



**State Ministry of  
Warehouse Facilities, Container Yards,  
Port Supply Facilities and  
Boats & Shipping Industry Development**

**ANNUAL PERFORMANCE  
REPORT  
2020**



## ***Forward***

**This Annual Performance Report – 2020  
of the State Ministry of  
Warehouse Facilities, Container Yards,  
Port Supply Facilities and  
Boats & Shipping Industry Development  
is prepared in keeping with the instructions given by the Public Finance  
Circular No.402.**

**This report shows physical and financial performance of the State Ministry of  
Warehouse Facilities, Container Yards,  
Port Supply Facilities and  
Boats & Shipping Industry Development**



# ANNUAL PERFORMANCE REPORT FOR THE YEAR 2020

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# **Chapter 01**

## **INSTITUTIONAL PROFILE**

## 1.1 Introduction

Sri Lanka is strategically located in the South Asia, at the crossroads of the fastest growing region in the world. The country is known mainly as container shipping hub of South Asia. Maritime transport already plays an important role in international trade within South Asia region. Majority of each countries international trade is carried out by sea due to the lower cost of maritime transport.

Colombo is the main transshipment hub for the Indian subcontinent. Port of Colombo was the twenty fourth largest container handling port in the world in 2019, handling 7.2 million TEUs. However Colombo port is reaching its maximum capacity.

Therefore development of new deep water ports and the expansion of existing port infrastructure are essential to handle the anticipated growth in container traffic. Also terminal handling performance is very important to compete with the other regional ports. Therefore invest in modern container handling equipment in the Port of Colombo would ensure better performance in terminal handling.

To reduce the risk of increased congestion at the Port of Colombo and to facilitate clearances it is very essential to further development of inland clearance depots (ICDs) and dry ports. Through connecting the Ports with these dry ports through logistic corridors an efficient network for the exports and imports is created. It will promote the economic development inland beyond the sea borders.

Simplification and harmonization of import- export documentation is very important to promote intra-regional trade. Prioritization of the existing Information and Communication Technology (ICT) systems within the Sri Lanka Customs and the development of national single window would raise international trade.

The ship/boat building industry in Sri Lanka has a long and continually evolving history. It has well experienced ship building, repair and maintenance capacity. Sri Lanka remains an export leader among Southeast Asian countries for motor boats and motor yachts. Boat exports increased rapidly in the last decade with the 18% annual average rate. This growth was achieved by increasing exports to traditional markets. This industry has tremendous potential to develop new products & services and to reach new markets worldwide.

Accordingly, State Ministry of Warehouse facilities, Container yards, Port supply facilities and Boats & Shipping Industry Development have identified six thrust areas to be addressed in order to achieve the vision of the ministry.

### 1.1.1. Logistics and Warehousing Development

Logistics refers to as a series of services and facilities related to transportation. In Sri Lanka there is a wide range of facilities and services involve in logistics. Some of them are container trucking, warehousing, inland clearance depots (ICDs), dry ports, freight forwarding and logistic operations and free zones etc.

Sri Lanka has to become the South Asia's leading maritime, logistics and distributions hub. Sri Lanka is geographically well positioned in South Asia, at the crossroads of the fastest growing region of the world. The country's proximity to many emerging markets has positioned it favorably as a very important hub in the region.

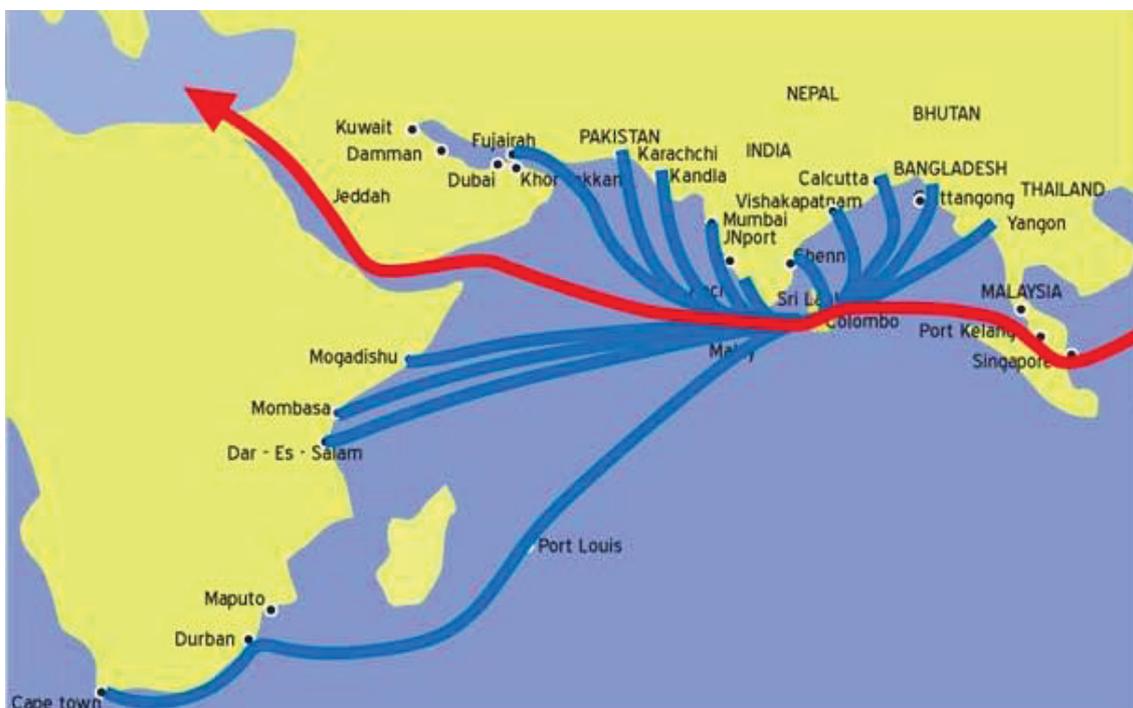


Figure 01 – Sri Lanka as a logistic hub

In Sri Lanka, Logistics industry contributes 2.5% of national GDP which represents US\$ 2 billion. The total share of logistics in national exports is estimated as 7% and the industry provides fulltime direct employment to over 40,000 people. There are 130 shipping agencies and 120 freight forwarders currently involved in Sri Lanka. Total container handling in Sri Lanka has also increased over the past years. In 2019, the total container handling has increased up to 7.2 million Twenty Foot equivalent container units (TEUs) from 7 million TEUs handled in 2018.

Type of container traffic	Year							
	2013	2014	2015	2016	2017	2018	2019	2020
Transshipments	3,274	3,781	3,967	4,435	4,826	5,704	5,955	5,613
Total	4,306	4,908	5,185	5,735	6,209	7,047	7,228	6854

Table 01 - Total Container traffic of the Country (TEUs '000)

Source- SLPA

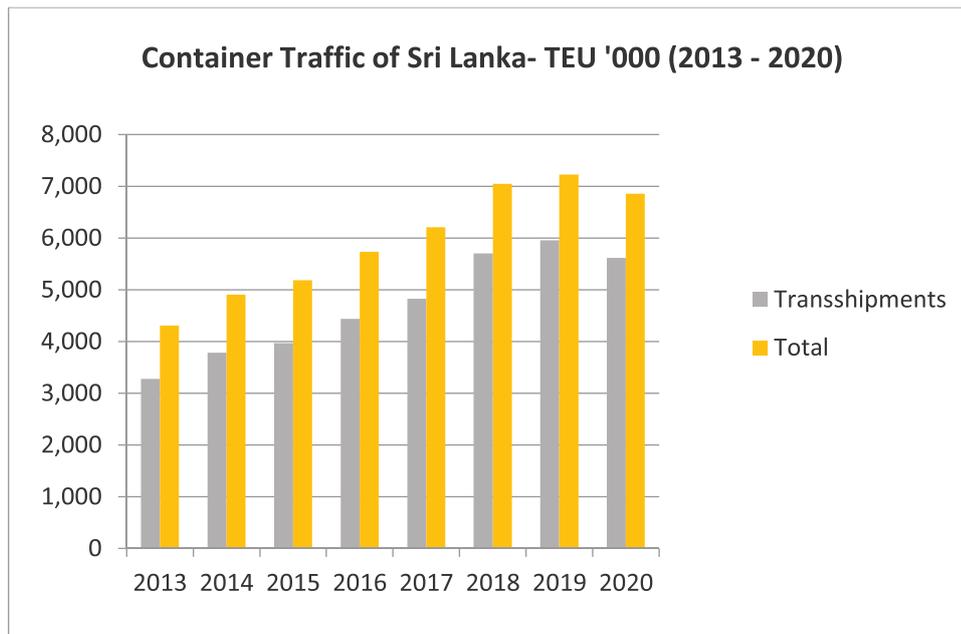


Figure 02 - Total Container traffic of the Country (TEUs '000)

However, the Logistic Performance Index (LPI) rank was 94 in 2018. This index calculated by considering the efficiency of the clearance process, the quality of infrastructure quality of logistics services and the overall level of competency. Cost of operations and turnaround time are critical factors to attract transport and logistics operators.

Logistics can become a driver of the Sri Lankan economy by paying special attention on “Marine Economy”. The country has huge potential for growth in logistic industry but the ports have reached the maximum capacity. Therefore logistic and warehouse development strategies should be focused on the existing port capacity. Accordingly, Sri Lanka’s target to become an international logistic hub providing integrated services and facilities requires physical and information technology infrastructure development in the logistic industry.

Accordingly, several development strategies including regulatory framework have been identified by the State Ministry of Warehouse facilities, Container yards, Port Supply Facilities and Boats & Shipping Industry Development as in order to support the aim of Sri Lanka to becoming a leading logistic hub in the South Asia.

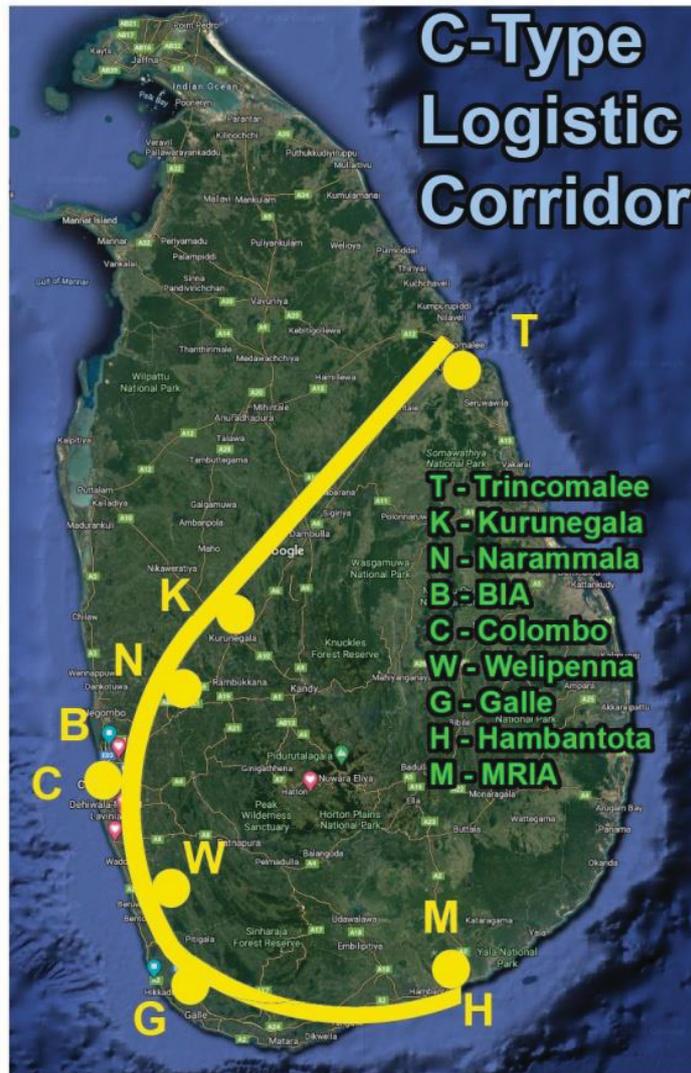


Figure 03- C-Type Logistic Corridor

### **1.1.2. Container Yards, Dry Ports and Inland Clearance Depot Development**

A Dry Port is an intermodal terminals situated in the hinterlands servicing a region connected with one or several ports by rail or road transport and offering specialized services between dry ports and overseas destinations. Generally, a dry port is a container oriented and supplies all logistic facilities which are needed for shipping and forwarding agents in a port.

There are several advantages of having Dry Ports in Sri Lanka. They are as follows,

- (a) Minimized truck turnaround time for the domestic exporters and importers
- (b) Optimized the land area inside the port for vessel and yard operation
- (c) Minimize the traffic congestions inside the CTs affecting the productivity of vessel operation
- (d) Minimize the traffic congestion in the Colombo city limits
- (e) Minimize the number of accidents, high vehicular emission and fuel usage

Currently there are 12 to 15 container depots and 138 custom bonded locations around the country. Under the purview of the State Ministry of Warehouse facilities, Container yards, Port supply facilities and Boats & Shipping Industry Development the following activities have been identified to be implemented.

- (i) Peliyagoda logistic center development
- (ii) Veyangoda Rathmalana dry port development (feasibility to be done )
- (iii) Kerawalapitiya ICD development.
- (iv) Railway based warehousing development
- (v) Logistics facilities development at the Export Processing zones (EPZs).

### **1.1.3. Ports Supply Facilities Development**

Sri Lanka has a clear edge over its global competitors in maritime service industry and the potential to be positioned as a leading service, repair, maintenance and bunkering center, due to one of the busiest sea routes and track record of reliability in services.

The Port of Colombo is to become a well-recognized as “Maritime Centre”, a place in which efficient maritime services are provided and maritime industries are vested. The strategy is to be developed over time under the following areas.

- I. Bunkering facility development
- II. Ship maintenance and repair facilities
- III. Harbour master services
- IV. Pilotage and tugging
- V. Marine and off-shore engineering services
- VI. Facilitation for junk dealers
- VII. Hospital services
- VIII. Insurance / Financial Services
- IX. Trading and Arbitration
- X. Water, food and other necessary Supplies
- XI. Firefighting and emergency services
- XII. Nautical tourism industry development

## **1.1.4. Development of Ports**

### **1.1.4.1. Port of Trincomalee Development**

The port of Trincomalee is a natural deep water (20m) port which comprises several scattered facilities in Eastern Sri Lanka. It has huge development potential due to position, deep waters and ample land for industrial and logistics in the proximity of the port. Especially in connection to the planned logistics corridor development and rail connections the port can emerge as dry bulk and general cargo port.

Preparation of Land Use Plan and assign land plot specifications for future needs will ensure smooth development process.

Development of deep water oil jetty will accommodate larger mainline vessels up to 80,000 DWT with a maximum draught of 13m and will significantly increase handling capacity of the port.

The expansion of railway network from China-bay station to Ashroff Jetty is essential for smooth operations at the jetty. It would reduce handling costs from truck to rail at China-bay station. The design is currently being prepared by the Department of Railways.

Port access road by connecting Batticaloa- Trincomalee (A15) Highway and Trincomalee – Kurunegala (A6) Highway will make it possible for port traffic to bypass the city traffic.

Mud-cove rehabilitation and access road development is needed to start boat building and repair facilities.

Ashroff Jetty expansion is needed to accommodate future cargoes and will facilitate large bulk vessels (300m). It is recommended importing 75% of fertilizer cargo from the Trincomalee port.

Feasibility studies have been completed and environmental studies going on for following works.

- i. Extension of existing Ashroff Jetty by 100m in a transition depth of 13 to 14m. This will create a 350m long quay wall in a straight line.
- ii. Construction of another 300m long quay wall in a straight line at a depth of 14m in alignment with the existing jetty.

### 1.1.4.2. Port of Galle Development

The Port of Galle is Sri Lanka's oldest port, situated near the southern tip of the island. Galle has a strong position in services to main line vessels on the East-West trade route, due to its convenient location near the maritime trade lane. The port handles import of rice, flour, fertilizers, cement and clinkers. The cement related imports are typically transshipped by small bulk vessels, as the larger mother vessels are unable to enter the port of Galle. Additionally, Galle is the only Sri Lankan port that offers dedicated facilities for pleasure yachts, since the completion of a marina complex. The port also receives cruise vessels during the cruise season and it is a port in which often crew changes on main line vessels are organized with fast passenger vessels. Finally, the port houses navy vessels and the port is used for cement related imports.



Figure 4 – Galle Port

Source – Sri Lanka Port Authority

State Ministry of Warehouse facilities, Container yards, Port supply facilities and Boats & Shipping Industry Development has planned to implement Galle Port Development project. Further, actions have been taken to implement two main projects; rehabilitation of breakwater and development of Yacht Marina in Galle Port.

### 1.1.4.3.Kankasanthuraya (KKS) Port Development

Kankasanthuraya and Point Pedro are the small ports which provide a sea entrance to the northern strip of Sri Lanka. Cargo operations in both ports are limited to 26 thousand tons of break bulk cargo in 2016 for the local market. In 2016 about 25 vessels were handled. The ports also have fishery berthing at shallow drafts and a navy facility. Three piers are expected to be revamped, of which one for the navy.

Sri Lanka Port Authority has already identified three main activities to be implemented in KKS port as to operate a commercial berth in KKS port, to operate a passenger terminal and to initiate port related businesses to strengthen the region. Accordingly three major projects have been prioritized i.e. Constructing a new 1,400m breakwater, Constructing multi-purpose berth to accommodate passenger vessels and imports and exports to India, Connecting the port with KKS railway station 1.2 km to the east of the port and to have possible economic zone for food related industries.

State Ministry of Warehouse facilities, Container yards, Port supply facilities and Boats & Shipping Industry Development has committed to rehabilitate the breakwater and the consultant has been appointed and mobilized. General survey of existing breakwater committed and other investigation are going on.



Figure 5– Plan of the proposed project

### 1.1.5. Boats and Shipping Industry Development

The Boat Building Industry in Sri Lanka has a long history. Sri Lanka remains as the number one global exporter of boat sails and leader among Southeast Asian countries for motor boats and motor yachts.

Currently boat manufacturers produce diversified products to meet the global market requirements. The range of products manufactured in boat building sector consists of Pleasure, Commercial, Fishing boats and Naval and coast guard vessels. Boat parts and maritime industry equipment are also produced in Sri Lanka.

Ship building industry offers pre and post production services. Ship manufacturing companies are capable in manufacturing various types of vessels such as Cable laying vessels, Passenger Vessels, Commercial vessels, work boats and Harbour crafts etc.

There are 20 to 25 boat manufacturing yards and 02 ship yards in operation within the country. They provide more than 3,000 direct employments and another 10,000 indirect job opportunities.

This Sector accounts for 1% of the total value of country's exports and the highest value of exports record in 2012/13. As the sector includes sales of unique and expensive boats, trade of boat products has been characterized by large fluctuations. However, value of exports increased significantly. The industry growth has been achieved by increasing exports to traditional markets.

	Year					
	2015	2016	2017	2018	2019	2020
Value (in US dollars million)	182	65	97	27	65	3.4

*Table 02 - Boat, Ship and other floating structure export from Sri Lanka (US\$ million)*

*Source- Annual Report, Central Bank of Sri Lanka, 2020.*

Boats and shipping industry has tremendous potential to reach new markets by developing new products and services. Sector development needs special attention on value chain transformation, investment opportunities, institutional adjustments, regulatory amendments and capacity development.

Lack of infrastructure facilities in the country in line with the boat and shipping industry in order to test products and for launching and berthing is one of the major drawbacks. Several Manufactures do not have direct access to water for launching. Therefore, development of boat building and repair facilities connected to major harbors is a timely need.

Currently the State Ministry of Warehouse facilities, Container yards, Port supply facilities and Boats & Shipping Industry Development has identified the followings as major activities to be carried out in order to develop the Boat and Shipping industry in Sri Lanka.

- i. Boat building and repair facility – Galle
- ii. Boat building and repair facility –Trincomalee
- iii. Boat building and repair facility – KKS
- iv. Construction of launching yards – Beruwala, Negombo.
- v. Separate industrial zone for boat manufacturing.
- vi. Industry capacity building.
- vii. Improve dry docks facilities at regional ports.
- viii. International Marketing and Branding.
- ix. Legislative frame work for industry development

### **1.1.6. Coordination with Stakeholders**

Proper coordination with stake holders coming under the purview of the State Ministry of Warehouse facilities, Container yards, Port supply facilities and Boats & Shipping Industry Development is very important in order to improve the efficiency of the services provided and also to have the smooth functioning of the ministry works to achieve the identified tasks of the ministry. Therefore, both the government sector and the private sector institutions have to be coordinated alike. Further, the proper coordination is vital in order to identify the current context.

Therefore several stakeholder meeting headed by Hon. State Minister of Warehouse facilities, Container yards, Port supply facilities and Boats & Shipping Industry Development have been conducted in order to identify the current status and the future development needs.

The state ministry has initiated to develop and implement a “Port community system”(PCS) to connect all stakeholder organizations involving in import and export.

PCS is an electronic platform that connects the multiple systems operated by various organizations that operate in a sea port and inland port community. The PCS offers for the electronic exchange of information amongst all port and logistics sectors. It has the ability to integrate into a “National Single Window” and it will reduce duplication of data. Moreover it will cut communications and paper administration as information is enter once and reused by users in the supply chain.

## **1.2. Legal Frame Work in which the institution is formatted (Act, Deed of trust, Other)**

- Gazette Notification No. 2194/74 - 25 September 2020 of the Democratic Socialist Republic of Sri Lanka
- Gazette Notification No. 2196/27 - 06 October 2020 of the Democratic Socialist Republic of Sri Lanka.
- Boat Ordinance (No 4 of 1900)
- Graving Dock and Patient Ship ordinance (No 5 of 1908)

## **1.3. Objectives of the Institute**

- 1) Developing container yards linked to road and railway in areas such as Peliyagoda, Veyangoda and Ratmalanawith the participation of private sector
- 2) Improving the capacity of reshipment warehouse handling, container yards, supply facilities and the development of boats and shipping industry
- 3) Developing Galle, Kankasanthurei and Trincomalee harbours meeting the regional requirements and national economic needs
- 4) Promoting the manufacture of boats required for fisheries, shipping and tourism sectors as a national industry
- 5) Expanding and encouraging ships and boats maintenance, repairs and manufacture for export targeting the foreign market requirement
- 6) Developing engineering & technological facilities ship yards and infrastructure development, required for manufacture of ships and boats
- 7) Coordination with the Sri Lanka Ports Authority and Sri Lanka Customs

## 1.4. Vision, Mission and Objective of the Institute

### Vision

*“Sustainable Marine Economy  
Towards Prosperity”*

### Mission

*"Develop an efficient and competitive port environment by facilitating import and export sectors to become a smart logistic hub."*

*"Development of boats and shipping industry as a renowned industry with allied services”*

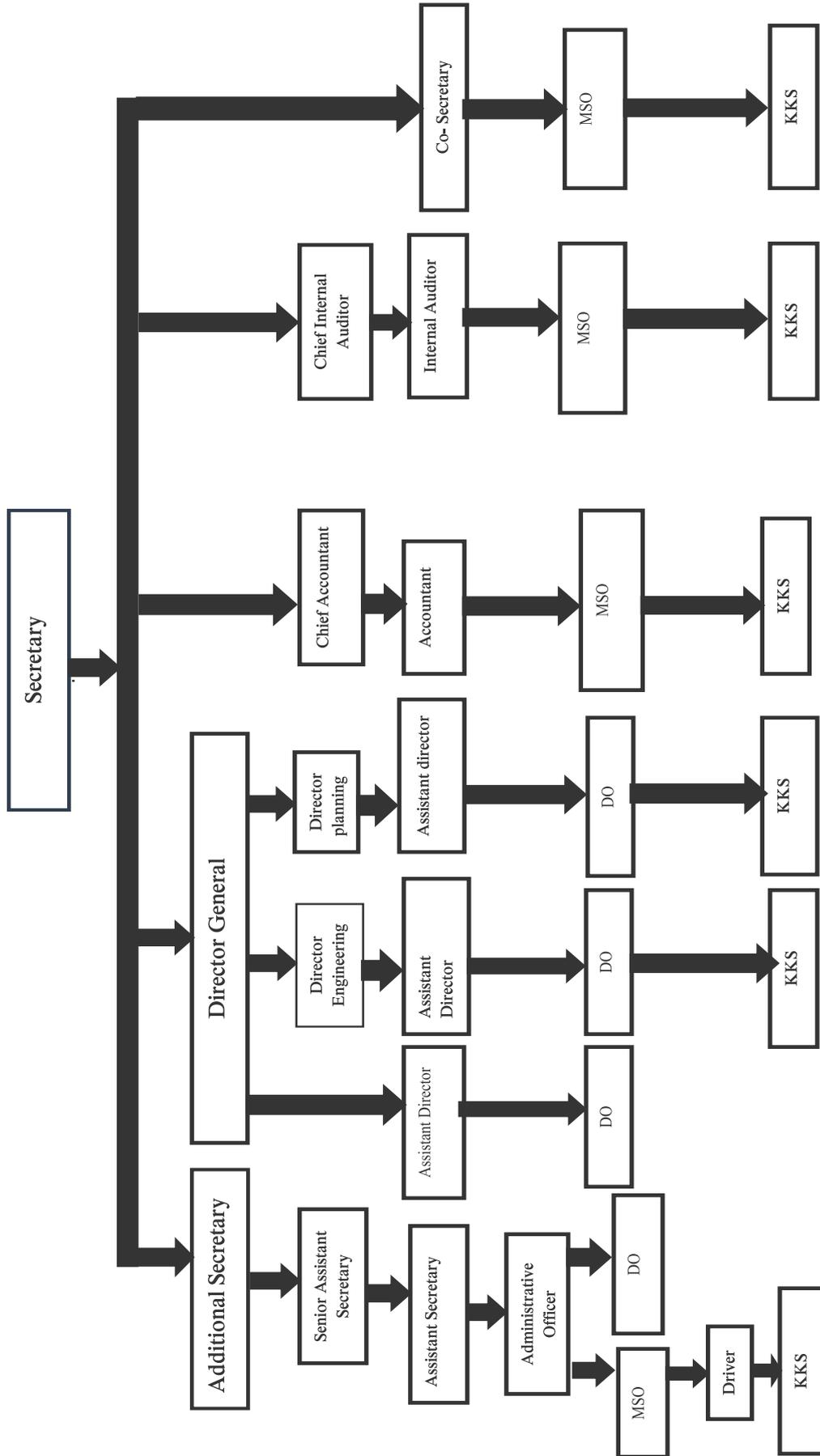
## Objectives

- *Logistics and Warehouse Development*
- *Container yards, Dry Ports and Inland Clearance  
Depots Development*
- *Port Supply Facilities Development*
- *Kankasanthuraya, Trincomalee, Galle Ports  
Development*
- *Boats and Shipping Industry Development*
- *Coordination and Trade Facilitation*

## 1.5. Key functions

- Assisting in the formulation of policies related to the subject of warehousing facilities, container yards, port supply facilities and boat and shipping industry development and for Harbour development to supply competitive import and export facility under the direction and guidance of the Hon. State Minister in conformity with the prescribed laws, Acts and Ordinances
- Implementing, projects under the National Budget, State Investment and National Development Programme
- Planning, Monitoring and evaluation of the projects
- Financial planning and budgeting for development projects and the ministry
- General administration of the ministry
- Implementation of Internal Audit procedures
- Identification of the current draw backs of the sector by coordinate with all the stakeholders and coordinate with relevant institutions in order to rectify the situation.

1.6. Organizational Chart



## 1.7. Details of Foreign Funded Projects

### 1.7.1. Improvement of Port Nautical Activity of Trincomalee Port

- A) Contributing Agencies - JICS - Japan  
 B) Estimated cost of the project - Rs.1580 Mn (1.0 billion Japanese Yen)  
 C) Project Duration - 24 months

Government of Sri Lanka has entered in to an agreement with Government of Japan to implement a grant aid of Japanese Yen 01 billion under the Japanese Non Project Grant Aid Program 2017 (Economic & Social Development program). Exchange of Notes pertaining to the above non project grant were signed between the Government of Sri Lanka and Government of Japan on 12<sup>th</sup> April 2017 in Tokyo, Japan.

Accordingly, Sri Lanka Ports Authority (SLPA) and Japan International System (JICS) had a series of discussions and entered to a mutual agreement. The works were successfully completed in year 2019 and the items were received in this project as follows.

Lot No.	Description
Lot 1	Pilot Vessel
Lot 2	Consultant Work
Lot 3	Vessel Traffic Management System (VTMS) Navigation Buoys (16 Nos) Mooring Buoys (02 Nos) Lighthouse Equipments. Radar Equipments Generator (02 Nos, 400KV) Fire Pumps

The total cost for the above equipment was approximately 1 Billion Japanese Yen without taxes. Further, Installation of Navigation buoys, Mooring buoys, construction of Radar Tower, Construction of Substation, Construction of VTMS room, Light house modification, supply & installation of power cables are undertaken by SLPA under separate SLPA budget.



Figure 06- Pilot Vessel



Figure 07- Navigation Buoys



Figure 08- Mooring Buoy



Figure 09- Light House System

**1.7.2. Rehabilitation of Kankasanthuraya Port**

A) Project Name	- Rehabilitation of Kankasanthuraya Port (Government of Sri Lanka - India)
B) Contributing Agencies	- Ex-Im Bank of India
C) Estimated cost of the project	- 47 USD Million
D) Project Duration	- 39 months

India has extended a fresh financial assistance of \$45.27 million for upgrading Kankasanthuraya (KKS) Port in northern Sri Lanka into a commercial port and strengthening the country's efforts to become a regional maritime hub.

An agreement for Indian financial assistance for \$45.27 million (LKR 6.9 billion) for upgrading Kankasanthuraya (KKS) Port was signed on 10<sup>th</sup> January 2018 in New Delhi by David Rasquinha, managing director, Export-Import Bank of India and RHS Samaratunga, secretary to treasury of Sri Lanka. The upgradation project would make KKS Port a full-fledged commercial port, further strengthening Sri Lanka's efforts to become a regional maritime hub, It would also assist in reconstruction efforts in northern Sri Lanka

- Memorandum of Understanding for the Reconstruction of Kankasanthuraya Port was signed on 21.07.2011 on behalf of the Government of Sri Lanka by the then Secretary to the Ministry of Ports and Highways and the Indian High Commissioner to Sri Lanka.
- As per the Cabinet Decision No. 17/0861/706/054 dated 24.04.2017, the Cabinet approved to obtain US \$ 45.27 million from the Exim Bank of India under the Dollar Loan Scheme of India.
- As per Cabinet Memorandum No. 17/2772/737/037 dated 29.11.2017, Cabinet approval was granted to acquire 50 acres of land belonging to the Cement Corporation adjacent to the Port to the Sri Lanka Ports Authority and to construct buildings.
- The loan agreement was signed on 10.01.2018 by the Secretary to the Ministry of Finance and the Managing Director of Exim Bank of India
- Call for Proposals for Consultancy Services (RFP) was made on 09.05.2019
- The Cabinet approved to award the Contract for Project Management Consultancy Service to Hasconing DHV Consulting Pvt

- The agreements for consultancy services were signed by the Managing Director of Haskonin DHV Companies and the Chairman of the Sri Lanka Ports Authority.

Main Component of the project under Indian Ex-Im bank funds

- Rehabilitation of existing Breakwater - (1400m)
- Rehabilitation of Pier No 1 - (Size 87 m X 6.5 m)
- Construction of Pier No 2. - (Size 85m x 15m extension of existing pier no1)
- Construction of a New Commercial Berth pier No. 3 - (size 167 m x 22m)
- Infrastructure Facilities (Navigational aids, Concrete road on the B/W & etc.)



Figure 10- Commencement of Borehole Investigations



Figure 11- Conditional Survey of Existing Breakwater

# **Chapter 02**

## **PROGRESS AND FUTURE OUTLOOK**

## 2.1 Special Achievements

- Comitments of Kankasanthuraya Port rehabilitation project implementation with the pandemic situation
- Appointment of project consultant to the Kankasanthuraya Port rehabilitation project
- Conduct separate meetings with the stakeholders of the logistic sector

## 2.2 Challenges

- Lack of specialized skills for the logistic sector development and boat & shipping industry development
- Lack of institutions under the ministry for rapid implementation

## 2.3 Future Goals

- To make efficient container handling mechanism.
- To establish more efficient warehouse handling system
- To create an image for Sri Lankan boat and ship building industry internationally by developing new products and services in Sri Lanka.
- Implementing programs to solve problems in the field through proper coordination with public and private sector institutions related to the scope of the Ministry.
- To develop an efficient Port Community System

# **Chapter 03**

## **OVERALL FINANCIAL PERFORMANCE FOR THE YEAR**

**3.1** This includes financial statements prepared in accordance with the format prescribed by Accounting Standards No. 01 for the Public Sector

### 3.1.1 Statement of Financial Performance

1. ACA-F				
Overall Financial Performance for the year ended on 31 <sup>st</sup> December 2020				
			Rs	
Budget 2020		Note	Actual	
			2020	2019
	<b>Revenue Receipts</b>			
0	Income Tax	1	-	0
0	Taxes on Domestic Goods & Services	2	-	0
0	Taxes on International Trade	3	-	0
0	Non-Tax Revenue & Others	4	-	0
0	<b>Total Revenue Receipts(A)</b>		-	0
	<b>Non-Revenue Receipts</b>			
0	Treasury Imprests		11,050,000	0
0	Deposits		2,525	0
0	Advanced Accounts		51,246	0
0	Other Receipts		61,521	0
0	<b>Total Non-Revenue Receipts(B)</b>		<b>11,165,292</b>	<b>0</b>
0	<b>Total Revenue Receipts &amp; Non-Revenue Receipts C= (A)+(B)</b>		<b>11,165,292</b>	<b>0</b>
	<b>Less: Expenditure</b>			
0	<b>Recurrent Expenditure</b>			
6,975,000	Wages, Salaries & Other Employment Benefits	5	5,355,401	
5,465,000	Other Goods & Services	6	3,435,606	0
0	Subsidies, Grants and Transfers	7	-	0
0	Interest Payments	8	-	0
0	Other Recurrent Expenditure	9	-	0

ACA1

ACA-3  
ACA-4  
ACA-5/5(A)

ACA-2(ii)

12,440,000	<b>Total Recurrent Expenditure(D)</b>		8,791,007	0	
	<b>Capital Expenditure</b>				
950,000	Rehabilitation & Improvement of Capital Assets	10	783,957	0	} ACA-2(ii)
2,240,000	Acquisition of Capital Assets	11	878,350	0	
0	Capital Transfers	12	-	0	
0	Acquisition of Financial Assets	13	-	0	
0	Capacity Building	14	-	0	
2,534,270,000	Other Capital Expenditure	15	1,492,782,673	0	
<b>2,537,460,000</b>	<b>Total Capital Expenditure(E)</b>		1,494,444,980	0	
	<b>Main Ledger Expenditure(E)</b>		379,939	0	} ACA-4 ACA-5/5 (A)
	<b>Deposit Payments</b>		2,525	0	
	<b>Advance Payments</b>		377,414	0	
2,549,900,000	<b>Total Expenditure G=(D+E+F)</b>		1,503,615,925	0	
<b>(2,549,900,000)</b>	<b>Imprest Balance as at 31<sup>st</sup> December H=(C-G)</b>		(1,492,450,633)	0	

Table 03 - Overall Financial Performance for the year ended on 31st December 2020

## 3.1.2 Statement of Financial Position

2. ACF – P Statement of Financial Position			
As at 31st December 2020			
	Note	Actual	
		2020 (Rs.)	2019 (Rs.)
<b><u>Non-Financial Assets</u></b>			
Property, Plant & Equipment	ACA-6	0	0
Capital Assets-WIP		0	0
<b><u>Financial Assets</u></b>			
Advance Accounts	ACA-5/5(a)	326,168	0
Cash & Cash Equivalents	ACA-3	0	0
<b>Total Assets</b>		<b>326,168</b>	<b>0</b>
<b><u>Net Assets/Equity</u></b>			
Net Assets		326,168	0
Property, Plant & Equipment-pool		0	0
Capital Assets-WIP (pool)		0	0
Rent and Work Advance	ACA-5(b)	0	0
<b><u>Current Liabilities</u></b>			
Deposits Accounts	ACA-4	0	0
Imprest Balance	ACA-3	0	0
<b>Total Liabilities</b>		<b>326,168</b>	<b>0</b>

Details Accounting Statements in above ACA format Nos.1 to 5 presented in pages from 28 to 30 and Notes to accounts presented in pages from 32 to 34 from and integral parts of these Financial Statements. The Financial Statements have been prepared in complying with the Generally Accepted Accounting Principles whereas most appropriate Accounting Policies are used as disclosed in the Notes to the Financial Statements and hereby certify that figures in these Financial Statements, Notes to accounts and other relevant accounts were reconciled with the Treasury books of Accounts and found to in agreement

  
.....  
Chief Accounting Officer

Name:

Designation:

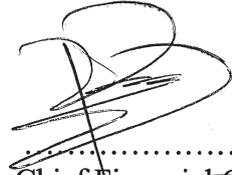
Date: 25/06/2021

  
.....  
Accounting Officer

Name:

Designation:

Date: 2021.06.25

  
.....  
Chief Financial Officer/Chief  
Accountant/ Director(Finaneer)/  
Commissioner (Finance)  
Name: P.S.K Watawala  
Date: 2021.06.25

**D. D. Matharaarachchi**  
Secretary

State Ministry of Warehouse Facilities, Container Yards,  
Ports Supply Facilities and Boats & Shipping  
Industry Development  
No. 45, Layden Bastian Road, Colombo 01.

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## 3.1.3 Statement of Cash Flow

<b>3.ACA-C Statement of Cash Flows</b>		
For the period of year ended 31st december2020		
	Actual	
	2020	2019
	Rs.	Rs.
<b>Cash Flows from Operating Activities</b>		-
Total Tax Receipts	-	-
Fees, Fines, Penalties and Licenses	-	-
Profit	-	-
Non-Revenue Receipts- Imprest Received	11,050,000	-
Deposit Received	2,525	-
Other Receipts	61,521	-
<b>Total Cash generated from Operations (A)</b>	<b>11,114,046</b>	<b>-</b>
<b>Less-Cash Disbursed for:</b>		
Personal Emoluments& Operating Payments	9,574,964	-
Deposit Payments	2,525	-
Subsidies & Transfer payments	-	-
Expenditure on Other Heads	-	-
Finance Costs- Imprest Settlement to Treasury	-	-
<b>Total Cash disbursed for Operations (b)</b>	<b>9,577,489</b>	<b>-</b>
<b>NET CASH FLOW FROM OPERATING ACTIVITIES (c)=(a)-(b)</b>	<b>1,536,558</b>	<b>-</b>
<b>Cash flows from Financing Activities</b>		
Interst	-	-
Dividends	-	-
Divestiture Proceeds & Sale of Physical Assets	-	-
Recoveries from lending	51,246	-
<b>Total Cash generated from investing Activities (d)</b>	<b>51,246</b>	<b>-</b>

<b>Less: cash disbursed for</b>		
Purchase or Construction of Physical Assets & Acquisition of other Investment	1,587,804	-
Advance Payments	-	-
<b>Total cash disbursed for investing activities(e)</b>	<b>1,587,804</b>	<b>-</b>
<b>Advances B</b>		
<b>NET CASH FLOW FROM INVESTING ACTIVITIES (F) = (d) - (e)</b>	<b>(1,536,558)</b>	<b>-</b>
<b>NET CASH FLOW FROM OPERATING &amp; INVESTMENT ACTIVITIES (g) = (c) + (f)</b>	<b>-</b>	<b>-</b>
<b>Cash flows from Financing Activities</b>		
Local Borrowings	-	-
Foreign Borrowings	-	-
Grant Received	-	-
<b>Total Cash genetated from Financing Activities (h)</b>	<b>-</b>	<b>-</b>
<b>Less- Cash disbursed for:</b>		
Repayment of local borrowings	-	-
Repayment of foreign borrowings	-	-
Change in Deposit Accounts and other liabilities	-	-
<b>Total cash disbursed for Financing Activities (i)</b>	<b>-</b>	<b>-</b>
Net cash flow from financing activities ) j)=(h)-(i(	-	-
<b>Net Movement in cash (k) = (g) -(j)</b>	<b>-</b>	<b>-</b>
<b>Opening Cash balance as at 01<sup>st</sup> January</b>	<b>-</b>	<b>-</b>
<b>Colosing cash balance as at 31<sup>st</sup> December</b>	<b>-</b>	<b>-</b>

Table 05 ACA-C Statement of Cash Flows

### 3.2 Performance of utilizing allocated funds (if any)

Type of Allocation	Allocation		Actual Expenditure	Allocations utilization as a% of final allocation
	Original	Final		
Recurrent	14,050,000	12,440,000	8,791,007	71
Capital	2,535,850,000	2,537,460,000	1,494,444,980	59
Total	2,549,900,000	2,549,900,000	1,503,235,987	59

Table 06 Performance of utilizing allocated funds

### 3.3 Performance on donations and other receipts

Donated institution	The purpose of the donation	Donation amount
N/A		

Table 07 Performance on donations and other receipts

### 3.4 Performance of non-financial asset reporting - N/A

Asset code	Code Description	Balance according to the inventory survey report as on 31.12.2019	Balance as per Financial Status Report as on 31.12.2019	To be accounted for in the future	Reporting progress as%
9151	Buildings and structures				
9152	Machinery and equipment				
9153	Lands				
9154	Intangible assets				
9155	Biological assets				
9160	Work in progress				
9180	Lease assets				

Table 08 Performance of non-financial asset reporting

### **3.5 Report of the Auditor General**

(Annex 1)

# Chapter 04

## PERFORMANCE INDICATORS

#### 4.1 Performance Indicators of the Institute (Based on Action Plan)

Specific indicators	Actual output as a percentage (%) of the expected output		
	100% - 90%	75% - 89%	50% - 74%
Submission of progress reports on due date	√		
Monthly Coordination meetings	√		
Monthly project progress review meetings	√		
Coordination among institutions and other line ministries when necessary	√		
Submission of monthly, quarterly and annual reports to the relevant agencies	√		
Preparation of Budget estimates	√		
Payments (Salary & wages, OT, Loans)	√		
Maintenance of Vehicle	√		
Administrative matters of the institutions	√		
Employee welfare	√		

Table 09 Performance Indicators of the Institute

## Chapter 05

# PERFORMANCE IN THE ACHIEVING SUSTAINABLE DEVELOPMENT GOALS (SDGs)

## 5.1 State the identified sustainable development objectives.

Goal / Objective	Targets	Indicators of Achievement	Progress of the achievement to date		
			0% - 49%	50% - 74%	75% - 100%
<u>Goal 09 –</u> Build resilient infrastructure, promote inclusive and sustainable industrialization foster innovation	Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all	Port Development activities carried out at Kankasanthuraya port	√		
<u>Goal 11 –</u> Make cities and human settlements inclusive, safe, resilient and sustainable	provide access to safe, affordable, accessible and sustainable transport systems for all	Development of slipway at Kayts to inspect passenger transport boats to give the Licence certificates			√

Table 10 State the identified sustainable development objectives

## 5.2 Briefly describe the achievements and challenges in achieving the Sustainable Development Goals.

### 1. Port Development activities carried out

During the year 2020, the Ministry could initiate the Kankasanthuraya Harbour rehabilitation project by coordinating with the project director and local agent of the consultant.

### 2. Development of slipway to inspect passenger transport boats to give the Licence certificates

The Ministry could monitor the activities carried out by the Merchant Shipping Secretariat on Slip way Development activities at Kyts in Jaffna.

# Chapter 06

## HUMAN RESOURCE PROFILE

## 6.1 Cadre Management

	Approved Cadre	Existing Cadre	Vacancies/(Excess)
Senior	14	04	10
Tertiary	01	-	01
Secondary	24	-	24
Primary	13	02	11
Contract / Casual	04	01	03

Table 11 Cadre Management

## 6.2 \*\*Briefly state how human resource shortages or surpluses have contributed to the fund's performance.

The State ministry established in the mid of the year, therefore most of posts were vacant. Lack of the required staff had become a big challenge to the State Ministry to perform its functions. However, the State Ministry could face the challenge with available resources. It is very important to take immediate action to fill above essential vacancies as they directly affect the overall performance of the organization

## 6.3 Human Resource Development

Name of the Program	No. of staff trained	Duration of the program	Total investment (Rs'000)		Nature of the program (Abroad/ Local)	Output / Knowledge gained*
			Local	Foreign		
No any officer received training programmes during the year 2020 due to Covid 19 pandemic						

\*Briefly explain how the training program contributes to the performance of the organization

# Chapter 07

## COMPLIANCE REPORT

No.	Applicable Requirement	Compliance Status (Complied / Not Complies)	Brief explanation for Noncompliance	Corrective actions proposed to avoid noncompliance in future
1	<b>The following financial statements/ accounts have been submitted on due date</b>			
1.1	Annual financial statement	Complied		
1.2	Advance to public officers account	Complied		
1.3	Trading and Manufacturing advance accounts (commercial advance accounts)	-		
1.4	Store Advance Accounts	-		
1.5	Special Advance Accounts	-		
1.6	Others	-		
2	<b>Maintenance of Books and Documents (FR445)</b>			
2.1	Fixed asset register has been maintained and update in terms of Public Administration Circular 267/2018	Complied		
2.2	Personal emoluments register/ personal emolument cards have been maintained and update	Complied		
2.3	Register of audit queries has been maintained and update.	Complied		
2.4	Register of Internal Audit reports has been maintained and update	Complied		
2.5	All monthly account summaries (CIGAS) are prepared and submitted to the treasury on due date	Complied		
2.6	Register for cheques and money orders has been maintained and update	Complied		
2.7	Inventory register has been maintained and update.	Complied		
2.8	Stock register has been maintained and update.	Complied		
2.9	Register of losses has been maintained and update.	-		

2.10	Commitment Register has been maintained and update.	Complied		
2.11	Register of counterfoil book (GA-N20) has been maintained and update.	Complied		
03	<b>Delegation of function for financial control (FR. 135)</b>			
3.1	The financial authority has been delegated within the institute.	Not Complied	No sufficient staffgrade officers	Will be Complied from 2021
3.2	The delegation of financial authority has been communicated within the institute	Not Complied	No sufficient staffgrade officers	Will be Complied from 2021
3.3	The authority has been delegated in such manner so as to pass each transaction through two more officers.	Complied		
3.4	The control has been adhered to by the accounts in terms of state Accounts Circular 171/2004 dated 11.05.2014 in using the Government Payroll Software Packages.	Complied		
4	<b>Preparation of annual plans</b>			
4.1	Annual Action Plan has been Prepared.	Complied		
4.2	Annual procurement plan has been prepared	Complied		
4.3	Budget for the year has been approved under review in terms of the Finance Act No. 38 of 1971	Complied		
4.4	Annual internal audit plan has been prepared.	Not complied	Ministry established in mid of the year	Will be Complied from 2021
4.5	Annual estimate has been prepared and submitted to the NBD on due date	Complied		
4.6	The annual cash flow has been submitted to the treasury operations department on time	Complied		

4.7	Quarterly report has been submitted to the treasury on the due date.	Complied		
5	<b>Audit Queries</b>			
5.1	All the audit queries have been replied within the specified time by the Auditor General.	Complied	No audit queries received	
6	<b>Internal Audit</b>			
6.1	The internal audit plan has been prepared at the beginning of the year after consulting the Auditor General in terms of Financial Regulation 134(2) DMA/I-2019	Not Complied	Ministry was gazzeted on September 2020	Will be Complied from 2021
6.2	All the internal audit reports have been replied within one month.	Complied		
6.3	Copies of the all the internal audit reports has been submitted to the management Audit Department in terms of Sub- section 40(4) of the National Audit Act No. 19 of 2018	Complied		
6.4	All the copies of internal audit reports have been submitted to the Auditor General in terms of Financial Regulation 134 (3)	Complied		
7	<b>Audit and Management Committee</b>			
7.1	Minimum 04 meetings of the Audit and Management committee has been held during the year as per the DMA Circular 1-2019	-		
8	<b>Asset Management</b>			
8.1	The information about purchases of asset and disposals was submitted to the Comptroller General's Office in terms of paragraph 07 of the Asset	Complied		

	Management Circular No.01/2017			
8.2	A suitable liaison officer was appointed to coordinate the implementation of the provisions of the circular and the details of the nominated officer was sent to the Comptroller General's Office in terms of paragraph 13 of the aforesaid circular	Not Complied	Ministry was gazzetted on September 2020	Will be Complied from 2021
8.3	The boards of survey were conducted, and the relevant reports submitted to the Auditor General on due date in terms of Public Finance Circular No. 05/2016	Complied		
8.4	The excesses and deficits that were disclosed through the board of survey and other relating recommendations, actions were carried out during the period specified in the circular.	N/A		
8.5	The disposal condemns articles had been carried out in terms of FR772	N/A		
9	<b>Vehicle Management</b>			
9.1	The daily running charts and monthly summaries of the pool vehicles had been prepared and submitted to the Auditor General on due date	Complied		
9.2	The condemned vehicles had been disposed of within a period of less than 6 months after condemning	N/A		
9.3	The vehicle logbooks had been maintained and updated	Complied		
9.4	The action has been taken	Complied		

	in terms of F R 103,104,109 and 110 with regard to every vehicle accident			
9.5	The fuel consumption of vehicles has been re-tested in terms of the provisions of paragraph 3.1 of the Public Administration Circular No. 30/2016 of 29.12.2016	Complied		
9.6	The absolute ownership of the leased vehicle logbooks has been transferred after the lease term	N/A		
<b>Management of Bank Accounts</b>				
10.1	The bank reconciliation statements had been prepared, got certified and made ready for audit by the due date	Complied		
10.2	The dormant accounts that had existed in the year under review or since previous years settled.	Complied		
10.3	The action had been taken in terms of Financial Regulation regarding balances that had been disclosed through bank reconciliation statements and for which adjustments had to be made and had those balances been settled within one month	Complied		
<b>11 Utilization of Provisions</b>				
11.1	The provision allocation had been spent without exceeding the limit	Complied		
11.2	The liabilities not exceeding the provisions that remained at the end of the year per the FR 94(I) after utilizing provisions	Complied		
<b>12 Advances to Public Officers Account</b>				
12.1	The limits had been complied with	Complied		
12.2	A time analysis had been carried out on the loans in arrears	Complied		

12.3	The loan balances in arrears for over one year had been settled	Complied		
<b>13</b>	<b>General Deposit Accounts</b>			
13.1	The action had been taken as per FR 571 in relation to disposal of lapsed deposits	Complied		
13.2	The control register for general deposits had been updated and maintained	Complied		
<b>14</b>	<b>Imprest Account</b>			
14.1	The balance in the cash book at the end of the year under review remitted to TOD	Complied		
14.2	The ad-hoc sub Imprests issued as per FR 371 settled within one month from the completion of the task	Complied		
14.3	The ad-hoc sub Imprests had been issued exceeding the limit approved as per FR 371	N/A		
14.4	The balance of the imprest account had been reconciled with the treasury book monthly	Complied		
<b>15</b>	<b>Revenue Account</b>			
15.1	The refunds from the revenue had been made in terms of the regulations.	N/A		
15.2	The revenue collection had been directly credited to the revenue account without credited to the deposit account	N/A		
15.3	Returns of arrears of revenue forward to the Auditor General in terms of FR176	N/A		
<b>16</b>	<b>Human Resource Management</b>			
16.1	The staff had been paid within the approved cadre	Complied		
16.2	All members of the staff have been issued a duty list in writing	Complied		
16.3	ALL reports have been	Complied		

	submitted to MSD in terms of their circular No.04/2017 dated 20.09.2017			
<b>17</b>	<b>Provision of information to the public</b>			
17.1	An information officer has been appointed and a proper register of information and maintained and updated in terms of Right To Information Act and Regulation.	Complied		
17.2	Information about the institution to the public have been provided by website or alternative measures and has it been facilitated to appreciate/allegation to public against the public authority by this website or alternative measures.	Not Complied		Will be Complied from 2021
17.3	Bi-Annual and Annual reports have been submitted as per section 08 and 10 of the RTI Act.	Not Complied		Will be Complied from 2021
<b>18</b>	<b>Implementing citizens charter</b>			
18.1	A citizen charter/ Citizens client's charter has been formulated and implemented by the Institution in terms of circular number 05/2008 and 05/2018(I) of ministry of Public Administration and Management	Not Complied	Ministry was gazzetted on September 2020	Will be Complied from 2021
18.2	A methodology has been devised by the institution in order to monitor and assess the formulation and the implementation of citizen's charter/ Citizen client's charter as per paragraph 2.3 of the circular	Not Complied	Ministry was gazzetted on September 2020	Will be Complied from 2021
<b>19</b>	<b>Presentation of the Human Resource Plan</b>			
19.1	A human resource plan has been prepared in terms of	Not Complied	Ministry was gazzetted on	Will be Complied

	the format in Annexure 02 of public Administration Circular No. 02/2018 dated 24.01.2018		September 2020	from 2021
19.2	A minimum training opportunity of not less than 12 hours per year for each member of the staff has been ensured in the aforesaid Human Resource Plan	Not Complied	Ministry was gazzetted on September 2020	Will be Complied from 2021
19.3	Annual performance agreements have been signed for the entire staff based on the format in annexure 01 of the aforesaid Circular	Complied		
19.4	A senior officer was appointed and assigned the responsibility of preparing the human resource development plan, organizing capacity building programs as per paragraph No 6.5 of the aforesaid circular	Not Complied	Ministry was gazzetted on September 2020	Will be Complied from 2021
<b>20</b>	<b>Responses Audit Paras</b>			
20.1	The shortcoming pointed out in the audit paragraphs issued by the Auditor General for the previous years	Complied		

Table 12 Compliance Report

# Photo Gallery

1. Meeting with H. E. Gotabhaya Rajapakse, the President of the Democratic Socialist Republic of Sri Lanka on 15<sup>th</sup> September 2020 at the Presidential Secretariat on matters about the State Ministry of Warehouse facilities, Container Yards, Port Supply Facilities and Boats and Shipping Industry Development



2. Inaugural meeting with Hon. Jayantha Samaraweera, the State Minister of Warehouse facilities, Container Yards, Port Supply Facilities and Boats and Shipping Industry Development and Senior officials of Sri Lanka Ports Authority (SLPA) on 08<sup>th</sup> September 2020 at the SLPA.



3.Meeting with Hon. Jayantha Samaraweera, the State Minister of Warehouse facilities, Container Yards, Port Supply Facilities and Boats and Shipping Industry Development and representatives from the **Ceylon Chamber of Commerce** on Logistic Industry Development at the State Ministry with the participation of officers from the SLPA and Merchant Shipping Secretariat on 16<sup>th</sup>September 2020.



4.Meeting with Hon. Jayantha Samaraweera, the State Minister of Warehouse facilities, Container Yards, Port Supply Facilities and Boats and Shipping Industry Development and representatives from the **Kaluthara District Boat manufacturer** on 17<sup>th</sup>September 2020 at the State Ministry with the participation of officers from the Ministry of Trade, Sri Lanka Navy, Export Development Board and Merchant Shipping Secretariat.



5.Meeting with Hon. Jayantha Samaraweera, the State Minister of Warehouse facilities, Container Yards, Port Supply Facilities and Boats and Shipping Industry Development on **Container Yards Development** at the State Ministry 05<sup>th</sup> October 2020 with the participation of officers from the Sri Lanka Customs, Urban Development Authority (UDA),Sri Lanka Railways and SLPA.



6.Meeting with Hon. Jayantha Samaraweera, the State Minister of Warehouse facilities, Container Yards, Port Supply Facilities and Boats and Shipping Industry Development and senior officers from the Sri Lanka Navy on **Boats and Shipping Industry Development** at the State Ministry on 09<sup>th</sup> October 2020.



7.Meeting with Hon. Jayantha Samaraweera, the State Minister of Warehouse facilities, Container Yards, Port Supply Facilities and Boats and Shipping Industry Development and Marine and off shore engineering stakeholders on **Port supply Services Development** at the State Ministry on 09<sup>th</sup> October 2020.



8.Field Visit to the Kankasanthuraya Port and Kayts Jetty by Hon. Jayantha Samaraweera, the State Minister of Warehouse facilities, Container Yards, Port Supply Facilities and Boats and Shipping Industry Development and Sri Lanka Ports Authority on 19<sup>th</sup> December 2020











# ජාතික විගණන කාර්යාලය

## தேசிய கணக்காய்வு அலுவலகம்

### NATIONAL AUDIT OFFICE



මගේ අංකය }  
எனது இல. பிම්පி/நி/එස්එම්/2/2020/03  
My No. }



දිනය } 2021 ජූනි 28 දින  
திகதி }  
Date }

ගණන්දීමේ නිලධාරී,

ගුදම් පහසුකම්, බහාලුම් අංගන, වරාය සැපයුම් පහසුකම් හා බෝට්ටු හා නැව් කර්මාන්ත සංවර්ධන රාජ්‍ය අමාත්‍යාංශය.

ගුදම් පහසුකම්, බහාලුම් අංගන, වරාය සැපයුම් පහසුකම් හා බෝට්ටු හා නැව් කර්මාන්ත සංවර්ධන රාජ්‍ය අමාත්‍යාංශයේ 2020 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය ප්‍රකාශන පිළිබඳව 2018 අංක 19 දරන ජාතික විගණන පනතේ 11(1) වගන්තිය ප්‍රකාරව විගණකාධිපති සම්පිණ්ඩන වාර්තාව.

1 මූල්‍ය ප්‍රකාශන

1.1 මතය

ගුදම් පහසුකම්, බහාලුම් අංගන, වරාය සැපයුම් පහසුකම් හා බෝට්ටු හා නැව් කර්මාන්ත සංවර්ධන රාජ්‍ය අමාත්‍යාංශයේ 2020 දෙසැම්බර් 31 දිනට මූල්‍ය තත්ත්වය ප්‍රකාශය, එදිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය කාර්යසාධන ප්‍රකාශය හා මුදල් ප්‍රවාහ ප්‍රකාශවලින් සමන්විත 2020 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය ප්‍රකාශන 2018 අංක 19 දරන ජාතික විගණන පනතේ විධිවිධාන සමඟ සංයෝජිතව කියවිය යුතු ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ ආණ්ඩුක්‍රම ව්‍යවස්ථාවේ 154(1) ව්‍යවස්ථාවේ ඇතුළත් විධිවිධාන ප්‍රකාර මාගේ විධානය යටතේ විගණනය කරන ලදී. 2018 අංක 19 දරන ජාතික විගණන පනතේ 11(1) වගන්තිය ප්‍රකාරව ගුදම් පහසුකම්, බහාලුම් අංගන, වරාය සැපයුම් පහසුකම් සහ බෝට්ටු හා නැව් කර්මාන්ත සංවර්ධන රාජ්‍ය අමාත්‍යාංශය වෙත ඉදිරිපත් කරනු ලබන මෙම මූල්‍ය ප්‍රකාශන පිළිබඳව මාගේ අදහස් දැක්වීම් හා නිරීක්ෂණයන් මෙම වාර්තාවේ සඳහන් වේ. ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ ආණ්ඩුක්‍රම ව්‍යවස්ථාවේ 154(6) ව්‍යවස්ථාව සමඟ සංයෝජිතව කියවිය යුතු 2018 අංක 19 දරන ජාතික විගණන පනතේ 10 වගන්තිය ප්‍රකාරව ඉදිරිපත් කළ යුතු විගණකාධිපති වාර්තාව යථා කාලයේදී පාර්ලිමේන්තුව වෙත ඉදිරිපත් කරනු ලැබේ.

ගුදම් පහසුකම්, බහාලුම් අංගන, වරාය සැපයුම් පහසුකම් හා බෝට්ටු හා නැව් කර්මාන්ත සංවර්ධන රාජ්‍ය අමාත්‍යාංශයේ මූල්‍ය ප්‍රකාශනවලින් 2020 දෙසැම්බර් 31 දිනට ගුදම් පහසුකම්, බහාලුම් අංගන, වරාය සැපයුම් පහසුකම් හා බෝට්ටු හා නැව් කර්මාන්ත සංවර්ධන රාජ්‍ය අමාත්‍යාංශයේ මූල්‍ය තත්ත්වය සහ එදිනෙන් අවසන් වර්ෂය සඳහා මූල්‍ය කාර්යසාධනය හා මුදල් ප්‍රවාහ ප්‍රකාශය පොදුවේ පිළිගත් ගිණුම්කරණ මූලධර්මවලට අනුකූලව සත්‍ය හා සාධාරණ තත්ත්වයක් පිළිබිඹු කරන බව මා දරන්නා වූ මතය වේ.





**1.2 මතය සඳහා පදනම**

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

**1.3 මූල්‍ය ප්‍රකාශන සම්බන්ධයෙන් ගණන්දීමේ නිලධාරීගේ වගකීම**

පොදුවේ පිළිගත් ගිණුම්කරණ මූලධර්මවලට අනුකූලව හා 2018 අංක 19 දරන ජාතික විගණන පනතේ 38 වගන්තියේ සඳහන් විධිවිධාන වලට අනුකූලව සත්‍ය හා සාධාරණ තත්ත්වයක් පිළිබිඹු කෙරෙන පරිදි මූල්‍ය ප්‍රකාශන පිළියෙල කිරීම හා වංචා සහ වැරදි හේතුවෙන් ඇති විය හැකි ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන්ගෙන් තොරව මූල්‍ය ප්‍රකාශන පිළියෙල කිරීමට හැකි වනු පිණිස අවශ්‍යවන අභ්‍යන්තර පාලනය තීරණය කිරීම ගණන්දීමේ නිලධාරීගේ වගකීම වේ. 2018 අංක 19 දරන ජාතික විගණන පනතේ 16(1) වගන්තිය ප්‍රකාරව අමාත්‍යාංශය විසින් වාර්ෂික හා කාලීන මූල්‍ය ප්‍රකාශන පිළියෙල කිරීමට හැකිවන පරිදි ස්වකීය ආදායම්, වියදම්, වත්කම් හා බැරකම් පිළිබඳ නිසි පරිදි පොත්පත් හා වාර්තා පවත්වා ගෙන යා යුතුය.

ජාතික විගණන පනතේ 38(1) (ඇ) උප වගන්තිය ප්‍රකාරව අමාත්‍යාංශයේ මූල්‍ය පාලනය සඳහා සඵලදායී අභ්‍යන්තර පාලන පද්ධතියක් සකස් කර පවත්වා ගෙන යනු ලබන බවට ගණන්දීමේ නිලධාරී සහතික විය යුතු අතර එම පද්ධතියේ සඵලදායීත්වය පිළිබඳව කලින් කල සමාලෝචනයක් සිදු කර ඒ අනුව පද්ධතිය ඵලදායී ලෙස කරගෙන යාමට අවශ්‍ය වෙනස්කම් සිදු කරනු ලැබිය යුතුය.

**1.4 මූල්‍ය ප්‍රකාශන විගණනය පිළිබඳ විගණකගේ වගකීම**

සමස්ථයක් ලෙස මූල්‍ය ප්‍රකාශන, වංචා හා වැරදි හේතුවෙන් 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 සෑම විටම ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන් අනාවරණය කර ගන්නා බවට තහවුරු කිරීමක් නොවනු ඇත. වංචා සහ වැරදි තනි හෝ සාමූහික ලෙස බලපෑම නිසා ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන් ඇති අතර එහි ප්‍රමාණාත්මකභාවය මෙම මූල්‍ය ප්‍රකාශන පදනම් කර ගනිමින් පරිශීලකයන් ගනු ලබන ආර්ථික තීරණ කෙරෙහි වන බලපෑම මත රඳා පවතී.

ශ්‍රී ලංකා විගණන ප්‍රමිති ප්‍රකාරව විගණනයේ කොටසක් ලෙස මා විසින් වෘත්තීය විනිශ්චය සහ වෘත්තීය සැකමුසු බවින් යුතුව විගණනයේදී ක්‍රියාකරන ලදී. මා විසින් තවදුරටත්,



- ප්‍රකාශ කරන ලද විගණන මතයට පදනමක් සපයා ගැනීමේදී වංචා හෝ වැරදි හේතුවෙන් මූල්‍ය ප්‍රකාශනවල ඇති විය හැකි ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශයන් ඇතිවීමේ අවදානම් හඳුනාගැනීම හා තක්සේරු කිරීම සඳහා අවස්ථාවෝචිතව උචිත විගණන පරිපාටි සැලසුම්කර ක්‍රියාත්මක කරන ලදී. වරදවා දැක්වීම් හේතුවෙන් සිදුවන ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන්ගෙන් සිදුවන බලපෑමට වඩා වංචාවකින් සිදුවන්නා වූ බලපෑම ප්‍රබල වන අතර, දුස්ස්‍යන්ධනයෙන්, ව්‍යාජ ලේඛන සැකසීමෙන්, වේතනාන්විත මහභරීමෙන්, වරදවා දැක්වීමෙන් හෝ අභ්‍යන්තර පාලනයන් මහ භරීමෙන් වැනි හේතු නිසා වන බැවිනි.
- අභ්‍යන්තර පාලනයේ සඵලදායීත්වය පිළිබඳ මතයක් ප්‍රකාශ කිරීමේ අදහසින් නොවුවද අවස්ථාවෝචිතව උචිත විගණන පරිපාටි සැලසුම් කිරීම පිණිස අභ්‍යන්තර පාලනය පිළිබඳ අවබෝධයක් ලබා ගන්නා ලදී.
- හෙළිදරව් කිරීම් ඇතුළත් මූල්‍ය ප්‍රකාශනවල ව්‍යුහය සහ අන්තර්ගතය සඳහා පාදක වූ ගනුදෙනු හා සිද්ධීන් උචිත හා සාධාරණ අයුරින් මූල්‍ය ප්‍රකාශනවල ඇතුළත් බව ඇගයීම.
- 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.

මාගේ විගණනය තුළදී හඳුනාගත් වැදගත් විගණන සොයාගැනීම්, ප්‍රධාන අභ්‍යන්තර පාලන දුර්වලතා හා අනෙකුත් කරුණු පිළිබඳව ගණන්දීමේ නිලධාරී දැනුවත් කරමි.

**1.5 වෙනත් නෛතික අවශ්‍යතා පිළිබඳ වාර්තාව**

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2018 අංක 19 දරන ජාතික විගණන පනතේ 6(ඇ) වගන්තිය ප්‍රකාරව පහත සඳහන් කරුණු මා ප්‍රකාශ කරමි.

(අ) නව අමාත්‍යාංශයක් බැවින් ඉකුත් වර්ෂය සඳහා මූල්‍ය ප්‍රකාශන ඉදිරිපත් කිරීම අවශ්‍ය නොවුණි.

**1.6 මූල්‍ය ප්‍රකාශන පිළිබඳ අදහස් දැක්වීම**

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**1.6.1 මූල්‍ය තත්ත්වය පිළිබඳ ප්‍රකාශය**

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**1.6.1.1 මූල්‍ය වත්කම්**

ජාතික අයවැය වනුලේඛ 2004 ඔක්තෝබර් 11 දිනැති අංක 118 හි සඳහන් පරිදි ස්ථානමාරු වී පැමිණි නිලධාරීන්ගේ ණය ශේෂ මාස 02 ක් ඇතුළත නිරවුල් කළ යුතු වුවත්, වයඹ පළාත් මාර්ග සංවර්ධන දෙපාර්තමේන්තුවේ සිට 2020 ඔක්තෝබර් 21 ස්ථාන මාරු වී පැමිණි නිලධාරියෙකුගේ මෝටර් රථය



මිලදී ගැනීම සඳහා ලබා දී තිබූ ණය මුදල් ශේෂය වූ රු.179,150 ක් 2021 මැයි 31 දින දක්වා නිරවුල් කිරීමට කටයුතු කර නොතිබුණි.

2. මූල්‍ය සමාලෝචනය

2.1 වියදම් කළමනාකරණය

2.1.1 වැය විෂයයන් 11 කට වර්ෂය සඳහා ප්‍රතිපාදනය කර තිබූ රු.70,390,000 ක් වූ මුළු ඉද්ධ ප්‍රතිපාදනයම උපයෝජනය නොකර ඉතිරි කර තිබුණි.

2.1.2 රාජ්‍ය අමාත්‍යාංශයේ වැය විෂයයන් 18 ක් සඳහා වර්ෂය තුළ කරන ලද රු.2,472,680,000 ක් වූ මුළු ඉද්ධ ප්‍රතිපාදනයෙන්, රු.976,062,195 ක් එනම් 39% ක් ඉතිරි කර තිබූ අතර එම ඉතිරිය වැය විෂයයන් ෪ සඳහා වූ ඉද්ධ ප්‍රතිපාදනයන්ගෙන් 12% සිට 99 % දක්වා වූ පරාසයක් තුළ පැවතුණි.

2.1.3 ත්‍රිකුණාමල වරාය සංවර්ධන ව්‍යාපෘතිය සඳහා 2017 වර්ෂයේ විදේශ ප්‍රදාන යටතේ ලැබුණු ජපන් යෙන් මිලියන 1000ක් (රු.මිලියන 1671) සම්බන්ධයෙන් අනුමත වූ ණය මුදලට අදාළව ප්‍රවර්ථන වර්ෂයේ ප්‍රතිපාදන නිවැරදිව ගණනය කළ හැකිව තිබියදී, අධි ප්‍රතිපාදනයක් සලසා ගැනීම නිසා, 2020 දෙසැම්බර් 31 දිනට රු.963 ,599,578 ක් ඉතිරි වී තිබුණි.

2.2 බැඳීම් හා බැරකම් වලට එළඹීම

2.2.1 විගණන පරීක්ෂාවන් අනුව 2020 වර්ෂය සඳහා රු.2,034,908 ක් වූ බැරකම් 2021 ජනවාරි හා පෙබරවාරි මාසයන්හිදී නිරවුල් කර තිබුණු නමුත් මෙම වියදම්, 2020 වර්ෂය සඳහා වූ බැරකම් ප්‍රකාශයේ බැරකම් ලෙස හඳුනාගෙන නොතිබුණි.

2.2.2 ව්‍යාපෘති 02 කට අදාළව 2020 දෙසැම්බර් 31 දිනට වැය විෂයන් 05 ක ඉතිරිය ඉක්මවූ රු.994,288 ක බැරකම් වලට එළඹ තිබුණු බව නිරීක්ෂණය විය.

*Athenagawa.*  
 ටී.පී.අයි.පද්මිණි  
 සහකාර විගණකාධිපති  
 විගණකාධිපති වෙනුවට.