

and The SLiMDOE Leverage

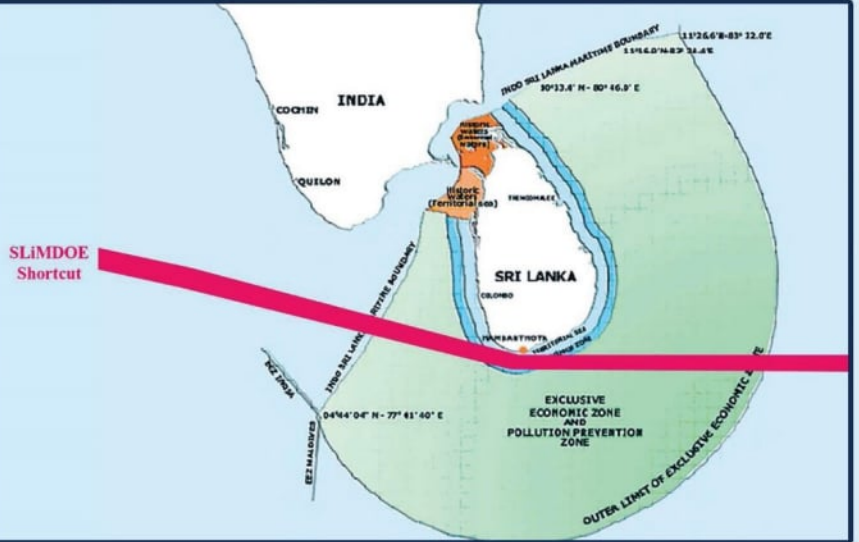
A Hidden Intangible Marine Navigation Resource That Can Benefit Srilankan's and World Citizens

(SLiMDOE සම්පත් **YODA** ශක්තිය යොදවා ඊට ගොඩගන්න)

www.ranjithwickramasinghe.com

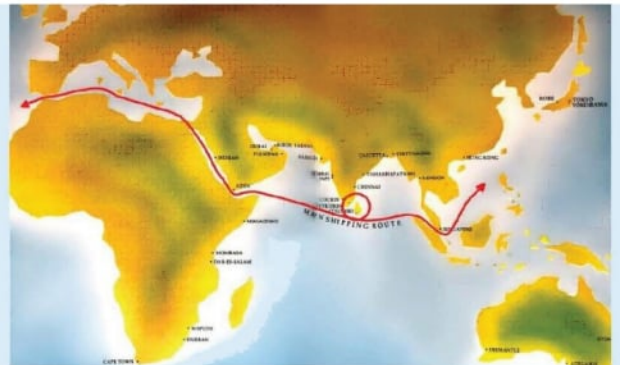
SLiMDOE shortcut is a
US\$ 320 billion Resource
(which is four times the
GDP of Sri Lanka) Enjoyed
by the Beneficiaries of
Global Commerce at the
deprivation of the citizens
of Sri Lanka.

**This is a Unique Situation
where the benefactor is the
victim.**



Is this Fair ;

SHOULDN'T THE US \$320 BILLION GAIN BE SHARED WITH OUR SUFFERING CITIZENS & SRI LANKA BE REIMBURSED THE COST OF DECARBONISATION OF THE SLIMDOE EMISSION ESTIMATED AT US \$7 BILLION ANNUALLY.



Ranjith Wickramasinghe.

FCMA (UK), FCCA, ACC.Dir.SL, CGMA, and JP

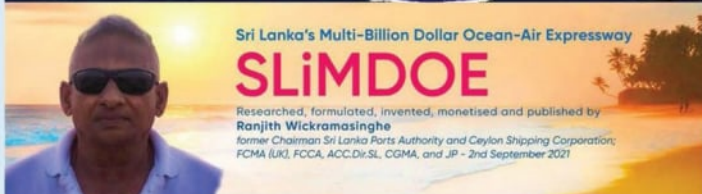
The author is an Independent Financial advisor and Consultant. He was the Former Chairman Sri Lanka Ports Authority & Ceylon Shipping Corporation, and has published several economic-turnaround plans for Sri Lanka, and the Chairman of SLIMDOE (PVT) Limited.

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142/68 Jansenvilla, Anderson road, Nedimala, Dehiwala.



Sri Lanka's SLiMDOE Initiative: From Concept to Call-to-Action

During the last two decades, Sri Lanka has enabled 40% of the world's maritime trade and thousands of commercial flights to pass through its Exclusive Economic Zone (EEZ) — a shortcut we now define as **SLiMDOE: Sri Lanka's Multi-billion Dollar Ocean-Air Expressway**.

Yet, despite the immense **global economic gains**—estimated at over **USD 240 billion** in fuel, time, and inventory savings—**Sri Lanka has received no compensation**, all while bearing the brunt of **environmental and health costs** from emissions released in its airspace and surrounding seas.

Key Concerns:

- Over **25 million tons of CO₂**, along with hazardous NO_x, SO_x, and black carbon particles pass through SLiMDOE annually.
- Estimated **annual cost to neutralize these emissions: USD 7 billion**.
- These emissions affect marine ecosystems, public health, agriculture, and local biodiversity—undermining GDP growth by 3% (IMF/World Bank estimates).

Progress So Far:

- The **SLiMDOE framework** has been clearly defined and quantified as an **intangible national asset**.
- Estimated intrinsic value: **USD 700 billion**.
- The Government of Sri Lanka has been briefed on the concept and is evaluating its potential as a leverage point for:
 - **Climate finance**
 - **Reimbursement of damages, and carbon taxes collected**
 - **Debt-for-nature swaps**
 - **Green investment partnerships**
 - **Pollution mitigation and carbon offset programs**

Next Steps with Government Support:

1. **Jointly follow up the Submissions Made to:** 1) United Nations Loss and Damage Fund requesting reimbursements for damages; 2) European Union requesting reimbursement of carbon taxes collected by them on SLiMDOE emissions; 3) International Maritime Organisation seeking reimbursements to offset impact of excessive and poisonous emissions.
2. **Feasibility Study** with cross-ministerial coordination (Transport, Environment, Finance, Foreign Affairs).
3. **International Legal and Economic Assessment** on mechanisms to quantify loss, assert environmental equity, and engage multilaterally.
4. **Engagement with Multilateral Climate Funds**, development partners, and impact investors.
5. **Public-private dialogue** to explore foreign direct investment in emissions offsetting and carbon capture.

SLiMDOE Pictures



SLiMDOE is not just a concept—it is a platform for climate justice, environmental resilience, and sovereign economic renewal. It is time we recognize the hidden value Sri Lanka contributes to global commerce—and ensure that the costs borne by our people are no longer ignored.

Let us make SLiMDOE a central pillar of Sri Lanka's economic transformation, detailed in ISBN 978-624-99952-6-0.

Ranjith Wickramasinghe.



SLiMDOE Concept Author and Resource Developer.

#SLiMDOE #ClimateJustice #SriLanka #MaritimeTrade #SIDS #BlueEconomy #CarbonFinance #Sustainability #ClimateAction
#DevelopmentFinance #GlobalCommerce #PolicyInnovation

Trade Tariffs imposed on Sri Lanka, and the SLiMDOE Leverage.

ISBN 978-624-99952-6-0

Dear Friends of Sri Lanka.

Sri Lanka was adjudged as the friendliest nation in the World, and simultaneously the United States of America recently announced the reciprocal trade tariffs on Sri Lanka, amidst the delicate balancing act the Incumbent Government of Sri Lanka (GoSL) has undertaken, to eliminate corruption whilst stabilising the economy, that “crashed in March of 2022 following a fifty year nose dive”.

Sri Lanka with a Gross Domestic Product (GDP) of US \$ 99 billion, needs a **new revenue source** and **out of the box thinking** to come out of the present quagmire, that predicts a slower growth, with which the country would not be “**able grow and repay the defaulted debt**” now rescheduled and due in 2028.

This tiny island nation standing in the middle of the Indian Ocean, and North of the Equator is inundated annually with **25 million tons of CO2** equivalent of Green House Gases (GHG), over a **million tons of poisonous NOx**, around **half a million tons of poisonous SOx**, and millions of tons of **hazardous black carbon particles (PM)** from the “SLiMDOE emissions”, causing damage to our economic resources detailed in www.ranjithwickramasinghe.com

SLiMDOE is an acronym given to the “**Sri Lanka’s Multi-billion Dollar Ocean-air Expressway**” which is a 500 nautical mile seamless passage with in Sri Lanka’s Exclusive Economic Zone and Pollution Prevention Zone (EEZ) that also cuts through our territorial waters three miles away from Dondra Head, in the south most tip in Sri Lanka (SL) enabling the ocean vessels to take a shortcut saving 400 nautical miles of the journey in the great east-west shipping lane that connects the Atlantic and the Pacific Oceans via Sri Lanka. 60,000 ocean vessels and 40,000 commercial aircraft’s use this passage annually carrying 40% of world trade, **depicted in the cover page**.

The “**SLiMDOE shortcut**” enable ocean vessels to reduce one day of sailing time and commercial aircraft’s, one hour of flying time in each crossing, **saving over US \$ 12 billion annually** by the reduced consumption of bunkers, daily operating costs (DOC), and amortisation costs. The reduction of one day of delivery time to the global supply chain enables a saving of over **US \$ 5 billion annually** on inventory holding costs, etc.

During the last 20 years the global communities have benefited from SLiMDOE shortcut, saving over US \$ 240 billion, whilst no revenue has accrued to the citizens of Sri Lanka.

Though the country smiles, a third of our citizens- tea pluckers, paddy farmers, rubber tappers, coconut climbers, cinnamon peelers, fishermen, etc go to sleep without, dinner. Malnutrition persists in our children who, yet smiles as it is our culture and tradition to greet saying “Ayubowan”, truly wishing everybody a long life.

Sri Lanka is a Small Island Developing State (SIDS) in the world, that is inundated with **double** the amount of **SLiMDOE emissions** released from **external international maritime and aviation sources** burning fossil fuels (8 - 10 million tons per annum) in comparison to what the whole country imports and burn (SL imports 5 million tons of fossil fuel annually), [SLiMDOE Emissions Halo Pictured Around Sri Lanka is attached](#).

Sri Lanka is bombarded by **Concentrated** SLiMDOE emissions at **six-minute intervals** at **Ground Zero Intensity** both from **Air and Sea** (creating an air corridor - impacting like a Giant Horizontal Rotary Kiln) by the Continuous release of 25 million tons of CO₂ together with NO_x, SO_x, and PM. Decarbonisation of CO₂ would cost US \$ 4 billion annually, whilst poisonous NO_x, SO_x and black carbon particles (PM) emitted would cost US \$ 3 billion annually to neutralise. [SLiMDOE Traffic Satellite Picture is attached](#).

Emissions of excessive GHG, NO_x, SO_x, and PM cause severe **localised health impacts** (respiratory and cardiovascular disease), **damage to marine ecosystems** (ocean acidification affecting coral and shell fish), and the exacerbation of Sri Lanka's **climate vulnerabilities** (floods, droughts, sea-level rise affecting agriculture, fisheries, and infrastructure).

The decarbonisation cost of CO₂ has been based on carbon cost at US\$ 160 per ton. Internet sources indicates an emission factor for Heavy Fuel Oil (HFO) at 40Kg to 140 Kg of NO_x per ton, and the neutralisation cost of NO_x at a range of US \$ 1400 - US \$ 6000 per ton. A release of a million tons of NO_x could cost a US\$ 2 billion to neutralise annually. The cost of neutralising SO_x and PM will be additional.

It begs the question - "how **Innocent** is the SLiMDOE passage?" that destroys our economic resources and the livelihood of the people, navigating Seamlessly under the "**Freedom of the Seas**". Rather, it could be called a premeditated "**passage of commercial profit**" for the global community done at the Peril and Deprivation of the Citizens of Sri Lanka who gets no revenue, but have to suffer the deadly consequences of SLiMDOE emissions. This is ironic - where a **Benefactor** of the olden marine Silk Route, Sri Lanka has now become a **Victim**. Since 2200 years ago all the ships in the **Silk Route** stopped in "Godawaya harbour" located in the present Hambanthota Port contributing to Sri Lanka's revenue, and enriched daily life of our citizens without dumping emissions, as all the ships used the air current to sail.

The Impact of this on our people, animals (fish, elephants, whales, turtle, dolphins, migratory birds), flora, fertility, drinking water, climate, bio diversity, heritage and cultural sites is severe, causing **Trillion Dollar damages to our economic resources**.

Is it fair for US or any beneficiary country of Global Commerce to impose tariffs on SL when we import all these emissions for which we have not been paid?

It would cost Sri Lanka USD 7billion a year to neutralise these emissions, hence the "**SLiMDOE initiative**" - to **obtain damages; reimbursement/fundings; climate mitigation joint ventures; increasing renewable energy ; setting up of a SLiMDOE carbon credit platform for the benefit of peasants as well as corporates; carbon capture FDI's; bi-lateral debt swaps for climate resilience, etc**, in order to reset our economy and to be able to repay defaulted debt commencing 2028, detailed in my publications ISBN 978-624-99952-6-0 and ISBN 978-624-99952-7-7.

Citizens of Sri Lanka have supported the global commerce enabling the carriage of 40% of the world trade (estimated at 10 billion metric tons of sea cargo) via the "SLiMDOE shortcut" with **no consideration for well over 20 years**.

SL has silently endured this unfair practice that **violates natural justice and equity**. Though our citizens yet smile, there is great pain within, and the Incumbent GoSL would have start repaying our defaulted debt in 2028.

SLiMDOE is valuable **“Intangible Marine Navigation Resource”** for Sri Lanka which annually moves 60,000 ships, **Seamlessly** (no paper, no people, no procedures, and no payment for transiting) carrying 40% of world trade in contrast to manmade Suez and Panama Canals moving 20,000 and 13,000 ships annually, **for profit**, now under stress from Geopolitics, etc. **SLiMDOE is an Intangible Asset**, having a **Leverage of US \$ 320 billion**, with an Intrinsic Value of US \$ 700 billion, has now been brought into the **Balance Sheet of Sri Lanka**, continuing the marine navigation practise of the Silk Route 2200 years ago.

Is this not the right time now, for the GoSL to act, seeking redress?

Does Sri Lanka have any other choices?

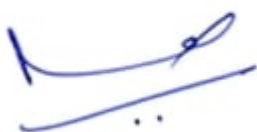
The IMF and World Bank sources have forecasted that climate change/emissions impact on Sri Lankan economy is retarding our GDP growth by about 3% per annum, and highlighted the need to obtain climate finance to the tune of US \$ 30 billion over the next five years. Under this scenario it is cardinal that we Leverage SLiMDOE to obtain finance. Please refer to the [SLiMDOE assisted Macro Economic Plan for Sri Lanka’s revival, given in next page](#).

Thus, it is of paramount importance for GoSL to jointly follow up the submissions I have made as a Citizen of Sri Lanka, - to the United Nations (UN) Loss and Damage Fund to obtain damages, to the European Union (EU) requesting reimbursements of Carbon Tax Collected by them effective 1st January 2024 on SLiMDOE emissions, and to the International Maritime Organisation (IMO) seeking reimbursements to offset the impact of excessive and poisonous emissions described above. **GoSL action is awaited.**

In addition to above, I have proposed the setting up a Centre for Decarbonisation around Hambanthota in SL, enabling the 60,000 ships that transit SLiMDOE annually, to stop in Sri Lanka, to off-load the captured carbon from ships for decarbonisation as a Foreign Direct Investment (FDI) Joint venture in partnership with stakeholders to mitigate climate change. This FDI joint venture has the potential to decarbonise the international shipping emissions, given in ISBN 978-624-99952-7-7. **GOSL Letter of support for the JV’s are awaited.**

In the formulation of the SLiMDOE initiative, during 5 years I have, had a dialog/communication with the World Bank, United Nations, European Union, International Monetary Fund, International Maritime Organisation, COP 26, – World Climate Summit, G7 Embassies in Colombo and Embassies of our neighbouring countries, and interacted several hundreds of Peers and Intellectuals. I have published 25 books in relation to SLiMDOE and the strengthening economy of Sri Lanka, held a Zoom discussion and participated on several TV interviews, [details of it and my Profile is given herein](#).

SLiMDOE Initiative – 4 minute Video accessible on <https://bit.ly/SLiMDOE>



Cheers, Ranjith Wickramasinghe.

SLiMDOE Concept Author and Resource Developer.

an extract of ISBN 978-624-99952-6-0

SLiMDOE Leveraged Favourable Trade Balance for Sri Lanka

It has been wrongly portrayed that Sri Lanka has a large adverse trade balance with USA, UK, Germany/European Union, etc. Though our merchandise imports are small, the SLiMDOE emissions dumped on us are huge, estimated in excess of US \$ 6 billion annually, therefore Sri Lanka infact has a favourable trade, which needs to be brought to balance sheet, below.

Five Year Macro Economic Plan.				Actual	Actual	Budget	Target	Target	Target	Target
updated 15/5/2025	yahapala	covid	aft. crash	IMFreform	election	Clean SL	recover	reset	repay debt	repay debt
REAL ECONOMY	2019	2021	2022	2023	2024	2025	2026	2027	2028	2029
Population - million	21.8	22	22.1	22	21.9	21.8	21.7	21.6	21.5	21.4
GDP US\$ Billions (Bn)	89	88	77	84	99	104	109	116	123	130
GDP Per Capita US Dollars	4,082	3,999	3,464	3,851	4,516	4,768	5,030	5,356	5,704	6,075
GDP real Growth	-0.2%	4.2%	-7.3%	-2.3%	5.0%	5.0%	5.0%	6.0%	6.0%	6.0%
Exchange rate US\$ to Rs	179	199	363	323	292	300	310	320	330	350
average annual devaluation	8%	7%	182%	-11%	-10%	3%	3%	3%	3%	6%
Inflation rate (CCPI)	4.3%	6.0%	46.0%	17.4%	1.2%	6.0%	9.0%	8.0%	8.0%	8.0%
Prime lending Rate (AWPR)	9.7%	8.6%	27.0%	12.0%	9.0%	10.0%	9.9%	9.5%	9.5%	9.5%
EXTERNAL ECONOMY -US\$ Bn	2019	2021	2022	2023	2024	2025	2026	2027	2028	2029
Exports	12	12	13	12	13	16	20	24	28	33
Imports	20	21	18	17	19	24	26	30	34	40
Trade Balance	-8	-8	-5	-5	-6	-8	-6	-6	-6	-7
Tourism income	4	1	1	2	3	4	4	5	5	6
Expatriate Remittances	7	4	4	6	7	7	8	8	8	9
Inflow to Govt.	3	-4	0	3	4	3	6	6	7	8
Interest (current debt)	-1	-1	-1	-1	-2	-2	-2	-2	-2	-2
repayment of resheduled loans									-3	-5
SLiMDOE initiative- potential	0	0	0	0	0	0.2	0.8	1	2	2
Net Loans/SLiMDOE Debt Swaps	-3	2	2	0	-1	-1	-1	-2	0	0
Balance of Payments- surp/(def)	-1	-2	1	3	1	0	3	3	4	3
External Reserves	8	4	2	4	6	6	9	12	16	19
External Debt (Total)	55	52	50	54	57	56	55	53	50	45
GOVERNMENT FINANCE -Rs Tn.	2019	2021	2022	2023	2024	2025	2026	2027	2028	2029
Govt. Revenue	1.9	1.4	2.0	3.0	4.1	4.1	4.6	5.1	5.6	6.0
Govt. Expenses	3.3	3.4	3.0	2.8	3.4	3.3	3.8	4.4	4.7	5.0
Primary balance	-1.4	-2.0	-1.0	0.2	0.7	0.8	0.8	0.7	0.9	1.0
Interest cost			1.5	2.5	2.7	2.4	2.3	2.2	2.1	2.0
Budget deficit	-1.4	-2.0	-2.5	-2.3	-2.0	-1.6	-1.5	-1.5	-1.2	-1.0
Central Govt. Debt - Rs Tn	13	17	28	29	29	29	30	30	30	32
Central Govt Debt in US \$ Bn	73	85	76	88	98	97	96	94	92	92
Government Finance - % of GDP	2019	2021	2022	2023	2024	2025	2026	2027	2028	2028
Govt. Revenue	12%	8%	8%	11%	14%	13%	14%	14%	14%	13%
Govt. Expenses	21%	20%	13%	10%	11%	11%	11%	12%	12%	11%
Primary balance			-4%	1%	2%	3%	2%	2%	2%	2%
Interest cost			6%	9%	9%	8%	7%	6%	5%	4%
Budget deficit	-9%	-12%	-10%	-9%	-7%	-5%	-4%	-4%	-3%	-2%
Central Govt. Debt - % of GDP	81%	100%	115%	106%	96%	94%	88%	82%	75%	71%

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FCMA, FCCA, CGMA, ACC.Dir.SL and a Justice of Peace.

SLiMDOE Concept Authour and Resouce Developer.

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update to ISBN 978-624-99952-7-7

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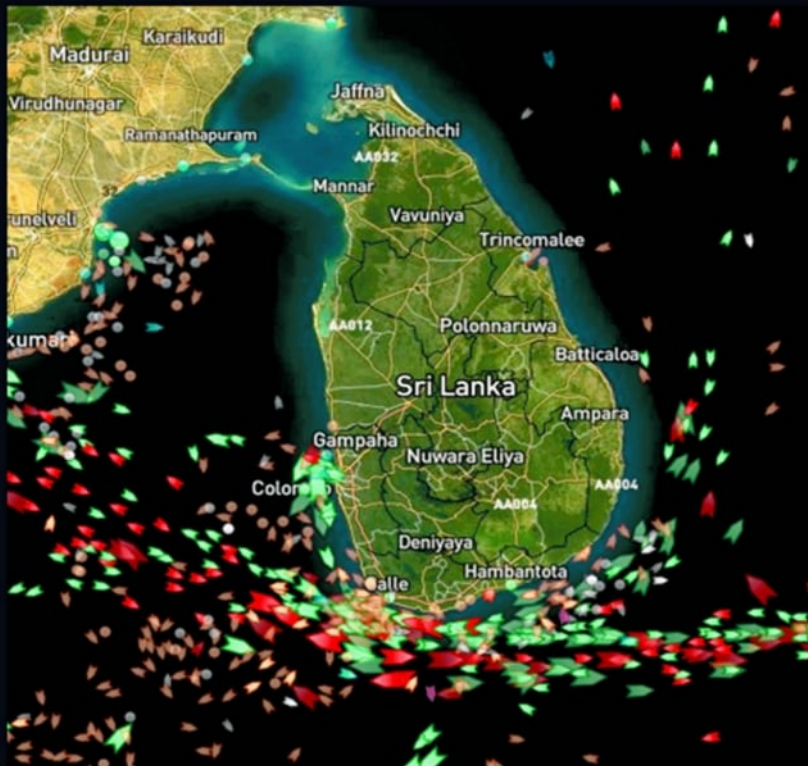


List of Annexures

- 1) SLiMDOE Traffic Satellite Picture
- 2) SLiMDOE Emissions Halo Pictured Around Sri Lanka.
- 3) United Nations Loss & Damage Fund, Claim against SLiMDOE emissions damage dated 30th March 2023 published in ISBN 978-624-99952-1-5.
- 4) Reimbursement of carbon tax imposed and collected by European Union in respect of SLiMDOE emissions effective 1st January 2024 based on the Claim dated 7th September 2023, published in ISBN 978-624-99952-3-9.
- 5) SLiMDOE Leveraged Alternative Growth Strategy to Turnaround Sri Lanka's Economy – Letter dated 7th March 2024 to the International Monetary Fund.
- 6) Submission dated 21st November 2024 to the Minister of Transport, Highways, Ports and Civil Aviation.
- 7) Submission dated 14th December 2024 to Deputy Minister of Finance and Planning.
- 8) SLiMDOE, A Novel Strategy to Boost Sri Lankan Economy.
- 9) My Discourse with International Maritime Organization (IMO)
ISBN 978-624-99952-7-7 of 10th April 2025.
- 10) Published Works and TV interviews.
- 11) My Profile

Annexure -01
SLiMDOE Traffic Satellite Picture

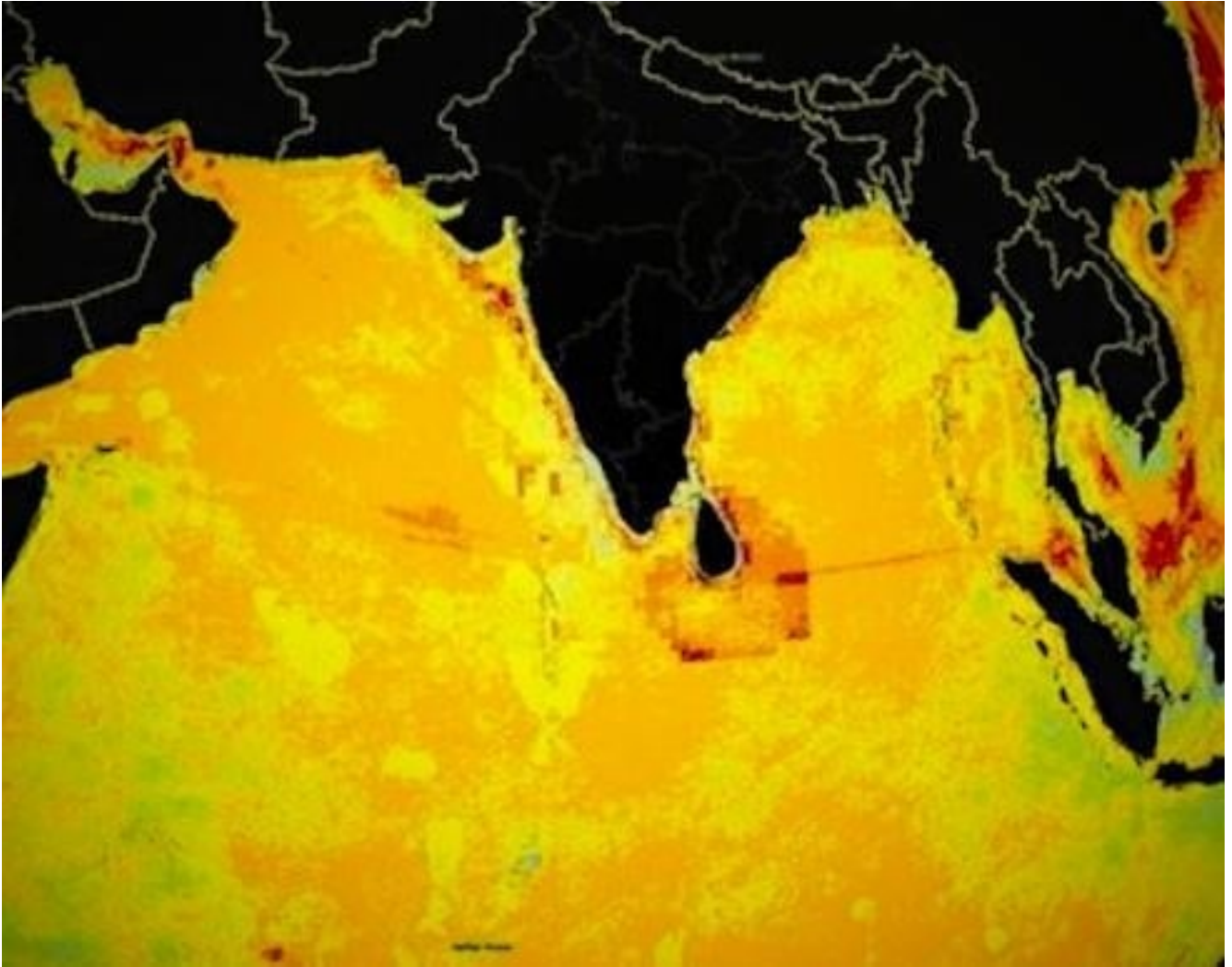
Sri Lanka's Multi-Billion Dollar Ocean Expressway



SLiMDOE

A national resource that benefits
world trade 12 billion dollars per year,
but contributes nothing to Sri Lanka ...

Annexure -02
SLIMDOE Emissions Halo Pictured Around Sri Lanka.



Annexure -03

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30th March 2023

United Nations Resident Coordinator
United Nations
202-204 Bauddhaloka Mawatha
Colombo.

Your Excellency

RESCUE SRI LANKA using from the SLiMDOE leveraged, Macro Economic – Fiscal five–year Plan, ISBN 978-624-99952-0-8, and the ESTIMATION OF DAMAGES.

I was encouraged and very happy to listen to the recent communications on action taken to alleviate the suffering of our citizens, and in particularly the setting up the **Loss and Damage Fund announced by COP 27 in October 2022** to help the poor coastal nations to remedy the damages incurred from climate change, and the ‘**A win of epic proportions’: World’s highest court can set out countries’ climate obligations after Vanuatu secures historic UN vote reported on March 29, 2023.** As a citizen of our country, I was so happy to hear the commitment given by the **Secretary General of the United Nations** to support our suffering citizens to alleviate the present crisis.

Excellency, **continuous loss and damage** is caused by the **pollution** to our blue ocean, blue sky, bio-diversity, world heritage sites, rain forests, mangroves, corals, beaches, mountains, rivers, our climate, our vegetation, fertility, the traditional irrigation methods, crops, flora, funa, elephants, whales, turtles, dolphins, migratory birds, cultural and religious sites, economic resources, to our food security and water security by the annual 40,000 foreign ocean vessel crossings with in our 200 nautical mile Exclusive Economic Zone (EEZ), adjacent to Dondra Head light house in the southern tip of Sri Lanka, and the 45,000 aircraft crossings over Sri Lanka, carrying 30% of the world trade via the “**Sri Lanka’s Multi-billion Dollar Ocean-air Expressway**” (SLiMDOE shortcut).

SLiMDOE is a Resource, researched, formulated, invented, named, monetized, developed, and published **by me** in several ISBN publications, in open letters to the newspapers, magazines, and in TV interviews **detailed in my enclosed publication “RESCUE SRI LANKA using the SLiMDOE leveraged, Macro Economic – Fiscal five-year Plan”**. Herein I have detailed **how the SLiMDOE Resource could be used to RESCUE Sri Lanka** from the Debt Trap, Dollar Crisis, and Reset.

SLiMDOE shortcut reduces the main east west shipping route distance by 400 miles, enabling rich countries to save US\$12 – 15 billion annually (**US\$ 135 billion in the last decade**) on reduced bunkers, transportation cost and quicker delivery, saving one day of sailing and one hour of flying per crossing, **whilst the citizens of Sri Lanka take the hit on resultant CO2, NO2, SO2, black carbon particles, etc. emitted, and Sri Lankan citizens gets no revenue from these crossings.** The savings accrued to the rich countries of during the last decade alone exceeded our **foreign debt of US \$ 60 billion, repayments of which have been defaulted since March 2022.**

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These SLIMDOE crossings create a smoke screen in the ocean, and in the air, within our EEZ. At a given moment a chain of 110 moving vessels consisting of world's largest 350,000 MT tankers, 350,000 MT bulk carries and 24,000 TEU container ships (each of these vessels are over 400 meters long and could house ten soccer fields on-board), creates a smoke screen in the ocean stretching over 500 miles within our EEZ. Simultaneously a chain of 123 world's largest 500 seat aircraft too, create a smoke screen stretching over 500 miles at a given moment. Both acting in unison create a smoke corridor equivalent to the full length and breadth of our small coastal nation. **It is estimated that foreign carriers burn 8 to 10 billion tons of fossil fuel within our EEZ annually offloading Green House Gases (GHG) and damaging our economic resources.**

DAMAGE COST ESTIMATION

The current estimates of the social cost of carbon are **over US \$50 per ton**. While this is the most robust and credible figure available, it does not yet include all the widely recognized and accepted scientific and economic impacts of climate change. Based on this, the cost per ton of CO₂ is $(50 \times 3.66) = \text{US } \$ 183$. However, based on Landmark carbon capture project onboard a Stena Bulk tanker reported on March 22, 2023, this project aims to establish a pathway to reduce the cost of CO₂ capture to 150 Euro/tCO₂. Using the lower of them, we could **use \$ 150 per ton of CO₂ as the “economic cost”**.

Based on 8 million tons of marine bunker fuel being burnt per year in Sri Lankan waters by ships the CO₂ load could be estimated to be $(8 \times 3.2) = \text{25.6 million tons of CO}_2 \text{ emitted per year}$ (based on per kg of marine diesel, 3.2 kg of CO₂ will be emitted). **The estimated damage to the citizens of Sri Lanka therefore could be estimated at US \$ 3.84 billion per annum** $(25.6 \times 150 / 1000)$.

The above has happened for centuries and will go on for centuries. The loss and damage caused to our economic resources has and will certainly exceed **Trillions of Dollars**. It could be estimated that during the **last twenty years alone the damage was US \$ 75 billion**. This is an ongoing climate induced disaster, and the silent suffering of our Sri Lankan citizens needs to be remedied.

Our total debt over the years increased to 125% of our Gross Domestic Product (GDP) of which foreign debt ballooned to US\$ 60 billion requiring an annual debt repayment of US \$ 7 billion, and we have no usable foreign reserve. Our economy finally crashed in early 2022, causing hunger, starvation, malnutrition, and unemployment to our citizens, the 80% currency depreciation, debt default, and rampant inflation at 70% and the interest rates rising to 30% per annum.

Our farmers, tea pluckers, coconut climbers, rubber tappers, cinnamon peelers, fisherman, and self-employed are down to **one meal a day** or none. Elephants are fighting humans for food, hospitals lack medicine, farmers lack fertilizer, schools lack paper/books, people are protesting the threefold increased taxes, high cost of living, sale of family silver, and the learned and Professionals are leaving the country.

I have updated my Macro Economic-Fiscal Plan **ISBN 978-624-97686-7-3 of 25th June 2022**, as **attached below on ISBN 978-624-99952-0-8**, and **reiterate the necessity of a burst of development** to increase our Exports to US\$32 billion from US\$ 13 billion now to alleviate our perennial trade deficit and Dollar crisis, however achievement of this burst of development is conditional on receiving **bridging finance of US\$ 5 billion each for five**

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years, and obtaining another **US\$ 5 billion per annum to repay the restructured debt**, on an **interim basis** whilst discussions take place to fine tune the on loss and damage assessment.

These measures are expected to wipe out the trade deficit of US\$ 8 billion to a surplus of US\$ 1 billion by 2028 by increasing exports from 13 to 32 US\$ billions by 2028, benefitting from new exports, value addition, import rationalization, and increased agricultural, fishery, livestock, mineral, precious metals, renewable energy, manufacturing, and services output well over 100% by 2028.

The targets given are expected to turnaround the Sri Lankan economy from a 11% negative growth in 2022 to a GDP growth of 6% by 2028 and reduce the budget deficit from 13% in 2021 and 2022 to 5% by 2028, and substantially increase our foreign reserves by 2028. These improvements are conditional on obtaining relief/grants/funding via a global initiative as bridging finance and repaying foreign loans.

ACTION NEEDED

Appreciate your assistance to obtain relief and grants from the Loss and Damage Fund amounting to US \$ 50 billion over the six year period to 2028 as per the plan, which is urgently needed to get Sri Lankan citizens out of the present predicament; save the children from malnutrition, elders and unemployed from starvation, provide medicine to the sick and students the education, and enable the able bodied persons to be gainfully employed to provide for their families.

I would appreciate an urgent meeting to discuss this matter with your Excellency, and in the meantime would appreciate forwarding a copy to the Secretary General. I also kindly request the confirmation of receipt of this very important document.

Assuring your Excellency of my highest consideration.



Ranjith Wickramasinghe

FCMA, FCCA, ACC.Dir.SL, CGMA, and a Justice of Peace

Former Chairman Sri Lanka Ports Authority and Ceylon Shipping Corporation,
SLiMDOE Concept Author, Resource Developer, and Chairman SLiMDOE
(Pvt) Limited

Enclosed – RESCUE SRI LANKA using from the SLiMDOE leveraged, Macro Economic – Fiscal five-year Plan, ISBN 978-624-99952-0-8.

Annexure -04

Ranjith. J. Wickramasinghe, FCMA (UK). FCCA. ACC.Dir.SL. CGMA and a Justice of Peace
142/68 Jansenvilla, Anderson Road, Dehiwala, Sri Lanka.
Email: ranjith_wickramasinghe@ymail.com, Mobile 0775340897

7th September, 2023

Denis Chaibi
European Union Ambassador to Sri Lanka
European Union in Sri Lanka
389, Bauddhaloka Mawatha
Colombo.

SENT BY Registered Post

Your Excellency

European Union’s introduction of a supra-regional carbon tax on shipping, and its implication to the suffering citizens of Sri Lanka for emissions offloaded during the passage on SLiMDOE (Sri Lanka’s Multi-billion Dollar Ocean-air Expressway).

It has been reported that a supra-regional tax on shipping will be included in the European Union’s emission trading system (ETS), and to put it more simply, “shipping will be subject to carbon tax in the European Union (EU)”. **This is great news for the citizens of Sri Lanka.**

This carbon tax also encompasses emissions during the passage to a port located in the EU from a port located outside the EU, and also for passages from a port located outside the EU to a port in EU. This would mean that a voyage, for example – to or from Singapore to Rotterdam on which all the ocean vessels sail just a few miles away from Dondra Head in the southernmost tip of Sri Lanka, **taking a shortcut** are liable for the carbon tax effective 1st January 2024.

Excellency, **continuous loss and damage** is caused by the **pollution** to our blue ocean, blue sky, bio-diversity, world heritage sites, rain forests, mangroves, corals, beaches, mountains, rivers, our climate, our vegetation, fertility, the traditional irrigation methods, crops, flora, funa, elephants, whales, turtles, dolphins, migratory birds, cultural and religious sites, economic resources, to our food security and water security by the annual 60,000 foreign ocean vessel crossings with in our 200 nautical mile Exclusive Economic Zone (EEZ), adjacent to Dondra Head light house in the southern tip of Sri Lanka, and the 45,000 aircraft crossings over Sri Lanka, carrying 40% of the world trade via the “Sri Lanka’s Multi-billion Dollar Ocean-air Expressway” (SLiMDOE shortcut).

SLiMDOE is a Resource, researched, formulated, invented, named, monetized, developed, and published **by me** in several ISBN publications, in open letters to the newspapers, magazines, and in TV interviews **detailed in my website.**

<https://www.ranjithwickramasinghe.com/>

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SLiMDOE shortcut reduces the main east west shipping route distance by 400 miles, enabling rich countries to save US\$12 – 15 billion annually (US\$ 135 billion in the last decade) on reduced bunkers, transportation cost and quicker delivery, saving one day of sailing and one hour of flying per crossing, whilst the citizens of Sri Lanka take the hit on resultant CO2, NO2, SO2, black carbon particles, etc. emitted at Ground Zero Intensity, and Sri Lankan citizens gets no revenue from these crossings. The savings accrued to the rich countries of during the last decade alone exceeded our foreign debt of US \$ 42 billion, repayments of which have been defaulted since March 2022.

These SLiMDOE crossings create a smoke screen in the ocean, and in the air, within our EEZ. At a given moment a chain of 110 moving vessels consisting of world's largest 350,000 MT tankers, 350,000 MT bulk carries and 24,000 TEU container ships (each of these vessels are over 400 meters long and could house ten soccer fields on-board), creates a smoke screen in the ocean stretching over 500 miles within our EEZ. Simultaneously a chain of 123 world's largest 500 seat aircraft too, create a smoke screen stretching over 500 miles at a given moment. Both acting in unison create a smoke corridor equivalent to the full length and breadth of our small coastal nation. It is estimated that foreign carriers burn 8 to 10 billion tons of fossil fuel within our EEZ annually offloading Green House Gases (GHG) and damaging our economic resources.

DAMAGE COST ESTIMATION

The current estimates of the social cost of carbon are **over US \$50 per ton**. While this is the most robust and credible figure available, it does not yet include all the widely recognized and accepted scientific and economic impacts of climate change. Based on this, the cost per ton of CO2 is $(50 \times 3.66) = \text{US } \$ 183$. However, based on Landmark carbon capture project onboard a Stena Bulk tanker reported on March 22, 2023, this project aims to establish a pathway to reduce the cost of CO2 capture to 150 Euro/tCO2. Using the lower of them, we could **use \$ 150 per ton of CO2 as the “economic cost”**.

Based on 8 million tons of marine bunker fuel being burnt per year in Sri Lankan waters by ships the CO2 load could be estimated to be $(8 \times 3.2) = \text{25.6 million tons of CO2 emitted per year}$ (based on per kg of marine diesel, 3.2 kg of CO2 will be emitted). **The estimated damage to the citizens of Sri Lanka therefore could be estimated at US \$ 3.84 billion per annum** $(25.6 \times 150/1000)$.

The above has happened for centuries and will go on for centuries. The loss and damage caused to our economic resources has and will certainly exceed **Trillions of Dollars**. It could be estimated that during the **last twenty years alone the damage was US \$ 75 billion**. This is an ongoing climate induced disaster, and the silent suffering of our Sri Lankan citizens needs to be remedied.

Our farmers, tea pluckers, coconut climbers, rubber tappers, cinnamon peelers, fisherman, and self-employed are down to **one meal a day** or none. Elephants are fighting humans for food, hospitals lack medicine, farmers lack fertilizer, schools lack paper/books, people are protesting the threefold increased taxes, high cost of living, sale of family silver, and the learned and Professionals are leaving the country.

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ACTION NEEDED

Appreciate arrangements to reimburse the decarbonizing cost of the SLiMDOE emissions released by the vessels liable to pay the EU carbon tax. Such relief and grants are urgently needed to get Sri Lankan citizens out of the present predicament; save the children from malnutrition, elders and unemployed from starvation, provide medicine to the sick and students the education, and enable the able bodied persons to be gainfully employed to provide for their families.

I would appreciate an urgent meeting to discuss this matter with your Excellency, and in the meantime would appreciate forwarding a copy to the President of the European Union. I also kindly request the confirmation of receipt of this very important document.

Assuring your Excellency of my highest consideration.



Ranjith Wickramasinghe, FCMA, FCCA, ACC.Dir.SL, CGMA, and a Justice of Peace
Former Chairman Sri Lanka Ports Authority and Ceylon Shipping Corporation,
SLiMDOE Concept Author, Resource Developer, and Chairman
SLiMDOE (Pvt) Limited

Annexure -05

Mr. **Krishna Srinivasan** Director, Asia Pacific Department, IMF
Mr. **Peter Breuer** Senior Mission Chief, Sri Lanka,
International Monetary Fund,
30, Central Bank, Janadhipathi Mawatha, Colombo.

By Registered Post

And The Friends of Sri Lanka.

7th March 2024

SLiMDOE Leveraged Alternative Growth Strategy to Turnaround Sri Lanka's Economy

- 1) I was pleased to read the FEATURE titled "Sri Lanka's Economic Reform Programme is starting to work- Keep at it for a Full Recovery" published in Sunday Times paper on 25th February 2024, a well-articulated article (attached), written by **Krishna Srinivasan** & **Peter Breuer** of IMF summarizing the unprecedented economic crisis that has imposed significant hardships on its people, especially the most vulnerable, and severe impact of the reforms implemented, and high lighting the need for urgent implementation of the recommendations of the IMF Governance Diagnostic Report.
- 2) As we all are aware whilst our Domestic Debt had undergone the restructure reforms deemed necessary, and discussion on the restructure of External Debt is continuing, it is a concern that our reported Debt has increased to US \$ 90 billion end of 2023 from previously reported estimate of US\$ 82 billion, and the Approved 2024 Budget's Gross Borrowing Requirement is Rs 7.35 Trillion, ballooning our debt by US \$ 23 billion. In the meantime, Sri Lankan Economy has Shrunk to US \$ 74 billion from US \$ 89 billion, Exports are Stagnant at US \$ 13 billion per annum against an Import Demand of US \$ 22 billion, and will require US \$ 6 billion annually to service the unpaid Debt.
- 3) This scenario that we are presently in is serious and severe, requires us to draw on our Strengths and Resources, to come out of the WELL that we have fallen into (LI-DHA-TA watu-nahama eli-yata enna-wenne ling-katen-ma-ya). In this regard I have Conceptualized and Developed a Resource named SLiMDOE which is an acronym for Sri Lanka's Multi-billion Dollar Ocean-air Expressway. SLiMDOE has a Leverage of US \$ 320 billion which is four times the value of Sri Lanka's GDP. We must HARNESS the Strength of SLiMDOE to come out of the WELL quickly, side by side implementing IMF reforms (bearable), ensuring sustainability, protecting the fabric of this nation and its bio diversity.
- 4) SLiMDOE is a Shortcut in the major east-west shipping route that Seamlessly move 40% of the World Trade by Cutting through Sri Lanka's Exclusive Economic Zone (EEZ), and brushing past Dondra Head within our Territorial Waters in the southern tip of Sri Lanka that enable 60,000 ocean vessel Crossings, saving the World Trade US \$ 12 billion annually WITHOUT generating any revenue to the suffering citizens of Sri Lanka. In the same manner 40,000 aircraft's cross SL.
- 5) The 100,000 SLiMDOE Crossings burn 8 to 10 million tons of Fossil Fuel Dumping on us 25 million tons of Green House Gasses (GHG), Damaging our Economic Resources and making our Citizens Poor, now leading to Starvation and Malnutrition. Sri Lanka is the Only Country in the World that absorbs GHG to the

extent of 200% from External Sources. The economic damages caused by **SLiMDOE Emissions** over the last 20 years could exceed **Trillion USD**, however based on a decarbonization cost of CO₂, the damage could be costed **at US \$ 4 billion per annum.**

- 6) I had a conversation with the World Bank Colombo on “Harnessing of SLiMDOE Strengths” during 2021 & 2022, and in 2023 I proposed to the Loss and Damage Fund of the United Nations to provide a grant of US \$ 50 billion for the suffering citizens of Sri Lanka over five year program, as damages for the past 20 years.
- 7) Recently the European Union (EU) mandated to impose a supra regional carbon tax on shipping effective 1st January 2024, with UK following suit in 2025. In this process the EU will collect carbon tax on **SLiMDOE Emissions**, accordingly I have proposed to the EU to reimburse our suffering citizens the portion of decarbonizing cost of SLiMDOE Emissions with in the US \$ 4 billion annual total.
- 8) Using the **SLiMDOE Leverage** to obtain Grants, Capital and Foreign Exchange the **Alternative Plan** envisages to Grow our present Exports by US \$ 20 billion per annum from the US \$ 12 to US \$ 32 billion over five years using the SEA of Sri Lanka which is eight times bigger than our land mass. These projects in the Sea and the value addition measures in the Land supplementing our exports are given in the “Five Year Macro Economic and Fiscal Plan to Turnaround Sri Lanka” detailed in my web site www.ranjithwickramasinghe.com
- 9) I am thankful to Mr. **Krishna Srinivasan** and Mr. **Peter Breuer** of IMF for formulating and implementation of the much needed Governance Diagnostic Report-the first in Asia for Sri Lanka, and request that due emphasis also be given to **use the World Bank - Stolen Asset Recovery Initiative (StAR) to fast track the recovery process.**
- 10) IMF Reforms hitherto have Centered on Making Corrections to Government Income & Expenditure, Interest & Exchange Rates, Inflation, Debt and Governance, **OVERLOOKING the need Maximize our Resources for Development**, and it would be **Tragic to allow 30% of our citizens to starve and children to be malnourished** when Sri Lanka has an intangible asset **SLiMDOE which has a Leverage of US \$ 320 billion**, four times our GDP. Sri Lanka NEEDS help to harness the **true potential of SLiMDOE** analyzed above and would REQUEST the IMF, World Bank, UN, EU, and the **Beneficiaries of SLiMDOE assisted World Trade to Advocate and Champion** this cause, and **give LIFE back to the suffering citizens of Sri Lanka, appreciate an early meeting** for a constructive discussion.



Ranjith Wickramasinghe

Citizen, Strategist, Concept Author and Resource Developer of SLiMDOE, and a former Chairman of Sri Lanka Ports Authority & Ceylon Shipping Corporation.

Annexure -06

21st November 2024

Hon. Bimal Rathnayaka
Minister of Transport, Highways, Ports and Civil Aviation
Colombo

Honorable Minister,

Renaissance of Sri Lanka - Pearl of the Indian Ocean **SLiMDOE – A HIDDEN MARINE RESOURCE THAT CAN BENEFIT SRI LANKANS**

First of all, let me congratulate you on your appointment as the Minister of Transport, Highways, Ports and Civil Aviation tasked to support the Renaissance of Sri Lanka, as per the vision spelled out by President Anura Kumara Dissanayake at the opening of the tenth Parliament. Turning around our fragile economy is a massive task, and to accelerate this process I have developed a hidden marine resource named SLiMDOE.

Sri Lanka's Multi-billion Dollar Ocean-air Expressway (SLiMDOE), “seamlessly” moves 40% of the World Trade, via a shortcut, for centuries and will continue do so centuries to come. **SLiMDOE has a leverage of USD 320 billion** which is **four times the Gross Domestic Product (GDP) of Sri Lanka**. I have brought SLiMDOE on to the **Balance Sheet of Sri Lanka as an intangible asset**, detailed on website www.ranjithwickramasinghe.com

I would appreciate an early meeting to personally brief you the Strength of SLiMDOE and **how its strength could be harnessed**, brief description of SLiMDOE is attached.

I was a former Chairman of Sri Lanka Ports Authority and Ceylon Shipping Corporation and my attached resume spells out my previous contribution for the development of shipping and ports. **I also would like to bring to your notice that my expertise in shipping and ports can be made available to enhance the economic development of Sri Lanka.**

Yours Sincerely



Ranjith Wickramasinghe
Strategist, Concept Author and Resource Developer of SLiMDOE, and a former
Chairman of Ceylon Shipping Corporation and Sri Lanka Ports Authority.

Annexure -07

14th December 2024

Dr. Harshana Sooriyapperuma
Deputy Minister of Finance and Planning,
Colombo

Honorable Deputy Minister,

Renaissance of Sri Lanka - Pearl of the Indian Ocean **SLiMDOE – A HIDDEN MARINE RESOURCE THAT CAN BENEFIT SRI LANKANS**

First of all, let me congratulate you on your appointment as the Deputy Minister of Finance and Planning tasked to support the Renaissance of Sri Lanka, as per the vision spelled out by President Anura Kumara Dissanayake at the opening of the tenth Parliament. Turning around our fragile economy is a massive task, and to accelerate this process I have developed a hidden marine resource named SLiMDOE.

Sri Lanka's Multi-billion Dollar Ocean-air Expressway (SLiMDOE), “seamlessly” moves 40% of the World Trade, via a shortcut, for centuries and will continue do so centuries to come. **SLiMDOE has a leverage of USD 320 billion** which is **four times the Gross Domestic Product (GDP) of Sri Lanka**. I have brought SLiMDOE on to the **Balance Sheet of Sri Lanka as an intangible asset**, detailed on website www.ranjithwickramasinghe.com

I was appreciative of the short meeting we had yesterday in your office where in we had a brief discussion on how to harness the strength of SLiMDOE to obtain benefits to Sri Lanka. As you are aware, I had already written to the United Nations seeking US \$ 50 Billion from the Loss and Damage Fund against SLiMDOE economic damages, a copy of my letter dated 31st March 2023 is attached. I have also written to the European Union seeking a reimbursement of carbon taxes imposed effective from 1st January 2024 to offset the decarbonization cost of SLiMDOE emissions costing US \$ 4 Billion annually as detailed in my letter of 7th September 2023 attached. I have made these claims as the concept author and resource developer of SLiMDOE and a citizen of Sri Lanka. It would be necessary for the Government of Sri Lanka (GoSL) to reinforce this claim. I was glad to note that you had already broached this subject with the UNDP and EU recently, and my expertise would be available to GoSL to carry in this forward.

Having done research on SLiMDOE for the last 5 years it is my view that Sri Lanka has a potential of harnessing around US \$ 17 Billion in SLiMDOE grants, reimbursements, debt swaps and climate mitigating FDI joint ventures over a five year period. Appreciate an early meeting to chart a roadmap.

Yours Sincerely



Ranjith Wickramasinghe
Strategist, Concept Author and Resource Developer of SLiMDOE, and a former
Chairman of Ceylon Shipping Corporation and Sri Lanka Ports Authority.

Annexure -08

Ranjith Wickramasinghe, FCMA (UK). FCCA. ACC.Dir.SL. CGMA and a Justice of Peace
142/68 Jansenvilla, Anderson Road, Dehiwala, Sri Lanka. ranjith_wickramasinghe@ymail.com, mobile 0775340897

SLiMDOE, A Novel Strategy to Boost Sri Lankan Economy

Exports from the SEA of Sri Lanka

“Exploit the resources in our SEA of SRI LANKA” within the 200 Mile EEZ which is eight times bigger than our landmass to earn additional foreign exchange earnings annually of **US 20 billion** by year 2028. These developments comprise of expanding the Port of Colombo container capacity to 27 million TEU from 7 million now, seafarer income, nautical tourism, sale of navel charts, ship building, repairs, offshore bunkering, ship supplies, yachting, effective use of Port of Trincomalee and the Tank farm, maritime security, deep sea fishing, commercialize petroleum resources in Manner and Kaveri basins, effective utilization of Hambantota port and set up joint ventures in the large hinterland including the manufacture of EV batteries, export of titanium di oxide, FDI's, effective use of Colombo Port City, processing of sea bed minerals, off shore renewable energy and ocean wave energy export.

Value addition Exports from the Land

“Exploit the potential of adding value to our resources in the Land” to the target additional annual value of **US\$ 18 billion** in five years by 2028. As you all know we have a human elephant conflict, signifying the need to expand our jungle area to protect our rear bio-diversity, therefore I propose that we move into value addition to increase our export income in tea, rubber, coconut, spices, fruits, vegetable, fish, gems and jewelry, graphene, renewable energy (70% sufficiency and export), effective use of Mattala airport, Lotus tower, Hyatt building, and other land based assets without selling them, manufacture of computer chips from quartz sand, rocket launching (taking advantage of lower gravity and avoiding the costly dogleg turn using the open sea in the south of Sri Lanka) and being an ideal location polar orbit launching, bartering of bulk tea to obtain cheaper crude oil from Russia, recommence the Japanese LRT project, and digitalization of the economy.

Sri Lanka to act as a Global Shipping Decarbonization Centre.

The UN Shipping agency has set targets for the shipping industry to reach Net Zero around 2050, who's emissions now amount to 3% of global emissions. Onboard carbon capture (OCC) covers a range of technologies to capture carbon dioxide emissions from ships during operation. Onboard carbon capture is gaining more and more interest as an effective solution to reduce emissions from ships. Stena Bulk has already pioneered to equip its Tankers with shipboard carbon capture, and many shipping companies are following suit to comply with UN resolution.

40% of the global commerce is carried by 60,000 ships that annually pass via SLiMDOE, and Sri Lanka has an ideal opportunity to act as a global center by setting up joint ventures for processing of captured carbon. Hambantota Port and its hinterland can be used to bring in **massive Foreign Direct Investments (FDI)**, providing Sri Lanka the opportunity to earn foreign exchange in excess of **US \$ 10 billion annually** based on a decarbonization cost of US \$ 150 per ton of CO₂eq.

Carbon markets

Sri Lanka can also tap into the huge **carbon markets** via the issue of **SLiMDOE credits** via **joint ventures to generate revenues supporting climate resilience.**

Annexure -09

**Secretary General
International Maritime Organisation
Mr. Arsenio Dominguez
4, Albert Embankment
London SE1 7SR**

10th April 2025.

Sent by Email to : info@imo.org

SLiMDOE Commercialization, and my discourse with the International Maritime Organization (IMO) with respect to reimbursement of damage to the Sri Lanka's economic resources by shipping emissions dumped during SLiMDOE passage.

SLiMDOE (depicted in the cover) is a Marine Resource I have conceptualized, invented, monetized, researched & developed. It is an intangible asset, and an intellectual property having a leverage of US Dollars 320 Billion, four times the Gross Domestic Product (GDP) of Sri Lanka, published on 2nd September 2021 as ISBN 978-624-97686-4-2, detailed in www.ranjithwickramasinghe.com

The damages caused to Sri Lanka's economic resources by International Shipping while transiting the SLiMDOE passage detailed in the preamble are as follows:

Cost of decarbonization of 25 million tons of CO₂ - US \$ 4 Billion per annum.
Neutralization of SO_x, NO_x, and PM - US \$ 2 Billion per annum.

Appreciate arrangements to reimburse Sri Lanka above costs via IMO's New Global Carbon Tax on Shipping.

In this regard I have also made the following submissions;

- 1) United Nations Loss & Damage Fund, the Claim against SLiMDOE emissions damage (estimated at US\$ 80 Billion for the last 20 years) dated 30th March 2023 published in ISBN 978-624-99952-1-5 of 29 April 2023, attached.
- 2) Reimbursement of carbon tax imposed and collected by European Union in respect of SLiMDOE emissions effective 1 January 2024 based on the Claim dated 7th September 2023, published in ISBN 978-624-99952-3-9, attached.
- 3) I have proposed the setting up a Center for Decarbonization around Hambanthota, in Sri Lanka enabling the 60,000 ships that transit SLiMDOE, to stop in Sri Lanka, to off-load captured carbon for decarbonization. This FDI joint venture has the potential to decarbonize the international shipping emissions.
- 4) Additional information is given in the annexures.

Yours Sincerely



Ranjith Wickramasinghe
Strategist, Concept Author and Resource Developer of SLiMDOE, a former Chairman of Ceylon Shipping Corporation and Sri Lanka Ports Authority, Chairman SLiMDOE (Pvt) Limited and a Citizen of Sri Lanka.

Annexure -10

Ranjith Wickramasinghe, FCMA (UK). FCCA. ACC.Dir.SL. CGMA and a Justice of Peace
142/68 Jansenvilla, Anderson Road, Dehiwala, Sri Lanka. ranjith_wickramasinghe@ymail.com, mobile 0775340897

My Publications:

- 1) An Independent Professional's view to TURNAROUND SRI LANKA - report dated 1st October 2019.
- 2) URGENT PLAN TO MITIGATE COVID-19 IMPACT ON SRI LANKAN ECONOMY dated 10th June 2020. <https://bit.ly/3OzyZk4>
- 3) A Rolling (2021) Budget & Five-Year Plan to Turn Around the Post-Covid 19 Economy of Sri Lanka, published on 31st July 2020 - ISBN 978-624-96562-0-8.
- 4) Sea: Sri Lanka's Competitive Advantage (ISBN 978-624-97686-0-4 of 22nd March 2021), and how to earn foreign exchange Income quickly from the sea.
- 5) Sri Lanka's Multi-Billion Dollar Ocean Expressway, and its Impact on this Island Nation (ISBN 978-624-97686-1-1 of 2nd September 2021), and the Global Initiative to obtain a waiver on debt repayments for Sri Lanka to redress the damage caused to our economic resources by the carriers using our Exclusive Economic Zone in the South Sea of Sri Lanka. the Sinhala translation of this was published on ISBN 978-624-97686-3-5.
- 6) Sri Lanka's Multi-Billion Dollar Ocean-Air Expressway (SLIMDOE) – Researched, formulated, invented, monetized and published on 2nd September 2021 as ISBN 978-624-97686-4-2.
- 7) My 2022 Budget & Five-Year Plan to Turn Around the Ailing Economy of Sri Lanka dated 12th November 2021 (ISBN 978-624-97686-2-8).
- 8) Rescue and Reset Plan for Sri Lanka, ISBN 978-624-97686-5-9 dated 14th April 2022. The Sinhala translation of this was published as ISBN 978-624-67686-6-6.
- 9) The Prestige's financial magazine “**LMD THE VOICE OF BUSINESS**” carried his SLIMDOE discovery and the Rescue and Reset Plan for Sri Lanka as the letter of the month in its [December 2021](#) and [June 2022](#) magazines.
- 10) The Island newspaper published a review on my Rescue and Reset Plan for Sri Lanka via questions and answers conducted by Sanath Nanayakkara in May 2022 and published on 25th June 2022. It is available in the <https://bit.ly/3nrv78K>
- 11) How to Rescue Sri Lanka from the Debt trap and the Dollar crisis, and Reset was published on 25th June 2022 as ISBN 978-624-97686-7-3. This is an update to the ISBN 978-624-97686-6-6 published earlier, reflecting the extensive damage caused by the crash and the continuing social unrest and political instability.
- 12) Island newspaper of Wednesday 24th August 2022 carried my article titled “Rescuing Sri Lanka from Debt trap via a Nature-Nation debt Sustainability Instrument”.
- 13) Rescuing and Reset Sri Lanka, using the leverage of an Intangible Asset named as “SLIMDOE Shortcut” via a Global Initiative, and a Public Petition on 22nd September 2022 as ISBN 978-624-97686-9-7.

- 14) Rescue Sri Lanka Using the SLiMDOE leveraged Macro Economic-Fiscal five-year Plan of 9th February 2023 ISBN 978-624-97686-10-
- 15) SLiMDOE Leveraged Alternative Growth Strategy To TURNAROUND Sri Lanka's Economy dated 7th September 2023.
- 16) Rescue Sri Lanka using SLiMDOE Leveraged, request to United Nations for Reliefs / Grants Fre Damage, based on Principles of Natural Justice and Equity dated 29th April 2023 on ISBN 978-624-99952-1-5.
- 17) European Union's introduction of a supra-regional carbon tax on shipping, and its implication to the suffering citizens of Sri Lanka for emissions offloaded during the passage on SLiMDOE dated 7th September 2023 on ISBN 978-624-99952-3-9.
- 18) SLiMDOE Leveraged Alternative Growth Strategy to Turnaround Sri Lanka's Ailing Economy and its sustainability. My Discourse with the International Monetary Fund dated 7th March 2024.
- 19) SLiMDOE, A NOVEL STRATEGY TO BOOST SRI LANKAN ECONOMY dated 4th April 2024. Letter to the President of Sri Lanka.
- 20) SLiMDOE, A NOVEL STRATEGY TO BOOST SRI LANKAN ECONOMY dated 18th April 2024. Letter to the International Institute of Environment and Development - IIED.
- 21) SLiMDOE, A NOVEL STRATEGY TO BOOST SRI LANKAN ECONOMY, and a five-year Macro Economic Plan dated June 2024. An open letter to “Dear Frinds of Sri Lanka and the Presidential aspirants.
- 22) SLiMDOE Commercialisation ISBN 978-624-99952-5-3 dated 23rd January 2025
- 23) MY Disccourse with IMO ISBN 978-624-99952-7-7 dated 10th April 2025

The content of above reports are the Author's research, concepts and strategies formulated by him , and done on his own initiative.

TV interviews

1. News first, Newslane with Faraz - “[No Planning No Progress](#)” live telecast on 7th July 2021, regarding my proposed development plans in the Sea of Sri Lanka, available on https://bit.ly/3QY_fJyr
2. Dawasa - kalina deshapalana wadasatahana by Roshan Watawala on SIRASA - regarding my “SLiMDOE discovery” conducted in Sinhala as a live telecast on 20th May 2022. <https://bit.ly/3y2qwlL>
3. BISNOMICS weekly program interview with Tharindu Amarasekere of TV1 done on 16th June 2022 at Stein Studio - a review on the “state of the crashed economy” and my vision to Rescue and Reset Sri Lanka. https://m.youtube.com/watch?v=Ah7E_W9YFyc
4. My 13th August 2022 presentation by Zoom to the Institute of Certified Management Accountants in Sri Lanka, wherein I detailed by previous publications, and explained my Rescue and Reset Sri Lanka Plan wherein I described & illustrated visually the relevant SLiMDOE Shortcut main attributes in the link: <https://m.youtube.com/watch?v=HFhNn40JH50>

Annexure -11

Ranjith. J. Wickramasinghe FCMA (UK). FCCA. ACC.Dir.SL. CGMA

Achievements & Accolades Synopsis:

- Early education at “Gajanayake Paasela” at Wellandura, in a school built, and run free of charge by his grandfather Kiri Bandara Gajanayaka of “Wellandura Walauwa” in 1950 for the village kids, in the Ratnapura District. His Rural and Family Planting background gave him knowledge in cultivation of Paddy, Tea, Rubber, Coconut, Pepper and Cinnamon, etc.
- Class Prize winner and athlete at Ananda Sastralaya, Kotte - 1956 to 1959.
- Entered Royal College Colombo 7 via an all-island test in 1960. Class prize winner, in 1960, and a Junior Hostel annual sports competition winner.
- Champion Athlete Royal College - 1962, 1964 and Hockey Coloursman. Participated in 7 sports for “Harward House”.
- Left Royal early, in 1967 to pursue Accountancy, qualified inter by 1969 and final exam by 1972.
- Pioneering staff member of Ceylon Shipping Corporation (CSC) that was Corporatized in 1970.
- CSC commenced with a seed capital of USD 2 million given by the Treasury.
- Assisted in the acquisition of first 15,000 DWT Vessel, *MV Lanka Rani for Sri Lanka in 1971*, sourcing of finance internationally, and building up the fleet to eight vessels worth US\$ 20 million almost fully paid for by 1977.
- CSC built up Liner Services to UK, Europe, Far East, and Middle East by 1977, and containerized shipping ahead of Singapore.
- CSC also set up the Colombo Dockyard Limited in the seventies which now has been transformed into a world class facility with Onamichi Japan
- CSC built up the “Shipping Capability” for Sri Lanka, trained sea-going staff, enhanced non-traditional exports and restarted the Silk Route.
- Became a Director, Mackinnon Mackenzie Shipping Company Limited in 1974, at the age of 25 years.
- Membership – ACMA in 1974, and FCMA in 1977, left Sri Lanka for Expatriate employment in 1978.
- Head of Group Financial Analysis & Head of ZCCM Group Budget Committee, and Head of Corporate Planning of Zambia Consolidated Copper Mines, a New York Stock Exchange LISTED Company – 1985 & 1991. Evolved an interim Financial Plan for ZCCM with SRI Consultants at Palo Alto, USA, under the auspices of the World Bank.
- Managing the ZCCM Group Billion US Dollar Treasury in LONDON and, Tracing & Recovery of funds, US\$ 10 million for ZCCM in 1992.
- During his Chairmanship, Ceylon Shipping Corporation won the Lloyds of London ‘STAR PERFORMER’ award for two consecutive years in 1995 & 1996 for Liner Services to UK and Europe.
- As Chairman CSC, coordinated the rescue of “MV Lanka Muditha” aftermath of a LTTE deadly suicide attack in Trincomalee harbour and, bringing the crippled ship through the LTTE infiltrated sea to Colombo. The vessel was repaired and refitted to international standards within three months during 1996 and put back into operation.
- During his Chairmanship in Sri Lanka Ports Authority, the Port of Colombo became recognized as the ‘Fastest Growing Hub Port in the World’ at a growth rate of 25% per annum for 1997.
- Under his Chairmanship in 1997, SLPA earned a profit of Rs. 3 billion (US\$50 Million) – **the highest profit** earned by a PLC or Public Enterprise in Sri Lanka.
- In 1997 Port of Colombo held the 20th world ranking as a port, and presently dropped to 24th position.
- As Chairman SLPA and a Member of the Cabinet Appointed Negotiating Committee negotiated the Build Operate and Transfer (BOT) project for the expansion of the Queen Elizabeth Quay in Colombo at a cost of US\$ 240 million, and enhanced the initial offer of US dollars two million as ground rent offered by P&O consortium, the South Asia Gateway Terminal (SAGT) , to Over US Dollars Twenty million revenue for SLPA per year, for a reduced thirty year period, and obtained a gratis shareholding, and convinced the Port workers and Engineers of the need to broad base, all of whom were violently opposed to it. The potential gain to SLPA was estimated at US \$ 600 million.

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- Simultaneously, with the “win win negotiation” SAGT became the first **successful large** Public Private Partnership (PPP) between SLPA, John Keels and P&O set up in Sri Lanka (now with a 60% Sri Lankan shareholding and fully manned by SL), which recently celebrated 21 years of maritime excellence in the Port of Colombo having achieved 2 million TEUs, almost doubling the designed capacity. The above “SAGT Model” created in the nineties as a Public Private Partnership with SLPA has been used to lease out the South Terminal of the South Harbour to CICT, and the West Terminal now to Adani, India.
- During his tenure as Chairman, SLPA also took a strategic decision to expand the Port of Colombo *Southwards* (rather than northwards to the congested Mutuwal side – Prince Vijaya Quay of the old harbour), thereby changing the SLPA Master Plan in 1997, and initiating the development of the “New South Port of Colombo” with a capacity of 9 million TEUs, comprising of three terminals at an investment of US \$ 1500 Million, now called the “South Harbour”.
- During his Chairmanship SLPA converted the Port Tariff to US Dollars and also conceptualized the reclamation of land as a means of providing counterpart funds for financing the breakwater of the “New South Port of Colombo” with ADB in 1997. Reclamation plan herein was limited to 20 acres of land. That strategic shift of future “port development to the South”, in the SLPA Corporate Plan in 1997 enabled the reclamation of 500 acres in the same location at a cost of US\$ 1.4 billion for the Colombo Port City, now seeking investors to complete the targeted US\$ 14 billion World Financial Hub.
- Raising Finance for the construction of two hotels for the Barbelyn Group – 120 rooms at a cost of US \$ 20 million in 2000, and 2005 post Tsunami reconstruction. Functioned as the Chairman of a Tech startup company 2011 – 2014.
- He was Accredited as a Director of Sri Lanka (Acc.Dir.SL) by SEC and ICASL in 2015, (first batch to be accredited in Sri Lanka).
- Walked 20 miles (32km) on the Farmington Canal railroad track in New Haven, CT, USA in 6 hours in June 2019, and again in October 2022, **climbed Sri Paada at the age of 74 years and was a semi finalist at Sri Lanka National Badminton Championship in 2023 for over 70 years category.**



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Trade Tariffs Imposed On Sri Lanka, and The **SLiMDOE Leverage**

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