

தமிழ் வாகனம்
முன்னேற்ற அறிக்கை
PROGRESS REPORT
2025



புலாண, மூலமாரீத ஈத தாதரீத ஈவரீத துதாணாண்ட
புாக்குவரத்து, நெடுஞ்சாலைகள் மற்றும் நகர அபிவிருத்தி அமைச்சு
MINISTRY OF TRANSPORT, HIGHWAYS AND URBAN DEVELOPMENT



Ministry of Transport, Highways and Urban Development

**Progress Report - 2025
(Transport Sector)**

**07th Floor, Sethsiripaya - Stage II,
Battaramulla**

**Progress Report of the year 2025 Prepared for the Committee Stage
Debate-2026.**

Prepared by:

**Planning Division- Transport Division
Ministry of Transport, Highways and Urban Development
2025**

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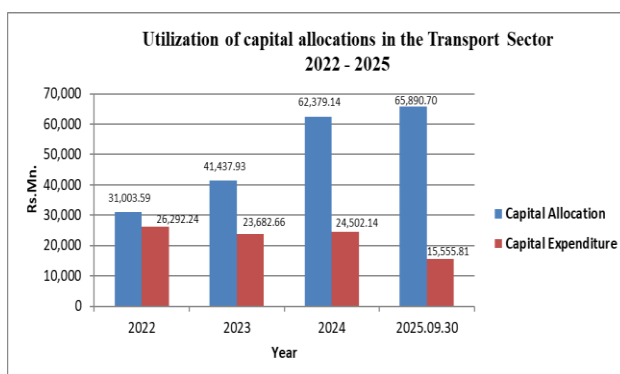
1. Ministry of Transport, Highways and Urban Development

(Transport Sector)

1.1. Introduction

The development, regulation, and management of transportation systems are essential for a country's economic growth and social well-being. To achieve this objective, the institutions functioning under purview of the Ministry, such as, Sri Lanka Railways, Department of Motor Traffic, Sri Lanka Transport Board, National Transport Commission, National Transport Medical Institute, National Council for Road Safety, and Lakdiva Engineering (Pvt) Ltd. make a significant contribution thereby ensuring efficient, safe, and accessible mobility for all citizens.

The following chart shows how the capital allocation to the transport sector has been utilized from the year 2022 to 30.09.2025.



The Department of Sri Lanka Railways plays a major role in the country's transport sector, with its main functions being passenger transport, goods transport, operation of special passenger train services, and

development of railway infrastructure. By the end of the second quarter of 2025, the Department of Sri Lanka Railways had provided its service to 50.06 million passengers, and by the end of September 2025, the total revenue earned amounted to Rs. 13,352.86 million.

The Department of Motor Traffic performs key functions such as the registration of new motor vehicles that can be operated within Sri Lanka, the registration of vehicle ownership transfers, the issuance of driving licenses, the provision of technical services related to motor vehicles, the regulation of vehicle emission standards, and the formulation of policies on road safety. For this purpose, the Department operates through its head office in Narahenpita and the Driving License Office in Werahera, maintaining a network of 24 offices covering all districts. Among these, 11 district offices operate online, while 5 offices carry out vehicle transfer activities in addition to driving license services.

The Department of Motor Traffic also implements the Vehicle Emission Testing Programme with the objective of minimizing environmental pollution caused by vehicles operating on the country's roads, as well as maintaining and regulating proper vehicle emission standards.

Covering a vast area across Sri Lanka, both the state and private bus services play a major role in providing public passenger transport services. Among them, the Sri Lanka Transport Board holds a special position, meeting about 40%–50% of the passenger transport service demand through the operation of approximately 5,061 buses daily. The Sri Lanka Transport Board also performs a wide range of functions, including the implementation of Sisuseriya, Gemiseriya, and Nisiseriya service programmes; the deployment of buses on uneconomical routes; the operation of long-distance services; the provision of bus services during festivals and special occasions; the transport of mail and newspapers; and the issuance of concessionary season tickets for senior citizens and students.

Body repairs of buses belonging to the Sri Lanka Transport Board that have been ramshackle or involved in accidents are carried out by the Lakdiva Engineers (Pvt) Ltd. In addition, a vehicle service centre equipped with modern machinery and equipment is also in operation. In previous years, around 8 to 10 buses were repaired per month, whereas in the year 2025, the number of buses repaired monthly has increased to between 10 and 14.

The National Transport Commission functions with the objective of providing the public with an efficient, high-quality, comfortable, and environmentally friendly transport service. The institution carries out functions such as providing bus services, determining bus fares, preparing timetables and supervising services, formulating urban

transport plans, training bus crew members, receiving and promptly investigating public complaints, and making regulations and national transport statistics.

Conducting medical examinations of drivers to certify their fitness and issuing medical certificates is the primary function of the National Transport Medical Institute. Through an online service linkage between the Department of Motor Traffic and the National Transport Medical Institute, a system of the issuance of medical certificates through the smart technology was initiated on 07.04.2025 at the Nugegoda main office and the Werahera branch office. In order to provide efficient and satisfactory service to beneficiaries coming to obtain medical certificates for the renewal of driving licenses, the Department of Motor Traffic commenced a temporary driving license issuance service at the Nugegoda main office premises from 30 September 2025.

The National Council for Road Safety carries out functions such as providing knowledge and information to government and non-governmental institutions responsible for road safety and related projects; coordinating activities related to road safety and providing financial and other support; and making financial grants to persons injured in accidents caused by unidentified vehicles as well as to the next of kin of deceased victims.

In order to ensure the efficient continuation of passenger and freight transport services, the Ministry, while supervising the affiliated institutions under its purview, implements a number of projects in collaboration with those institutions with the aim of overcoming

the challenges faced by the transport sector and providing the public with a highly efficient, effective, and people-friendly transport service of superior quality.

Vision

Transforming Sri Lanka into the leading country in the region with a people-centred public transportation system.

Mission

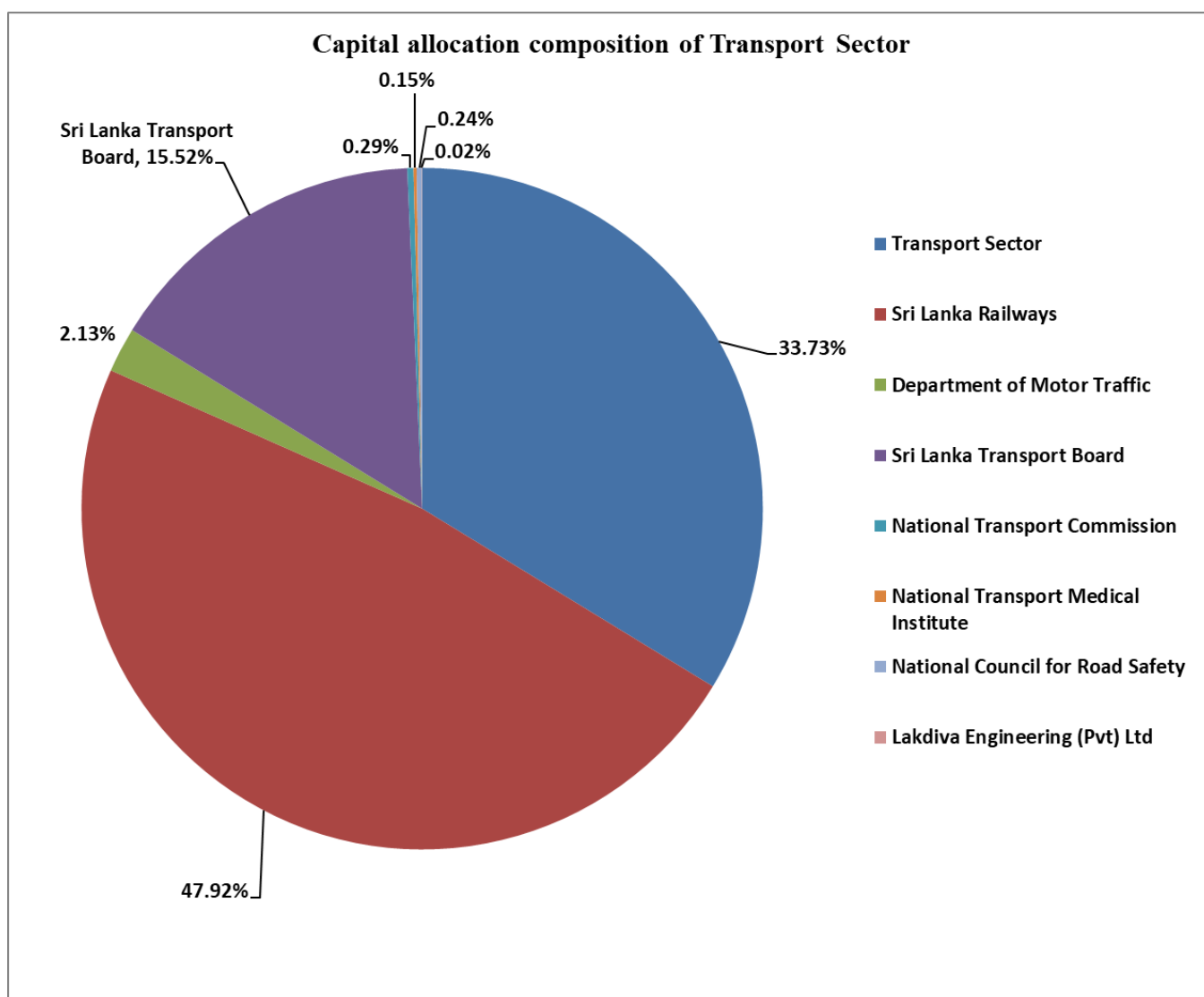
"Implementing, developing and sustainably maintaining state-of-the-art transportation infrastructure using the latest technological strategies to improve the living standards of the people."

1.2. Functions carried out by the Ministry of Transport, Highways and Urban Development (Transport Division)

- i. The report of the Committee of officers on the "Introduction of minimum specifications for busses used for public passenger transport", was presented to the Cabinet of Ministers through a Cabinet Memorandum; and, according to the decision thereof, no formal approval was given for the implementation as a Government policy, and considering the amendments made from time to time, a new Committee has been appointed to look into such amendments. Once received, the report of that Committee will be presented to the Cabinet of Ministers.
- ii. Under the Metro Bus Project, it is expected to deploy 100 low-floor buses along three main routes within the Colombo metropolitan area to facilitate passenger accessibility. A sum of Rs. 3,000 million has been approved for allocation from the 2025 Budget for this purpose. Accordingly, Cabinet approval was received on 21.07.2025 to establish the Lanka Metro Transit (Pvt) Ltd as a subsidiary company under purview of the Sri Lanka Transport Board. It is scheduled to register this Company and establish the Head Office in due course.
- iii. The National Land Transport Policy of Sri Lanka, prepared by updating the National Transport Policy – 2009, was submitted to the Department of National Planning for presenting to the Cabinet of Ministers. However, instructions were received to update it further in line with policies and priorities of the new Government. A committee has been appointed to align the draft National Land Transport Policy with the new government's policies, and accordingly, the committee is currently working on amending the draft policy.
- iv. Forty-five Cabinet Memorandums have been presented within this year, and approvals have been received for all of them.

1.3. Allocation of Capital and Recurrent Expenditure for the Transport Sector and Its Affiliated Institutions in the Year 2025

A sum of Rs.Mn. 65,890.70 have been allocated to the Ministry of Transport, Highways and Urban Development - Transport Sector as capital expenditure for the year 2025. The following pie chart shows how the provision is divided between the transport sector and its affiliated institutions.



The table below presents the allocation of provisions for capital and recurrent expenditure in the Transport Sector and its affiliated institutions.

Provision	Institute	Capital (Rs. Mn)	Recurrent (Rs. Mn)	Total (Rs. Mn)
Treasury Fund	Transport Sector	22,224.5	17,419.00	39,643.5
	Sri Lanka Railways	31,576.00	31,378.00	62,954.00
	Department of Motor Traffic	1,406.00	3,663.00	5,069.00
Total		55,206.5	52,460.00	107,666.5
Self Fund	Sri Lanka Transport Board	10,225.25	84,203.98	94,429.23
	National Transport Commission	193.25	536.9	730.15
	National Transport Medical Institute	101.9	816.00	917.9
	National Council for Road Safety	156.8	12.26	169.06
	Lakdiva Engineering (Pvt) Ltd	7.00	314.00	321
Total		10,684.20	85,883.14	96,567.34
Grand Total		65,890.70	138,343.14	204,233.84

1.4. Progress of the Recurrent and Capital Heads of Expenditure in the Year 2025

Institution/Project		Capital (Rs. Mn)		Recurrent (Rs. Mn)	
		Revised Provision	Expenditure as at 2025.09.30	Revised Provision	Expenditure as at 2025.09.30
Transport Sector.		8.00	0.54	379.00	215.32
Sri Lanka Transport Board.		7,176.50	812.61	14,620.00	10,968.75
National Transport Commission.		-	-	2,200.00	1,130.00
Colombo Suburban Railway Project.	TPPF	250.00	90.66	-	-
	REIP	11,525.00	5138.00	-	-
Greater Colombo Urban Transport Development Project (3K Project)		265.00	-	220.00	100.09
Procurement of 100 low-floor busses for improving public transport.		3,000.00	-	-	-
Total		22,224.50	6,041.81	17,419.00	12,414.16

TPPF- Transport Project Preparatory Facility, **REIP**- Railway Efficiency Improvement Project

1.5. Colombo Suburban Railway Project

1.5.1. Railway Efficiency Improvement Project

1.5.2. Introduction

This project, which is being implemented with the objective of contributing to sustainable economic development by establishing a systematic mechanism for passenger and cargo transportation, is funded by the Asian Development Bank (Loan No. 3806-SRI). The total estimated value of the project is USD 192 million. In the wake of the economic crisis in the country, a sum of USD 35 million was allocated for the Government's emergency purchases. Accordingly, the project activities were revised with the agreement of Sri Lanka Railways and the Project Steering Committee. The project officially began on 20 August 2020 and was originally scheduled for completion by 30 June 2025. However, as several activities remained incomplete, the project period was extended by 24 months, allowing the remaining funds to be utilized for the development of the Colombo Fort Railway Station. Consequently, the loan period has been extended until 30 June 2027. The grace period granted for the commencement of loan repayment is eight (08) years, and the repayment period extends until 2048.

As the implementation of the proposed development plans under the Colombo Suburban Railway Project and the Transport Project Preparatory Facility involves long-term processes, the Railway Efficiency Improvement Project was initiated to address specific issues affecting railway operations that could be resolved in the short term, while also contributing to the future major development plans. The project aims to enhance the efficiency of the existing railway system through targeted, practical interventions that complement the broader strategic initiatives.

1.5.3. Main Objectives and Responsibilities

Under this project, the following subprojects are being implemented with the objective of enhancing the efficiency, safety, and sustainability of railway operations. These initiatives are designed to achieve five key deliverables of the project within a short time frame, enabling tangible improvements to be realized promptly.

Output 1: Operational efficiency improved.

- Installation of Island wide Railway Telecom System
- Modernized Ticketing System (Railway Island wide Ticketing and Seat Reservation System)

- Construction of Colombo Train Control Center and Railway Operations Headquarters

Output 2: Maintenance capacity strengthened.

- Procurement of Sleeper Tamping Machine
- Procurement of Universal Armature Machine
- Procurement of Computer Numerical Control Underfloor Wheel Lathe Machine
- Procurement of Crane and Backhoe Motor Car
- Procurement of Railroad Loader Machine
- Design & Construction of Railway DMU workshop at Rathmalana
- Procurement of Spare parts required Overhaul and Track Maintenance
- Procurement of 10,000 rails for SLR

Output 3: Railway safety improved

- Construction of Housing Units for the safety of people for future Relocations - Malapalla
- Passenger Seating Facility Railway Stations
- Passenger Facilities improvements in Colombo Fort, Maradana and Anuradhapura Railway Stations (EWCD)
- Improvement of Colombo Fort Railway Station

Output 4: Railway safety improved

- Providing a generator for Railway Training Center
- Procurement of Train Simulator

Output 5: Project implementation capacity and readiness of future railway projects strengthened.

- Consultancy for Feasibility Study and Detail Design Kandy Suburban Railway Line
- Project Implementation Consultancy

1.5.4. Progress of the Project (as at 30.09.2025)

A total of 32 activities has been identified under the project, and only about 7 of them remain to be implemented during the year 2025.

Project	Total Estimated Cost (s.Mn)	Commencement Date	Planned Completion Date	Allocation for Year 2025 (Rs. Mn.)	Financial Progress (for Year 2025)			Physical progress (for Year 2025)			Cumulative Progress %	
					Target (Rs. Mn.)	Expenditure (Rs. Mn.)	%	Target (Units)	Total Progress	%	Physical	Financial
Railway Efficiency Improvement Project	40,186.81	2019.09.06	2027.06.30	11,525.00	10,200.00	5,138.00	44.58	Activities 7	Activities 3	60%	87%	63%

1.5.5. Challenges and Issues

- Due to the delay in signing the contract Addendum, the expected physical and financial progress for the year 2025 related to the contract for the procurement of the Railway Smart Ticketing and Seat Reservation System has decreased. Meetings are being held with all relevant parties to reach necessary decisions in this regard.
- Due to the weaknesses of the contractor, the expected physical and financial progress for the year 2025 related to the contract for the construction of the new DM) Workshop at Ratmalana has declined. To address this, a process has been established to hold weekly progress meetings with all stakeholders, resolve issues, and assign specific targets to the contractor.

1.5.6. Special Achievements

- i. Procurement of Railroad Loader Machine. The machines were commissioned and handed over to the Sri Lanka Railways (SLR).



- ii. Procurement of Track Motor Cars with 12 Nos. Mini Wagons & Accessories. The machine was commissioned and handed over to the SLR.



- iii. Procurement of Ballast Profiling Machine. The machine was commissioned and handed over to the SLR.



- iv. **Construction of Housing Units for the safety of people for future relocations – Malapalla**

A multi-story housing building comprising 120 housing units has been constructed near the Malapalla Railway Station. The construction works have been successfully completed, and the resettlement of unauthorized occupants living within the railway reserve area between Nawinna and Padukka stations on the Kelani Valley Railway Line has been successfully carried out.



- v. Train Simulator. The machine was installed commissioned and handed over to the SLR.



- vi. Procurement of 50T Hydraulic Railway Crane. The machine was commissioned and handed over to the SLR.

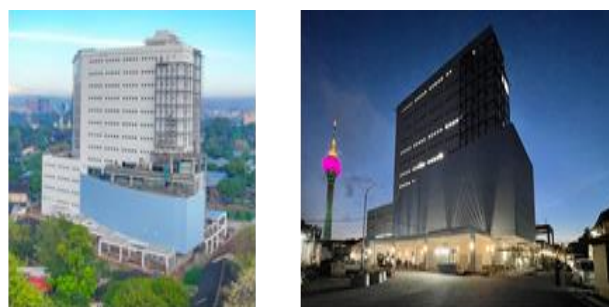


- vii. Passenger Facilities improvements in Colombo Fort, Maradana and Anuradhapura Railway Stations (EWCD). Upon completion, the improved facilities were officially handed over to the SLR for operational use and maintenance.



- viii **Construction of Colombo Train Control Center and Railway Operations Headquarters.**

The new facility comprises 13 floors, equipped with three advanced train control centers, and incorporates high-end computer-based technologies for efficient train operations management. The construction works have been successfully completed and the facility handed over to the SLR.



1.5.7. Future Plans

❖ Development of Colombo Fort Railway Stations

Under this component, activities will be carried out to modernize the Colombo Fort Railway Station with the objective of enhancing passenger safety and comfort.

1.5.8. Resettlement of Unauthorized Families within the Railway Reservation of the KV Line.

1.5.9. Introduction

Under the Colombo Suburban Railway Project (CSRP), a feasibility study report, along with detailed engineering designs and bidding documents, was prepared for the development of the Kelani Valley Railway Line from Maradana to Padukka. The study proposed upgrading this section into a double-track, electrified railway line equipped with modern railway stations and an advanced signaling system. To obtain loan assistance from the Asian Development Bank (ADB) for this development, it was necessary to clear and prepare the railway reservation by relocating the households and users currently residing or conducting activities within the affected railway boundaries. Therefore, this resettlement program was initiated to release the required land for project implementation. However, due to the decline in the country's borrowing capacity, the loan processing with the Asian Development Bank (ADB) was suspended. Nevertheless, the Hon. President, in the 2022 Interim Budget Speech, emphasized the importance of improving the Kelani Valley Railway Line under a Public–

Private Partnership (PPP) arrangement. Accordingly, the Ministry of Transport and Highways and Sri Lanka Railways are taking steps to identify a suitable private partner for the implementation of this development. Recognizing the strategic importance of upgrading the Kelani Valley Railway Line, resettlement activities are being continued to secure the necessary land for future development and to ensure the safety of both railway operations and residents. The Treasury will provide the required financial allocations in stages to support the implementation of this program.

Under the project, approximately 1,553 families and other occupants who are residing or using the railway reserve along the Kelani Valley Railway Line and the main railway line, including those affected by the resettlement of the old Kelaniya railway bridge, are to be relocated. The relocation process will utilize 938 housing units purchased from the Urban Development Authority (UDA) and an additional 116 housing scheme constructed at Kottawa Malapalla under the Railway Efficiency Improvement Project (REIP).

Detailed information regarding the housing schemes is provided below.

Housing Complex	Number of Units with Signed Agreements	Units Already Allocated	Units Yet to be Allocated
Lakshiru Sevana -Maligawatta	189	424	Relocation has been completed.
B – Housing Scheme			
C – Housing Scheme	190		
D – Housing Scheme	45		
Siyapath sewana - Dematagoda	30	30	
Kolomthota Sarasavi Uyana – Kalinga Mawatha	240	240	
Colombage Mawatha (Phase - I)	100	-	100
Colombage Mawatha (Phase – II)	144	-	144
Kottawa Malapalla (REIP)	116	109	-
Total	1,058	803	244

Furthermore, it has been proposed to allocate the necessary funds for the removal of debris and remaining structures from the railway reservation areas that have been cleared following the relocation of unauthorized occupants, as well as for land clearance and restoration activities. To prevent the public from reoccupying these cleared railway reservation areas, warning signboards will be installed to indicate that the land is part of the railway reserve and not permitted for public use.

In addition, the General Manager of Railways has been informed to take necessary measures to ensure the protection of the railway reserve from Dematagoda to

Kirulapone, which has already been cleared. All of the above resettlement activities have been carried out in accordance with the Cabinet approvals granted for this purpose.

1.5.10. Main Duties and Responsibilities

- Removal of other non-residential and non-residential structures located within the railway reserve after providing compensation and entitlements to the affected persons.
- Establishment of Entitlement Assessment Committees to identify project-affected persons and determine

- their respective entitlements and benefits.
- iii. Preparation of individual files and documentation (including copies) for each project affected person for record-keeping and verification purposes.
 - iv. Submission of each beneficiary's documentation to the Entitlement Assessment Committee for review and approval.
 - v. Submitting the appeals made by project-affected persons to the Entitlement Assessment Committee for the provision of relief.
 - vi. Providing the compensation and entitlements approved by the Entitlement Assessment Committee and relocating the affected persons from the railway reservation.
 - vii. Demolition and clearance of unauthorized structures from the railway reservation after relocation.
 - viii. Installing clearly worded warning signboards to inform the public that the railway reservation is not permitted for use.

1.5.11. Income and Expenditure Details (as at 30.09.2025)

Allocation (Rs. Mn.)	Financial Progress (as at 2025.09.30)		Physical Progress (as at 2025.09.30)	
	%	Rs. Mn	%	Description
250.00	36.26	90.65	75.01	<ul style="list-style-type: none"> ❖ Under the program implemented to clear the railway reservation of the Kelani Valley Railway Line from Maradana to Padukka, compensation and entitlements were provided to 751 unauthorized occupants residing between the Dematagoda loco junction and the Kirulapone railway station. These families have now been relocated, and the relevant sections of the railway reservation have been duly cleared and restored. ❖ For the relocation of unauthorized occupants residing between the Kirulapone and Pagirivatta railway stations, 144 housing units at the Colombage Mawatha Phase II Housing scheme have been allocated. The construction progress of these housing units has reached 96%, and the construction work is expected to be completed and handed over to the project by the end of October 2025. Resettlement activities in these Housing schemes will be

			<p>carried out immediately after the housing units are handed over to the project.</p> <ul style="list-style-type: none"> ❖ For the relocation of unauthorized occupants residing between the Pagirivatta railway station and the Navinna, the required housing units are planned to be provided from the Colombage Mawatha Phase I Housing Complex. The construction progress of this housing scheme has currently reached 39%. ❖ In the section between Navinna and Padukka railway station, resettlement activities for 109 housing units have been completed. For 28 non-residential structures, development costs have been determined, and necessary actions are being taken to remove them from the railway reservation. Activities are underway to clear and restore the railway reserve in this section.
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Status of new housing unit beneficiaries after resettlement at Kottawa-Malapalla Pearl city Residencies housing scheme



Colombage Mawatha Phase II – 144 Housing Units



Relocation of Unauthorized Occupants from the Kelani Valley Railway Reserve (Navinna to Padukka) and Clearance of the Railway Reserve for Railway Line Development



Issuance of entitlement certificates and keys to new beneficiaries along the Kelani Valley Railway Reservation from Navinna to Padukka



1.5.12. Challenges and Issues

- i. A Memorandum of Understanding (MoU) shall be signed with the Urban Development Authority to obtain the 100 housing units required under Colombage Mawatha (Phase I) at the new prices, based on the cost recovery principle and in accordance with the approval of the Cabinet of Ministers.
- ii. The construction of 144 housing units under the Colombage Mawatha Phase II Housing Scheme, which were to be

provided to the project by the Urban Development Authority (UDA), was originally scheduled for 24 March 2024. However, due to the COVID-19 pandemic in 2020, the country's economic crisis, and fuel shortages, the handover could not be completed as planned. Furthermore, as the sewage system works within the housing scheme were not completed on time, the agreement period had to be extended until 31 October 2025. Consequently, the progress for resettlement activities during this year could not be achieved.

1.6. Greater Colombo Urban Transport Development Project

1.6.1. Introduction

The Makumbura Multimodal Transport Centre, being operated by the Ministry of Transport, Highways, Ports, and Civil Aviation, is functioning under the Greater Colombo Urban Transport Development Project. It is implemented with the objective of providing a long-term solution to the Greater Colombo urban transport system and transforming the transport network into a safe, comfortable, and reliable service.

It is implemented in line with the urban transport policy objectives such as, promoting the use of public transportation, minimizing traffic congestion, reducing environmental pollution caused by vehicles, decreasing transport-related accidents, and enhancing passenger safety.

Accordingly, projects and programs have been implemented in the year 2025 by the Greater Colombo Urban Transport Development Project in order to fulfil transport requirements of the passengers.

Vision

Providing infrastructure-based solutions aimed at improving the quality of life of commuters by minimizing the wastage of valuable resources (time, fuel, and vehicle maintenance costs) for strong and sustainable economic growth.

Mission

Promoting the use of integrated public transportation in view of reduced traffic through improvement of infrastructure, reduction of travel time, minimizing accidents

caused by poor road conditions, promoting the public transport instead of using private vehicles and providing the public with a well-established infrastructure solution.

1.6.2. Key Duties and Functions

- i. Providing solutions to the problems identified in the transport sector of the Western Province—particularly those arising from traffic congestion and the lack of coordination between transport modes and services—which
- ii. Developing transport facilities for the public to provide sustainable transport solutions, while improving access to services and enhancing socio-economic activities.
- iii. Using the experiences gained from the pilot project as examples and applying those experiences to future projects.

1.6.3. Details of Revenue and Expenditure (as at 2025.09.30)

Expenditure

Category of Expenditure	Provision Allocated (Rs. Million)	Financial Progress (Rs. Million)	Percentage %
Capital	265.00	-	-
Recurrent	220.00	100.09	45.5
Total	485.00	100.09	20.64

Revenue

Category of Income	Target Revenue (Rs. Mn)	Actual Revenue Generation (Rs. Mn)	Actual Revenue Generation (%)
Income from Park & Ride service at Makumbura and Kadawatha	18.00	12.55	69.79
Income from the supply of janitorial services	5.4	3.8	70.37
Ground rent and service supply income	30.6	9.00	29.41
Total	54.00	25.35	46.95

1.6.4. Summary of overall progress of the Project (as at 2025.09.30)

- i. Special attention has been given to the Makumbura and Kadawatha transport hubs as multimodal transport centers established to provide facilities ensuring the right of access to public transport for all passengers. Furthermore, a discussion was held between the officers of the Greater Colombo Urban Transport Development Project and Sri Lanka Central Federation of the Deaf in order to identify the difficulties faced by the disabled in using public transport and take into consideration the matters to be improved and requiring attention.

The matters such as, facilities provided for them at the Makumbura Multimodal Center and the problems faced by the disabled persons in public transport, and facilities required for them were taken for discussion. Extensive discussions were held regarding the further measures that need to be taken to make public transport services accessible to all passengers.



- ii. As the first stage relating to the objective of providing a safe, comfortable and reliable transport service for the passengers, the Project was implemented to operate the busses that start their journeys from the Makumbura Multimodal Center, on the expressways after conducting preliminary inspections in coordination with the Department of Motor Traffic and the Ministry of Transport, Highways, Ports, and Civil Aviation.



- iii. The Makumbura Multimodal Centre provides facilities for over 12,000 passengers daily and continues to enhance its services to offer a safe, reliable, high-quality, and comfortable service for passengers. As another phase of the initiative, a parcel counter facility was launched on October 10, enabling passengers traveling through the Makumbura Multimodal Centre to leave their luggage or belongings securely.



The passengers are provided with the following facilities at this Multimodal Center.

- ❖ Leaving their luggage securely in the lockers.
- ❖ Lockers of different sizes.
- ❖ 24 Hour security.
- ❖ QR Code to access information.
- ❖ Assistance for the services such as, handing over and collection of the luggage, and making payments.



- iv. The Makumbura Multimodal Centre has been developed as a more suitable and sustainable solution for improving public transport services. Accordingly, as a pilot initiative, studies are being conducted to assess the feasibility of integrating bus and railway services for the last-mile connectivity, focusing on selected urban areas in Sri Lanka identified based on the impact observed through this Centre.

Accordingly, the locations such as, Moratuwa, Ragama, Gampaha, Katunayake, Avissawella, Kurunegala, Galle and Anuradhapura (North) have been selected. Discussions are being held with officials of the relevant institutions regarding coordination activities and related development plans. In addition, arrangements



have been made to engage universities in conducting socio-economic surveys.

v. **Inclusive Support Center**

The Makumbura Multimodal Centre represents a key turning point in the public transport sector of Sri Lanka. Its operations are carried out with the primary objective of providing passengers with convenient, organized, and safe public transport services. Moreover, efforts are underway to identify areas that require further improvement and to facilitate such areas.

Accordingly, as another distinctive feature, providing facilities that ensure access to public transport for all passengers, while particularly enhancing the safety of women within the public transport system focusing on the Makumbura Multimodal Centre, has been commenced by opening a help desk named the *Inclusive Support Center* on March 10, 2025, within the premises of the Makumbura Multimodal Centre offering the following services for the benefit of passengers.

- Emergency contact No.
- Communication facilities for persons with hearing disabilities.
- Easy access to information.
- Providing safe services for women.

vi. **Battery Swapping Center**

The Makumbura Multimodal Centre is distinguished as the main transport hub in Sri Lanka. Located near Colombo, this centre operates with the aim of providing passengers with an efficient, and time-saving public transport service by facilitating connectivity between long-distance expressway services,



provincial bus services, and regional transport services.

As a new initiative, the Makumbura Multimodal Centre has proposed the integration of e-mobility solutions for three-wheelers. This initiative is intended to be environmentally friendly, clean, and reduce reliance on fossil fuels. It is a key objective of the Makumbura Multimodal Centre to create clean and sustainable transportation while minimizing environmental pollution.



This facility, known as the *Battery Swapping Center*, provides the necessary amenities at the Makumbura Multimodal Centre for three-wheelers that require battery replacement. The service is scheduled to be launched within the centre by the company *Lanka E-Mobility Solution*.

1.6.5. Future Plans

- i. Development of the proposed multimodal centres at eight identified locations to enhance urban public transport services: Ragama, Moratuwa, Gampaha, Katunayake, Kurunegala, Avissawella, Galle, and Anuradhapura (North).
- ii. Implementation of a courier service centered at the Makumbura Multimodal Transport Centre.

2. Sri Lanka Railways

2.1. Introduction

Developed and quality transport network is the one of main criterion to decide the country's development. Efficiency of the transport field is very important for the distribution of products and services and travelling needs the employees as well as the general public. Strong transport network is the main success factor of the developed countries. Sri Lanka Railways involves in an important role as a key transport mode in order to contribute to the development process in transport sector.

Vision

To be the most reliable Passenger and Freight transport provider in Sri Lanka

Mission

To provide a safe, reliable and efficient rail transport system for passenger and freight traffic

In addition to the main activities mentioned above below mentioned timely recognized activities

- Enhancing train operation efficiency by upgrading telecommunication and ticketing systems, ensuring reliable and timely passenger and freight transport while addressing key operational issues.
- Establishing and maintaining high standards in train operations to ensure the safety of passengers and staff, thereby reducing train accidents.
- Providing a satisfying and comfortable train transport service by upgrading infrastructure facilities and adhering to quality operational standards.
- Expanding train service to all areas of the country and ensuring train transport on less profitable lines, enabling people to access essential and other services.
- Integrate rail transport with other modes of transport to ensure smooth and uninterrupted service, providing an upgraded transport experience for users.
- Increase income through upgraded operational efficiency, appropriate fare adjustments, and freight transportation analysis.

2.2. Main Duties and Responsibilities

- Implementation of passenger Transport Service
- Handling Freight Transport Service
- Introducing Special Train Services
- Development of railway infrastructure (Train fleet, Signaling system, railway track & building)

Key Performance Indicators

The progress of key indicators related to railway operations is shown in the table.

Indicators	Up to 30.06.2025 (Mn)
No of Passengers	50.06
Passenger KM	3,135.09
Goods Ton	1.04
Goods Ton Km	83.03

2.3. Details of Revenue & Expenditure (as at 2025.09.30)**Expenditure**

Expenditure Type	Financial Allocation (Rs.Mn)	Financial Progress (Rs.Mn)	Percentage (%)
Capital Expenditure	31,576.00	8,830.51	27.97
Recurrent Expenditure	31,378.00	21,325.16	67.96
Total Expenditure	62,954.00	30,155.73	47.9

Revenue

Revenue	Up to 30.09.2025 (Rs.Mn)
Passenger Tickets Revenue	10,665.77
Parcel & Postal Transport	242.52
Goods & Live Stocks	1,536.98
Land & land Lease	617.00
Other	290.59
Total Revenue	13,352.86

2.4. Overall Progress of the Institution (Summary and Numerical Overview) (as at 30.09.2025)

Name of the Institution	Allocation for the year 2025 (Rs. Mn)		Financial Progress (%)	Projects Implemented			Physical Progress (%)
	Treasury	Self		Target	Completed	In progress	
Sri Lanka Railways	31,576.00	-	28%	There are 62 ongoing activities throughout the year, including 2 major projects	-	In progress	60%

2.5. Progress in the Utilization of Capital Grants under the Main Heads of Expenditure and Sub-departments (as at 2025.09.30)

No.	Program/ Project/ Activity	Estimated Cost (Rs.Mn)	Allocation (Rs.Mn)	Financial Progress			Physical Progress		
				Target (Rs.Mn)	Expenditure (Rs Mn)	%	Target (Units)	Summarized Progress	%
1	Minor repairs to the train fleet	4,672.00	4,672.00	2,504.00	1,487.68	32%	70%	Relevant activities are being executed.	66%
2	Major repairs to the train fleet	8,459.00	8,459.00	5,344.00	2,587.16	31%	72%	Relevant activities are being executed.	68%
3	Maintenance of Permanent way & Building	16,556.00	16,556.00	10,417.00	3,959.21	24%	75%	Relevant activities are being executed.	68%
4	Maintenance of Signal & Telecommunication System	1,855.00	1,855.00	1,291.00	778.98	42%	71%	Relevant activities are being executed.	66%

5	Administrative and Institutional Services	9.50	9.50	7.12	7.93	83%	78%	Relevant activities are being executed.	72%
6	Sri Lanka German Railway Technical Training Center	12.00	12.00	9.00	5.50	45%	81%	Relevant activities are being executed.	75%
7	Transport Sub-department	10.50	10.50	7.87	3.88	37%	75%	Relevant activities are being executed.	70%
8	Commercial Sub-department	1.50	1.50	1.12	0.03	2%	76%	Relevant activities are being executed.	71%
9	Railway Security Service	0.50	0.50	0.03	0.14	28%	80%	Relevant activities are being executed.	74%
	Total	31,576.00	31,576.00	19,581.14	8,830.51				

Details of Major Projects (as at 30.09.2025)

Programme/ Project/ Activity	Total Estimated (Rs. Mn)	Date of Commence ment	Shceduled Date of Completion	Allocation for the Year 2025 (Rs. Mn)	Financial Progress (up to 2025)			Physical Progress			Cumulative Progress	
					Target (Rs.Mn)	Expenditure (Rs.Mn)	(%)	Target	Progress Summary	(%)	Physical (%)	Financial (%)
Rehabilitation of the railway track from Maho to Omanthei	USD MN 91.26	2019.11.31	2022.07.18	8,000.00	6,000.00	1,118.00	14	100%	The project is in the final stages of work.	96	96	96
Rehabilitation of 100 nos of passenger coaches	1,345	15.02.2021	31.12.2024	100.00	75.00	28.93	29	100%	The project work has been completed.	100	100	100

2.6. Development of Infrastructure Facilities

Railway Track Network

Following development activities were implemented in the section such as Railway track, building, bridge and signaling.

- i. Continuation of works regarding rail track between Kandy, Peradeniya and Kadugannwa
- ii. Procurement of 10,000 Nos. of concrete sleepers and check rails for upcountry line.
- iii. Commencing the works of upgrading Kalanivelly line.
- iv. Continuing double tracking from Negambo to Kochchikade.
- v. Continuation of upgrading activities of constructing of new station buildings, maintenance of bridges and sanitary facilities of railway stations.
- vi. Continuing the project of rehabilitation of the track from Maho to Omanthei and achieved 96% physical progress.
- vii. Continuing the works of double tracking from Gattembe to Sarasavi Uyana
- viii. Action taken to procure 4000nos of anticorrosion rails for coastle line and 10000 nos of new rails.
- ix. Commencing installation of new double bridge at Kelaniya
- x. Construct new overhead bridges at Ganewatte, Lunuwila and Kadigamuwa stations.

Train fleet

- i. As an extension of the rehabilitation of 200 passenger coaches, the rehabilitation of 100 passenger coaches has been completed, and all rehabilitated coaches have been put into service.
- ii. Commencing of workshop to repair power sets at Rathmalana under the ADB financial assistance.
- iii. Repairing of two passenger coaches has been completed and another passenger coaches are being under repair at Rathmalana work shop.
- iv. Initiating the process of procuring 5 nos of power sets for Colombo suburban service.

Signal and Telecommunication System

Continuous maintenance, repairing and upgrading activities of signal system are essential factors for an efficient train service. Following tasks were performed while continuing the maintenance and upgrading activities in the signal system in 2025.

- i. Installation of signal system temporally at Galgamuwa railway station
- ii. Installation of new CCTV systems at Natton and Aluthgama Stations
- iii. Installation of block signal system between Nagollagam and Maho and upgrading of power supply system.
- iv. Installation of signal system between Kandy and Peradeniya station.

Activities Implemented for Passenger Comfort

- i. Commencement of the new Ella Odyssey train service from Kadugannawa to Ella
- ii. Installation of the Ella Odyssey Camper, consisting of three compartments providing accommodation for both local and foreign tourists.

2.7. Challenges and Problems

- i. Difficulties in maintenance works of the spare parts of Locos and power sets, rails and equipment, share parts of signaling system due to the inability of opening the letter of Credit for the procurement.
- ii. Inability of maintaining over 25 years old locos.
- iii. Difficulties for maintenance activities (Spareparts, Services etc.)
- iv. Increasing of fuel prices
- v. Higher no of unprotected railway crossings in railway track network.
- vi. Lack of skilled staff

2.8. Special Achievements

- i. Increasing of passenger revenue by 4.4%.
- ii. Signing of the MOU to install the Signaling System from maho to Anuradhapura.

2.9. Future Plans

- i. Construction of the double track from Polgahawela to Kurunegaka
- ii. Rehabilitation & replacement of 11 outdated bridges
- iii. Commencement of procuring 5nos of power sets for Colombo Suburban service
- iv. Commencing feasibility study to construct new railway line from Maradana to Battaramulla.
- v. Commencement of extending Kelanivey railway line from Awissawella onward.
- vi. Development of Kandy railway station in line with the Kandy Multimodal Project.
- vii. Establishment of 50nos of Multimodal Transport Centers at selected railway stations.
- viii. Assembling locally of light train set with 3 passenger compartments.

Future Railway Development Projects

- i. Starting railway tourist projects.
- ii. Construction of double line railway track from Kurunegala to Maho.
- iii. Construction of double line railway track from Payagala South to Aluthgama.
- iv. Construction of running shed and yard at Rathmalana & Dematagoda.
- v. Installation of Kelaniya Bridge.

2.10. The Maho-Omanthai Railway Rehabilitation Project

2.10.1. Key Functions and Responsibilities

Installation of a new color-coded signage system from Maho to Anuradhapura simultaneous with the renovation of railway lines over a distance of 128.41 Km from Maho to Omantai.

2.10.2. Particulars on Expenditure (As at 2025.09.30)

Type of Expenditure	Provision Allocated (Rs. Million)	Financial Progress (Rs. Million)	Percentage %
Capital	8,000	1,118	14
Recurrent	-	-	-
Total	8,000	1,118	14

2.10.3. Information on Project (as at 2025.09.30)

Programme/ Project/ Activity	Total Estimated Value (Rs. Million)	Date of Commencement	Scheduled Date of Completion	Provision Allocated in the Year 2025 (Rs. Mn)	Financial Progress (For the Year 2025)			Physical Progress (For the Year 2025)			Cumulative Progress %	
					Target (Rs. Mn)	Expenditure (Rs. Million)	%	Target (Units)	Summarized Progress (Units)	%	Physical	Financial
Maho-Omanthai Railway Rehabilitation Project	Project : USD 91,268,599.63 Consultancy : LKR	2019.11.29	As per the Final Cabinet Approval 2025.12.31	6,000	5,875	368	6.26	100%	The project is in the final stages of work.	96	96	61
Installation of a new color-coded signage system from Maho to Anuradhapura.	USD 14,899,641.73	2025.10.09	2026.10.09	2,000	1,500	750	50	50%	Work on the project has begun.	4	4	16.7

2.10.4. Challenges and Issues

IPC payments amounting to US \$ 15.86 million remain payable for the Maho-Omanthai Railway Rehabilitation Project. As payments had not been made to the contractor since December 2023, completion of the project has become delayed.

2.10.5. Special Achievements

- i. Cabinet approval has been received at present to appoint an appropriate high-level committee to discuss with the primary company, the Export-Import Bank of India (EXIM Bank), and take appropriate steps to make these payments. Arrangements are being made in that connection.
- ii. It was scheduled to install the new color-coded signage system from

Maho to Anuradhapura under Indian credit line, but it was later facilitated to proceed with the project under Indian grants. The initial payments in that connection have already been made.

2.10.6. Future Plans

- i. Plans have been made to complete the works within a period of 3 months after resolving the financial issues related to the Maho-Omanthai Railway Rehabilitation Project.
- ii. It is planned to complete the project for the installation of a new color-coded signage system from Maho to Anuradhapura within a period of one year and use the line for railway operations.

3. Department of Motor Traffic

3.1. Introduction

The Motor Vehicle Registrar's Office was established on 1st January 1928 under the Motor Vehicles Ordinance No. 20 of 1927 and currently functions as the Department of Motor Traffic.

District offices have been established covering all districts, centered around the Head Office, and 11 of these district offices operate online. 5 of these district offices also carry out vehicle transfer activities in addition to driving license services.

Vision

Excellence through a responsive organization that regulates and controls motor vehicles through a standardized and technology-driven process.

Mission

Creating a responsive organization through collective effort and efficient use of modern technology to implement the Motor Vehicles Act and other laws and regulations.

3.2. Role and Responsibility

Collaboration is maintained with many other related organizations and international organizations regarding vehicle regulation, updating the existing situation, formulating laws and regulations, and implementing them, so that a safe and environmentally friendly transportation system is inherited by all.

Responsibility

To create disciplined drivers in Sri Lanka, build an environmentally friendly and safe transportation system, and a society full of values.

3.3. Details of Revenue and Expenditure (as at 2025.09.30)

Expenditure

Expenditure Type	Total Allocation (Rs. Mn)	Financial Progress (Rs. Mn)	Percentage
Capital Expenditure	1,406.00	569.98	40.54
Recurrent Expenses	3,663.00	917.00	25.03
Total	5,069.00	1486.98	29.34

Income

Type of Income	Target Revenue (Rs. Mn)	Actual Revenue (Rs. Mn)	Actual Revenue Generation (%)
Luxury Vehicle Tax	40,000.00	22,307.00	55.76
Tax on Sale of Vehicles	18.00	12.90	71.66
Fees and Other Receipts Collected Under the Motor Vehicles Act	18,000.00	12,357.87	68.65
Fees charged under vehicle import permits when transferring motor vehicles	11.00	10.91	99.18
Total	58,029.00	34,688.68	59.78

3.4. Overall Progress of the Institution (Summary & Numerical Overview) (as at 2025.09.30)

Name of Institution	Allocation for the year 2025 (Rs. Mn)		Financial Progress (%)	Project Implement			Physical Progress (%)
Department of Motor Traffic	Treasury	Self		Target	Completed	In Progress	
	1,406.0	-	40.54	12	1	11	50 (approximately)

3.5. Details of Development Projects (as at 2025.09.30)

No.	Program/Project Activities	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target	Progress Summary (Units)	%
1	Buildings and Constructions.	25	25	50	10.982	43.93	-	Activities of the projects are being executed	45
2	Equipment and Machinery	15	15		5.347	35.65	-		40
3	Vehicles.	10	10		-		-		0
4	Furniture and Office Equipment.	20	20	29	7.927	39.64	-		60
5	Equipment and Machinery	20	20		17.637	88.19	-		100
6	Software Development.	6	6		-		-		25
7	Staff Training.	5	5	3.4	0.563	11.26	-		10
8	Printing of Driving Licenses.	1200	1200	950	525.52	43.79	-		65
9	Buildings and Constructions.	50	50	50	2.005	4.01	-		65
10	Furniture and Office Equipment.	20	20	-	-		-		0
11	Buildings and Constructions.	30	30	-	-		-		0
12	Software Development.	5	5	-	-		-		0
	Total	1,406	1,406	1,092.4	569.98	40.54			

3.6. Other Information's indicating the Progress of the Institution

i. Motor Vehicles Registrations and Transfers activities (as at 30-09-2025)

No.	Type of the vehicle	New Vehicle Registration as at 30-09-2025	Vehicle transfers as at 30-09-2025
1	Motor Car	37,115	139,498
2	Dual Purpose vehicle	2,156	45,991
3	Three Wheelers	8,820	138,599
4	Motor Cycles	160,590	236,956
5	Cordy Cycle	01	228
6	Motor Tricycle Van	210	513
7	Land Vehicle Tractor	2,806	8,330
8	Single Cab	2,151	28,576
9	Motor Lorry	1,170	35,575
10	Prime Mover	362	634
11	Lorry Trailer	284	734
12	Tractor Trailer/Bowser	2,539	512
13	Land vehicle (hand Tractor)	865	1,495
14	Bus	1,111	14,801
15	Ambulance	26	65
16	Funeral vehicle	01	06
17	Special purpose vehicle	13	01
18	Motor coach	-	-
19	Three-wheeler car	-	62
20	Poke lift	-	65
Total		220,220	652,641

ii. Issuance of Driving License from 01-01-2025 to 30-09-2025

No.	Description	Number of Driving License
01	Issuance of New Driving License	175,378
02	Renewal of Driving License	295,495
03	Issuance of Disable Driving License	789
04	Temporary ban on Driving License	4,425
05	Cancellation of Driving License	8,943

iii. Registration of the vehicle importers from 01-01-2025 to 30-09-2025

No.	Description	Total
01	Registration of the new vehicle importers	935
02	Renewal of the license of registered importers	1,719

iv. Roadside inspection of unroadworthy vehicles and emission conditions from 1st January 2025 to 30th September 2025.

No.	Description	Total
01	Checking air emissions conditions	11,221
02	Maintenance and prohibition orders for vehicles that are unfit for driving due to emissions.	1,849

3.7. Challenges and the Problems

- i. Fake assembly of vehicles
- ii. Forging vehicle registration and chassis and engine numbers
- iii. Fraudulent transfer of vehicles for profit
- iv. Challenges in Building public confidence
- v. Lack of adequate space for the public and staff
- vi. Insufficient technical staff
- vii. Inadequate archival facilities at the head office and the District offices
- viii. Issues related to office space facilities in District offices and lack of adequate facilities to conduct practical tests and inspect vehicles.
- ix. Difficulties in identify forged documents and fraud.

3.8. Special Achievements

With approximately seven million vehicles and ten million driving licenses, all services

are continuously provided by a staff nearly one thousand officers and the institution has been able to achieve a large revenue target for the government due to the strong dedication of its staff.

- i. Opening a Driving License service counter of the Department of Motor Traffic at the Katunayake Airport for the promotion of tourism.
- ii. To issue and establish the Driving license through online at the District Office at Ampara.
- iii. Establish an Internal affairs unit to manage the public complaints.

3.9. Future Plans

The Department of Motor Traffic which will complete a century in 2028, is identifying challenges and issues and formulating plans to provide a more efficient and citizen-friendly service to the public.

3.10. Vehicular Emission Test Trust Fund

3.10.1. Introduction

As a result of Supreme Court decision for the human right case no 569/98 by a citizen of Sri Lanka, Ministry of Environment and Natural Resources published regulations for controlling mobile emissions in Sri Lanka by specifying mobile air emission standards, fuel standards and vehicle specification

standards for importation with a Gazette Extraordinary No. 1137/35 dated on 23.06.2000 under section 32 of the National Environmental Act No. 47 of 1980. This came in to effect from 1st July 2003. It was subsequently amended few times and the latest regulation on mobile air emission standards was gazetted on 5th of November 2014 by the Ministry of Environment.

The Ministry of Transport has also published few regulations from 2008 under the Motor Traffic Act to facilitate the enforcement of emission standards and implementation of vehicular emission testing (VET) program. In order to implement emission standards, vehicular emission testing program was started in late 2008. Department of Motor Traffic has authorized two contractors to operate accredited VET centers to test motor vehicles and issue test certificate.

Subsequently, this program was implemented in the Western Province on November 17, 2008 and has now been implemented in all provinces.

Pursuant to the Extraordinary Gazette Order No. 1533/17 issued on 25th January 2008, the Motor Vehicles (Amendment) Act No. 08 of 2009 and the National Environment (Air Emissions, Fuel and Vehicle Import Standards) Extraordinary Gazette No. 1557/14, the Vehicle emission testing Program was commenced with effect from 17th November 2008.

The regulatory monitoring and evaluation programs implemented by the Vehicle Emissions testing Program of the DMT have been further strengthened to minimize air pollution in urban and semi-urban areas due to the high number of registered vehicles.

Vision

Reducing Vehicle Emission for a Healthy Nation.

Mission

Reducing Vehicular Emissions by Implementing Effective & Efficient Regulatory Programme.

3.10.2. Main responsibilities and duties

Following the commencement of VET program in 2008, a Cabinet paper was approved, prepared with the agreement of all stakeholders to establish a vehicle emission test trust fund, to implementation, monitoring and auditing of this VET program.

According to the said Cabinet Memorandum, This Trust Fund has been established for the following 07 purposes a Board of Trustees was appointed comprising the Deputy Secretary to the Treasury, the Secretary to the Ministry of Environment, the Director General of the Department of State Accounts and the Commissioner General of Motor Traffic by signing a deed of trust with secretary to the ministry of finance.

- i. To establish and maintain a project office in the Department to facilitate the operation of the fund.
- ii. To implement an efficient and effective monitoring and Evaluation programme to effectively implement the purpose of the Act.
- iii. To develop necessary infrastructure to obtain emission testing equipment and such other equipment required

- for the execution of the VET monitoring programme.
- iv. To obtain services inter alia of technical advisors, consultants and other staff including a Secretary and Accountant to the trust required for the effective implementation of programmes associated with the Trust and Management of the Trust.
 - v. To provide and develop facilities necessary for the effective functioning of the VET Monitoring programme.
 - vi. To improve Traffic Management or Road Safety Activities that would facilitate the effectively implementation of the objects and purposes of the trust.
 - vii. To monitor and conduct activities that would facilitate air quality improvements which will in turn result in reduced health risks and improved general living conditions inter alia to the public.

3.10.3. Details of the income (2025.09.30)

Expenditure

Expenditure type	Allocation provisions (Rs Mn)	Financial Progress (Rs Mn)	Percentage (%)
Capital	383	2.7	0.71
Recurrent	44	15	34.1
Total	427	17.7	4.15

Income

Income type	Target Income (Rs Mn)	Actual Income (Rs Mn)	Actual Income (%)
10% VET program cost	362	245	67
Interest on fixed deposit	70	45	64
Total	432	290	67.12

3.10.4. Information on Development Projects (as of 2025.09.30)

Program / Project / Activity	Estimated Cost Rs. Mn)	Allocation (Rs.Mn)	Financial progress			Physical progress		
			Target (Rs Mn)	Expenditure (Rs Mn)	%	Target (Units)	Summary	%
01. Monitoring and regulatory activities including Roadside testing programs/Spotter programs/Center inspection program.	10.00	-	10.00	2.8	28	01. 15000 num of Random vehicle testing.	11,176	74
						02. Monthly spotter 300/Complain 100.	813	67
						03. 20 VET center inspections monthly.	66	27.5
02. Conducting awareness workshops and printing awareness leaflets/stickers regarding vehicle emission tests.	23.5	-	23.5	1.069	4.5	Conducting 04 workshops per year Printing 5000 booklets/stickers/books each	04	100

03. Awareness through mass media.	11.8	-	11.8	2.17	18.4	Creating 04 videos per year Implementing social media promotion programs.	A social media promotion program was implemented. Through this, awareness videos/articles/social media posts were created and published.	80
04. Increasing the capacity of the Vehicle Emissions Project Office through infrastructure development, human resource development, and capacity building programs.	93.0	-	93.0	2.7	2.8	01. Install a pre-fabricated Vehicle emission testing center at werahara DMT premises. 02. Procurement of user-friendly VET equipment. 03. Conduct a Human resource development program.	Completed the installation of VET center at werahara DMT premises. Purchased office equipment.	50

05. Providing funds for the research and development projects.	238.4	-	238.4	63.5	26.6	<p>01.Development of Air quality data sharing website.</p> <p>02.Providing funds to the Central Environmental Authority and the National Building Research Institute to measure air quality and disseminate and display that data to the public.</p> <p>03.Providing fund to other development projects.</p>	<p>A national platform has been developed to obtain information on ambient air quality covering a large area of the island and to make that data available to the necessary parties.</p> <p>A software for data dissemination has been developed and a website has been launched.</p> <p>Provide fund for tree plantation projects conducted by RDA to reduce the air pollution.</p> <p>Provide funds to RDA to install traffic countdown timers for traffic management.</p>	60
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06. Conducting training workshops for garage technicians for proper vehicle maintenance and repair.	5.0	-	5.0	-	-	Conducting training workshops for garage technicians and providing National Vocational Qualification (NVQ) certificates.	A program has been developed in collaboration with PUCSL and an agreement was prepared.	
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3.10.5. Other Information indicating the Progress of the Institution

- i. Obtaining ISO 9001:2015 quality certification for the institution. UNESCAP
- ii. Making a presentation on new technological applications for vehicle emission testing at the Regional Action Program on Air Pollution Technical Advisory Conference, organized by UNESCAP.

3.10.6. Challenges and Difficulties

- i. Establishment of a Vehicle Emissions Trust Fund as a statutory body under the Motor Traffic Act
- ii. Lack of minimum staff required to perform the activities and absence of any permanent staff officers.

3.10.7. Special achievements achieved

- i. Obtaining policy approval from the Cabinet of Ministers to amend the Motor Traffic Act to statutoryize the Vehicle Emissions Trust Fund.

3.10.8. Way forward

- i. Establish the office of the Vehicle Emissions Trust Fund as an institution responsible for sustainable transport management and recruit the necessary officers.
- ii. Initiating studies and research to introduce new vehicle emission standards and a new testing methodology in 2028.
- iii. Conducting a national-level research symposium for air quality management and road safety.

4. Sri Lanka Transport Board

4.1. Introduction

The Sri Lanka Transport Board was established on First January 1958 by nationalizing the then existing Bus Companies under the Motor Transport Act No. 48 of 1957.

The Sri Lanka Transport Board had a monopoly in the road passenger transport sector for about 20 years and as the institution gradually expanded, it was decided to change the administrative structure for administrative convenience and for this purpose 10 Regional Transport Boards were established through the Sri Lanka Central Transport Board Act No. 19 of 1978 and they were brought under the Sri Lanka Central Transport Board.

Subsequently certain Regional Transport Boards were converted into Public Companies in accordance with Section 2 of the Conversion of Public Corporations or Government Owned Business Undertakings into Public Companies Act No. 23 of 1987. These companies were not able to provide the expected services to the passengers due to their irregular administration. As a result, the Act was amended by the National Transport Commission Amendment Act No. 30 of 1996 and administration was brought under the control of 11 Bus companies.

Later, with the growth of the private sector, the contribution of Cluster Bus Companies to passenger transport and the rapid decline in its quality of services rendered led to the re-establishment of the Sri Lanka Transport Board through the Sri Lanka Transport Board Act No. 27 of 2005. Accordingly, at present, Sri Lanka Transport Board provides 40%-50% of the daily passenger transport service demand of the people of this country through 107 depots and 12 sub-depots located island-wide, with a staff of 24,573 and approximately 5,061 buses are provided for daily operation.

Vision

To be the excellent transport provider in the Region

Mission

To provide the public a safe, dependable and comfortable road passenger transport service at a reasonable fare system through a staff dedicated to service and obtain the maximum utilization of all resources and functioning as a financially viable organization.

4.2. Main Duties and Responsibilities

- i. Issuing instructions to depots through 12 Regional Offices and to coordinate with the Head Office to provide quality, efficient and effective bus service.
- ii. Deploying buses to operate the first morning trip and the last night trip.
- iii. Providing a satisfactory bus service for school children and implementing the Sisuseriya program.
- iv. Operating buses for passenger transport in rural areas
- v. Operating bus services on unprofitable routes that has been abandoned by private bus operators due to lack of financial benefits and generation of other income.
- vi. Providing long-distance travel services from Pettah Central Bus Station to distant areas.
- vii. Coordinating public and private sector transport representatives.
- viii. Coordinating bus services during festivals, special occasions, Parliamentary and Provincial Council Elections, etc.
- ix. Transportation of mails and newspapers.
- x. Coordinating with the local authorities, the Treasury, the National Transport Commission, Provincial Councils, relevant ministries and other relevant agencies regarding bus operations.
- xi. Providing well-trained and disciplined drivers from the Sri Lanka Transport Board Driver Training Schools.
- xii. Conducting seminars and workshops for drivers, conductors, mechanics and supervisory staff.
- xiii. Supplying engine kits/sub-kits (engines, gearboxes/starter motors, alternators and injector pumps) manufactured by regional workshops to depots.
- xiv. Providing season tickets for elders and students at attractive discounted prices.
- xv. Maintaining the stores at the SLTB Head Office in Narahenpita for the issuance of essential spare parts for the Provincial Workshops.
- xvi. Conducting security investigations, emergency raids, searches, etc. regarding bus operations at depots.

4.3. Details of Revenue and Expenditure (for SLTB funds) (as at 30.09.2025)**Expenditure**

Type of Expenditure	Allocation (Rs.Mn)	Financial progress (Rs.Mn)	Percentage
Capital			
Total Capital Expenditure Estimate for 2025	10,225.25	7.28	0.07%
Recurrent			
Bus operating costs	61,125.67	37,365.00	61.13%
Other variable costs of buses	10,393.73	5,142.61	49.48%
Office staff salaries and wages expenses	4,524.17	2,616.23	57.83%
Other administrative expenses	6,207.68	1,855.71	29.89%
Financial expenses	6.47	5.30	81.91%
Provincial Workshops	1,946.26	541.14	27.80%
Total of recurrent expenditure	84,203.98	47,525.99	56.45%
Total capital	10,225.25	7.28	0.07%
Total	94,429.23	47,533.27	50.3%

Income and expenditure Report (up to June 2025)

Month	Total number of buses	Number of buses provided for operation per day	Number of buses operated per day	Number of kilometers operate	Waybill revenue (Rs.Mn)	Fuel cost (Rs.Mn)	Total income (Rs.Mn)	Total cost (Rs.Mn)
January	7,137	5,105	4,590	34,426,312	4,347.95	2,854.85	5,871.82	5,976.18
February	7,137	5,077	4,382	31,124,503	3,979.22	2,575.31	5,780.56	5,531.83
March	7,136	5,084	4,541	34,426,312	4,448.69	2,857.41	6,471.72	5,948.40
April	7,135	5,131	4,330	30,116,410	4,271.80	2,655.63	6,015.86	5,795.38
May	7,135	5,009	4,356	30,817,533	4,118.72	2,598.19	5,956.19	5,790.32
June	7,136	4,961	4,422	30,672,072	4,167.12	2,584.58	6,364.36	5,741.86

* This total revenue includes waybill revenue, season ticket revenue, and other non-operational revenue from bus operations.

* The total cost includes fuel costs, salaries of employees, payments, and other operating expenses

Expenditure type	January	February	March	April	May	June
Total income (Rs.Mn)	5,871.82	5,780.55	6,471.72	6,015.86	5,956.19	6,364.36
Total cost (Rs.Mn)	5,976.18	5,531.83	5,948.4	5,795.38	5,790.32	5,741.86
Profit and Loss (excluding Treasury provisions) (Rs.Mn)	(104.36)	248.73	523.33	220.48	165.88	622.51
Depreciation (Rs.Mn)	125	125.00	125.00	125.00	125.00	125.00
Actual profit/loss (Rs.Mn)	(229.36)	123.73	398.33	95.48	40.88	497.51
Total profit/loss (Rs.Mn)	(79.36)	123.73	398.33	95.48	40.88	497.51

4.4. Overall Progress of the Institution (Summary and Numerical Overview) (as at 30.09.2025)

Expenditure type	Allocation for the Year 2025		Financial progress (Rs.Mn)	Implemented projects			Physical progress
	Treasury (Rs. Mn.)	Self (Rs.Mn)		Target	Completed	Ongoing	
Capital	1,500.00		812.61	1	-	1	Project is being implemented.
	2,676.50		*58.52	7	-	7	
Recurrent	14,620.00		11,112.50	4	-	4	
Capital		10,225.25	7.28	6	-	6	
Recurrent		84,203.98	47,525.99	This includes all administrative expenses, including salaries of employees.			

*Expenditure incurred from SLTB funds, will be reimbursed when Tressury allocation received.

4.5. Details of Development Projects (as at 30.09.2025)

No.	Program/ Project/ Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial progress			Physical progress		
				Target (Rs. Mn)	Expendit ure (Rs. Mn)	%	Target (Units)	Summary of Progress	%
Projects implemented under Treasury allocations									
1	Bus fleet renovation and fleet expansion	1,500.00	1,500.00	1,125	812.61	72.23			
	Engines						1,322	222 engines have been built and completed.	17
	Gear Boxes						805	Repairs have been completed for 158 Gearboxes	20
	Bus Bodies						1,035	Repairs have been completed for 113 Bus bodies	11
2	Modernization of 400 buses under the Bus Rehabilitation Program	758.00	758.00	303.20	58.515	19	400	Out of the 172 buses in the first phase, 84 have been put into operation, while estimates for 176 buses in the second phase have been approved and forwarded to the Regional Offices.	21

No.	Program/ Project/ Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial progress			Physical progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress	%
3	Purchase of 60 Ashok Leyland BS III engine kits and installation in buses	345.60	345.60	-	-	-	60	The bid documents approved by the Technical Evaluation Committee have been forwarded for further action.	5
4	Purchase and installation of 60 BS IV engine kits for buses	374.4	374.4	-	-	-	60	The bid documents approved by the Technical Evaluation Committee have been forwarded for further action.	5
5	Purchase and installation of 12 BS III AC engine kits for buses	84.00	84.00	-	-	-	12	The bid documents approved by the Technical Evaluation Committee have been forwarded for further action.	5
6	Purchase and installation of 30 YUTONG engine kits for buses	186.00	186.00	-	-	-	30	The bid documents approved by the Technical Evaluation Committee have been forwarded for further action.	5
7	Purchase and installation of 30 YUTONG gearboxes for buses	28.50	28.50	-	-	-	30	The bid documents approved by the Technical Evaluation Committee have been forwarded for further action.	5

No.	Program/ Project/ Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial progress			Physical progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress	%
8	Carpeting of depot access roads and yards. (Mattakkuliya, Moratuwa, Panadura, Avissawella, Thalangama, Kadawatha, Kirindiwela, Gampaha, Mathugama)	900.00	900.00	-	-	-	9	This project has been initiated and the Road Development Authority has already commenced carpeting the road yards in Thalangama Depot	5
Projects implemented under SLTB allocations									
9	Purchasing of Tata engine and gearbox spare parts	277	277	-	-	-	-	Bid documents have been forwarded to the Technical Evaluation Committee.	5
10	Purchasing of Leyland Engine and Gearbox Spare Parts	308.10	308.10	-	-	-	-	Procurement for the year 2025 has commenced and the Engineering Section has been informed through letters to provide the new requirement.	5

No.	Program/ Project/ Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial progress			Physical progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress	%
11	Purchasing of U-Tong Gearbox	7.00	7.00	-	-	-	-	Once the Technical Evaluation Committee approves, it will be forwarded to the Departmental Procurement Committee for approval.	5
12	Purchasing of engine kits (BS III6D Leyland - Common Rail)	134.40	134.40	-	-	-	-	Procurement has been opened – 19.09.2025	5
13	Renovation of employee restrooms	100.00	100.00	-	-	-	-		
14	Purchase of 200 luxury buses to deploy in expressway to strengthening SLTB bus fleet.	10,702.90	-	-	-	-	-	Currently, the bid documents have been prepared and forwarded to the Bid Evaluation Committee of the Standing High Procurement Committee appointed by the Cabinet.	5

* In addition to these development projects, many small development projects have been carried out and expenses have been incurred through SLTB funds

Progress of development projects implemented under the provisions of the Clean Sri Lanka Program (as at 30.09.2025)

The following projects have been initiated and are currently being implemented through the allocations allocated to the Ministry under the Clean Sri Lanka Programme.

- i. Purchase of 10 low-floor buses with facilities for people with disabilities - Total estimate is Rs. 340 million and project is expected to be completed in 2025.
- ii. Pettah Central Bus Stand Modernization Project - Total estimate is Rs. 425 million and is expected to be completed by April 2026.

4.6. Other Information indicating the Progress of the Institution

Progress of projects implemented on the basis of reimbursement from Treasury allocations (as at 30.09.2025)

Financial Provisions for the Year 2025	Allocated Provisions (Rs.Mn)	Provisions received (Rs.Mn)	Fund Reimbursement Progress (%)	Physical progress
Reimbursement for Season tickets issued to school and higher education students	11,500.00	8,443.75	73	In progress
Compensation for non-economic routes operations	2,000.00	1,568.75	78	In progress
Financial assistance to cover income shortfall	20.00	-	-	In progress
Financial support	1,100.00	1,100.00	100	In progress
Total	14,620.00	11,112.50	76	

4.7. Challenges and Problems

- i. Shortage of drivers and conductors.
- ii. Since about 60% of the bus fleet is over 10 years old, passenger transport services are disrupted due to frequent breakdowns.
- iii. Decrease in the performance of the Depot Engineering Section due to the large number of vacancies existing in the Technical field.
- iv. Employee satisfaction and employee motivation is decreased due to the fact that a proper salary system has not been established as the Scheme of Recruitment and Promotion for the Sri Lanka Transport Board Staff have not yet been approved.
- v. Due to non-obtaining of free grant papers for the ownership of many depot lands, there is no possibility of resorting to other investments.
- vi. The Board is not obtaining a large amount of money due to fraud and irregularities in Waybill revenue.
- vii. Lack of updated knowledge among top management due to lack of high-level local and foreign training.
- viii. The efficiency of the existing machinery in the depot engineering sections has decreased as the machinery is outdated.
- ix. The condition of the lodging and toilets in almost every depot is very poor, resulting in minimal health and hygiene.
- x. Depot buildings and stores have not been properly maintained for a long time, resulting in a large expenditure requirement on renovation work.
- xi. Although there is a need to purchase 1,000 new buses to increase the number of operable buses in the bus fleet to meet the passenger demand, there is a lack of financial provision for this.
- xii. Due to the shortcomings in the quantity and quality of the procurement of rebuilt tires, the Board had to bear a large cost burden for rebuilt tires.
- xiii. The financial management of Sri Lanka Transport Board is hampered due to the fact that the actual values of the Seasons Tickets issued to students of Schools and Universities are not received from Treasury on a monthly basis.

4.8. Future Plans

- i. Modernization of the bus fleet
- ii. Depot development work
- iii. Commencement of school bus services
- iv. Enhancing online seat reservation facilities

- v. Introduce electronic fare collection system
- vi. Strengthening implementation of the Nisisariya project
- vii. Use of new buses for urban bus services
- viii. Strengthening the engineering section
- ix. Streamlining the recruitment process and building a strong administrative structure
- x. Providing an environmentally friendly transport service by obtaining Environmental Protection Permits
- xi. Generating additional income by utilizing the remaining lands, excluding the land used for SLTB depots and SLTB activities
- xii. Carpeting of SLTB Depot Access Roads and Depot Yards
- xiii. Implementation of Special Project for the Renovation of Buildings of SLTB Depots and Provincial Workshops
- xiv. Renovation of the Main Hall of the Shalika Stadium
- xv. Construction of fuel filling stations at SLTB depots
- xvi. Establishment and operation of a special tourism unit for foreign and domestic tourists
- xvii. Implementation of the e-ticket project or introduction of SLTB Travel Cards.

5. National Transport Commission

5.1. Introduction

The National Transport Commission has been established under the National Transport Commission Act, No. 37 of 1991, to advise to the government on the national policy relating to passenger transport by omnibus and to ensure the implementation of that policy. The National Transport Commission Act, No. 37 of 1991, has been amended through the National Transport Commission (Amendment) Act, No. 30 of 1996; the Sri Lanka Transport Board Act, No. 27 of 2005; the National Transport Commission (Amendment) Act, No. 6 of 2017; and the National Transport Commission (Amendment) Act, No. 8 of 2025. By the National Transport Commission (Amendment) Act, No. 28 of 2025, the scope of the National Transport Commission has been expanded by substituting the term “road transport” for “passenger transport by omnibus”.

The Commission shall consist of three ex officio members, five other members appointed by the Minister, with approval of the Cabinet of Ministers, from among persons who have experience or have qualifications or proven capacity, in the fields of transport, economics, medicine, administration or engineering.

For the performance of the duties and the exercise of the powers assigned by the

aforementioned Acts, four departments—namely, Planning, Operations and Service Supervision, Quality Assurance and External Relations, and Finance and Procurement—and three divisions—namely, Administration, Internal Audit, and Legal Affairs—function under the National Transport Commission. The Colombo Bastian Mawatha Inter-Provincial Private Bus Terminal and the Vavuniya Main Bus Terminal operate as branch offices of the National Transport Commission.

Vision

To ensure a quality, cost effective and safe integrated transport system and services that support the socio-economic development across the country and meet the diverse mobility needs of every individual and corporate citizen of Sri Lanka.

Mission

To advise the Government of Sri Lanka on the national policy relating to passenger transport and to establish the necessary regulatory framework to ensure an efficient bus transportation system which meets the transport needs of the public.

(The aforementioned vision and mission have now been revised as the scope has been expanded under the Amendment Act, No. 8 of 2025. The approval of the Commission is yet to be obtained for these revisions).

5.2. Main Duties and Responsibilities

The duties of the Commission are: Advising the Government on the national policy relating to passenger transport services by omnibuses; Determining the availability of omnibus services of an acceptable quality to meet the passenger transport needs of the public, having regard to such policy; Specifying the conditions subject to which an Authorized Person may issue or renew a passenger service permit or other authority authorizing the use of an omnibus; Ensuring that bus services are provided on unremunerative routes by entering into agreements with persons after considering competitive bids for the provision of bus services and, where necessary, providing financial assistance to persons providing such services; Entering into agreements with any person for the provision of bus services and transport services and for the issuance of

passenger service permits and transport service permits therefor; Preparing a national-level road transport guidelines; Determining a formula for charging the transport fares; Promoting and regulating the use of modern technological systems to improve the transport system; Facilitating the making of provisions for infrastructure development related to transport services; Maintaining a national information system for transport services; Establishing a training center to for the training of transport service providers; Reviewing annually the national policy on road transport; Providing advice to the Government on legal, administrative, or other matters relating to that policy; and Recommending the measures that may be required to improve transport services for the purpose of preventing road accidents and protecting and safeguarding the interests of passengers.

5.3. Details of Income and Expenditure (for Self-Fund) (as at 30.09.2025)

Expenditure

Type of expenditure	Total Allocation (Rs. Mn.)	Financial Progress (Rs. Mn.)	Percentage (%)
Expenditure on Special Projects			
Capital	162.65	12.52	7.70
Recurrent	103.83	31.75	30.58
Total	266.48	44.27	16.61
Non- project Expenditure			
Capital	30.60	5.38	17.58
Recurrent	433.07	223.25	51.55
Total	463.67	228.63	49.31

Revenue

Type of Revenue	Target Revenue (Rs. Mn.)	Actual Revenue Generation (Rs. Mn.)	Actual Revenue Generation (%)
1. Permit Revenue			
Route Permit Income	134.96	80.07	59.33
Route Tender Income	414.53	252.82	60.99
Total	549.49	332.89	60.58
2. Other Income	187.16	138.05	73.76
3. Interest Income	57.23	15.44	26.98
Total	793.88	486.38	61.27

5.4. Overall Progress of the Institution (Summary and Numerical Overview) (as at 30.09.2025)

Financial allocation for the Year 2025 (Rs. Mn.)		Financial Progress (%)	Projects implemented			Physical progress (%)
Tressury	Self		Target	Completed	Progressing	
2,200	266.48	41.60	28	3	25	52

5.5. Details of Development Projects (as at 30.09.2025)

Programme/ Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
			Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
1. Sisu Seriya	1,975.79	1,975.79	1,975.79	953.20	48.24	400	59 new services	14.75
2. Gemi Seriya	41.268	41.268	41.268	0.25	0.6	120	1 new service	0.83
3. Nisi Seriya	183.06	183.06	183.06	30.99	16.92	600	469 new services	78
4. Operation and Maintenance of the Bus Terminal	11.00	11.00	11.00	6.67	60.63	Conducting 16 mobile bus inspection programmes, and 6 bus inspection work shops.	10 mobile bus inspection programmes, and 5 bus inspection work shops have been conducted.	68
5. Traffic Demand and Service Quality Surveys	12.00	12.00	12.00	2.94	24.5	Conducting 30 surveys	86 surveys conducted	100
6. Development of Institutional Reforms for Public Bus Services	5.00	5.00	5.00	0.009	0.18	Studying a method of combining bus operators instead of their operating as single bus operators	For the purpose of appointing a consultant in this regard, TOR has been prepared and procurement process is	10

Programme/ Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
			Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
						and a suitable method for sharing, and implementing a pilot project of the same.	underway.	
7. Training of Bus Crews	12.00	12.00	12.00	5.51	45.91	Conducting 45 training programmes.	33 training programmes conducted.	73
8. Monitoring of Timetables and Services	8.00	8.00	8.00	3.35	41.87	Implementation of combined timetables for 05 main corridors on which buses origin from Colombo.	Combined time tables prepared and implemented for the Puttalam corridor.	50
9. Formulation Bus Fares	1.5	1.5	1.5	0.058	3.86	Publishing the annual bus fares revision, carrying out interim bus fare revisions based on fuel price changes and updating	The annual bus fares revision has been announced and approval has been obtained to appoint a committee to revise the	40

Programme/ Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
			Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
						the bus fares policy.	bus fares policy.	
10. Internal Information Technology System	19.2	19.2	19.2	6.56	34.16	Bearing the maintenance cost of the Internal information technology system.	Bearing the maintenance cost incurred for the Internal information technology system.	40
11. Maintenance cost of GPS equipment and the Control Room	6.9	6.9	6.9	4.95	71.73	Bearing the cost of maintaining the operation of the GPS and the control room.	Bearing the cost for maintaining the operation of the GPS and the control room.	100
12. Making Regulations	2.5	2.5	2.5	0.043	1.72	Making regulations in accordance with the National Transport Commission Act.	Draft regulations have been prepared for operational activities. Regulations have also been drafted for inter-provincial bus	65

Programme/ Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
			Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
							operations, school transport services, office transport services, and three-wheeler operations.	
13. Installation of long distance service sign boards	2.0	2.0	2.0	0.068	3.4	Identifying 750 long distance limited stops.	822 long distances limited stops identified.	100
14. Long distance rest places	3.0	3.0	3.0	0.088	2.9	Enhancing the quality of the rest places where long distance buses stop.	The rest places where buses stop along the two main corridors along which buses operate from Colombo, have been inspected, and instructions have been given to upgrade their standards.	40

Programme/ Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
			Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
15. Customer services	3.8	3.8	3.8	-	-	Development of methods for public relations.	Arrangements have been made to display a WhatsApp number in all inter-provincial buses for the submission of public opinions.	50
16. Preparation of the Strategic Plan	1.00	1.00	1.00	-	-	Preparation of the strategic plan for the next 5 years.	Officers of the institution are in the process of preparing a draft strategic plan.	20
17. Inspection of Buses	3.6	3.6	3.6	-	-	Checking the mechanical condition of the inter provincial buses scheduled to run over 100 kilo meters prior to the departure.	The pilot project of this project was carried out on 09 and 10.09.2025.	10

Programme/ Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
			Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
18. Preparation of annual National Transport Statistics	0.5	0.5	0.5	-	-	Publication of the Annual Transport Statistics 2025.	Has been referred to proofreading for publication in December 2025.	90
19. Transport- related awareness programmes for stakeholders	6.83	6.83	6.83	0.771	11.28	8	6	75
20. Urban transport planning	5.0	5.0	5.0	-	-	Conducting surveys related to carrying urban transport planning and making proposals.	Selection of routes for the Lanka Metro Transit Bus (Private) company and preparation of the transport plan of the multimodal interchange center at Gettuwana,	40

Programme/ Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
			Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
							have been completed.	
21. Pre-paid Card System	2.0	2.0	2.0	-	-	Implementation of the prepaid card.	-	-
22. Inspection of Buses	3.2	3.2	3.2	-	-	Preparation of a location to check mechanical condition of the busses scheduled to run over 100 kilo meters prior to the departure.	-	0
23. Internal information technology system	31.95	31.95	31.95	-	-	Bearing the capital cost required for Internal information technology system.	Bearing the capital cost required for Internal information technology system.	50

Programme/ Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
			Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
24. Consumer Service Unit	0.5	0.5	0.5	-	-	Development of a Customer call center.	Procurement procedure has been completed.	50
25. Renovation and Maintenance of the National Transport Commission Premises	15.00	15.00	15.00	-	-	Renovation and maintenance of the National Transport Commission premises.	Renovation of the roof of the vehicle portico, waterproofing the slab, and colour-washing the wall of the vehicle portico.	60
26. Constructing the Roof for Solar Panels	40.00	40.00	40.00	-	-	Constructing the roof.	Obtaining approval related to construction of the roof.	20
27. Renovation of the Bastian Mawataha and Vauniya Terminals	55.00	55.00	55.00	10.30	18.72	Renovation of the Bastian Mawataha and Vauniya terminals.	Preparation of the ceiling, louver panels and color-washing of the Vavunia bus	90

Programme/ Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
			Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
							terminal.	
28. Construction of 2 Platforms on the Bastian Mawatha	15.00	15.00	15.00	0.36	2.7	Construction of platforms on the Bastian Mawatha - Construction of 2 platforms for the Express way buses in phase I.	Construction of a platform to stop 3 buses.	90
Total	2,466.48	2,466.48	2,466.48	1,026.12	41.6			

5.6. Other Information indicating the Progress of the Institution

Amendment of the National Transport Commission Act, No. 37 of 1991.

It was enacted as the National Transport Commission (Amendment) Act, No. 8 of 2025 by the Parliament on 19th June 2025.

In accordance with the provisions of the aforementioned amended Act, the National Transport Commission aims to provide safe, comfortable and reliable road passenger transport services to the public at affordable fares by regulating three-wheelers, office transport services, and school transport services that have not been properly regulated thus far; by granting rights to transfer the ownership of passenger service permits; and by increasing the fines imposed on buses that violate permit conditions, thereby ensuring safer transport services for bus passengers.

5.7. Challenges and Problems

- i. Delay in fully acquiring the necessary trained human resources and physical resources required due to the expansion of the institution's scope under the National Transport Commission (Amendment) Act, No. 08 of 2025.
- ii. The absence of a Centralized Data System for transportation related decision-making, and the non-establishment of a Research and Development Division.

- iii. Difficulties in recruiting qualified and trained officers for the adoption of new technology.
- iv. Limitations in regulatory authority.
- v. The private passenger transport service being a sector comprised of individual investors.

5.8. Future Plans

- i. Preparation and gazetting of regulations under the National Transport Commission (Amendment) Act No. 8 of 2025.
- ii. Making necessary further amendments to the National Transport Commission Act.
- iii. Formulation of the strategic plan / corporate plan for the next five years.
- iv. Establishment of a National Transport Data Centre – NTDC
- v. Expansion of the institutional structure of the National Transport Commission.
 - Establishment of a Research and Development Division.
 - Expansion of the Legal Division, Information Technology Division, and Administration Division.
 - Expansion and recruitment of staff to perform functions under the new Act.
 - Development of physical resources.

- vi. Studying the E-Transport Project and Sector Reform, and formulating a National Transport Plan in collaboration with foreign financial institutions (ADB, JICA, World Bank).
- vii. Introducing an Integrated Transport Management System (ITMS):GPS, E-ticketing, Vehicle Monitoring, and Complaint Handling.
- viii. Establishment of a national training institute related to transportation.
- ix. Implementation of projects concerning road safety.
- x. Establishment of a media unit that can operate at the national level.
- xi. Protection of passenger rights and establishment of passenger associations.
- xii. Study of the potential to expand socially beneficial bus services.
- xiii. Formulation of necessary mechanisms to regulate fares for all road passenger transport services.

6. National Transport Medical Institute

6.1. Introduction

The National Transport Medical Institute was established by the National Transport Medical Institute Act No. 25 of 1997. The institute initiated its operations in 1999 at the Head Office located at Negegoda, is consist of of island-wide branch 25 offices in all districts at present.

Vision

"Placing a healthy driver behind each steering wheel"

Mission

"To be the leader in the transport medical field and to issue medical

certificates conducting qualitative medical examinations to ensure the physical and mental fitness of all driver applicants"

6.2. Main Duties and Responsibilities

The institute's main function is to issue medical certificates to heavy vehicle drivers, light vehicle drivers, all candidates who expect to obtain driving licenses through driving schools, and drivers referred to the institute by other external institutes such as courts, Sri Lanka Transport Board, and the Road Passenger Transport Authority, conducting medical examinations to certify their fitness.

6.3. Details of Revenue and Expenditure (as at 30.09.2025)

Expenditure type	Allocated provisions (Rs. Mn.)	Progress (Rs. Mn.)	Progress (%)
Capital	101.9	24.03	23.58
Recurrent	816.0	722.00	88.48
Total	917.9	746.03	81.28

Revenue (as at 30.09.2025)

Type of Revenue	Targeted Revenue Generation (Rs. Mn.)	Actual Revenue Generation (Rs. Mn.)	Actual Revenue Generation (%)
Medical Services	1,271	1,258	98.98
Other	82	73	89.02
Total	1,353	1,331	98.37

6.4. Overall progress of the Institute (Summary and Numerical Overview) (as at 30.09.2025)

Name of the Institute	Financial Allocation for the Year 2025 (Rs. Mn)		Financial Progress (%)	Implemented projects			Physical Progress (%)
National Transport Medical Institute	Treasury Fund	Self Fund		Target	Completed	Ongoing	
	-	101.9	23.58	11	2	09	40

6.5. Details of Development Projects (as at 30.09.2025)

N o.	Programme / Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
				Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
01	Procurement of Computers and Appliances for the Head Office and Branch Offices								
	PC	14	14	14	13	93	42	39	90
	Fire wall	12	12	12	-	-	-	-	-
	Multi-function printers	1	1	1	0.72	72	6	5	90
	Bar code reader	0.05	0.05	0.05	0.02	50	2	1	50
	Network switch	1.2	1.2	1.2	1.14	95	1	1	100
	POS system for pharmacy	1	1	1	-	-	1	Initiated the	

N o.	Programme / Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
				Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
								process at present	
02	Installation of CCTV security system at the Head Office building	0.4	0.4	0.4	0.4	50	5	-	50
03	Completion of construction works of the restroom for drivers and security officers	3	3	3	3	100	1	1	100
04	Installation of solar panels at the Head Office building.	25	25	25	-	-	-	Bid opening on 08.10.2025	-
05	Completion of boundary wall that was collapsed at the rear side of the Head Office building.	1.75	1.75	1.75	1.75	100	1	1	100
06	Relocate the Gampaha, Kegalle, Galle, Matara and Polonnaruwa branch offices at buildings owned to the government.	24	24	24	-	-	5	Buildings were selected for Gampaha, Galle and Polonnaruwa branch offices.	-

N o.	Programme / Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
				Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Progress Summary (Units)	(%)
07	Procurement of furniture and office equipment for the Head Office and Branch Offices	2	2	2	1.26	63	Purchase as per the requirement.		
08	Air Conditioning the Head Office. Cost: Rs. Mn.7, Other Offices Rs. Mn. 2 as required	9	9	9	1.32 (other offices)	14.6	9 (Air Conditioners for the Head Office)	Initiated the procurement process for purchasing 9 Air Conditioners	10 (Head Office)
09	Purchasing medical equipment for the Head Office and Branch Offices	2	2	2	0.44	22	Purchase as per the requirement.		
10	Implementing Capacity Building programmes for employees of the institute	4	4	4	-	-	1	-	-
11	Implementing training programmes for employees of the institute	1.5	2	2	0.98	50	Training programmes are conducted as per the requirement.		
	Total	101.9	101.9	101.9	24.03	23.58			

6.6. Other Information on Progress of the Institute

- i. Procedure for issuance of medical certificates through smart technology by online linking Department of Motor Traffic and National Transport Medical Institute was initiated at Nugegoda Head Office and Werahera Branch Office on 07.04.2025 and at Gampaha and Ampara Branch Offices on 01.10.2025.
- ii. Updating the medical criteria to prevent clients from following unlawful methods for obtaining medical certificates, update medical criteria and make the public aware of such updates.
- iii. Organize a programme to forward clients the ideas/ complaints/ proposals through modern technology/ respond to such complaints.
- iv. Drafting regulations to the National Transport Medical Institute Act.
- v. Implement capacity development programmes for employees.
 - ❖ Take actions to grade the employees by conducting efficiency bar examination (consultancy and operational services)
 - ❖ Conduct training programmes to enhance courteous and competent attitudes of the employees.
- vi. Taking actions to make recruitments to the posts that have being vacated for about one year with the approval of the relevant institutions.
- vii. To streamline the functions of branch offices, carry out cadre review and transfer vacant/ excess cadre.
- viii. Take expeditious actions against irregularities.
- ix. Establish a media unit and conduct public awareness programmes on the services delivered by the institute.
- x. Enhance the facilities at the branch offices.
 - ❖ Relocate the Galle and Polonnaruwa branch offices at government buildings.
 - ❖ Take actions to lease out the building provided by the District Secretariat to relocate the Gampaha branch office and initiate procurement process for renovations.
- xi. Conducted a mobile service at Abhinawaramaya, Eldeniya to provide medical certificates for driving licenses on 15.09.2025 under the patronage of Mahara Provincial Council celebrating

the Local Government weak under the theme “PUNARUDAYE PURAWARA”.



xii. With the aim of providing an efficient service to the satisfaction of clients who visit the institute to obtain medical certificates, the Department of Motor Traffic has initiated driving license renewal service for issuance of temporary licenses at Nugegoda Head Office premises since 30.09.2025.



6.7. Challenges and Issues

i. Difficulty in recruiting permanent Medical Officers

Despite the fact that the institute's Medical Officers are paid similarly to those employed by the Ministry of Health, their monthly remuneration is very low due to a lack of allowances. All Medical Officers who complete internships are assigned to the Ministry of Health, but because this institute does not provide a competitive salary, they are hesitant to join the institute's employment. Furthermore, due to boring

work experience and constraints to higher education, these Medical Officers who have completed internships are unwilling to join this institute.

ii. Issues relevant to revisions of salaries of the employee

There are issues regarding increasing employee benefits due to the difficulty of obtaining approval from the Department of Management Services. Even though this is a profit-earning institute, the salaries, and benefits received by its employees are not attractive compared to other public institutes, corporations, and boards. Therefore, action should be taken in this regard.

6.8. Major Achievements

- The long felt need, the procedure for issuance of medical certificates through smart technology by linking the services of the Department of Motor Traffic and National Transport Medical Institute was initiated at the Nugegoda Head Office and the Werahera branch office on 07.04.2025 and Gampaha and Ampara branch offices on 01.10.2025.

6.9. Future Plans

- i. To minimize driving public transport buses by drug abused drivers, randomly examine buses at the entry points to the Colombo city.
- ii. Examine occupational health of the employees serving in selected 25 depots of Sri Lanka Transport Board.
- iii. Conduct HbA1C test for clients who exceed blood glucose level than 250mg/dL at blood glucose test.
- iv. Take actions to establish the following branch offices at government buildings as per the policy decisions of the new government. (Ampara, Batticaloa, Badulla, Trincomalee, Anuradhapura, Matale, Kurunegala)

- v. Implement Queue Management system at all branch offices.



- vi. Open the pharmacy inside the institute to the external parties.
- vii. Purchase generators for the Batticaloa, Galle and Badulla branch offices to enable continuous service at interruption of power supply.
- viii. Provide qualitative service to the satisfaction of clients through human resources development by providing training programmes to the employees of the institute.
- ix. Air conditioning the selected branch offices (Matara, Galle, Gampaha).

7. National Council for Road Safety

7.1. Introduction

The National Council for Road Safety has been established under Section 213(a) of the Motor Traffic (Amendment) Act No. 05 of 1998. The following functions have been entrusted with the National Council for Road Safety through the Gazette Extraordinary No. 1387/4 dated 01 April 2005.

- i. Maintenance of a database on the following matters..
 - Number of vehicles and their features.
 - Road accidents/deaths.
 - Local and international statistics about road accidents.
- ii. Maintaining a library for road safety equipped with Internet.
- iii. Providing assistance for researches relating subjects on road safety.
- iv. Maintaining relationships with like-minded international institutions and exchange of knowledge.
- v. Providing knowledge and information for the Government and Non-governmental Organizations responsible for projects relating to road safety.
- vi. Preparation and implementation of projects on road safety.
- vii. Coordination of activities with Government and Non-governmental Organizations relating to road safety.

- viii. Providing financial assistance to those injured in accidents caused by unidentified vehicles and the deceased.
- ix. Obtaining financial and other support for affairs on road safety.
- x. Offering advice to the government on policies and projects connected with road safety.

The National Council for Road Safety is the only Government institution that functions under the vision of “Safe roads for all”. At present, the Council functions under purview of the Ministry of Transport. The National Council for Road Safety is headed by a Chairman appointed by the Minister in charge of the subject and consists of a group of representatives from 16 government institutions and non-government organizations.

Regulations on the Fund of the National Council for Road Safety were issued through the Gazette Extraordinary No. 1368/18 – 2024 published on 24 November 2004. Such Regulations mandated that insurance companies contribute 1% of their third-party insurance premiums to this Fund, and that Regulation should be effective from 01 November 2004. The Gazette Notification No. 2245/31 dated 17 September 2021 required the said rate be increased to 2 %.

Vision

“Safe roads for all”

Mission

“Creating a society free of road accidents for sustainable development ”

7.2. Objectives of the National Council for Road Safety

- i. Prepare the background required to create a high-quality driving service through the creation of disciplined and law abiding drivers.
- ii. Provision of financial assistance for the families affected by hit and run accidents and the minimization of such accidents.

- iii. Identification and implementation of measures for the protection of the road, vehicles used thereon, and passenger as well as the pedestrians.
- iv. Collecting data, conducting surveys and researches on road safety and developing international co-ordination.
- v. Implementation of national road safety policies and minimizing the arising weaknesses jointly with the public sector, NGOs and private sector institutes.

7.3. Details of Revenue and Expenditure (as at 30.09.2025)**Expenditure**

Expenditure type	Allocation (Rs. Mn.)	Financial Progress (Rs. Mn.)	Percentage (%)
Capital	156.8	57.79	36.86
Recurrent	12.26	1.77	1.47
Total	169.06	59.56	35.23

7.4. Overall Progress of the Institution (Summary and Numerical Overview) (as at 2025.09.30)

Financial Allocation for the Year 2025 (Rs. Mn)	Financial progress (%)	Projects completed			Physical progress
		Target	Completed	Ongoing	
156.8	36.86	19	1	18	39.05

7.5. Details of Development Projects (as at 2025.09.30)

No	Program/Project/Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress (Units)	%
1.	Providing the necessary financial assistance to Sri Lanka Police for the purchase of speed guns to enforce the law on speeding drivers.	150	50	50	50	100	Granting a sum of Rs. 50 million to the Ministry of Public Security to purchase Speed Guns.	A sum of Rs. 50 million has been granted.	100
2.	Providing financial assistance to implement alternative proposals at identified locations along accident-prone rural roads.	10	10	10	0	0	Implementation of alternative proposals for 27 accident-prone locations.	27 locations have been identified and agreements have been prepared for implementing projects.	60

No	Program/Project/Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress (Units)	%
3.	Distribution of equipment purchased under the project implemented in 2024 to provide traffic warden kits for schools where the traffic warden program is conducted.	6.5	6.5	6.5	3.89	60	Making payments for 300 traffic warden kits. Distribution of 300 traffic warden kits.	Payments for the traffic warden kits have been made in full. 117 kits have been distributed to the schools.	40
4.	Providing learning aids to 1000 preschools in the island to impart basic concepts related to road safety to preschool children.	1.5	1.5	-	-	-	Learning aids for the preschools have been prepared.	The draft Guidelines on teaching road safety have been prepared tri-lingually. The design for the printed banner has	60

No	Program/Project/Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress (Units)	%
								been completed.	
5.	Program to provide financial assistance for low-income victims of road accidents.	12	12	12	3.9	46.4	Compensation has been awarded in 2024 to all eligible victims among the received applications.	Action has been taken to grant Rs. 3.9 million to the victims in the year 2024. Cheques are being issued to the other eligible applicants, and the sum to be spent thereon amounts to Rs. 1.6 million.	80
6.	Implementation of a program coinciding with the international day	06	06	-	-	-	Initial plans have been prepared to	Action has been taken to prepare	35

No	Program/Project/Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress (Units)	%
	for commemorating victims.						implement programs to coincide with the International Day of Remembrance for Road Traffic Victims.	preliminary plans for implementing programs.	
7.	Providing certificates and financial incentives to identify and encourage public transport bus drivers, conductors, and volunteers who uphold road safety regulations.	06	06	-	-	-	The process of preparing criteria for providing certificates and financial incentives to identify and encourage individuals has	The process of developing criteria for awarding certificates and financial incentives to recognize and encourage individuals has	35

No	Program/Project/Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress (Units)	%
							been initiated.	been initiated.	
8.	Implementing awareness programs for the drivers of Sri Lanka Transport Board and public transport buses on enforcing road laws, minimizing road accidents, and responding appropriately in the event of an accident.	12	12	10	-	-	Implementation of 09 programs.	03 programs have been conducted. Action is being taken to prepare plans for programs.	30
9.	Implementing awareness programs for the drivers of three wheelers on enforcing road laws, minimizing road accidents, and responding appropriately in the event of an accident.	10	10	7	-	-	Implementation of 09 programs. (One for each province)	03 programs have been conducted. Action is being taken to prepare plans for programs.	30

No	Program/Project/Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress (Units)	%
10.	Implementing awareness programs for the public and private sector institutions on obeying road laws, minimizing road accidents, and responding appropriately in the event of an accident.	2.5	2.5	-	-	-	Awareness programs have been conducted in various areas across the country in response to requests received from the National Council for Road Safety as appropriate.	Awareness programs have been conducted in various areas across the country in response to requests received from the National Council for Road Safety as appropriate.	60
11.	Program for granting financial assistance to the victims of hit and run accidents.	15	15	7.5	-	-	Compensations have been given for eligible applications received until the end of the second	Recommendations of the Committee have been obtained for granting compensation for	60

No	Program/Project/Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress (Units)	%
							quarter of the year 2025.	the eligible applications received until the end of the first and second quarters of the year 2025.	
12.	Providing financial assistance for improving ideas of innovation selected from among the entries submitted for the Invention Competition to encourage local innovation in Road Safety held in the year 2024.	04	04	-	-	-	Selection of innovations for providing production assistance.	Discussions have been held with the Sri Lanka Inventors Commission for selecting innovations to grant production assistance.	15

No	Program/Project/Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress (Units)	%
13.	Implementing a program to ensure the safety of cyclists at night.	0.2	0.2	0.2	-	-	A total of 180,000 reflective stickers will be affixed to bicycles to enhance their visibility at night. (Each bicycle will receive four stickers.)	So far, 50,000 bicycle stickers have been distributed through police stations in provinces with high bicycle usage.	27
14.	Providing essential facilities (beds, mats, and other equipment) at resting places for long-distance bus drivers at central bus station.	05	05	It has been proposed to remove this project from the revised Action Plan.					35
15.	Awareness program for school students on road safety, conducted	05	05	It has been proposed to remove this project from the revised Action Plan.					25

No	Program/Project/Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress (Units)	%
	through media units currently operating in schools in collaboration with the Independent Television Network.								
16.	Raising public awareness on road accidents and road safety through handbills.	05	05	It has been proposed to remove this project from the revised Action Plan.					25
17.	Designing and printing posters and banners aimed at raising public awareness on road accidents and road safety.	05	05	It has been proposed to remove this project from the revised Action Plan.					-
18.	Providing psychological counseling services to drivers of the SLTB and the NTC who have caused or been	0.1	0.1	It has been proposed to remove this project from the revised Action Plan.					25

No	Program/Project/Activity	Estimated Cost (Rs. Mn)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
				Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress (Units)	%
	involved in road accidents.								
19.	Developing an awareness program for drivers who violate traffic rules	1	1	It has been proposed to remove this project from the revised Action Plan.					
	Total	256.80	156.80		57.79	36.86			

7.6. Challenges and Problems

- i. A Director, Assistant Director, Accountant and five Development Officers have been approved for the operation of the National Council for Road Safety. However, at present, an Acting Director, an Acting Accountant, six Development Officers attached from the Transport Division of the Ministry of Transport, Highways and Urban Development, a Management Service Officer, a Railway Work Assistant, and a Driver have been assigned to carry out the administrative functions of the National Council for Road Safety. This staff is not sufficient to maintain the institutional functions at an optimal level when considering the scope of activities of the institution.
- ii. Due to the essential positions such as Director and Accountant being vacant periodically on several occasions over the past two years, it has not been possible to maintain the functions of the National Council for Road Safety at a satisfactory level. Consequently, the overall institutional progress has remained at a very minimal level.

7.7. Future Plans

- i. Establishment of the National Council for Road Safety as the Commission for Transport Safety.

- ii. Establishment of a National Database on Road Safety
- iii. Reviewing the National Action Plan on Road Safety 2025–2026 and preparing a new Action Plan to be implemented from 2027 onwards.
- iv. Providing the Sri Lanka Police with the necessary technical equipment required for the enforcement of laws against drivers who exceed speed limits.
- v. Extending assistance to the Sri Lanka Police in implementing programmes for the enforcement of laws against drivers operating vehicles under the influence of drugs.
- vi. Formulating the legal framework required for the issuance of passenger transport licences to bus drivers.
- vii. Formulating the legal framework required for the issuance of vehicle roadworthiness certificates.
- viii. Developing a National Plan to ensure road safety in mountainous and high-risk areas.
- ix. Installation of AI Cameras on Sri Lanka Transport Board (SLTB) buses.
- x. Developing a programme to establish a mechanism for providing financial support for school children transport services.
- xi. Developing a method to provide passengers using public transport with a maximum compensation of one million rupees in the event of a road traffic accident.

8. Lakdiva Engineering Company (pvt) Ltd.

8.1. Introduction

By virtue of the powers vested in the then Minister of Transport under sub-section (1) of section 25 of the Motor Transport Act No. 48 of 1957, transferring a 24 acre land in extent formerly in the name of Automobile Private (Lanka) Limited for the use of the Sri Lanka Transport Board (SLTB) by publishing an Order in the Government Gazette No. 14933 dated 20.11.1970 Initial steps were taken to establish this Institution.

The Ekala Central Workshop was established on 15.02.1974. Since its inception, this Institution has primarily carried out repairs to new bus bodies as well as to old bus bodies. This workshop consists of two sections, one of which operated as a Central Workshop, and the Ekala workshop belonged to the Sri Lanka Transport Board.

Under the peoplization program, both these workshops were merged on 14.06.1993 and privatized as a Private Company for Ekala Engineering Works.

Later, this Private Company implemented the Great Wall Bus 400 project, which was imported from China. Since 2001, it has been managed as Lakdiva Engineering Private Limited, a Company affiliated to the Government administered under the Ministry in charge of the subject of

Transport. Furthermore, this Institution is working to build bus bodies needed by the country by engaging trained youth with the aim of creating economic development.



Vision

To contribute to facilitating better and more attractive service for passengers

Mission

To refurbish damaged buses belonging to the Sri Lanka Transport Board and individuals to a high standard under a concessional basis so that they can be put back to passenger service.

8.2. Main Duties and Responsibilities

The primary objective of this Institution is to renovate SLTB buses to a high standard at a low cost and add them to the service of the public. It carries out body repairs to damaged buses and buses involved in accidents belonging to the Sri Lanka Transport Board.

Accordingly, body repairs of SLTB buses are carried out in one section, while a Vehicle Service Center equipped with modern machinery and equipment operates in the other section.

In previous years, between 8-10 bus bodies were repaired per month, while in 2025, between 10-14 buses are being repaired.

Month	January	February	March	April	May	June	July	August	September	Total
No. of Buses Repaired	13	13	10	07	10	14	14	13	-	94



Bus sent for repairs



Repaired bus

8.3. Details of Revenue and Expenditure (as at 30.09.2025)

Type of Expenditure	Allocation (Rs.Mn.)	Financial Progress (Rs.Mn)	Percentage (%)
Capital	7.0	6.4	91.43
Recurrent	314.0	222.5	70.85
Total	321.0	228.90	71.31

Revenue as at 31/07/2025

Type of Revenue	Target Revenue (Rs. Mn.)	Actual Revenue Generation (Rs. Mn)	Actual Revenue Generation (%)
Bus repairs	324.0	181.5	56.02
Total	324.0	181.5	56.02

Month	No. of Buses Repaired	Funds Received from SLTB (Rs.Mn)	Cost of Production (Rs. Mn)	Profit (Rs. Mn)
January	13	32.78	28.5	4.28
February	13	30.4	26.44	3.97
March	10	24.61	21.4	3.21
April	07	14.27	12.4	1.86
May	10	18.37	15.97	2.39
June	14	28.11	24.45	3.67
July	14	32.93	28.64	4.29
August	13	26.91	23.4	3.51
September	-	-	-	-
Total	94	208.38	181.2	27.18

Type of Recurrent Expenditure	Expense Incurred (Rs.Mn)
Salaries and wages of employees	100.12
Spare Parts	118.43
Other Expenditure	3.94
Total	222.49

8.4. Overall Progress of the Institution (Summary and Numerical Overview) (as at 30.09.2025)

Name of the Institution	Financial Allocation for the Year 2025		Financial progress	Projects implemented			Physical progress
	Treasury	Self		Target	Completed	Ongoing	
Lakdiva Engineering Company (pvt) Ltd	-	7.0	91%	01 Building repairs	-	01	90%

8.5. Details of Development Projects (as at 30.09.2025)

Program/ Project / Activities	Estimated Cost (Rs.Mn.)	Allocation (Rs.Mn.)	Financial Progress			Physical progress		
			Target (Rs.Mn.)	Expenditure (Rs.Mn.)	%	Target (Units)	Summary of Progress (Units)	%
Building repairs	7.0	7.0	7.0	6.4	91	100%	90% completed.	90

8.6. Other Information indicating the Progress of the Institution**Financial progress (up to 2019 – 2024)**

Year	Revenue (Rs.Mn.)	Expenditure (Rs.Mn.)
2019	193.70	169.80
2020	131.70	146.00
2021	142.00	153.00
2022	256.52	248.22
2023	214.65	186.64
2024	229.00	199.74

8.7. Problems and Challenges

- i. Problems arose in the construction of buildings and expansion of services as the land and buildings on which the Institution is located belongs to the SLTB.
- ii. Due to the non-implementation of an approved Scheme of Recruitment, shortage of skilled workers prevails in the company.
- iii. Restriction on the provision of SLTB buses for repairs to the Lakdiva Engineering Company.

- iv. When buses are repaired according to the estimated amount, payment amounts are reduced and there is also delaying payments.
- v. Lack of working capital and rapid increase in the price of bus spare parts.

8.8. Future Plans

- i. In addition to building SLTB bus bodies, action is being taken to initiate a program to assemble spare parts and build a new bus.

- ii. To increase the repair of SLTB and private passenger transport buses.
- iii. Focus on other additional income generating projects in addition to repairs of buses to enhance revenue.
- iv. Act as a sales representative for commercial activities in the motor transport sector.
- v. Raising salaries and introducing an incentive scheme for employee motivation.
- vi. To provide facilities such as transportation, insurance and medical for the welfare of employees.
- vii. To purchase a 100KVA generator to generate the electricity required by the institution.
- viii. Purchase of a sheet metal bending machine for the workshop of the institution.



Ministry of Transport, Highways and Urban Development

**Progress Report - 2025
(Highways Sector)**

**216, “ Maganeguma Mahamedura”, Denzil Kobbekaduwa Mawatha,
Battaramulla**

Vision

“Be the excellent service provider in building and maintaining efficient, safe and world class road infrastructure”

Mission

“Develop, manage and maintain the highway network according to citizen’s requirements and national development goals by using expert knowledge, state of the art technology and optimal use of resource”

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1.0 Introduction – Highways Sector

The road network of a country is one of the most valuable and largest community assets, accepted as fundamental to the economic, social, cultural, and environmental well-being of the community. Sri Lanka comprises a total area of 65,510 km² with a population of about 22 million and has a road density of approximately 1.76 km/km². (Central Bank Annual Report-2024). Therefore, when comparing road density, Sri Lanka has surpassed most of the South Asian countries.

In Sri Lanka, road transport has become the dominant mode of transportation, with many technical and economic advantages over rail transport under the present setup, resulting in 94% of passengers and 98% of freight being carried by roads.

The Road Development Authority (RDA) is the main institution which comes under the purview of the Highways Sector of the Ministry of Transport, Highways and Urban Development.

The RDA is the country's premier highways authority, contributing significantly to the maintenance and development of the National Highways network which consists of approximately 12,575.44 km of roads which includes 'A' class highway roads spanning 4,217.42 km, 'B' class highway roads covering 8,045.42 km, 312.6 km of expressways, and 4,500 bridges (span of more than 3m).

The objective of the road development projects/programs is to establish a secure road network in Sri Lanka with improved mobility, accessibility, and connectivity through well-developed rural-urban connections. As a result, it will directly contribute to the country's development. The aforementioned infrastructure development will unlock untapped economic potential in under developed areas by reducing the

concentration of urban features in already developed cities, thus mitigating regional disparities throughout the country.

The highways section of the Ministry of Transport, Highways and Urban Development is the premier institution for development of the highways sector. It maintains and improves the national road network, formulates national policies, implements strategies, and supervises the performance of highway sector projects to establish a road network that promotes social and economic development, ensuring ease of accessibility, efficiency, and high mobility. The Road Development Authority, under the Ministry of Transport, Highways and Urban Development is the primary institution responsible for implementing highway sector projects, plays a vital role in construction and maintenance of expressways, highways, and bridges and flyovers within the ministry's purview.

In 2025, the Ministry and the Road Development Authority mainly focused and gave more priority on road maintenance activities in order to provide comfortable road infrastructure network for the public.

1.2. Financial Progress

1.2.1. Overview

In order to be the excellent service provider in building & maintaining an efficient, safe & world class road infrastructure towards the development of the national road

network a sum of Rs. 371,813.77 Mn budgetary allocation has been allocated.

Allocation of provisions from the General Treasury for the highways sector from 2015 to end of September 2025 is given in figure 1.2.1.

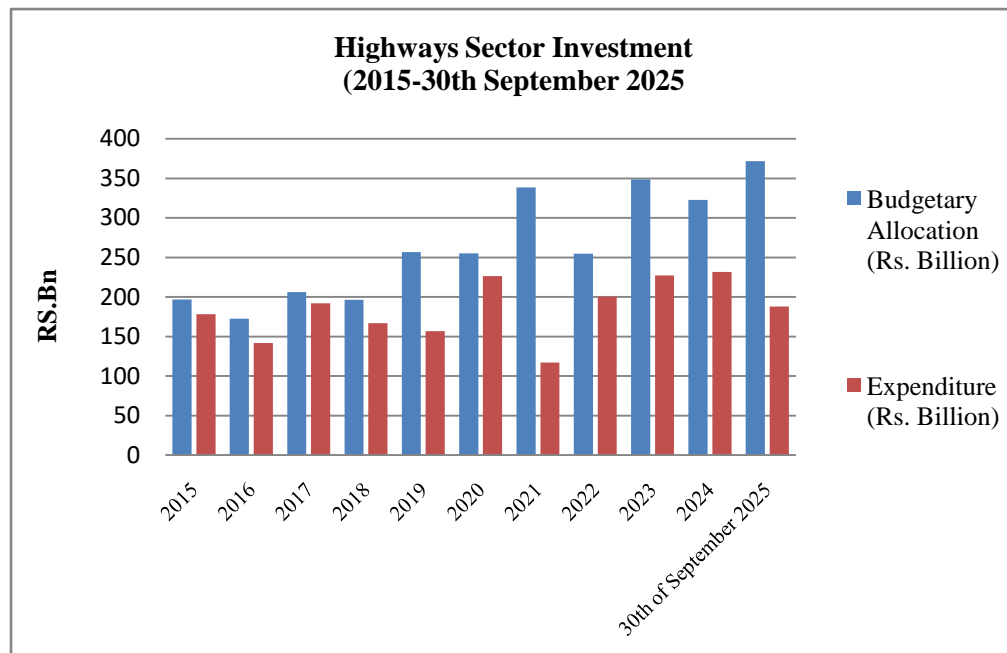


Figure 1.2.1 Allocation of Provision for the Highways Section

As at the end of the 3rd Quarter 2025, allocation for the GOSL funds were Rs.300,438.77 Mn from the net allocation and the expenditure as at 30.09.2025 was Rs.170,912.05Mn. It was recorded 56.89% financial progress.

Allocation for the Foreign funds were Rs.71,375 Mn from net allocation and it was recorded 23.86% financial progress with the expenditure of Rs.17,029.53 Mn as at the end of 30.09.2025.

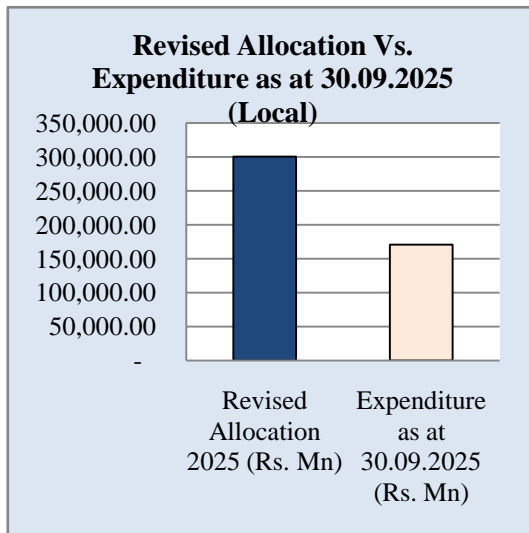


Figure 1.2.1.1 Revised Allocation Vs. Expenditure – as at 30.09.2025 (Local)

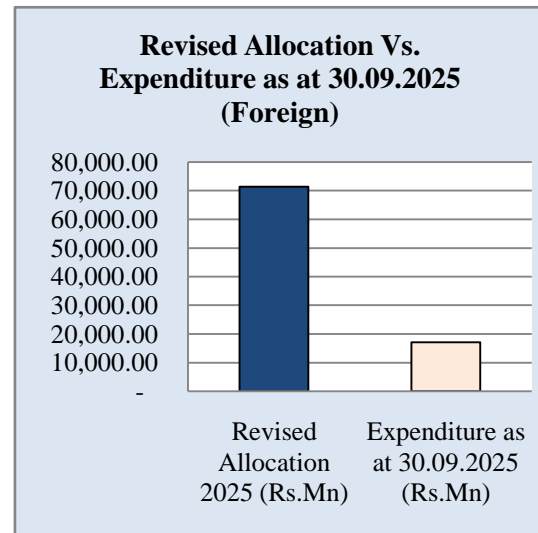


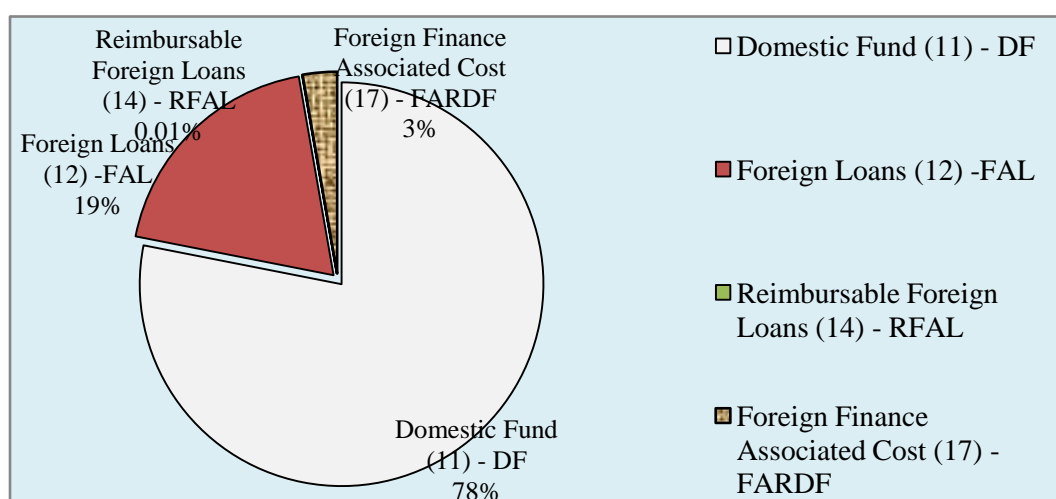
Figure 1.2.1.2 Revised Allocation Vs. Expenditure – as at 30.09.2025 (Foreign)

As at the end of the 3rd Quarter 2025, Highways sector has been received funds through few sources. Composition for the financial plan as at 30th September 2025 is shown in table 1.2.1 & figure 1.2.2.

Table 1.2.1 Composition of the Financial Plan as at 30.09.2025

Funding Source	Net Expenditure 30.09.2025 Rs.Mn.
Domestic Fund (11) - DF	290,247.36
Foreign Loans (12) -FAL	71,190.00
Foreign Aid Grant (13)	115.00
Reimbursable Foreign Loans (14) - RFAL	70.00
Foreign Finance Associated Cost (17) - FARDF	10,191.40
Total	371,813.77

Largest share from the budgetary allocation in end of the 3rd quarter 2025 has been provided as domestic funds which represents 78% of total financing. Second largest share is 19% which is consist of foreign loans, whereas the least share is represented by the Reimbursable Foreign Loans consist of Rs.70 Mn.

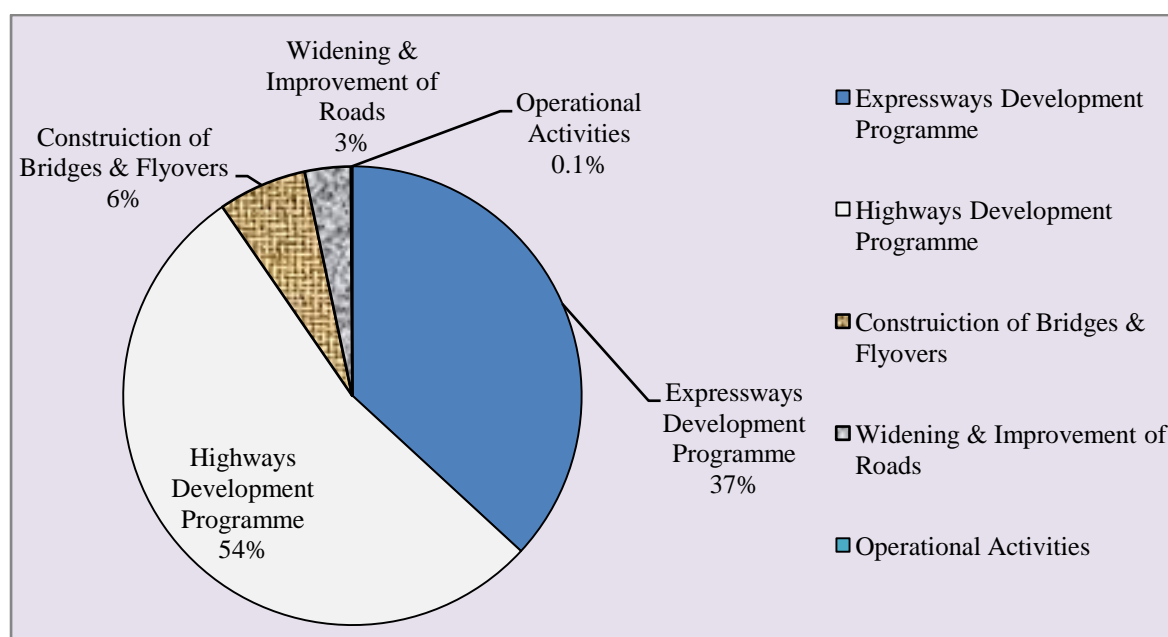
Figure 1.2.2 Composition of Financial Plan as at 30.09.2025

Resource allocation up to end of the 3rd quarter of 2025 is mainly consists with two categories as Operational & Development activities represented by 0.09 % & 99.91% contribution respectively.

Table 1.2.2 Resource Allocation as at 30.09.2025

Resource Allocation	Net Allocation 2025 (Rs.Mn.)	Percentage contribution
Development Activities	371,434.50	99.9%
Operational Activities	379.27	0.1%
Total	371,813.77	100%

Detailed composition of the allocation for development activities as at 30th September 2025 can be shown as in figure 1.2.4.

**Figure 1.2.4 Composition of the Capital Allocation as at 30th September 2025**

From the Capital Allocation as at 30th September 2025, highest amounts have been allocated for Highways Development as 54% of share from the capital allocation.

The least amount has been allocated for Capital Expenditure of Operational of the capital allocation.

1.2.2. Financial Progress

Recurrent & Capital expenditure up to 30th September 2025 has been shown by the table 1.2.3.

Table 1.2.3 A Summary of Recurrent & Capital Expenditure as at 30th September 2025.

	Net Allocation 2025 (Rs.Mn.)	Expenditure as at 30.09.2025 (Rs.Mn.)	Financial Progress %
Recurrent Expenditure	352.77	180.2	51.0
Capital Expenditure	371,461.00	187,761.36	50.5
Total	371,813.77	187,941.58	50.5

As at the end of 30th September 2025 although the Ministry of Transport, Highways & Urban Development (Highways Sector) has achieved 50.5% overall financial progress while the financial

progress of recurrent and capital expenditure as 51% & 50.5% respectively.

Figure 1.2.5 Expenditure as at 30th September 2025

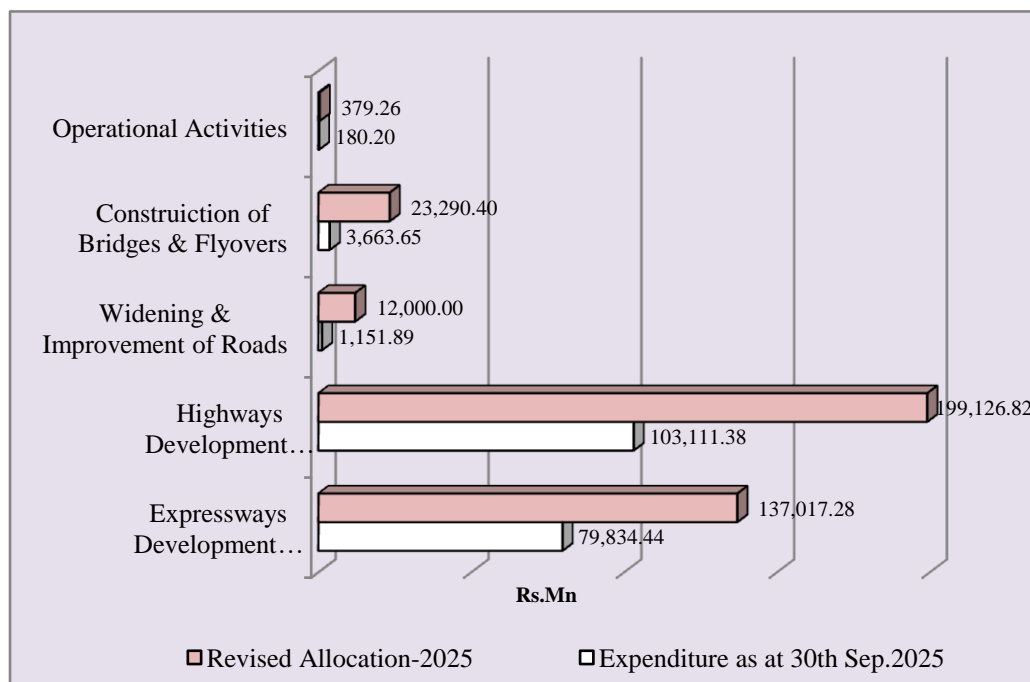


Figure 1.2.5 shows the capital expenditure as at 30th September 2025 in related to programs of the Highways sector.

Out of 5 programs only 02 have utilized more than 50% financial allocation at the end of the 3rd quarter of 2025.

1.2.2.1 Financial Progress of Expressway Development Programme

Table 1.2.4 shows the detailed project expenditure of Expressway Development Programme.

Table 1.2.4 Detailed Project Expenditure of Expressway Development Programme.

Vote Particular	Project Name	Net Allocation 2025 (Rs.Mn.)	Expenditure as at 30.09.2025 (Rs.Mn.)	Financial Progress %
117.2.3.9	Extension of Southern Expressway (from Matara to Hambanthota)	31.00	-	-
117.2.3.13	Ruwanpura Expressway	2,500.00	1,163.93	46
117.2.3.15	Elevated Highway New Kelani Bridge to Athurugiriya	983.30	3.48	0.3
117.2.3.16	Port Access Elevated Highway	21,400.00	3,067.58	14
117.2.3.18	Central Expressway – Section I	81,300.00	62,908.62	77
117.2.3.19	Central Expressway – Section II	2,150.00	486.72	23
117.2.3.20	Central Expressway – Section III	23,329.30	11,534.25	49
117.2.3.2	Central Expressway – Section IV	1000.00	-	-
117.2.3.22	Construction of System Interchange at Kadawatha and 500 m road towards Meerigama in Central Expressway Section 1	4,000.00	669.89	17
117.2.3.23	Construction of Pettah and Aluthmawatha Interchange with RAMP	323.68	-	-
Total		137,017.28	79,834.44	58

As described above 10 projects were given financial provisions as at the end of 30th September 2025, out of 10 projects only 01 project has utilized budgetary allocation

above 50%. And the least was reported in Elevated Highway from New Kelani Bridge to Athurugiriya.

1.2.2.2 Financial Progress of Highways Development Programme

Table 1.2.5 shows expenditures of Highways Development program up to **30th September 2025**.

Table 1.2.5 Detailed Expenditure of Highways Development program

Vote Particular	Project Name	Net Allocation 2025 (Rs.Mn.)	Expenditure as at 30.09.2025 (Rs.Mn.)	Financial Progress %
117.2.4.1	Road Maintenance & improvements	31,500.00	17,195.04	55
117.2.4.10	Baseline Road –Phase III	1,000.00	77.94	8
117.2.4.21	Infrastructure and Road Safety	1,250.00	38.06	3
117.2.4.22	Traffic Management in Greater Colombo area	250.00	79.03	32
117.2.4.23	Peradeniya - Badulla Road from Badulla to Chenkalady(SFD)	2,751.00	1,393.17	51
117.2.4.29	Road Network Development Project (GOSL-SFD)	2,255.00	17.58	0.8
117.2.4.31	Road Network Development Project (GOSL-OFID)	595.00	29.12	5
117.2.4.32	Colombo District Road Development Project (GOSL-OFID)	2,075.00	1,424.51	69
117.2.4.40	Western Province National Highways Project (GOSL–OFID)	760.00	195.68	26
117.2.4.41	Peradeniya -Badulla Road from Badulla to Chenkalady(GOSL-OFID)	775.00	292.54	38
117.2.4.45	Widening & Improvement of Roads & Bridges in Central &Uva Province (GOSL-China)	3,600.00	-	-
117.2.4.49	Marine Drive Extension up to Panadura	150.00	4.89	3
117.2.4.51	Gap Financing of the Road Development Authority's Commitments	66,500.00	56,198.73	84.5
117.2.4.52	Land Acquisition for Completed & Ongoing projects	7,500.00	5,859.78	78
117.2.4.53	Surveys ,Investigations & Feasibility Project	797.32	52.23	7
117.2.4.56	Rehabilitation of the A 17 Road Curridor From Deniyaya to Rakwana (GOSL – OFID)	3,655.00	1,663.82	45.5
117.2.4.57	Development of 100,000 km of alternative roads to access	15,000.00	5,876.01	39
117.2.4.58	Inclusive Connectivity and Development Project	17,280.00	6,978.96	60.5
117.2.4.59	Enhancement of National Traffic Database AND Capacity Building (GOSL/KIOCA)	130.00	34.40	26.5

Vote Particular	Project Name	Net Allocation 2025 (Rs.Mn.)	Expenditure as at 30.09.2025 (Rs.Mn.)	Financial Progress %
117.2.4.60	Kandy Multimodal Transport Terminal Development Project	7,730.00	1,359.96	17
117.2.4.61	Rural Road Reawakening Programme (Maga Neguma)	4,000.00	623.83	16
117.2.4.63	Integrated Road Investment Programme- Phase I (i Road- I)(GOSL-ADB)	850.00	-	-
117.2.4.64	Second Integrated Road Investment Programme- (i Road - II)(GOSL-ADB)	6,823.50	3,621.47	53
117.2.4.65	Development of access Roads to Kandy Multimodal Transport Center	400.00	94.56	24
117.2.4.67	Rehabilitation and Improvement of Rural Roads	21,500.00	-	-
Total		199,126.82	103,111.38	52

Under Highways Development program budgetary provision was allocated for 25 projects and the overall financial progress of this programme was 52% as at the end of the 3rd Quarter of 2025. Eight annual programmes were carried out under Highways Development Program and they were Road Maintenance & improvements, Infrastructure and Road Safety, Traffic Management, Gap Financing of the Road Development Authority's Commitments, Land Acquisition for Completed & Ongoing Projects, Survey & Investigations and Feasibility Study, Rural Road Reawakening Programme (Maga Neguma) and Rehabilitation and Improvement of Rural Roads as well.

Out of all 25 projects 07 projects have been utilized more than 50% of the provisions given up to end of the 3rd quarter of 2025. Where remaining all other projects were continued with financial performance lower than 50%. Least financial progress was reported by the Road Network Development Project (GOSL-SFD).

1.2.2.3 Financial Progress of Widening & Improvements of Roads

The main annual programme implemented by Road Development Authority under Ministry of Transport, Highways, Ports & Civil Aviation (Highways Sector) is Widening & Improvement of Island wide

Roads through Provincial Directors, Chief Engineers & Executive Engineers of RDA. The provincial financial progress of this programme is shown in table 1.2.6.

Table 1.2.6 Financial Progress of Widening & Improvement of Roads

Province	Net Allocation 2025 (Rs.Mn.)	Expenditure as at 30.09.2025 (Rs.Mn.)	Financial Progress %
Western	4,262.00	537.33	13
Central	2,342.00	163.00	7
Southern	832.00	82.07	10
Northern	1,260.00	105.68	8
Eastern	972.00	24.09	2.5
North Western	458.00	31.13	7
North Central	368.00	36.58	10
Uva	818.00	25.94	3
Sabaragamuwa	688.00	146.03	21
Total	12,000.00	1,151.89	10

The overall financial progress of Widening & Improvements of Roads was 10%.

Up to end of the 3rd quarter of 2025, the highest financial progress was observed for Sabaragamuwa province.

The least financial progress was observed in Eastern Province as at the end of the 3rd quarter of 2025.

1.2.2.3 Financial Progress of Construction of Bridges & Flyovers

Table 1.2.7 shows financial progress of construction of Bridges and flyovers as at end of the 3rd quarter of 2025.

Table 1.2.7 Financial Progress of Construction of Bridges and Flyovers

Vote Particular	Project Name	Net Allocation 2025 (Rs.Mn.)	Expenditure as at 30.09.2025 (Rs.Mn.)	Financial Progress %
117.2.6.8	Reconstruction of Damaged / Weak bridges	4,300.00	463.31	11
117.2.6.14	Construction of Rural Bridges Using Old Bridges Component	1,000.00	244.99	24.5
117.2.6.17	Bridge Rehabilitation -25 Bridges- Kuwait	250.00	150.08	60
117.2.6.21	Second New Kelani Bridge (GOSL-JICA)	1,231.40	18.34	1.5

Vote Particular	Project Name	Net Allocation 2025 (Rs.Mn.)	Expenditure as at 30.09.2025 (Rs.Mn.)	Financial Progress %
117.2.6.26	Design and Construction of Flyovers in Kohuwala and Gatambe (GOSL – Hungary)	9,630.00	107.42	1
117.2.6.27	Construction of Flyovers over the Railway Line at Uththarananda mawatha and near the Slave Island Railway	4,579.00	2,621.81	57
117.2.6.28	Rehabilitation of Garagoda Bridge on Yatiyanthota – Magammana Road	300.00	57.68	19
117.2.6.29	Rehabilitation and Improvements of Rural Bridges	1,500.00	-	-
117.2.6.30	Construction of Vadduwakal Bridge in Mullativu	500.00	-	-
Total		23,290.40	3,363.65	16

Under this program 09 projects were allocated budgetary provisions up to end of the the 3rd quarter of 2025 and the overall financial progress of this programme was 16%.

Under this program, there were 3 Annual projects; Reconstruction of Damaged / Weak

bridges, Construction of Rural Bridges using old bridge component and Rehabilitation and Improvement of Rural Bridges. Out of all projects conducted up to end of the the 3rd quarter of 2025, only 02 bridge construction projects have achieved more than 50% financial progress.

1.2.2.5 Financial Progress of Operational Activities

For the operational activities of Ministry of Transport, Highways, Ports & Civil Aviation (Highways Sector) has been given Capital & Recurrent allocation under following programs for the year 2025.

Table 1.2.8 shows detailed operational allocation for this year.

Table 1.2.8 Composition of Budgetary Allocation for the Operational Activities

Vote Particular	Operational Activities	Revised Budgetary Allocation- 2025 Recurrent (Rs.Mn.)	Revised Budgetary Allocation-2025 Capital (Rs.Mn.)	Revised Budgetary Allocation - Total (Rs.Mn.)
117-01-01	Minister's Office	77.76	11.50	89.26
117-01-02	Administration & Establishment Services	275.00	15.00	290.00
Total		352.76	26.50	379.26

These are the provisions which are used for operational activities of Minister's Office and Ministry General Administration to operate these two offices effectively throughout the year. These Provisions are consisted with two main categories as Capital & Recurrent. Generally, Capital Provisions are given for Rehabilitation, Improvement & Acquisition of Capital

Assets where Recurrent Provisions are given for Personal Emoluments, Travelling Expenses, Supplies, Maintenance & for other recurrent expenditures arise within the year.

Always, ministry has been given larger portion of operational activities for smooth, effective & efficient functioning of the ministry & its' programs & projects.

2.1 NEW INITIATIVES

The Government of Sri Lanka expects to maintain economic growth at a higher rate; it has been identified that keeping the road network in proper condition is vital to achieve this development target. In spite of the heavy investment in uplifting the living standards of the people throughout the country, the Government has allocated a substantial amount of Rs. 371,813.77 Mn for the Highways Sector of the Ministry of Transport, Highways and Urban Development budgetary head 117 as at the end of September 2025 for this endeavor.

Under the new initiatives, the following projects have been designed to be implemented during the reporting period.

2.1.1 Central Expressway Project – Section 3 (Pothuhera to Galagedara) Construction of Phase 2: Rambukkana to Galagedara

The Central Expressway Project – Section 3 (CEP 3), extending from Pothuhera to Galagedara, is a vital component of Sri Lanka's expressway network development. This section has been planned for implementation in two phases:

- Phase 1: Pothuhera to Rambukkana (0+800 km – 13+800 km) with a total length of 13.8 km
- Phase 2: Rambukkana (13+800 km) to Galagedara (32+450 km), covering 18.65 km

The primary objective of this project is to complete the remaining section of CEP 3 to reduce travel time, enhance regional connectivity, and address increasing traffic demand in the central region.

The Total Cost Estimate (TCE) for Phase 2

amounts to Rs. 130,039 Mn. The Ministry of Transport, Highways and Urban Development with collaboration of General Treasury is in the process of consideration to use appropriate fund source to implement the phase II of this expressway in 2026.

To ensure timely implementation, preparatory activities including surveying, preliminary design work, pre-construction activities, and pilot road construction are scheduled to commence shortly.

2.1.2 Port Access Elevated Highway Project – Ramp 1 (Aluthmawatha Interchange)

The Port Access Elevated Highway Project (PAEH) includes the construction of two ramps: Ramp 1 (Aluthmawatha) and Ramp 2 (Pettah). These ramps are designed to enhance accessibility between Colombo City and the Elevated Highway by establishing efficient on- and off-ramp connections linking Pettah and Aluthmawatha areas.

It is proposed that the construction of Ramp 1, including associated connecting roads, be awarded to a separate contractor, preferably a local firm, to ensure timely and cost-effective implementation.

2.1.3 Kadawatha System Interchange and 500m Road Towards Meerigama – Central Expressway Project Section 1 (CEP1)

The Central Expressway Project Section 1 (CEP 1), extending from Kadawatha to Meerigama (37.0 km), forms a key segment connecting Sri Lanka's expressway network to Section 2 (Meerigama–Kurunegala) of Central Expressway.

Under Package 3, the scope of work includes the construction of the Kadawatha System

Interchange and a 500 m road towards Meerigama, ensuring smooth connectivity between expressway sections. The works comprise concrete structures, earthworks, pavement works, road furniture installation, and two toll plazas, along with the completion of five expressway ramps (Ramps A–F).

2.1.4 Central Expressway project IV (Kurunegala Dambulla Section)

Kurunegala Dambulla expressway section is the fourth section of the Central Expressway project. This four-lane expressway section spans a total length of 60.3 km and comprises five interchanges at Ridigama, Melsiripura, Galewela, Dambulla (A009), and Dambulla (A006).

The project is expected to generate significant economic impacts by improving regional connectivity, reducing travel time and vehicle operating costs, and enhancing access to major economic centers. It will facilitate more efficient movement of goods and people, boost tourism in the Cultural Triangle, and promote investment opportunities along the corridor. Additionally, the expressway will support balanced regional development by connecting rural areas with key urban hubs, thereby contributing to national economic growth and competitiveness.

The feasibility study of this expressway section is completed for this section and the approval for the Environmental Impact Assessment report has been received. The land acquisition process of the project was initiated in 2017 and continued until 2023 when the committee of officers, authorised for Re-strategizing and Accelerating Mega Projects'(RAMP) appointed under the Patronage of the Secretary to the Prime Minister, has instructed to suspend this section of the project.

According to the Cabinet decision no. අම/23/0345/608/030 dated 20.03.2023 which followed by the cabinet memorandum submitted on 15.02.2023 regarding the implementation of recommendations of the said committee, it has been decided to pay the remaining compensation for the already acquired land plots for which partial compensation has been paid and thereafter assign further actions regarding such land plots to the Divisional Secretaries, and divest land plots for which compensation has not been paid as per the Land Acquisition Act.

To resume the suspended land acquisition process for the future construction of the Section IV from Kurunegala to Dambulla of the Central expressway project was proposed as per the Cabinet Memorandum 21/2024 dated 05th June 2024 and the approval was given to proceed under Cabinet decision No. 23/0345/608/030 dated 20.03.2023.

2.1.5 Ruwanpura Expressway project

The purpose of construction of this expressway is to enhance the connectivity in between Sabaragamuwa province with Western and Southern Provinces to improve the transport facilities, accessibility and connectivity within the provinces described above.

The project has designed to complete under 3 sections and the details of each section can be stated as follows.

Section 1 – Road section from Kahathuduwa to Ingiriya (0.00km-25.00km)

The total length of this expressway section is 25.00km and the proposed section was designed with 3 interchanges located at

Kahathuduwa, Horana and Ingiriya respectively.

Section 2 – Road section from Ingiriya to Rathnapura (25.00km -44.00km)

Section 2 of the expressway will be constructed from Ingiriya to Rathnapura with a total length of 19.0 km. Construction of 3 interchanges (located at Kiriella, Kuruwita and Rathnapura) and 6 tunnels will be included under this expressway road section.

Section 3 – Road section from Rathnapura to Pelmadulla (44.00km - 76.4km)

The third section of the Ruwanpura expressway which will be the final road section will extend from Rathnapura to Pelmadulla with a total length of 32.4 km.

To identify the most suitable alignment for Sections II and III, the feasibility study conducted by the Department of Civil Engineering, University of Moratuwa, was revisited, and trace finalization was completed. The detailed feasibility study by the Road Development Authority recorded 35% progress by the third quarter of the year.

Bids for the construction of Section I were invited in 2020, and work on Phase I (Kahathuduwa–Ingiriya) commenced on 7 May 2021. The project, financed through a local bank and awarded to MAGA, achieved 4% civil work progress by end-2021. Implementation was temporarily suspended in May 2022.

Considering environmental and social damages created due to the partial construction of phase I of the expressway, the government has taken a cabinet decision No. 23/1061/608/036-I dated 05/07/2023

with Cabinet approval on 26/06/2023 to continue the land acquisition and the RAMP committee decided to consider this project for the Public Private Partnership model (PPP model). Owing to that the approval for the PPP model was given by the cabinet decision no. අම/24/0501/608/020 dated 01.04.2024.

2.1.6 Widening up to 4 lanes of Colombo- Ratnapura-Wellawatta-Batticaloa A004 road from Godagama to Avissawella (27+430 km to 58+550 km)

This road is considered as one of the primary passenger corridors connecting Colombo with the Sabaragamuwa, Uva and parts of the Central province runs via Avissawella. The intended road segment planned to be improved is served by both the AA004 road and the Kelani Valley (KV) railway line facilitating multimodal transport access to the commuters and users of each mode.

A critical 8 km stretch runs through Puwakpitiya has significantly impedes traffic flow due to severe congestions caused by a narrow two-lane road with no shoulders, compound by four level crossings within a 3.5km section, where both road and railway lines share a highly constrained Right of Way (RoW). Thus, this project fills this issue by expanding the A004 to a four-lane and by modernising and relocating the railway line, thereby separating the road and rail systems to eliminate their conflict points.

The total estimated cost of the improvement is approximately Rs. 57 billion and the intended road length targeted to be improved is about 31.12 km with a width of 24m.

Thus, by improving this road section the project contributes significantly to Urban decongestion and mobility improvement by eliminating level crossings and widening

road capacity, thereby easing traffic and improving commuter reliability. Moreover, by relocating transport infrastructure to more stable and spacious alignments, the project enhances climate resilience and disaster risk reduction, ensuring long-term sustainability in the face of urban and environmental pressures.

2.1.7 Improvement of Kandehandiya – Adikarigama – Randenigala – Loggaloya Road (B 492) (7+000- 15+000km)

Kandehandiya-Adikarigama-Randenigala-Loggaloya (B 492) road is a gazetted National Highway which connects the Central & Uva Provinces and has a length of 54.40km. It is also an alternative road from Kandy to the Eastern & Uva provinces instead of the Kany - Mahiyangana-Padiyathalawa Road (A026)

According to historical records, it was construed in the year 1981 in collaboration with the accelerated “Mahaweli Programme” to facilitate the transport of heavy machinery and equipment to the major Mahaweli to reservoirs and power stations such as Vactoria, Randenigala and Rantambe.

This road was constructed with a DBST (Double Bituminous Surface Treatment) and standard 02 lanes. Since then, no major improvements have been made and only periodic maintenance work has been carried out to protect the road surface for the last 43 years.

The road section from 0+000km to 7+000km was improved by a Local Bank Funded project in the year 2012 and is currently in good condition.

The road section from 7+000km to 30+075km has experienced extensive undulations and base failures over the couple of decades, requiring funds for much needed majour rehabilitation. Therefore, it is proposed to improve 8km of the

Kandehandiya – Adikarigama – Randenigala Loggaloya Road (7+000km to 15+000km) under the loan savings from Badulla – Chenkaladi Road Improvement Project (OFID) with procurement works are in progress as at the end of the year 2024.

2.1.8 Reconstruction of Bridge No. 50/1 on Paranthan–Karachchi–Mullaitivu Road (A-035) – Vadduvakal Bridge

Bridge No. 50/1 on the Paranthan–Karachchi–Mullaitivu Road (A-035), commonly known as the Vadduvakal Bridge, spans the Nanthikadal Lagoon in the Mullaitivu District. It is a vital transport link that supports local accessibility and regional connectivity.

The existing bridge, comprising 109 piers and extending 410 meters, carries an Average Daily Traffic (ADT) of approximately 1,836 vehicles. Due to severe damage from the civil conflict, tsunami, and other natural disasters, a complete reconstruction has been deemed necessary.

The new bridge is designed to include two traffic lanes, a 7.4 m carriageway, a 1.5 m cycle lane, and 1.5 m footpaths on both sides, ensuring improved safety and capacity. The estimated project cost is Rs. 1,380 million, financed through Government of Sri Lanka (GOSL) funds.

2.1.9 Improvement and Reconstruction of the Kurikadduwan Jetty in Jaffna, Northern Province

The Kurikadduwan Jetty, situated in the Kayts Divisional Secretariat (DS) Division in the Jaffna District, serves as the principal maritime access point connecting the mainland of the Jaffna Peninsula with both Nainativu (Nagadeepa) and Delft

(Neduntheevu) Islands. The Jetty facilitates daily passenger and cargo ferry services to these islands and supports a range of social, religious, economic, and administrative functions.

The existing Jetty has now suffered severe structural damage due to long-term exposure to marine conditions and the absence of major rehabilitation. This condition threatens the safety of users and risks complete service disruption, especially during adverse weather and high-demand periods.

The proposed improvement and rehabilitation of the Kurikadduwan jetty directly addresses the critical infrastructure gap in maritime transport between the Jaffna Peninsula and the offshore islands of Nainativu and Delft. By upgrading the structurally deteriorated jetty, the project will restore safe and continuous ferry operations, thereby ensuring reliable connectivity for residents as well as daily commuters, and tourists. The proposed improvement includes 3 main components as follows;

- Construction of Ferry and Jetty Structures

This includes construction of the jetty and the construction of the passenger waiting area buildings.

- Construction of approach road

The project includes a 450-meter-long road featuring a 7-meter-wide two-lane carriageway, with 1.5-meter-wide raised footpaths on either side, as well as a 40-meter-long, 17-meter-wide drop-off and pickup area on both sides.

- Water wave protection (Break water) structures

Under this 2m to 4m height water wave protection wall with 4m width at the top of the wall will be constructed.

Considering the importance of this project, a cabinet memorandum has been submitted to

the cabinet of ministers seeking for the approval on 30th September 2025.

2.2 EXPRESSWAYS DEVELOPMENT

An efficient transport system is a prerequisite for the rapid economic development of any country and for improving the quality of life for its people. Although the road network is extensive in Sri Lanka, most of the national and provincial roads were built more than 50 years ago to cater to the traffic volume, vehicle types, and vehicle speeds that existed at that time. Therefore, the requirement for a high-mobility network connecting all parts of the country has been identified as essential.

Currently, the following expressways can be identified as components of the proposed high-mobility expressway network:

1	Colombo Katunayake Expressway (25.1 km)
2	Southern Expressway from Kottawa to Maththala (200 km) and Andarawewa – Hambantota Highway section (16.6 km)
3	Outer Circular Highway from Kottawa to Kerawalapitiya(29.5km)
4	Central Expressway (166.6 km)
5	Elevated Highway from New Kelani Bridge to Athurugiriya (16.4 km)
6	Port Access Elevated Highway (6km)
7	Ruwanpura Expressway Project

Of these, the Colombo–Katunayake Expressway, Southern Expressway from Kottawa to Mattala, Andarawewa–Hambantota Highway section, Outer Circular Highway from Kottawa to Kerawalapitiya, and Section II of the Central Expressway from Meerigama to Kurunegala are currently in operation.

The map of the ongoing and proposed expressway network is shown in *Annexure - 01*.

2.2.1 Operation, Maintenance and Management of Expressways

The Expressway Operation, Maintenance, and Management Division of the Road Development Authority is responsible for the smooth functioning of expressways under the purview of the Highways Sector within the Ministry of Transport & Highways.

Basic planning, management, and operation of traffic activities, tolling activities, and maintenance activities, together with budgeting and auditing activities for the expressways, are conducted by this division.

Status of Traffic Volume

Details of traffic volume on the Colombo–Katunayake Expressway, Outer Circular Highway, Southern Expressway from Kottawa to Mattala, and Andarawewa–Hambantota Highway section are presented in Table 2.2.1.1.

Table 2.2.1.1 – Average Daily Traffic Volume of Expressways as at end of September 2025

Year	Average Daily traffic Volume of Outer Circular Highway, Southern Expressway & Andarawewa – Hambantota Highway	Average Daily traffic Volume of Colombo Katunayaka Expressway
2014	19,095	18,401
2015	27,736	20,782
2016	44,384	23,974
2017	52,977	25,844
2018	60,524	27,971
2019	65,246	27,640
2020	71,857	19,117
2021	77,056	21,762
2022	59,833.73	24,746.4
2023	80,416	29,434
2024	81,561	34,292
As at end of September 2025	96,781	34,172

From 2023 onwards, traffic data for all operational expressways has been segregated and reported individually.

The average daily traffic volume for each expressway, as at the end of September 2025, can be stated as follows:

Table 2.2.1.2 – Average Daily Traffic Volume of Each Expressway as at end of September 2025

Name of the Expressway	Average Daily Traffic Volume
Southern Expressway from Kottawa to Maththala	44,468
Outer Circular Highway	38,330
Colombo Katunayaka Expressway	34,172
Central Expressway Section II (Meerigama – Kurunegala)	13,726
Andarawewa-Hambantota National Highway	257

From the above expressways the highest traffic volume was observed in Southern Expressway from Kottawa to Maththala and the least was observed in Andarawewa-Hambantota National Highway.

A comparison of monthly traffic volume of expressways as at end of September 2025 is given in *annexure 2 (A) and (B)*.

Status of Toll Revenue**Table 2.2.1.3 – Toll Revenue of Expressways as at end of September 2025**

Name of the Expressway	Toll Revenue (Rs. Mn)
Southern Expressway from Kottawa to Maththala	4,869.49
Outer Circular Highway	3,074.28
Colombo Katunayaka Expressway	2,713.85
Central Expressway Section II (Meerigama – Kurunegala)	1,109.57
Andarawewa- Hambantota National Highway	44.56

For the reporting period the least toll revenue was earned from Andarawewa-Hambantota National Highway where the highest was earned from Southern Expressway from Kottawa to Mattala.

Further illustration of the Toll revenue data can be illustrated in *annexure 2(C) and (D)*.

2.2.2 Central Expressway Project

Central Expressway Project is a combination of previously proposed two expressways; Colombo – Kandy Alternative Highway (CKAH) trace & the Northern expressway project (NEP) trace. This new arrangement is named as Central Expressway.

Construction works of Central Expressway have been divided in to 4 sections as follows. Economic Feasibility Study for entire trace has been completed & it is carried out by University of Moratuwa. As well as, approval for Environment Impact Assessments (EIA) has been received for entire trace.

Section 1: Kadawatha to Mirigama (36.59 Km)

This four lane expressway section included 3 interchanges at Gampaha, Veyangoda & Mirigama – South and it consists three contract packages.

- I. Contract package 1 - Construction of section from Kadawatha -Kossinna (4.04 Km)
- II. Contact package 2 - Construction of section from Kossinna to Meerigama (32.44 Km)
- III. Contract package 3- Kadawatha Interchange (0.506 km)

The loan agreement for the construction work was signed on March 2020 with Export Import Bank of China whereas the civil work was commenced on September 2020 but unfortunately, civil works construction was temporary suspended of package I & 2 until the debt re-structuring process is completed. After the completion of discussion with the contractor the civil works of above two packages were recommenced on 17 September 2025 and the construction works of the package three also commenced on same date.

By the end of September 2025, the construction work progress reported as 38.12 % and the land acquisition progress was 95.7%. Construction works of the of the pilot road was completed up to 85% with 36 km of total length 42 km including the construction of 24 temporary bridges out of 26.

The financial progress achieved by the project as at the end of September 2025 was shown as 77%.



Concrete pouring for the balance section of the 100mm deck slab at VD 08 (15+288-16+188)



Concrete pouring for the Tie beam at VD 09 (16+523-17+986) at VD 08 (15+288-16+188)

• Section 2: Mirigama – Kurunegala

This four lane expressway section is included with 5 interchanges at Mirigama – North, Nakalagamuwa, Pothuhera (system interchange), Dambokka & Kurunegala. Government of Sri Lanka provides loans through Local Banks in Sri Lanka for the construction work of this section.

The civil work of the project was completed as at the end of 2021 and opened for general public and in the year 2022.

Section 3: Pothuhera to Galagedara

Total length of this four-lane expressway section is 32.45 km & it is included 1 System Interchange at Pothuhera & 3 service interchanges at Polgahawela, Rambukkana & Galagedara.

Phase 1 of the Central Expressway- section III, from Ch 0+800 km (Lihinigiriya in Pothuhera) to Ch.13+800 km (Rambukkana) is implemented by the local contractors under the supervision of Road Development Authority in two stages through GoSL funding.

In stage 1, this section is being constructed up to sub base top level by 19 Local contractors under 19 Contract packages. In order to expedite the construction, the Project management Unit has divided the section in to 19 construction packages and awarded to 19 local contractors to construct

expressway section up to sub base level. Construction work of these packages were initiated in August 2021 and recommenced in July 2023 after 15 months of suspension period due to economic crisis.

Surfacing & finishing of this Section has to be constructed under stage 2 in 3 contracts (1T,1U,1V) commencing from May 2025.

The balance section from Rambukkana (Ch.13+800 km) to Galagedara (Ch.32+450 km) to be implemented as Phase 2.

The financing of this section yet to be decided.

The cumulative progress of the civil works achieved by the Project as at end of September 2025 was 69%.

Land acquisition process of this project is currently in progress with 88.4% , covering main and additional acquisition from Ch.0+840- to Ch 32+500 km.

The financial progress achieved by the project at the end of September 2025 was shown as 49%.



Construction works of Central Expressway – Section 3

A map of Central Expressway is given in **annexure 03**.

2.2.3 Port Access Elevated Highway Project

The port access highway which can be stated as an elevated highway was designed with the objective of providing an efficient and an intensive service for the road users.

The expected outputs of the project will be,

- Construction of the Elevated Expressway section starts at New Kelani Bridge and ends at Galle-face.
- Construction of the Maritime Facilitation Centre
- Construction of Multilane Free Electronic Toll Collection System will be implemented on PPP basis – This component is not implemented due to insufficient of the loan.

Through the proposed highway the freight transportation as well as transport facilities of commuters will get more efficient and get ease with the reduction of traffic congestion within the occupied regions of the Colombo Metropolitan area. Furthermore, the marine services and the distribution of maritime goods in between peripheral regions with Colombo and navy bases of Colombo port will be enhanced as a result of the improvement of connectivity.

The civil work of the project was commenced in September 2019 and the progress reported for the civil work by the end of September 2025 was 98%.

Other than that the cumulative progress of Construction of Maritime Facilitation Centre for Sri Lanka Ports Authority was 60% as at the end of September 2025.

In addition to that, under this project, Improvement of Connecting Roads and internal roads in SLPA and Construction of Ramp 1-Aluth Mawatha Connection was

done using GOSL funds. As at the end of September 2025, soil investigation works of improvement of connecting roads and internal roads in SLPA was commenced by Road Development Authority and Conceptual designing is in progress of Construction of Ramp 1 Aluth Mawatha Connection.



Construction works of Maritime Facilitation Centre



Construction works of Port Access Elevated Highway

The financial progress of the project was reported as 14% during the reporting period.

2.3 HIGHWAYS DEVELOPMENT

2.3.1 National Road Network

The Highway sector of the Ministry of Transport, Highways and Urban Development and Road Development Authority (RDA) are two responsible for maintaining and developing Expressways, 'A' and 'B' class highways which are included in the National Highways network in Sri Lanka. The total Road length for each category is given below.

Table 2.3.1.1 National Highway Network in Sri Lanka 2025

Road category	Total Length (km)
'A' Class Highways	4,217.42
'B' Class Highways	8,045.42
Expressways	312.6
Total	12,575.44

2.3.2 Maintenance of Roads & Bridges (RMTF)

The Road Development Authority (RDA) maintains approximately 12,262.84 km of national highways and 4,500 bridges and 12 flyovers all over the country. The Provincial Directors, Chief Engineers and Executive Engineers of Road Development Authority carry out routine, periodic and urgent improvement works under the annual road maintenance programme. Under this programme, 9 wide ranges of maintenance activities such as sand sealing, pot hole patching, shoulder construction structures, road improvement, signal light, maintenance and road markings are conducted island wide.

Table 2.3.2.1 – Physical Progress of Road Maintenance – as at end of September 2025

Province	Routine Maintenance	Recurrent maintenance	Periodic Maintenance	Urgent Maintenance	Flood Damage	Total
	Kms					
Western	1,616	1,320	1,140	270	96	4,442
Central	1,508	1,211	754	92	82	3,647
Southern	1,219	1,013	816	85	78	3,211
Northern	1,295	503	412	34	15	2,259
Eastern	583	378	288	11	10	1,270
Eastern (Akkarai pattu)	594	51	47	8	8	708
North Western	1,200	572	360	48	56	2,236
North Central	1,363	680	483	34	42	2,602
Uva	1,161	290	220	57	70	1,798
Sabaraga muwa	1,219	978	762	120	152	3,231
Total	11,758	6,996	5,282	759	609	25,404

As at the end of 30th September 2025, the highest length of 4,442 km of activities attendance in Western Province and least was recorded in Eastern (Akkaraipattu) Province.

Since 2025, Maintenance of Road and Bridges vote has divided into Maintenance works of Roads and Bridges, salary payment for Road Development Authority and Procurement of Plant & Machinery of Mechanical division of Road Development Authority.

Financial Progress obtained by this programme as at 31st October 2025 was 55%.

The map of Completed, Ongoing & Committed Road Projects can be illustrated in *annexure 04*.

2.3.3. Infrastructure & Road Safety

This is an annual program which is carried out with the purpose of improvement of road safety and enhance network planning. Under this programme, significant attention has given to road safety due to the road accidents occurred in the highways network.

The Infrastructure, Road Safety and Traffic Management Division of the Road Development Authority is the key implementing body for this programme. It drives all its efforts to ensure that the road network is free from safety hazards and continually contrives to improve the safety of road users, including both passengers and motorists.

Several types of activities are carried out on an annual basis depending on the priorities that immersed within the national road network and the requests made by both the Traffic Police and the General Public regarding road safety matters.

The overall progress achieved by each activity of this programme as at 30th September 2025 is presented as follows.

Table 2.3.3.1. Major Activities under the Infrastructure & Road Safety Programme as at 30th September 2025

Item No.	Activity	Physical Progress (%)
01	Chevron signs, W-beam crash barriers, Side obstacle boards – Pelladulla	80%
02	Chevron signs, W-beam crash barriers, Side obstacle boards, Flexible guide poles – Embilipitiya	80%
03	Chevron signs, W-beam crash barriers, Side obstacle boards, Flexible guide poles, Pedestrian fencing, Flexible guide poles - Badulla	45%
04	Improvement of safety in high pedestrian areas (School zones at Poojapitiya Central College & Sujatha Balika Visyalaya - Kandy	80%

Item No.	Activity	Physical Progress (%)
05	W-beam crash barriers, Pedestrian fencing - Nalanda	100%
06	W-beam crash barriers, Flexible guide poles, Chevron Signs- Nuwara Eliya	80%
07	Fixing of safety bollards & Hazardous location improvement at Railway junction - Avissawella	95%
08	Improvement of safety in high pedestrian areas (school zones at Senarath Paranavithana school) - Gampaha	95%

The overall progress achieved for the entire programme presented as 84% at the end of the reporting period.

The Financial Progress achieved by this programme as at the end of the third quarter 2025 was 3%.

2.3.4 Traffic Management

This project is implemented as an annual program to minimize traffic conflicts at junctions in national highways avoid accidents, and ensure pedestrian safety near hospitals, schools, public places. This was carried out by Traffic Management Unit under the Highways Design Division of the Road Development Authority, in 2022 the programme was transferred to the Infrastructure, Road Safety and Traffic Management division.

The main objectives of this programme is as follows;

- Improvement of traffic management of the national road network in the operational level by installing and upgrading traffic light signal systems and pelican systems.

The overall progress achieved by each activity of this programme as at 30th September 2025 is presented as follows.

Table 2.3.4.1. Major Activities under Traffic Management Programme in 2025

Item No.	Activity	Physical Progress (%)
01	Modification to existing Traffic Light System (TLS) at Kiribathgoda Junction on A 1 road	100%
02	Installation of Pelican Signal System at Swarnashaila Bimbarama Viharaya on Katubedda Kospelana road on B204	40%
03	Installation of TLS system at Kaluwanchikudy Junction on A4 Road, Batticaloa	45%
04	Balance work of TLS at Piliyandala junction on B084 road	20%

The Financial Progress achieved by this programme as at the end of the third quarter 2025 was 32%.

2.3.5. Rehabilitation of Peradeniya - Badulla- Chenkalady (PBC) Road (A5) Improvement Project

As the first phase of the project, the Government of Sri Lanka has proposed to rehabilitate and improve 147 km of Peradeniya- Badulla- Chenkaladi Road (A5) from Badulla in Uva Province to Chenkaladi in Eastern Province as a two lane highway. This phase of the road project consists six no's of contract packages under two components as follows.

Table 2.3.5.1 Contract packages rehabilitated under the Peradeniya – Badulla - Chenkaladi Project

<i>Contract packages rehabilitated under SFD (Component 'A')</i>		
Package 1	Bibile – Padiyathalawa road	29 km
Package 2	Padiyathalawa – Thampitiya road	30 km
Package 3	Thampitiya – Chenkaladi road	27.8 km
<i>Contract packages rehabilitated under OFID (Component 'B')</i>		
Package 1	Badulla – Passara road	20 km
Package 2	Passara – Lunugala road	21 km
Package 3	Lunugala – Bibile road	19 km

All the above road packages expected Lunugala – Bibile Section were fully completed as at the end of 2022. The contract of Lunugala – Bibile Section was terminated due to poor performance and this section was rebid up to end of September 2025, the construction works is almost completed.

Loan Savings Utilization and New Proposed projects

Due to the depreciation of the LKR against the USD, loan savings were realized. These funds were utilized for new projects, as detailed below.

Table 2.3.5.2. Proposed works for the loan savings of SFD & OFID

Contract package	Length (Km)	Physical Progress as at 30.09.2025
OFID		
Rehabilitation of Peradeniya-Badulla chenkaladi Road - Balance work of Lunugala to Yalkumbura Road Section	8.7 km	100%
Rehabilitation of Peradeniya-Badulla chenkaladi Road - Balance work of Yalkumbura to Bibile Road Section	10.3 km	99.9%

Contract package	Length (Km)	Physical Progress as at 30.09.2025
Climate Resilient/ Slope Protection from Badulla to Bibile		Procurement in progress
Improvements to Kandehandiya – Randenigala Road	8 km	
SFD		
Ampara- Uhana Mahaoya Road – Keviliyamadu to Mangalagama road section	12 km	100%
Ampara- Uhana Mahaoya Road – Mangalagama – Mahaoya Road section	13 km	100%
Improvement of Chenkaladi Junction		Construction works handed over to MFAP

The financial progress achieved for balance work of this project as at the end of 30th September 2025 was 51% for the SFD section and 38% for the OFID section.



Lunugala – Bibile Section



Lunugala – Yalkumbura Section

2.3.6 Road Network Development Project (SFD)

The primary objective of this project is to upgrade the National Highway Network by rehabilitating and improving selected road sections on a priority basis.

Other than the main scope completed, the following 4 activities were initiated utilizing the loan balance of the above project in December 2018 and all the construction works were completed in 2023.

1. Rehabilitation/improvement of Kandy – Jaffna Road Section from 53+740 km to 58+000 km including Naula town development
2. Reconstruction of Bridge 4/3 on Orugodawatta -Ambathale Road
3. Reconstruction of Bridge 6/1 on Orugodawatta -Ambathale Road
4. Reconstruction of Bridge 6/2 on Orugodawatta -Ambathale Road

Remaining Balance Allocation and Progress

There was a remaining balance loan allocation and following projects were identified to implement using the balance allocation and the physical progress as at the end of third quarter of year 2025 as follows;

- Reconstruction of Kurinchakerny Bridge – Construction works were commenced on 14.03.2025 and current progress is 3%.
- Rehabilitation of Homagama-Godagama Road Section – Awaiting donor concurrence to start the procurement works.

The financial progress achieved by this project during the reporting period of year 2025 was 0.8%.

2.3.7 Road Network Development Project (OFID - I)

The objective of this project is to reduce vehicle operating costs, enhance the Highways capacity and to enhance level of service provided to the community. This will thereby contribute to the socio economic development of the country.

Under this project, the following 4 roads and bridge No.3/2 (Karadana Bridge) across Ma oya were awarded for immediate implementation and all contract packages were completed by the end of year 2022.

- Rakwana- Madampe Road Section of Galle- Deniyaya- Madampe Road
- Reconstruction of Bridge no.3/2 of A 019 Road (Karadana Bridge)
- Eheliyagoda – Dehiovita Road Section of Eheliyagoda- Dehiovita Road
- Ethulkotte – Kohuwela Road section of Ethulkotte – Mirihana – Kohuwela Road
- Rehabilitation & Improvement of 2.63 km of Peradeniya- Badulla – Chenkaladi Road

Utilization of Remaining Loan Allocation

After finalizing the allocation for the above mentioned projects, it has been decided to use balance loan allocation for reconstruction of bridge no.2/4 and widening of bridge no.1/3 at Orugodawatta – Ambatale road and both were recorded 100% physical progress as at the end of the third quarter of the year 2025.

Further, it was planned to use remaining balance loan allocation for the improvement of Piliyandala-Maharagama road section from 1+800 km to 3.700 km, the donor has not given the concurrence for this improvement and the further works has not continued due to that.



Reconstruction of bridge no1/3



Reconstruction of bridge no 2/4

The financial progress achieved 5% of financial progress as at 30th September 2025.

2.3.8 Colombo District Road Development Project

The Government of Sri Lanka has received US\$ 50 million from the OPEC fund for International Development (OFID) to develop national highways in Colombo District.

The main objective of the project is to upgrade the national highway network in Colombo District. This will help to minimize time wastage on the road especially in high traffic corridors in urban areas of the Colombo District and thereby contributing the growth of the National Economy.

Under package I of this project, the following roads and bridges were implemented and physical progress as at end of September in year 2025 as follows;

Table 2.3.8.1 Road and Bridges rehabilitated under Colombo District Road Development Project

Road Name	Length (km)	Physical Progress (%)
Approach road to Sri Jayawardenapura Hospital	1.4 km	Completed in 2016
Dematagoda – Wellampitiya Road	1.9 km	

Road Name	Length (km)	Physical Progress (%)
Kolonnawa- Yakbedda Road	2.4 km	Completed in 2016
Welikada- Kohilawatta Road	6 km	
Centre Road	1 km	
Kottawa – Talagala road	14.4	Completed in 2022
Kotte – Bope road	11.3	
Orugodawatta – Ambatale road	7.7	Stage I 99.99% Stage II – 100%

In addition to the above roads and bridges, the following two road sections were selected to improve under Piliyandala – Maharagama Road projects.

- Improvement of (B367) Piliyandala-Maharagama Road (Section 0+000 km-1+800km) – 48.65% progress as at 30.09.2025
- Improvement of (B367) Piliyandala-Maharagama Road (Section 3+700 km-5+700) – 7.21% progress as at 30.09.2025

This project achieved 69% financial progress as at end of 30th September 2025.



Ch. 4+410 -
Kotikawatta Junction



Ch. 5+480 - Angoda
Junction

2.3.9 Integrated Road Investment Programme (iRoad) – Stage I

The Integrated Road Investment Program (iRoad Program) has been initiated to rehabilitate and maintain the selected rural and national roads in selected Provinces with

an objective of enhancing road accessibility between rural communities and socio economic centers. The long term impact will be the improved connectivity and the outcome will be the increased transport efficiency on selected Roads.

Accordingly, about 3,130 km of rural roads belonging to Local Government Authorities (Provincial Councils and Pradeshiya Sabha) and about 400km of national roads under the RDA were intended to be designed, improved and maintained over a period of five and seven years respectively following the procurement works in complying with the ADB Guidelines and safeguard policies.

Table 2.3.9.1 Selected Rural Road packages to be rehabilitated under Integrated Road Investment Programme

Province	District	No of Roads	Length (Km)
Southern	Galle	66	197
	Matara	67	218
	Hambantota	51	167
Sabaragamuwa	Rathnapura	38	255
	Kegalle	63	217
North Central	Anuradhapura	60	330
	Polonnaruwa	55	170
Central	Kandy	50	220
	Matale	51	194
	Nuwara-Eliya	43	180
North Western	Puttalam	38	220
	Kurunegala	76	485
Western	Kalutara	83	276
Total		741	3,130

This project commenced in May 2015 and completed in September 2024. USD 557 million was utilized from the planned USD 800 million and the balance amount was not received due to limitation in the borrowing capacity. Therefore, the original scope of civil work contracts could not be completed due to the reduction in the loan amount. However, tranche 4 of the Second Integrated

Road Investment Program was utilized to complete the critical works of the partially completed road sections. Accordingly, identified critical works have been completed. Loan closure process in process.

Table 2.3.9.2 Progress of the rural road packages by province wise as at the closure of the program

Province	Physical progress
Southern Province	97.33%
Central Province	96.28%
Sabaragamuwa Province	79.05%
North central Province	100%
North Western Province	100%
Kaluthara District (Western Province)	85%

About 3,025 km roads completed from planned 3,4130 km. The remaining road sections were handed over to custodian as the program is closed.

The project has not achieved any financial progress as at the end of September 2025 due to project closure.

2.3.10 Second Integrated Road Investment Program (I Road 2)

This project aims to improve the accessibility of the road network in rural areas of Sri Lanka, thereby increasing the involvement of the rural population in nationwide economic and social development.

It will upgrade and maintain about 3,400 km of rural roads and rehabilitate and maintain at a good condition about 340km of national roads in the Northern, Eastern, Uva and

Western Provinces. Additionally, it seeks to improve the capacity of road agencies with respect to safeguards, road safety, maintenance, research capacity, and road design and construction. The Implementation period is 2018- 2027.

Rehabilitation and improvement works are planned to be completed within the first two years of each contract followed by 3 and 5 years Performance Based Maintenance period for rural and national road respectively.

Since this project was programmed for implementation 2018, a loan agreement was signed in 2017 & bids for civil works contracts were invited in June 2017 for Uva Province.

USD 560 million from the planned USD 900 million is already received in four tranches. Tranhe 5 loan agreement for an amount of USD 102.41 million is expected to be signed soon.

Table 2.3.10.1 Progress of the rural road packages by province wise as at 30.09.2025

Province	Physical progress
Uva Province	87.0%
Eastern Province	86.5%
Northern Province	88.0%
Western Province	60.0%

financial progress achieved by this project was 53% .

2.3.11 Western Province National Highways Project

The scope of the project has included rehabilitation and Improvement of approximately 24.6 km of national highways.

Under this project, following two road sections were selected for widening and improvement and the progress was as follows;

Table 2.3.11.1 - Rehabilitated roads under the project

	Road sections	Physical Progress
1	Kaduwela- Athurugiriya Road (B174) (0+000km– 9+250 Km)	100 %
2	Wadduwa– Moronthuduwa road (B449) & Moragolla – Bellana Road(1+000Km– 5+280Km)	100%

From the remaining loan allocation of this project bridge no.9/1 at Orugodawatta – Ambatale road was selected for reconstruction. Construction works were commenced on 23.01.2025 and current progress is 17.95%.



Kaduwela –
Athurugiriya road



Bellana- Moragalla
road

As at the end of September 2025, the financial progress achieved by this project was 26%.

2.3.12 Marine Drive Extension up to Panadura

In the late 1990's the Marine Drive was identified as an alternative road to reduce traffic congestion on Colombo - Galle Road. Construction of Marine Drive (section 2) commenced in 1998 and implemented in different stages from Ranmuthu Hotel to Dehiwala urban area (0+520 km to 8+420 km).

To enhance connectivity and the accessibility with the proposed Port City development, the existing Marine Drive has been proposed to extend up to Galle face. Due to the traffic volume on Colombo - Galle road is increasing rapidly and at present even beyond Dehiwala traffic congestion can be experienced during peak hours. One main reason for present traffic congestion is non- availability of an alternative route. In view of this, Marine drive has been proposed to extend up to Panadura.

This project was implemented under the following stages and the progress achieved is as follows.

Marine Drive Stage I (From Ramakrishna road to Melbourn Avenue), Marine Drive Stage II (Melbourn Avenue to Glen Arbar Place), Marine Drive Stage III (Glen Arbar place to Kolpity railway Station), Marine Drive Stage VI - Road Works were completed in 2021 where the remaining work of the project were completed in 2022.

In addition to that Marine Drive Stage IV (from Ramakrishna road to Frazer Avenue), Marine Drive Stage V & VI (Road Works) were also completed. The construction of bridge over Marine drive – stage IV was in progress of 99.5% as at the end of September 2025.

As at the end of reporting period the financial progress achieved by the project was 3%.

2.3.13 Development of 100,000 km of Alternative Road Network

This project was initiated with the objectives of facilitating of extensive access to National Road and Expressway Network by Developing 100,000 km of alternative road and rural road network as well as facilitating access to the alternative road system via development of all internal and rural access roads. Under this project following activities will be carried out.

- Improvement of existing highways and provincial roads
- Identification and improvement of new alternative roads and rural roads
- Construction of Bypass roads
- Construction of bridges on feeder roads and rural roads
- Improvement of rural roads

Under this project road works were executed via contract awarding, direct labor, and issue work orders and through the Sri Lanka Army.

The project was initially planned to be completed by the year 2024. However, with the financial crisis in the country as per the National Budget Circular No.03/2022 dated 26.04.2022, subsequent instructions were issued to reduce the scope of the works of ongoing projects.

Further, cabinet decisions had been granted to mutually terminate the project with a scope reduction.

Outstanding Bill payment is also being processed currently. As at the end of third quarter 2025, this programme was achieved 93.21% of Physical Progress under the reduced scope of work.

The financial progress achieved as at the end of September 2025 was 39%.

2.3.14 Improvement of Galle – Deniyaya - Madampe Road Section from 78+000 km to 130+600 km (From Suriyakanda – Rakwana)

The Galle-Deniyaya -Madampe road is a main artery linking the Galle District in Southern Province and Ratnapura district in the Sabaragamuwa Province. The road traverses through several major towns and villages namely Imaduwa, Akuressa, Morawaka. Deniyaya, Suriyakanda and Rakwana. The road provide links to three 'A'Class roads and ten 'B' class roads. Therefore, the road is very important in the National Road Network.

The total length of the road is 143 km and the section from Galle to Deniyaya (0 km to 78 km) has been improved to two lane facility under the World Bank. The section from Rakwana to Madampe (130.6 km to 143.9 km) has been improved with the financial assistance of OFID.

The remaining section from Deniyaya to Rakwana is 52.60 km.

It has been decided to improve the remaining section (52.60 km) under two contract packages such as stage I from 113 km 130 km Suriyakanda to Rakwana and stage II from 78 km to 113 km (Deniyaya to Suriyakanda).The corridor will be designed as a 3.5 m wide two lane highway, with 0.5 m hard shoulders and 1.0 m soft shoulders on both sides.

The construction works of the stage I commenced in 2021 and the cumulative physical progress as at the end of reporting period were as follows;

- Section from 112+600 km – 118+600 km – 99.13%
- Section 118+600km-124+600 km- 93.62%
- Section 124+600km- 130+600 km- 99.82%

The overall land acquisition progress was reported 85.1% by the end of September 2025.



Asphalt Completed
Section Ch.
14+900-114+900 -
Section from Package A



2nd Bend Section from
124+600 km to
130+600(Package C)

Due to a loan balance the following road and bridge improvements will be carried out under this project and the physical progress as at the end of September 2025 was as follows;

- Improvement of Walgama-Diyagama Road (0+000-7.06km) – Construction works were commenced on 27.12.2024 and current progress is 11.56%.
- Reconstruction of Bridge no.3/2 at Orugodawatta – Ambatale Road – Construction works were commenced on 23.01.2025 and current progress is 31.57%.



Rehabilitation & Improvement of Walgama –
Diyagama Road section from 0+000 – 7+000

The financial progress achieved at the end of September 2025 was 45%.

2.3.15 World Bank funded Inclusive Connectivity and Road Development Project

The World Bank has agreed to provide USD 150Mn for this project, which will take five years (2021-2026) to complete under two components. Component 1 is implemented under the Ministry of Transport, Highways and Urban Development and component 2 is implemented under the Ministry of Agriculture, Livestock, Land and Irrigation.

Component 1

There are 04 sub components under this component such as:

- 1.1 (a) Improving Road Transport Connectivity
- (b) Improvement and rehabilitation of weak bridges (New)
- 1.2 Improving institutional and policy framework of the road sector
- 1.3 Road Sector and Community capacity enhancement
- 1.4 Improvement of rural roads in Trincimalee & Nuwara Eliya

Under sub component 1.1 (a), of the project, it is planned to rehabilitate approximately about 1,016km of rural roads in 19 districts all over the country, with the funds of USD 154.75 Mn.

Currently, total 63nos. of contracts are awarded as at end of September 2025. Construction works were completed in 21 Contracts in Ratnapura, Matale, Anuradhapura, Kurunegala, Monaragala, Puttalam & Hambantota districts, and works are in progress in the remaining projects in the districts of Kurunegala, Puttalam, Hambantota, Kalutara, Batticaloa, Polonnaruwa, Colombo, Galle, Jaffna, Kilinochchi, Mullaitivu, Vavuniya, Kandy & Matara. As at the end of September 2025,

701.6km were completed under this component.

Under component 1.1 (b), it is planned to rehabilitate approximately about 47 weak bridges on national roads all over the country, with the funds of USD 15.06 Mn. As at the end of third quarter 2025 Bridge identification have been completed and E & S Screening and procurement process is in progress and works commenced for 01 bridge.

Table 2.3.15.1 Progress of Project components as at the end of 30th September 2025

Component	Physical progress as at 30.09.2025
1.1 (a) Improving Road Transport Connectivity	71.9%
1.1 (b) Improvement & Rehabilitation of weak bridges	4.1%
1.2 Improving institutional and policy framework of the road sector	All activities have been identified and procurements are in progress
1.3 Road Sector and community capacity enhancement	
1.4 Improvement of rural roads in Trincomalee & Nuwara Eliya	Initial road identification is completed and the E&S screening is ongoing

Component 2 of this project focuses on implemented engaging local communities and local contractors to repair/reconstruction market collection or small agriculture centre.

The financial progress achieved at the end of September 2025 was 60%.



Road Improvements in Anuradhapura District



Road Improvements in Monaragala District

2.3.16 Kandy Multimodal Transport Terminal Development Project

The Proposed Multimodal Transport Terminal aims establish a state-of-the-art passenger transport facility at the centre of Kandy city, enabling the convenient transfer of passengers among different transport modes, while minimizing disorganization and congestion within and around the city limits. At the same time the establishment of the proposed Multimodal Transport Terminal will enable the operation of buses on a combined time table. Therefore, implementation of this project would encourage the passengers to use public transport modes over private modes.

In addition, by making the public transport systematic, the overall shape of the Kandy City would be improved thereby making it more attractive as a favourite tourist destination.

Table 2.3.16.1 Progress of main components of KMTT Project

Contract	Progress as at 30.09.2025 (%)
Design and Construction of KMTT (Civil Work)	36.06%
Design Review and Construction Supervision of KMTT (Consultancy)	40.51%
Transitional Bus Operation during the construction of KMTT (Consultancy)	39.06%
Construction of Seven Storied Building for Sri Lanka Railways	Procurement in progress
Rehabilitation & Improvement of Access Roads to KMTT – LOT No.01	70.3%
Feasibility study of Construction of Flyover , over the Railway Line at the Entrance to the KMTT	10%

As at the end of September 2025, the financial progress of the project was 17%.

2.3.17 Enhancement of National Traffic Database and Capacity Building Project

The Project objective is to produce and implement traffic data analysis and management system at the national level to better transport infrastructure development in Sri Lanka. The duration of the Project is 5 years from 2021 to 2025 upon budget approval for the corresponding fiscal year by the Government of the Republic of Korea.

This project will cover Colombo District and the entire national road network in Sri Lanka. The Korean Government will provide grant aid of no more than USD 4 Mn (KRW 4,480 million), The Government of Sri Lanka will secure sufficient funding for its commitments.

The main scope of the project covers following outputs.

- I. National level traffic data management plan
- II. Foundation for collecting objective traffic data,
- III. Automated traffic DB management system
- IV. Enhanced traffic demand analysis capability

Current Status

At present, the above project is functioning as a collaborative work, mainly between the Korean experts and the working group appointed from the Planning Division, RDA. As the Director/Infrastructure, Road Safety and Traffic Management (IRSTM) division was appointed as the Project Coordinator of the above project by the Director General, RDA, the IRSTM Division was also involved in the management of the project.

Cumulative physical progress of the main activities of the project as at the end of September 2025 was as follows.

Project activity	Cumulative physical progress as at 30.09.2025 (%)
Development of traffic DB Master Plan	100%
Capacity Building Training	100%

Project activity	Cumulative physical progress as at 30.09.2025 (%)
Standardized traffic & OD survey Methodology	97%
Traffic Demand Forecasting system & utilizing	67%
Automatic Traffic Data Base System	96%
Business Management & Performance Management	64%

The financial progress achieved as at the end of September 2025 was 26%.

2.3.18 Rural Road Reawakening Programme

As the present government identified the improvement of rural road as a priority in its development agenda. Accordingly, The development of rural roads which link to the national Road network is an important activity.

Accordingly, the ministry has taken initiatives to development and rehabilitation of rural roads network in order to improve the socio-economic development and fulfill the accessibility needs of the rural community, has been identified as a priority.

The key objectives of the programme were to construct and rehabilitate rural roads to reduce travel time and transport cost, facilitate access to education health and economic opportunities and generate employment for rural communities. The overall goal is to establish a sustainable and safe rural transport network that promotes inclusive and balanced rural development across the country.

Road proposals were received through the District coordinating committees with their respective approvals. The selection of road projects was undertaken based on the criteria

approved by the cabinet of ministers. The programme is being implemented through the District secretariats, with the Road Development Authority functioning as the main implementing agency.

The Government has been allocated Rs.11,500 Mn under the Annual capital budget of March 2025 for the rural roads development programme within the financial constrain. In addition, during August and September 2025, an additional allocation of Rs.14,000 Mn was received to further support the rural road development programme.

As at September 2025, a total 559 rural road development projects have been completed out of 2,220 approved projects while approximately 1,165 projects are currently ongoing.

The financial progress achieved as at the end of September 2025 for rural road re-awakening programme was 16%.



Interlocking from the riverside near the Nilkandura Tea Factory onwards - RR/GA/07/25/223

2.4 WIDENING AND IMPROVEMENT OF ROADS

2.4.1 Widening & Improvement of Roads

Important road links that connect main roads and smaller road sections that need attention but cannot be offered to donor funding and small weak bridges are being rehabilitated and reconstructed under the widening and improvements programme.

As at the end of third quarter 2025, improved length was reported as 48.46 km

and the targeted length to be improved for the year was 130.8 km.

A summary of overall Physical and Financial progress of Widening & Improvement of roads in each district as at the end of September 2025 can be stated as follows;

Table 2.4.1 Physical progress as at 30.09.2025

<i>District</i>	<i>Physical Progress as at 30.09.2025 (%)</i>	<i>District</i>	<i>Physical Progress as at 30.09.2025 (%)</i>
Colombo	30%	Mullativue	50%
Gampaha	37%	Batticaloa	0%
Kalutara	16%	Ampara	20%
Kandy	32%	Trincomalee	50%
Matale	25%	Kurunegala	0%
Nuwara- Eliya	30%	Puttalam	25%
Matara	10%	Anuradhapura	1%
Galle	30%	Polonnaruwa	33%
Hambantota	29%	Badulla	16%
Jaffna	0%	Monaragala	0%
Killinochchi	0%	Kegalle	20%
Mannar	0%	Rathnapura	4%
Vavuniya	16%		

Summary of Physical Progress as at the end of September 2025.

As at the end of September 2025, out of 25 districts only 02 districts achieved 50% physical progress namely Mullativu and Trincomalee and 17 districts achieved lower than 50% and 06 districts were not achieve any physical progress.

As at the end of September 2025 the financial progress achieved by this programme was 10%.

2.5 BRIDGES AND FLYOVERS

As an integral part of the road network, most bridges are being reconstructed or rehabilitated with enhanced safety features parallel to road development, where 100 – 150 bridges are reconstructed annually. Permanent bridges are being constructed for existing ferries as well as for weak and narrow bridges. Flyovers also need to be constructed in locations with intersections, with the easing traffic congestion, reducing delays, minimizing accidents, lowering the operational cost of vehicle and finally ensuring safe and efficient transportation. Accordingly, this ministry is engaged in the rehabilitation, improvement, reconstruction and construction of new bridges through a no of projects to ensure easy and safe transportation.

There are around 4,500 bridges in the national road network (A class and B class Highways) and the bridge classification according to span can be stated as follows.

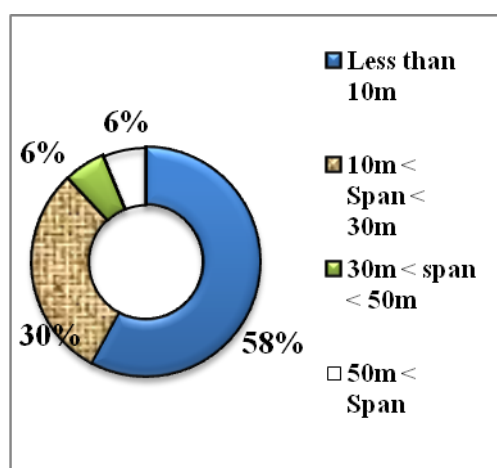


Figure 2.5.1– Summary of Bridges on National Highways

The highest group of bridges located in the national road network were consisted of less than 10m span whereas the smallest number of bridges had spans between 30m < Span<50m and 10m < Span< 30m. Since

these bridges were located on A Class Highways and B Class Highways of the national road network, the bridges constructed on Expressways were not included within these values.

2.5.1 Reconstruction of Damaged /Weak Bridges on National Highways

Under this programme 159 bridges were identified as at the end of September 2025. Out of the 159, 24 were completed and 45 were ongoing and 90 were in initiated stage.

Table 2.5.1.1The physical performance of Projects initiated as at 30.09.2025

Province	Completed	Ongoing	Initiated	Total
Western	4	10	11	25
Central	7	11	16	34
Southern	2	-	10	12
Northern	-	4	6	10
Eastern	-	1	6	7
Eastern Province(APD - Akp)	-	2	8	10
North Western	3	5	15	23
North Central	2	8	1	11
Uva	-	1	4	5
Sabaragamuwa	6	3	13	22
Total	24	45	90	159

Financial progress of the project as of the end of September 2025 was 11%.

2.5.2 Reconstruction of 25 Bridges on National Highways

Under this project 25 bridges are being constructed on A class and B class roads. This project is implemented under four packages. Out of these, 8 bridges were awarded under contract package 1. Civil works of package 1 was commenced in 2015, and the project was completed and bridges were handed over to the Road Development Authority on 19th June 2020.

Civil works for 09 bridges under package II and 08 bridges under package III were commenced in 2020 and by the end of the reporting period the civil works of package II had been completed.

The list of the bridges and the progress attained for each bridge under package III of this project is as follows.

Table 2.5.2.1- Overall Physical Progress of Bridges Selected Under Package III

Item no.	Bridge Name	Length (m)	Cumulative physical progress (30 th September 2025)
1	Bridge No. 75/1 on Katugastota – Kurunagala - Puttalam Road (A 010)	124.4	100%
2	Bridge No. 76/1 on Katugastota – Kurunagala - Puttalam Road (A 010)	16.5	100%
3	Bridge No. 16/1 on Thoppu – Madampe Road (B 419)	19	100%
4	Bridge No. 78/5 on Navatkuli – Kerativu – Mannar Road (A 032)	57	100%
5	Bridge No. 53/1 on Paranthan – Karachchi – Mullaitivu Road (A 035)	21.6	100%
6	Bridge No. 31/3 on Colombo – Kandy Road (A 001)	25	100%

Item no.	Bridge Name	Length (m)	physical progress (30 th September 2025)
7	Bridge No. 32/2 on Colombo – Kandy Road (A 001)	38	100%
8	Bridge No. 3/5 on Battuluoya – Udappuwa– Andimunai Road (B 614)	38	100%

As illustrated in the table above, by the end of September 2025, construction works of all bridges of contract package III were completed and now the bridges are in defect liability period.

Financial progress for this project as at 30th September 2025 was 60 %.

2.5.3 Construction of Two Flyovers at Kohuwala and Gatambe

The RDA has identified the requirements to improve the capacity of many strategically important intersections and level crossings with the aim of increasing the capacity of the overall road network. Accordingly, The Ministry and RDA have taken many actions to improve these intersections. Under this initiative, two flyovers, located at Kohuwala and Gatambe, were constructed with funding from Hungary.

Table 2.5.3.1 Proposed Flyovers

Name of the flyover	Length of the flyoveatr	Ramp length	Span configuration	Flyover Width
Kohuwala	132 m	172m	3 spans - 124m	9.4m
Gatambe	Main flyover - 272m Branching to A1 - 134m	Main flyover 145m Branching 41 m	Main flyover 8 spans Branching 6 spans	3 lane section 13.4m 2 lane section - 9.4 Single lane branchin g 5.4 m

- **Kohuwala Flyover**

The Kohuwala Flyover is located at Kohuwala Junction, along Colombo - Horana (B84) road which is one of the main arterial roads leading to Colombo city and connecting densely populated suburban areas. Considering this junction, it is evident that most of the traffic flows straight through the junction along the B84 Colombo - Horana Road.

This traffic flow is mainly disturbed by vehicles coming along Etulkotte – Mirihana-Kohuwela road (B120) and Kohuwela-Dehiwela road (B229) and by vehicles turning on to the Colombo – Horana road (B84) from the Kohuwela- Dehiwela road (B229) therefore, the construction of a flyover facilitating straight traffic through the junction resolves most of the conflicts at the junction and allows free-flowing traffic long B84 road.

Construction works on the Kohuwala Flyover were fully completed and the flyover was opened to the general public on 17th July 2024.

- **Gatambe Flyover**

Two of the main arterial roads leading to Kandy are William Gopallawa Mawatha (AB42) and A1 at the Gatambe Junction. The existing level crossing is located on AB42 William Gopallawa Mawatha at Gatambe around 120m from the Gatambe intersection. The proposed flyover spans the A1 road leading to City of Kandy and the level crossing across AB 42 road. In addition, the proposed flyover includes a branch extending over the level crossing allowing traffic coming from Kandy on AB42 to bypass the level crossing without being distributed by railway gate closure.

The construction works of the Gatambe Flyovers commenced in 2021 by the end of the reporting period, the Gatambe Flyover recorded 36% cumulative physical progress. However the project's construction works were suspended due to non-payment of the IPCs by the donor agency.

The Cabinet of Minister approved to continue the balance work using domestic funds and the construction works will be restarted soon.

As at the end of September 2025 the project achieved 1% financial progress.

2.5.4. Construction of three (03) Flyovers at Slave Island

It is observed that improving the road network, which is highly congested during peak hours, has become a key factor in achieving the optimum outcome from the above development projects to the economy of the country. The main roads passing through the slave island area play a vital role in connecting the Southern part of the Colombo city with the Colombo fort and Pettah areas. Justice Akbar Mawatha, Malay Street, Sri Uththarananda Mawatha and Baladaksha Mawatha are identified as the most critical roads that need improvement to enhance mobility in the area.

Apart from the high volume of traffic moving within this highly developed and populated area, the existing road network arrangement and two rail gates have significantly contributed in making the traffic congestion in this area even worse. As a solution to this problem, the Government of Sri Lanka has decided to implement a traffic solution in Slave Island area. The Road Development Authority, through its studies has identified that in order to implement the integrated traffic

management solution a grade separation for railway crossings and a crossing over Beira Lake from Baladaksha Mawatha to Sir Chithampalam A Gardiner Mawatha would be essential. Therefore, construction of the proposed flyovers was considered a necessity.

At the end of September 2025, the construction work of flyover connecting Baladaksha Mawatha & Chittampalam A Gardinar Mawatha over railway tracks & Beira Lake was recorded 89% cumulative physical progress.

By the end of the reporting period, the construction of Flyovers at Justice Akbar Mawatha and Uththaranada Mawatha was fully completed and opened to the general public on 11th July 2024 and 08th April 2024 respectively

As at the end of the September 2025, the project has recorded 57% financial progress.

ongoing stage by the end of September 2025.

Under Budget Proposals, 37 new bridge proposals received. Accordingly 21 Bridge projects handed over to district secretary. These bridges were contracted through the district secretariat following the government tender procedure and the balance amount of projects is in the tender process.

As at the end of the September 2025, the project has recorded 24% financial progress.

2.5.5 Construction of Rural Bridge Construction Project

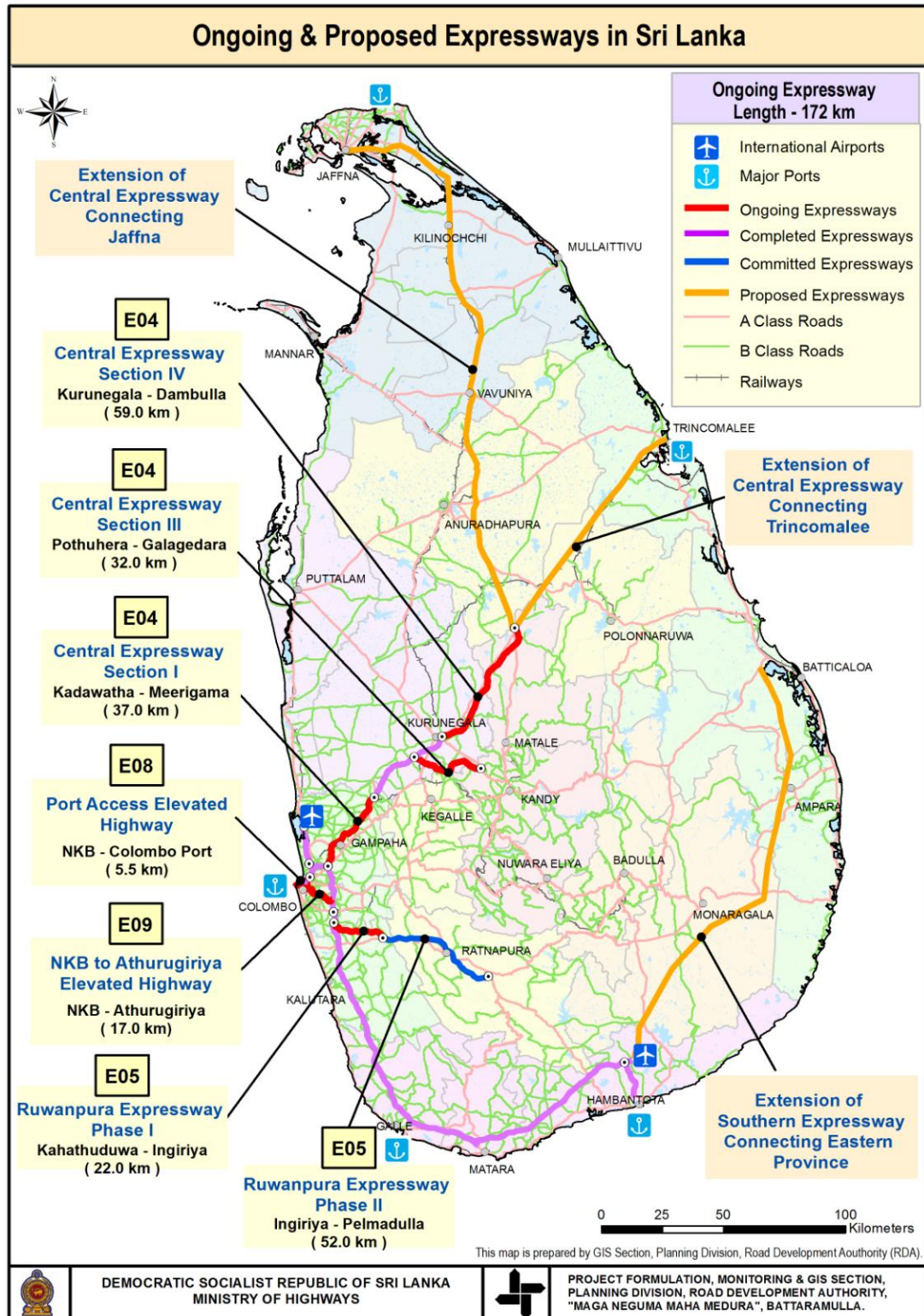
The rural road and bridge development programme implemented in 2025 aimed to enhance rural connectivity and promote inclusive economic growth by improving access to essential services and markets.

The Government has been allocated Rs.2,500 million under the Annual capital budget of March 2025 for the rural bridge construction programme. The programme is being implemented through the Road Development Authority functioning as the main implementing agency.

This programme started in 2021 and under the rural bridge component, 131 bridges were completed while 144 were reported at

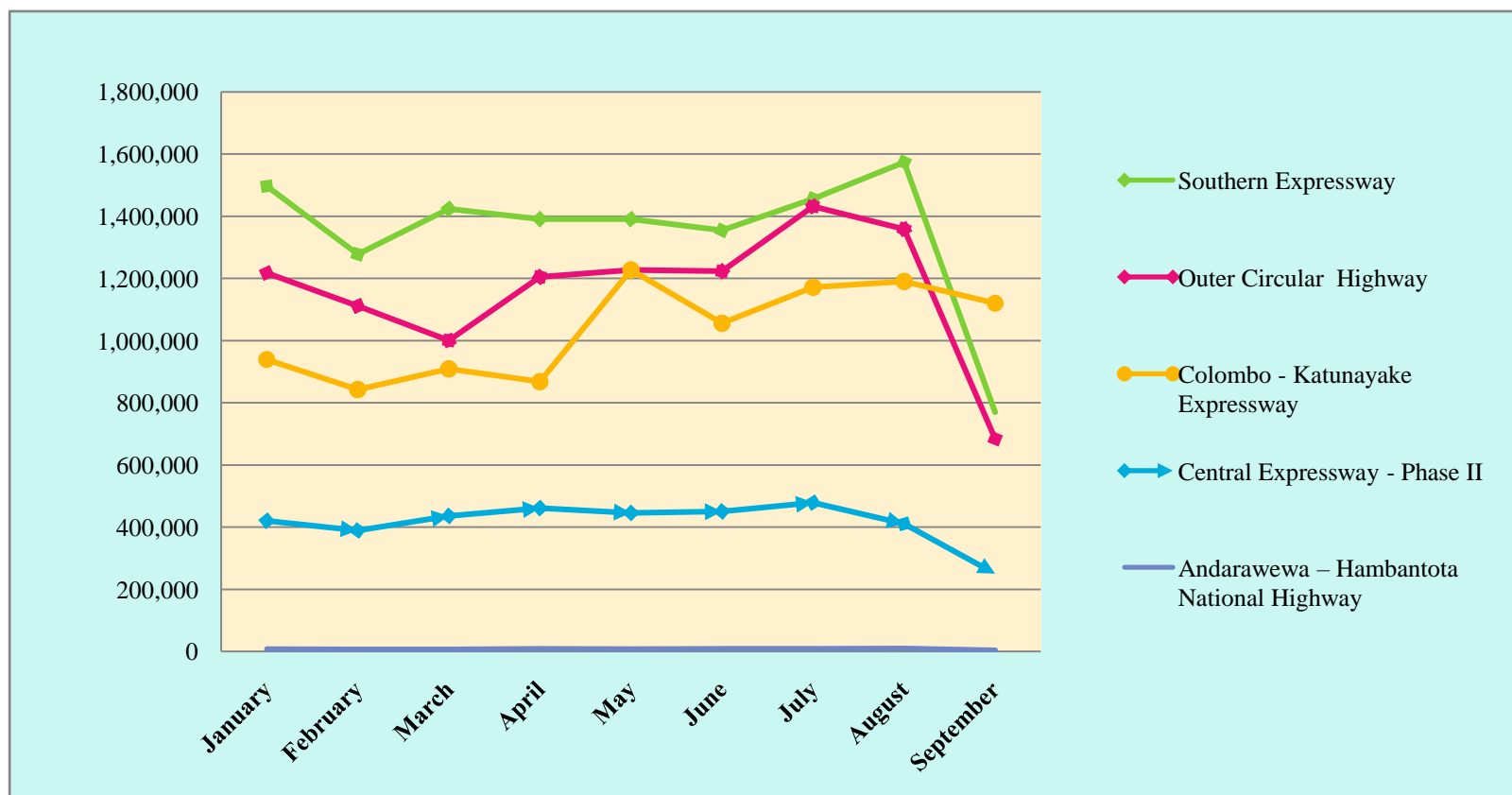
ANNEXES

Ongoing and Proposed Expressways Network in Sri Lanka



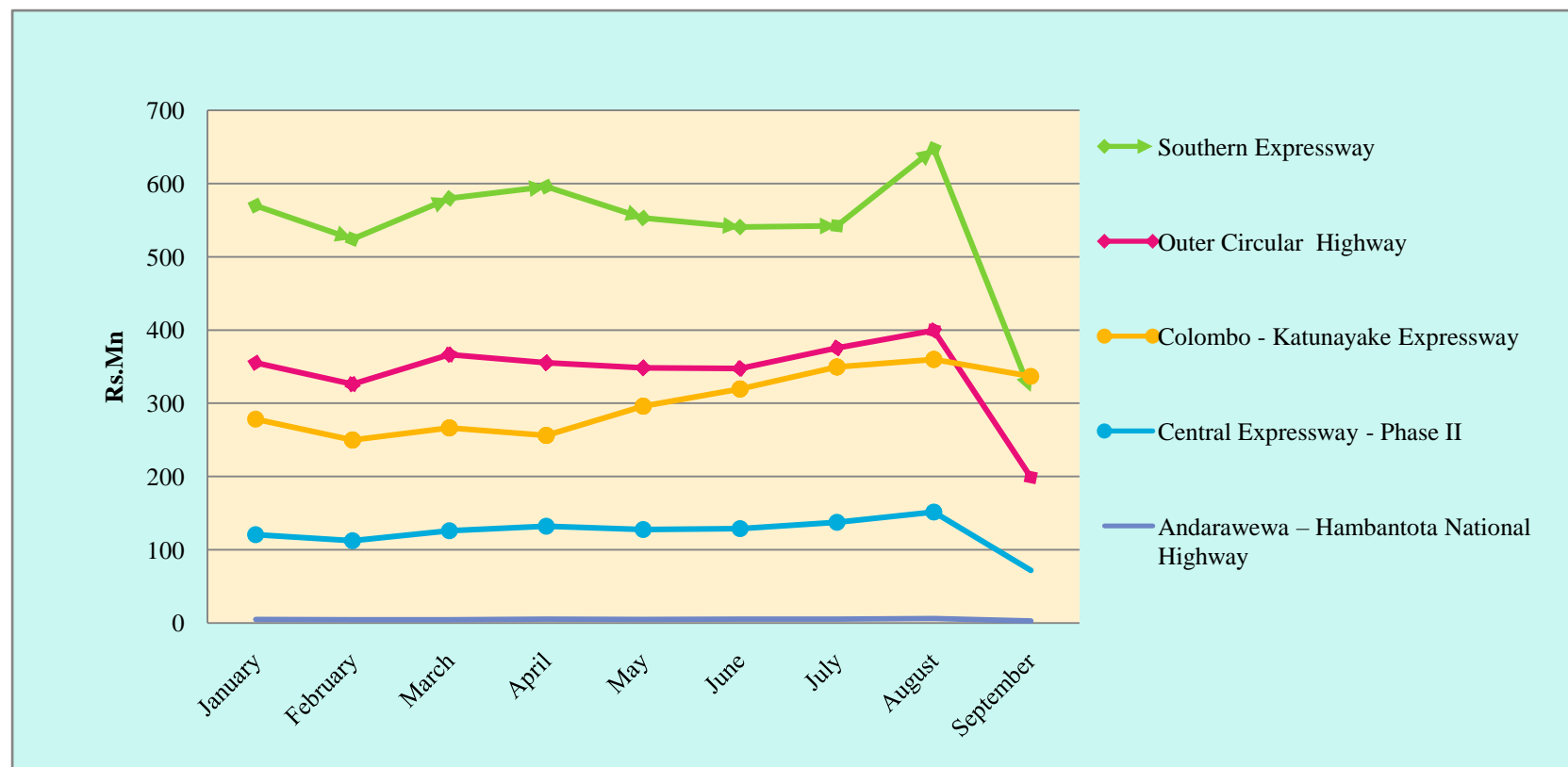
Annexure - 02**Traffic Volume & Toll Revenue of Expressways****2 (A) – A comparison of Monthly Traffic Volume of Expressways**

Month	Monthly Traffic Volume of Expressways				
	Southern Expressway	Outer Circular Highway	Colombo - Katunayake Expressway	Central Expressway - Phase II	Andarawewa – Hambantota National Highway
January	1,497,671	1,218,522	939,755	421,293	7,737
February	1,278,665	1,111,699	842,970	389,898	6,893
March	1,424,594	1,000,699	909,362	436,053	7,332
April	1,391,740	1,205,522	868,246	462,010	8,919
May	1,391,740	1,227,563	1,227,563	446,315	8,081
June	1,355,181	1,223,900	1,056,907	450,675	8,460
July	1,456,127	1,432,159	1,172,419	479,339	8,599
August	1,574,022	1,359,442	1,191,192	411,029	9,693
September	770,206	684,753	1,120,659	250,784	4,537
Total	12,139,946	10,464,259	9,329,023	3,747,396	70,251

2 (B) – A graphical comparison of Monthly traffic volume of Expressways – As at end of September 2025

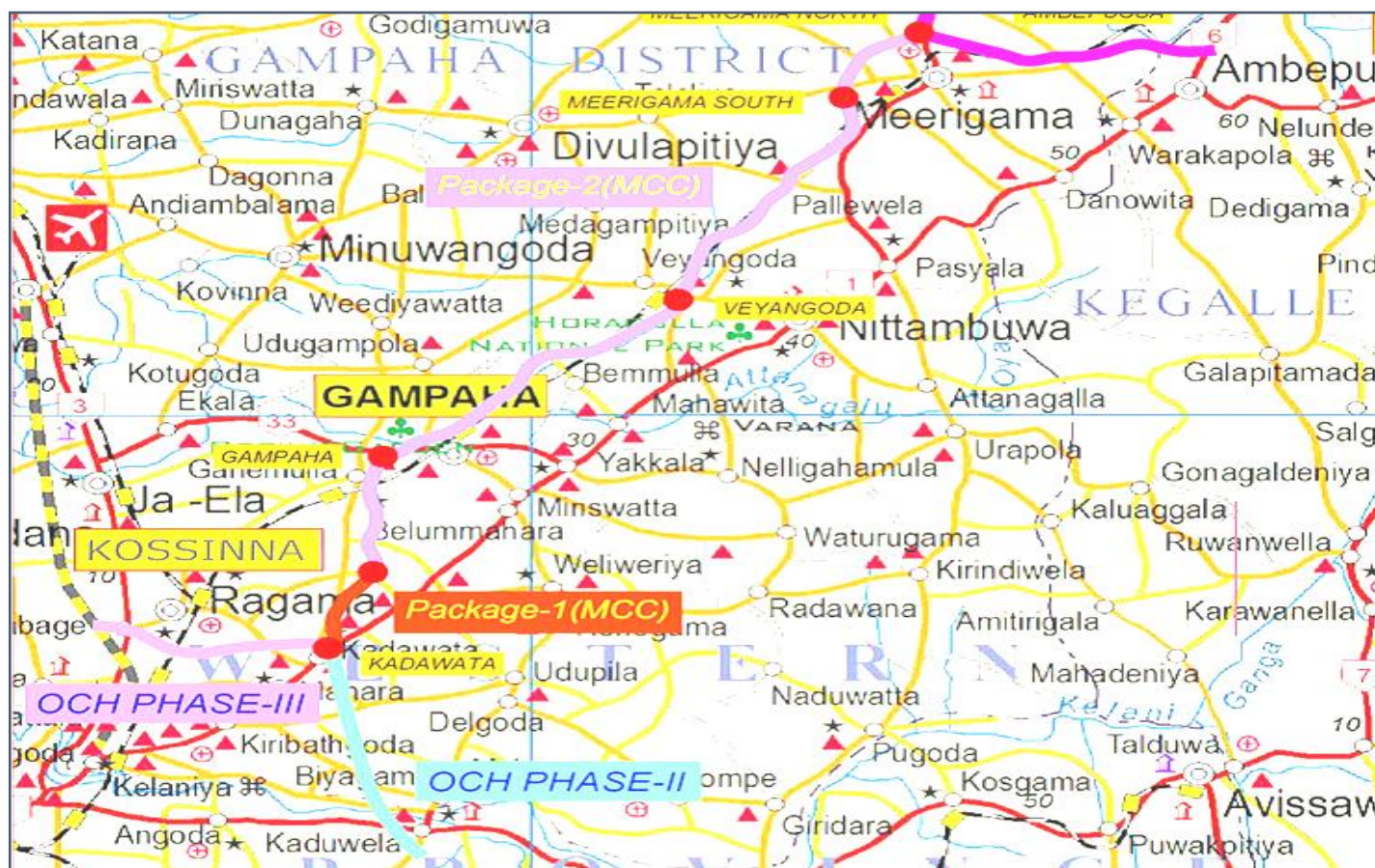
2(C) – Monthly Toll Revenue of Expressways

Month	Monthly Toll Revenue of Expressways (Rs.Mn)				
	Southern Expressway	Outer Circular Highway	Colombo - Katunayake Expressway	Central Expressway - Phase II	Andarawewa – Hambantota National Highway
January	569.96	355.58	278.38	120.78	4.81
February	524.38	326.31	249.95	112.54	4.37
March	579.92	366.39	266.71	126.12	4.62
April	596.00	355.61	256.33	132.31	5.53
May	552.95	348.52	296.00	127.69	5.05
June	540.84	347.67	319.83	128.79	5.51
July	542.40	375.60	349.75	137.56	5.49
August	647.52	399.37	360.05	151.72	6.29
September	315.52	199.23	336.85	72.06	2.86
Total	4,869.49	3,074.28	2,713.85	1,109.57	44.56

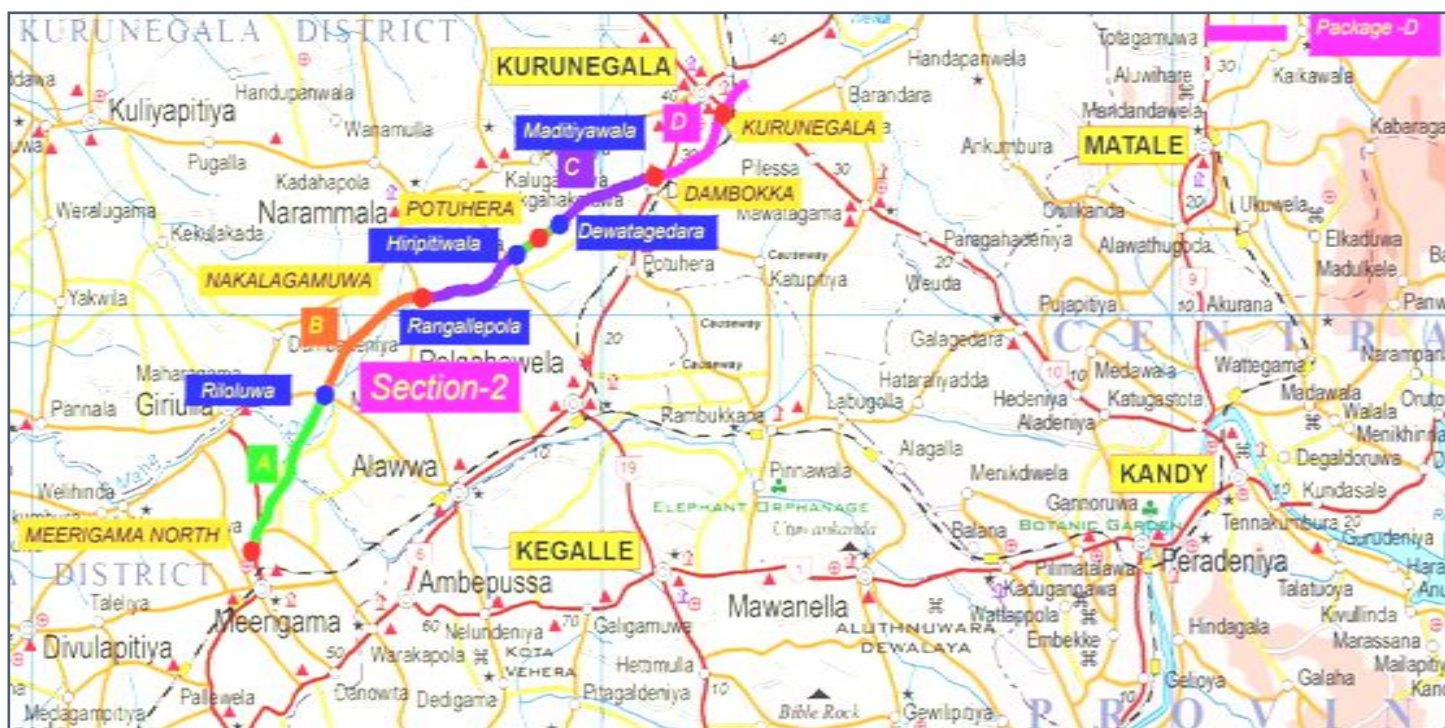
2(D) – Graphical Comparison Monthly Toll Revenue of Expressways – as at end of September 2025

A Map of Central Expressway

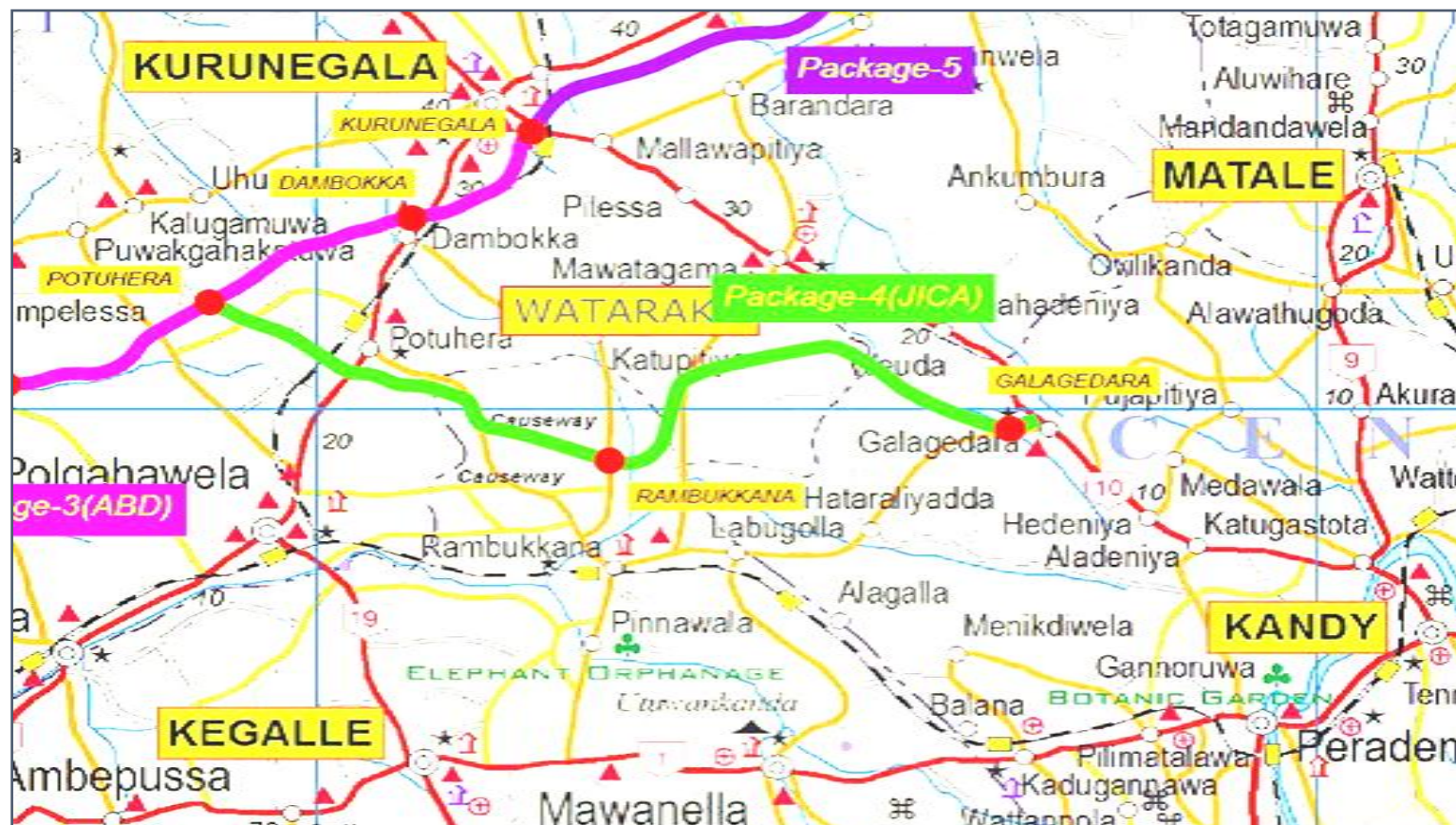
(A) Section I: Kadawatha to Mirigama



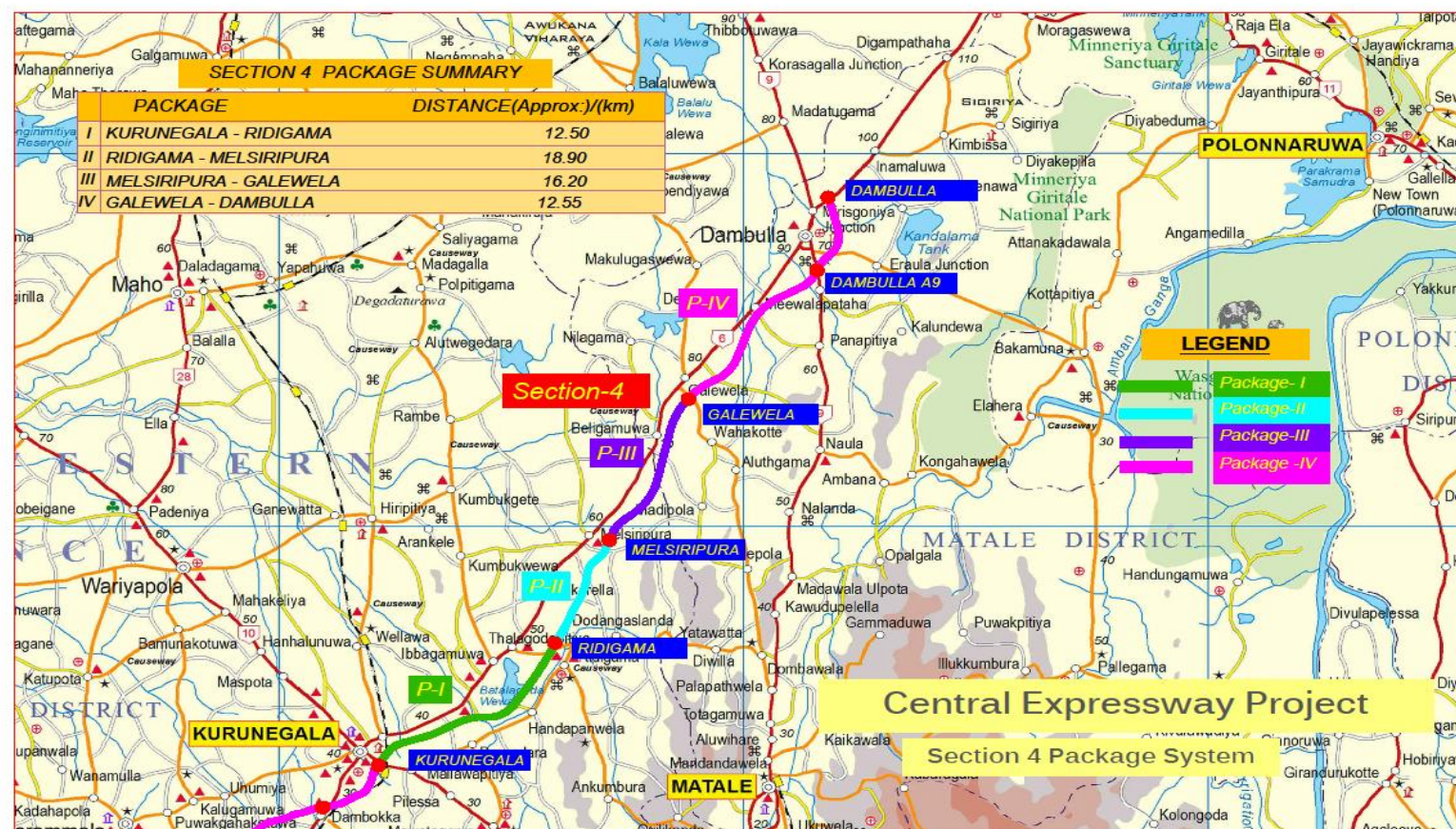
(B) Section II: Mirigama to Kurunegala with Ambepussa



(C) Section III: Pothuhera to Galagedara

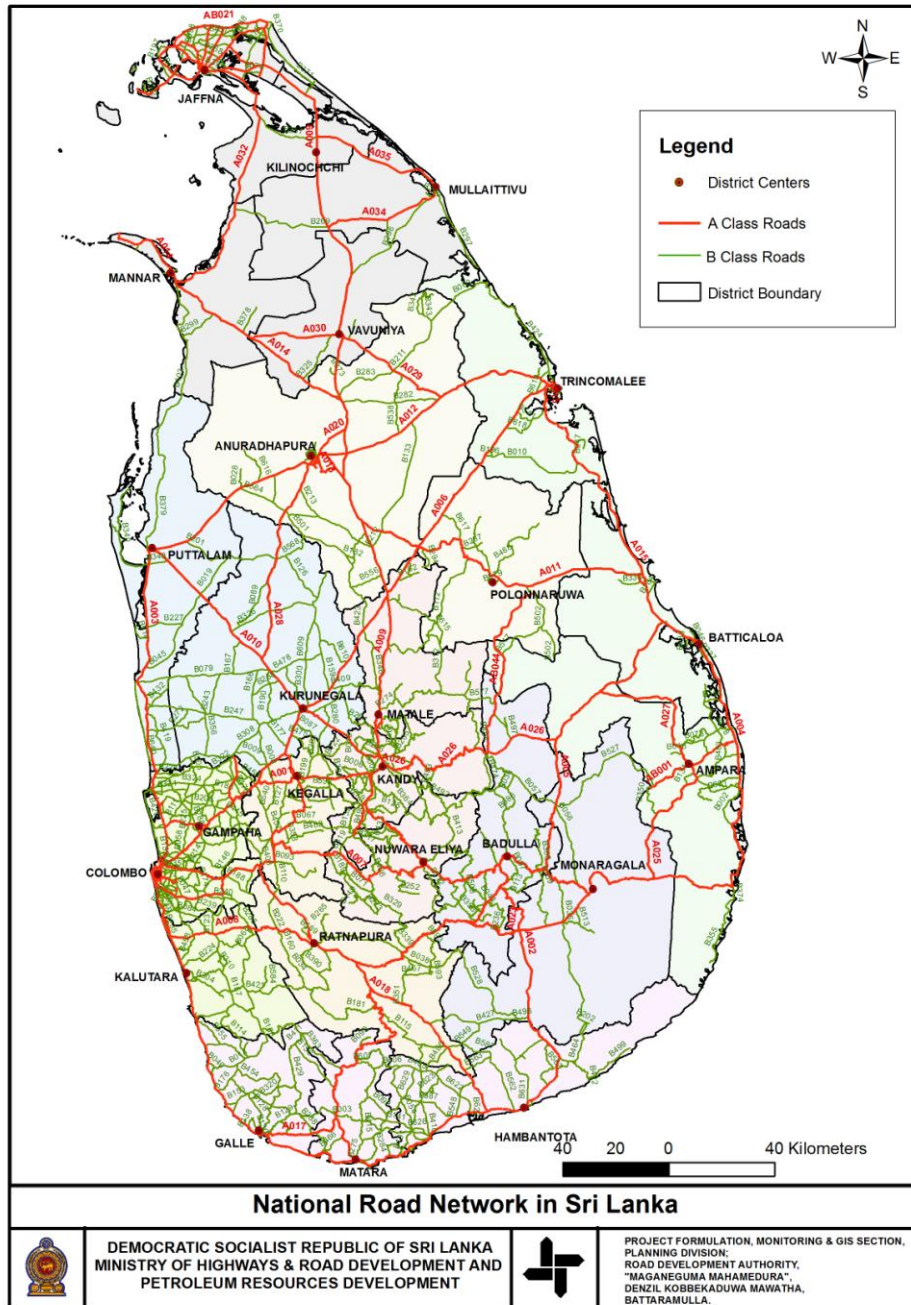


(D) Section IV: Kurunegala to Dambulla



Annexure 04

Completed, Ongoing & Committed Road Projects



Planning & Monitoring Division
Ministry of Transport, Highways and Urban Development
(Highways Sector)



Ministry of Transport, Highways and Urban Development

Progress Report - 2025
Urban Development Sector

13th Floor, Sethsiripaya - Stage II
Battaramulla

Progress Report - 2025

Prepared for the Programme for the Budget Debate - 2026

Preparation:

Planning and Operations Division - Urban Development Sector

Ministry of Transport, Highways and Urban Development

2025

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Introduction

Although approximately 19% of the total population of Sri Lanka is concentrated in urban areas, the population affected by urban influence is actually a higher value due to the emergence of urban and regional sub-cities.

Colombo, as the capital and commercial city of Sri Lanka, has been the focal point of urban investment over a long period. Large-scale projects such as the Colombo Port City, Megapolis Colombo City Development Project, and Urban Regeneration Project provide examples for the same.

However, as a result of the efforts of the government to minimize regional disparities, cities such as Kandy, Galle, Jaffna, and Kurunegala have been equitably engaged in the regional development process.

Recent urban policies, aligning with Sustainable Development Goals, have drawn a special focus on sustainability, climate change resilience, and inclusiveness. Nevertheless, the country further compelled to face challenges such

as controlling the excessive urban population, modernizing public transportation systems, resolving land scarcity and housing issues, addressing unauthorized settlements and encroachments and environmental conservation. Accordingly, the objective of urban development in Sri Lanka is to create well-planned, livable, sustainable, and stable cities, while simultaneously identifying opportunities for economic development and safeguarding environmental and cultural integrity. The Ministry of Transport, Highways and Urban Development is the line ministry established to achieve the said goal.

The main intention behind the establishment of Urban Development Sector is the formulation of policies, strategies, programmes and projects related to the subjects of institutions and departments affiliated with the Ministry, statutory institutions, and state corporations concerning urban development, and implementation, monitoring, and evaluation of the same based on the national policies implemented by the government.

Vision

“A beautiful city and a comfortable life”

Mission

To provide access to beautiful cities and a comfortable life to the people by formulating and implementing policies for streamlining urban development, providing housing and infrastructure facilities, physical planning, development of the construction industry, ensuring access to water and sanitation facilities, flood mitigation and wetland management, land development and condominium management.

Duties and Functions

- Planning and development of metropolis and suburbs
- Systematic promotion and regulation of integrated economic, social and physical development of urban areas and suburbs of Sri Lanka
- Promoting investments from Sri Lankans living abroad on affordable housing projects in urban areas
- Directing and regulating all construction activities based on national physical plans to ensure integrated urban development
- Formulating a programme to regulate all urban constructions in terms of urban development plans
- Preparation of National Physical Plans and Regional Physical Plans and accordingly, streamline construction activities online
- Ensuring all urban construction projects provide vehicle parks and access facilities for disabled persons
- Regulation of apartments, accelerating the process of distributing housing ownership, providing guidelines for the development of urban areas with low services
- Encouraging the private sector to develop low-cost housing projects by providing land in areas adjacent to cities

- Adopting measures to prevent the disposal of waste in an irresponsible manner through management of urban solid waste
- Reclamation and development of low lying areas
- Revising the relevant laws to address issues related to land ownership for housing development
- Regulatory affairs including maintenance of condominium property, transferring ownership of houses efficiently and expeditiously
- Supervision of all institutions under the Urban Development Sector.

Following departments, statutory institutions and projects have been included under this Sector in order to fulfill the aforementioned functions.

Urban Development Authority (UDA)

The Urban Development Authority (UDA) was established by the Parliamentary Act, No. 41 of 1978 for urban planning in Sri Lanka and the implementation of that plan. Accordingly, the Authority, in line with the Urban Development Act, carries out tasks such as managing the status of urban areas

in the country, preparing, promoting, implementing, and regulating development plans for building sustainable urban centers, regulating the implementation of capital investment promotion programmes, and implementing housing development projects.

Sri Lanka Land Development Corporation (SLLDC)

The Sri Lanka Land Development Corporation, established under the Colombo District (Low Lying Areas) Reclamation and Development Board Act, No. 15 of 1968, primarily provides engineering services for stormwater drainage, wetland management, and

infrastructure development to enhance the quality of life for the public. Further, in accordance with the Act, special attention is focused on managing and developing land reclamation within the areas under its purview, as well as managing, improving canals, and preventing pollution.

Urban Settlement Development Authority (USDA)

The Urban Settlement Development Authority (USDA) operates to provide better housing facilities and access to essential urban services, thereby uplifting the living standards of people residing in urban settlements with inadequate facilities.

A prominent task carried out by this institution is the socio-economic upliftment of the urban low-income community, as well as the construction of vertical apartment buildings for middle-income earners.

National Physical Planning Department (NPPD)

The National Physical Planning Department has prepared the National Physical Planning Policy and Plan - 2046. The implementation of this policy along

with the preparation, execution, and regulation of other associated regional and zonal plans, is carried out by this institution.

Condominium Management Authority (CMA)

The Condominium Management Authority (CMA) is the institution that operates to control, manage, maintain, and administrate

the common amenities and common elements of condominium properties.

Project Division

In addition to the aforementioned five institutions, 07 special projects identified under the Ministry, are implemented by the Project Division.

- Metro Colombo Solid Waste Management Project
- Housing project for low-income people supported by the Chinese government
- Urban Regeneration Project
- Support to Colombo Urban Regeneration Project
- Anuradhapura Integrated Urban Development Project

- Project for the preparation of the Megapolis Western Region Master Plan, the Eastern Province Strategic Tourism Zone Development Master Plan and the Hambantota District Master Plan
- Sustainable Tourism Development Project to Facilitate the Preparation of Urban Projects

2. Urban Development Authority

2.1 Introduction

The Urban Development Authority (UDA) is the apex planning and plan implementation entity in Sri Lanka that is responsible for managing the state of the urban environments of the nation.

The Urban Development Authority (UDA) was established by the Parliamentary Act, No. 41 of 1978 with the objective of preparing and implementing integrated plans for the economic, social, and physical development of areas declared by the Minister in charge of the subject of Urban Development. The primary objectives of the Urban Development Authority (UDA) are the preparation, promotion, implementation, and regulation of development plans with the aim of creating an integrated and sustainable urban centers and thereby establishing the UDA as a financially independent and globally

Vision

Towards Planned, Sustained and Adored Urbanization...

Mission

Promote integrated planning and implementation for the economic, social, environment and physical development of the declared urban areas

2.2 Powers and Functions

- Carrying out integrated planning and physical development within declared areas and coordinating and implementing related programmes of development activities and services
- Completing the abounded development projects
- Formulating and Implementing capital investment promotion programmes
- Formulating and implementing an urban land use policy
- Developing environmental standards and preparing schemes for environmental improvement
- Carrying out buildings, engineering and consultancy operations in connection with the development of urban area

- Planning and executing projects in pursuance of the development plans
- Undertaking the completion of approved development projects in default
- Acquiring and disposing immovable or movable property for the urban development of the country
- Preparing, implementing housing improvement projects and removing the undeserved settlements and development of the land which undertake said settlements in declared urban areas
- Preparing, coordinating, implementing and monitoring development planning proposals and projects for the government institutions and government representing agencies
- Providing technical planning service for the need of other government institutions
- Charging rent or certain fees for any building or services provided by the Authority

There are three subsidiaries and two associate companies coming under the purview of the Urban Development Authority.

2.3 Subsidiaries of the Urban Development Authority

- **Urban Investment and Development Company (Pvt) Ltd (UNIDEP)**

This company was established in August 2006 as a fully-owned subsidiary of the Urban Development Authority. The objective of establishing this company is the

development, construction, and implementation of any type of development project directly undertaken by the Authority in urban areas. This institution is responsible for the operation and management of the Sethsiripaya Stage II building and the surrounding area, which currently facilitates several Ministries, Government Departments, and organizations. This company operates as an independent entity, governed by an independent Board of Directors, for the efficient and effective management of property.

- **Waters Edge (Pvt) Ltd**

The Waters Edge (Pvt) Ltd was incorporated in February 2009 as a fully-owned subsidiary of the Urban Development Authority for the purpose of managing and developing the properties vested in the Urban Development Authority. Currently, this company operates a hotel, a restaurant, and recreational and entertainment facilities. It is not engaged in the process of expanding its activities solely on its own but is in the process of expanding its activities in collaboration with both state and private enterprises.

- **Lanka Rest House (Pvt) Ltd**

The Rest House Ltd of the Urban Development Authority was established in

June 2006, and subsequently, its name was revised as 'Lanka Rest House Ltd' by a decision of the Board of Management of the Urban Development Authority in November 2010. The primary objective of this company is to provide safe and comfortable accommodation, especially to government employees and the general public, at affordable rates. Lanka Rest House Ltd manages and controls 31 rest houses strategically located across the island. Out of these rest houses, 29 are managed by third parties selected through tenders. The remaining two rest houses, Mahiyangana and Badulla rest houses, are directly controlled by Lanka Rest House Ltd.

2.4 Associated Companies of the Urban Development Authority

- **Ocean View Development Company (Pvt) Ltd**

The Ocean View Development (Pvt) Ltd was established in the 1980s. This building contains 44 housing units and 15 rooftop transmission towers. It was registered as a private company under the Companies Act, No. 17 of 1982. Subsequently, the company

was re-registered under the Companies Act, No. 07 of 2007. The shares of this company are jointly owned by the National Housing Development Authority (NHDA) and the Urban Development Authority (UDA). The UDA's shareholding composition in the company is 43.39%.

- **On'ally Holdings (Pvt) Ltd**

This company is a Sri Lanka-based real estate investment and property development company that operates by leasing investment properties. The Unity Plaza building located in Colombo is one of this company's investment properties. The leasable floor area of the Unity Plaza building (excluding the Bank of Ceylon premises) is approximately 76,955 square feet. It was established in 1982 and maintains its head office in Colombo. The Urban Development Authority's shareholding composition in the company is 44.801%.

2.5 Physical and Financial Progress of the Development Projects Implemented - 2025

2.5.1 Hundred Cities / Urban Infrastructure and City Development Programme

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
01	Walapane Proposed Weekly Fair and Multipurpose Building	135.40	40.00	-	-
02	Development of the Gregory - Nuwara Eliya Walking Path	79.93	19.90		100%
03	Development of the Bandarawela Walking Path	75.00	0.80		100%
04	Wetlands Development Project at Kotagala Phase II	52.90	23.30		100%
05	Development of the Dawulagala Weekly Fair and Vehicle Park	39.87	32.00		-
06	Development of the Mullaitivu Bus Terminal	188.10	40.00		100%
07	Wellawaya Green Park Multipurpose Building	30.00	4.50		100%
08	Sanitation Facilities and Landscaping in the Habarana Area	30.98	27.00		-
09	Cool Path & Walkway Development Project - From Ruwanwelisaya Car Park to Jetavanaramaya	74.06	28.00		-
10	Dimbulagala Entrance Landscaping Project	9.80	9.80		-
11	Remaining work of the Planning and Construction Activities of the Polonnaruwa New Town Administrative Complex	1,793.00	400.00		-

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
12	Proposed Development of the Kurunegala Rajapihilla Urban Park (Clearance of Final Bill)	170.00	6.84	308.73	100%
13	Construction of the Ampara Fair	455.00	150.00		-
14	Construction of the Deyiyandara Bus Terminal Development Project	70.00	50.00		100%
15	Proposed Walking Track and Landscaping Works in Batticaloa	41.40	5.60		100%
16	Development of the Pettah Bodhiraja Mawatha (100-Foot Road)	9.50	9.50		-
17	Development of the Gampaha Public Market	634.00	204.50		-
18	Perelanda Wetlands Recreational Development Project	305.11	50.00		-
19	Development of the Panadura Market and Multipurpose Building	600.20	204.05		-
20	Planning and Construction of Commercial Development between the Kalutara Railway Station and Bus Terminal (Settlement of Bills)	106.24	6.23		100%
21	Planning and Construction of Commercial Development between the Kalutara Railway Station and Bus Terminal, Phase IV (Settlement of Bills)	106.15	7.84		100%
22	Consultancy Fees	30.00	30.00		-
	Total	5,036.64	1,349.86	308.73	-

2.5.2 Urban Development Authority - Improvement of Public Institutions

The General Treasury has allocated provisions of Rs. 70 Mn. for this programme for the year 2025, and it is planned to finalize the work of the Alawwa Vehicle Parking and Pedestrian

Facilities Improvement Project utilizing the said funds. (Only Rs. 50 Mn. of the provisions can be utilized within this year due to the current situation.)

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
1	Alawwa Proposed Vehicle Parking and Pedestrian Facilities Improvement Project	143.50	40.00	-	-
2	Consultancy Fees	10.00	10.00	-	-
Total		153.50	50.00	-	-

2.5.3 Tourism Promotion and City Branding

A sum of Rs. 500 Mn. was allocated for Tourism Promotion and City Branding through the Budget 2025, and Rs. 50 Mn. of the said allocation has been allocated for the preparation of plans for the City Branding Project.

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
1	Selection of the Consultant / Consulting Organization for the City Branding Programme	50.00	50.00	-	27%

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
2	Kataragama Physical Development	300.00	300.00	-	-
3	Anuradhapura Physical Development	125.00	50.00		-
4	Kandy Physical Development	125.00	50.00		-
5	Colombo Fort - Physical Development	125.00	50.00		-
Total		725.00	500.00	-	-

2.5.4 Renovation of the Jaffna Town Hall

This project, which commenced on 10.10.2019, has a total estimated cost of Rs. 2,350 Mn., and the entire building structure up to the roof was completed by the end of the year 2022.

The economic crisis faced during that year caused hindrance to finalizing the remaining work. Therefore, it was recommended to complete a part of the building with the limited provisions and hand it over to the Jaffna Municipal Council.

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
1	Renovation of the Jaffna Town Hall	2,548.47	380.00	172.55	79%
2	Consultancy Fees	20.00	20.00	-	-
Total		2,568.47	400.00	172.55	-



2.5.5 Improvement of Sanitation Facilities in Urban Areas Across the Island

Financial allocations of Rs. 525.29 Mn were allocated for the same in the year 2025, and 20 projects covering all 9 Provinces have been identified. Procurement activities for 15 projects have been finalized, so far.

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
1	Development of Tourist Sanitation Facilities at the Sigiriya Hotel Junction	32.00	32.00	-	-
2	Construction of Sanitation Facilities around the Kandy Lake	27.70	27.70		28%
3	Construction of Sanitation Facilities around the Gregory Lake, Nuwara Eliya	30.00	30.00		28%
4	Development of Sanitation Facilities on the Kinnya Coastal Belt	20.00	20.00		-
5	Development of Sanitation Facilities on the Marble Coastal Belt	30.00	30.00		-
6	Development of Sanitation Facilities on the Nilaveli Coastal Belt	30.00	30.00		-
7	Development of Sanitation Facilities at Pasikuda	30.00	30.00		-
8	Development of Sanitation Facilities at the Ruwanweliseya Vehicle Park	25.00	25.00		-

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Financial Progress (Rs. Mn.)	Cumulative Physical Progress
09	Renovation of the Lankapura Facilitation Centre	24.50	24.50	-	-
10	Development of Sanitation Facilities at the Kurikadduwan Jetty Premises	40.00	40.00		20%
11	Public Sanitation Facilities Development Project - Hikkaduwa Coastal Gateway Hub	30.00	30.00		-
12	Construction of Sanitation Facilities Buildings and Infrastructure at Hiriketiya, Dikwella	40.00	40.00		-
13	Development of Public Sanitation Facilities at the Pareiwella Beach Park, Tangalle	35.00	35.00		-
14	Provision of Sanitation and Restaurant Facilities at the Nine Arch Bridge, Ella	14.38	14.38		28%
15	Development of Sanitation Facilities on the Moragolla Coastal Belt, Beruwala	12.00	12.00		-
16	Renovation of the Mount Lavinia Railway Station - Improvement of Sanitation Facilities	20.00	20.00		-
17	Negombo Beach Park Project Phase I - (Development of Sanitation and Bathing Facilities)	15.00	15.00		-
18	Sanitation and Other Associated Facilities Improvement Project at the Battaramulla Junction	15.00	15.00		-
19	Construction and Renovation of the Facility Centre at the Badagamuwa Forest Park	24.71	24.71		-
20	Demodara Railway Station	30.00	30.00		30
Total		525.29	525.29	-	-

2.5.6 Implementation of a Solid Waste Disposal Mechanism within the Anuradhapura Municipal Council Area

Financial provision of Rs. 750 Mn. has been allocated for the same through the Budget 2025, and it has been separated into 05 packages, for the ease of project implementation.

1. Renovation and Provision of Facilities for the Anuradhapura Nisala Nimnaya Waste Management Yard
2. Establishment of a New Sewage Management System at the Anuradhapura Teaching Hospital

3. Provision of Essential Vehicles to the Waste Management Section of the Anuradhapura Municipal Council
4. Provision of Essential Machinery, Computers, Office Tables and Chairs, and Waste Bins to the Waste Management Section of the Anuradhapura Municipal Council
5. Construction of a Sewage Management Yard within the Anuradhapura Nisala Nimnaya.

Currently, the procurement activities for all the above packages are in its initial stages. According to the project plan, 30% of the work up to the call for bids can be completed within this year.

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
1	Implementation of a Solid Waste Disposal Mechanism within the Anuradhapura Municipal Council Area	750.00	750.00	-	-
Total		750.00	750.00	-	-

2.5.7 Improvement of Road Infrastructure in the Homagama Region (Techno City)

Since 2006, the Central Government has focused on bringing the innovation, research, and technology sectors to the "Mahenawatta" area of Homagama to uplift the national economy of the country.

For this purpose, the Urban Development Authority (UDA) has already acquired 236 acres and allocated them for the above sectors, and the National School of Business Management (NSBM), Sri Lanka Institute of

Nanotechnology (SLINTEC), Sri Lanka Institute of Biotechnology (SLIBTEC), and the Department of Measurement (or Metrology) have been established.

Approximately 700 acres of land have been identified for acquisition to expand the project.

A number of roads and other infrastructure facilities have been provided thus far, and the development of the remaining roads is planned to be executed as follows.

1. Western Access Road - Road Connection with High-Level Road
2. Pitipana - Talagala Road (Phase 01) - Section from School Junction to Book Shop, from Pitipana to Talagala Junction
3. From Book Shop to Mahinda Rajapaksa College
4. From National School of Business Management (NSBM) to Sri Lanka Institute of Biotechnology (SLIBTEC)

Currently, the land acquisition process for the Pitipana - Talagala Road (Phase 01) - from School Junction to Book Shop is underway. A sum of Rs. 400 Mn has been allocated this year for land acquisition for the Western Access Road and Pitipana - Talagala Road (Phase 01).

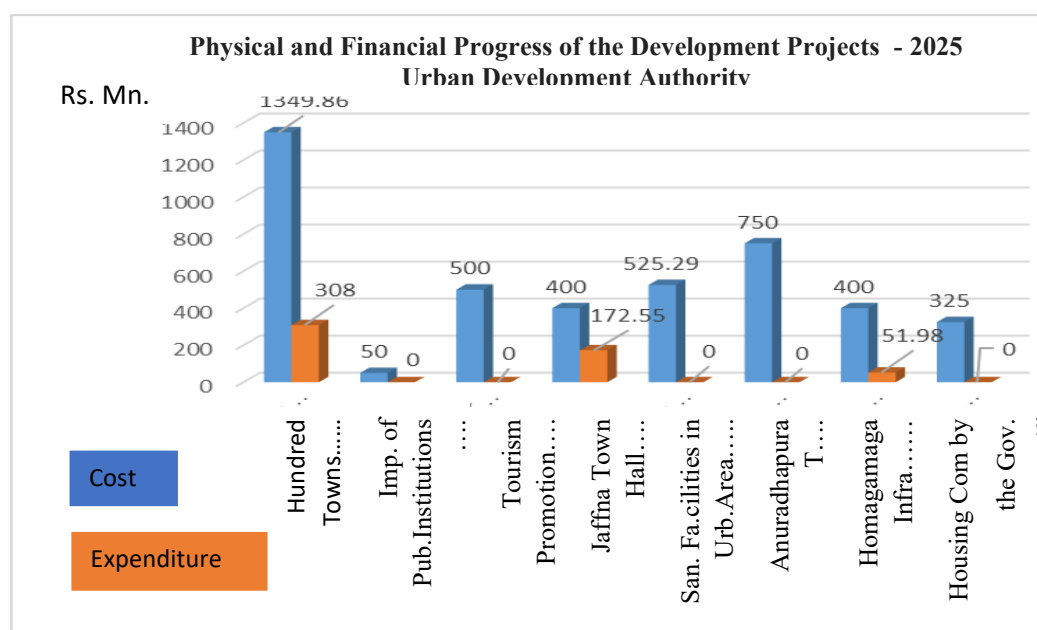
S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
1	Techno City Development Project (Settlement of Bills and Compensation)	917.00	375.00	51.98	-
2	Consultancy Fees	25.00	25.00		-
Total		942.00	400.00	51.98	-

2.5.8 Carrying out Essential Maintenance in Housing Complexes constructed by the Government

Through the Budget 2025, Rs. 1,000 Mn. was allocated for essential maintenance of housing complexes constructed by the government, and Rs. 325 Mn. of said allocation has been provided to the Urban Development Authority (UDA).

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
1	Repairing Damaged Elevators (9 Housing Projects)	82.50	82.50	-	20%
2	Repairing Defective Fire Protection and Detection Systems (11 Housing Projects)	65.50	65.50		-
3	Renovation of 40 houses damaged by the laying of main cables in the Mihijaya Sewana Housing Scheme	9.00	9.00		-
4	Renovation of Damaged Houses in the Helamuthu Sewana Housing Scheme, including DB (Distribution Board), Wiring, and Main Cable Laying	15.00	15.00		-
5	Repairing the Sunken Pavements around Buildings (4 Housing Projects)	30.00	30.00		-
6	It is proposed to construct a new drainage canal in the Mihindusenpura Housing Scheme	3.50	3.50		-
7	Repairing Sewage Pipelines, Drainage Pipes, and Rainwater Drainage Pipes in Buildings (5 Housing Projects)	18.00	18.00		-

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
8	Repairing Faults and Damages in the Service Systems of the Lakeside Residences Housing Scheme	63.00	63.00	-	-
9	Construction of a Fence, Wall, and Gate around the Buildings (Phase 2) of the Muwadhura Uyana	18.00	18.00		-
10	Repairing Structural Damage to the Muwadhura Uyana Building	12.00	12.00		-
11	Proposed Construction of a Covered Canopy to Shield the Corridor of the Lakhiru Sewana from Water Intrusion	Rs. Mn.	8.50		-
Total		325.00	325.00	-	-



2.6 Progress of the City Development Plans Implemented - 2025

S. No.	Development Plan	Physical Progress
1	Kaduwela Development Plan	100%
2	Gampaha City Development Plan	
3	Polgahawela Development Plan	
4	Kundasale Development Plan	
5	Nawalapitiya Development Plan	
6	Baddegama Development Plan	
7	Eravur Development Plan	
8	Gampola Development Plan	
9	Hikkaduwa Development Plan	
10	Ampara Development Plan	It has been gazetted and the necessary steps are being taken for printing purposes. Physical Progress - 96%
11	Horana Development Plan	
12	Greater Matara Development Plan (7 Local Government Authorities)	
13	Seethawakapura Development Plan	
14	Baticaloa Development Plan	The necessary steps are being taken to submit for the approval of the Hon. Minister and publish thorough the Gazette Notification. Physical Progress - 92%
15	Greater Ja-Ela Development Plan (17 Local Government Authorities))	
16	Katana Development Plan	
17	Panadura Development Plan	
18	Kegalle Development Plan	
19	Puttalam Development Plan	
20	Hingurakgoda Development Plan	
21	Greater Kandy Development Plan	The necessary steps are being taken to submit for the approval of the Management Board.
22	Matale Development Plan	
23	Kotikawatta Mulleriyawa Development Plan	
24	Mahiyanganaya Development Plan	

S. No.	Development Plan	Physical Progress
25	Devundara Development Plan	Steps are being taken to submit to the Main Planning Committee
26	Medawachchiya Development Plan	
27	Trincomalee Core Area Development Plan	
28	Kolonnawa Development Plan	
29	Habaraduwa Development Plan	
30	Gangawata Korale Development Plan	
31	Narammala Development Plan	
32	Bandaragama Development Plan	
33	Ja-Ela Development Plan	
34	Bibila Development Plan	
35	Warakapola Development Plan	
36	Balangoda Development Plan	
37	Potuvil Lahugala Development Plan	

2.7 Future Development Plan - 2026

S. No.	Project	Expected Allocations 2026 (Rs. Mn.)
01	Hundred Cities / Urban Infrastructure and Town Development Programme	926.79
02	Tourist Promotion and City Branding	1,300.00
03	Renovation of the Jaffna Town Hall	220
04	Implementation of a Solid Waste Disposal Mechanism within the Anuradhapura Municipal Council Area	400
05	Improvement of Road Infrastructure in the Homagama Region (Techno City)	Referred to the attention of the Central Government since 2006

It is targeted to publish 22 Town Development Plans in the year 2026, as follows.

Province	Development Plan
Western	1. Matugama Development Plan
	2. Wattala Development Plan
	3. Seethawaka Pradeshiya Sabha Development Plan
	4. Borelesgamuwa Development Plan
Uva	5. Diyathalawa Development Plan
	6. Buttala Development Plan
Central	7. Akurana Development Plan
	8. Sigiriya Guide Plan
	9. Nuwara Eliya Development Plan
Eastern	10. Kinniya Development Plan
	11. Oddamawadi Development Plan
	12. Akkareipattu Development Plan
North Central	13. Nochchiyagama Development Plan
	14. Medirigiriya Development Plan
North West	15. Wariyapola Development Plan
	16. Chilaw Development Plan
Nothorn	17. Vavuniya Development Plan
Southern	18. Tangalle Development Plan
	19. Elpitiya Development Plan
	20. Dikwella Development Plan
Sabaragamuwa	21. Mawanella Development Plan
	22. Eheliyagoda Development Plan

3. Sri Lanka Land Development Corporation

3.1 Introduction

The institution, initially established under Act, No. 15 of 1968 with the name "Colombo District (Low-Lying Areas) Reclamation and Development Board" was subsequently amended by Acts, No. 27 of 1976, No. 52 of 1982, No. 35 of 2006, No. 11 of 2019, and No. 13 of 2021, acquiring the necessary scope and powers for projects and activities aimed at the development of country. From its inception, this Corporation has played a major role in the mitigation and management of disasters caused by urban storm water, and over time, it has diversified its operations into new ventures. Currently, the Corporation employs over 1,400 staff and possesses a stock of machinery essential for project implementation. The Corporation consists of eight operational divisions and six service divisions, covering the fields of

urban storm water control, low-lying land development, waterway maintenance, sustainable urban development projects, construction, and engineering consulting services.

The Sri Lanka Land Development Corporation, through the accreditations and awards, including its Quality Management System, Environmental Management System, Occupational Health and Safety Management System, the quality certifications received for washed sea sand, and its quality registration status with the Construction Industry Development Authority (CIDA), has been firmly established as a reliable State Engineering Institution for urban water management, low-lying land development, and environmental sustainability in the country.

Vision

Create and manage eco-friendly sustainable environment in par with national development policies

Mission

Providing Engineering Services in storm water drainage, wetland management and infrastructure development to upgrade the living standards of people through a highly competent and motivated workforce

The 02 institutions affiliated with the Sri Lanka Land Development Corporation (SLLDC) are as follows.

- Land Reclamation and Development Co. Ltd
- Land Reclamation and Development Corporation LRDC Services (Pvt) Ltd
- **Land Reclamation and Development Co. Ltd**

The primary objective of this company, which was registered under the Companies Act, No. 17 of 2007, is to manufacture high-quality cement blocks and to assist the Sri

Lanka Land Development Corporation (SLLDC) with construction, land development, irrigation, public services, and other services.

- **Land Reclamation and Development Corporation LRDC Services (Pvt) Ltd**

This institution has been operating for the past 20 years, providing services related to the development of Sri Lanka. Currently, it is a leading State organization that provides security and surveillance solutions across the island for institutions and individuals in the state, private, and domestic sectors.

The storm water mitigation projects implemented in line with the vision of the Sri Lanka Land Development Corporation, which is "to create and manage an environmentally friendly, sustainable environment in parallel with national development policies," can be categorized as follows.

- Maintenance and Renovation of Canals, Tanks, and Walking Paths
- Planning and Implementation of Storm Water Mitigation Projects for Long-Term Sustainability

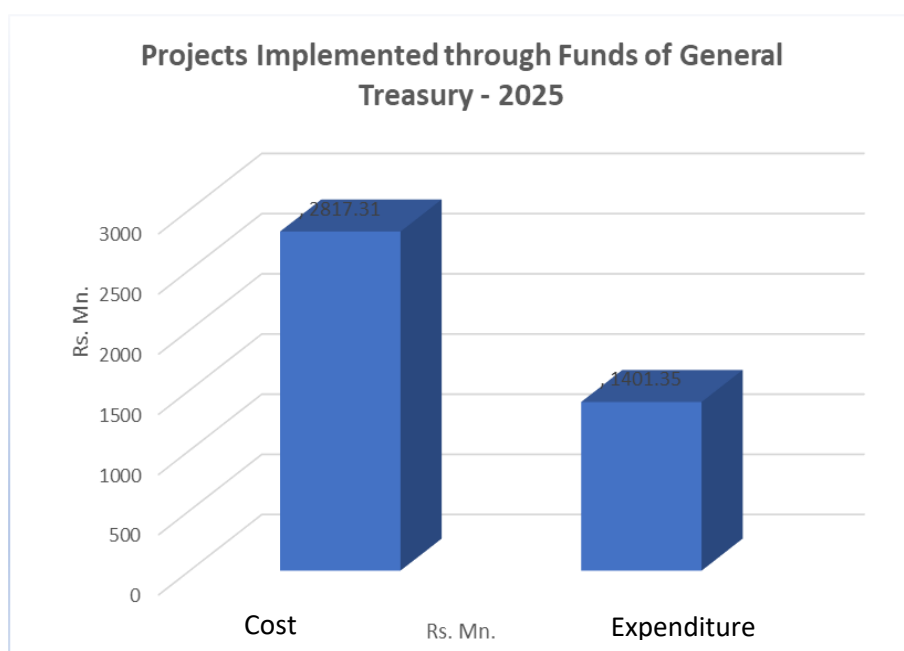
3.2 Progress of the City Development Projects Implemented - 2025

The Sri Lanka Land Development Corporation is currently implementing 49 annual projects under 8 main subject areas, and its progress according to the funding source is as follows.

❖ Projects Implemented through Funds of General Treasury - 2025

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Financial Progress as at 30.09.2025 (Rs. Mn.)	Physical Progress as at 30.09.2025
1	Maintenance and Renovation of Existing Canals, Tanks, Wetlands, and Walking Paths	700.00	700.00	583.99	83%
2	Planning and Implementation of Drainage Systems	238.90	238.90	54.18	23%
	Environmental Protection	80.00	80.00	35.30	44%
3	Operation and Maintenance of Storm Water Pumping Stations in Colombo and Suburb Areas for Rainwater Disasters	160.00	160.00	85.37	53%
4	Preparedness for Rainwater Disasters	46.00	46.00	26.09	57%
	Emergency Responses	34.00	34.00	2.22	7%
5	Oliyamulla Storm Water Drainage and Environmental Improvement Project	3,000.00	600.00	156.59	27%
6	Kolonnawa Storm Water Drainage and Environmental Improvement Project	8,300.00	457.60	229.62	50%

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn)	Allocations 2025 (Rs. Mn.)	Financial Progress as at 30.09.2025 (Rs. Mn.)	Physical Progress as at 30.09.2025
7	Weras Ganga Storm Water Drainage and Environmental Improvement Project	11,050.00	383.50	196.82	100%
8	Clean Sri Lanka Programme	117.91	117.91	31.17	27%
	Total	23,726.81	2817.31	1401.35	-



❖ **Projects Implemented through Sri Lanka Land Development Corporation (SLLDC) Funds – 2025**

- i. Selling Offshore Sand for the Local Construction Industry
Income (01.01.2025 - 30.09.2025) - Rs. 427.23 Mn
- ii. Waste Management Project - Kerawalapitiya

- ❖ The daily compost production capacity under favourable weather conditions is 30 Mt.



Oliyamulla Storm Water Drainage and Environmental Improvement Project



Weras Ganga Storm Water Drainage and Environmental Improvement Project



Construction of the Dahamwela Ela Culvert



Salalihini Mawatha - Culvert

3.3 Future Plans - 2026

S. No.	Key Subject Area	Projects / Programmes	Financial Target (Rs. Mn.)	Financial source	Physical Progress (%)
1	Planning, Implementation, Operation, and Maintenance of Activities for Mitigating Flooding Caused by Rainwater	Maintenance and Renovation of Existing Canals, Tanks, Wetlands and Walking Paths	972.00	මහා නාමිකාගාර අරමුදල්	100%
2		Drainage Planning, Implementation, and Environmental Protection	735.00		100%
3		Operation and Maintenance of Storm Water Pumping Stations in Colombo and Suburb Areas for Rainwater Disasters	159.00		100%
4		Preparedness and Emergency Response for Rainwater Disasters	90.00		100%
5		Oliyamulla Storm Water Drainage and Environmental Improvement Project	325.00		100%
6		Kolonnawa Storm Water Drainage and Environmental Improvement Project	1,310.00		100%
7		Weras Ganga Storm Water Drainage and Environmental Improvement Project	409.00		100%
Total			4,000.00	-	100%

Challenges

- Land acquisition issues
- Insufficiency of Treasury funds allocated for the implementation of the proposed plans
- The departure of qualified and experienced professional staff from the Corporation and the lack of technical staff

4. Condominium Management Authority

4.1 Introduction

The role of the Authority is to ensure that common facilities in condominium properties are adequately provided for the stakeholders, and to establish Management

Corporations for the maintenance, management, and administration of common elements, register them with the Authority, and actively keep them operational.

Vision

Condominiums as a solution to the housing requirement of the country

Mission

Constructing condominium property to be apposite with the benefit and welfare of residents and establishing management corporations for the systematic administration and management of such property and regulating their maintenance active.

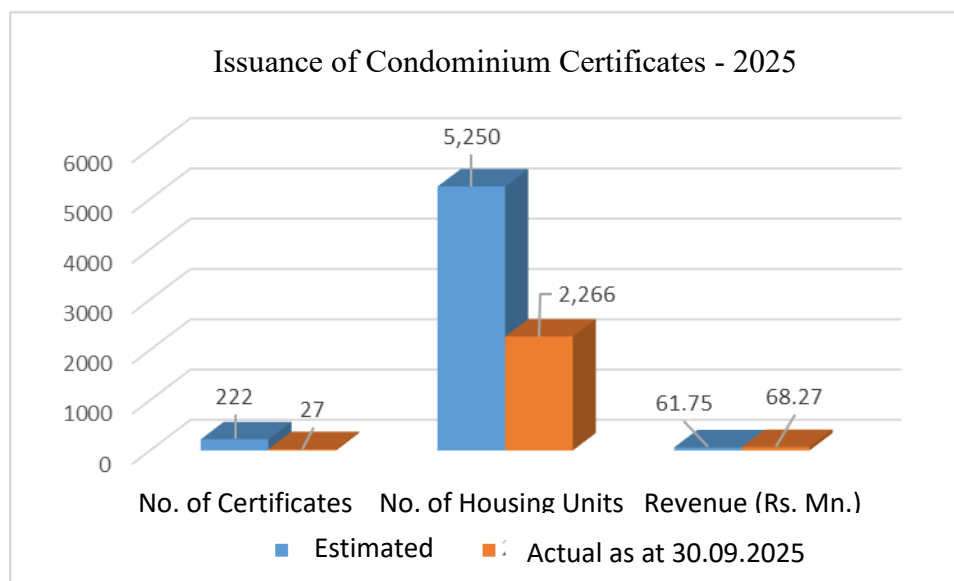
4.2 Progress of City Development Projects Implemented - 2025

The Condominium Management Authority was able to earn an operating Income of Rs. 172.98 Mn. as at 30.09.2025, against the

annual operating Income target of Rs. 285.53 Mn., which is a performance of 60% of the targeted progress.

- The net profit margin as at 30.09.2025 was recorded as 33% while operating expenses ratio was recorded as 63%.
- The Authority received 526 complaints regarding common facilities and common features of condominium properties in 2025, and 250 of the same were fully resolved as at 30.09.2025.
- Proposed amendments to the Apartment Ownership Act and the Condominium Management Authority Act have been submitted to the Ministry of Urban Development, Construction and Housing for preparation and submission for the approval of the Cabinet of Ministers.

S. No.	Activity	Estimated			Actual as at 30.09.2025			
		No. of Certificates	No. of Housing Units	Revenue (Rs. Mn.)	No. of Certificates	No. of Housing Units	Revenue (Rs. Mn.)	Revenue (%)
1	Issuance of Condominium Certificates							
i	Provisional condominium certificates	05	100	4.34	02	74	0.24	5%
ii	Semi condominium certificates	03	150	8.66	-	-	0.58	7%
iii	Preliminary planning clearance (25%) certificate	92	5,000	48.51	25	2,192	67.11	147%
iv	Renewal of Clearance Letters and Certificates	122	-	0.24	-	-	0.34	142%
Total		222	5,250	61.75	27	2,266	68.27	-



S. No.	Activity	Estimated			Actual as at 30.09.2025			
		No. of Management Corporations	No. of Housing Units	Revenue (Rs. Mn.)	No. of Management Corporations	No. of Housing Units	Revenue (Rs. Mn.)	Revenue (%)
2.1	Registration of Management Corporations/ Management Committees							
i	Government Sector	04	-	0.355	-	-	-	0%
ii	Private Sector	39	-	0.832	24	1,322	0.287	34%
2.2	Renewal and Activation of Management Corporations / Management Committees							
iii	Government Sector	200	-	0.725	149	5,867	0.356	49%
iv	Private Sector	704	-	7.898	301	18,480	6.64	84%
Total		947	-	9.81	474	25,699	7.283	

Challenges

- Have to deal with a large number of institutions established for various purposes in order to implement the objectives of the Authority.
- Decreasing tendency of buyers to purchase condominium properties constructed by the private sector.
- Community support for the maintenance of condominium properties is in lower level.
- Difficulty for middle-class and low-income earners to purchase those houses due to high construction costs
- Issues regarding the quality of condominium property maintenance and service providers

4.3 Future Plans - 2026

- Taking measures under the "Clean Sri Lanka Project" for the control, administration, management and maintenance of common facilities and common elements in condominium properties.
- Empowering Management Corporations of condominium properties to fulfill its regulatory matters.
- Regulation of the progress of condominium properties under construction.
- Identification of properties that require redevelopment and submission of relevant redevelopment plans to the Government.
- Obtaining Public-Private Partnership for the redevelopment of identified condominium properties.
- Providing timely solutions to condominium issues and updating condominium property laws and regulations.
- Creating awareness among stakeholders regarding condominium properties and the relevant law.

5. Urban Settlements Development Authority

5.1 Introduction

The Urban Settlements Development Authority was established in accordance with the Act, No. 36 of 2008. This Authority implements housing projects and social

development programmes through a two-fold approach: physical development and social development.

Vision

“Building Sustainable Urban Settlements for Better Life”

Mission

“Establishment of Planned, Integrated and Sustainable Urban Settlement and empowering the Community Physically, Socially and Economically”

Physical Development Programme

Under the Physical Development Programme, projects are being carried out to provide housing and other infrastructure facilities for the resettlement of urban low-income communities, upgrade substandard housing units, provide financial facilities and construction advice to landowners who are unable to obtain formal financial facilities. It is also expected to implement middle-income housing projects to provide

are unable to obtain formal financial facilities. Moreover, it is expected that the lands released during the relocation of beneficiaries will be utilized for income-generating projects for the government, having provided the opportunity for reinvestment.

affordable housing under a public-private partnership (PPP) approach.

Social Development Programme

Under the Social Development Programme, the social, economic, educational, health, religious and cultural living standards of the urban underprivileged community are

uplifted and the necessary support is provided to develop their knowledge, skills and attitudes and to empower them, accordingly.

5.2 Progress of the Development Programmes Implemented - 2025

❖ Through Allocations of General Treasury

S. No.	Name of the Project	Allocation 2025 (Rs. Mn.)	Number of Beneficiaries / Programmes / Housing Units	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Physical Progress
Physical Development Programmes					
1.	Completion of Additional Work Components of Completed Projects	235.00	Houses - 974	6.60	22.6%
i.	Angulana Housing Project	130.39	Houses -288	-	20.6%
ii.	Sahaspura Housing Project	104.61	Houses - 686	6.60	24.6%
Social Development Programmes					
2	"Community Empowerment" Programme Education Programme	10.00	Beneficiaries - 42,950	9.22	154%
	Entrepreneurship and Social Development Programme	30.78		2.40	41%
Other Programmes					
3	World Habitat Day	7.64	Programmes - 08	0.57	67%
	Total	518.42		25.39	

❖ Through Internal Earnings of the Urban Settlements Development Authority

S. No.	Name of the Project	Allocation 2025 (Rs. Mn.)	Number of Beneficiaries / Programmes / Housing Units	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Physical Progress
Physical Development Programmes					
1	Completion of Additional Work Components of Completed Projects	119.05	Beneficiaries - 1,652	13.72	13.53%
Middle-Class Housing Projects					
2	Identification of New Land	0.40	-	-	8%
Other Programmes					
3	Socializing the Concept of Projects conducted by the Urban Settlements Development Authority	20.00	Create awareness among community	-	3%
	Total	139.45		13.72	

❖ Through Public Private Partnership

S. No.	Name of the Project	Allocation 2025 (Rs. Mn.)	Number of Housing Units	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Physical Progress
1	Wattala, Welisara Housing Project	106.42	408	0.28	26%
2	Nittambuwa, Orchardwatte Housing Project	120.30	130	-	11%
3	Sri Jayewardanepura - Kotte Mixed Development Housing Project	137.07	168	0.02	16%

4	Hikkaduwa, Thuduwegoda Housing Project	116.10	200	-	0%
5	Kaduvela Mixed Development Housing Project	29.13	108	-	1%
6	Athurugiriya Housing Project	55.15	112	-	6%
	Total	564.17		0.30	

Achievements

- Granting of deeds of ownership for housing projects handed over to the public by this Authority.
- Commencement of the process to identify feasible lands for implementing mixed-development urban housing projects in the Western, Central, Uva, North Western, North Central, Sabaragamuwa, and Eastern provinces, having followed the information
- Hosting the 39th World Habitat Day in the year 2025 under the theme " A Place of Our Own - A Beautiful Life ".
- gathered through coordinating with Provincial Governors and District Secretaries under the identification of new projects.
- More than 300 social development programmes were implemented at the settlement level, in collaboration with community societies and children's societies, under the social development programme.

Challenges

- Non-expansion of the existing operational network for implementing physical and social development programmes island-wide.
- Challenges in providing affordable housing to urban target beneficiaries, including the scarcity of land in urban areas and issues encountered during the development of identified land.

- Delay in procurement process due to amendments in laws and regulations.
- Low participation from developers due to the increased financial costs.
- Issues faced in implementing the "Business Plan" formulated to adopt a self-financing mechanism through a Public-Private Partnership (PPP) approach, which would not incur an expenditure burden on the General Treasury.
- Vacancies in the human resources of institution.

5.3 Future Plans - 2026

In line with the policy “A Triving Nation - A Beautiful Life”, the Urban Settlement Development Authority has planned the following physical development programme s and social development programmes for the year 2026.

Key Subject Area	Project / Programme	Financial Target (Rs. Mn.)	Financial Source	Physical Target (%)
Completed Projects	Completion of Additional Work Components of Completed Projects	71.07	Internal Earnings	100%
Middle-Class Housing Projects	Wattala, Welisara Housing Project	412.98	Through Public Private Partnership	4.95%
	Nittambuwa, Orchardwatte Housing Project	163.97		6.8%
	Sri Jayewardenepura - Kotte Mixed Development Housing Project	332.99		4.02%
	Hikkaduwa, Thuduwegoda Housing Project	364.93		6.2%
	Kaduwela Mixed Development Housing Project	159.36		3.96%
	Athurugiriya Housing Project	40.59		0.97%
	Identification of New Land	-	Internal Earnings	100%

Key Subject Area	Project / Programme	Financial Target (Rs. Mn.)	Financial Source	Physical Target (%)
Social Development Programme	Community Development Programme	14.70	Consolidated Fund	100%
	Educational Programme	3.07		
	Self-Employment and Entrepreneurship Development Programme	13.65		
	Socio-Cultural Programme	0.94		
	World Habitat Day Programme	7.64		
Other Programmes	Socializing the Concept of Projects Implemented by the Urban Settlement Development Authority	15.00	Internal Earnings	100%
	Legal Affairs	1.50		
	Total	1602.39		

6. National Physical Planning Department

6.1 Introduction

The Town and Country Planning Department was established in 1947 under the Town and Country Planning Ordinance, No. 13 of 1946. Subsequently, since the need for a sustainable development process interconnected with sectoral development and regional development has emerged, this department was restructured into the National Physical Planning Department in the year 2000 through the Town and Country Planning (Amendment) Act, No. 49 of 2000, with the aim of preparing a national plan based on national physical planning policy, as a solution.

Accordingly, after preparing a National Physical Plan based on a National Physical Planning Policy, regional physical plan will be prepared to provide a guideline for sustainable development by identifying the issues of each province separately for the nine provinces of Sri Lanka, making the maximum use of the available resources, and regional physical plans will be prepared at the request of local government institutions in areas not declared as urban development areas by the Urban Development Authority.

Vision

" Leader in Planned, Sustained and Adored Land"

Mission

- Formulation of a National Planning Policy.
- Formulation of a National Plan with the objective of preparation, promotion and regulation of consolidate planning on economic, social and environmental aspects of the lands in Sri Lanka.
- Implementation of the said National Physical Planning Policy and National Plan through Regional and Local Physical Plans
- Preparation of guidelines in planning for regional and local physical planning authorities to follow.
- Making provisions for the protection of natural amenities, the conservation of the natural environment, architecturally and historically important buildings and naturally beautiful places.

6.2 Key Functions

- | | |
|---|--|
| <ul style="list-style-type: none"> • Formulation of a National Physical Planning Policy. • Preparation of a National Physical Plan. • Preparation of Physical Planning Guidelines to be adopted by the Regional and Local Physical Planning Authorities. • Preparation of any Regional or Local Plan where the Regional or Local Planning Authority fails in or on requests. • Assist Provincial Councils in the preparation and development of Regional Physical Plans. | <ul style="list-style-type: none"> • Periodically review and examine the National Physical Planning Policy, the National Physical Plan and the ongoing National Physical Planning Strategy and, where necessary, recommend changes of the policy, strategies of the plan, to the Coordinating Committee. • Regulate the implementation of the National Physical Plan approved by the National Physical Planning Council. • Assist the National Physical Planning Council and the Inter Ministerial Coordinating Committee |
|---|--|

in all their functions including performing the functions of a Secretariat requested by the Council

and the Inter Ministerial Coordinating Committee.

6.3 Progress of the Development Programmes Implemented – 2025

S. No.	Name of the Project	Total Estimated Cost (Rs. Mn.)	Allocations 2025 (Rs. Mn.)	Progress as at 30.09.2025	
				Financial Progress (Rs. Mn.)	Cumulative Physical Progress
01	Preparation of National Physical Planning Policy and Plan 2050	5.00	5.00	0.20	98%
02	Formation of plans and guidelines for the central high-sensitive regions	3.00			35%
03	Preparation of Eastern Regional Physical plan	3.00			70%
04	Preparation of Central Regional Physical Plan	3.00			50%
05	Anuradhapura Lolugaswewa New Township Development Plan	25.00	25.00	1.40	35%
06	Renovation of Mahiyanganaya Tourists Bungalow	3.30	5.00	0	20%
07	Renovation of Research Room	2.70		0	17%
	Total	45.00	35.00	1.60	

7 Projects

The Project Division coming under the purview of the Ministry implements and monitors the following projects.

7.1 Metro Colombo Solid Waste Management Project

7.1.1 Introduction

Considering the urgent need and essential nature of a sanitary landfill to resolve the issue of increasing urban solid waste disposal day by day, the government entrusted the task to this ministry for the establishment of a sanitary landfill with a structure in Aruwakkalu area of Puttalam.

Accordingly, the main objective of the project is to develop an economically viable, socially acceptable, environmental healthy and long-term sustainable solid waste management system for the Metro Colombo Region and other potential local government institutions.

This project includes the following 4 packages.

1. Package A (Construction of Kelaniya and Aruwakkalu Waste Transfer Station)
2. Package B (Construction of Aruwakkalu Sanitary Landfill)
3. Package C (Construction of Railway Extensions and Connectivity Lines)
4. Package D (Purchase Railway Appliances, Machinery and Other Upgrades)

7.1.2 Physical and Financial Progress – 2025

This project has achieved 98.84% of physical progress at the moment and the physical progress under each package is as follows.

S. No.	Package	Physical Progress	Description
1	Package A	98 %	The three Stationary Compactors installed in Kelaniya Transfer Station are due to be repaired and completed.
2	Package B	100 %	-

S. No.	Package	Physical Progress	Description
3	Package C	100 %	-
4	Package D	80 %	Railway wagons are due to be purchased. The construction of the railway is yet to be completed.

The selection of an operator for the operational and maintenance affairs of the project is in process and it has been planned to hand over the project to the selected institution at the end of 2025.

Accordingly, the operational affairs will be commenced from 2026.

S.No.	Project	Project Period	Total Estimated Cost (TEC) (Rs.Mn.)	Allocations 2025 (Rs.Mn.)	Total Progress until 30.09.2025	
					Physical (%)	Financial (Rs.Mn.)
1	Metro Colombo Solid Waste Management	January 2017 - December 2025	33,237.76 (USD) (130 Mn.)	4,000.00	98.84%	80.84
Total			33,237.76	4,000.00	98.84%	80.84

The approval of the Cabinet of Ministers is sought to extend the period of the project until 30th of September 2026 to finalize the project after handing over the operations and maintenance of the project to a private

institution, completion of construction work of the contractor, completing the construction of railway line and finalizing the expected procurement activities.

7.1.3 Future Plans - 2026

S. No.	Project	Project Duration	Total Estimated Cost (TEC) (Rs. Mn.)	Financial Requirement 2026 (Rs. Mn.)
1	Metro Colombo Solid Waste Management	January 2017 - September 2026	33,237.76	3900.00
Total			33,237.76	3900.00

7.1.4 Financial Requirement - 2026

S. No.	Project Details	Amount Agreed to Pay (Rs. Mn.)	Amount due to pay in 2026 (Rs. Mn.)
1	Upgrading the railway line from Noor Nagar to Aruwakkalu	338.10	238.10
2	China Harbour Engineering Company Ltd should be paid 3% from the contract in the year 2026, at the end of the operational matters of the project	1000.00	1000.00
3	China Harbour Engineering Company Ltd. should be paid 5% from the contract, at the completion of 3 months of operational matters	1515.00	1515.00
4	Purchase of 34 container wagons	1126.00	1126.00
5	Other project operational expenses	-	20.90
Total Amount			3900.00

7.2 Housing Project for Low-Income People supported by the Chinese Government

7.2.1 Introduction

Steps are being taken to construct 1996 of housing units (4 low-income housing projects and 1 project for artists) with the Grants from the Chinese Government to advance the urban revitalization project that have being implemented by the Urban Development Authority. The total residential land area is 100,000 m² and the total gross land area is approximately

160,000.00m². The Chinese Government grant is 552 million Chinese Yuan (RMB) (22 billion rupees) and the domestic investment of the government is 6,140.74 million rupees. This collaboration aims to provide high-quality housing units for low-income families by 2025, contributing to the broader goal of urban revitalization and social upliftment.

7.2.2 Current Progress of the Projects Implemented - 2025

S. No.	Project	Estimated Cost (Rs. Mn.)		Allocations 2025 (Revised)		Progress as at 30.09.2025		
						Financial		Physical
		Foreign (RMB)	Domestic (Rs.Mn.)	Foreign (RMB)	Domestic (Rs.Mn.)	Foreign (RMB)	Domestic (Rs.Mn.)	%
01	Peliyagoda Housing Project (Units 615)	135.67	1,831.68	4,800/-	600/-	4.80	1.35	8.6
02	Dematagoda Housing Project (Units 586)	126.74	1,510.32			9.89	11.58	10.5
03	Moratuwa Housing Project (Units 575)	141.13	1,984.89			1.94	37.22	13.3
04	Maharagama Housing Project (112)	24.72	391.99			3.18	1.35	15.1
05	Kottawa Housing Project (108)	38.25	421.86			3.49	1.35	17.2
	Total	466.51	6140.74			23.3	52.85	64.7

Achievements

Several discussion and field inspections were held on several occasions to obtain the Chinese Government Grant, and accordingly the Project Implementation Agreement was signed with the Chinese Government Agency on 27.11.2023. The approval of the Cabinet of Ministers has been granted for the same on 14.05.2024.

Accordingly, bids for the construction of houses were invited from shortlisted Chinese bidders and contracts were awarded under the following 3 packages, and the foundation stone of the project was officially laid and the construction has been commenced on 27.12.2024.

Package 01 - Moratuwa and Kottawa Housing Scheme

Package 02 - Dematagoda and Maharagama Housing Scheme

Package 03 - Peliyagoda Housing Scheme

Challenges

Removing the solid battery waste in Moratuwa and removal of unauthorized residents in Dematagoda, in order to bring the existing conditions of Peliyagoda and Moratuwa lands into a better condition suitable for the construction.

7.2.3 Progress of the Housing Project for Low-Income People - 2025

Key Subject Area	Project	Financial Target (for 2025)		Source	Physical Progress
		Foreign (Rs. Mn.)	Domestic (Rs. Mn.)		
Houses for low-income families	Peliyagoda Housing Scheme	429.60	112.71	Chinese Grants + Government Funds	15.09%
Houses for low-income families	Dematagoda Housing Scheme	409.68	117.79		16.95%
Houses for low-income families	Moratuwa Housing Scheme	485.97	165.60		19.75%
Houses for low-income families	Maharagama Housing Scheme	142.94	40.54		21.61%
Houses for experienced artists	Kottawa Housing Scheme	194.80	37.03		23.74%
Total		1,662.99	473.67		

7.3 Urban Regeneration Project (URP)

7.3.1 Introduction

The Urban Regeneration Project implemented by the Urban Development Authority is centered around the Colombo city, and it aims to socially and economically uplift the residents of identified low-income settlements by providing them with permanent new housing units of an acceptable standard. Accordingly, this Urban Regeneration

Project was introduced based on the construction of 50,000 housing units for 68,812 low-income families in Colombo City, identified according to a survey conducted in 2010. Under this project, the construction of 14,714 housing units has been completed and the relevant housing beneficiaries have been settled.

7.3.2 Progress of the Projects Implemented – 2025

S. No.	Project	Housing Units	Total Estimated Cost (Rs. Mn.)	Allocations - 2025 (Rs. Mn.)	Progress as at 30.09.2025	
					Financial Progress (Rs. Mn.)	Physical Progress
1	Houses in Colombage Mawatha (Re-awarding the remaining work)	615	6030.27	1,063.66	-	39%
2	Houses in Torrington Avenue (Re-awarding the remaining work)	115	1449.72	261.95	-	11%
3	Bank Loan and Interest	-	-	1,692.95	696.16	-
4	Other Expenses	-	-	516.44	-	-
	Total		7479.99	3535.00	696.16	

7.3.3 Future Plans - 2026

Key Subject Area	Housing Units	Project	Financial Target (Rs. Mn.)	Financial Source	Physical Progress
Housing Project for Low-Income Families	615	Colombage Mawatha	2,028.68	Treasury Allocations	60%
	115	Torrington Avenue	539.05	Treasury Allocations	55%
	479	Kimbula Ela	-	Treasury Allocations	-
	Total		2567.73		

7.4 Support to Colombo Urban Regeneration Project (SCURP)

7.4.1 Introduction

The Urban Regeneration Project (URP) was launched in 2010 to settle 50,000 underprivileged families living in and around Colombo. It has been aimed to construct another 5,500 of housing units by 2025, in order to accelerate the above. The objectives of this project are, to improve the housing conditions of low-income communities, increase land usage efficiency in Colombo through the investment in land re-development,

programme. The support project for the Colombo Regeneration Project was initiated in April 2019 under the funding facility of the Asian Infrastructure Investment Bank (AIIB).

support the Colombo Regeneration Project, improve technical plans, resettlement and post-resettlement policies, as well as public interventions for the long-term sustainability of housing.

This project consists of three components as follows.

I. Housing Construction

Assisting community residents with low-facilities for the construction of 5,500 housing units (currently proposed 3600 units as per the reconstructing proposal) under five sub-projects for the

communities with low-facilities in multi-storey housing buildings. These housing schemes will provide full infrastructure facilities for the community.

II. Development of Lands and Provision of Facilities

This step will maximize the income from the lands available after the settlement of underserved families in new apartment units that were built under the URP. At present, about 92 acres have been identified and are expected to be available for redevelopment, with six acres set aside

for public use such as parks and the remaining 86 acres will be utilized for commercial re-development. In addition, it is expected that about 40 acres of land will be released from the selected settlements and, replacement houses will be constructed under the same.

III. Technical Assistance and Project Management

Provide assistance in project management and other measures to improve the performance of the implementation of the Urban Regeneration Project.

7.4.2 Progress of the Development Projects Implemented – 2025

S. No.	Project	Total Estimated Cost (Rs. Mn.)	Allocations 2025 (Rs. Mn.)	Financial Progress (Rs. Mn.)	Cumulative Physical Progress
1	Colombage Mawatha Project for constructing 624 of housing units	6,449.25	1,340.00	279.16	96.77
2	Stadiumgama Project for constructing 1000 of housing units	13,134.96	2,310.00	377.21	88.5

3	Obesekarapura Project for constructing 300 of housing units	3,239.20	640.00	0.00	Tenders have been re-called
4	Applewatta Project for constructing 700 of housing units	7,213.70	1,400.00	235.19	53.38
5	Ferguson Road Project for constructing 750 housing units	7,673.66	1,264.40	217.47	17.95
6	Madampitiya Project for constructing 700 housing units	7,268.76	1,400.00	1,057.60	64.33
	Total amount	44,979.53	8,354.40	2166.63	

Colombage Mawatha Project (Housing Units 624)



Stadiumgama Project (Housing Units 1000)



Achievements

- Colombage Mawatha Project (housing units 624) - Completed the construction of all buildings, achieved an overall physical progress of 88.5%, and finalized the final handover inspection.
- Stadiumgama Project (housing units 1000) - Completion of handing over 1000 housing units after finalizing the tripartite inspections.
- Obsekarapura Project (housing units 300) - The approval of the Asian Infrastructure Investment Bank (AIIB) was obtained to provide funds for the remaining work. Re-tendering for the remaining work is in process.

Challenges

- Madampitiya project cost overrun – The approval of the Cabinet of Ministers should be obtained for the same.
- The unauthorized residents in the Madampitiya project premises.
- 45 houses in Samagiwatta were previously identified for the resettlement programme and these residents have not expressed their willingness yet to support this programme.

7.4.3 Future Plans - 2026

S. No.	Project	Financial Target 2026 (Rs. Mn.)	Financial Source	Physical Target
1	Construction of 624 housing units in Colombage Mawatha	400.00	Asian Infrastructure Investment Bank (AIIB)	100%
2	Construction of 1000 housing units in Stadiumgama	850.00		100%
3	Construction of 300 housing units in Obesekarapura	1000.00		85%
4	Construction of 700 housing units in Apalwatta	1400.00		88%
5	Construction of 750 housing units Ferguson Road	1000.00		58%
6	Construction of 700 housing units in Madampitiya	1200.00		100%

7	Completion of the renovation of Madampitiya Sewage Pumping Station	650.00	100%	
8	Sub projects to facilitate the sustainability of Stadiumgama housing project	1100.00		
9	Sub projects to facilitate Applewatta housing project	800.00		
10	Sub projects to facilitate Colombage Mawatha housing project	440.00		
11	Sub projects to facilitate Ferguson Road housing project	270.00		
12	Sub projects to facilitate Madampitiya housing project	75.00		
13	Upgrading Stadiumgama	250.00		
14	Improvement of facilities in Colombage Mawatha housing projects	450.0	100%	
Total		9885.00		

7.5 Anuradhapura Integrated Urban Development Project (AIUDP)

Development of Southern Multimodal Transport Center

7.5.1 Introduction

The sub project for the construction of the Southern Multimodal Transport Center was implemented in 2025 under the Anuradhapura Integrated Urban Development Project. This project was commenced on 24.02.2022 and due to be completed by 30.06.2025. The project aims to enhance the quality of

Anuradhapura city, which has gained tourists attraction as a religious and cultural center, and to provide efficient transport service to the passengers arriving to avail train and bus services as well as to the devotees visiting the sacred city to worship.

7.5.2 Progress of the Development Programmes Implemented - 2025

Name of the Project	Total Estimated Cost (Rs. Mn.)	Allocations 2025 (Rs. Mn.)	Financial Progress As at 30.09.2025		Physical Progress
			Financial Progress (Rs. Mn.)	(%)	
Anuradhapura Integrated Development Project - Southern Multimodal Transport Center	1,176.13 (basic) 2,144.99 (revised)	790.00	295.00	37%	58%

Achievements

- Obtained the approval to continue the construction matters of the project amidst economic crisis.
- Carried out the construction work of the Southern Multimodal Transport Center Project using a minimum team of workers and being able to obtain government funds to continue the construction work of the project with the limitation of granting foreign funds to the project.

7.5.3 Future Plans - 2026

The remaining of 20% by 31st of December 2025 of the project, is planned to be completed by the end of 30th June 2026. There is a financial target of Rs.

793 million in the year 2026. It has been planned to complete 80% of the construction project of the Multimodal Transport Center.

7.6 Sustainable Tourism Development Programme (STDP)

7.6.1 Introduction

The Ministry of Urban Development, Construction and Housing is implementing the investment components related to the Sustainable Tourism Development Programme with the support of the Asian Development Bank. Through this step, it is expected to upgrade the tourism potential and carrying capacity of the tourist destinations of Trincomalee and Dambulla. Further, the development activities relevant to controlling tourist congestion, extending the length of stay, and contributing more to the local economy through the tourism industry will also be carried out under this project. It is

expected to provide a loan of USD 30 million for the project investment component.

The main objectives of this project are to improve and develop infrastructure related to the promotion of the tourism industry, conserve archeological monuments and attract tourists towards the tourism industry, encourage private public partnerships, promote economic development and income generation, alleviate poverty, and strengthen institutional capacity building.

7.6.2 Progress of the Projects Implemented - 2025

Project Name	Budgetary Allocations 2025 (Rs. Mn.)	Financial progress as at 30.09.2025
Sustainable Tourism Sector Development Programme (STDP)	115.00	0.185

The recommendation of the Department of National Planning and the approval of the Cabinet of Ministers have been received to implement the project and it is scheduled to execute the identified sub projects under the following packages.

1. Promotion of tourism facilities in Sigiriya area (new village parking premises and other facilities (shops, public facilities), improvement of walking access to the Sigiriya Rock entrance, development of areas around the Sigiriya Museum, improvement of Sigiriya Lake, development of areas around the parking lot for foreign tourists)
2. Conservation of archeological monuments in Sigiriya area (Conservation of Pidurangala, Mapagala, Kaludiya Pond, Archeological monuments and development of Heritage Trail from Ramakele to Pidurangala)
3. Trincomalee Fort Fedrick Heritage Conservation and enhancement, development of public amenities
4. Improvement of public amenities around Kanniya Hot water springs in Trincomalee
5. Modernization and adaptation to re-use the old building of District Secretaria
6. Development of tourists' public amenities around Trincomalee Dutch Bay and Back Bay
7. Development of area around Galewela tank
8. Solid waste management in the area around Dambulla

7.6.3 Future Plans 2026

S. No.	Item	Financial Requirement 2026 (Rs. Mn.)
01	Consultancy Fee (Advance payment + Consultancy Fee)	40.00
02	Mobilization Advance for the package 01	252.00
03	Mobilization Advance for the package 02	208.00
04	Project management units and project implementation units	126.00
05	For obtaining approval relevant to the project	4.00
06	For implementing sub projects mentioned in the package 01	418.00
07	For implementing sub projects mentioned in the package 02	200.00
Total		1,248.00

7.7 Project for the preparation of the Megapolis Western Region Master Plan, the Eastern Province Strategic Tourism Zone Development Master Plan and the Hambantota District Master Plan

7.7.1 Introduction

This project is implemented on the basis of three specific objectives and the main objective of preparing the Western Region Master Plan is to assess the constraints in implementing projects in the Western Province and select four priority projects from the previously identified catalyst projects, prepare urban planning regulations and establish an implementation framework.

The master plan for developing the strategic tourism zone in the Eastern Province is to prepare a detailed master plan as a priority project for four tourism zones with the necessary infrastructure facilities along the eastern coast.

The Regional Plan for the Hambantota district is implemented with the primary objectives of sustainable urban, industrial and socio- economic growth, attracting investments, establishing it as an alternative port hub to Colombo, prioritizing environmental conservation and preparing detailed plans for key growth areas. This includes identifying

potential for creating commercial opportunities and enhancing tourism activities. Singapore based Surbana Jurong Private Ltd provides consulting services for this project. Further, the client for this project is the Ministry of Urban Development, Construction and Housing. The preliminary facility provider of this project is the Urban Development Authority. The Government of Sri Lanka provides the funds for this project and the National Steering Committee reviews and approves the plans based on the recommendations of the Technical Committee of the Urban Development Authority.

7.7.2 Physical and Financial Progress Achieved - 2025

S. No.	Stages	Date of Project Commencement	Physical Target	Physical Progress	Financial Target (USD)	Financial Progress (USD)
1	Western Plan	08 th January 2024	100%	100%	336,000	336,000
2	Eastern Plan		100%	100%	392,000	392,000
3	Hambantota Plan		100%	62%	912,000	285,000
	Total				1,640,000	1,013,000

The final reports relevant to the Western and Eastern plans and the payment of the same have already been completed.

However, Surbana Jurong Infrastructure Pvt. Ltd has prepared and finalized the third stage report of the Hambantota Plan and the same has been submitted to the Technical Committee of the Urban Development Authority. Further work is being carried out based on the consent of the Technical Committee of the Urban Development Authority.



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MINISTRY OF TRANSPORT, HIGHWAYS AND URBAN DEVELOPMENT

