SLPA premises we have not issued bills and not recognized revenue as receivable. Accordingly as at 31.12.2023 following revenue has to be received to SLPA for uncleared containers & Vehicles			
Receivable rent on uncleared containers is Rs.1,670,453,529 (including taxes)			
Receivable wharfage on uncleared containers is Rs.2,044,468 (including taxes)			
Receivable rent on uncleared vehicles is Rs.1,102,395,130 (including taxes)			
Receivable wharfage on uncleared vehicles is Rs.340,352 (including taxes)			
<b>53 Outstanding Seized custom Bills for the year 2021, 2022 &amp; 2023</b>			
Outstanding Seized custom Bills that have been sent to Sri Lanka Customs over the above periods but not settled yet is Rs.3,561,336 & due to doubtfulness of receivable same to be disclose as a note instead of recognizing as revenue.			

# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

## 54 Contribution for the consolidated Fund

As per the SLPA Act No. 15 of 1979, based on profit of SLPA for the period 1979 to 2022, the amount payable as dividend is Rs. 8,066,379,267.59. Approval has been granted to set-off the amount of Rs. 5,156,049,274.99 due to SLPA by the General Treasury (GT) against the dividend payable by SLPA, hence the balance amount payable as dividends to the consolidated Fund is Rs. 2,910,329,992.60

Accordingly, as directed by the Hon.Minister of Ports, Shipping & Aviation and duly approved by the Board of Directors of Sri Lanka Ports Authority (SLPA), the net amount of Rs.2,910,329,992.60 is paid as dividends covering the period 1979 to 2022 & adjusted the accounts accordingly.

## 55 LC Facility for ECT Equipment

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 31.12.2023 above LC facility has been reduced to USD 162.536 Mn.

## 56 Unsettled Advances as at 31.12.2023

Out of the total amount of Rs.807,501,641.29 of advance to suppliers, as at 31.12.2023 unsettled balance was Rs.795,327,673.83 only.The amount of RS.608,882,526.34 taken as a advance for Electricity supply to ECT project.

## 57 Income Tax Receivable

There was a Brought forward Income Tax refund of Rs. 5,821,650,559 in the finalized income tax return for the year of assessment 2022/2023 and with the approval of higher management of SLPA this amount was setoff against the income tax payable for the Y/A 2022/2023 as indicated in the Note no.12.3 in the Financial Statements.The balance tax receivable as at 31.12.2023 is Rs.755,334,465 is for surcharge tax overpayment and already requested the refund from Department of Inland Revenue.

## 58 Sri Lanka Gas Terminals Company Limited

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.To proceed with the strike off procedure in terms of the section 394 of the companies Act No. 07 of 2007, we have submitted the Financial Statement to the Auditor General to get confirming that the company has been a dormant company from inception.

## 59 Pre-Feasibility Studies

### Colombo North Port Development Project

Asian Development Bank (ADB) has granted a Technical Assistance (TA) loan of US\$ 4.27 million to facilitate the identified priority project to initiate the feasibility study, detail design and preparation of procurement of documents.

According to the cabinet approval a contract has been signed between Sri Lanka Ports Authority and AECOM Infrastructure & Environment UK Limited for the Consultancy Service for Feasibility Study for the Colombo North Port Development Project.The above Feasibility study of e has been commenced in February 2020 and completed in December 2023 for the total contract value of USD 3,268,597.78.The payments were made from the funds received through transport project preparatory facility Loan obtained by Government of Sri Lanka from Asian Development Bank.SLPA has no future commitments towards the repayment of loan.Further noted that the above TA was received for a feasibility study in order to identify the vulnerability of expansion of existing Colombo Port to the Northern side. This has considered as research expenditure incurred from grant received from government.

### Port Community System (PCS)

The Feasibility Study and Preliminary Design to establish a PCS for Sri Lanka Ports Authority was carried out by the joint venture of KPMG Sri Lanka and Port of Rotterdam. The Cost of the consultancy study is USD 747,464 and it was funded by ADB under the technical assistance grant for supporting Trade Logistic Facilitation. The Consultancy service was commenced in 2021 and completed in 2023.

This work is a feasibility study and all payments made to the Consultant were directly done by the ADB. Therefore SLPA has not received any payment details relevant to the study.This has considered as research expenditure incurred from grant received from government.

## 60 Port Access Elevated Highway Project

### Consttution of Workshop Complex

Construction of Workshop Complex under Port Access Elevated Highway Project .As at 31.12.2023 payment release to contractor was Rs.1,416,176,935.30 taken as work in progress .Once the construction work completed grant will amortized.

### Maritime facility Centre (Head Office Building)

The payments are being paid By RDA on behalf of the land obtained to construct highway and once the construction completed value will be taken to SLPA books.Under Port Access Elevated Highway Project some building of SLPA demolished and partially demolished. After considering the new assets generated and cost of SLPA demolished and partially demolished buildings relevant adjustments will be done when completed the project.

## 61 Event After the Reporting Period

As per the instruction given by Attorney General's Department letter dated 13-01-2023 regarding the levied anchorage charges for wreck vessel M/V X-Press pearl of 19-05-2021, Board of Management of SLPA has taken decision to waive off these charges total outstanding amount as of date 27-02-2024 is Rs.194,804,727.26 of which Rs. 187,754,715.94 outstanding as at 31-12-2023. Measures will be taken to waive off these charges in the financial year 2024.

# NOTES TO THE FINANCIAL STATEMENTS

Expressed in Sri Lanka Rupees

<b>62</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>62</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>2023</b>	<b>2022</b>
	Remuneration and Other Short-Term Employee Benefits					50,308,730	40,959,708
	Balance Outstanding - Loans and Advances					441,500	116,490
	Termination Benefits						
<b>62</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	Mr. P. A. S. Athula Kumara	Loan repaid	9,761,924,264	-	-
				Interest paid	4,031,949,999	-	-
	Sri Lanka Port Management & Consultancy Services (Pvt) Ltd	Associate Company	Mr. G. U. K. Algewattage	Payment for Janitorial Services received	67,523,001	19,205,797	-
				Payment for Loading and Unloading services	14,919,637	6,032,155	-
				Hiring of Operators (Manpower-GCO,TCO,PMD)	200,492,784	54,403,509	-
				Lashing & Unlashing Service	70,504,248	30,281,443	-
				Reefer Monitoring	8,507,558	4,000,000	-
				Welfare Creche	3,076,923	512,821	-
				Covid Treatment centre	4,492,495	-	-
				SLPA Salaries Reimbursement	54,403,205	4,922,183	-
				Payment for services received	-	-	-
				Dividend receivable	-	-	-
				Supplies of Fuel	-	-	218,009
				Supply of Fuel (Renovation of observing Galleface Deck)	-	-	5,955,164
				Galle Face Revenue	4,040,127	-	3,368,988
				Unservisable (Discarded items) sales through SLPMS	4,097,436	-	-
	Jaya Container Terminal Ltd	Subsidiary Company	Mr. Keith D. Bernard	Administrative & Infrastructure fee paid	612,328,282	69,359,776	-
			Mr. G. U. K. Algewattage	Dividend received	21,250,000	-	-
				Supply of fuel	-	-	211,611
				Fuel Deposit	-	103,600	-
				Issuance of Medicines	111,149	58,305	-
				Telephone Bills	402,666	-	187,924
	South Asia Gateway Terminal (Pvt) Ltd	Related Company	Mr. Keith D. Bernard	Rent received	1,163,806,197	-	86,763,151
			Mr. G. U. K. Algewattage	Royalties received	2,165,059,625	-	163,388,812
				Dividend received	1,479,873,503	-	-
				Share receivable	-	-	141,632,944
	Lanka Coal Company (Pvt) Ltd	Related Company	Capt. Nirmal Silva	No Transactions are made during the year	-	-	-
	Colombo International Container Terminal Ltd	Related Company	Mr. Keith D. Bernard	Lease/Rent Received	2,181,646,003	-	-
				Royalty received	5,468,755,083	-	293,257,214
				Lump Sum Premium Income	103,534,286	-	-
				Dividend received	557,379,426	-	-
				ECT yard for Tempory Stacking	93,350,386	-	93,350,386
				Dregging work done in CICT Harbour Basin (US\$)	62,630	-	62,630
	Magampura Port Management Company	Subsidiary Company	Mr. Indika Ishan Griagama	Management Fees Payable	-	98,938,253	-
			Mr. Nirosan Siriwardana	Fuel Charges	-	-	5,800,921
			Mr. Lal Weerasinghe				
	Colombo Dockyard PLC	Related Company		Supply of Fuel	-	-	49,724
				Navigational related services	44,669,185	-	612,743
	Hambanthota International Port Services Ltd	Associate Company	Mr. Keith D. Bernard	Salary Receivable from HIPS	46,892,237	-	3,969,492
			Mr. G. U. K. Algewattage				
			Mr. Ranjith Maligaspe				
	Hambanthota International Port Group Ltd	Related Company	Mr. Keith D. Bernard	Royalty Income	66,356,000	-	63,838,828
			Mr. G. U. K. Algewattage			-	-
	Colombo West International Terminal pvt Ltd	Related Company	Mr. Keith D. Bernard	Lump Sum Premium Income	115,714,286	-	-
			Mr. G. U. K. Algewattage	Investment Made During the Year	2,711,233,748	-	-
	South Asia Comercial & Logistic Hub	Related Company		Lump Sum Received	4,611,880,000	-	690,592,140
				Lease / Rent received	3,925,920,000	-	591,576,120
				Investment Made During the Year	1,762,634,046	-	-
	Ministry of Ports, Shipping & Aviation	Line Ministry		Water & Electricity bills of former Ministers' Quarters	-	-	436,958
				Supply of Fuel	-	-	9,701,281



## 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), investment in debenture, 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 and debenture securities 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 analysed. 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.



# NOTES TO THE FINANCIAL STATEMENTS

## Other Financial Assets

Credit risk arising from other financial assets of the Authority comprises term deposits, cash and cash equivalents and investment in debentures. 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 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. 104,753,561,899 (2022: Rs. 115,028,779,250).

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.

### SLPA

*Expressed in Sri Lanka Rs.*

Financial Liabilities	31-Dec-23			31-Dec-22		
	Less than 1 Year	More than 1 Year	Total	Less than 1 Year	More than 1 Year	Total
Borrowings - Government	7,821,252,838	63,279,672,079	71,100,924,917	8,924,559,413	78,885,991,365	87,810,550,778
Borrowings - Financial Institutions	329,238,237	2,469,286,799	2,798,525,036	3,612,798,808	2,798,525,037	6,411,323,845
Trade and Other Creditors	4,249,855,218	-	4,249,855,218	3,883,020,370	-	3,883,020,370
Total	12,400,346,293	65,748,958,878	78,149,305,171	16,420,378,591	81,684,516,402	98,104,894,993

# NOTES TO THE FINANCIAL STATEMENTS

## Group

Financial Liabilities	31-Dec-23			31-Dec-22		
	Less than 1 Year	More than 1 Year	Total	Less than 1 Year	More than 1 Year	Total
Borrowings - Government	7,821,252,838	63,279,672,079	71,100,924,917	8,924,559,413	78,885,991,365	87,810,550,778
Borrowings -Financial Institutions	9,928,025,014	2,543,183,809	12,471,208,823	13,211,585,585	2,883,723,647	16,095,309,232
Trade and Other Creditors	4,077,185,148	-	4,077,185,148	3,719,561,731	-	3,719,561,731
<b>Total</b>	<b>21,826,463,000</b>	<b>65,822,855,888</b>	<b>87,649,318,888</b>	<b>25,855,706,729</b>	<b>81,769,715,012</b>	<b>107,625,421,741</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 Company'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 "APL 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 2023 which amounts to Rs. (1,883,874,738.12) arising from re-payment of borrowings and invoicing of services rendered to shipping agent (example "APL 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.

## NOTES TO THE FINANCIAL STATEMENTS

### 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 and Government securities.

Rs. 69,270,504,631 (2022: Rs. 86,402,873,460) of the Authority's interest bearing loans and borrowings carried interest at floating rates others amounts to Rs. 4,628,945,322 (2022: Rs.7,819,001,164) carried interest at fixed rates.

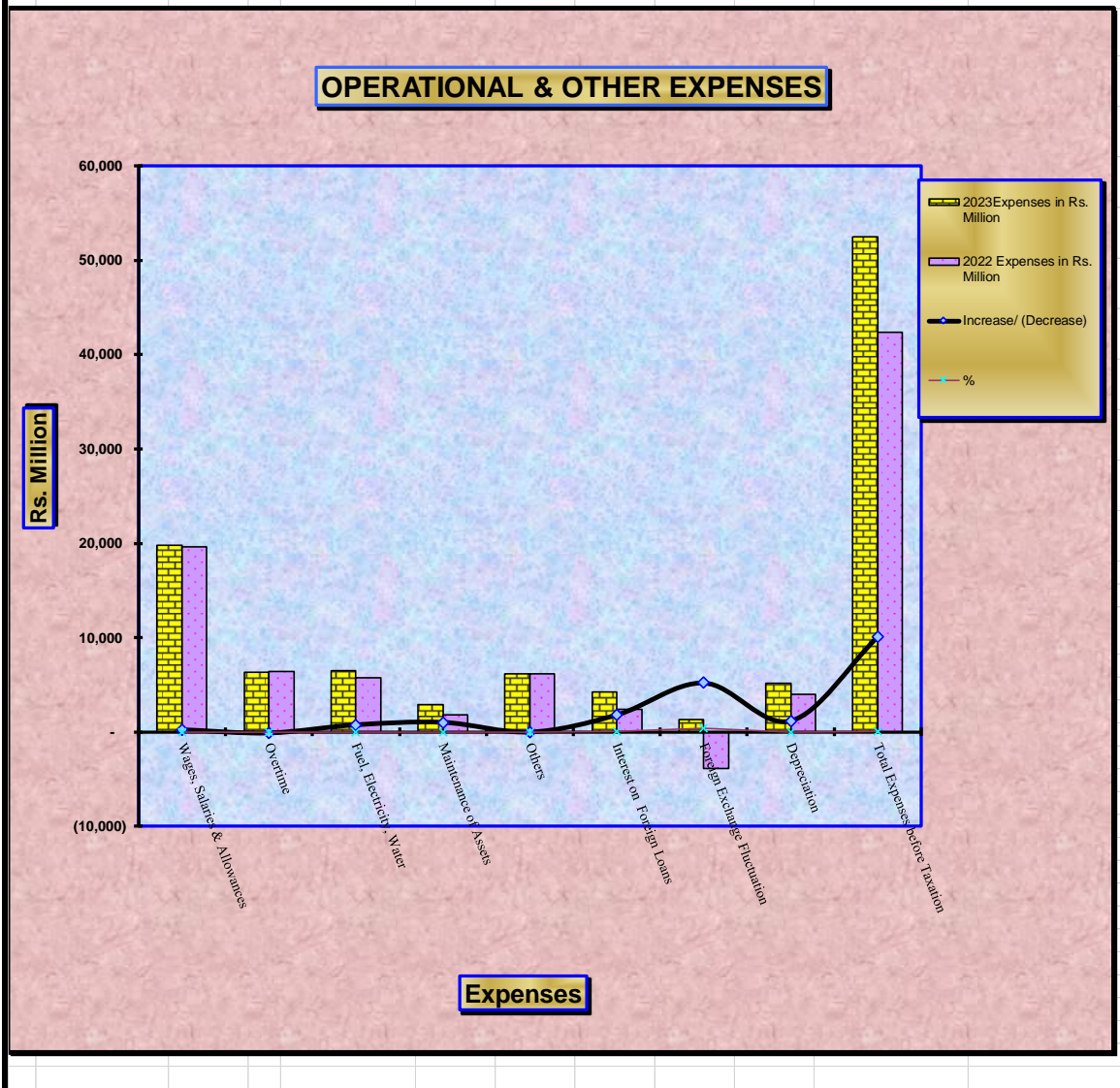
The Authority has cash and bank balances including deposits placed with the Government and state banks. The Authority monitors interest rate risk by actively monitoring interest rate movements.

<b>Loan</b>	<b>2023 (RS.)</b>	<b>2022 (RS.)</b>
<b>Floating Rate</b>		
Colombo Port Expansion ( South Harbour)	66,471,979,594	79,991,549,615
Development of East Container Terminal - Bank of Ceylon	-	3,118,941,452
Construction of Sooriyawewa Stadium - Peoples Bank Loan	2,798,525,037	3,292,382,393
<b>Fixed Rate</b>		
Colombo Port Development Project	4,331,336,962	7,482,624,777
Rehabilitation of KKS Loan	297,608,360	336,376,387

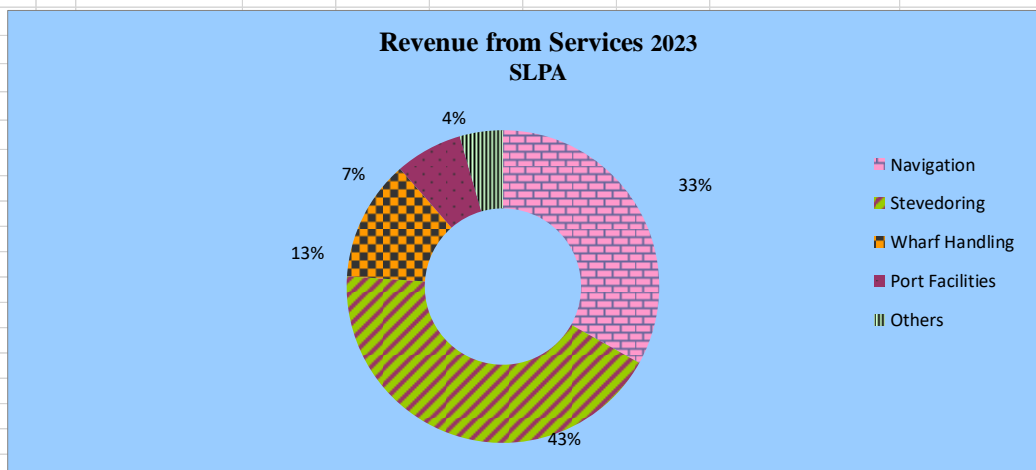
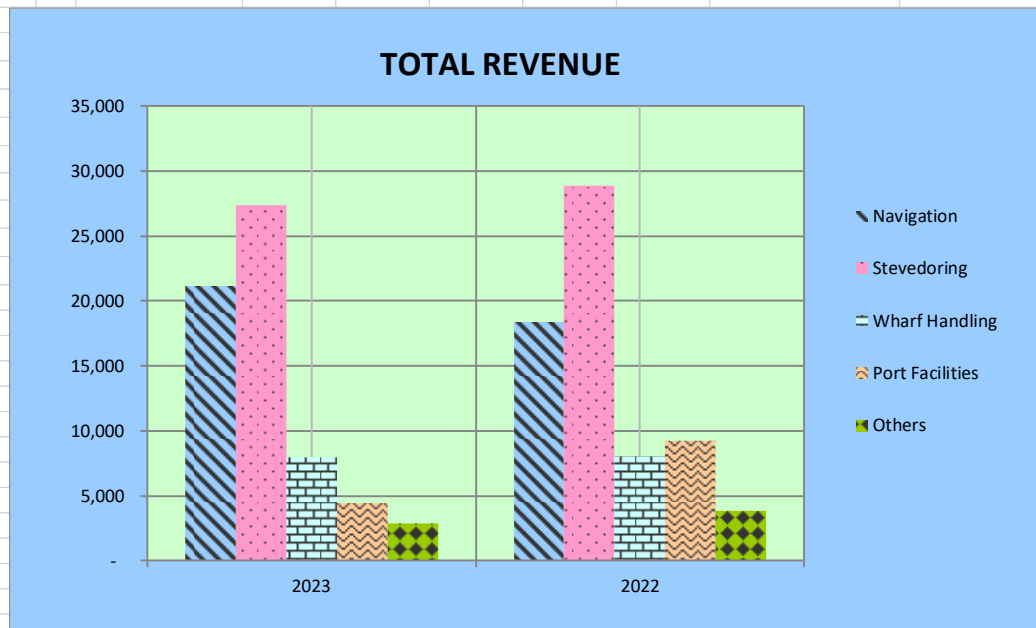
## NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2023						
Terms and conditions of borrowing facilities						
Loan Name	Lending Institution	Currency	Interest Rate	Loan Amount (In Loan currency)	Out Standing Balance as @ 31/12/2023 (Rs)	Borrowing cost (Rs)
JBIC Loans	SLP-41	JPY	2.60%	4,878,185,478	555,774,705	
	SLP-46	JPY	2.60%	2,644,187,565	1,958,127,335	
	SLP-67 i	JPY	1.80%	1,354,512,318	1,106,794,128	
	SLP-67 ii	JPY	0.75%	217,445,997		
	SLP-85	JPY	0.30%	14,495,000,000	679,606,278	
Rehabiliattion of KKS loan	Export Import Bank of India	USD	1.75%	45,270,000	297,608,360	8,461,906
ADB-2319	Asian Development Bank	US \$	Libor+0.6%	300,000,000	64,910,180,707	
Constrection of Sooriyawawa Stadium	Peoples Bank	LKR	AWPLR+2.5%	3,950,858,870	2,798,525,037	
East Container Terminal	Bank of Ceylon	US \$	6 Months Libor+4.25%	80,000,000	Fully Settled	
			<b>Total</b>		<b>72,306,616,550</b>	<b>8,461,906</b>
			Accrued Interest		1,592,833,405	
					<b>73,899,449,955</b>	
		Note 24	Borrowings - Government of Sri Lanka		71,100,924,918	
		Note 25	Borrowings - Financial Institutions		2,798,525,037	
					<b>73,899,449,955</b>	

FOR THE YEAR ENDED 31 DECEMBER 2023



FOR THE YEAR ENDED 31 DECEMBER 2023





# ජාතික විගණන කාර්යාලය

## தேசிய கணக்காய்வு அலுவலகம்

### NATIONAL AUDIT OFFICE



මගේ අංකය  
எனது இல.  
My No.

පිළිවස්/ප්/පස්වල්/01/2023/1

ඔබේ අංකය  
உமது இல.  
Your No.

දිනය  
திகதி  
Date

2024 මැයි 28 දින

සභාපති

ශ්‍රී ලංකා වරාය අධිකාරිය

ශ්‍රී ලංකා වරාය අධිකාරියේ සහ එහි පරිපාලිත සමාගම්හි 2023 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.

යටෝක්ත 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.

පිපීඑස්/පී/එස්එල්පී/01/2023/1

ඔබේ අංකය  
உமது இல.  
Your No.

දිනය  
திகதி  
Date

2024 මැයි 28 දින

සභාපති

ශ්‍රී ලංකා වරාය අධිකාරිය

ශ්‍රී ලංකා වරාය අධිකාරියේ සහ එහි පරිපාලිත සමාගම්හි 2023 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 2023 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 ප්‍රමාණාත්මක ගිණුම්කරණ ප්‍රතිපත්තිවලට අදාළ තොරතුරු ද ඇතුළත් මූල්‍ය ප්‍රකාශනවලට අදාළ සටහන්වලින් සමන්විත 2023 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය ප්‍රකාශන, ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ ආණ්ඩුක්‍රම ව්‍යවස්ථාවේ 154 (1) ව්‍යවස්ථාව සමග 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 2023 දෙසැම්බර් 31 දිනට මූල්‍ය තත්ත්වය සහ එදිනෙන් අවසන් වර්ෂය සඳහා ඒවායේ මූල්‍ය ක්‍රියාකාරිත්වය හා මුදල් ප්‍රවාහ ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිතිවලට අනුකූලව සත්‍ය හා සාධාරණ තත්ත්වයක් පිළිබිඹු කරන බව මා දරන්නා වූ මතය වේ.





## 1.2 මතය සඳහා පදනම

- (අ) මූල්‍ය ප්‍රකාශන ඉදිරිපත් කිරීම සඳහා වූ සංකල්පනාත්මක රාමුවෙහි 4 වන පරිච්ඡේදයේ 4.3 සිට 4.6 දක්වා වගන්ති ප්‍රකාරව ආයතනයක් විසින් වත්කම් හඳුනාගැනීමේදී එම වත්කම්වලින් ආයතනයට අනාගත ආර්ථික ප්‍රතිලාභ ගලා ඒම සිදුවිය යුතු හා එම වත්කම් පොත්වලට ගැනීමට හිමිකමක් පැවතිය යුතුය. එසේම, ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 16 හි 7(අ) වන වගන්තිය අනුව දේපළ පිරිසිදු උපකරණ වත්කම් ලෙස හඳුනාගැනීමට වත්කම සම්බන්ධ අනාගත ආර්ථික ප්‍රතිලාභ ආයතනයට ගලා ඒම සිදුවිය යුතු නමුත් වරාය අධිකාරියට අනාගත ආර්ථික ප්‍රතිලාභ සහ හිමිකමක් නොමැති රු.මිලියන 947.5 ක් වූ අක්කර 02 ක රේගු දෙපාර්තමේන්තුවට ගොඩනැගිල්ලක් ඉදිකිරීම සඳහා ලබාදී තිබූ ඉඩම, රු.මිලියන 628.5 ක් වූ අක්කර 2 රුඩ් 3 පර්චස් 9.61 ක් වූ නෙළුම් කුළුණ ඉදිකිරීම සඳහා පවරාගෙන තිබූ ඉඩම, රු.මිලියන 83.7 ක් වූ අක්කර 01 රුඩ් 02 පර්චස් 14.9 ක් වූ ඉඩම නාගරික සංවර්ධන අධිකාරි වෙත පවරාගෙන තිබූ ඉඩම සහ රු.මිලියන 19.8 ක් වටිනා අක්කර 4 රුඩ් 3 පර්චස් 3.2 ක් වූ කිඹුලාවල ඉඩමෙහි අධිකාරියට අයත් නොවන කොටසෙහි වටිනාකම වත්කම් ලෙස ගිණුම්ගත කර තිබුණි.
- (ආ) මූල්‍ය ප්‍රකාශන සඳහා සංකල්පනාත්මක රාමුවෙහි QC 22 වගන්තිය ප්‍රකාරව සමාන අයිතම සඳහා සමාන ක්‍රමවේදයක් භාවිතාකළ යුතු වුවද, 2023 වර්ෂය සඳහා ලාභාංශ ආදායම වූ රු.මිලියන 2,058.5 කුළු ආයෝජිත සමාගමක් වන දකුණු ආසියා පීවිසුම් පර්යන්ත සමාගම (SAGT) විසින් ගෙවූ රඳවාගැනීමේ බද්ද සහිත දළ ලාභාංශය වූ රු.මිලියන 1,479 ක ආදායම ගිණුම්ගතකර තිබූ අතර පරිපාලිත සමාගමක් වන ජය කන්ටේනර් ටර්මිනල්ස් ලිමිටඩ් (JCT Ltd) විසින් ගෙවූ ශුද්ධ ලාභාංශය ආදායම් ලෙස ගිණුම්ගතකර තිබුණි. ඒ අනුව ලාභාංශ ආදායම රු.මිලියන 221<sup>9</sup> කින් අධිගණනයවී තිබුණි.
- (ඇ) ශ්‍රී ලංකා මූල්‍ය වාර්තාකරණ ප්‍රමිත අංක 9 හි 5.1.1 වගන්තිය අනුව වෙළඳ ණයගැතියන් හැර අනෙකුත් මූල්‍ය වත්කම් සාධාරණ අගයට හඳුනාගත යුතු අතර ප්‍රමිතයේ B 5.1.2 A හි b අනුව මුල්වරට හඳුනාගැනීමෙන් පසු ආයතනය විසින් මූල්‍ය වත්කම්වල විලම්බිත වෙනස (Deferred difference) ගිණුම්ගත කළ යුතු වුවද, අධිකාරිය විසින් රු.මිලියන 6,299 ක් වූ සේවක ණය සම්බන්ධයෙන් විලම්බිත වෙනස වාර්ෂිකව ගිණුම්වල ගැලපීම්කර නොතිබුණි.
- (ඈ) ශ්‍රී ලංකා මූල්‍ය වාර්තාකරණ ප්‍රමිත අංක 9 හි 5.4.1 වගන්තිය අනුව සහ අධිකාරියේ ගිණුම් ප්‍රතිපත්ති 2.6.3 ප්‍රකාරව පොලී ආදායම සඵල පොලී අනුපාතයට හඳුනාගත යුතු නමුත් අධිකාරියේ ස්ථාවර තැන්පතු පොලී ආදායම සඵල පොලී අනුපාතය වෙනුවට වෙළඳපොල පොලී අනුපාතයට ගිණුම්ගත කර තිබුණි.

- (ඉ) ශ්‍රී ලංකා මුදල් වාර්තාකරණ ප්‍රමිත අංක 10 හි B 92 අනුව සමූහ මුදල් ප්‍රකාශන පිළියෙල කිරීම සඳහා මව් සමාගම හා එහි පරිපාලිත සමාගම එකම මුදල් වාර්තාකරණ දිනයට පවතින මුදල් ප්‍රකාශන භාවිතා කළ යුතු අතර B 93 වගන්තිය ප්‍රකාරව මව් සමාගමේ මුදල් ප්‍රකාශන වාර්තාකරණ දිනට වෙනස්වූ මුදල් වාර්තා දිනයකට පරිපාලිත සමාගම විසින් මුදල් ප්‍රකාශන පිළියෙල කරයි නම්, වැදගත් ගනුදෙනු හා සිදුවීම් (Significant Transaction and events) සඳහා ගැලපීම් කළ ආසන්නතම මුදල් ප්‍රකාශන යොදාගත යුතු නමුත් අධිකාරිය විසින් සමූහ මුදල් ප්‍රකාශන පිළියෙල කිරීමේදී පරිපාලිත සමාගමක් වන මාගම්පුර වරාය කළමනාකරණ සමාගමෙහි (MPMC) ආයෝජන ගිණුම්ගත කිරීම සඳහා 2022 දෙසැම්බර් 31 දිනට විගණිත මුදල් ප්‍රකාශන පැවතියද 2022 දෙසැම්බර් 15 දිනට විගණනය නොකළ මුදල් ප්‍රකාශන භාවිතා කර තිබුණි.
- (ඊ) ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 01 හි 27 වගන්තියට අනුව අස්ථිත්වයක් මුදල් ප්‍රවාහ තොරතුරු හැරෙන්නට එහි මුදල් ප්‍රකාශන උපවිත පදනම යටතේ පිළියෙල කළ යුතු බව සඳහන් වුවද, අධිකාරියේ ගිණුම් ප්‍රතිපත්ති අංක 52 අනුව නිශ්කාෂණය කර නොගත් ආනයනික බහාලුම්/ වාහන නිශ්කාෂණය කරගන්නා තෙක් ලැබිය යුතු ආදායමක් සේ හඳුනා නොගන්නා බව සඳහන් වන අතර 2023 වර්ෂය සඳහා පූර්ණ බහාලුම් සඳහා ලැබිය යුතු බිම් කුලී ආදායම් ලෙස රු.මිලියන 1,672 ක වටිනාකමක්ද අර්ධ බහාලුම් (වාහන) සඳහා ලැබිය යුතු බිම් කුලිය ආදායම ලෙස රු.මිලියන 1,102 ක වටිනාකමක්ද 2023 මුදල් ප්‍රකාශන තුළ හෙළිදරව් කිරීමක් පමණක් සිදුකර තිබුණි.
- (උ) ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 7 හි 7 වන වගන්තියට අනුව කෙටි කාලීනව පරිනත වන මුදල් සමාන දෑ ආයෝජන යටතේ හඳුනානොගෙන මුදල් හා මුදල් සමාන දෑ යටතේ හඳුනාගත යුතු වුවත් අධිකාරිය විසින් රු.මිලියන 7,102 ක් වටිනා පරිනත කාලය මාස 03 ට අඩු තැන්පතු, අනෙකුත් මුදල් වත්කම් යටතේ හඳුනාගෙන තිබුණි.
- (ඌ) ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 21 හි 16 වන වගන්තිය අනුව මුදල් අයිතම (Monetary Items) යනු ස්ථාවරව හඳුනාගත හැකි විදේශ මුදල් ඒකක ගණනක් ලැබීමට හිමිකම් ඇති හා ගෙවීමට බැඳීමක් ඇති අයිතම වන අතර එම ප්‍රමිතයෙහි 23 (අ) වගන්තිය අනුව එක් එක් වාර්තාකරණ අවසන් දිනට විදේශ මුදල් ඒකකවලින් පවතින මුදල් අයිතම අවසන් අනුපාතය (Closing Rate) යටතේ ඉදිරිපත් කිරීමේ මුදල් ඒකකයට පරිවර්තනය කළ යුතුය. එසේම ප්‍රමිතයේ 8 වන වගන්තිය අනුව අවසන් අනුපාතය යනු වාර්තාකරණ දිනට පවතින එතැන් විනිමය අනුපාතය (Spot Rate) වේ. නමුත් අධිකාරිය විසින් පවතින එතැන් විනිමය අනුපාතය භාවිතා නොකිරීම හේතුවෙන් වාර්තාකරණ දිනට උෞත ගණනය වූ නැව් නියෝජිත ණයගැති ශේෂය රු.මිලියන 45 ක් ද ලැයිස්තුගත නොකළ සමාගම්වල ආයෝජන රු.මිලියන 1,141 ක් ද ලැබිය යුතු පුරස්කාරය SAGT සමාගමෙන් රු.මිලියන 2.4 ක් ද හම්බන්තොට ජාත්‍යන්තර

වරාය සමූහය (HIPG) සමාගමෙන් රු.මිලියන 0.94 ක් ද කලමිටු ඉන්ටර්නැෂනල් කන්ටේනර් ටර්මිනල්ස් ලිමිටඩ් (CICT) සමාගමෙන් රු.මිලියන 4.3 ක් ද මුදල් හා මුදල් සමාන දෑ රු.මිලියන 70 කින් සහ ස්ථාවර තැන්පතු රු.මිලියන 1,319 ක් වූ අතර වාර්තාකරණ දිනට අධිගණනය වූ විදේශ ණය වටිනාකම රු.මිලියන 626 ක් විය.

(එ) ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 21 හි 21 වන වගන්තිය අනුව විදේශ මුදල් ඒකකයන් සහිත ගනුදෙනු මුල්වරට හඳුනාගැනීමේදී (Initial Recognition) ආයතනය විසින් ගනුදෙනුව සිදුකරන දිනට පැවති එතැන් විනිමය අනුපාතය (Spot rate) භාවිතාකළ යුතු වුවද,

i. 2023 වර්ෂය සඳහා CICT සමාගමෙන් සහ SAGT සමාගමෙන් අයවිය යුතු පුරස්කාර ආදායම ගිණුම්ගත කිරීමේදී එතැන් විනිමය අනුපාතය භාවිතා නොකිරීම හේතුවෙන් පුරස්කාර ආදායම පිළිවෙලින් රු.මිලියන 91.86 කින් සහ රු.මිලියන 42.72 කින් අධිගණනය වී තිබුණි.

ii. අධිකාරිය විසින් ආදායම් හඳුනාගැනීමේදී එතැන් විනිමය අනුපාතය (Spot Rate) හෝ මිලට ගැනුම් අනුපාතය (Buying Rate) යොදාගැනීම වෙනුවට, වැඩි අගයක් සහිත විකුණුම් අනුපාතය (Selling Rate) යොදාගෙන තිබීම නිසා එම වෙනසට සමාන වටිනාකමකින් අධිකාරියේ ආදායම අධිකක්සේරු වී තිබුණි.

(ඒ) ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 36 හි 14 (ඇ) වගන්ති ප්‍රකාරව මෙහෙයුම් ලාභයෙහි සැලකිය යුතු පහලයාමක් වත්කමෙහි හානිකරණය සම්බන්ධව අභ්‍යන්තර හැඟවීමක් (Indication) වන අතර පරිපාලිත සමාගමක් වන MPMC වර්ෂ 2015 සිට 2022 දක්වා පිළිවෙලින් රු.මිලියන 7,602 ක මෙහෙයුම් අලාභ සහ රු.මිලියන 7,527 ක සෘණ ශුද්ධ වත්කම් ලබා තිබූ අතර එය ආයෝජන හානිකරණය සඳහා අභ්‍යන්තර තොරතුරු මූලාශ්‍රයක් වන අතර ප්‍රමිත අංක 36 හි 9 වන වගන්තිය ප්‍රකාරව ආයතනය විසින් එක් එක් මූල්‍ය වාර්තාකරණ දිනයට වත්කම් හානිකරණය තක්සේරු කළ යුතු නමුත් අධිකාරිය විසින් මූල්‍ය ප්‍රකාශනවල MPMC හි ආයෝජන වටිනාකම රු.මිලියන 75 ක් ලෙස වාර්තාකර තිබුණ ද සමාගම සම්බන්ධව හානිකරණ වෙන්කිරීමක් මූල්‍ය ප්‍රකාශනවල සිදුකර නොතිබුණි.

(ඔ) ශ්‍රී ලංකා ගිණුම්කරණ ප්‍රමිත අංක 38 හි 118 (ආ) වන ඡේදය අනුව සීමිත ඵලදායී ජීව කාලයක් සහිත අස්පාශ්‍ය වත්කම් ක්‍රමක්ෂය කිරීමේ ක්‍රමවේදය මූල්‍ය ප්‍රකාශන තුළ හෙලිදරව්කළ යුතු වුවත් අධිකාරියේ 2023 වර්ෂයේ අවසන් ගිණුම්හි 2.5.3 අනුව අස්පාශ්‍ය වත්කම් එහි ඵලදායී ජීවකාලය තුළ වසර 1 සිට වසර 17 ක් දක්වා වූ වර්ෂ ගණනකින් හෝ සියයට 5.88 සිට සියයට 100 දක්වා වූ ප්‍රතිශතයකින් ක්‍රමක්ෂය කළ යුතු යන්න සඳහන් වුවද, ක්‍රමක්ෂය ක්‍රමවේදය හෙලිදරව්කර නොතිබුණි.



(ඔ) විගණනය සඳහා සාක්ෂි නොමැති වීම.

මුළු වටිනාකම රු.මිලියන 422.6 ක් වන අධිකාරියේ ගාලු වරාය ව්‍යාපෘතිය හා ප්‍රධාන කාර්යාල ගොඩනැගිල්ල වෙනුවෙන් වැය කරනු ලැබූ නොනිමි වැඩ තුළ අන්තර්ගතව පැවති පිළිවෙලින් රු.මිලියන 418 සහ රු.මිලියන 4.6 වටිනාකම් පෙර වර්ෂයේ ගැලපුම් (Prior Year Adjustment) ලෙස ගිණුම්වලින් ඉවත්කර තිබූ නමුත් ඊට අදාළ අනුමැතිය ලබාගැනීමට කටයුතුකර නොතිබුණි.

(ක) නැව් නියෝජිත ආයතනයකින් ලැබිය යුතු ශේෂය ලෙස රු.මිලියන 2,204 ක් අධිකාරියේ ගිණුම්වල දක්වා තිබුණ ද නැව් නියෝජිත ආයතනයෙන් ලබා දුන් ශේෂ සනාථ අනුව එම වටිනාකම රු.මිලියන 595 ක් විය. ඒ අනුව 2023 දෙසැම්බර් 31 දිනට මූල්‍ය ප්‍රකාශන සමඟ රු.මිලියන 1,609 ක වෙනසක් පැවතුණ අතර අදාළ සමාගම සමග මෙම වෙනසට හේතු සොයාබලා ඊට අදාළ සැසඳුම් කර නොතිබුණි.

(ග) හම්බන්තොට වරාය සංවර්ධන ව්‍යාපෘතියේ (අදියර I) විචල්‍ය නියෝගය අංක 06 යටතේ හම්බන්තොට සූරියවැව ජාත්‍යන්තර ක්‍රිකට් ක්‍රීඩාංගණය ඉදිකිරීමට මහජන බැංකුවෙන් ලබාගත් ණය සඳහා පොලී සහ ප්‍රාග්ධනය ආපසු ගෙවීමට හා ගෙවීමට අදාළ ප්‍රතිපාදන මහා භාණ්ඩාගාරය විසින් අධිකාරිය ඉල්ලා සිටින විට සැපයිය යුතු නමුත් මෙම රු මිලියන 2,798.5 ක මුදල මහා භාණ්ඩාගාරය විසින් ශේෂ සනාථ මගින් තහවුරු කර නොතිබූ අතර තවදුරටත් මෙම ශේෂය මහා භාණ්ඩාගාරයේ පොත්පත්වල දක්වා නොතිබුණි. තවද, අධිකාරියේ මූල්‍ය ප්‍රකාශනවලට අනුව 2023 දෙසැම්බර් 31 දිනට ණය ශේෂය රු.මිලියන 2,798.5 ක් සහ බැංකුවෙන් ලැබුණු තහවුරු කිරීම අනුව ණය ශේෂය රු.මිලියන 2,963.1 ක් වූ අතර මූල්‍ය ප්‍රකාශන අනුව සහ ශේෂ සනාථ අතර රු.මිලියන 164.6 ක වෙනසක් විය.

(ච) අධිකාරියේ මූල්‍ය කාර්යය පරිපාටි සංග්‍රහයේ 9.3.1 වගන්තිය අනුව අධිකාරියට ලැබිය යුතු මුදල් අයකර ගැනීම සම්බන්ධයෙන් සෘජුව හෝ අනියම් ලෙස වගකිව යුතු නිලධාරීන් ඒවා හිඟ මුදල් බවට පත්වීමට ඉඩ නොහරින බවට වගබලා ගැනීම සඳහා සෑම සැලකිල්ලක්ම දැක්විය යුතු බව සඳහන් වන අතර 2023 නොවැම්බර් 03 දිනැති අංක මුකො/මුගි/කො/41/2023 දරන අභ්‍යන්තර චක්‍රලේඛයේ 9.15 වගන්තියට අනුව ද බදු දී ඇති පරිශ්‍ර වෙනුවෙන් ලැබිය යුතු බදු මුදල් සහ විදුලි බිල් ප්‍රතිපූර්ණයන් නියමිත කාලය තුළ අප්‍රමාදව එකතුකර ගැනීමට ක්‍රමවේදයක් අනුගමනය කළ යුතු වේ. එසේ වුවද, 2023 දෙසැම්බර් 31 දිනට මාස 6 ඉක්මවූ පරිශ්‍ර කුලී ණයගැතියන් රු.මිලියන 230.7 ක් වූ අතර එය මුළු පරිශ්‍ර කුලී ණයගැතියන්ගෙන් සියයට 93 ක් විය. තවද, කොළඹ වරායේ 2023 දෙසැම්බර් 31 දිනට පරිශ්‍ර අංශයේ උපලේඛන අනුව රු.මිලියන 61.71 ක හිඟ පරිශ්‍ර බදුකුලී ශේෂයක් පැවති අතර මූල්‍ය ප්‍රකාශන අනුව ලැබිය යුතු බදුකුලී ආදායම රු.මිලියන 225.9 ක් විය. ඒ

අනුව මූල්‍ය ප්‍රකාශන හා පරිශ්‍ර අංශයේ තොරතුරු අතර රු.මිලියන 164.19 ක වෙනසක් විය.

- (ජ) හම්බන්තොට වරාය ව්‍යාපෘතිය සඳහා ක්ෂේත්‍ර රාජකාරී වෙනුවෙන් හා ඉඩම් ඵළිපෙහෙලි කිරීමට අදාළව 2014 වර්ෂයේදී රු.මිලියන 4.39 මුදලක් ද, ඉඩම් අභිමුඛවත්ව වන්දි ගෙවීම සඳහා 2015 සහ 2016 වර්ෂයන්හිදී රු.මිලියන 108.77 ක මුදලක් හම්බන්තොට ප්‍රාදේශීය ලේකම් කාර්යාලය වෙත ගෙවා 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 ඉඩම් ලෙස ප්‍රාග්ධනික කර නොතිබුණි.
- (ඤ) අධිකාරිය විසින් MV Jammi නෞකාව සඳහා ලබාදෙන ලද සේවා සඳහා අයවිය යුතු මුදල් වෙනුවෙන් කොළඹ මහාධිකරණයේ නඩුවක් ගොනු කර තිබූ අතර එහිදී ලද තීන්දුව අනුව රු.මිලියන 197.09 (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 සමව බෙදා ගැනීමට පෙත්සම්කාර Sri Lanka Shipping Company Limited හා අධිකාරිය 2017 පෙබරවාරි 23 දිනැති අධ්‍යක්ෂ මණ්ඩල තීරණයට අනුව එකඟතාවයකට පැමිණ තිබුණි. තවද, මහාධිකරණ රෙජිස්ට්‍රාර් විසින් මෙම නඩුවට අදාළ අනිකුත් ලිපිගොනුවලද මෙම යාත්‍රාවට අදාළ කිසිදු මුදලක් තැන්පත් වී නොමැති බවට පවසා සිටින ලද බව ප්‍රධාන නීති නිලධාරී දන්වා තිබුණි. ඒ අනුව ඉතිරි මුදලෙන් ඇ.එ.ජ ඩොලර් 346,040 හි රුපියල් අගය වූ රු.මිලියන 112.08 ක් ලැබිය යුතු ණයගැති වටිනාකම ලෙස ගිණුම්ගත කළ යුතු වුවත් ලැබිය යුතු මුළු මුදල වූ ඇ.එ.ජ ඩොලර් 1,945,712 හි රුපියල් වටිනාකම වූ රු.මිලියන 197.09 ක් ගිණුම් වල දක්වා තිබුණි. ඒ අනුව වත්කම් රු.මිලියන 85.01 කින් අධිගණනයවී තිබුණි.
- (ට) 2010 වර්ෂයේදී SAGT සමාගම ආරම්භ කරන අවස්ථාවේදී අධිකාරිය විසින් ලබාදුන් දොඩකර 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 තිබුණු අතර අධිකාරිය ඉහත ලැබිය යුතු කොටස් වටිනාකම සඳහා හානිකරණ වෙන්කිරීමක් ද සිදුකර නොතිබුණි.
- (ඩ) 2017 අංක 24 දරන දේශීය ආදායම් බදු පනතේ 6(2) වගන්තිය අනුව ආදායම් බදු ගණනයේදී ප්‍රාග්ධන වත්කම් හා වගකීම් උපලබ්ධි කිරීම (Capital asset realization gain) මගින් ඇතිවන ලාභ සලකා බැලිය යුතු අතර බදු පනතේ 7 (2) b වගන්තිය අනුව ආයෝජිත වත්කම්

උපලබ්ධිය මගින් ලැබෙන ආදායමද බදු ගණනයේදී සලකා බැලිය යුතු වේ. මෙම ගණනයේදී මෙම වත්කම්වල 2017 සැප්තැම්බර් 30 දිනට පැවති වෙළඳපොල මිල පදනම් කරගත යුතු අතර මෙමගින් ආයෝජිත හා ප්‍රාග්ධන වත්කම්වලට ප්‍රත්‍යාගණන ලාභය මත විලම්බිත බදු වගකීම සඳහා වෙන්කිරීමක් සිදුකළ යුතුය. නමුත් අධිකාරිය විසින් විලම්බිත බදු වගකීම ගණනයේදී තම ප්‍රාග්ධන හා ආයෝජිත වත්කම්වලින් ප්‍රත්‍යාගණන ලාභ මත වන විලම්බිත බදු වගකීම ගණනය කර ගිණුම්ගත කර නොතිබුණි.

ශ්‍රී ලංකා විගණන ප්‍රමිත වලට (ශ්‍රී.ලං.වි.ප්‍ර) අනුකූලව මා විගණනය සිදු කරන ලදී. මෙම විගණන ප්‍රමිත යටතේ වූ මාගේ වගකීම, මෙම වාර්තාවේ මූල්‍ය ප්‍රකාශන විගණනය සම්බන්ධයෙන් විගණකගේ වගකීම යන කොටසේ තවදුරටත් විස්තර කර ඇත. මාගේ තත්ත්වගණනය කළ මතය සඳහා පදනමක් සැපයීම උදෙසා මා විසින් ලබාගෙන ඇති විගණන සාක්ෂි ප්‍රමාණවත් සහ උචිත බව මාගේ විශ්වාසයයි.

### 1.3. අධිකාරියේ 2023 වාර්ෂික වාර්තාවේ ඇතුළත් අනෙකුත් තොරතුරු

මෙම විගණන වාර්තාවේ දිනට පසුව මට ලබා දීමට බලාපොරොත්තු වන සමූහයේ 2023 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 2023 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 ප්‍රමිතවලට 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

සමස්තයක් 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 අවදානම හඳුනාගැනීම හා තක්සේරු කිරීම සඳහා අවස්ථාවෝචිතව උචිත විගණන පරිපාටි සැලසුම් 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, වේතනාන්විත මහභරීමෙන්, වරදවා දැක්වීමෙන් හෝ අභ්‍යන්තර පාලනයන් මත භරීමෙන් වැනි හේතු නිසා වන බැවිනි.
- අභ්‍යන්තර පාලනයේ සඵලදායීත්වය පිළිබඳව මතයක් ප්‍රකාශ කිරීමේ අදහසින් නොවුවද, අවස්ථාවෝචිතව උචිත විගණන පරිපාටි සැලසුම් 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 අඛණ්ඩ පැවැත්ම පිළිබඳ ප්‍රමාණාත්මක අවිනිශ්චිතතාවයක් තිබේද යන්න සම්බන්ධයෙන් ලබාගත් විගණන සාක්ෂි මත පදනම්ව ගිණුම්කරණය සඳහා ආයතනයේ අඛණ්ඩ 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 පාර්ශ්වයන් දැනුවත් කරමි.

## 2. වෙනත් නෛතික 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 තත්ත්වගණනය කළ මතය සඳහා පදනම් කොටසේ විස්තර කර ඇති කරුණු වලින් වන බලපෑම හැර 2018 අංක 19 දරන 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 (එ)(ii), (ජ), (ඤ), (ට), 2.3 (ඉ) 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 අදාළ ලිඛිත නීතියකට හෝ අධිකාරියේ පාලක මණ්ඩලය විසින් නිකුත් කරන ලද චෙතන් පොදු හෝ විශේෂ විධානවලට අනුකූල නොවන ලෙස ක්‍රියා කර ඇති බව.

නීති රීති/ විධානයට යොමුව	නිරීක්ෂණය
(අ) මුදල් රෙගුලාසි අංක 1646 සහ ශ්‍රී ලංකා වරාය අධිකාරියේ 2003 අප්‍රේල් 25 දිනැති අංක 10/2003 චක්‍රලේඛය	ගමන් පිළිබඳ මාසික සාරාංශය වාහන භාර නිලධාරීන් විසින් වාර්තා ඉදිරිපත් කරනු ලබන මාසයට පසු ඊළඟ මාසයේ 15 වැනි දිනට ප්‍රථමයෙන් 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.
(ආ) 1979 අංක 51 දරන ශ්‍රී ලංකා වරායවල් පිළිබඳ අධිකාරිය පනතෙහි 39 වන වගන්තිය	“අධිකාරියේ යම් මාර්ගස්ථ මඩුවල තබන ලද බඩු කිසිවක්, ඒවා ඒ මඩුවල තබන ලද වේලාවේ සිට දින 21 ක කාලයක් තුළ මඩුවලින් ඒවා ඉවත්කර නොගන්නා ලද අවස්ථාවක ඒ වන තුරුත් ඒ මඩුවල තිබෙන ඒ බඩු සියල්ලම හෝ එකී බඩු අතුරින් යම් කිසිවක් හෝ ඒ කාලය ඉකුත් වූ විට 40 වන වගන්තියේ විධිවිධානවලට භානියක් නොමැතිව අධිකාරිය විසින් ප්‍රසිද්ධ වෙන්දේසියේ විකුණනු ලැබිය හැකිය.” ගාස්තු නිදහස්

කාලසීමාව ඉක්මවා දින 2825 සිට දින 6922 දක්වා වූ කාල පරාසයක් වරාය පරිශ්‍රය තුළ පැවති බහාලුම් 08 ක අන්තර්ගත භාණ්ඩ/ ද්‍රව්‍ය කුමක්ද යන්න හඳුනාගැනීමට නොහැකිවී තිබුණු අතර දීර්ඝ කාලයක් ගතවී ඇතත් එම බහාලුම් සම්බන්ධයෙන් පනතෙහි 39 වන වගන්තිය ප්‍රකාරව අධිකාරිය කටයුතු කර නොතිබුණි.

(ඇ) 2007 අංක 07 දරන සමාගම් සමාගමේ මූල්‍ය ප්‍රකාශන ශේෂ පත්‍ර දිනට අදාළව සම්පූර්ණ කර පනතේ 150 වගන්තිය යටතේ ඇති බවත් මූල්‍ය ප්‍රකාශන පනතේ නියමයන්ට අනුව සහතික කර ඇති බවත් අධ්‍යක්ෂ මණ්ඩලය වෙනුවෙන් සමාගමේ අධ්‍යක්ෂවරයන් දෙදෙනෙකු විසින් දින යොදා අත්සන් කර ඇති බවට හෝ සමාගමෙහි ඇත්තේ එක් අධ්‍යක්ෂවරයෙකු පමණක් නම් ඒ අධ්‍යක්ෂවරයා විසින් දින යොදා අත්සන් යොදා තිබිය යුතු නමුත් අධිකාරියේ මූල්‍ය ප්‍රකාශනවල වාර්තාකර ඇති පරිපාලිත සමාගමක් වන ලංකා ගැස් ටර්මිනල් සමාගම 2018 වර්ෂයේ සිට 2023 වර්ෂය දක්වා විගණනය සඳහා ඉදිරිපත්කළ මූල්‍ය ප්‍රකාශන අධ්‍යක්ෂකවරුන්ගේ අත්සන් රහිත, පනත ප්‍රකාරව සහතික කළ මූල්‍ය ප්‍රකාශන නොවුණි. තවද, මෙහෙයුම් කටයුතු සිදු නොවන බවට මූල්‍ය ප්‍රකාශනවල හෙලිදරව්කර තිබූ අතර විගණන කමිටුව මගින් එම සමාගම ඇවර කිරීමට යෝග්‍ය පියවර ගැනීමට යෝජනාකර තිබුණද, 2023 වර්ෂය අවසාන දින වන විටත් ඒ සම්බන්ධව අධිකාරිය කටයුතුකර නොතිබුණි.

(ඈ) 2009 අප්‍රේල් 16 දිනැති අංක 09/2009 දරන රාජ්‍ය සේවා ස්ථානයක සිටින සේවක සංඛ්‍යාව ගැන නොසලකා සියළුම නිලධාරීන් විසින් කාර්යාලයට පැමිණීම හා පිටවීම පරිපාලන චක්‍රලේඛයෙහි 3 සම්බන්ධයෙන් සනාථ කිරීම සඳහා ඇගිළි සලකුණු යන්ත්‍ර වන වගන්තිය, 2009 ජූනි 17 භාවිතා කර වාර්තා තබා ගැනීමට පියවර ගතයුතු වුවත් ඔලුවිල් දිනැති අංක 09/2009 (1) දරන සහ කන්කසන්තුරය වරායන්වල ඇගිළි සලකුණු යන්ත්‍ර චක්‍රලේඛය හා 2017 අප්‍රේල් (Finger Scanner Machine) ස්ථාපිතකර නොතිබුණි. 19 දිනැති අංක 03/2017 දරන වක්‍රලේඛය

(ඉ) 2021 නොවැම්බර් 16 දිනැති අංක පීඊඩී/01/2021 දරන රාජ්‍ය ව්‍යාපාර චක්‍රලේඛය

සමග නිකුත් කර ඇති රාජ්‍ය  
ව්‍යාපාර සඳහා වූ සංස්ථාපිත  
යහපාලන මාර්ගෝපදේශය

- (i) වගන්තිය අංක 2.2.5 සහ 2023 සැප්තැම්බර් 27 දිනැති අංක 01/2021 (ii) දරන රාජ්‍ය ව්‍යාපාර වක්‍රලේඛයේ වගන්ති අංක 2 හා 3
- පරිපාලිත සමාගම් සඳහා මව් සමාගමේ අධ්‍යක්ෂක මණ්ඩලය අනුමත කරන ලද පරිපාලිත සමාගම් ප්‍රතිපත්තියක් (Board approved subsidiary policy) සකස් කර ඒ අනුව කටයුතු කළ යුතු වුවත් අධිකාරිය සතු පරිපාලිත සමාගම් සඳහා එවැනි ප්‍රතිපත්තියක් සකස් කර නොතිබුණු අතර මව් සමාගම තම පරිපාලිත සමාගම්වල කාර්යයසාධනය අධීක්ෂණයට ක්‍රමවේදයක් සකස්කර තිබිය යුතු වුවද, එලෙස සිදුකර නොතිබුණි.
- (ii) වගන්ති අංක 4.3
- අවදානම් කමිටුව අවම වශයෙන් විධායක නොවන අධ්‍යක්ෂකවරු තිදෙනෙකු, (03) නියෝජනය කළයුතු අතර ත්‍රෛමාසිකව කමිටුව රැස්විය යුතු වුවද, 2023 මාර්තු 30 දිනැති අධ්‍යක්ෂ මණ්ඩල ලේකම් විසින් සපයන ලද තොරතුරු අනුව 2022 පෙබරවාරි 25 දින පත්කරන ලද අවදානම් කමිටුවෙහි දැනට සාමාජිකයන් දෙදෙනෙකුගෙන් (02) පමණක් සමන්විත වී තිබූ අතර අවදානම් කමිටුව ත්‍රෛමාසිකව රැස් වී නොතිබුණි.
- (ඊ) 2006 රජයේ ප්‍රසම්පාදන මාර්ගෝපදේශ සංග්‍රහය 8.10.2 වගන්තිය
- (i) කොන්ත්‍රාත්තුවේ වටිනාකම ශ්‍රී ලංකා රුපියල් 250,000 ට වැඩි නම් කොන්ත්‍රාත්තුව ප්‍රදානය කිරීම වැඩි වශයෙන් අලෙවි වන එක් ජාතික පුවත්පතක ද ජාතික ප්‍රසම්පාදන නියෝජ්‍යායතන වෙබ් අඩවියේද රජයේ ගැසට් පත්‍රයේද පළකිරීම අනිවාර්ය ලෙස දැක්වුවද ඇස්තමේන්තුගත පිරිවැය රු.මිලියන 40,273.67 (වැට් රහිත) ක් වූ East Container Terminal Phase II Civil Works කොන්ත්‍රාත්තුව Access – CHEC JV හට ප්‍රදානය කිරීම සම්බන්ධයෙන් එසේ කටයුතු කර නොතිබුණි.
- (ii) 2021 ජූලි 07 වන දින පැවති අමාත්‍ය මණ්ඩලය විසින් පත් කරන ලද ප්‍රසම්පාදන කමිටුවේ රැස්වීම් වාර්තාවේ 2.7 වගන්තිය අනුව ලංසු තැබීමේ කාලය සති 02 කින් දීර්ඝ කිරීමට තීරණය කිරීම සහ ඒ අනුව නව දිනය ලෙස ලංසු අවසන් කිරීම 2012 ජූලි 14 ලෙස තීරණය කර තිබූ අතර 2021 ජුනි 16 වන දින පැවති ප්‍රසම්පාදන කමිටු රැස්වීම්



වාර්තාවේ 2.3 වගන්තිය අනුව ලංසු අවසන් කිරීම 2021 ජූලි 14 දින ලෙසත්, ලංසු ලේඛන නිකුත් කිරීමේ කාලය 2021 ජූලි 12 වන දින දක්වා කල්දමන බවටත් තීරණය කර තිබුණි. 2021 ජුනි 07 සහ 2021 ජුනි 16 රැස්වීම් වාර්තාවල පිළිවෙලින් 2.8 සහ 2.4 වගන්ති අනුව මෙම කාලය වෙනස් කිරීම පිළිබඳව ශ්‍රී ලංකා වරාය අධිකාරියේ වෙබ් අඩවියේ සහ විදේශ දූත මණ්ඩලවල දැන්වීම් පල කිරීමට කටයුතු කර නොතිබුණි.

(උ) 2023 නොවැම්බර් 03 දිනැති සියළුම කොට්ඨාශ හා අංශ ප්‍රධානීන් විසින් ලබාගත් අංක අත්තිකාරම් මුදල් අදාළ වර්ෂය අවසානයට පෙර නිරවුල් කළ මුකො/මුගි/කො/41/2023 යුතු වුවද, 2023 දෙසැම්බර් 31 දිනට අධිකාරියේ විවිධ දරන ශ්‍රී ලංකා වරාය කොට්ඨාශ විසින් අවස්ථා 35 ක දී ලබාගෙන තිබුණු රු.මිලියන අධිකාරියේ අභ්‍යන්තර 627.66 ක් වූ අත්තිකාරම් ශේෂයක් ගිණුම් අංක 142341 වක්‍රලේඛයේ 2.12 වගන්තිය (FA0001) යටතේ පැවති අතර එම ශේෂය 2023 දෙසැම්බර් 31 දිනට පියවා 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, අධිකාරියේ සම්පත් සකසුරුවම් ලෙස, කාර්යක්ෂම ලෙස සහ ඵලදායී ලෙස කාලසීමාවන් තුළ සහ අදාළ නීතිරීතිවලට අනුකූලව ප්‍රසම්පාදනය කර භාවිතා කර නොමැති බව.

### 2.3. වෙනත් කරුණු

(අ) විශාල නැව් මෙහෙයවීමෙන් ලැබෙන තරඟකාරී වාසිය වරාය අධිකාරිය වෙත අත්පත්කර ගැනීමේ අරමුණින් ජය බහාලුම් පර්යන්තයේ (JCT) හි දිග මීටර් 120 කින් දීර්ඝ කිරීමට සහ ගැඹුර මීටර් 15 ක් ලෙස නැව්තොට සකස් කිරීම සඳහා රු.මිලියන 5,035.30 (VAT රහිත) ක් වූ JCT-V ව්‍යාපෘතියට 2017 ජූලි මාසයේදී අමාත්‍ය මණ්ඩල අනුමැතිය ලබාදී තිබූ අතර එය ගිවිසුම ප්‍රකාරව 2022 ජූලි 22 දින අවසන් කිරීමට නියමිතව තිබුණ ද ඒ සඳහා 2023 දෙසැම්බර් 31 දක්වා තවත් අමතර කාල දිගුවක් ලබාදී තිබූ අතර එහි 2023 දෙසැම්බර් 31 දිනට භෞතික ප්‍රගතිය සියයට 82.6 ක් විය.

(ආ) 2023 දෙසැම්බර් 31 දිනට අධිකාරියේ ණය කාලසීමාව ඉක්මවූ මුළු නැව් නියෝජිත ණයගැති ශේෂය රු.මිලියන 1,791 ක් විය. එය මුළු නැව් නියෝජිත ණයගැති ශේෂයෙන් සියයට 41 ක් විය.

- (ඇ) නැව් නියෝජිතයින් විසින් කලින් ගෙවන ලද අත්තිකාරම් පියවීමෙන් පසු, 2023 දෙසැම්බර් 31 දිනට ඉතිරිව පැවති ශේෂ රු.මිලියන 913.49 ක් වූ අතර එයින් රු.මිලියන 232.50 ක් මාස 06 සිට වර්ෂ 5 ඉක්මවා තිබුණු නමුත් නිරවුල් කිරීමට කටයුතු කර නොතිබුණි. තවද, එම නැව් නියෝජිතයින් විසින් ඉන්වොයිස් වටිනාකමට වඩා වැඩියෙන් ගෙවන ලද රු.මිලියන 2,407 ක් නැව් නියෝජිත බැර ශේෂ (Shipping Agent Credit Balances) ලෙස මූල්‍ය ප්‍රකාශන තුළ දක්වා තිබුණි. 2023 දෙසැම්බර් 31 දිනට එයින් රු.මිලියන 388 ක්, මාස 06 සිට වර්ෂ 5 ක කාල පරාසයක් දක්වා නිරවුල් කර නොතිබුණි.
- (ඈ) 2023 දෙසැම්බර් 31 දිනට ණයගැතියන්ගෙන් අයවිය යුතු ශේෂ සම්බන්ධයෙන් නඩු කටයුතු ආරම්භ කර ඇති (Under Litigation) නැව් නියෝජිත ණයගැති වටිනාකම රු.මිලියන 439 ක් වූ අතර එයින් කොළඹ වරායට අදාල රු.මිලියන 406 ක ශේෂය සඳහා ණයගැතියන් 13 දෙනෙකු (Marshal of Admiralty High Court ඇතුළුව) මූල්‍ය කොට්ඨාශය මගින් දක්වා තිබුණ ද එම වටිනාකම තුළ වූ රු.මිලියන 65 ක ණයගැතියන් 6 දෙනෙකු සම්බන්ධයෙන් නඩු පවරා ඇති බවට නීති කොට්ඨාශය මගින් විගණනය වෙත සනාථ කර නොතිබුණි. තවද අධිකාරියේ 2023 දෙසැම්බර් 31 දිනට වසර 5 ඉක්ම වූ නැව් නියෝජිත ණයගැති ශේෂ රු.මිලියන 369 ක් වූ අතර එයින් රු.මිලියන 358 ක් නීති කටයුතු සඳහා යොමු කළ ණයගැතියන් වුව ද රු.මිලියන 12 ක් සඳහා නීති කටයුතු ආරම්භ කර නොතිබුණි.
- (ඉ) අධිකාරිය විසින් දීර්ඝ කාලීනව මුදල් අයකරගෙන නොතිබූ රු.මිලියන 42.25 ක වටිනාකමකින් යුත් නැව් නියෝජිත ණයගැතියන් 2 ක් 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.
- (ඊ) අධිකාරිය විසින් දීර්ඝ කාලීනව මුදල් අයකරගෙන නොතිබූ රු.මිලියන 5.2 ක වටිනාකමකින් යුත් නැව් නියෝජිත හා පරිශ්‍ර කුලී ණයගැතියන් 4 ක් සම්බන්ධයෙන් පවරන ලද නඩු කටයුතුවල තීන්දුව අධිකාරියට පක්ෂව ලැබී තිබුණ ද ණයගැතියන්ගේ නිවැරදි ලිපිනයන් නොමැති වීම හේතුවෙන් අදාල මුදල් අයකර ගැනීමේ ඉදිරි පියවර ගෙන නොතිබුණ අතර අධිකාරියට අයවිය යුතු වරාය ගාස්තු රු.මිලියන 6.7 ක මුදල අයකර ගැනීම සඳහා පුද්ගලික ආයතනයකට විරුද්ධව නඩුවක් ගොනුකර තිබුණ ද වගඋත්තරකරුගේ නිවැරදි ලිපිනය නොමැතිව නොතීසි භාරදීමට නොහැකි වී තිබුණි.
- (උ) 2023 දෙසැම්බර් 31 දිනට ආරවුල් සහිත ණයගැතියන් (dispute debtors) රු.මිලියන 53 ක් සහ නැවත විසඳීම සඳහා (re-dispute) යොමු කළ ණයගැතියන් රු.මිලියන 25 ක් පැවතුණි. ඉහත ආරවුල් සහිත ණයගැති ශේෂ තුළ මාස හයක්, වර්ෂයක් හා වර්ෂ 1 න් 5 න් අතර කාල පරිච්ඡේද

තුළ නොවිසඳුණු ශේෂ පිළිවෙළින් රු.මිලියන 18.8 ක්, රු.මිලියන 29.5 ක් හා රු.මිලියන 4.6 ක් වී තිබුණි. නැවත විසඳීම සඳහා යොමු කළ ණයගැති ශේෂ තුළ මාස හයක් හා වර්ෂයක් අතර කාල පරිච්ඡේද තුළ නොවිසඳුණු ශේෂ පිළිවෙළින් රු.මිලියන 22.23 සහ රු.මිලියන 2.4 ක් වී තිබුණි.

- (උ) පරිශ්‍ර කුලී ණයගැති ශේෂය තුළ පවත්නා පුද්ගලික ආයතනයකට අදාළ ණයගැති ශේෂය කල්බදු ගිවිසුම “දෙපාර්ශවය විසින්ම ගිවිසුම් කොන්දේසි කඩකිරීම” මත 2022 පෙබරවාරි 25 දිනැති PAM/42/2022 අධ්‍යක්ෂ මණ්ඩල තීරණයට අනුව අවලංගු කර තිබුණු අතර 2022 නොවැම්බර් 30 දිනැති PAM/237/2022 අධ්‍යක්ෂ මණ්ඩල තීරණයට අනුව අවලංගු කරන ලද කල්බදු ගිවිසුම නැවත ක්‍රියාත්මක කිරීමට අධිකාරිය විසින් කටයුතු කර තිබුණි. එසේ වුවද, 2023 දෙසැම්බර් 31 දිනට එම ණයගැතියාගෙන් ලැබිය යුතු රු.මිලියන 77 ක ශේෂය අයකරගැනීමට කටයුතු කර නොතිබුණු අතර එම ශේෂය තුළ මාස 06-12 අතර රු.මිලියන 11 ක් හා වර්ෂ 01 ඉක්මවූ වටිනාකම රු.මිලියන 66 ක් ව පැවතුණි. තවද මෙම ශේෂය කපාහැරීමට තීරණය කර තිබුණි.
- (එ) කොළඹ 10 විජේවර්ධන මාවතේ සන්නිවේදන කුලුණ ඉදිකරන ස්ථානය අසල ඇති ඉඩම ශ්‍රී ලංකා විදුලි සංදේශ නියාමන කොමිෂන් සභාව වෙත ලබාදීම වෙනුවෙන් 2023 දෙසැම්බර් 31 දිනට ලැබිය යුතු ශේෂය වන රු.මිලියන 37.9 තුළ වර්ෂයක් හා වර්ෂ 1 ත් 5 ත් අතර කාල පරිච්ඡේද තුළ නිරවුල් නොවූ ශේෂ පිළිවෙළින් රු.මිලියන 8.2 ක්, රු.මිලියන 29.7 ක් පැවතුණි. අධිකාරිය විසින් අදාළ ආයතනය වෙත දැනුවත් කිරීම් කර තිබුණ ද, විගණිත දින වන විටත් මෙම මුදල් අයකර ගැනීමට අධිකාරිය අපොහොසත් වී තිබුණු අතර අධිකාරිය සහ ශ්‍රී ලංකා විදුලි සංදේශ නියාමන කොමිෂන් සභාව යන ආයතන දෙක කල්බදු ගිවිසුමකට එළඹ නොතිබුණි.
- (ඒ) අධිකාරියේ මිලදී ගැනීම් වෙනුවෙන් විවිධ අවස්ථාවලදී සැපයුම්කරුවන් වෙත ගෙවූ රු.මිලියන 179.12 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 160.6 ක් සහ වසර ඉක්මවූ රු.මිලියන 4.3 ක ශේෂයක් ද 2023 දෙසැම්බර් 31 දිනට නොපියවා පැවතුණි.
- (ඔ) අධිකාරිය විසින් බාහිර පාර්ශවයන් සඳහා ආහාර සහ තේ සැපයීම වෙනුවෙන් අධිකාරිය වෙත ලැබිය යුතු රු.මිලියන 5.06 ක ශේෂයක් 2023 දෙසැම්බර් 31 දින වන විට නොපියවා පැවතුණි. තවද, එම ශේෂය තුළ වසර 5කට වැඩි කාලයක් නිරවුල් නොවී පැවති ශේෂය රු.611,847 ක ශේෂයක් ද, වසර 2 ඉක්මවූ රු.244,768 ක ශේෂයක් ද, වසර 1 ඉක්මවූ රු.මිලියන 1.4 ක ශේෂයක් ද පැවතුණි.



- (ඔ) කන්කසන්තුරය වරායට අයත් රු.මිලියන 72 ක් වූ අක්කර 16 ක භූමි ප්‍රමාණය සඳහා මෙතෙක් අධිකාරියට අයිතිය පැවරී නොමැති අතර අදාළ භූමිය සම්බන්ධයෙන් හිමිකමක් අධිකාරියට නොතිබුණි.
- (ක) 2023 දෙසැම්බර් 31 දින වන විට බදු කාලසීමාව අවසන්ව තිබූ පර්වස් 31.67 ක් වන බදු ගිවිසුම් 03 ක් 2024 වර්ෂයේ මුල් කාර්තුව වන තෙක් යාවත්කාලීන කර නොතිබුණි.
- (ග) අධිකාරිය සතුව පවතින අක්කර 03 රුඩ් 03 පර්වස් 24.47 ක ප්‍රමාණයක් සහිත ඉඩම් කැබලි 08 ක් කල්බදු ගැනුම්කරු සමග බදු ගිවිසුමක් රහිතව ආයෝජන දේපල ලෙස ගිණුම්ගත කර තිබුණි.
- (ච) අධිකාරිය විසින් බදු දීමට හෝ වෙනත් ඵලදායී කාර්යයකට යොදාගැනීමට අපේක්ෂිත වුවත්, රු.මිලියන 2,997 ක් වටිනා අක්කර 29 රුඩ් 03 පර්වස් 9.39 ක් වන ඉඩම් කැබලි 05 ක් මෙතෙක් අපේක්ෂිත අරමුණට යොදා නොගෙන පැවතුණි.
- (ජ) උතුරු නැගෙනහිර පිවිසුම් කලාප සංකල්පය සාක්ෂාත් කර ගැනීමේ අරමුණින් කන්කසන්තුරේ වරාය ප්‍රතිසංස්කරණය කිරීම සඳහා ශ්‍රී ලංකා රජය ඉන්දියානු එක්සිම් බැංකුව සමඟ ඇ.එ.ජ ඩොලර් මිලියන 45.27 ක ණය මුදලක් ලබා ගැනීමට 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. එබැවින් 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 32,048.73 (රු.මිලියන 9.2) ක මුදලක් සහ ණය පොළිය ලෙස ඇ.එ.ජ ඩොලර් 37,042.48 (රු.මිලියන 11.14) ක මුදලක් ද අනාර්ථික වියදමක් වී තිබුණි.
- (ඤ) 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 4,787.77 මත ගණනය කළවිට අධිභාර බද්ද රු.මිලියන 1,196.94 වුවද, අධිකාරිය රු.මිලියන 1,952.2 ක් අධිභාර බදු ලෙස ගෙවා තිබුණි. තවද මෙලෙස වැඩිපුර ගෙවූ රු.මිලියන 755.33 ක මුදල 2022 අංක 14 දරන අධිභාර බද්ද පනතේ 5 (1) වගන්තිය ප්‍රකාරව නැවත අයකර ගැනීමට කටයුතු කර නොතිබුණි.

- (ට) 2023 දෙසැම්බර් 31 දිනට පූර්ව වර්ෂවලට අදාළව ලද අනෙකුත් පර්යන්තයන් ද ඇතුළුව නිරවුල් නොකරන ලද මුළු චෙන්දේසි ආදායම රු.මිලියන 189.42 ක් විය. එම ශේෂය තුළ වෙනත් පර්යන්ත සහ ආයතනවලට ගෙවීමෙන් පසු අධිකාරියේ ආදායම් ලෙස හඳුනාගත යුතු වර්ෂ 2 ඉක්ම වූ චෙන්දේසි විකුණුම් මුදල් ලැබීම් රු.මිලියන 83.86 ක් වී තිබුණි.
- (ඩ) ත්‍රිකුණාමලය වරායේ අළුත්වැඩියා කර භාවිතයට ගැනීම ආර්ථිකමය වශයෙන් ඵලදායී වන පිරිවැය රු.මිලියන 2.3 ක දියත් යාත්‍රා (Pilot launches) 03 ක් (රජරට, Pilot 01 හා Alphred) අළුත්වැඩියා කිරීමකින් තොරව දීර්ඝ කාලයක් තිස්සේ භාවිතයෙන් ඉවත්කර තිබූ අතර ගිනි නිවීමේ උපකරණයන් ද වරාය පරිශ්‍රයේ නිශ්කායීව පැවතුණි. මෙම වත්කම් ස්ථාවර වත්කම් රෙජිස්ටරයේ ඇතුළත්ව නොතිබුණි.
- (ණ) ත්‍රිකුණාමලය වරායේ ඉඩම්වල 2017 වර්ෂයේ සිට 2022 වර්ෂය දක්වා අනවසර පදිංචිකරුවන්ට එරෙහිව 2023 ජූලි 10 දින වන විට පවරන ලද නඩු සංඛ්‍යාව 147 ක් වූ අතර කාලච්ඡේදය තුළ ඉවත් වූ පදිංචිකරුවන් ගණන 110 ක් විය. එසේම, ඉදිරියේදී නඩු පැවරීමට යෝජිත පිරිස 46 ක් වූ අතර අධිකරණයේ ඉවත්කිරීම් නියෝග ලබාදී තිබියදී ඉවත් නොවූ පිරිස 36 ක් ද විය. තවද, ත්‍රිකුණාමලය වරායට 'අයත් හෙක්ටයාර් 1,871 ක් වූ විශාල ඉඩම් කට්ටි 04 ක් ආර්ථිකමය වශයෙන් භාවිතයට නොගෙන පැවතුණි.
- (ත) 2019 දෙසැම්බර් 04 වන දින නෞකාවක් කොළඹ වරායේ ජය බහාලුම් පර්යන්තයෙහි ගැටීම නිසා සිදුවූ අනතුර හේතුවෙන් ජය බහාලුම් පර්යන්තයේ ජල චාරකය (Caisson), වේග වළක්වනය (Fenders), වරාය වේදිකා බිත්තිය (Quay wall) යනාදියට හානි සිදුවී තිබුණි. එම හානිය රු.මිලියන 315.90 ක් ලෙස ඇස්තමේන්තුකර 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.

  
 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

Closenberg 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)