



Colombo Dockyard PLC

"...an Odyssey of Excellence"

Ship Repairers, Ship Builders and Heavy Engineers



Certifications



1. Company Overview

Colombo Dockyard Ltd was formed in 1974 as a state owned limited liability company under the purview of the Ministry of Shipping, to cater to the repair and maintenance requirement of the National Fleet owned by the Ceylon Shipping Corporation. Apart from the responsibility of maintaining the national fleet, the Company was also endowed with the responsibility of meeting the local shipbuilding requirements.

Since inception the Company has actively engaged in ship repair and shipbuilding activities for both local and international markets and acquired a wealth of experience, skill and technology in a wide range of engineering fields that is not available anywhere else in the country.

Today, the Company is Sri Lanka's leading Shipbuilding, Ship Repairing and Heavy Engineering facility, strategically located inside the Port of Colombo. The Company operates 04 graving docks with a maximum capacity of 125,000 dwt and has extensive repair berth facilities. The Company's entire operation is certified to ISO 9001:2015, ISO 14001:2015, ISO 45001:2018 standards by the Lloyds Register of Quality Assurance and Energy Management System to ISO 50001:2018.

The Company has earned international recognition as the leading ship repairer and high technology shipbuilder in the world market.

From Sri Lanka's point of view, the Company contributes heavily to the National Export earnings with much needed foreign currency to the Sri Lankan economy and contributing to the National Objective of economic and social upliftment through providing employment, continued development of technology and skill levels of the Sri Lankan workforce.

1.1. Onomichi Dockyard collaboration



In 1993, the government privatized the Company and majority stake of the Company was acquired by Onomichi Dockyard Company Limited of Japan. Operating in joint collaboration with Onomichi Dockyard Company Limited of Japan, the Company has experienced a steady improvement of facilities and utilization of state-of-the-art technology, procedures and processes encompassing Japanese management practices and standards. With Onomichi Dockyard Company Limited controlling 51% of the stake in the shipyard, the Company is well geared to undertake Shipbuilding, Ship repairing and Heavy Engineering work of complex nature.

At present the Company stands as Japan's flagship investment in Sri Lanka.

1.2. Becoming a public listed entity – CSE and BOI


The Company is a licensed enterprise of the Board of Invest of Sri Lanka (BOI) (then Greater Colombo Economic Commission) since 1983, and a public quoted company listed in the Colombo Stock Exchange (CSE) since 1993.

2. Certification

The Company has been maintaining & upgrading the ISO 9001 Certification successfully without an interruption since 1999 and has maintained Health Safety Environment and Energy Management System Certifications.


ISO 9001: 2015 Certification


		Current issue date: 1 April 2021 Issue date: 07 July 2019 Certificate validity number: 18062715	Original approval: 07/07/2019 Validity until: 07/07/2021
Certificate of Approval			
This is to certify that the Management System of Colombo Dockyard PLC (Company No. PQ 50), Graving Dock, Port of Colombo, Colombo 15, Sri Lanka			
has been approved by LRQA to the following standards: ISO 9001:2015 Approval number(s): ISO 9001 – 0047552			
This certificate is valid only in association with the certificate schedule bearing the same number on which the locations applicable to this approval are listed.			
The scope of this approval is applicable to: The design and construction of ocean going vessels, including high speed aluminium craft. Dry Docking & repair of ships and offshore structures, dry docking of ships of a maximum capacity of 100,000 DWT. • Engineering, project management and manufacture of pressure vessels, piping and heavy engineering structures. • Stockholding of steel, its pre processing and fabrication for ship repair and ship building activities, at Kalani River Yard (KRY) site.			
 Luis Cunha Area Operations Manager - North Asia & SAMEA Issued by: LRQA Limited			
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		Certificate validity number: 18062715
Certificate Schedule		
Location	Activities	
(Company No. PQ 50), Graving Dock, Port of Colombo, Colombo 15, Sri Lanka	ISO 9001:2015 The design and construction of ocean going vessels, including high speed aluminium craft. Repairs of ships and offshore structures, dry docking of ships of a maximum capacity of 100,000 DWT. Engineering, project management and manufacture of pressure vessels, piping and heavy engineering structures.	
KRY Site, Colombo Care Colombo Dockyard PLC 1077 & 1172, Swickierne Mawatha Matukaludy, Sri Lanka	ISO 9001:2015 Stockholding of steel, its pre processing and fabrication for ship repair and ship building activities, at Kalani River Yard (KRY) site.	
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ISO 14001:2015, ISO 45001:2018 Certification

		Current issue date: 28 June 2021 Issue date: 18 October 2020 Certificate validity number: 18062719	Original approval: 18/10/2020 Validity until: 18 October 2021
Certificate of Approval			
This is to certify that the Management System of Colombo Dockyard PLC (Company No. PQ 50), Graving Dock, Port of Colombo, Colombo 15, Sri Lanka			
has been approved by LRQA to the following standards: ISO 14001:2015, ISO 45001:2018 Approval number(s): ISO 14001 – 0053341, ISO 45001 – 0053342			
This certificate is valid only in association with the certificate schedule bearing the same number on which the locations applicable to this approval are listed.			
The scope of this approval is applicable to: The design and construction of ocean going vessels, including high speed aluminium craft. Dry Docking & repair of ships and offshore structures, dry docking of ships of a maximum capacity of 100,000 DWT. Engineering, project management and manufacture of pressure vessels, piping and heavy engineering structures. The testing of tug ballast pull force with maximum capacity 250 tonnes-force, at a special facility at Clasperourg Point, Trincomalee. Stockholding of steel, its pre processing and fabrication for ship repair and ship building activities, at Kalani River Yard (KRY) site.			
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Clasperourg Point at Trincomalee Care : Colombo Dockyard PLC, (Company No. PQ 50), Port of Colombo, Colombo, Sri Lanka	ISO 14001:2015 The testing of tug ballast pull force with maximum capacity 250 tonnes-force, at a special facility at Clasperourg Point, Trincomalee.	
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Energy Management Certification



3. Quality, Health & Safety, Environmental, and Energy Management Systems

The Company has remained steadfast in its commitment to upholding international standards, legal requirements, and local regulations. Its unwavering dedication to quality is exemplified by the resilience of the Quality Management System (QMS) framework, a linchpin in ensuring compliance with ISO 9001:2015.

The Company’s QMS framework, serving as a robust organizational structure, seamlessly integrates with all operational procedures within the management system. It furnishes effective control over organizational processes, empowering management to guide activities with precision. The Company’s dedication to quality and continuous improvement is vividly demonstrated through the sustained adherence to these high standards.

Furthermore, the Company’s Occupational Health & Safety and Environmental Management Systems undergoes rigorous surveillance audits by Lloyd’s Register of Quality Assurance against ISO 45001:2018 and ISO 14001:2015 standards, respectively. These audits not only affirmed consistent compliance but also acknowledged ongoing improvements to satisfactory levels. The recently concluded surveillance audit of the Company’s Energy Management System against ISO 50001:2018 garnered positive remarks from auditors of the accreditation body, SGS Lanka.

As part of Company’s commitment to continual improvement of the Environmental Management System, Company initiated several measures to minimize waste and manage it in a more environmentally friendly manner. Yard demarcation, waste segregation at the point of generation, and research and development on reuse and recycling are some of the initiatives aimed at achieving better environmental outcomes.

In addition to scheduled third-party surveillance audits and internal audits to confirm consistent compliance, the Company underwent several second-party audits by renowned clients throughout the last year. These audits assessed the appropriateness level of Company’s compliance to commence repairs and concluded with the highest satisfaction of auditors regarding the Company’s Management Systems.

This steadfast commitment to adherence and continuous improvement reflects Company's dedication to excellence in Quality, Health & Safety, Environmental, and Energy management, solidifying our position as a reliable and compliant partner in the industry.

4. Awards and Accolades

Over the past 50 years, the Company has won numerous awards and accolades such as;

- Presidential Export Award: Presented by Export Development Board
- Most Outstanding Exporter Award: Presented by National Chamber of Exporters
- National Business Excellence Award: Presented by National Chamber of Commerce
- Industrial & Service Excellence Award: Presented by Ceylon National Chamber of Industries
- Engineering Excellence Award: Presented by Institute of Engineers
- Best Corporate Citizen Award: Presented by Ceylon Chamber of Commerce



Awards received by the Company

5. Shipbuilding Sector

5.1. Shipbuilding Sector - The past

Shipbuilding at Colombo Dockyard started off with the construction of small Tugboats, Patrol Boats and Barges, catering for the local requirement. However, capacity expansion and development of the Port of Colombo saw the Port of Colombo being accepted as a modern hub Port of South Asia. With bigger vessels, more in number, calling in, the demand for bigger Tugs with added capabilities emerged. The Company took the challenge and met all emerging requirements of the Sri Lanka Ports Authority. A series of New Tugs with Bollard Pull capacities of 10 Tons, 20 Tons, 40 Tons, 45 Tons, 55 Tons, 65 Tons and other Harbour Craft such as Pilot Launches, Mooring Launches, and Light House Service Vessels were constructed and delivered, saving millions of foreign exchange which would otherwise have been spent purchasing these vessels from a foreign shipyard.

Similarly, the Company used its capacity and capability to meet urgent National Security requirements. The result was the advent of the Company into the design and construction of High Speed Aluminium Fast Patrol Crafts. A series of 14 m, 17 m, and 24 m Aluminium mono-hull crafts with speeds of 35 to 53 knots were designed and manufactured for varying requirements of Sri Lanka Navy.

In addition to the local clientele, the Company also built Vessels capable of surveillance, poaching control, anti-smuggling, passenger transportation, rescue and evacuation, firefighting, fish collector vessels and landing craft for the Republic of Maldives.

The Company also built and delivered two numbers 250 Passenger cum 100 Ton Cargo Vessels and two numbers 400 Passenger cum 250 Ton Cargo Vessels for the Government of India meeting stringent passenger vessel rule requirements aesthetically designed and furnished with all facilities for passenger transportation.



Harbour Tug Boats for Sri Lanka Ports Authority



Ultra Fast Patrol Crafts for Sri Lanka Navy



Fisheries Protection Vessels for
Maldives Coast Guard



400 Passenger cum 250 Ton Cargo Vessels for
Government of India

5.2. Shipbuilding Sector - The Present

At present, as a Shipbuilder, the Company build vessels of diverse designs of more technically advanced vessels for different service sectors namely Cable Laying & Repairing Vessels, Bulk Carriers, Offshore Support Vessels, Passenger Vessels, Work Boats etc.

Company specializes in the building of Cable Laying & Repair Vessels, which are ultra-modern, high technology vessels specially designed and equipped for sub-sea optical and power cable lay and repair operation duties with a high focus on good sea keeping qualities, excellent station keeping performance and low fuel consumption minimizing its carbon footprints, to be considered highly eco-friendly vessels. In 2019 the Company delivered a 113m Cable Laying Vessel to Japan and in 2023 delivered a 100m Cable Laying & Repair Vessel to France. The advantage of delivering 2 Cable Laying Vessels within a short span of 5 years out of which the last delivery being the latest Cable Laying Vessel operating in the global market, is a definite plus point for the Company.

The Company also has a sizeable order book to build and deliver 10 numbers 5000 DWT Eco Bulk Carriers. Already, 5 vessels of this series have been delivered. These vessels are designed to be sustainable and climate friendly with lower emissions compared to conventional bulk carriers of the same size. Each vessel has a diesel engine with a Hybrid-Electric Drive system with battery units mainly used for peak shaving and supplying constant power for a certain time period in steaming mode.

Also, the Company specializes in the construction of vessels for offshore oil & gas field services, in the oil and gas exploration and production domain. These vessels are Anchor Handling Tug Supply Vessels with bollard pull up to 200 tons, Multipurpose Platform Supply Vessels with capacities up to 3600 dwt, all of which are equipped with Dynamic Positioning capability which ensure safe operation near oil rigs & platforms in oil & gas fields worldwide.



Ultra-modern, high technology cable laying and repair vessels equipped for sub-sea optical and power cable lay and repair operations worldwide



Highly complex Offshore Support Vessels built for the Oil & Gas Industry

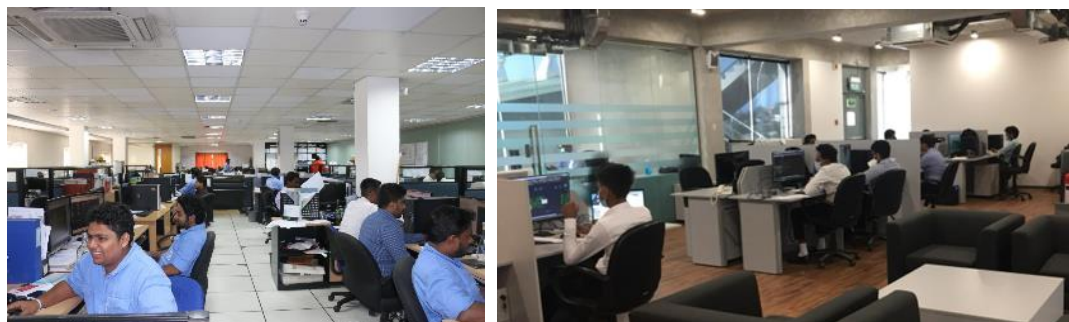


Eco Bulk carriers with Hybrid Technology for the European Market

5.3. Design capability

The Company has an experienced Design Office team capable of developing detailed engineering drawings from the concept design. The Company has 20 engineers and 50 drafting and 3D modeling technicians and the competitive advantage is that 100% of Company's design team is involved in the day-to-day activities at the shipyard from the concept design stage till delivery of the project including procurement, construction, testing, trials, commissioning, handing over & then warranty matters. The design team works on latest versions of AutoCAD, BricsCAD for 2D drawing preparation, Ship Constructor, CADMATIC software for 3D modeling and Rhino, NESTIX, 3Ds Max as basic design and nesting works to carry out the day-to-day operations for Shipbuilding design.

With the versatile team we have, we could easily adopt with other design software like AVEVA as for the requirements of the project. And the design team strength could be swiftly enhanced with the assistance of local universities & colleges as per the project requirement.



Sections of the Design Office Team

5.4. Ship Building Sector - Testimonials

The following are testimonials/ positive feedback the Company received from the Master, the Chief Engineer and the Chief of Mission about 'Sophie Germain' after her first cable repair operation, which speaks volumes of the Ship's high-quality performance through an email sent by Mr. Emmanuel Decugis on 13-10-2023.

Chief of Mission Cyril Defais :

Hello Didier,

Here is a first feedback before having debriefed the operation with the crew.

The operation was very quick and smooth. The ergonomics of the vessel are very good for all phases of the operation:

-ROV Alpha: This submarine is very much superior in efficiency compared to the previous generation. Impressive burial power. 1st jetting pass carried out at 1m with a single jetting pump. 2 passes were made in the end (the second at 1m10) to erase the rare portions less well covered in the first pass and to provide piloting training to the junior pilots.

Fast and safe LARS system. Launching in bad weather conditions (27kt – HSwell=2m) without difficulty.

- Grappling run: The launching of the detrenching grapnel by the offshore crane requires the vessel to be stable in roll. During this operation, the ship did not roll at all in the face of the swell. The launching and recovery operations went well. Lifting grapnels are simple to deploy with the rear crane. Parkburn cable machines run same as our other ships. Apart some minor bugs on the counters, everything worked fine. The common ergonomics of cable engines' control and Espadon console seemed to work well during this operation.

- Jointing: Very good organization of the jointing room. This is a radical change from the dedicated space on the Croze!

- Ship: As Nicolas indicates, this is certainly the most sensitive point (with the ROV) regarding the differences with the Croze. The ship does not seem to be straining despite a wind force 7-8 and a 2m swell. This brings a lot of peace of mind for operations and safety for staff. Responsiveness and rapid movement of the ship for its positioning allow us to make a lot of time savings in the overall duration of the operation. Being able to open across the wind for the passage of the Final bight...

I dreamed of it more than once on the Croze, Sophie did it 😊

Cyril

Chief Engineer Arnaud Quesmerais :

Hello Mr. Dillard,

For the Engine Department, the operation went very well, we did most of the operation on one genset plus the batteries (in real operation for me). The weather conditions were not optimal, the ship behaved very well as Nicolas said. The consumption recorded during this mission is 11T on transit on 2 gensets, i.e. approximately 2T less than the Croze per 24 hours. On operation ground, the consumption recorded is 4T, approximately 2T less than Croze per 24 hours.

Sincerely,
Arnaud

Master Nicolas Aubry:

Hello Didier,

The operation went very well with “demanding” weather conditions: wind established at more than 27 knots during the majority of the operation.

The “amazing” effect is linked to the use of the battery: we can afford to stay on a single engine in complete safety with a daily consumption of 5 m3. A second engine was started only for the final stages (buoy catch, final joint station, final bight deployment). The launching of the final was able to be done at 27 knots across.

With an established wind of 35 knots (therefore out of operation contract limit), the ship's heading is constrained, which can prevent certain maneuvers but of course allows it to stay on station. The Sophie Germain/Alpha 2 couple is perfectly matched: the automatic tracking of the ROV by the ship is very smooth (as the Pierre de Fermat). A new functionality is now possible: the ROV is set to an automatic heading followed by the ship also automatically. Personnel remains necessary only for survey.

Sincerely
Nicolas

As you can note, these feedbacks, even if there are very technical, are really positive considering the performance of the Sophie Germain. These evaluations are from real users, with high expectations and requirements.

So, you can be really proud of the vessel you built.

I wanted to share these messages with you, assuming there are better than any customer's satisfaction questionnaires.

Thanks again for your excellent works and warm regards to all of you.



Emmanuel Décugis
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Directeur Base Marine Méditerranée
Ships Technical Director – Med Marine Base Director
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Following is a Testimonial Issued by Kokusai Cable Ship Co., Ltd, the Japanese Cable Ship Owner “KDDI Cable Infinity”.



Kokusai Cable Ship Co., Ltd.

11-2, EKIMAE HON-CHO, KAWASAKI-KU,
KAWASAKI KAWANAGA 210-0007 JAPAN
TEL.044-578-0700 FAX.044-578-0739

10th October 2019

RECOMMENDATION LETTER OF COLOMBO DOCKYARD PLC

We have been building Cable Laying Vessels with Colombo Dockyard PLC (CDPLC) and successfully delivered at 2019.

CDPLC maintain very high quality levels and high level of production due to their engineering expertise and skill levels of their workforce. This ensures the vessel performance, reliability and trouble free operation during the vessels life span with minimal warranty related issues.

CDPLC always ensured that special attention is paid to maintain noise and vibration levels in accommodation and working spaces in accordance with the IMO requirements in order to provide greater comfort and better working environment for the Crew. With the selection of the most optimum combination of propulsion systems, CDPLC built vessels achieve very low fuel consumption rates and has outstanding maneuvering and sea keeping capabilities, which is essential operating in the Cable Installation and maintenance activities.

I am privileged to introduce Colombo Dockyard PLC as a world-class Shipbuilder, managed by a team of highly professional engineers and skilled technicians and have no doubt about their capability to undertake shipbuilding activities of any magnitude.

Thank you.

For Kokusai Cable Ship Co., Ltd.

Yukihiro FUJII
MANAGING DIRECTOR



JQA-QM3900
JQA-EM4610



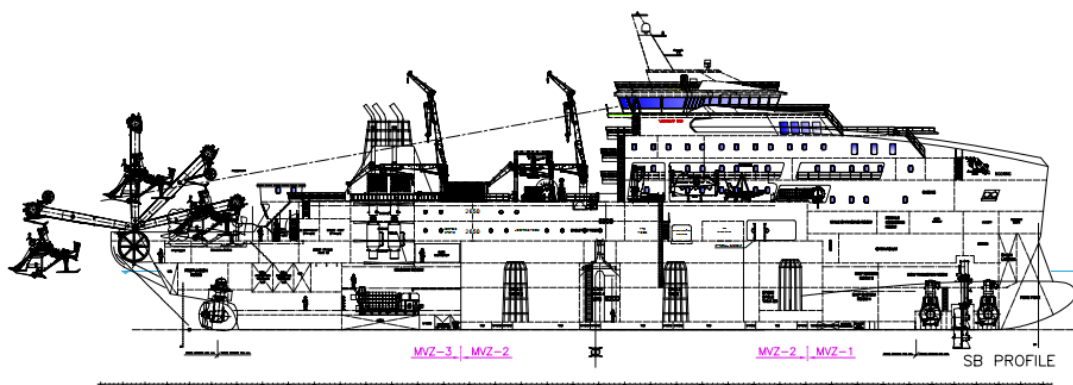
5.5. Shipbuilding Sector – The Future

The Company will continue to serve the highly complex Cable Laying Vessel construction market, which is a niche, lucrative market, with great potential for growth in which the Company has carved a dominance. Also, the Company will focus to serve the emerging Offshore Support Vessel market by building Platform Supply Vessels and Anchor Handling Tug Supply Vessels, a market for which the Company built nearly 24 vessels between 2007 to 2014. In addition, the Company will also focus to serve the European market with an intention to capitalize on the future market potential.

5.5.1. New order for 130 m Cable Laying Vessels

A Company based in Singapore/ Malaysia has issued a letter of interest to build two numbers 130 m Cable Laying Vessels at a contract price of USD 100 million per vessel, to be used in their subsea telecommunications installation and maintenance operations. The Company is at advance stage of finalization of contract/ technical negotiations with the Owner.

The Owner has indicated plans to build 6 more Cable Laying Vessels as part of their fleet upgradation program.



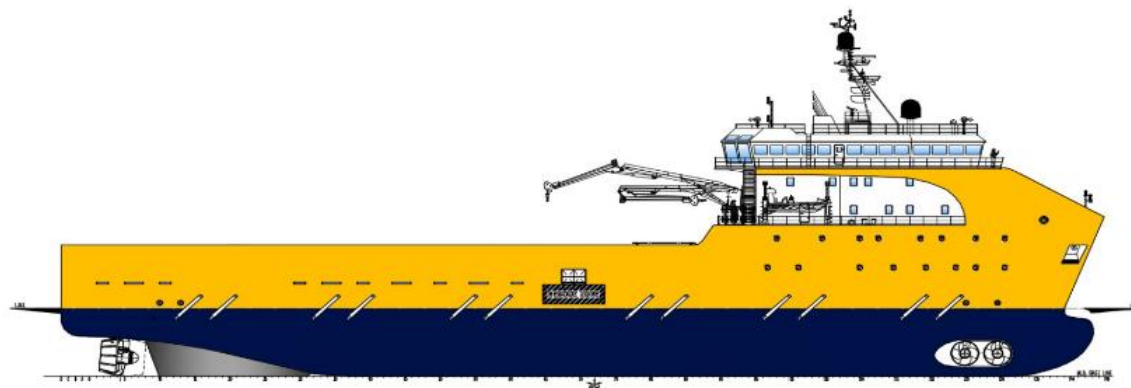
The Profile of the 130 m Cable Laying Vessel

Since communication infrastructure with higher speed and larger capacity is demanded due to rapid growth of Internet and telecommunication companies, the demand for new submarine cables is ever increasing and there are many submarine cable installation projects in progress in the world. In addition to laying of new cables, there is a continuous demand for cable repairing and maintenance work, which has increased the demand for these types of Cable Laying Vessels.

The Cable Laying Vessel building market is a highly niche market and not many shipyards have the experience in building these types of vessels. As the Company has acquired the expertise and experience having built and delivered two of these Cable Laying Vessels to Japan and France within a short span of 5 years, the Client is highly interested and has full confidence to place the contract for building with the Company. Also, with an ageing fleet of Cable Laying Vessels in the world, it provides the Company with a steady flow of business in this sector in the future and it is forecasted that there will be a demand for 8 to 10 new Ships to be contracted annually.

5.5.2. New order for 5000DWT Platform Supply Vessels

The Company has received a Letter of Intent (LOI) to build 2 Nos. 5000DWT Platform Supply Vessels, each vessel at a price of USD 37.5m and the Company is finalizing the technical documentation with the Owner and Ship Designer, aiming to conclude a contract in the near future.



The Profile of the 5000 DWT Platform Supply Vessel

The Oil and Gas companies are reinvesting due to fuel price surge driven by the Ukraine war and has intensified exploration of new offshore oil and gas deposits and venturing into offshore renewables. After the 2014 crisis in the offshore industry, the PSV market slump badly and no new investments were made to build these vessels after 2014 making it an aged fleet. With the global oil & gas demand continuing to grow, demand for PSVs has started to grow again.

The Offshore Support Vessel market is an area in which the Company thrived during the 2010 period by nearly 24 vessels to various clients worth over USD 500 million. With the increase in demand for Offshore Support Vessels, the Company is refocusing on this market, to capitalize on a market the Company has abundant experience, expertise and great growth potential.

6. Ship Repairing at Colombo Dockyard

Over the fifty years of successful journey, Colombo Dockyard has accepted and accommodated all types of vessels provided the size of the vessel is fitting to the docks. Accordingly, the experience profile of the Company consists of various types of vessels namely tankers, liners, bulkers, passenger vessels, Ro-Ro vessels, gas carriers, dredgers, research vessels, heavy lifters, naval vessels, various types of Offshore vessels, sailboats and superyachts. And the blended experience and exposure of Colombo Dockyard team in repairing as well as shipbuilding, convinced the owners to place their valuable orders over the last five decades which proves the capability of handling higher work volumes to meeting higher quality expectations of the stakeholders.



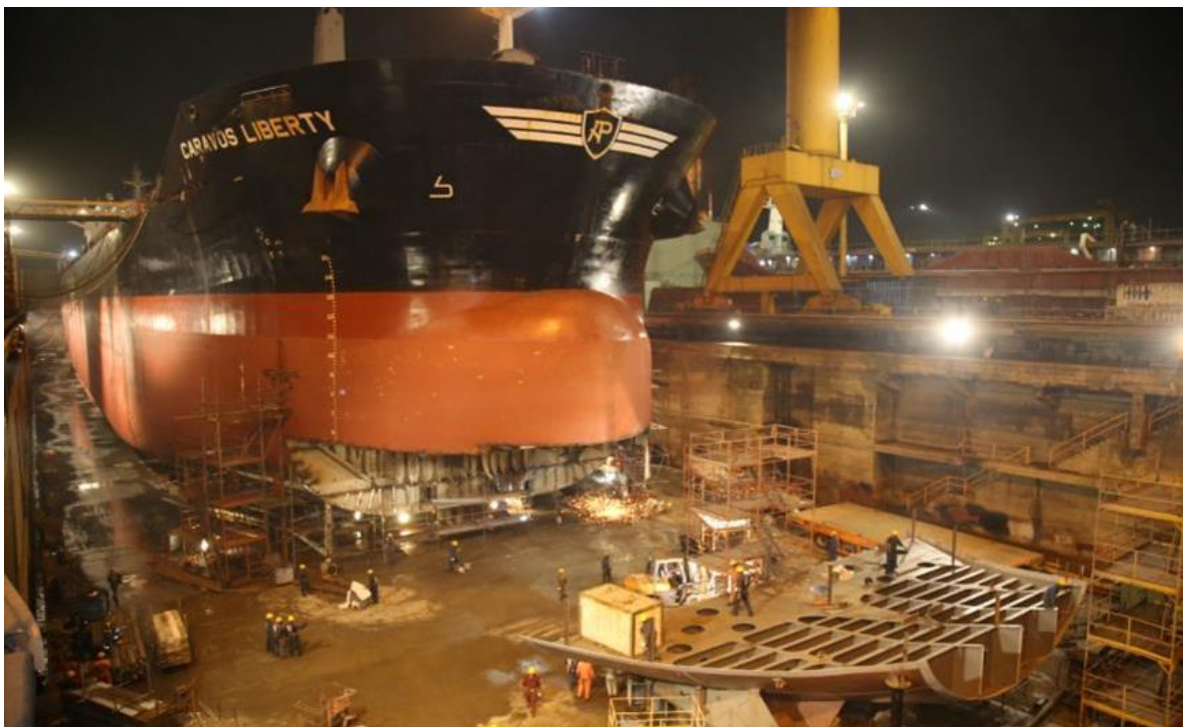
Colombo Dockyard repairing different types of vessels from different regions

6.1. Ship Repairing Clientele

The Ship Repairing sector is fixing about 200 vessels annually: 100 drydocking projects and another 100 afloat repairs. The largest dock for ship repairing is 263m in length and 44m in width where Dock 01 of 210m x 26m is accommodating mainly feeder vessels and Dock 03 of 122m x 16m for offshore, naval and harbor support fleets. These repairs are not limiting to scheduled planned surveys but also emergency repairs, collision repairs, major retrofits, conversions, modifications etc. The main and most frequent overseas markets for ship repairing is obviously the Indian fleet (both public and private sectors), Singapore, Greece and Middle east. The Company has been able to attract the vessels from almost all major ship owning Indian companies for drydocking & afloat repairs. Also, Colombo Dockyard is the preferred repairer for many European fleets, especially operating and crossing Indian ocean. Dredgers from Benelux, commercial and fishing vessels from Eastern Africa, offshore fleets engaged in offshore activities in India are few of major fleets continuously placing orders with Colombo.



Series of VLGCs docked in 2023/2024 by Foresight UAE & Wilhelmsen Malaysia



Steel renewal on Greek bulk carrier MV Caravos Glory with prefabricated units

6.2. Advantages and Challenges for ship repairing and how overcome

Being located in the strategic location in Indian Ocean, Colombo Dockyard has become the most conveniently approachable repair facility. She became the first preference for docking repairs, of any vessels discharging cargo in the territory and cost beneficial with the same quality and delivery compared to Persian Gulf and Southeast Asian shipyards. Also, the presence of many stakeholders namely almost all the main classification societies, main OEMs namely MAN, ABB, Caterpillar, Cummin & authorized

representation of all main navigational OEMs, main paint suppliers, Ship Repair sector managed to give cost effective solutions to vessel owners/ managers.

Over the past decades, Colombo Dockyard has built a good rapport and relationship with many international supplier networks for material, spares, consumable and also for specialized services. Sri Lanka is a tourist friendly and business friendly country where for any item imported for ship's use or installation are free of custom duty, much lesser documentation or red tapes, and being a BOI company, Colombo Dockyard has Green Channel facility for imports. So any item flown to Colombo airport will be cleared and brought onboard the vessel within few hours' time and for heavy consignments shipped can be cleared and place onboard within a day. With the support of our own procurement office in Singapore, Colombo Dockyard is much capable in faster sourcing and logistic support for all projects.

Also, there is no restriction/surcharge for foreign service engineers or specialists to work in the shipyard. Instead, they will get the full backing of the fully fledged workshop facilities, working areas, equipment and work force. As the shipyard is located in the city center, all the star rated hotels are in 10 minutes vicinity to shipyard. Being a tourism friendly country, convenient visa process, daily flight connected from main airports, warm hospitality makes the stay of various stakeholders attending ship repair projects at Colombo Dockyard more comfortable.

6.3. Ship Repair Sector - Future

Taking the advantage of the strategic geographical locations (Colombo, Hambanthota, Trincomalee & Galle), country specific advantages & well-established brand name of CDL, the Company has the potential of taking a big leap in the Ship Repair sector.

6.3.1. Rapid Growth Seaborn Trade in India

Steady & strong growth of India in general, the rapid expansion of Ports network in India & multifold growth of Seaborn Trade in India is creating a huge potential for the Company to expand its Ship Repair revenue with its strategic location & the brand name. Necessary efficiency improvements in the labour force, further improvements to the existing facilities & thus shortening of docking cycles would multiply ship repair revenue.

6.3.2. Hambanthota to be the Afloat Repair Center in the India Ocean

With Hambanthota Port's strategic position between Singapore, Fujairah & Durban Hambanthota stands the potential of becoming leader in the Afloat Repairs in the Indian Ocean region & challenge the dominance of Singapore & Fujairah in this sector. Accordingly, the Company has taken steps to build a workshop facility in Hambantota port, the foundation laid & the construction work is to be started soon.

To avoid the limitation in accommodating ships for drydocking as well as to extract the unique advantage of being locating in a strategic marine hub Colombo Dockyard established the afloat repair services unit in 2019. This is a dedicated department to serve emergency and urgent repair requirements of the vessels crossing Indian Ocean as well as arriving for cargo operations in regional ports. Hence this new department was called "Rapid Response Afloat Repair Services" (RRARS).



Unique repair solutions from RRARS – commencing docking repairs while afloat



Dutch Dredger operating in Maldives on emergency repair at Hambantota

Though the primary objective was to attend the immediate repairs of the vessels, after five years from the inauguration this unit has developed to secure major repair volumes, major refits during the long layups, modifications etc.

Being the front runner of the maritime industry, Colombo Dockyard has created this business opportunity which benefits the whole maritime community including local agencies, ports, ship chandlers and also for other repair service providers in repairing ships. Hence Colombo Dockyard carries the pride of exploring, introducing, and opening new business stream for other local entities to grow as a ship repairing community to brand Sri Lanka as a Ship Repairing Hub.

6.3.3.Boom in the Offshore Sector & Close Proximity to Oil Fields in India

With the potential boom in Offshore sector in oil and gas explorations and also in wind energy, Ship Repair sector is focusing on major retrofits and conversions of existing offshore support vessels. The facility is proposed with some expansions to

accommodate long duration projects not limiting to Colombo but also in Hambantota and Trincomalee. The sector has already secured major refits on Mobile Offshore Drilling Units (MODU), offshore platforms and numerous offshore vessels. Also following the expertise gained by being the only shipyard who built two Cable Vessels within last 5 years, ship repairing sector is in discussions in docking surveying and major modifications of Cable Repair Vessels from Europe in 2025.

Colombo Dockyard is a qualified repairer for following segments & territories:

- US Naval Vessels and Military Sealift Command Vessels under the Master Ship Repair Agreement (MSRA)
- The Japanese maritime self-defense force (JMSDF) Naval fleet for Drydocking & Afloat Repairs.
- Qualified and eligible for Offshore and Heavy Engineering projects under services group for Shipyard Project Management Consultancy Services (PMC) of Abu Dhabi National Oil Company (ADNOC).

7. Human Capital

Our human capital remains an integral part of the organization’s business success, fueling a qualitative improvement in workmanship and enhancing our ability for a sustainable growth. Colombo Dockyard PLC (CDPLC) advocates a transformational human resources philosophy aimed at building a team of committed, highly skilled, competent, globally acceptable shipyard employees, backed with an integrated, innovative and business focused approach, so that it helps the organization deliver its promises made to customers, investors, employees and other stakeholders.

Within our ingrained learning culture, the company continues to invest in Human Capital Development to ensure that its employees are developed with skills and knowledge required for future success of the Company. CDPLC’s training centre is accredited by the Tertiary & Vocational Education Commission (TVEC) as an A+ training centre and we provide training facilities to many national level vocational training institutes and universities within collaborative schemes to improve technical expertise and craftsmanship of youth in the local maritime engineering industry. Annually we contribute approximately 450 qualified craftsmanship trainees (Welder, Fabricator, Machinist, Electrician, etc.) to the nation. Further, we comply with National Vocational Qualification (NVQ) framework and has developed an internationally competitive workforce in CDPLC through the NVQ framework.



7.1. Skilled Workforce

Our skilled industrial workforce remains our main strength where majority having more than 10 years of experience in the industry supported by our recruitment policy where the priority is given to the applicants who have undergone company inhouse training. At the same time, the Shipyard maintains a healthy mix of young and experienced talent where the organizational culture and the learning process enables a smooth transfer of tacit knowledge from the seniors to the juniors. This is demonstrated by the fact that our workforce has an average of 20 years of experience in the company.



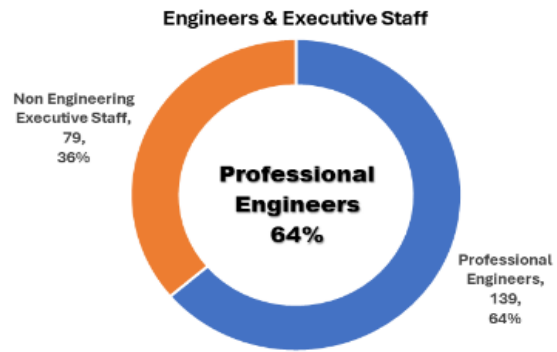
Out of around 1100 total industrial workforce, Welders and Fabricators represent nearly 40% where majority having class qualification for their respective job requirements. The remaining workforce is spread across more than 40 unique job categories, reflecting the diverse range of engineering disciplines within our operations. This includes roles in Electrical, Mechanical, and Civil Engineering, as well as specialized trades that require both technical acumen and hands-on experience.



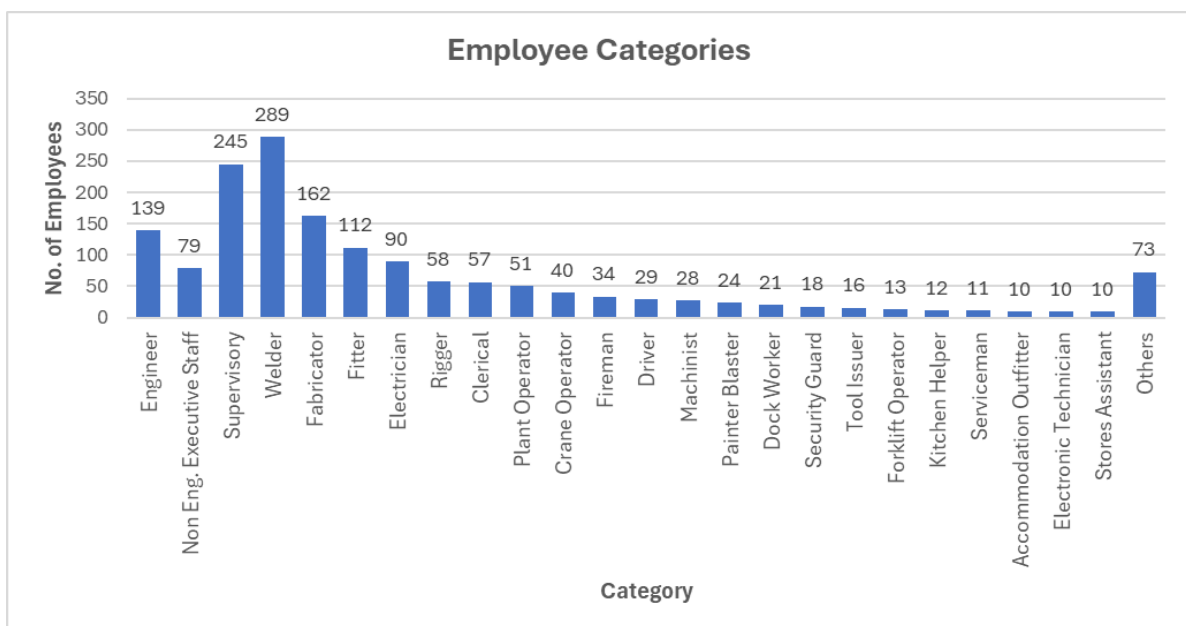
7.2. Qualified Engineers

Our team of over 130 highly qualified Engineers forms the backbone of our operations where majority is from the Mechanical Engineering discipline, who are also supported in the major operations by several Naval Architects and Marine Engineers. Apart from that we have Electrical, Electronic, Automation, Production and Civil Engineers who contribute with their knowledge and expertise in design, production, maintenance and service operations.

Majority of our Engineers are graduates from renowned state and private universities in Sri Lanka, in which many are professionally qualified Chartered Engineers and hold MBAs from recognized institutes making their presence a unique strength to our company.



We experienced a marginal employee turnover over the years which represented a powerful employer employee relationship. However, given the recent economic downturn of the country we too experience an increased employee turnover in the last couple of years, but we still maintain majority of our workforce compared with other organizations where many look for overseas opportunities.



Industrial relations (IR) is a priority at CDPLC, and we encourage the rights of employees and collective bargaining tenets instituted through trade unions to ensure that our team enjoys good work/life balance. We consistently engage and discuss HR development strategies and the people transformation process and have seen a positive mindset gradually permeate the trade unions which have ultimately resulted in a successful partnership working towards goals and objectives. The Company has taken steps to improve workplace cooperation among employees while enabling employee work life balance and job satisfaction through a “Social Dialogue and Workplace Cooperation” programmes with the facilitation of the department of labour.

7.3. Human Capital – Future

As the country is blessed with educated, well behaved youth coming out of the Universities, Colleges & Vocational Training Institutes, etc, with the maritime sector leadership of the Company in the country, it has the huge potential of developing the skilled labour force & well trained/qualified/versatile Engineers/Managers required by global shipyard & related industry. Existing Training Centre of the company could be converted into a College/Academy that develop the Maritime work force for the world.

8. Heavy Engineering Sector

Heavy Engineering Sector was established in view of catering to the General/Heavy Engineering requirements of the overseas clients, especially in the neighboring countries like Maldives, Seychelles & in the East African region.

8.1. Heavy Engineering Activities in Maldives

CDPLC has had a strong foot in the Maldives for decades & has constructed Under Water Restaurant Structures, LPG Gas Spheres, Petroleum Tank Farms, Cement Silos, etc. in Maldives. The close proximity, friendly relations between the two nations, the strong presence of CDPLC in ship repairs & ship building activities has helped CDPLC to penetrate into the Heavy Engineering activities in Maldives.

8.2. Under Water Restaurant Structures

Since 2018, CDPLC has been able to establish a niche market in the Maldives for the construction & installation of Under Water Restaurant Structures. With the successful installation/operation of two Under Water Restaurant Structures in 2018 & 2022 respectively, CDPLC has been able to secure the contracts for two more Under Water Restaurant Structures, which are now under construction in view of completing both by 1Q of 2025. Negotiations are underway for the construction of few more Under Water Restaurant Structures with the target of commencing construction by early 2025.



18 Pax UWR done in 2018



Inner view of 50pax UWR done in 2022



LPG Gas Spheres in Maldives



Petroleum Tank Farm in Maldives

8.3. Penetrating into East African Region

CDPLC has successfully completed a Japanese funded Slipway Cradle project at the Port of Bujumbura in the Republic of Burundi & commissioning is to be carried out shortly. In this project CDPLC has been the main contractor to the Japanese partner WKK. And HE sector could effectively handle such Japanese/JAICA funded projects in the Indian Ocean region, especially in the East African countries.

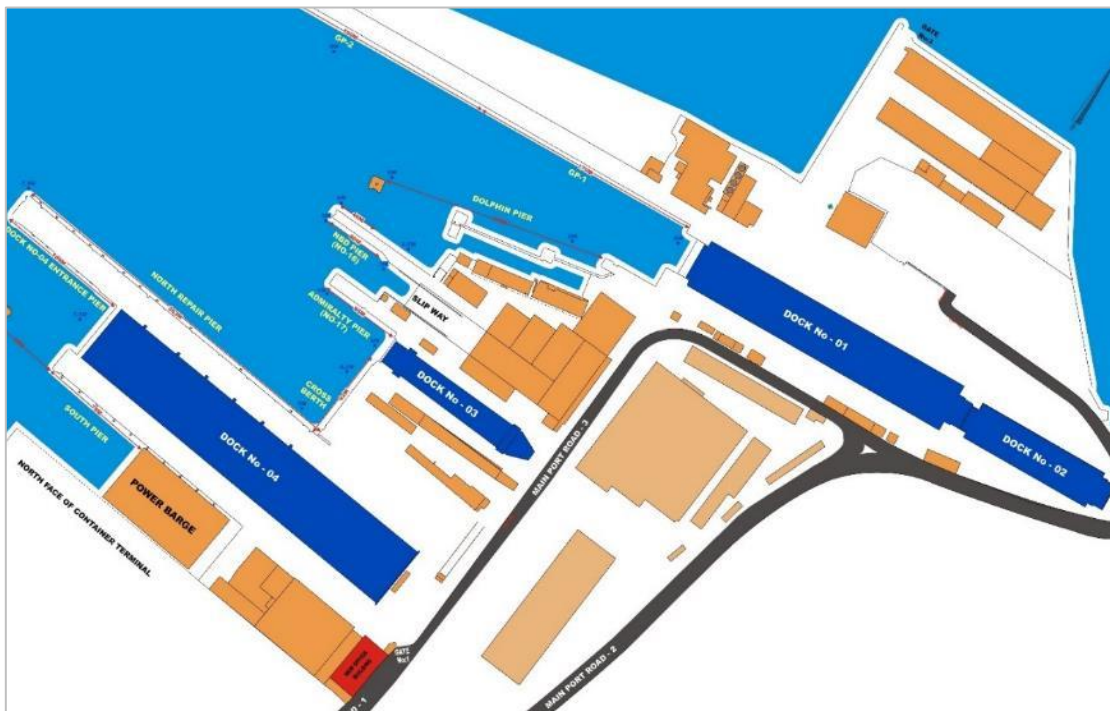


Ship Slipway with Cradle at Bujumbura, Burundi

9. Facilities available at Colombo Dockyard

Colombo Dockyard PLC, strategically located in the port of Colombo, occupying a land area of 11 hectares (approx.110,000sqm), is one of the premier shipbuilding and ship repair facilities in the region. With over four decades of experience, the dockyard offers a comprehensive range of services, including ship repairs, conversions, and new ship construction, making it a reliable partner for maritime and offshore industries.

Our yard is equipped with state-of-the-art facilities designed to accommodate vessels of various sizes and types. We have four dry docks, with capacities ranging up to 125,000 DWT, making us capable of handling a wide range of vessel types and sizes. Our docks are serviced by an array of modern cranes with lifting capacities of up to 160 tons, ensuring efficient and safe handling of materials and components during projects.



Yard Layout Diagram, Dock Sizes and Crane Capacities

Drydock No.	Length (M)	Breadth (M)	Depth (M)	Capacity (Dwt)	Cranage (T)
Drydock No. 1 A	148	26	9.7	30,000	160
Drydock No. 1 B (Shipbuilding)	62	26	9.7		160
Drydock No. 2 (Shipbuilding)	110	24	6.7	9,000	160
Drydock No. 3	122	16	5.5	8,000	20
Drydock No. 4	263	44	8.9	125,000	70

9.1. Steel Workshop Machinery Capacities

The steel workshop at Colombo Dockyard is outfitted with the latest technology in steel cutting, forming, and welding, with a capacity to handle both large-scale fabrication and precision engineering projects.

CNC Plasma Cutting Machines

Plate Max width 3050 mm

Plate Max Length 12 m

Cutting methods / Capacity

Straight cut (I cut) - 5mm to 55mm
thick Mild steel

Single Bevel Cut (v cut) - 6mm to
50mm thick Mild steel

Positive Bevel 45 degrees

Negative Bevel 40 degrees



CNC Flame Cutting Machines

Straight cutting facility for plates.

Maximum width of each plate 2,500
mm in tandem, with Max Thickness
75 mm.



Press Machines

Press Machine 01

- Maximum Die Width = 1500 mm
- Maximum Working Area (width) = 6500 mm
- Maximum Plate Thickness at Maximum Width, 50 mm



Press Machine 02

- Maximum Die Width = 2400 mm
- Maximum Plate Width to be bent 3500 mm
- Maximum Plate Thickness at Maximum Width, 50 mm



Rolling Machines

Rolling Machine 01

- Maximum Plate Width = 3050 mm
- Maximum Plate Thickness at Maximum Width 20 mm
- Minimum Rolling diameter 400 mm Maximum Width and 20mm thickness.
- Maximum Possible Plate Thickness 40 depending on diameter and width.

Rolling Machine 02

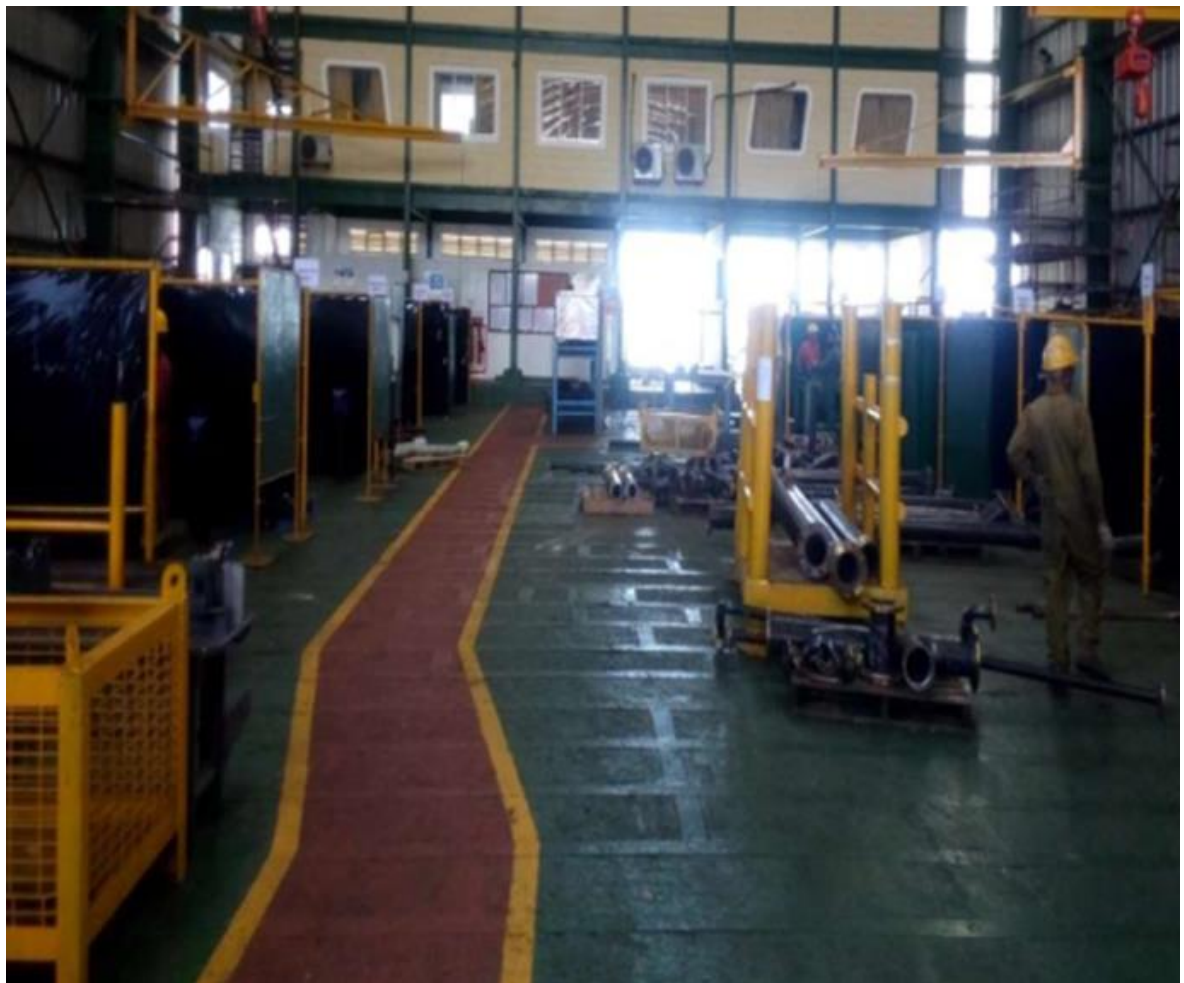
- Maximum Plate Width = 4000 mm
- Maximum Plate Thickness at Maximum Width 25 mm
- Minimum Rolling diameter 600 mm Maximum Width and 25mm thickness.
- Maximum Possible Plate Thickness 50 depending on diameter and width.



Flame Heating Bed



Pipe Fabrication Workshop



Pipe Cutting Machine



Rotating Bed for Pipe Welding



Steel Prefabrication Workshop



Steel Unit Fabrication Areas (Motorized movable sheds)



Welding Processes (SMAW, FCAW, GTAW)



Blasting and Painting Chambers

For surface preparation and coating, the yard boasts advanced blasting and painting facilities that adhere to the highest environmental and quality standards. We have the capacity to handle projects of varying scales, ensuring that each vessel receives superior protection and finish.

Blasting and Painting Chambers



Transporter (150T)



Machine Shop

Our machine shop is similarly well-equipped, offering a full range of machining capabilities, from turning and milling to boring and grinding, all carried out to meet exacting international standards. Below are the main machines available in the yard machine shop.

- Lathe Machine
- Milling Machines
- Power Saws
- Shaping Machine
- Surface Grinding Machines
- Vertical Boring Machine
- Balancing Machine
- Radial Drilling Machine
- Radial Boring Machine
- Horizontal Boring Machine
- Thread Cutting Machine
- Stern Tube Boring Machine
- Pedestal Grinders



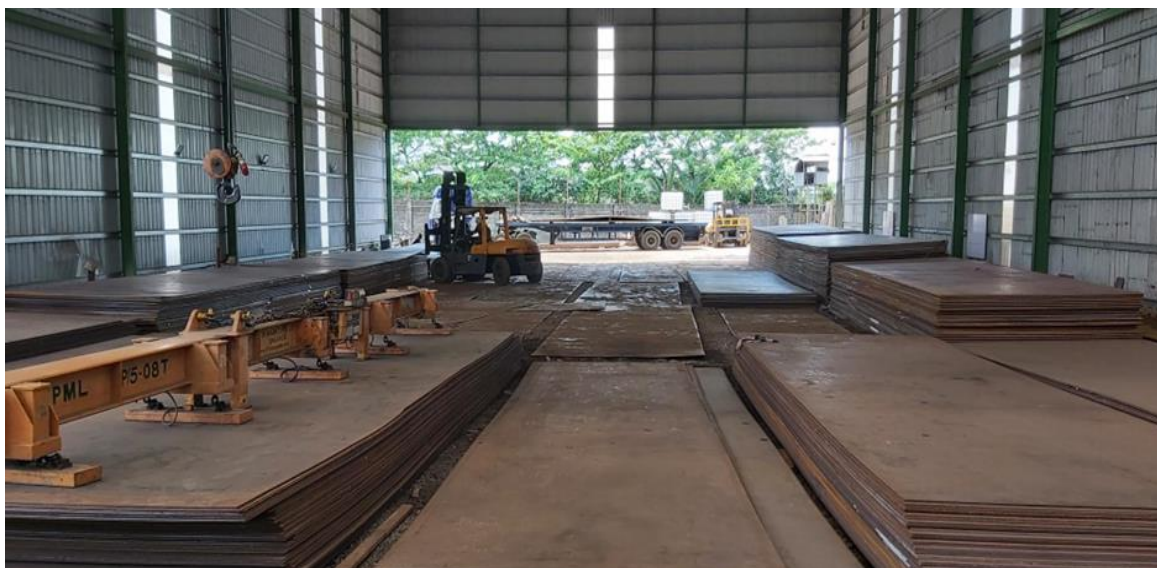
Machine Shop



Fitting Shop

9.2. Kelani River Yard (KRY)

Located in close proximity to the main shipyard premises, the Kelani River Yard (KRY) serves as a crucial support facility for the shipyard's operations. The yard is primarily used for the storage of large stocks of steel plates, profiles and pipes, ensuring a steady supply of materials for ongoing and future projects. Equipped with a state-of-the-art shot blasting machine, KRY facilitates the surface treatment of raw steel plates and pipes, preparing them for fabrication. In addition, the yard houses advanced CNC cutting machines, which are used to precisely cut materials to specification, ensuring efficient workflow and reducing lead times for projects. The combination of storage capacity and modern material processing technology at KRY contributes significantly to the overall productivity and efficiency of Colombo Dockyard.



KRY Site Steel Plate Storage



KRY Site Pipe Storage



KRY Site Shot Blasting Machine



KRY Site CNC Cutting Machine

9.3. Hambantota Repair Facility

In addition to our Colombo-based operations, we also offer services at the Hambantota Port premises, which provide additional support for ship repairing activities.

MINIMUM DIVERSION from **INTERNATIONAL MARINE ROUTE**

EXTEND REPAIR ASSISTANCE for LARGER VESSELS

- VERY LARGE CONTAINER CARRIERS
- VLCCS
- ULCCS

3 ½ HOURS to MAIN YARD
CONNECTED WITH HIGHWAY

REPAIR FACILITY AVAILABLE AT BERTH

- 2 X 40 T Portal Cranes with 40 m reach
- 3 X 50 T STS Gantry Cranes
- 1 X 80 T & 1 X 50 T Mobile Cranes
- Shore Power 440V 50Hz 120A(Max)/ outlet
- Shore Generators available for 60Hz
- Fresh Water connection at Pier

DETAILS OF PORT


BERTH	BERTH LENGTH	DRAFT
Berth 1 & 2	600m	15.5m
Berth 3	208m	15.5m
Berth 4, 5, 6	838m	15.5m
Feeder Berth 7 & 8	460m	10.5m
Berth 9, 10	838m	15.5m




Hambantota Port Berth Details

9.4. Trincomalee Port Facility

Trincomalee Port facility is equipped with bollard pull testing services, offering a key advantage for clients requiring tug testing and certification in addition to the three repair berths.



Repairs possible at ASHROFF QUAY
8°33'46.8"N 81°11'58.1"E

DETAILS OF PORT

Entrance Channel – 500m
Water area – 1630 hectares
Land area – 5261 hectares

BERTH	BERTH LGTH	DRAFT
Berth 1	250m	13m
Berth 2	90m	9m
Berth 3	90m	9m

- Extended berthing facilities for LARGER VESSELS – ULCC, VLCC with the support of Sheltered Water
- Availability of Mid-Stream Anchor Points for long layups

Trincomalee Repair Berths



Trincomalee Bollard Pulling Facility

Together, these facilities position Colombo Dockyard as a fully integrated maritime solutions provider, capable of addressing the most complex demands of shipbuilding, ship repair, and maintenance. Our commitment to quality, safety, and environmental sustainability ensures that we deliver projects on time and to the highest standards, providing value and reliability to our clients.

10. Subsidiary Companies of CDPLC

10.1. Dockyard General Engineering Services Pvt) Ltd

Dockyard General Engineering Services (Pvt) Ltd was established in 1981 as a fully owned subsidiary of CDPLC in order to cater to the land based General Engineering requirements in the country. DGES has been able to establish itself as the leading engineering entity in the country in the fields of Mechanical Engineering, Civil Engineering, attending to the construction of LPG Gas Spheres, Petroleum Tank Farms, Penstock Tunnels, Hydro Dams, Bridges, Power Plants, Complex Piping Networks, Steel Building Structures, etc.

CDPLC has been able to secure substantial volume of local General Engineering work through this subsidiary.



LPG Gas Spheres



Petroleum Storage Tank Farms



Piping Networks



Pumping Stations



Power Plants



Steel Bridges



Irrigation Dams



Steel Bridges

10.2. Dockyard Total Solutions (DTS)

DTS was established 2019 as a fully owned Subsidiary of Colombo Dockyard PLC to provide value added service as per the requirements of Colombo Dockyard PLC.

DTS Engineering Services was established to become the main supplier of the highly experienced, skilled and disciplined workforce to Colombo Dockyard PLC as & when such service is required. Today DTS is the main skilled labour supplier to CDPLC.

DTS CADVENTURE has been established to extend the Engineering Design service capabilities of CDPLC to the other shipyards & similar engineering globally. At the same time, they are able to supplement the Engineering Design workload of CDPLC as well.

DTS Integrated Information Communication Technology Solution Center (IICTSC) provides full scale integrated ICT solutions for external entities, with the backing of strong ICT of the parent company, CDPLC.

10.3. Ceylon Shipping Agency

Ceylon Shipping Agency had been established over 30 years ago as a subsidiary of CDPLC primarily for quick sourcing & shipping of necessary spares & material for the Ship Building & Ship Repair need of CDPLC at short notices.