



Road Development Authority

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வீதி அபிவிருத்தி அதிகார சபை

ANNUAL REPORT 2023



Ministry of Transport & Highways

Forward

***This Annual Report – 2023 of the Road Development Authority is
prepared in keeping with the instructions given by the Public
Enterprises Circular No 01/2021***

***This report shows operational and financial performance of the Road
Development Authority.***

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ACRONYMS

AADT	Annual Average Daily Traffic	ESCMR	Environmental Safeguard Compliance Monitoring Report
AASHTO	American Association of Highway and Transportation Officials	ESDD	Environmental and Social Development Division
AC	Asphalt Concrete	ETC	Electronic Toll Collection
ADB	Asian Development Bank	ETF	Employees' Trust Fund
ADG	Additional Director General	FMS	Furniture Management System
ADT	Average Daily Traffic	FR	Financial Regulation
AEC	Abdulahadi Engineering Consultancy	FSRU	Floating Storage Regasification unit
AECO	Abuljebain Engineering Consulting Office	FWD	Falling Weight Deflectometer
AIV	Aggregate impact value	GCF	Green Climate Fund
AMC	Audit and Management Committee	GDP	Gross Domestic Product
AO&M	Asset Operation & Management	GHG	Green House Gases
ARRB	Australian Road Research Board	GIC	Government Information Centre
AVS	Asset Valuation System	GIS	Geographical Information System
BBD	Benkelman Beam Deflection	GOSL	Government of Sri Lanka
BCRIP	Badulla - Chenkaladi Road Improvement Project	GPR	Ground Penetrating Rader
BIQ	Basic Information Questionnaire	GPS	Global Positioning System
BM&AU	Bridge Management and Assessment Unit	HDM	Highway Development & Management
BMS	Bridge Management System	HIDMS	Highway Information and Development Management System
BOC	Bank of Ceylon	HM	Higher Management
BoD	Board of Directors	HRM	Human Resources Management
CBMAC	Carbon Black Mixed Asphalt Concrete	IAD	Internal Audit Division
CBR	California Bearing Ratio	IC	Interchange
CE	Chief Engineer	ICBT	International College of Business & Technology
CEA	Central Environmental Authority	ICDP	Inclusive Connectivity and Development Project
CEB	Ceylon Electricity Board	ICIPSL	International Conference on Injury Prevention Sri Lanka
CEC	Consulting Engineers and Contractors	ICTA	Information and Communication Technology Agency
CECB	Central Engineering Consultancy Bureau	ICTAD	Institute for Construction Training and Development
CEO	Chief Executive Officer	IDA	International Development Agency
CEP	Central Expressway Project	IEE	Initial Environmental Examinations
CERC	Contingent Emergency Response Component	IESL	The Institution of Engineers Sri Lanka
CIDA	Construction Industry Development Authority	IPC	Interim Payment Certificate
CIMS	Crash Information Management System	iRAP	International Road Assessment Programme
CPC	Consultancy Procurement Committees	IRSTM	Infrastructure, Road Safety & Traffic Management
CRWB	Colombo-Rathnapura-Wellawaya-Batticaloa	ISO	International Organization for Standardization
CSR	Corporate Social Responsibility	IT	Information Technology
DCP	Dynamic Cone Penetration	JICA	Japanese International Cooperation Agency
DDG	Deputy Director General	JV	Joint Venture
DG	Director General	KICT	Korea Institute of Civil Engineering
DPS	Disaster Planning System	KMTTDP	Kandy Multimodal Transport Terminal Development Project
DSIS	Drainage Structure Information System	KOICA	Korea International Cooperation Agency
EDCF	Economic Development Corporation Fund	KP	Key Performance
EDMS	Electronic Document Management System	KTCP	Kandy Tunnel Construction Project
EE	Executive Engineer	LAIS	Land Acquisition Information System
EIA	Environmental Impact Assessment	LAN	Local Area Network
EMP	Environmental Management Plan	LBFP & RRP	Local Banks Funded and Rural Roads Project
EOI	Expression of Interest	LECO	Lanka Electricity Company (Private) Limited
EOM&M	Expressway Operation Maintenance & Management	LES	Land, Environmental & Social
EOT	Extension of Time	LOA	Letter of Acceptance
EPF	Employees' Provident Fund		
ERD	Department Of External Resources		
ES	Engineering Services		

LRMS	Location Reference Management System	SDGs	Sustainable Development Goals
MCC	Manual Classification Count/ Metallurgical Corporation of China	SEIA	Supplemental Environmental Impact Assessment
MEPDG	Mechanistic – Empirical Pavement Design Guide	SFD	Saudi Fund for Development
MFAP	Miscellaneous Foreign Aided Project	SLIIT	Sri Lanka Institute of Information Technology
MFF	Multi-Tranche Financing Facility	SLLDC	Sri Lanka Land Development Corporation
MFNSV	Multi-Function Network Survey Vehicle	SLRAMS	Sri Lanka Road Asset Management System
MIS	Management Information System	SLT	Sri Lanka Telecom
MLFF	Multi-Lane Free Flow	SLTB	Sri Lanka Transport Board
MM	Maintenance Management	SLTDBMS	Sri Lanka Traffic Database Management System
Mn	Million	SMA	Stone Matrix Asphalt
MORH	Ministry of Roads and Highways	SMS	Slope Management System
MOU	Memorandum of Understanding	SOR	Statement of Recruitment
MSD	Department of Management Service	SPMU	Special Project Management Unit
mt	metric ton	SSCM	Slandered Specifications for Construction & Maintenance
NAITA	National Apprentice and Industrial Training Authority	SSCMR	Social Safeguard Compliance Monitoring Report
NDCs	Nationally Determined Contributions	STRADA	System for Traffic Demand Analysis
NEP	Northern Expressway Project	TAS	Thin Asphalt Surfacing
NIBM	National Institute of Business Management	TCAMP	Transport Connectivity and Asset Management Project
NKB	New Kelani Bridge	TEC	Tender Evaluation Committee / Total Estimated Cost
NPD	Department of National Planning	TIS	Traffic Information system
NRMP	National Road Master Plan	TQM	Total Quality Management
NSBM	National School of Business Management	UN	United Nation
NSDI	National Spatial Data Infrastructure	USD	United States dollar
NWSDB	National Water Supply and Drainage Board	VAT	Value Added Tax
OAS	Other Asset System	WB	World Bank
OD	Origin Destination	WMA	Warm Mix Asphalt
OFID	OPEC Fund for International Development		
OGFC	Open Graded Friction Course		
OPEC	Organization of the Petroleum Exporting Countries		
PAEHP	Port Access Elevated Highway Project		
PBM	Performance-Based Maintenance		
PD	Provincial Director / Project Director		
PIU	Project Implementation Units		
PM&R	Property Management and Revenue		
PMB	Polymer Modified Bitumen		
PMS	Pavement Management System		
PMU	Project Management Unit		
PPP	Public-Private Partnerships		
R&D	Research & Development		
RAMP	Re-strategizing and Acceleration of Mega Projects		
RAP	Reclaimed Asphalt Pavement		
RBCU	Rural Bridge Construction Unit		
RDA	Road Development Authority		
REP	Ruwanpura Expressway Project		
RFP	Request for Proposal		
RGLNG	Re-Gasified Liquefied Natural Gas		
RIS	Road Information System		
RMC	Road Management Contract		
RMF	Road Maintenance Fund		
RMMS	Road Maintenance and Management System		
RMTF	Road Maintenance Trust Fund		
Rs	Rupees		
RSAP	Road Sector Assistance Project		



CHAIRMAN'S REVIEW

It gives me a great pleasure as the Chairman of the Road Development Authority (RDA), to present the annual report of the authority for the year 2023. Throughout the past year, the RDA has demonstrated steadfast commitment to its mandate of enhancing Sri Lanka's Road infrastructure, fostering economic growth, and ensuring safe and efficient transportation networks for our citizens.

In my capacity as the organization's chair, I am very conscious of the significance of developing the country's road infrastructure, which improves connectivity, stimulates economic activity, and makes an impact on society.

Similar to other national industries, the road development sector encountered numerous difficulties during the previous year's economic downturn. The most adverse of those is the financial constraint as the limited fiscal resources posed challenges in funding road development projects. In addition, inflationary pressures, debt burden, and reduced foreign investment also highly affected road development throughout the year 2023.

Despite the country's challenging economic environment, we have continued to target projects and implement strategic interventions in the national road sector. In this scenario, essential road projects with high economic and social returns were considered. On the other hand, cost-cutting of mega projects was enabled by closing PMUs that had to be suspended on cabinet decisions. Furthermore, the focus is already on concepts like Public-Private Partnerships (PPPs) which Collaborate with the private sector to finance and develop road infrastructure, sharing risks and resources.

Especially with the limited budget, we have made arrangements to give priority to the maintenance of our national road network including expressways by doubling the allocation of last year. As the director board of RDA, we directed the RDA management to keep the regular maintenance and up gradation of existing roads to optimize their lifespan and efficiency.

As an organization, we received audit opinion on our financial statements, indicating good governance and effective utilization of public funds.

I extend my gratitude to all stakeholders, including government agencies, private sector partners, and the public, for their unwavering support and collaboration. Together, we will continue to chart a course towards a safer, more resilient, and well-connected Sri Lanka.

Thank you for your continued support.

Mr. Chaminda P Athuluwage
Chairman

DIRECTOR'S REPORT

The annual report of the Road Development Authority is presented to you with gratitude while reminiscing the efforts made to complete it over the last year. The board is fully aware of its responsibility for making important decisions that affect the authority's performance and direction, such as setting the authority's overall strategy, selecting and evaluating the performance of the higher management, and ensuring compliance with laws and regulations.

The RDA made significant strides in infrastructure development, completing several road construction and rehabilitation projects across the country in the last year. These projects not only improved connectivity but also facilitated smoother transportation of goods and services, thereby bolstering economic activity.

In 2023 also, the RDA reflects significant financial challenges caused by the broader economic downturn in the country. In response to financial constraints, the RDA has implemented cost-cutting measures such as reducing administrative expenses, postponing non-essential projects, taking measures to reduce the development of non-RDA roads under the purview of the RDA, etc. The financial position for the end of the year 2023 is summarized as follows.

	2023 Rs.Bn	2022 Re-Styled Rs.Bn
Total Assets	1,331.16	1,267.36
Total Liabilities	425.65	434.20
Net Assets/Equity	905.51	833.16

Financial Highlights

The RDA mainly depends on voted funds to provide road infrastructure facilities to the General Public. Therefore, Sri Lanka Public Sector Accounting Standards (SLPSAS) are followed for the preparation and presentation of the financial statements. The financial statement is prepared on a going concern basis and accounting policies adopted by RDA are consistently applied with those of prior years unless specifically disclosed otherwise.

For the year 2023, the budgetary allocation and expenditure for road maintenance, development projects, and operations of RDA was Rs.345, 329.05 Mn and 224,284.50 Mn. respectively. A lack of imprest received from the treasury and non-submission of interim payment certificates by contractors on time were mainly caused by this gap in expenditure and the budget.

The RDA responded to this by issuing treasury bonds to contractors to reduce the impact on the authority's operational and financial performance as of 2022. Under that, amounting to Rs. 39,956.94 Mn has been issued to local banks for settlement of finance cost and capital re-payment during the year 2023. Similarly, an amounting of Rs. 21,673.28 Mn. has been issued for the settlement of outstanding dues with the VAT component above to the major contractors and suppliers. The details of the bond issued are as follows.

Vote No.	Description	Amount (Rs.Mn)
117-02-04-01-2506	Road Maintenance	357.86
117-02-04-49-2506	Marine Drive	14.67
117-02-06-08-2506	Reconstruction of damaged/weak bridges on National Highways	0.30
117-02-04-57-2506	Development of an alternative road network to access main roads & expressways and ease the traffic congestion (100000km program)	9,298.56
117-02-05-(01-26)-2506	Widening & Improvement of Road	103.23
117-02-03-07-2506-4	Central Expressway II	11,582.53
117-02-04-43-2506	Southern Road Connectivity Project	316.13

The Expressways is ahead, this year also as the best, net income provider of the RDA amounting to Rs.3.72 Bn. One of the reasons can be identified as the opening of Central Expressway section 2 from Meerigama to Kurunegala last year. Secondly, the interest generated value at Rs. 2 Bn as a Short-term investment and others. The balance of local bank loans and debentures (NSB) backed by treasury guarantees for road development work is Rs.339.86 bn as of the end of 2023.

For the year 2023, the financial performance summary is as follows,

	2023 Rs.Bn	2022 Re-Styled Rs.Bn
Total Recurrent Revenue	123.20	111.75
Total Expenditure	91.77	72.51
Net surplus for the period before income tax	68.67	43.50
Balance surplus after deferred Tax	67.91	42.92
Balance Carried forward	895.34	827.43

Further, the Road Development Authority is the holding organization of four companies namely;

- Maga Neguma Emulsion Production Company (Pvt) Ltd.
- Maga Neguma Road Construction & Equipment Company (Pvt) Ltd.
- Maga Neguma Consultancy & Project Management Service (Pvt) Ltd.
- Expressway Transport Bus Company (Pvt) Ltd.

These subsidiary companies are following different accounting standards for the preparation of their financial statements. Therefore, the consolidated financial statement for the RDA is not prepared because of the two different accounting standards followed by the parent organization and its subsidiaries.

However, the Cabinet of Ministers has decided to wind up Maga Neguma Companies and Expressway Transport Company at the Cabinet meeting held on 20th March 2023 as a means of minimizing the government expenditure. Adhering to the Cabinet decision, the RDA board appointed a committee comprising RDA board members to look into the matters pertaining to the winding-up process. Voluntary Retirement Scheme (VRS) has been awarded to the employees of all four companies and the winding – up process is still underway as some legal barriers need to be cleared.

Capitalization of Assets

Mainly assets of the RDA consist of assets purchased, constructed by the RDA, and assets taken over from Project Management Units. The RDA prepares a detailed action plan for the capitalization of assets. In this action plan valuation of assets has been considered under two main categories valuation of road infrastructure assets and other assets. Road assets include roads and bridges with all structures and road furniture elements. The task of developing the Assets Valuation System Module for a systematic approach through the Sri Lanka Road Assets Management System (SLRAMS) has already started through the TCAMP project and the selected officers of the authority are being trained through this project. The assets revaluation process is to be completed through the Assets Management Division of the RDA which is newly established in 2024.

The construction cost related to road improvements has not been capitalized during the year 2023 except for the Marine Drive Road up to Panadura. Further, the amount released to land & land improvements and landslide disaster protection of the national road network has been capitalized during 2023. Therefore, there is no change in the percentage of capitalization in road length with the previous year. For the fiscal year capitalized numbers for bridges and flyovers are 204 and 8 respectively.

Buildings, lands, and lab equipment have been considered under other assets. The Valuation Department is carrying out the revaluation process of the building for all provinces and other offices. The number of revalued buildings is 560 at end of the 2023 amounting to Rs. 4,225.55 Mn.

The RDA is working towards the identification of lands that are in the custody of the RDA. Accordingly, the land division of RDA has identified 542 plots up to now with an extent of 275.4937 hectares. The RDA has requested to issue free grant certificates for transferring the ownership of the above lands to the RDA. No, the sooner the free grant certificate is issued, those lands will be brought to the books of accounts of the RDA.

Scheme of Recruitment and Carder

Weaknesses in the recruitment process can be identified as a pressing issue of the RDA since about 20 years. For this, Scheme of Recruitment (SOR) was submitted to Management Services Department (MSD) from time to time due to some deficiencies in previous versions. One of the major issues in the approved SOR was non availability of some senior categories of officers. Only a part of the SOR has been prepared and approval has been obtained from the MSD for the categories of 24 nos Directors and 5 nos of Additional Director Generals (ADGs) for the urgent service requirement in 2019. The last SOR was submitted by the RDA with the board of director's consent with considering the administration purposes, the functionalities of all the divisions, expansions of the divisions adopting new technology, and introducing new designations to achieve the organizational vision & mission in last year 2022.

Accordingly, in the month of May 2023, MSD has granted approval for three categories in Higher Management (HM) for Director General, Additional Director General and Deputy Director General positions. As a result, the number of director post which was 24 previously, has been approved to 25, and the position name has been changed as Deputy Director General (DDG). Also, the number of ADG posts increased to 6 numbers from this approved carder. Also, The MSD approval is received for the new SOR – 2023 consisting of 545 nos approval cadre for the 25 nos different categories of posts under the salary code of Middle Management Positions (MM) 1-3.

Operational Performance

This year RDA mainly focused on the maintenance of the national road network due to limited financial resources. Under the maintenance division of the RDA, 2416.19 km were maintained during the year. This covered maintenance approaches such as crack sealing, rectification, sand sealing, AC overlay, and chip sealing. Completed and improvement lengths were limited to 270.41km of national roads (A & B class). Even though some projects have been suspended due to the financial constraints of the industry, the RDA succeeded in continuing work on major projects such as the Port Access Elevated Project, Central Expressway sections 1 & 3, construction of bridges and flyover projects, etc. At the end of the year 2023, the Port Access Elevated project has achieved physical progress of 80.50% and will be completed in 2024 as originally planned. Reconstruction of 4 bridges and reconstruction/repair of 31 weak bridges on the National Road Network completed during the year 2023. Further, the construction work of 16 bridges and reconstructions and repair of 17 nos weak bridges were ongoing at the end of the year. In addition, about 425.11km of non-RDA and rural roads were improved while construction work is ongoing about 1704.25 km under different local and foreign-funded projects and programs.

Total Existing Cadre as of 31/12/2023 is 9497 including permanent and casual maintenance labourers. Compared to last year, the number of employee resignations and no pay leave overseas has almost doubled this year.

Corporate Social Responsibility

Corporate Social Responsibility (CSR) refers to a systematic approach that contributes to sustainable development by delivering economic, social, and environmental benefits for all stakeholders. The RDA, like many government agencies worldwide, is increasingly recognizing the importance of CSR in its operations. With the significant environmental impact of road construction and maintenance, the RDA implements CSR initiatives aimed at reducing its carbon footprint and promoting sustainability. As initial steps RDA uses eco-friendly construction practices, planting trees along roadways/expressways, and implementing measures to minimize pollution and mitigate habitat destruction.

The Government of Sri Lanka has designated the Ministry of Environment and Wildlife Resources as its National Designated Authority (NDA). Nationally Determined Contributions (NDCs) for every sector have been presented by the Ministry of Environment in the publication titled "Updated Nationally Determined Contributions under the Paris Agreement on Climate Change Sri Lanka - July 2021". The NDCs relevant to the Road Development Authority (RDA) are also presented in this publication under the Transport Sector.

As such, the RDA needs to comply with and implement the NDCs relevant to its operations. The Green Climate Fund (GCF) can assist the RDA in developing the technical, financial, and additional capacity needed for effective NDC implementation. This will help keep the country on a low-carbon trajectory by proposing climate change mitigation and resilience options as the RDA strives for greater economic and social well-being for the people of Sri Lanka.

RDA is always concerned about necessary assessments such as Environmental Impact Assessments (EIA), Initial Environmental Examinations (IEE), Supplemental Environmental Assessments (SEIA), or other types of assessments to get approval from the appropriate project approving agency.

Sri Lanka, like many other countries, has committed to implementing the 17 Sustainable Development Goals (SDGs) set by the United Nations. The RDA is very aware of the responsibility for implementing the SDGs as a premier agency for the infrastructure development of the country. The SDGs relevant to road infrastructure primarily fall under Goal 9: Industry, Innovation, and Infrastructure. However, road infrastructure also intersects with other SDGs such as Goal 11: Sustainable Cities and Communities, Goal 3: Good Health and Well-being, and Goal 13: Climate Action.

In 2024, we anticipate building upon the foundation laid in the previous year with significant progress in expanding the road infrastructure across the nation. With several ongoing projects and planned initiatives, we expect to enhance connectivity and accessibility to remote areas, fostering economic growth and social development. Further, our forecast reflects continued investment in road development projects, both through domestic sources and international collaborations. We aim to secure sustainable funding mechanisms to support the ambitious road network expansion agenda outlined by the government.

As we reflect on the achievements of 2023 and set our sights on the opportunities ahead in 2024, the Board of Directors is proud to present our annual report. The year 2023 was marked by significant milestones and challenges, all of which have strengthened our resolve and shaped our vision for the future.



1.0 Institutional Profile

1.1 Our Vision, Mission & Core Values



OUR VISION

“Empowering Connectivity, Driving Prosperity Sustainably: A Future-Ready Sri Lanka Connected by World-Class Roads.”

OUR VALUES

- Total Quality Management (TQM)
- Service to the Nation
- Efficiency and Effectiveness
- Innovation
- Sustainability
- Safety and Comfort
- Commitment
- Professionalism

OUR MISSION

“As the premier national organization of the road sector, to provide an adequate and efficient network of national highways, to ensure mobility and accessibility at an acceptable level of safety and comfort, in a sustainable and climate resilient manner, for the movement of people and goods paving way for the socio-economic development of the nation.”

1.2 Authority Profile

The contribution to Gross Domestic Product (GDP) from the transportation of goods and passengers including warehousing was 11.5%, in 2019. The land transport share was 93.9%, from the 11.5% transport activities (Central Bank Annual Report, 2019). Also, all other GDP contribution activities, co-depend on the road network of the country. Therefore, continued investment in road infrastructure is essential for sustaining and accelerating economic development in Sri Lanka.

Any nation's socio-economic development and subsequent economic growth are strongly linked to its transport infrastructure. Sri Lanka's Road network is dense and well laid out to provide accessibility to the country's entire population across the provinces. However, with the steady growth of vehicular traffic since 1978, the capacity of the road transport system still has become inadequate, resulting in reduced mobility efficiency, especially in city areas. However, the RDA has been working on a sustainable program to rehabilitate and improve roads and bridges in the National Road Network to reach the required level of service.

This road and bridge rehabilitation /improvement program will contribute to achieving several Sustainable Development Goals (SDGs). The projects focus on building resilient infrastructure, including all-weather roads will contribute mainly to the achievement of SDG 9: Building resilient infrastructure, promoting inclusive and sustainable industrialization, and fostering innovation ultimately it will facilitate improved public transport contributing to SDG 11: Make cities and human settlements inclusive, safe, resilient and sustainable. All these projects will also indirectly contribute to SDG 13: Climate action in mitigating the impacts of climate change by reducing Green House Gas (GHG) emissions through improved road quality.



The road network of Sri Lanka is mainly divided into three categories National Roads, Provincial Roads, and roads governed by Local Authorities (Rural Roads). The RDA takes over roads that belong to the Provincial Councils / Local Authorities from time to time considering the network connectivity and enlisting them into the National Road Network.

Establishment of the Road Development Authority (RDA)

The Road Development Authority (RDA), incorporated as a statutory body under the Ministry of Highways by the RDA Act No.73 of 1981, became successor to the Department of Highways in 1986. Since then, the RDA has become responsible for the maintenance and upgrading of the National Highway Network. Road Development Authority is one of the institutions under the Ministry of Highways which is the apex organization in Sri Lanka for the highways sector.

The National Road Network consists of 12,255.41km of trunk (A class) and main (B class) roads and 312.59 km of expressways, and about 4,270 bridges as of the end of 2023. Road Development Authority is responsible for the maintenance and development of the National Road Network and planning, design, and construction of new highways, bridges, and expressways to augment the existing road network.

Table 1-1: National Highway Network of Sri Lanka

Province	Expressways (km)	National Roads (km)		
		A Class	B Class	Total
Western	113.24	373.79	1,235.26	1,609.05
Central		408.59	1,348.34	1,756.93
Southern	161.82	352.91	1,155.47	1,508.38
Northern		734.49	524.99	1,259.48
Eastern		619.55	557.74	1,177.29
North Western	35.67	352.80	1,010.89	1,363.69
North Central		491.19	708.81	1,200.00
Uva		468.52	692.94	1,161.46
Sabaragamuwa	1.86	415.58	803.55	1,219.13
Total	312.59	4,217.42	8,037.99	12,255.41

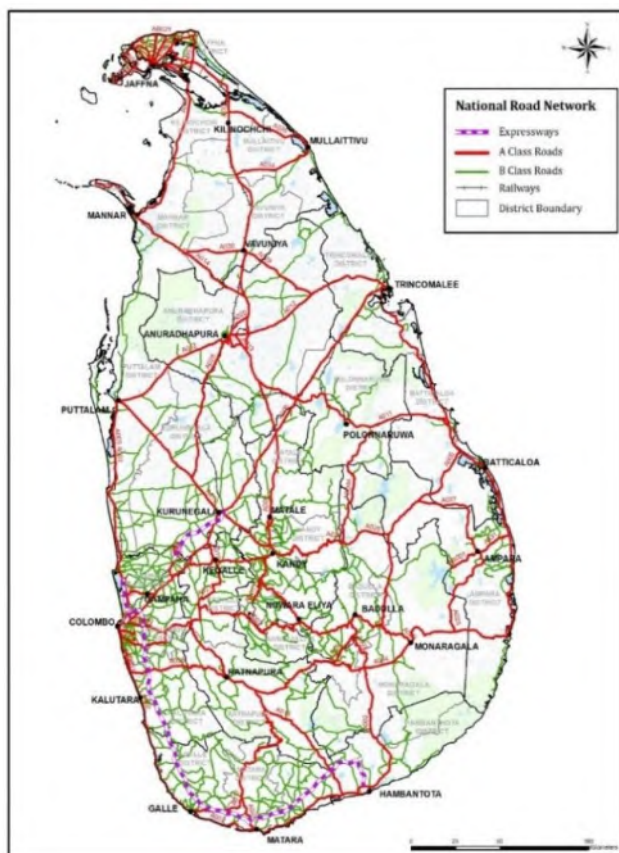


Figure 1-1: Map of the National Road Network in Sri Lanka

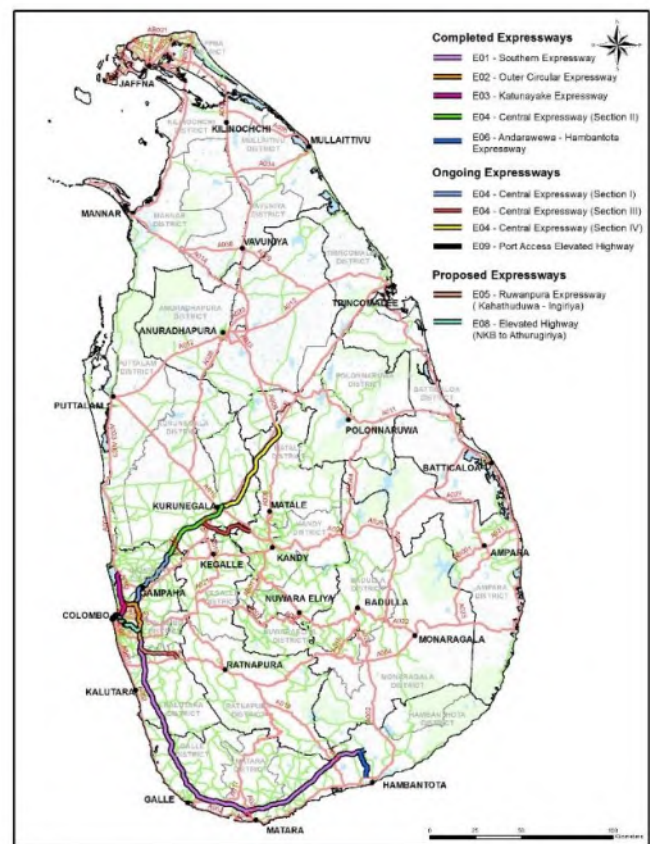


Figure 1-2: Map of the Expressway Network in Sri Lanka

1.3 Corporate Information

Directors' Profiles

Mr.C.P. Athuluwage-Chairman
Master of Business Administration

Mr. Athuluwage was appointed to the Board on 11th February 2020. He holds a Master of Business Administration. He currently holds the position of the Chairman of the Road Development Authority.

Mr.V.K. Choksy
President's Council

Mr. Choksy was appointed to the Board on 18th August 2022. He currently holds the position of the Chairman of the National Institute of Business Management (NIBM).

Eng.Ranjith G.Rubasinghe
MBA, PGDip, BSc
Eng,FIESL,FCPM,CMSLIM,AMCIPM,MIEEE

Eng. Ranjith G.Rubasinghe was appointed to the Board on 18th August 2022. A pioneer in the telecommunications industry, he led Mobitel (Pvt) Ltd as its Chief Executive Officer, taking the company to new heights through innovative strategies and technological advancements. His profound impact extended to higher education as the founder of Sri Lanka Technological Campus (SLTC) Research University, Sri Lanka's first research university, which achieved unprecedented success and international recognition under his leadership. He is a board member of the National Transport Commission and Sri Lanka Telecom. Additionally, he is the co-founder of TRACE.

Mr. M.M.W.Manamperi
Attorney at Law

Mr. M.M.W.Manamperi was appointed to the Board on 18th August 2022. He is serving as an Attorney at Law in the Corporate Sector over 25 years.

Dr.G.H Wijayawardana
BSc. (Miami), CITP (UK), FBCS (UK)

Mr.G.H Wijayawardana was appointed to the Board on 28th February 2023. He holds a Bachelor of Science Degree in Miami, USA and Chartered Information Technology (IT) Professional (CITP), UK and Fellow of the British Computer Society (FBCS). He currently holds the position of COO/CIO Theekshana R&D associated company of University of Colombo School of Computing (UCSC). He is also a member of the Board of LK Domain Registry. He is an internet pioneer of Sri Lanka.

Mr. D P Wickramasinghe
BSc, MPM, SLAS-SP Grade

Mr. D P Wickramasinghe was appointed to the Board on 31st January 2020. He Holds BSc(SP), MPM, and SLAS-SP Grade. He holds the position of Additional Secretary, Ministry of Power and Energy.

Mrs. E A R Renuka
BSc. (Special) Degree

Mrs. E A R Renuka appointed to the Board on 18th January 2020. She holds BSc (Special) Degree. She currently holds the position of Additional Secretary, Tourism & Land Ministry.

Mrs.M.K.D.N.Madampe
MPP (Japan), BA (Hons)

Mrs.M.K.D.N.Madampe was appointed to the Board on 18th August 2022. She currently holds the position of Additional Director General, Department of Management Services, Ministry of Finance.

Mr. W H K D B Ratnayake
MA (Economic)

Mr. W H K D B Ratnayake was appointed to the Board on 26th August 2020. He Holds MA (Economic). He currently holds the position of Director Planning & Monitoring, Ministry of Transport & Highways.

Mr. N.P.K Ranaweera
BSc Valuation, MSc Town Planning, Town Planner

Mr. N.P.K Ranaweera was appointed to the Board on 31st January 2020. He holds Master of Science in Town and Country Planning from University of Moratuwa, Post Graduate Diploma in Regional Planning, University of Kelaniya, Post Graduate Diploma in Urban Management Erasmus University, Netherland and BSc Degree in Estate Management and Valuation from University of Sri Jayawardanapura.

Mr.P.B.H. Jayasinghe
MSc (MM)/PGDMM, B.Eng AMIChemE

Mr.P.B.H.Jayasinghe was appointed to the Board on 02nd December 2020. He Holds MSc (MM)/PGDMM, B.Eng and is a Associate Member of the Institution of Chemical Engineers (AMIChemE). He currently holds the position of Director General, Central Environmental Authority.

Mrs.I.M.W.K. Illangasinghe
BSc Eng. (Hons),M.Eng, PhD M.I.E (SL), Chartered Eng.

Mrs.I.W.K. Illangasinghe was appointed to the Board on 24th February 2023. She holds a Bachelor of Engineering (Hons), Master of Engineering (Japan), Doctor of Philosophy (Civil) Engineering, and a Chartered Engineer. She was the General Manager of National Water Supply and Drainage Board.

Mr.K.C. Niroshan
BCom.(Sp)(USS)

Mr.K.C. Niroshan was appointed to the Board on 28th February 2023.He represent the Ministry of Transport & Highways. He holds Master of Economics and Bachelor of BCom.(Sp)(USS)

Mr.B.M.C.K.Basnayake

Mr.B.M.C.K.Basnayake was appointed to the Board on 05th July 2022.He is currently serving as the Director Marketing , Digital Vet Pulz Co.Ltd.

Mr.D.T.S.Suraweera
BSc, PgDBM, MEcon (reading)

Mr.D.T.S.Suraweera was appointed to the Board on 20th June 2023 as a representative of the Ministry of Transport and Highways where he currently serves as an Additional Secretary. He is an officer from the Sri Lanka Administrative Service with 24 years of service experience.

Mr.Ruwan Sanath Liyanage
BSc. Eng., C Eng, MSC, MBA, M Eng

Mr.Ruwan Sanath Liyanage was appointed to the Board on 20th November 2023.He is currently serving as the General Manager, National Water Supply & Drainage Board. He holds Bachelor of Science in Engineering, Master of Engineering, Chartered Eng., Master of Science and Master of Business Administration.

Mr.S.G.L.T Malaka
PG dip in BS, BSc. Eng.

Mr.S.G.L.T Malaka was appointed to the Board on 28th September 2022. He holds Postgraduate Diploma in BS, Bachelor of Science in Engineering, Chartered Engineer.

1.4 Corporate Governance

The Board of Road Development Authority (Authority) is responsible for setting sound corporate governance structures, frameworks, and processes to guide management in the day-to-day operations. The Authority is guided by the requirements stated in

- Road Development Authority Act No 73 of 1981
- Guidance on Corporate Governance for State Owned Enterprises issued by the Department of Public Enterprises
- Code of Best Practice on Corporate Governance issued by the Institute of Chartered Accountants of Sri Lanka

Board of Directors

The Authority is led by a well-balanced Board of Directors (BoD) with years of expertise and knowledge that have helped the Authority to achieve the set goals. The Board meets regularly to execute its vested responsibilities. The Board should take all the decisions, particularly, strategic decisions that will ensure the achievement of the objectives of the Authority and also to ensure that the Authority manages statutory and regulatory obligations. The Board should use its discretionary power in good faith to ensure that the decisions made are effective. Also, the Board must ensure that there is a culture of good governance that reflects work ethics and values.

The Chairman of the Board focuses on strategic issues. He ensures that the Board procedures are followed and all Board members effectively participate in the meetings.

The Board Secretary is an Attorney at Law and ensures that the procedures governing Board meetings are followed, and guides and advises the Board on the responsibilities, rules, and regulations that impact the operations of the Authority.

The Director General is responsible for the day-to-day management and leadership of the executive team, and execution of the Authority's strategic and operational plans in consultation with the Board. He further ensures the operations are followed the governing laws and internal procedures .

Board Balance

The Board comprises of the Chairman and fourteen non-executive directors. Directors are appointed by the provisions given in the act no 73 of 1981 (The Act). The act has specifically mentioned the nine Ex-Officio members as directors. They are,

1. A senior officer of the Ministry of Transport and Highways nominated by the Minister of Transport & Highways
2. A senior officer of the Ministry of Finance nominated by the Minister of Finance
3. A senior officer of the Ministry of Power and Energy nominated by the Minister of Power and Energy
4. A senior officer of the Ministry of Transport Services Management nominated by the Minister of Transport Services Management
5. A senior officer of the Ministry of Land and Land Development nominated by the Minister of Land and Land Development
6. General Manager of the National Water Supply & Drainage Board nominated by the Minister of Water Supply.
7. Director General of the Urban Development Authority nominated by the Minister of Urban Development.
8. Chief Executive Officer of the Central Environmental Authority nominated by the Minister of Environment.

9. Chief Executive Officer of the Geological Survey and Mines Bureau nominated by the Minister of Environment.

Table 1-2: Attendance at the Board Meeting during the year 2023

	Board Member	Status Independent/Non executive	Attendance	Remarks
01	Mr. Chaminda Ataluwage	Appointed	16/16	
02	Mr. B. M. C. K. Basnayake	Appointed	16/16	
03	Mr. V. K. Choksy	Appointed	14/16	
04	Mr. R. G. Rubasinghe	Appointed	12/16	
05	Mr. M. M. W. Manamperi	Appointed	16/16	
06	Mrs. M. K. D. N. Madampe	Ex- Officio	16/16	
07	Mr. D. P. Wickramasinghe	Ex- Officio	13/16	Transferred on or around December 2023
08	Mr. W. H. K. D. B. Rathnayake	Ex- Officio	16/16	
09	Mrs. E. A. R. Renuka	Ex- Officio	14/16	
10	Mr. Hemantha Jayasinghe	Ex- Officio	12/16	
11	Mr. N. P. K. Ranaweera	Ex- Officio	11/16	
12(a)	Mr. K. P. B. V. Silva	Ex- Officio	0/16	Retired on or around January 2023
12(b)	Mr. K. C. Niroshan	Ex- Officio	04/16	Appointed on 24.02.2023 Transferred on or around June 2023
12(c)	Mr. D. T. F. Suraweera	Ex- Officio	07/16	Appointed on 20.06.2023
13	Mr. C. G. L. T. Malaka	Appointed	01/16	
14(a)	Mr. R. M. S. P. K. Rathnayake	Appointed	01/16	New appointment was made on 08.02.2023
14(b)	Mr. G. Harsha Wijayawardhana	Appointed	14/16	Appointed on 08.02.2023
15(a)	Dr. (Eng.) M. K. W. Illangasinghe	Ex- Officio	06/16	Appointed on 24.02.2023 and retired on 21.09.2023
15(b)	Mr. Ruwan Liyanage	Ex- Officio	03/16	Appointed on 20.11. 2023

Board Sub Committee

RDA governance structure is further strengthened with the board sub-committee to fulfil regulatory requirements and for better controls over operations. The sub committee is the Audit and Management Committee (Audit Committee).

The Audit Committee assists the Board by oversight of operational and financial issues encountered from internal and external audit activities and monitoring of financial reporting, risk management, and internal controls. The Audit Committee report is given in this chapter 1.4 of the annual report sets out in detail the Audit Committee's policies, practices, and areas of focus. The Audit Committee meets at least 4 times a year. The Audit Committee comprises non-executive directors, the majority of whom are independent. Following were the members during the year 2023.

1. Mrs. M K D N Madampe - Chairperson – Appointed w.e.f. 02.03.2022
2. Mr. D P Wickramasinghe - Member - Appointed w.e.f. 01.01.2020
3. Mr. W H K D B Rathnayake - Member Appointed w.e.f. 05.07.2022

Table 1-3: Attendance at the Audit Committee Meeting during the year 2023

	Committee Member	Attendance
1	Mrs. M.K.D.N.Madampe	4/4
2	Mr.D.P. Wickramasinghe	4/4
3	Mr.W.H.K.D.B.Rathnayake	4/4

Audit Committee Report

“ I am pleased to present the Audit Committee report for the year ended 31 December 2023. The primary objectives of the Audit Committee are to provide oversight of the financial reporting process, The System of internal controls and risk management process, and compliance with laws and regulations.

The Audit Committee assures the BoD of the integrity of the Road Development Authority (Authority)’s financial reporting and the effectiveness of its internal control environment.

The Audit Committee is particularly focused on the effectiveness of the internal and external audit functions, fraud and risk management, and overall performance of the Authority.

Membership of the Audit Committee

The Audit Committee comprises three Non-Executive Directors, of whom two were independent.

The Board appointed the audit committee w.e.f. 18.02.2022. The members are:

1. Mrs. M K D N Madampe (Chairperson) – Additional Director General, Management Services Department – Ministry of Finance
2. Mr. D P Wickramasinghe – Appointed member
3. Mr. W H K D B Rathnayake – Director Planning & Supervision, Ministry of Transport and Highways

The Board is satisfied that the current members of the Audit Committee are competent in financial matters and have a good mix of skills, expertise and experience in the road sector.

The Director (Internal Audit) convened the audit committee meetings and maintains the committee minutes. Other attendees at the Audit Committee meetings (or part there off) were the Auditor General, representatives, and the Chief Internal Auditor of the Ministry of Transport and Highways. In addition, directors and other senior management of the Authority respond to audit issues presented to the Audit Committee.

Role of Committee

The role and the responsibilities of the audit committee are set out in its Charter and the audit committee conducts its affairs in accordance with the Charter. The responsibilities of the audit committee include, but are not limited to the following,

- Oversight of the integrity of the Financial Statements of the Authority.
- Review of the annual financial statements followed by recommendation for the approval of the Board.
- Oversight of risk management and internal control systems and processes.

- Oversight of its compliance with legal and regulatory requirements.
- Review of the effectiveness of the internal audit functions.

Financial Reporting

The Audit Committee ensures the accuracy, completeness and timeliness of the Annual Financial results of the Authority by over sighting of financial reporting of the Authority.

The Audit Committee reviews these financial reports on a regular basis and directs the management on the strategies and actions required to improve the effectiveness of controls and performance of the Authority. When necessary, to seek the opinion of other members of the Board or for the awareness of the Board, the matters are taken up at the Board.

Internal Audit and Compliance

The internal audit functions of the Authority conducts audits based on the annual audit plan approved by the Chairman of the Authority and the chairperson of the Audit Committee. The internal audit division also conducts investigations at the request of the Chairman, the Audit Committee or the BoD.

The Audit Committee monitors the effectiveness, performance and objectivity of the Internal Audit functions and reviews:

- Internal audit plan and achievements of the plan.
- Key internal audit findings, adequacy of management's response and timeliness of their corrective actions.
- Adequacy of internal audit resources.

Risk Management

The Audit Committee reviews the adequacy of the audit & management functions in identifying and assessing key risks and to mitigate these risks through appropriate and timely actions.

Activities Performed during 2023

The audit committee held 4 meetings during the year 2023 and its activities were as follows,

- Reviewed internal & external audit findings and recommendations, and management's actions on the recommendations.
- Reviewed the policies and procedures of key accounting processes and recommended areas for improvement.
- Reviewed the engagement of the external auditor.
- Reviewed the adequacy of the internal audit functions and its resources.

Internal Audit

- Reviewed reports from internal audit functions to ensure the adequacy of the systems of internal control and risk management.
- Assessed the effectiveness of the internal audit functions and provided recommendations for strengthening the functions.

Risk Management

- Reviewed the risks that the Authority is exposed to and the effectiveness of the mitigating actions.

The attendance of the Audit Committee members at the Audit Committee meetings is given under “Board Balance of Corporate Governance” presented in the Annual Report.

On behalf of the Audit Committee



M K D N Madampe
Chairperson

1.5 Risk Assessment and Mitigating Strategies

A risk assessment aims to identify potential risks that could impact an organization's operations, such as Human Resources (HR) issues, financial risks, frauds and other potential incidents. Effective risk management supports the delivery of organizational strategic objectives.



Internal Auditor prepares audit plan based on the working of annual risk assessment. The risk assessment was carried out following the four steps given below;

Risk Identification

Risk identification was carried out based on discussions with heads of functional divisions, reviewing earlier audit reports, and the experience of internal auditors.

Risk Analysis

Risk Matrix

Likelihood	Very Likely (3)	Medium Risk	High Risk	High Risk
	Likely (2)	Low Risk	Medium Risk	High Risk
	Unlikely (1)	Low Risk	Low Risk	Medium Risk
		Minor (1)	Moderate (2)	Major (3)
		Impact		

Likelihood specifies the chance for an identified risk to happen while impact indicates how serious the risk is.

$$\text{Likelihood} \times \text{Impact} = \text{Risk}$$

Risk Assessment

After rating each risk, the Director of the Internal Audit comes up with a list of all the key risks in the auditable areas. In this certain medium and low risk are selected as well because there is an element of subjectivity involved in the risk assessment process, due to which could cause misjudgment of the risk assessment.

Table 1-4: Risk Assessment

Risk Factor	Likelihood	Impact	Risk Level	Mitigating Strategies
Risks Relating to Road Construction				
Inappropriate priorities due to lack of clear strategic vision and/ or non-transparent policy decisions	2	2	Medium	- A National Road Policy has to be formulated. - A Steering Committee consisting of members of the Ministry of Highways and the RDA has to be established to evaluate and suggest the most appropriate investment for improving the national roads-related infrastructure in the country.
Delay essential road/ bridge maintenance	3	3	High	- Annual Action Plan is prepared based on the information received from the Bridge Maintenance and Assessment unit of the Engineering Service Division and information received from the Provincial Directors. - Selecting the most critical sites based on the priority list and the availability of funds.
Possibilities of following poor standards in constructing roads	2	3	High	- Quality Assurance & Progress Monitoring Division has been established to monitor the quality & the performance of the construction. - Above Division is responsible for carrying out relevant tests and reporting to the Director General on non-compliance. - The Internal Audit Division is also carrying out audit tests on the surface quality of the roads.
Accidents related to road infrastructures.	2	2	Medium	- The Infrastructure, Road Safety and Traffic Management Division has been established to migrate the risk. - The division identifies the hazardous locations and takes action to improve the safety.. - Training Division provides regular training to the responsible engineers and other relevant technical staff.
Possibilities of selecting low-cost contractors with no past track records and insufficient resources. This situation compromises the value of money	2	2	Medium	- The Technical Evaluation Committee (TEC) adheres to Procurement Guidelines in selecting the most responsive bidder. - Contractors are evaluated by the TEC based on their past performance and their track records.
Possibilities of misusing contract variations and Extension of Time (EOT) allowed; collusion with employees	2	2	Medium	- Variations are approved considering reliable facts. - The Internal audit division carries out regular investigations to ensure that the variations and EOTs are in order.

Risk Factor	Likelihood	Impact	Risk Level	Mitigating Strategies
Public unrest				
Not attending to the public issues by responsible officers	1	3	Medium	- A 1968 telephone line is to be re-activate to collect public complaints relating to the national road system - The Information Center collects paper articles relating to the Road Development Authority 1969 is established to manage complaints relating to the expressways
High traffic congestion due to poor connectivity between national and expressway roads	3	3	High	This issue has been addressed through rural road development projects(iRoad, ICDP, LBFP Projects).
Risks relating to Human relations and work performance				
Experienced skilled professionals leaving RDA	3	3	High	A Challenging work environment has been established with attractive financial and non-financial benefits to workforce
Work place violence	2	2	Medium	Develop friendly interpersonal relationships
Corrupt employees may collude with contractors. As a result, the cost of construction might go up or and may construct substandard roads	2	3	High	Independent investigations are carried out and disciplinary actions are taken without delay
Possibilities of violating established internal controls by collusion	3	3	High	- Strong internal control system has been in place to ensure accurate workforce-related record-keeping - Internal auditor assess the controls established.
Possibilities of paying salaries for employees who are on no-pay leave	2	3	High	
Poor performance of the workforce	2	3	High	- Performance evaluation - Internal Audit Division carries out regular audit tests on performance
Misinterpretation of workforce-related laws and circulars	2	1	Low	Administration, Internal Audit and Legal Divisions are involved in clarifying relevant acts and circulars related to the workforce.
Possibilities of recruiting employees without the required qualifications	1	1	Low	The Scheme of Recruitment (SOR) has been sent for approval by the Management Services Department. All future recruitments are based on the SOR.

Risk Factor	Likelihood	Impact	Risk Level	Mitigating Strategies
Risk relating to assets				
- Poor asset record maintenance - Existence of underperforming assets - Misappropriation of assets	2	2	Medium	- Establish a strong internal control system over the assets. - Carrying out annual comprehensive asset counting and comparing it with the assets register. - Carrying out independent investigations regarding workers' theft and taking disciplinary action against them - The Internal Audit Division carries out audit tests to verify underperforming assets and to identify possible asset misappropriations.
Assets might be lost due to burglary	1	2	Low	Shifting risk by entering into insurance
Availability of assets where the benefits are enjoyed by third parties	2	2	Medium	
Lack of IT-based operation and information management system				
Loss of connectivity	3	3	High	A committee has been appointed to establish a comprehensive Management Information System.
Non-availability of updated database	3	3	High	
Lack of technically qualified staff	3	3	High	SOR has addressed this issue
Manipulating software by the employees	1	1	Low	A strong internal control system has been established to protect the intangible assets of the organization.
Misappropriation of valuable information	1	1	Low	
Failure to establish an IT-based tolling system for the entire expressway network	3	3	High	Installation of an IT-based tolling system is in progress.
Audit risk				
Auditors' failure to identify risks in advance	2	3	High	- Prepare the audit plan considering the risk factors and performing the audit accordingly - Recruit competent staff - Calling for Audit and Management Meetings quarterly

1.6 Corporate Management

Director General (Eng. L.V.S.Weerakoon)



The Director General, as the Chief Executive Officer of the Road Development Authority, is responsible for the overall functions of the Authority whilst subjected to the general directions of the Authority on matters of Policy, be charged with the direction or the business of the Authority, the organization and execution of powers and the administrative control of the employees of the Authority.

Eng.L.V.S.Weerakoon started his career in the RDA in 1995 as a Civil Engineer. He has worked in different capacities such as, Design Engineer, Project Engineer, Chief Engineer (Designs), and Project Director, before he was appointed the Director General in February 2021. He has vast experience in road & expressway construction, and design of road/expressways & bridges. He has also been engaged in the procurement work of major projects under various methods. He has contributed directly in reviewing and updating plans, guidelines, specifications, and standards to enhance the performance of the Authority.

Additional Director General - Assets Operation & Management

Eng. (Mrs.) B.A.R.Premarathna (*Attending to the Duties from 01.01.2023 to 21.09.2023, appointed to the permanent post with effect from 22.09.2023 & retired on 29.09.2023*) & Eng. A.M.U.Arampola (*Attending to the Duties from 30.09.2023 to 31.12.2023*)

Additional Director General - Construction & Design

Eng. L. S. Premathilake (*Acting Basis with effect from 01.01.2023 & retired on 14.07.2023*) & Eng. (Mrs.) .K.L.I.Ranasoma (*Attending to the Duties from 14.07.2023 to 31.12.2023*)

Additional Director General - Network Planning

Eng. (Mrs.) B.A.R. Premaratne (*Covering up from 06.07.2021 to 01.01.2023 & retired on 29.09.2023*), Eng. N.K.L.Neththikumara (*Covering up with effect from 02.01.2023 & Retired on 28.02.2023*) & Eng. (Mrs.) D.A.S.Jayasekara (*Attending to the Duties from 01.03.2023 to 31.12.2023*)

Additional Director General – Projects

Eng. (Mrs.) B.A.R. Premaratne (*Covering up from 01.01.2023 to 01.01.2023*), Eng. V. Mohan (*Attending to the Duties from 02.01.2023 to 13.07.2023 , appointed to the permanent post with effect from 14.07.2023 & retired on 23.07.2023*) & Eng. A.P.M.Warnakulasuriya (*Attending to the duties from 24.07.2023 to 31.12.2023*)

After getting the MSD approval for categories of Higher Management (HM) on 18.05.2023, the number of Additional Director General (ADG) posts and Deputy Director General (DDG) posts have been increased to 6 and 25 respectively. As per the updated SOR approved by the MSD on 14.07.2023, some changes were made in the ADG posts and there were also changes in the respective divisions. Updated ADG posts and holding officers are as follows.

Table 1-5: Updated ADG positions as per approved carder and SOR in 2023

No	Designation	Name	Duration
1	Additional Director General-Human Resources	Mr. N. Sooriyakumaran	With effect from 10.11.2023
2	Additional Director General-Finance & Property Management	Mr. P.K.Harold Kannangara	With effect from 10.11.2023
3	Additional Director General- Construction, Assets Operation & Maintenance	Eng. S.M.P.Suriyabandara	With effect from 10.11.2023
4	Additional Director General – Expressway Management & Project	Eng.A.P.M.Warnakulasuriya	With effect from 10.11.2023
5	Additional Director General – Network Planning & Assets Management	Eng. (Mrs).D.A.S. Jayaseakara	With effect from 24.11.2023
6	Additional Director General – Engineering Services	Dr. S.J. Widanapathirana	With effect from 10.11.2023

1.7 Organizational Structure

The RDA is a major civil engineering organization with specialized skills in highway and bridge planning, design, construction, maintenance and road safety. The organizational structure is designed to carry out the functions assigned to the RDA and to achieve its goals and objectives.

The RDA operates under the Board of Management and has the Director General as the Chief Executive Officer. Until the new carder was approved, the Director General was assisted by 5 Additional Director Generals and 20 Directors to carry out various functions. In addition, there are 13 Project Management Units headed by Project Directors under the Ministry of Transport & Highways and are appended to the RDA through the Director General. The organizational chart of the RDA is given in Figure 1-3. After the appointments were made based on the approved carder, the above structure has been changed and accordingly the Director General is assisted by 6 ADGs and 25 DDGs.

Functional Divisions

The organization has been reorganized as per the new SOR with effect from 14.07.2023. Until the referred reorganization there were 20 functional divisions headed by a Director. The Directors of all the Divisions are directly reporting to Additional Director Generals / the Director General / the Chairman as described below;

The Director-**Internal Audit** is directly reports to the Chairman. The Director - **Legal** and the Director - **Quality Assurance & Progress Monitoring** are directly report to the Director General.

The Directors of the following six Divisions are directly reports to the Additional Director General - Asset Operation & Management.

- ***Construction Division***
- ***Maintenance Management Division***
- ***Property Management and Revenue Division***
- ***Rural Bridge Construction Division***
- ***Procurement Division***
- ***Expressway Operation, Maintenance & Management Division***

The Directors of the following four Divisions are directly report to the Additional Director General - Construction Design.

- ***Highway Designs Division***
- ***Engineering Services Division***
- ***Research & Development Division***
- ***Environment & Social Development Division***

The Directors of the following five Divisions are directly report to the Additional Director General -Networks Planning.

- ***Planning Division***
- ***Land Division***
- ***Training Division***
- ***Mechanical Division***
- ***Infrastructure, Road Safety and Traffic Management Division***

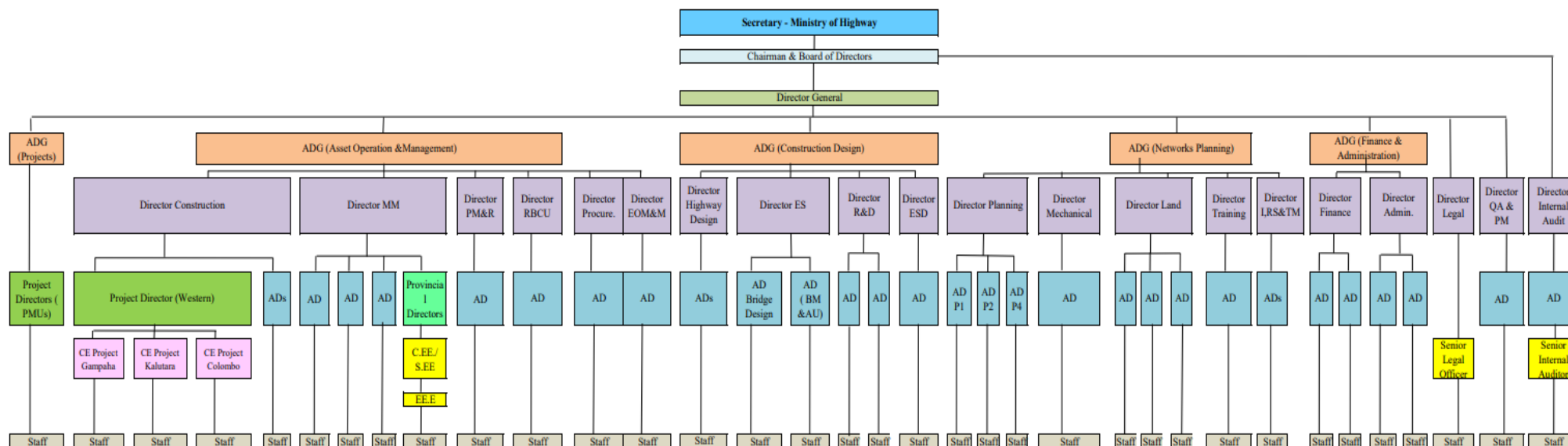
The following two Divisions come under the Additional Director General (Administration and Finance)

- ***Administration Division***
- ***Finance Division***

As there were no ADG - Administration and Finance have been appointed until update the SOR, Directors of these divisions reported to the DG directly.

Table 1-6: Directors of Functional Divisions before the Approved Cadre and SOR in 2023

No	Position	Person Holds the Position	Nature of the Appointment	Duration
1	Director- Maintenance Management	Eng. (Mrs.) B.A.R.Premaratne	Permanent	01.01.2023 - 29.09.2023
		Eng. J.Sirinivasan	Attending to the Duties	30.09.2023 – 26.12.2023
2	Director- Construction	Eng. A.U.Arapola	Permanent	01.01.2023 – 07.09.2023
3	Director -Rural Bridge Construction	Eng. A.P.M. Warnakulasuriya	Permanent	01.01.2023 – 09.11.2023
		Eng. W.U.I. Rodrigo	Attending to the Duties	10.11.2023 – 26.12.2023
4	Director -Highway Designs	Dr. S.J. Widanapathirana	Attending to the Duties	01.01.2023 – 09.11.2023
		Eng. S.A.S.T.Salavavidana	Attending to the Duties	10.11.2023 – 26.12.2023
5	Director- Engineering Services	Eng. L. S. Premathilake	Permanent	01.01.2023 – 14.07.2023
		Eng. T.Vasanthakumar	Attending to the Duties	15.07.2023 – 26.12.2023
6	Director -Research and Development	Eng.(Mrs.) K.L.I.Ranasoma	Permanent	01.01.2023 - 07.09.2023
7	Director -Training	Eng. K.P.I.R. Perera	Acting	01.01.2023 – 21.04.2023
		Eng.K.C.G.Abayantha	Attending to the Duties	22.04.2023 – 07.09.2023
8	Director -Procurement	Eng. V. Mohan	Permanent	01.01.2023 – 23.07.2023
		Eng. I.L.M.Shafeek	Attending to the Duties	24.07.2023 – 07.09.2023
9	Director- Land	Mrs. R.G.A.D. Siriwardena	Attending to the Duties	01.01.2023 – 07.09.2023
10	Director- Environmental and Social Development	Eng. N.K.L.Neththikumara	Permanent	01.01.2023 – 28.02.2023
		Eng. S.G.Senarathne	Attending to the Duties	01.03.2023 – 07.09.2023
11	Director -Planning	Eng.(Mrs.).D.A.S.Jayasekera	Permanent	01.01.2023 – 07.09.2023
		Eng.(Mrs.).G.K.S.Karunasekara	Attending to the Duties	24.11.2023 – 31.12.2023
12	Director- Expressway Operation, Maintenance and Management	Eng. R.A.D.Kahatapitiya	Attending to the Duties	01.01.2023 – 26.12.2023
13	Director -Mechanical	Eng. I.M.J.Keerthi	Permanent	01.01.2023 - 07.09.2023
14	Director- Legal	Mrs.T.K.S.Dharmasena	Permanent	01.01.2023 - 07.09.2023
15	Director- Administration	Mr. N. Sooriyakumaran	Permanent	01.01.2023 – 07.09.2023
16	Director -Finance	Mr. H. Kannangara	Permanent	01.01.2023 – 07.09.2023
17	Director- Internal Audit	Mrs. B. Sandamali	Permanent	01.01.2023 - 07.09.2023
18	Director -Quality Assurance & Progress Monitoring	Eng. S.S.A.Thilakasiri	Attending to the Duties	01.01.2023 – 26.12.2023
19	Director-Infrastructure, Road Safety & Traffic Management Division	Eng. K.Chandrakumara	Attending to the Duties	01.01.2023 – 26.12.2023
20	Director -Property Management and Revenue	Vacant		



ABBREVIATION

- ADG - Additional Director General
- Admin. - Administration
- C.E.E. - Chief Engineers
- AD - Additional Director
- E.E.E. - Executive Engineers
- EOM&M - Expressway Operation, Maintenance & Management
- ES - Engineering Services
- ESD - Environment and Social Development
- MM - Maintenance Management
- PM&R - Property Management & Revenue
- PMUs - Project Management Units
- Procure. - Procurement
- R&D - Research & Development
- RBCU - Rural Bridges Construction Unit
- QA&PM - Quality Assurance & Progress Monitoring
- BM & AU - Bridge Management and Assessment Unit
- LRS&TM - Infrastructure Road Safety & Traffic Management

Figure 1-3: RDA Organizational Structure as per the previous Carder

The updated organizational structure for the RDA according to the approved cadre and SOR (up to DDG level) shows in figure 1-4 and updated and newly formed divisions are as follows.

Table 1-7: Updated Functional Divisions and DDGs List after the Approved Cadre and SOR in 2023

No	Position - Division	Person Holds the Position	Nature of the Appointment	Duration	Remarks
1	Deputy Director General – Internal Audit	Mrs. B.Sandamali	Permanent	With effect from 08.09.2023	
2	Deputy Director General – Legal	Mrs. T.K.S.Darmasena	Permanent		
3	Deputy Director General – Construction	Eng. A.U.Arapola	Permanent		
4	Deputy Director General – Mechanical	Eng. I.M.J.Keerthi	Permanent		
5	Deputy Director General – Research & Development	Eng. (Mrs.) K.L.I.Ranasoma	Permanent		
6	Deputy Director General – Quality Assurance & Performance Auditing	Eng. S.S.A.Thilakasiri	Permanent	With effect from 27.12.2023	Previously named as the Quality Assurance & Progress Monitoring division
7	Deputy Director General – Structural Designs	Eng. T.Vasanthakumar	Permanent		Previously named as the Engineering Service Division
8	Deputy Director General – Bridge Maintenance & Rural Bridge Construction	Eng. (Mrs.) H.G.N.Premakanthi	Permanent		Previously named as the Rural Bridge Construction Division
9	Deputy Director General – Infrastructure , Road Safety & Traffic Management Division	Eng. K.Chandrakumara	Permanent		
10	Deputy Director General – Highway Designs	Eng. P.C.I.Kumarathunga	Permanent		
11	Deputy Director General – Expressway Operation, Maintenance & Management	Eng. R.A.D.Kahatapitiya	Permanent		
12	Deputy Director General – Special Projects	Eng. K.W.Kandambi	Permanent		Newly formed division
13	Deputy Director General – Road Assets Management	Eng. (Mrs.) G.K.S. Karunasekara	Permanent		Newly formed division
14	Deputy Director General – Contract Administration & Management	Eng. (Mrs.) K.R.D.J.K.Weerakoon	Permanent		Newly formed division
15	Deputy Director General – Expressway Assets Upgrading & Improvement	Eng. P.H.Gunasinghe	Permanent		Newly formed division
16	Deputy Director General – Road Maintenance & Management	Eng. J.Sirinivasan	Attending to the Duties		Previously named as the Maintenance Management Division
17	Deputy Director General – Information Systems & Network Management	Vacant			Newly formed division.

No	Position - Division	Person Holds the Position	Nature of the Appointment	Duration	Remarks
No	Position - Division	Person Holds the Position	Nature of the Appointment	Duration	Remarks
18	Deputy Director General – Human Resource Management & Administration	Mr. N. Sooriyakumaran	Permanent	08.09.2023 – 09.11.2023	Previously named as the Administration Division
		Vacant with effect from 10.11.2023			
19	Deputy Director General – Corporate Finance	Mr. H. Kannangara	Permanent	08.09.2023 – 09.11.2023	Previously named as the Finance Division
		Vacant with effect from 10.11.2023			
20	Deputy Director General – Operational Finance	Vacant			
21	Deputy Director General – Land Management	Mrs. R.G.A.D. Siriwardena	Attending to the Duties	08.09.2023 – 31.12.2023	Previously Named as the Land Division
22	Deputy Director General – Human Resource Development	Eng.K.C.G.Abayantha	Attending to the Duties	08.09.2023 – 31.12.2023	Previously Named as the Training Division
23	Deputy Director General – Corporate Strategic Planning	Eng.(Mrs.).D.A.S.Jayasekera	Permanent	08.09.2023 – 23.11.2023	Previously Named as the Planning Division
		Eng.(Mrs.).G.K.S.Karunasekara	Attending to the Duties	24.11.2023 – 31.12.2023	
24	Deputy Director General – Procurement Management	Eng. I.L.M.Shafeek	Attending to the Duties	08.09.2023 – 31.12.2023	Previously Named as the Procurement Division
25	Deputy Director General – Environmental and Social Development	Eng. S.G.Senarathne	Attending to the Duties	08.09.2023 – 31.12.2023	

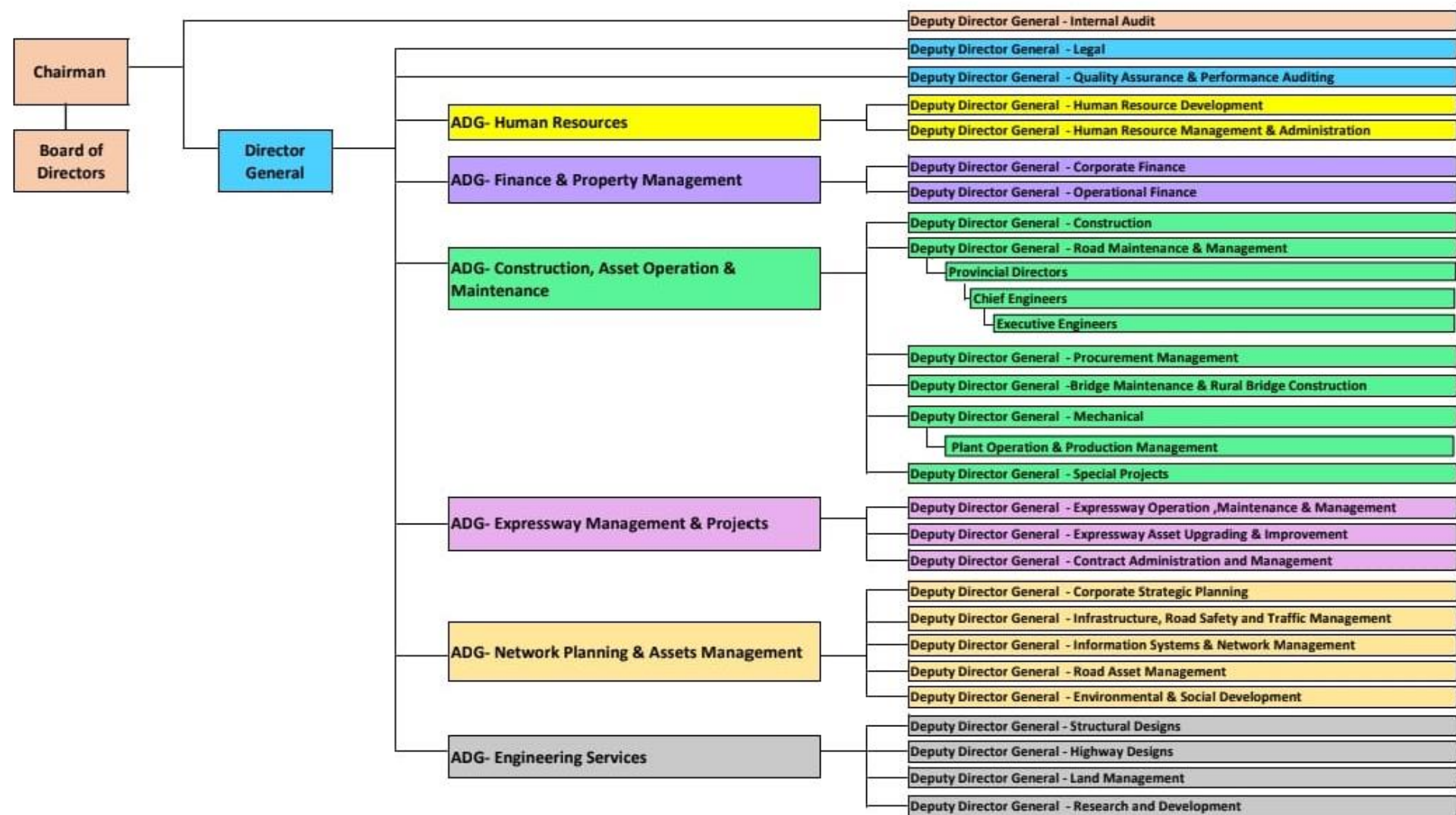


Figure 1-4: The Updated Organization Structure for the RDA According to the Approved Cadre and SOR (up to DDG level)

Project Management Units

Almost all foreign-funded projects are handled by Project Management Units (PMUs), and PMUs are function as independent units under the Ministry of Highways. In 2023, Projects Management Units were in operation for the following projects;

1. Central Expressway Project Section 1 (CEP 1)
2. Central Expressway Project Section 3 (CEP 3)
3. Port Access Elevated Highway Project (PAEHP)
4. Miscellaneous Foreign Aided Project (MFAP)
5. Special Project Management Unit (SPMU)
6. Transport Connectivity and Asset Management Project (TCAMP)
7. Badulla - Chenkaladi Road Improvement Project (BCRIP)
8. China Exim Bank (Hunan branch) Funded Project
9. Integrated Road Investment Programme (i-Road) Project (I& II)
10. Kandy Tunnel Construction Project
11. Inclusive Connectivity and Development Project (ICDP)
12. Kandy multimode transport terminal project (KMTTP)
13. Local Bank Funded & Rural Road Project (LBFP)

These PMUs maintain independent accounting units which are responsible to the Ministry of Transport and Highways and the RDA. At the RDA level, the activities of all PMUs are coordinated by the Additional Director General (Projects) (currently, as per the updated SOR ADG (Expressway Management & Projects)) except the Local Bank Funded & Rural Road Project which comes under Additional Director General (AOM&M) (currently, as per the updated SOR ADG (Construction, Assets Operation & Maintenance)). The organizational chart of the Project Management Units of the RDA is given in Figure 1-5.

Further, due to the prevailing economic crisis in the country, some projects have been suspended as per the Cabinet decisions and more details about the aforesaid projects are in section 2.4. Suspended projects are as follows,

1. Ruwanpura Expressway Project (REP)
2. The Elevated highway from New Kelani Bridge to Athurugiriya
3. Central Expressway Project Section 4 (CEP 4)

In addition to that, the balance work of completed projects such as the New Bridge Construction Project over the Kelani River and Central Expressway Project Section 2 (CEP 2) are carried out by the special project units which are under the purview of ADG projects.

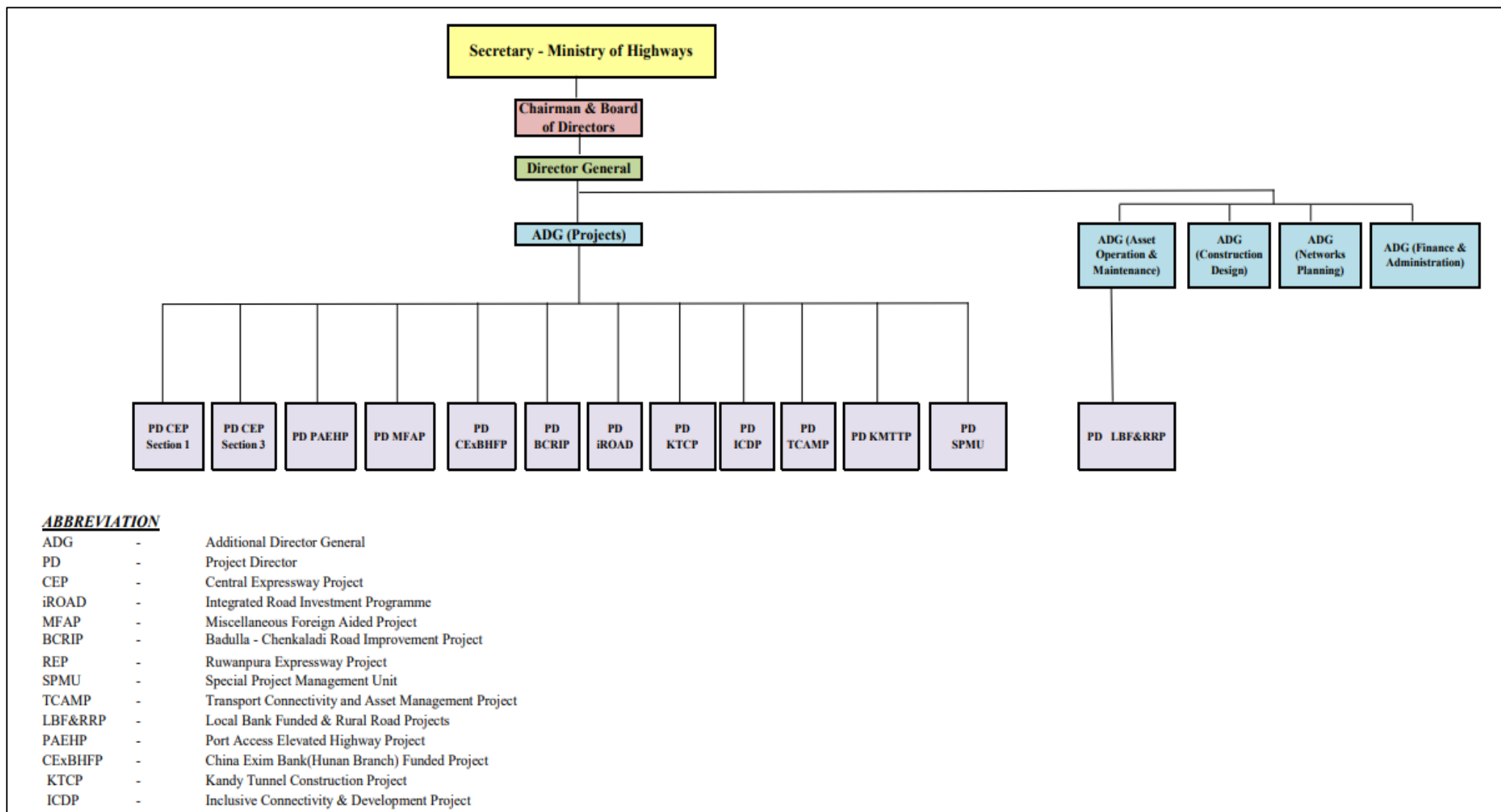


Figure 1-5: PMU Organization Chart

Provincial Setup

Under the provincial setup of the RDA, 9 Provincial Directors and 1 Additional Provincial Director are reporting to the Director of Maintenance Management. As the Eastern Province has been divided into two regions, there are two Provincial Directors in that Province, one in Batticaloa and the other in Akkaraipattu. Under each Provincial Director, there is a Chief Engineer (CE) for each region and an Executive Engineer (EE) for each division as shown in the table below. The Provincial Directors, Chief Engineers, and Executive Engineers are supported by several other Engineers and technical staff, appointed based on the lengths of the A and B class road network within the division.

Table 1-8: Provincial Setup of RDA

Province	CE Region	EE Divisions
Northern	Vavuniya	Vavuniya, Mannar
	Jaffna	Jaffna, Point Pedro
	Mullaitivu	Mullaitivu, Kilinochchi
0Sabaragamuwa	Rathnapura	Rathnapura, Pelmadulla, Embilipitiya
	Kegalle	Kegalle, Ruwanwella
Western	Colombo	Colombo, Avissawella
	Gampaha	Gampaha, Negombo, Nittambuwa
	Kalutara	Kalutara, Agalawatta, Horana
Southern	Galle	Galle, Hiniduma
	Matara	Matara, Deniyaya
	Hambantota	Hambantota , Tangalle
Central	Kandy	Kandy, Kundasale, Kadugannawa, Gampola
	Nuwara Eliya	Nuwara Eliya, Norwood, Hanguranketha
	Matale	Matale, Nalanda
North Central	Anuradhapura	Anuradhapura, Medawachchiya,, Maradankadawala
	Polonnanaruwa	Polonnanaruwa, Habarana
North Western	Kurunegala	Kurunegala, Kuliyaipitiya, Maho
	Chillaw	Chillaw, Puttlam
Uva	Badulla	Badulla, Bandarawela
	Monaragala	Monaragala, Bibile
Eastern	Batticaloa	Batticaloa
	Trincomalee	Trincomalee
Eastern - Akkaraipattu	Ampara	Ampara, Dehiaattakandiya
	Akkaraipattu	Akkaraipattu, Kalmunai

Employees of the RDA

The total workforce of the RDA under different service categories is given in the table 1-9:

Table 1-9: Workforce of RDA as of the end of 2023

Service Management	MSD Approved Cadre		Total Existing Cadre as of 31/12/2023		
	Permanent	Contract	Permanent	Contract	Casual
Senior Management	84	0	37	1	0
Engineering Services	660	0	704	0	0
Administrative Officers Services	19	0	9	0	0
Information Technology Services	19	0	15	2	0
Accounts Services	31	0	29	0	0
Legal Officers Services	6	0	7	0	0
Junior Administrative Services	47	0	27	0	0
Accounts/ Audit Assistants Services	70	0	45	0	0
Associate Officers Services	67	0	63	0	0
Technical Service - 1	83	0	58	0	0
Technical Service - 2	1034	4	978	14	0
Clerical & Allied Services	2270	101	2202	180	0
Supportive Staff	2307	0	2146	81	0
Sub Total	6697	105	6320	278	0
Maintenance Labor	2800		2201		1040
Total	9497	105	8521	278	1040



2.0 Financial and Operational Performance

2.1 Performance of Functional Divisions

Table 2-1: Financial Performance of Functional Divisions in 2023

Description	Allocation (Rs. Mn)	Expenditure (Rs. Mn)
Road Maintenance Trust Fund (Maintenance of Roads and Bridges)	6,844.50	6,039.22
Widening and Improvement of Roads	2,696.89	1,628.55
Infrastructure & Road Safety	33.90	33.43
Traffic Management	80.00	31.14
Land Acquisition for Completed and Ongoing Projects	3,698.00	3,688.70
Surveys, Investigation and Feasibility Studies	111.25	74.18
Reconstruction of Damaged / Weak Bridges on National Highways	505.00	261.97
Land Improvement of Central Expressway	2,400.00	2,399.44
Construction of Rural Bridges using old Bridge Components	536.40	415.79
Rehabilitation of Garagoda Bridge on Yatiyanthota-Magamma Road	200.00	35.49
Contribution to Road Development Authority	9,000.00	9,000.00
Rural Road Reawakening Programme (Maga Neguma) (The allocation for the RDA and related expenditure stated under this item)	2,000.00	1,451.55

It has to be noted that most of the time the actual work done is higher than the expenditure mentioned above and the expenditure has limited to the imprest received.

2.1.1 Road Maintenance

Maintenance of the National Road Network is implemented through the Maintenance Management (MM) Division and the Director (Maintenance Management) directs and coordinates the works of the Provincial Directors with the assistance of the Additional Directors. In order to maintain and improve the quality condition and mobility of the national road network MM Division implements maintenance activities as follows;



- Routine Maintenance (General up keep, reducing high side, cleaning and de-silting drains and culverts, re-cutting side drains, painting bridges and culverts etc.)
- Periodic Maintenance (Sand sealing, chip sealing, section overlay, surface milling and overlay, base failure correction, culvert repair, minor bridge repair, maintenance of traffic signals and street light etc.)
- Recurrent maintenance (Repair potholes, crack sealing, repair of ruts depressions and surface irregularities, edge corrections, lane markings, pedestrian crossing markings etc.)
- Urgent Maintenance/ flood damages (remove earth slips, remove fallen trees, retaining wall repairs, road diversions and erection of baily bridges , flood damages)
- Reconstruction of weak bridges.

Table 2-2: Progress of Periodic Maintenance in year 2023

Province	Crack Sealing (km)	Rectification (km)	Sand Sealing (km)	AC overlay (km)	Chip Sealing (km)
Western Province	58.60	131.78	0.85	6.02	6.50
Central province	105.45	104.02	42.32	9.52	79.34
Southern Province	168.00	0.00	1.70	7.95	0.00
Northern Province	97.94	180.09	0.10	0.00	3.88
Eastern Province	116.23	116.23	1.00	3.36	0.00
Eastern Province (APD – Akkaraipattu)	25.35	37.63	14.33	0.33	0.00
North Western Province	218.18	7.85	14.00	1.84	0.00
North Central Province	105.10	2.65	9.55	0.00	0.00
Uva Province	290.00	46.50	47.00	0.00	1.50
Sabaragamuwa Province	120.40	178.00	28.00	17.60	9.50
Total	1,305.25	804.75	158.85	46.62	100.72

Table 2-3: Progress of Asphalt and Crusher Plants- Production Summary

Month	Production Summary		External Sale	
	Asphalt Plants (mt)	Crusher Plants (mt)	Asphalt Plants (mt)	Crusher Plants (mt)
January	3,008.55	48.79	-	-
February	1,632.06	-	-	-
March	3,724.93	434.74	-	-
April	2,496.56	529.89	-	-
May	9,339.65	28.77	-	-
June	14,011.23	2,439.80	-	-
July	13,298.38	2,036.45	-	-
August	15,137.92	2,534.47	-	-
September	12,698.24	1,880.01	18.50	-
October	12,109.21	1,267.26	16.30	-
November	17,691.34	2,076.39	20.13	-
December	12,451.50	1,483.93	5.16	-
Total	117,599.57	14,760.50	60.09	0.00

Table 2-4: Expenditure on Road Maintenance in Year 2023

Description	Allocation for the year 2023 Rs.	Expenditure as at December 2023 Rs.
Project 01 - Routine Maintenance	2,170,000,000.00	2,073,732,302.93
Project 02 - Periodic Maintenance	837,000,000.00	622,166,590.16
Project 03 - Recurrent Maintenance	1,073,000,000.00	905,951,710.57
Project 04 - Urgent Maintenance	920,000,000.00	796,320,213.04
Project 05 - Flood Damages(For Central, Southern, Sabaragamuwa and Uva Provinces)	1,100,000,000.00	86,804,373.24
Sub Total	6,100,000,000.00	4,484,975,189.94
Asphalt Plant/ Regional Unit and Payment Unit		1,54,325,214.36
Total	6,100,000,000.00	5,839,300,404.30
Flood Damages (Construction Division)	700,000,000.00	199,918,123.31
Total	6,844,500,000.00	6,039,218,527.61

2.1.2 Widening & Improvement of Roads under GOSL Funds



The Construction Division handles all widening and improvements of National Roads, important Non-RDA road links, and smaller road sections that need attention but cannot be taken up under the donor funding. The Construction Division implements these Widening & Improvement Projects under the local funds. According to the requirements, rehabilitation & and reconstruction of small weak bridges are also carried out under this program. Further, selected projects are carried out under a 100,000km alternative road system under the Government's Policy Statement of "Vistas of Prosperity & Splendor" Programme.

This division carries out all the procurement activities relevant to the above projects. In the pre-construction stage, preparation of tender documents, placing paper notices for inviting bids, issuing of Bidding Documents, the opening of Bids, and issuing of Letter of Acceptance (LOA) are executed. In the post-construction stage, the Director of Construction facilitates the Employer (Director General-RDA) in monitoring the financial and physical progress, inspecting, checking and advising the site work, evaluating and recommending approval for Payment Certificates, Variation to the Contracts, Extension of Time (EOT), Price Escalations, Termination (In case of lack of progress), etc. In addition to the aforesaid activities, direct supervisions of few projects are also carried out as the Engineer for the Contract.

During 2023, widening and improvement of 27.32km were completed and 66.47km were in progress as of the end of the year.

Table 2-5: Summary of Projects carried out under Construction Division

Item No	Project Name	District	Physical Progress %
1	Widening and Improvement of Roads and Bridges carried out under all Provincial Directors, Project Director (Western), and Addl. Provincial Director (Akkaripattu)	Island-wide (All 25 Districts)	47%
2	Projects under Development of 100,000 km of Alternative Roads to Access Main Roads and Expressways	Island-wide (All 25 Districts)	32%
3	Construction of Rajamawatha Extention Road from Ketawala to Maspanna (From CH 7+560km to CH 9+300 km), including two Bridges at CH 7+960 km and CH 8+380 (Contract Sum Rs. 577.72 Mn without VAT)	Badulla	36%
4	Reconstruction of Yatiyanthota Garagoda Bridge across Kelani Ganga on Yatiyanthota-Magammana Road (Non-RDA)	Kegalle	Commenced on 31.08.2023 and Construction work obstructed due to heavy rain.
5	Construction of Sub Structure and Road Mookiriyani Odai Bridge across Mookiriyani Odai River in Punnai	Batticaloa	Under procurement stage

Table 2-6 : Details of Projects Carried out under Widening and Improvement in 2023

Province	District	Allocation for the year 2023 (Rs.Mn)	Expenditure for the year 2023 (Rs.Mn)	Projects Awarded in 2023		Completed as at end of 2023		Ongoing during 2023	
				No.of Projects	Length/km	No.of Projects	Length/km	No.of Projects	Length/km
Western Province	Colombo	340.00	180.75	2	-	-	3.23	8	1.14
	Gampaha	295.00	271.50	1	-	-	4.37	16	7.14
	Kaluthara	200.00	119.75	1	-	2	1.0	10	4.0
Central Province	Kandy	100.00	20.10	-	-	-	-	3	0
	Mathale	100.00	66.79	1	13.5	-	-	3	14.11
	Nuwara Eliya	100.00	8.08	-	-	-	1.80	3	2.20
Southern Province	Matara	60.00	52.94	2	0.145	14	-	3	1.0
	Galle	65.00	65.00	1	3.85	1	-	2	1.0
	Hambantota	80.00	32.85	4	4.65	-	-	1	3.40
Northern Province	Jaffna	37.00	25.32	4	2.01	4	4.55	2	1.25
	Killinochchi	81.88	55.32	-	-	-	-	1	1.0
	Mannar	0.00	0.00	3	2.4	2	0.8	1	2.40
	Vavuniya	80.00	64.67	-	-	2	0.84	2	1.95
	Mullative	0.00	0.00	-	-	-	-	-	-
Eastern Province	Batticaloa	155.00	111.04	3	1.195	1	1.195	4	-
	Ampara	75.00	2.87	-	-	-	-	1	-
	Trincomalee	90.00	37.42	4	3.46	1	2.08	3	1.38
North Western Province	Kurunagala	200.00	89.11	-	-	-	-	3	3.31
	Puttlam	50.00	44.36	-	-	-	-	-	-
North Central Province	Anuradhapura	75.00	32.44	1	2.0	-	-	1	1.68
	Polonnaruwa	75.00	75.00	3	4.1	1	4.0	2	4.0
Uva Province	Badulla	38.00	30.51	-	-	-	2.55	1	4.45
	Monaragala	100.00	29.15	-	-	1	0.9	6	3.06
Sabaragamuwa Province	Kegalle	150.00	150.00	4	8.03	-	-	2	8.0
	Rathnapura	150.00	63.54	1	0.4	-	-	6	-
Total		2,696.88	1,628.51	35	45.74	29	27.315	84	66.47
1) Due to prevailing economic crisis most of the new works have not been commenced. 2) Ongoing contracts which are very less progress have been mutually terminated with the consent of contractors 3) Imprest have not been received according to the targets. 4) Due to lack of imprest most of the projects have abandoned and terminated by the contractors. 5) Contractors reduced the rate of progress of the work due to lack of constructions materials, fuel and unexpected price hikes of construction materials.									

2.1.3 Reconstruction of Bridges under Local Funds

A. Reconstruction of Damaged/Weak Bridges on National Highways

Reconstruction of Damaged/ Weak Bridges on National Highways is executed through the Maintenance Management (MM) Division. Under this program improvements of weak bridges were attended to through ICTAD-registered contractors. The allocated local fund for the reconstruction of damaged/weak bridges on National Highways is Rs.305 Mn and the expenditure during the year 2023 is Rs. 228.84 Mn. In year 2023, a total of 48 bridges were undertaken and 31 bridges were completed. The provincial progress is given in table 2-7:

Table 2-7: Progress of Weak Bridges Improvement Work 2023

No.	Province	Estimated Cost (Rs. Mn)	No. of Bridges	Physical Progress				Expenditure up to end of 2023 (Rs. Mn)
				Completed		On Going		
				A Class	B Class	A Class	B Class	
01	Western Province	448.86	9	-	5	1	3	15.59
02	Central Province	527.62	12	1	8	-	3	57.20
03	Southern Province	6.50	1	-	-	1	-	1.77
04	Northern Province	12.10	1	-	1	-	-	2.67
05	Eastern Province	53.00	4	2	2	-	-	27.56
06	Eastern Province (APD– Akk)	0.00	-	-	-	-	-	-
07	North Western Province	314.36	11	-	6	-	5	23.51
08	North Central Province	156.28	7	1	3	2	1	16.47
09	Uva Province	75.00	1	-	1	-	-	13.54
10	Sabaragamuwa Province	111.94	2	-	1	-	1	70.52
	RBCU/Region Unit/Payment Unit							33.14
	Total	1705.66	48	4	27	4	13	261.97

B. Rural Bridge Construction

Mainly the Rural Bridge Construction Division has the following functions;

- Construction of bridges in rural areas to provide access to villages, paddy fields, farms, and cultivated lands by reusing old steel components removed from RDA bridges.
- Construction of temporary quick bridge or bailey bridges in RDA roads in emergencies such as flood damages and as bypass for bridge reconstruction sites.
- Attending urgent repairs of RDA bridges.

Also, this division is bounded by the following responsibilities;

- Inspections of rural bridge sites requested by DG-RDA & higher management.
- Preparing design & estimates for rural bridges & implementation of the works according to annual allocation and program.
- Preparing action plan, progress reports, etc.
- Attending emergency works as requested by relevant Executive Engineers, Chief Engineers, and Provincial Directors

During the year, the Rural Bridge Construction Division attended with total 24 nos bridges and 11 bridges were completed. Details of the bridge construction contracts are given in the tables below;

Table 2-8: Summary Progress of Bridge Construction during year 2023

District	Total No. of Bridges	Completed Bridges Before 2023	Completed Bridges in 2023	Ongoing Bridges as of the end of 2023	Terminated by MOU and cancelled projects during 2023
Colombo	04	02	00	01	01
Kalutara	00				
Gampaha	01	01	00		
Galle	07	04	03		
Kegalle	12	06	02	01	03
Rathnapura	01			01	
Trincomalee	11	03	02	04	02
Ampara	04	02	01		01
Nuwara Eliya	05	02	00	02	01
Kandy	06	04	00	01	01
Badulla	03	01	01	01	
Monaragala	05	00	01	02	02
Kurunegala	04	03	00		01
Mullaitivu	02	01	00		01
Anudarapura	03	00	01		02
Total	68	29	11	13	15

Table 2-9: Detailed Progress of completed Bridges during year 2023

No	Description of Work with Name of the Road	District	TEC (without VAT) (Rs. Mn)	Date of Commencement	Date of Completion	Physical Progres as of End of 2022	Cumulative Expenditure As of the End of 2022 (Rs. Mn)	Physical Progres as of End of 2023	Cumulative Expenditure as of the End of 2023 (Rs. Mn)
1	Construction of bridge across Galbedi Dola at Udugama. (15m , single span) 2014/58	Galle	7.96	25.08.2015	18.08.2021	100%	5.29	100%	6.36
2	Construction of bridge across Homa Dola at Kondagala, Nagoda. (24m , single span) 2014/61	Galle	12.85	10.09.2015	29.03.2021	98%	5.83	100%	7.31
3	Construction of bridge across Lunuwilawatta, Kekulan Ovita Ela at Nugaduwa, Galle. 2019-014	Galle	9.99	29.10.2019	18.08.2021	100%	9.01	100%	9.01 *
4	Construction of bridge across Mawanana Egoda Ovita Ela at Gigummaduwa, Neluwa. 2019-010	Galle	20.41	10.09.2019	28.11.2021	100%	16.41	100%	16.41 *
5	Construction of bridge across Heen Ela at Thalawa, Thellambura road. 2021-008	Galle	5.94	12.03.2021	25.06.2022	100%	3.52	100%	4.86
6	Construction of bridge across Keembiya Phala Ela Bata-Atta at Kasideniya Baddegama, Galle. 2021-020	Galle	10.07	02.06.2021	06.03.2023	90%	6.92	100%	9.24
7	Construction of bridge across Panganwela Ela at Gonamulla Akmeemana, Galle. (Akmeemana DS area) 2021-037	Galle	5.52	05.08.2021	03.12.2022	75%	0.41	100%	3.83
8	Construction of Bridge across Marapana Oya at Batewatta, Deewela. 2020-008	Kegalle	15.64	28.12.2020	28.09.2021	100%	13.91	100%	13.91 *
9	Construction of bridge across Wallawa Ela at Wallawa, Miyanawita, Deraniyagala. 2019-003	Kegalle	16.39	02.07.2019	23.04.2020	100%	14.74	100%	14.74 *
10	Construction of bridge across Mandagal Oya at Orupeellagama, Deraniyagala. 2019-004	Kegalle	12.89	19.08.2019	24.03.2021	100%	11.65	100%	11.65 *
11	Construction of bridge across Kelagama Ela on Napaela, Ruwanwella. (Dehiovita DS area) 2021-030	Kegalle	8.63	04.08.2021	30.05.2023	75%	4.07	100%	6.73
12	Construction of bridge across Gadadessa Oya on Henatipanakanda Dehiliyaddakumbura road at Heenatipanakanda, Udamulla, Mawanella (Mawanella DS area) 2021-032	Kegalle	6.41	04.08.2021	24.02.2022	80%	3.15	100%	4.28
13	Construction of bridge across Galketiya Amuna Ela at Pallegama, Kegalle 2021-001	Kegalle	9.02	05.03.2021	28.11.2021	100%	8.12	100%	8.12 *

No	Description of Work with Name of the Road	District	TEC (without VAT) (Rs. Mn)	Date of Commencement	Date of Completion	Physical Progres as of End of 2022	Cumulative Expenditure As of the End of 2022 (Rs. Mn)	Physical Progres as of End of 2023	Cumulative Expenditure as of the End of 2023 (Rs. Mn)
14	Construction of bridge across Dunumale Ela on Uduwaka Elipalle road at Waharaka Gonagaldeniya. 2021-003	Kegalle	11.14	08.03.2021	15.03.2022	100%	7.17	100%	8.23
15	Construction of bridge across Murutha Ela on Alawathura Muruthagasthenna road at Bulathkohupitiya.2021-004	Kegalle	10.44	05.03.2021	28.11.2021	100%	8.79	100%	8.79 *
16	Construction of bridge across Ketaboola Oya at Ketaboola, Kothmale.2019-017	Nuwara-Eliya	10.58	19.08.2019	24.02.2022	100%	9.69	100%	9.69 *
17	Construction of bridge across Mool oya at Hope Estate, Hewaheta. 2019-018	Nuwara-Eliya	7.15	19.07.2019		100%	6.50	100%	6.50 *
	Hiring of vehicle for supervision of bridges in Nuwaraeliya District	Nuwara-Eliya	5.00					100%	2.32
18	Construction of bridge across Weddage Kandura on Nagadeepa Heeressagoda road at Nagadeepa Uraniya, Rideemaliyadda. 2019-019	Badulla	16.21	10.09.2019	21.01.2021	100%	15.25	100%	15.25 *
19	Construction of balance work of bridge across Loggal Oya at Thaldena Meegahakiula. 2022-003	Badulla	12.09	05.05.2022	05.11.2022	90%	-	100%	7.18
20	Dismantle and removal of super structure bridge at Mavadi Oddai bailey bridge.	Trinco	12.34	15.05.2023	30.06.2023	0%	-	100%	5.47
21	Construction of bridge across Muthur Lagoon on Palai Nagar-Naithal Nagar road at Palai Nagar Muthur, Trincomalee. 2019-021B	Trinco	18.81	20.12.2021	21.01.2021	100%	15.37	100%	17.85
22	Construction of bridge across Yan Oya Sawararu Ela on Pulmudei, Gomarankadawala road at Pulmudei. 2019-025A	Trinco	20.76	21.01.2020	28.04.2021	100%	19.20	100%	19.20 *
23	Construction of bridge at Cholai Veddnavan in Kinniya.2019-008	Trinco	19.16	03.09.2019	17.12.2021	100%	14.70	100%	14.70 *
24	Construction of Bridge across Parayan aru on Thennamarawadi, Kokkuthuduwai Road at Pulmudai, Trincomalee. RDA/DPR/UBTW/2020/21/2	Trinco	33.97	17.11.2020	30.12.2022	95%	22.86	100%	32.37
25	Construction of bridge across Kimbulwana oya at unit 03, Kimbulwana Oya Melsiripura. 2019-031	Kurunegala	10.94	20.01.2020	12.04.2021	100%	8.81	100%	8.81 *

No	Description of Work with Name of the Road	District	TEC (without VAT) (Rs. Mn)	Date of Commencement	Date of Completion	Physical Progres as of End of 2022	Cumulative Expenditure As of the End of 2022 (Rs. Mn)	Physical Progres as of End of 2023	Cumulative Expenditure as of the End of 2023 (Rs. Mn)
26	Construction of bridge across Kimbulwana Oya at Peragahamula Yaya Hettigama Road at Kumbukgete. 2019-033	Kurunegala	9.64	23.07.2020	26.02.2021	100%	9.00	100%	9.00 *
27	Construction of bridge across Solewewa, Saliya Junction Road at Unit 7, Sandagala, Solewewa, Giribawa. RDA/DPR/UBTW/2020/21/05	Kurunegala	16.53	17.11.2020	30.07.2021	100%	13.12	100%	13.12 *
28	Construction of Bridge across Waulelena Ela on Pragathipura, Negenahira Kanda Road at Eswatta Puwakpitiya, Awissawella. 2020-007	Colombo	12.71	13.10.2020	22.03.2021	100%	7.53	100%	7.53 *
29	Construction of bridge across Bope Batalawatta Road in Udagama, Bope.2020-010	Colombo	5.99	25.11.2020	14.02.2021	100%	5.31	100%	5.31 *
30	Construction of Bridge across Mudiyalakadura on Bokkemadawala, Baddullagamma Road at Bokkemadawala, Bibila.2020-12	Monaragala	11.47	14.10.2020		90%	7.23	100%	7.23 *
31	Construction of bridge across Maha Oya at Hunuketadegalaha, Pussawela, Meemure. 2019-029A	Kandy	19.17	21.01.2020	20.09.2021	100%	14.02	100%	14.02 *
32	Construction of balance work of bridge across Bali Amuna at Poggolla, Ududumbara.2020-001B	Kandy	2.35	02.10.2020	10.02.2021	100%	1.60	100%	1.60 *
33	Construction of bridge across Pegirimana Oya at Kumbukgolla Meemure Main road at Kumbukgolla Meemure, Ududumbara. 2021-012	Kandy	9.26	18.06.2021	10.01.2022	100%	7.03	100%	7.24
34	Construction of bridge on Galaha Belwood road at Galaha. (Ch:0+400,1+400)(Delthota Ds area) 2021-039	Kandy	14.74	03.08.2021		100%	5.13	100%	9.64
35	Repair work of Sirikurusa Bridge on St Nicholas road at Negombo. RDA/DPR/BRW/2020/101	Gampaha	38.60	24.11.2020	06.12.2021	100%	24.16	100%	24.16 *
36	Construction of bridge across old Yoda Ela on Puliyanikulama Aluth Puliyanikulama road at Puliyanikulama Thulana, Kalawewa. 2021-007	Anuradapura	19.65	05.03.2021	12.05.2022	98%	13.15	100%	16.20
37	Construction of Bridge across Panhal Oya on Thottama Omirangawa road at Tottama Dambana Ampara.2020-014	Ampara	22.04	25.11.2020		40%	11.81	100%	20.03

No	Description of Work with Name of the Road	District	TEC (without VAT) (Rs. Mn)	Date of Commencement	Date of Completion	Physical Progres as of End of 2022	Cumulative Expenditure As of the End of 2022 (Rs. Mn)	Physical Progres as of End of 2023	Cumulative Expenditure as of the End of 2023 (Rs. Mn)
38	Construction of bridge across Kumarigama Kadurukiripattiya road at Kumarigama, Uhana, Ampara. 2021-022	Ampara	17.21	15.07.2021	20.07.2022	100%	12.44	100%	16.43
39	Construction of bridge across Weeragoda Oya on Buddangala-Weeragoda Road at Weeragoda. (Uhana Ds area) 2021-035	Ampara	23.73	27.09.2021	05.09.2022	100%	12.74	100%	12.74 *
40	Construction of Bridge across Kokkumodai aru on Thennamarawadi, Kokkuthuduwai Road at Kokumodai Mullaitivu. 2020-009	Mullaitivu	18.27	04.01.2021	31.10.2022	100%	17.02	100%	17.57

* The physical progress 100% but financially not completed.



Figure 2-1: Construction Balance work of Bridge across Loggaloya at Thaldena Meegahakiula in Badulla

Table 2-10: Detailed Progress of terminated Bridges during year 2023

No	Description of Work with Name of the Road	District	TEC (without VAT) (Rs.Mn)	Date of Commence ment	Date of Terminated	Physical Progres as of End of 2022	Cumulative Expenditure as of the End of 2022 (Rs Mn)	Physical Progres as of End of 2023	Cumulative Expenditure as of the End of 2023 (Rs. Mn)
1	Construction of bridge across Nillambe Oya at Palle Delthota, Nillambe new Town. 2019-027	Kandy	19.31	18.12.2019	08.02.2023	60%	13.18	60%	15.28
2	Construction of bridge across Kimbulwana oya at Bulathwelyaya Menikpaya road at Menikpaya, Melsiripura. 2019-030	Kurunegala	26.46	19.02.2020	18.08.2023	15%	7.83	15%	7.83
3	Construction of bridge across Gal Oya on Badullagammana Kaudella road at Kaudella,bibila.2020-015	Monaragala	13.55	15.12.2020	05.06.2023	30%	4.33	30%	4.33
4	Construction of bridge across Hamanawa Oya on Bibile-Ampara Road at Hamanawa.2021-019	Monaragala	11.63	07.06.2021	22.06.2023	5%	-	5%	-
5	Construction of balance work of bridge across Kala Oya at Kagama Helabadugama Road at Kagama Bulnewa. RDA/DPR/NCP/KKHB/2020/147	Anuradapura	43.55	22.01.2021	27.06.2023	33%	22.40	50%	24.32
6	Construction of bridge across 13D Ela at Narangallegama, Ipalogama.2021-015	Anuradapura	5.83	11.06.2021	08.02.2023	0	0.48	0%	0.48
7	Construction of bridge at Galapitagala Uhana ,Ampara.2021-023	Ampara	11.81	31.03.2021	10.08.2023	15%	1.00	15%	1.00
8	Construction of bridge across Mora Oya on Kawanthissapura –Helamba Wewa road at Thissapura Padavi Sripura (Padavi Sripura Ds area) 2021-024	Trinco	41.28	09.09.2021	24.04.2023	7%	4.16	7%	5.05
9	Construction of bridge across Mee Oya on Kongolla Yaya 12, Samanpura Road at Kolongolla Padavi SriPura.(Padavi Sripura Ds area) 2021-026	Trinco	39.13	14.10.2021	24.04.2023	70%	15.85	70%	15.88
10	Construction of bridge across Dedarana Ela on Ruscastle Deraniyagala. (Dehiovita Ds area) 2021-033	Kegalle	11.25	03.08.2021	19.05.2023	15%	-	15%	0.76
11	Construction of bridge across Gurugoda Oya at Ampe, Malmaduwa. (Galigamuwa Ds area 2021-034	Kegalle	35.90	14.12.2021	27.04.2023	8%	6.03	8%	6.26

No	Description of Work with Name of the Road	District	TEC (without VAT) (Rs.Mn)	Date of Commence ment	Date of Terminated	Physical Progres as of End of 2022	Cumulative Expenditure as of the End of 2022 (Rs Mn)	Physical Progres as of End of 2023	Cumulative Expenditure as of the End of 2023 (Rs. Mn)
12	Construction of bridge across Heenakandura ela on Godigamuwa Malawita road at Godigamuwa Moronthota, Kegalle. 2021-014	Kegalle	6.19	11.06.2021	31.10.2023	40%	1.47	40%	1.82
13	Construction of Boundary wall at Aththidiya. 2022-002	Colombo	4.08	18.04.2022	09.02.2023	10%	0.41	10%	0.44
14	Construction of bridge across Maskeli Oya at Ceeton Ratherford, Maskeliya. 2019-016	Nuwara- Eliya	34.68	14.10.2019	10.11.2023	80%	31.61	80%	34.56
15	Construction of Bridge across Odikkaru aru on Thennamarawadi, Kokkuthuduwai Road at Kokkuthuduwai, Mullaitivu. RDA/DPR/UBTW/2020/21/3	Mullaitivu	31.98	17.11.2020	17.11.2023	30%	9.73	40%	9.73

Table 2-11: Detailed Progress of ongoing Bridges during year 2023

No	Description of Work with Name of the Road	District	TEC (without VAT) (Rs. Mn)	Date of commencement	Physical Progres as at end of 2022	Cumulative Expenditure as of the End of 2022 (Rs. Mn)	Physical Progres as at end of 2023	Cumulative Expenditure as of the End of 2023 (Rs. Mn)
1	Construction of Bridge across Damunuwinna Oya on Medalanda bibila. 2020-013	Monaragala	12.81	25.11.2020	75%	6.37	75%	6.37
2	Construction of bridge across Menikganga on Kirigalpoththa- Ranukgalla Road at Ranukgalla, Buththala.(Buththala Ds area) 2021-031	Monaragala	11.72	03.08.2021	40%	3.91	40%	6.06
3	Construction of bridge across Dahamal Oya on Kehelkotuwa Kalugahawadiya road at Kehelkotuwa Medagama, Bibile. RDA/DPR/UP/DKKMB/2020/148	Badulla	33.29	11.02.2021	70%	2.46	75%	13.52
4	Construction of Retaining wall at Attidiya Land. RDA/RBCD/WP/GOSL/2020/017	Colombo	3.69	26.01.2021	70%	2.64	70%	2.64
5	Construction of bridge across Bawlana Ela on Hewaviss Bawlana road at Hewavissa, Bawlana, Marassana. 2021-005	Kandy	12.11	11.03.2021	50%	7.78	50%	7.78

No	Description of Work with Name of the Road	District	TEC (without VAT) (Rs. Mn)	Date of commencement	Physical Progres as at end of 2022	Cumulative Expenditure as of the End of 2022 (Rs. Mn)	Physical Progres as at end of 2023	Cumulative Expenditure as of the End of 2023 (Rs. Mn)
6	Construction of bridge across Puchuwda Oya on Pussellawa Gamunupura junction to Protoft road (12+640) at Mary hill Protoft Nuwara-Eliya. 2021-009	Nuwara-Eliya	7.29	12.03.2021	45%	1.30	45%	1.30
7	Construction of bridge across Puchuwda Oya on Pussellawa Gamunupura junction to Protoft road (14+950) at Protoft Nuwara-Eliya.(Near the School) 2021-010	Nuwara-Eliya	5.71	12.03.2021	10%	-	10%	-
8	Construction of bridge across Heen Ela on Aruggammana Hathnapitiya road at Hathnapitiya Kotiyakumbura.2021-013	Kegalle	6.25	11.06.2021	60%	1.40	60%	1.58
9	Construction of bridge across Wadasal aru on Kinniya Kalldi Wettuwan Road at Kinniya (Kinniya Ds area) 2021-027	Trinco	31.55	24.09.2021	65%	12.26	90%	30.20
10	Construction of bridge across Lagoon on Pulmudei Thusami housing scheme road at Pulmudei Trincomallee. 2021-002	Trinco	24.30	17.03.2021	60%	15.38	60%	15.68
11	Construction of bridge across Pallikudy Aru at Olukkuli Thopur .2021-018	Trinco	19.85	03.08.2021	45%	11.52	45%	13.84
12	Construction of bridge across Samulankulam Aru (off Kuchchaveli Thiriyaya Road) at Samulankulam, Kuchchaweli. (Kuchchaweli Ds area) 2021-029	Trinco	11.68	11.08.2021	50%	5.84	75%	9.69
13	Construction of bridge across Panapola Oya on Panapola – Kosgullena road at Panapola Kalawana. (Kalawana Ds area) 2021-036	Rathnapura	32.13	14.12.2021	3%	-	3%	2.18

Table 2-12: Work Carried Out Under Work Shop (Weak Bridges)

No.	Job Description/ Road Name	Requested by	Date of Commencement	Date of Completion	Cumulative Progress	Estimated Cost	Expenditure up to 30.11.2023	Remarks
1	Repairing of Cargo-Truck (Welding works and Tinkering)	R & D	01.01.2023	31.03.2023	100%	Funds from R&D		
2	Development of Attidiya Yard							
2.1	Fabrication of Tools Container		01.01.2023	31.03.2023	100%			
2.2	Preparing Container Box for Labours (Welding, Tinkering)		01.03.2023	30.11.2023	70%			Work has paused due to unavailability of labour force
2.3	Scrap iron identification and steel bridge components re-arrangement for counting works in Attidiya Yard		01.02.2023	30.11.2023	80%	226,000.00	474,093.60	Fuel was not received
2.4	Cutting trenches, Fabricating brackets and Fixing posts for CCTV cameras.		25.4.2023 – 31.08.2023		100%	205,000.00		Remaining to cover trenches
2.5	Minor Repairs Repairing Transoms in Attidiya yard		28.07.2023	30.11.2023	30%			Transoms which in good condition are not available in stock
2.6	Construction of Attidiya yard washroom						486,660.00	
2.7	Maintenance of Attidiya Yard						1,488,470.90	
3	Development of Rathmalana Workshop							
3.1	Construction of Chain Link Fence at Rathmalana Workshop		01.01.2023	31.03.2023	100%		1,403,640.00	
3.2	Fabrication of Gate for Rathmalana		01.04.2023	30.04.2023	100%			
3.3	Fixing Razer Blades along the boundary wall		04.05.2023	30.07.2023	100%			
3.4	Maintenance of Rathmalana Workshop						181,812.86	
4	Minor Repair (Bridges)							
4.1	Malwala-Carney Road (B-265) (Repairing of steel bridges) 4/2, 9/11	EE/ Rathnapura	06.02.2023-	09.02.2023	100%	196,000.00	58,725.00	
4.2	Rathnapura-Wewelwatta Road (B-391) (Repairing of steel bridge) 1/7	EE/ Rathnapura						
4.3	Bangadeniya-Adigama-Anamaduwa Road (B-045) (Bridge No.19/1)	EE/ Chillaw	14.02.2023	19.02.2023	100%		476,000.00	

No.	Job Description/ Road Name	Requested by	Date of Commencement	Date of Completion	Cumulative Progress	Estimated Cost	Expenditure up to 30.11.2023	Remarks
4.4	Wennappuwa – Kirimetiya Road (B-473) (Bridge Nos. 3/1, 3/2)	EE/ Chillaw			100%			
4.5	Udappuwa Road (B-614) (Bridge No. 3/5, 3/6)	PD/ SPMU			100%			
4.6	Thoppuwa -Madampe Road (B-419) (Bridge No.16/1)	PD/ SPMU			100%			
4.7	Galle-Deniyaya-Madampe Road (AA-017) (Repairing of steel bridge) 67/1,62/5,53/7	EE/ Deniyaya	8.3.2023	11.3.2023	100%	208,000.00	52,715.00	
4.8	Hiniduma-Opatha-Pitabeddara Road (B-156) (Repairing of steel bridge) 26/3 27/1	EE/ Hiniduma	8.3.2023	11.3.2023	100%		252,000.00	
4.9	Pelawatta - Kankotayawatta - Tinniyawela - Morawaka Road (B-363) (Repairing of steel bridge)	EE/ Hiniduma	8.3.2023	11.3.2023	100%		405,660.00	
4.10	Hand Rail repair at 34/2 on Negombo-Giriulla Road	EE/Negombo	30.3.2023	31.3.2023	100%			
4.11	Colombo-Galle Road (Maggona Bridge), Tightening of Nut and Bolts	EE/Kalutara	07.04.2023		100%			
4.12	Kelaniya Mudungoda road B214 Bridge No.7/1	EE/Gampaha	06.07.2023	07.07.2023	100%		112,750.00	
4.14	Avissawella-Hatton-Nuwaraeliya road Dehiovita-Deraniyagala-Nooriya road, (12/7,12/12,13/2)	EE Ruwanwella				350,000.00	383,200.00	
4.15	Dehiovita-Deraniyagala-Nooriya road. (3/2 , 3/7)	EE Ruwanwella						
4.16	Pambahinna-Kubalgama-Rajawaka-Kapugala road	CE Rathnapura				300,000.00		
4.17	Repairing Steel girders 1/1 on Yakkalamulla Ketanwila road.	EE Hiniduma	07.08.2023	09.08.2023	100%	120,000.00		
4.18	Repairing decks and tightening nuts and bolts 1/1, 32/4 on Thiriwanaketiya Agalawatta road.	EE Rathnapura	07.08.2023	12.08.2023	100%	200,000.00		
4.19	Repairing decks and tightening nuts and bolts,Mannar and Madawachchi Division 1.Navattikuli Karathi Mannar Road A32 bridge No.70/1 2.Medawachchi Mannar Thaleimannaram Road Bridge No.4/2	EE Madawachchi	12.09.2023	21.09.2023	100%		363,050.00	

No.	Job Description/ Road Name	Requested by	Date of Commencement	Date of Completion	Cumulative Progress	Estimated Cost	Expenditure up to 30.11.2023	Remarks
4.20	Elpitya Aviththava Leuwanduwa Road .Bridge No.16/3 ,16/5 , 1/1	EE Agalawaththa	02.11.2023	03.11.2023	100%	300,000.00	278,521.00	
4.21	Panama - Kumbukkana Road bridge No.8/1	PD /East Akkareipaththu	15.11.2023	23.11.2023	100%		55,000.00	
4.22	Thoppuwa -Madampe Road (Bridge No.16/1)	EE/Chillaw	23.11.2023	24.11.2023	100%	300,000.00		
5	Minor Repair							
5.1	Marine Drive (Colombo plan Road), 36 th Cross Street -Fabricating and fixing of Steel Grating (Cost for Material, Labour, Fuel, Repairing of Vehicle)	EE/ Colombo	21.02.2023	28.02.2023	100%	428,000.00	239,505.00	
5.2	Colombo-Hanwella Low Level Road (AB-010) Fabricating and fixing of Steel Grating (Cost for Material, Labour, Fuel, Repairing of Vehicle)	EE/ Colombo	13.02.2023	20.02.2023	100%	389,000.00	52,650.00	
5.3	Fabricating and fixing of steel grating in colombo Hanwella road	EE/Colombo	19.07.2023	12.08.2023	100%			
5.4	Repairs in staircase of overpass in Kollupitiya Railway station belongs to CGR	CE/Colombo	18.10.2023	30.11.2023	70%	2,000,000.00		
5.5	Mapalagama- Malamura-Road repairing steel bailey bridge C200 7 Bays	EE/Hiniduma	12.12.2023	17.12.2023	100%			
5.6	Fabricate steel Racks for Maganeguma Mahamedura		01.12.2023	31.12.2023	40%			
6	Erection of Steel Bridges							
6.1	Medirigiriya-Shrungawila Road(Bay Extention)	CE/ Polonnaruwa EE/Habarana	28.2.2023	09.03.2023	100%	Funds from PD-North-Central		
6.2	Ja-Ela -Ekala- Gampaha- Yakkala Road (A 033) Bridge No.10/3	EE/ Gampaha	23.02.2023-25.02.2023		100%	139,000.00	71,250.00	
6.3	Puttalam-Marichchikadey Road (B-379) - Erecting Steel Bridge 9/2	EE/ Puttalam	21.3.2023-06.04.2023		100%	2,321,000.00	2,409,786.96	
6.4	Pelawatta-Kankotiyawatta- Thiniyawala - Morawaka Road. 9/1 (7 bays C200 EW)	CE/ Kaluthra	20.06.2023	20.6.2023	100%	200,000.00		
6.5	Mapalagama- Malamura-Poddiwala Road (PRDA Road). 7bays C200 EW	DG ,CE/Galle	26.6.2023	02.07.2023	100%	230,000.00	286,431.36	
6.6	Ambala Weeramuniyay Road -11 bays and 7 bays C200	EE Batticaloa	16.08.2023	22.10.2023	100%			Expenses has been provided by PD Batticaloa

No.	Job Description/ Road Name	Requested by	Date of Commencement	Date of Completion	Cumulative Progress	Estimated Cost	Expenditure up to 30.11.2023	Remarks
6.7	Madolkele Kabaragala Kandenuwara road 2/3	CE / Kandy	04.10.2023	15.10.2023	100%		261,040.00	
7	Dismantling of Steel Bridges							
7.1	Ambala Weeramuniyay Road -11 bays C200	EE Batticaloa	16.08.2023	15.09.2023	100%			Expenses has been provided by PD Batticaloa
7.2	C200 Steel bridge across Beira Lake -slave island 11 bays	PD/MFAP	08.11.2023	12.11.2023	100%	100,000.00		
8	Supplying Steel for Construction of Steel Bridges							
	Cutting Base Plates and Cross Girders and transport for Construction of bridge across wadasal aru in Kinniya		22.05.2023	31.05.2023	100%			
9	Repairing Boring Machine	R&D	08.05.2023 – 10.05.2023		100%	Funds from R&D		
10	Construction of Rural Steel Bridges							
10.1	Gampola - Greihead Road B132 Bridge No.2/8	CE /Kandy	07.11.2023	15.11.2023	100%	500,000.00	425,385.00	
	Total						10,218,346.68	

Table 2-13: Financial Progress during 2023

Province	Allocation 2023 (Rs. Mn)	Expenditure in 2023 (Rs.Mn)
Western	116.21	5.10
Southern		10.64
Sabaragamuwa		8.55
Eastern		55.00
Central		9.77
Uva		20.39
North Western		-
Northern		1.79
North Central		4.97
Total		116.21



Figure 2-2: Construction of Bridge across Kokumodai aru on Thennamarawadi, Kokkuthuduwai Road at Kokumodai Mullaitivu



Figure 2-3: Construction of Bridge across Dahamal Oya on Kalugahawadiya Kehelkottuwa road in Bibile

2.1.4 Design of Roads and Bridges

A. Highway Designs Division

The Highway Designs Division is one of the specialized divisions in the RDA and this division is involved in all activities with respect to the preparation of detailed geometric design of roads, intersections, roundabouts, traffic light signalized intersections, expressways and interchanges. Responsibilities also include reviewing all aforementioned type of designs prepared by the Consultants. This division is conducting Professional review training on highway design with training of young engineers. Following tables shows the progress of the work done in Year 2023.

Table 2-14: Completed Designs by Highway Designs Division in 2023

No	Road Name	Route No	Length (km)	Description (Road section/Intersection/ Project)	Design Progress as of 31.12.2023
1	Mahalwarawa Junction on CRWB Road	A004	0.60	Signalized Intersections	100%
2	Wattegedara Junction on CRWB Road	A004	0.60		
3	Telecom Junction on CRWB Road, Kanthankuddi	A004	0.60		
4	President College Junction on CRWB Road, Maharagama	A004	0.60		
5	Bokundara Junction on Colombo - Horana Road	B084	0.60		
6	Puwakgas Junction on Colombo - Horana Road	B084	0.60		

Table 2-15: Progress of the Ongoing Designs by Highway Designs division at end of 2023

No	Road Name	Route No	Length (km)	Description (Road section/Intersection/ Project)	Design Progress as of 31.12.2023
1	Katunayake - Veyangoda Road (17+500-20+000km)	B208	2.50	Road Section	80%
2	Ekala Kotadeniyawa (B-111) 0+000-15+000	B111	15.00		25%
3	Nuwara Eliya - Udupussellawa Road (0-19Km)	B332	18.50		80%
4	Ratmalana Airport Connectivity Road	New Road	20.00		35%
5	Kahathuduwa - Jambugasmulla Road (0+0000-2+830Km)	PRDA	2.83		50%
6	Athur V, Dias Mawatha (Old Galle Road) , Panadura	AB027	2.00		15%
7	Rathmalana Eleveated Highway (starting point shifted to Rajagiriya)	New Road	2.50		25%
8	Matara - Akuressa Road (design on flodd sections)	A024	0.90		25%
9	Matara - Hakmana Road (design on flodd sections)	B275	0.36		30%
10	Road section from Godagama to Awissawella on CRWB Road (4 Lane)	A004	34.00		50%
11	Road section from Godagama to Awissawella on CRWB Road (2 Lane)	A004	34.00		25%

No	Road Name	Route No	Length (km)	Description (Road section/Intersection/ Project)	Design Progress as of 31.12.2023
12	Veyangoda - Ruwanwella Road (4+350 - 6+350Km)	B445	2.00	Road Section	95%
13	Katharagama Sella Katharagama Road	B202	4.00		45%
14	Pinniyara Road Development Project	Non RDA	0.80		22%
15	Dodanduwa - Gonapinuwala Road	B106	3.86		50%
16	Veyangoda - Ruwanwella Road (Veyangoda to Nittanbuwa)- 4 Lane road	B445	4.30		50%
17	Kalagedihena - Veyangoda Road	B179	4.10		50%
18	Veyangoda - Kaleliya Road	B444	7.50		50%
19	Gampaha - Yakkla Road (0+000 - 1+000)	A033	1.00		50%
20	Road section at 53/2 Bridge	A002	0.60		50%
21	Proposed New Bridge Over Kelani River at Pattiwila Junction	B362 / AB10	1.50		65%
22	Central Expressway 2& 3 Merging section	New Road	0.80	Expressway Design	80%
23	Kandy Tunnel	New	5.56	Kandy Tunnel Project	64%
24	Battaramulla Link Road	Non RDA	0.20	UDA Projects	46%
25	Warakapola Town Centre Development	A001	0.25		45%
26	Millawa New Scheme	New Road	1.10	UDA Projects	40%
27	Kandy Multimodel Transport Development Project	New	2.00		42%
28	St. Joseph street, Negombo	B407	1.1	Western Province Project	35%
29	Marine Drive Extension (Dehiwala to Oban side)	New	0.4		55%
30	Internal Roads at Katunayake BOI Zone	Non RDA	0.30	BOI	30%
31	Minuwangoda - Gampaha -Miriwatta Road (Section from Udugampola to Gampaha)	B288	3.10	Gampaha Projects	50%
32	Alawwa flyover	A006	2.30	Fly over Bridges	45%
33	Hanwella Flyover	AB010	1.50		44%
34	Homagama flyover	B451	0.60		62%
35	Ranala Bridge	AB010	1.50		44%
36	Hikkaduwa Bypass	New Road	6.00	Bypass Road	70%
37	Ragama Bypass	New Road	1.00		35%
38	Chenkaladi Junction	A015/A005	1.30	Priority Junction	50%
39	Nagoda Junction	B207/ B304	0.60		50%
40	Kotugoda Junction	B111	0.60		50%
41	Gonapinuwala Junction	B106 & B153	1.00		50%
42	Wennappuwa Kirimetiya (B473) Road, Thoppuwa Madampe (B-419) Road at Thulawala Road at Kirimetiya	B473 & B419	0.45		50%
43	Intersection of Akkaraipaththu - Varipaththenehenaj Road (B00) and Hingurana - Irrukkamam Road at Kolathawali Junction	B001	0.5	Roundabout	50%
44	BOI Junction design for new circulation of traffic on Katunayake - Veyangoda Road	B208	0.60	Signalized Intersections	35%
45	Urapola Junction on Nittanbuwa - Ruwanwella Road	B445	0.60	Signalized Intersections	40%
46	Badalgama Junction on Negambo - Giriulla Road	B322	0.60		43%
47	Viliniyadi Junction, Batticaloa	A004	0.60		35%
48	Rilawala Junction on Colombo - Horana Road	B084	0.45		50%
49	14th Mile post Junction on Colombo - Horana Road	B084	0.45		50%

No	Road Name	Route No	Length (km)	Description (Road section/Intersection/ Project)	Design Progress as of 31.12.2023
50	Udugampola Junctionn	B288	1.00		50%
51	Pahathgama Junction	A004	0.6		50%
52	Kaluaggala Junction	A004	0.6		50%
53	Wanahagoda Junction	A004	0.6		50%
54	Meepe junction	A004	0.6		50%
55	Galagedara Junction	A004	0.6		50%
56	Puwakpitiya Junction	A004	0.6		50%
57	Kudagama Junction	A004	0.6		50%
58	Awissawella Junction	A004	0.6		50%
59	Galle Deniyaya Madampe Road (118+000 - 124+000 km)- Stage 1	A017	6.00	Design Review	50%
60	Review of CEP 3 Designs	New Road	12.00		35%
61	Review of Initial 200m of the proposed Baseline Road Extention -Revision 1	A0005	0.40		50%
62	Flyover at Salve Island and Baladaksha Mawatha	New	1.00		50%

B. Structural Designs Division

The structural designs division is established under the Additional Director General (Engineering Services) and headed by Deputy Director General/ Structural Designs consists of two separate offices called Bridge Designs Office and Bridge Management and Assessment Unit (BM&AU).

Bridge Designs Office

The Bridge Designs Office is responsible to provide designs for Bridges, elevated highways, viaducts, underpasses, overpasses & other road related structures and strengthening of weak and narrow bridges along with training of young engineers and it is managed by Additional Director/Bridge Designs which is one of the specialized divisions of the RDA.

The total number of bridge design projects handled during this year was 67 including 16 those were continued from previous year and 33 were carried over to the year 2024. In addition, works of 1 bridge project was temporarily suspended. Projects handled were the bridges identified for rehabilitation under Public Investment Programme and bridges taken up on request of PMU. All aspects on project design and preparation of working Drawings, Bill of Quantities and Engineer's Estimates were completed for 33 bridges and the total estimated cost of projects is Rs. 6870.17 million approximately.

Table 2-16: Progress of the design work carried out by Bridge Designs Office in Year 2023

No	Route No	Bridge No.	Description	Span (m)	TEC without taxes (Rs. Mn)	Design Progress as at end of 2023	Remarks
<i>Urgent Bridge Projects & Bridges identified from the List of Weak Bridges</i>							
1	A002	52/3	Colombo Galle Hambantota Wellawaya Road	9.5		80	
2	B 247		Pedestrian underpass near Aswedduma College on Nammala Kuliyaipitiya Madampe Road			5	
3	A 035	50/1	Paranthan - Kachchai - Mullaitivu Road	360	2453.80	100	Completed
4			Proposed bridge across Kelani river connecting to Kelaniya Mudungoda Road and Colombo Hanwella Road	260		10	
5			Proposed bridge near Kelaniya temple			5	
6			Pedestrian underpass near Karapitiya Hospital			5	
7	B 271	4/6	Marandagahamulla Badalgama Road	16.5	176.60	100	Completed
8	B 472	11/2	Weliweriya Kirindiwela Road	4	54.37	100	Completed
9	B 472	11/3	Weliweriya Kirindiwela Road	4	37.85	100	Completed
10	B 472	13/2	Weliweriya Kirindiwela Road	10.5		50	
11	AB 010	15/1	Colombo Hanwella Road	33		75	
12	A 003	38/1	Peliyagoda Puttalam Road	5.5	48.80	100	Completed
13	A 003	38/2	Peliyagoda Puttalam Road			35	
14	B 157	8/4	Horana Anguruwatota Aluthgama Road			30	
15			Box Br. At Ch. 0+295 on Rathnapura Bypass Road	3	38.80	100	Completed
16			Box Br. At Ch. 0+560 on Rathnapura Bypass Road	3	53.90	100	Completed
17			Box Br. At Ch. 1+210 on Rathnapura Bypass Road	3		35	
18			Box Br. At Ch. 2+540 on Rathnapura Bypass Road	3		70	
19			Underpass Br. at Ch. 1+935 on Rathnapura Bypass Road			5	
20	B 425	20/4	Thudella Pamunugama Thalahena Negombo Road	152.2		65	
21	A 004	187/1	Colombo Ratnapura Wellawaya Batticaloe Road	23		45	
22	A 004	212/9	Colombo Ratnapura Wellawaya Batticaloe Road	11.5		50	
23	AB 001	2/1	Ampara Inginiyagala Road			5	
24	AB 001	5/4	Ampara Inginiyagala Road	7		75	
25	AB 001	10/2	Ampara Inginiyagala Road			5	
26	B 355	12/3	Panama Kumbukkana Road	6.9		70	
27	B 452		Flyover across railway crossing at Homagama on Walgama Diyagama Road	181.2	806.00	100	Completed
28			Bridge across Kelani River at Ranala			15	
29	B 354	3/3	Panagoda Henpita Road		20.00	100	Completed
30	B 354	3/4	Panagoda Henpita Road		24.00	100	Completed
31	AB 021	55/2	Jaffna Ponnalai Point Pedro Road			75	

No	Route No	Bridge No.	Description	Span (m)	TEC without taxes (Rs. Mn)	Design Progress as at end of 2023	Remarks
32			Pedestrian overhead bridge across Marine Drive at Bambalapitiya Railway Station	20.2	43.58	100	Completed
33			Pedestrian overhead bridge across Marine Drive at Wellawatta Railway Station	19.8	43.95	100	Completed
34	AB 021	51/1	Jaffna Ponnalai Point Pedro Road			40	
35	AA 011	117/1	Maradankadawala Habarana Thirukondiyadimadu Road	3	25.27	100	Completed
36	B 188	7/4	Kaluaggala Labugama Road			15	
37	B 188	8/2	Kaluaggala Labugama Road			10	
38	B 188	10/6	Kaluaggala Labugama Road			15	
39	AB 017	27/1	Jaffna Manipay Karainagar Road	3		75	
40	B 198	1/3	Karaiyoor Reclamation Road	11.35		75	
41	AA 023		Ella Tunnel on Wellawaya Ella Kumbalwela Road	6		60	
42	A 004	42/1	Colombo Ratnapura Wellawaya Batticaloe Road	27		35	
43	A 004	49/1	Colombo Ratnapura Wellawaya Batticaloe Road	21.7		35	
44	B 379	9/2	Puttalam Marichchikade Road			10	
Ruwanpura Expressway Project							
45	Preliminary structural drawings including Viaducts, Bridges, Overpasses and underpasses on Ruwanpura Expressway Project - Phase 2 and Phase 3					45	Temporarily suspended
Central Expressway Project (Section 3 - Conceptual Drawings)							
46	Viaduct at Ch. 0+875 to Ch. 0+985 for Ramp D at Pothuhera Interchange of CEP -3			110	505	100	Completed
47	Overpass bridge at Ch. 13+085 at Rambukkana Interchange of CEP -3			50.8	370	100	Completed
48	Bridge at Ch. 13+695 at Rambukkana Interchange of CEP -3			16.55	356	100	Completed
49	Box Culvert at Ch. 0+175 at Rambukkana Interchange of CEP -3			2	20	100	Completed
50	Bridge at Ch. 0+330 at Rambukkana Interchange of CEP -3			16.7	120	100	Completed
51	Box Underpass at Ch. 0+375 at Rambukkana Interchange of CEP -3			48.15	22	100	Completed
52	Box Culvert at Ch. 0+587 at Rambukkana Interchange of CEP -3			2	20	100	Completed
53	Bridge at Ch. 0+857 at Rambukkana Interchange of CEP -3			16.5	380	100	Completed
54	Box Underpass at Ch. 0+902 at Rambukkana Interchange of CEP -3			28.3	375.25	100	Completed
55	Box Culvert at Ch. 1+138 of ramp A at Pothuhara Interchange of CEP -3			2		100	Completed
56	Box Culvert at Ch. 0+510 of ramp B at Pothuhara Interchange of CEP -3			2		100	Completed
57	Box Culvert at Ch. 0+775 of ramp B at Pothuhara Interchange of CEP -3			2		100	Completed
58	Box Culvert at Ch. 0+762 of ramp C at Pothuhara Interchange of CEP -3			2		100	Completed
59	Box Culvert at Ch. 0+235 of RHS Frontage road at Pothuhara Interchange of CEP -3			2		100	Completed
60	Box Culvert at Ch. 0+352 of RHS Frontage road at Pothuhara Interchange of CEP -3			2		100	Completed

No	Route No	Bridge No.	Description	Span (m)	TEC without taxes (Rs. Mn)	Design Progress as at end of 2023	Remarks
61	Box Culvert at Ch. 0+277 of LHS Frontage road at Pothuhara Interchange of CEP -3			2		100	Completed
62	Box Culvert at Ch. 1+257 of ramp A at Pothuhara Interchange of CEP -3			2		100	Completed
63	Overpass bridge at Ch. 4+967 of Pothuhara Galagedara Expressway of CEP -3 for AKT Road			50.425	803.25	100	Completed
Non-RDA Bridges							
64	Welangahawita Bridge across Nilwala River in Matara District			31.025		75	
65	Sirikurusa Bridge , Negombo			46.55		60	
66	Proposed pedestrian bridge at Minuwangoda new shopping complex			8	6.75	100	Completed
67	Eta Kanda Road bridge in Kalutara District (I Road project)			13.55	65.00	100	Completed
	Grand Total				6,870.17		

Bridge Management and Assessment Unit (BM&AU)

The BM & AU was established with the Technical Assistance granted by Japanese International Cooperation Agency (JICA) for the formulation of mechanism of bridge management and assessment based on scientific analysis of all factors concerned, such as structural capacity, importance of the bridge location, availability of alternative route etc. in order to prepare schedule of prioritization of rectification of weak bridges.

The inspection and verification of about 4265 bridges have been completed Island-wide. The bridges under repair, widening and reconstruction are to be fed to the Bridge Management System (BMS) after the completion of ongoing construction activities.

Table 2-17: Progress of the Bridge Inspection in 2023

Province	Inspection of Bridges in 2023
Western	176
Central	17
Southern	175
Northern	134
Eastern	86
North Western	07
North Central	00
Sabaragamuwa	35
Uva	279

C. Kandy Design Office

Initially, Design Office (Kandy), RDA has been established in the view of training engineers with designs related to highways. With the expansion of the highway sector in the country, this design office also has been expanded to cater the requirements of the country.

Table 2-18: Progress of the work carried out by the Designs office (Kandy) in Year 2023

Description & Road Name		Road Section/ Bridge No	Length (km)	Progress as at end of the year 2023
Structural Design for Overhead Pedestrian Bridge across Railway Lines & Roads in Gampola				10%
Structural Design for Bridge	Norwood - Bogawanthalawa Road- B-329	Bridge Nos.6/1, 12/1,15/5		70%
	Kadugannawa -Gampola Road- B 172	Bridge No.18/6		10%
	from B 603 to B485- B 485	Bridge across the Kelani river		10%
	Udawalawa Thanamalvila Road- B 312	Bridge No. 15/1 & 20/4		5%
	Peradeniya- Deltota – Rikillagaskada Road- B-364	Bridg Nos. 46/1,36/10,46/8, 48/3,45/2,43/3,35/7,37/9,40/3,41/4		40%
	Bibila - Medagama -Nakkala Road- B 056	Bridg No. 12/1		25%
	Alawathogoda Keppetigala road- B 007	Reconstruction of Bridges no. 12/2 & 3/5		10%
	Gampola Creighead road- B 132	Widening and reconstruction of bridge no. 2/8		50%
	Non-RDA	Construction of Bridges in Wellawaya		10%
		Construction of Bridges in Kegalla		10%
		Construction of Bridges in Monaragala		20%
		Bridge Across Maa oya from Narambedda to Yatagama		5%
		Construction of Bridges under RBP (rural bridge project)		80%
		Repairing of Welimada Daragala suspended bridge		100%
	Lindula - End of Agrass Road- B 252	Bridge No.19/5		10%
	Thawalanthenna - Thalawakelle- B 412	Bridge Nos. 31/7, 34/1		5%
	Udawalawa-Thanamalwila Road –B 427	Bridge No. 15/1 & 20/4		10%
Structural Design for Pedestrian Bridge	St.Bernadette's model School, Polgahawela			90%
Structural designs for bypass	Gatabe Kandy By Pass- AB 042	Bridge No 3/2 Across Meda ela		75%
		Construction of Deiyanwela Box Structure (ch 3+120) for Meda ela- AB 042	60m	80%
		Construction of Heerassagala Box structure (ch 1+160) for Meda ela- AB 042	125m	80%
Structural designs for culverts	Carolina- Norton-Wanaraja Road- B 071	Reconstruction of Culvert nos.5/11		40%
	Ampara Uhana Mahaoya- A 027	Widening and reconstruction of culverts nos. 50/5, 45/4, 43/4,40/1		100%
	Ulapane Pussellawa Road- B 431	Reconstruction of culverts nos. 5/2, 5/4,6/1		80%

Description & Road Name		Road Section/ Bridge No	Length (km)	Progress as at end of the year 2023
Structural designs for retaining wall	Panvila - Babarella road-B 205	Retaining Wall		20%
	Avissawella – Hatton – Nuwara Eliya- A-07	Retaining Wall in between 115/1 & 115/2		50%
	Lindula - End of Agrass Road-B 252	Retaining Wall at CH 2+300		50%
	Gatabe Kandy By Pass-AB02	Retaining Wall		100%
	Thalgodapitiya-Yatawaththa- Dombawela Road- B 409	Construction Retaining wall, culvert Nos between 26/3 - 26/4 LHS		10%
Structural Design for gabion wall	Dedugala Dolosbage Road-B 588	Construction of Gabion toe wall		90%
Structural Design for underpass	Colombo – Kandy Road - A 001	Underpass in front of white house building (Kandy city)		35%
Structural Design for new Bridge	Central Express Way- Section 3	Overpass Bridge at 1+985		80%
		Overpass Bridge at 6+350		80%
		Overpass Bridge at 8+906		80%
		Bridge at 2+420		90%
		Bridge at 11+280		50%
Geometric Design for roads	Mawilmada -Dutugemunu Mawatha	0+000 to 4+800	4.80 km	80%
	Alawathugoda - Ankumbura – Keppetigala- B 007	0+000 to 11+500	11.50 km	75%
	Lady Macallums Drive-B 249	0+000 to 4+000	4.00km	60%
	Access Road for Ambulambe imdustial Zoon	0+000 to 0+580	0.58km	90%
	Kandehandiya Adikarigama Randenigala Loggal Oya Road- B 492	19+000 to 30+000	11.00km	75%
	Raja Mawatha Extension from Ketawala Maspenna	7+460 to 9+300	1.84km	70%
	Raja Mawatha Extension from Ketawala Maspenna	9+300 to 14+400	5.10km	25%
	Naula - Elehara - Pallegama - Hettipola Road-B 312	Improvements to the hazardous location	1.00km	20%
	Colombo - Rathnapura - Wellawaya - Batticaloa- A 004	193+950 to 201+000	7.05km	10%
	Ampara – Uhana – Maha oya- A 027	33+040 to 57+400	24.36km	100%
	Peradeniya – Halloluwa - Katugastota- B 365	3+000 to 10+000	7.00km	100%
	Katugastota - Kurunegala - Puttalam Road- A 010	0+000 to 13+800	13.80	100%
	Bibila – Medagama – Nakkala Road- B 056	14+000 to 16+000	2.00	100%
	Upper Lake Road Nuwara Eliya	0+000 to 3+630	3.63	100%
	Lower Lake Road Nuwara Eliya	0+000 to 1+000	1.00	100%
Signal Timing Calculation	Muthiyangana Junction			

Description & Road Name		Road Section/ Bridge No	Length (km)	Progress as at end of the year 2023
Design review of roads	Non-RDA	Inclusive Connectivity and Development Project - ICDP, Matale District		70%
Road sign and marking	Central Express Way- Section 1	Preparation of Road sign and marking Drawings 0+500 to 36+500	36.00	70%
		Preparation of Road sign and marking Drawings for Gampaha, Veyangoda and mirigama interchanges.	3 Nos	50%
Geometric Design & Design review	Design checking and review of Mirigama interchange related junctions and part of link road		1 No	60%
	Detail Geometric Design of (From CH 13+800 to CH 36+981.175)		23.11	80%
Detail Geometric Design	Veyangoda Junction at Veyangoda IC		1 No	10%
	Intersections at Mirigama South IC & Link Road		1 No	60%
	PK1 (0+840 to 13+800 Packages 1A-1Q)		12.96km	60%
	PK2 (Ch 13+800 to 32+548)		18.75km	5%
	PK 01, 0+840 to 13+800		12.96km	20%

D. Rathnapura Design Office

Design office – Rathnapura functions under Chief Engineer – Designs – Rathnapura and accredited by Institution of Engineers Sri Lanka (IESL) for design trainings of six engineers per year for the professional review. This office is mainly focused to carry out both highway and bridge designs within the province including non – RDA works. In addition to designs, surveying, setting out works, preparation of estimates, condition reports and site inspections are carried out under 100,000 km road programme, 5000 bridge programmes, iRoad programmes, world bank funded non-RDA road programmes and as per the Provincial Director's instructions.



Figure 2-4: Design of Repairs to abutment and wing wall of damaged bridge no 4/1 on Pambahinna – Kumbalgama – Rajawaka – Kapugala Road



Figure 2-5: Design & Construction Supervision of Godigamuwa Bridge in Non-RDA Road.



Figure 2-6: Designing of Construction of retaining structure at 152nd km on Colombo – Rathnapura – Wellawaya – Batticaloa Road.



Figure 2-7: Repainting of 1/1 on Rathnapura – Palawela – Karawita road (Muwagama bridge) (Consulting with specifications)

Table 2-19: Progress of the work carried out by the Designs office (Rathnapura) in Year 2023

No	Road Section / Bridge No	Description	Route No.	Lengthkm / Chainage	Design Progress as of 31.12.2023	TEC (Rs. Mn)
<i>Rathnapura Executive Engineer Division</i>						
1	Design of Red Bridge , Niriella ,Rathnapura	Surveying and BridgeDesign	Non RDA		100%	18.40
2	Bridge No. 67/1 on Colombo –Rathnapura – Wellawaya – Batticaloa road		A004		100%	15.70
3	Wathurawa bridge Kalawana		Non RDA		100%	50.00
4	Widning of culvert no 2/5 on Dambuluwana Galathura road	Design Review (World Bank funded – ICDP)	Non RDA		100%	
5	Widning of culvert no ½ on Dambuluwana Galathura road				100%	
6	Widning of culvert no 2/1 on Dambuluwana Galathura road				100%	
7	Widning of culvert no 2/2 on Dambuluwana Galathura road				100%	
8	Widning of culvert no 2/3 on Dambuluwana Galathura road				100%	
9	Widning of culvert no 2/4 on Dambuluwana Galathura road				100%	
10	Widning of culvert no 1/3 on Dambuluwana Galathura road				100%	
11	15/3 of Malwala Carney road	Surveying and Bridge Design	B – 265		100%	73.40
12	Meehitiya bridge , Malwala , Rathnapura	Surveying and Bridge Design	Non RDA		100%	206.0

No	Road Section / Bridge No	Description	Route No.	Lengthkm / Chainage	Design Progress as of 31.12.2023	TEC (Rs. Mn)
13	Reconstruction of 15/7 bridge on Ayagama – Kukulegama road		B – 034		100%	62.70
14	2/2 on Idangoda – Ayagama road		B – 160		100%	99.50
15	Reconstuction of Alupola bridge	Inspection and condition report	Non RDA		100%	
16	Improvements to 88/4 on Colombo – Rathnapura – Wellawaya – Batticaloa road	Surveying and Bridge Design	A -004		10%	
17	Bridge near Moola maha wiharaya , Karawita		Non RDA		95%	
18	Construction of underpass – Rathnapura bus stand		A – 004		20%	
Pelmadulla Executive Engineer Division						
19	18/1 Balangoda – Bowatta – Kaltota road	Bridge Design	B528		100%	
20	Hallinna Bridge , Opanayaka ,Pelmadulla	Surveying and Bridge Design	NonRDA		100%	
21	Repairs to 4/1 bridge on Pambahinna –Kumbalgama – Rajawaka – Kapugala road		B – 593		100%	17.80
22	23/1 Balangoda – Bowatta – Kaltota road	Bridge Design	B – 528		100%	
23	114/2 on Colombo – Rathnapura – Wellawaya - Batticaloa road	Surveying and Bridge Design	A – 004		100%	37.80
24	Construction of bridge across we ganga for Mahamewunawa Asapuwa , Kahawatta		Non RDA		80%	
25	Construction of underpass - Pelmadulla town		A –004		20%	
26	2/4 on Wewelwatta - Augesland – Uwella road		B – 477		10%	
27	45/1 on Weligepola - Handagiriya – Kapugala Road		B – 467		10%	
Embilipitiya Executive Engineer Division						
28	Panapola bridge pier design & bridge across Gurugoda oya Malmaduwa	Bridge Design	Non RDA		100%	
29	Reconstruction of 27/9 bridge on Embilipitiya – Panamura – Buluthota road	Surveying and Bridge Design	B – 115		70%	
30	104/16 on Galle – Deniyaya – Madampe road		A – 017		5%	
31	106/3 on Galle – Deniyaya – Madampe road		A – 017		5%	

No	Road Section / Bridge No	Description	Route No.	Lengthkm / Chainage	Design Progress as of 31.12.2023	TEC (Rs. Mn)
32	106/4 on Galle – Deniyaya – Madampe road		A – 017		5%	
Kegalle Executive Engineer Division						
33	Reconstruction of culvert no 8/1 on Kegalle – Bulathkohupitiya-Karawanella road	Surveying and Bridge Design	A 21		100%	
34	1/1 of Moronthota – Arandara road		B – 265		95%	
35	14/8 Gavilipitiya - Hettimulla road		A – 017		80%	
Ruwanwella Executive Engineer Division						
36	15/1 on Avissawella – Hatton – Nuwaraeliya road	Surveying and Bridge Design	A021		100%	13.10
37	Widning and redecking of bridge no 9/6 on Dehiowita-Deraniyagala – Noori road		B093		100%	57.80
38	Sivagiriya bridge , Bulathkohupitiya , Ruwanwella		Non RDA		100%	
39	Reconstruction of bridge no 18/3 on Galigamuwa – Ruwanwella road		B – 127		100%	48.20
40	28/2 of Kegalle - Bulathkohupitiya – Karawanella road		A – 021		85%	
41	19/4Warakapola – Ruwanwella road		B – 445		80%	
42	Kambiadiya Bridge across Gomalu oya, Panawala , Eheliyagoda		Non RDA		75%	
43	15/12 on Eheliyagoda – Dehiowita road		B – 110		50%	
44	Epalapitiya bridge , Thalduwa , Avissawella		Non RDA		10%	
Rathnapura District (World Bank Funded projects – ICDP)						
45	Kalagedi Ara to Nuge Ara	Design Review (World Bank funded – ICDP)	Non RDA	4.145	100%	
46	Pambahinna to Kinchigune			2.765		
47	Guru Ara to Galwanguwa			1.035		
48	Dambuluwana to Galathura			1.907		
49	Balagara Junction to Kachchigal Ara			2.087		
50	Welekumbura to Udakanda			8.332		
51	Dehena kanda road (Section 1)			3.950		
52	Dehena kanda road(Section 2)			3.930		
53	Dehena kanda road (Section 3)			3.823		
54	Passaramulla to Nellewala			3.896		

No	Road Section / Bridge No	Description	Route No.	Lengthkm / Chainage	Design Progress as of 31.12.2023	TEC (Rs. Mn)
55	Kumbugoda Ara Junction to Thalawa			4.205		
56	Ilukwatta to Rathganga			2.657		
57	Hingura Ara Old road			3.896		
Monaragala District (World Bank Funded projects – ICDP)						
58	Vikiliya Pansala road	Design Review (World Bank funded – ICDP)	Non RDA	3.800	100%	
59	Madulla – Kollandeniya			4.22		
60	Aliya watta society hall - Hulandawewa			1.597		
61	Pitiye yaya – 5 th Mile post			2.533		
62	Kongas Junction – Akkare Dingi’s house			0.738		
63	Kukulam Mulla Junction – Ala yaya Junction			2.845	100%	
64	Muthukandiya Dewalaya - Alugalage School			5.16	100%	
65	16 th Mile post – Aaraama road			1.649	100%	
66	Parana Kachcheriya – Arc 08 road			3.815	100%	
67	Hindikiwula – Meadanganamulla			4.351	100%	
Other Designs						
68	Design of retaining structure at 5 th km (RHS) on Dehiowita-Deraniyagala – Noory road	Inspection and design	B093		100%	
69	Design of retaining structure at 13 th km (LHS) on Yatiyanthota Poonagala – Meenagala road	Inspection and design	B482		100%	
70	Design of gabion retaining structure at 8+000 RHS on Samanalawatta Non RDA road	Inspection and design	Non RDA		100%	
71	Design of retaining structure at Muwagama MA quarters	Inspection, Surveying and design			100%	
Supervision and Quality control works						
72	Repainting of bridge no 1/1 on Rathnapura – Palawela – Karawita road (Muwagama Bridge)	Specification preparation and other quality control works	B390		100%	133.8
72	Construction of Godigamuwa bridge	Design and supervision	Non RDA		100%	21.6

E. Anuradapura Design Office

The Design Office under the Provincial Director of North Central Province was established in 2010 to address the growing need for the design of bridges and roads structures in the province. This design office is granted recognition by the IESL to accommodate four trainee engineers.

Table 2-20: Progress of the work carried out by the Designs office (Anuradapura) in Year 2023

Item No.	Road Name	Road Section / Bridge No, Intersection	Length / Chainage	Progress as of 31.12.2023	TEC (Rs. Mn)	Remarks
<i>North Central Province</i>						
1	No 3/4 Korakahawewa - Sri Maha Bodhiya Road- B234	No. 3/4	19m	0%	69.00	Design Complete, tendering to be done
2	No 1/6 Jaffna Junction - Srimaha Bodhi Road- B164	No. 1/6	95.4m	65%	150.00	Design in Progress
3	No 15/2 Andarawewa - Balaluwewa Road- B501	No. 15/2	19.5m	100%	71.30	Construction Complete Approach road asphalt work remaining
4	Kagama Helabodugama Bridge (Non-RDA)	Non-RDA	72.1m	50%	71.00	Deck concreting and approach work to be tendered
5	Kalaoya - Sirimagama-Galnewa Bridge (Non-RDA)	Non-RDA	75m	0%	250.00	Design and BOQ Complete Tendering to be done
6	Bridge at Rajanganaya Across Angamuwa Spillway (Ginipetti Palama) (Non-RDA)	Non-RDA	75m	0%	250.00	Design and BOQ Complete Tendering to be done
7	Bridge Across Nachchaduwa Spillway - (Non-RDA)	4+000 Km	66m	0%	218.00	Design and BOQ Complete Tendering to be done
8	Pedestrian underpass - (Puttalam - Trincomalee (A12) at 76+200km) Anuradhapura Swarnapali collage	76+200	5m	0%	54.00	Design and BOQ Complete Tendering to be done
9	Pedestrian underpass - (Puttalam - Trincomalee (A12) at 76+500km) Anuradhapura Central Collage	76+500	5m	0%	54.00	Design and BOQ Complete Tendering to be done
10	Re Construction of Drainage Canal for Kumpichchan Kulama Spillway at New Town Anuradhapura (Maithreepala Senanayake mawatha (AB002)		100m	0%	140.00	Design and BOQ Complete Tendering to be done
11	Pedestrian underpass - (Maithreepala Senanayake mawatha (AB002) at 1+400km) (New bus stand)		5m	0%	54.00	Design and BOQ Complete Tendering to be done
	Grand Total				1,381.30	

Table 2-21: Design Review by Anuradapura design office of Inclusive Connectivity and Development Project (ICDP)

No.	Road Name	Route No.	Road Length-km	Progress as at 31.12.2023	TEC (Rs. Mn)	Remarks
1	Road from Kirimatiyawa to Kasa Maduwa	Non-RDA	4.50	100%	136.47	DMC Construction (PVT)LTD.
2	From Pahala Kudapattiya Junction in Trincomalee -Anuradhapura Main Road to Diulwewa Temple		2.70	100%	81.88	DMC Construction (PVT)LTD.
3	Meegahadigiliya Road Connected to Upuldeniya Road		3.15	100%	95.53	DMC Construction (PVT)LTD.
4	Katagasdigiliya Main Road To Kede Nakutunuwewa School Road		1.10	100%	33.36	DMC Construction (PVT)LTD.
5	Road from Kahatagasdigiliya Koonwewa Main Road Via Mahawewa Junction to Italwetunawewa		1.71	100%	51.71	DMC Construction (PVT)LTD.
6	Road from Dewala junction in Ganewalpola Kakirawa Junction main road via Mahapothana Abawewa up to Ihalagama Junction		3.20	100%	97.05	Edward and Christie (PVT)LTD.
7	Dewanampiya Thissa Pura- I, II, III, sections		2.50	99%	85.02	Edward and Christie (PVT)LTD.
8	Kammalak Kulama Road in Anuradhapura -Mihinthalaya road A		1.00	100%	34.01	Edward and Christie (PVT)LTD.
9	Kammalak Kulama Road in Anuradhapura -Mihinthalaya road (Rest of A & B,C,D)		1.70	100%	57.81	Edward and Christie (PVT)LTD.
10	Willpattu road from Lidawewa in Puttalam Anuradhapura road via Rukadawewa		4.85	100%	164.94	Edward and Christie (PVT)LTD.
11	Road from Thuruliya Sewana Junction, Shawasthipura to Sinnkulama		2.80	99%	95.22	Edward and Christie (PVT)LTD.
12	From Bellankadawala Junction to Thammenna road	Non-RDA	3.32	35%	114.05	Edward and Christie (PVT)LTD.
13	Road from Nabadagaswewa to Kanadarawa 5 Ela Cemetery		5.20	100%	178.64	Edward and Christie (PVT)LTD.
14	Non 368 Nelumvila Billewa funeral aid society to Thambiyawa		2.70	60%	92.75	Edward and Christie (PVT)LTD.
15	Puwarasankulama Saliyapura road to Paniyankadawala School		1.70	100%	58.40	Edward and Christie (PVT)LTD.
16	Road from Mihinthalaya Welankulama Junction to Bogahyaya Village		2.70	100%	92.75	Edward and Christie (PVT)LTD.
17	Road from Bill Lewa Junction to Aluth Gama (Balance Section)		10.20	100%	350.40	Edward and Christie (PVT)LTD.
18	Kalankuttiya Jayamawatha to Otunupeladigama , Halmillewa Sirivali School Road		3.00	85%	125.65	Edward and Christie (PVT)LTD.

No.	Road Name	Route No.	Road Length-km	Progress as at 31.12.2023	TEC (Rs. Mn)	Remarks
19	Hurigaswewa Junction to Kala Oya - Kadiyawa Road		3.00	95%	125.65	Edward and Christie (PVT)LTD.
20	KakirawaMain Road From Mayilagaswewa Aspol Road. Via Siyamalewa Kudagalenbidunuwewa Yaya05,Kuruduwatta Road		6.60	100%	276.43	Edward and Christie (PVT)LTD.
21	Road Startion near the Entrance Gate Of Fhion Village In Yakalla Thulana Up To Karuwalagaswewa		3.55	100%	148.69	Edward and Christie (PVT)LTD.
22	Siwalakulama School Road From Siwalakulama juncion		2.90	95%	121.46	Edward and Christie (PVT)LTD.
23	Gammana road from ramadagala to Kandalama (0+000 - 5+400)km		5.40	95%	226.17	Edward and Christie (PVT)LTD.
24	Aukana-Walaswewa-Ihalagama Road		2.10	80%	87.95	Edward and Christie (PVT)LTD.
	Total length		81.58			

F. Matara Design Office

Design office in Matara also another well functioning design office situated in Southern Province. Design office – Matara accredited by IESL for design trainings of four engineers per year for the professional review. The progress for the year 2023 tabulated in table 2-22.

Table 2-22 Progress of the work carried out by the Designs office (Matara) in Year 2023

Road name	Road Section/Bridge No./ Intersection	Route No.	Length/ Chainage	Progre ss as at 31.12.2023	TEC (Rs Mn)
Weligama Meda mawatha Road.	Bridge at 0+085km.	Non RDA	8	100%	12
Weligama station Road. (Double cell culvert)	Bridge at 0+190km.	Non RDA	6	100%	15
Weligama-Thelijjawila Road.	Bridge at 1/1 km. (Ch. 0+010)	B 466	6	20%	15
Weligama-Thelijjawila Road.	Bridge at 1/4km. (Ch. 1+350)	B 466	5	20%	20
Millawa - Nilminiawatta Road.	Non RDA	Non RDA	6	100%	21
Galle - Bataduwa Overpass Bridge at Sri Rathanaiothi Maha Vidyalaya.	Non RDA	Non RDA	18	100%	20
Galle- Deniyaya- Madampe Road. (Widening)	Bridge at 48/12.	A17	11	100%	35
Kadduwa - Walpita Road.	Non RDA	Non RDA	11.5	100%	22
Hunnadeniya - Rathmale - WalasgalaRoad.	Proposed Gabion Wall at 4/2, 4/3	B 595	60	100%	12
Colombo Galle Hambantota Wellawaya Road.	Proposed Gabion Wall at 193/2,193/3	A2	25	100%	5

Road name	Road Section/Bridge No./ Intersection	Route No.	Length/ Chainage	Progress as at 31.12.2023	TEC (Rs Mn)
Kiripattiya Samurdhimawatha Road.	Non RDA	Non RDA	8	5%	15
Thissa - Galmadawwa Road.	Non RDA	Non RDA	6	5%	14
Buruthakanda - Walsapugala Road.	Non RDA	Non RDA	7	5%	12

G. Kurunegala Design Office

The design office, Kurunegala mainly involves the design of roads bridges and roads related infrastructure required in RDA roads as well as non-RDA roads. Furthermore, design offices carrying out designs review works of major projects and training of five Engineers for the Professional Review Examination of the Institution of Engineers Sri Lanka (IESL).

Table 2-23: Progress of the work carried out by the Designs office (Kurunegala) in Year 2023

Road /Project Name	Road Section / Bridge No /Intersection	Length / Chainage (km)	Progress as of 31.12.2023
Structural Review Work -Central Expressway Project-03	Box Culverts 33 Nos		77%
Structural Review Work -Central Expressway Project-03	Animal Crossings 2 Nos		50%
Structural Review Work -Central Expressway Project-03	Underpass 6 Nos		83%
Highway Review Work - Inclusive Rural Connectivity and Development Project (ICDP) World Bank Project - Review of 111.98 km of Road Length of Kurunegala District	Kurunegala District	111.98	70%
Kurunegala Narammala Madampe Road	Bridge No. 45/1		100%
Kuliyapitiya - Pandiwela Road	Bridge No. 1/4		100%
Kuliyapitiya - Pandiwela Road	Bridge No. 7/3		100%
9 Kanuwa - Hatharaliyadda Road	Oththekade Bridge		100%
Nikaweratiya - Moragollagama - Siyabalangamuwa Road	Bridge No. 49/4		100%

2.1.5 Quality Control in Road and Bridge Works



The Research & Development (R&D) division is mainly responsible for monitoring of quality control of road and bridge work. The R&D division consists of regional services & projects section and Central Laboratories & Investigations Section, which are headed by two Additional Directors and supervised by the Director. This division is further supplemented by Provincial Laboratories and Project Laboratories and field units set up from time to time. During the year 2023 following items of work have been handled by this division.

Regional Services & Projects (RS&P) Section

➤ **Quality Control on Road and Bridge Works**

Advice and assistance in quality control of work during construction and maintenance of roads have been provided through field laboratories in 9 provinces.

➤ **Foundation Investigations**

Foundation investigations for 17 Nos. bridge sites and a road site (total no. of boreholes 78) were carried out during the year 2023 (Jan to Dec) by two drilling units of R&D Division. Five numbers of borehole have been done for the client works from out of 78 boreholes. The total expenditure under Surveying & Investigation vote for borehole investigation works is Rs.5,005,303.10. The details are given in following table.

Table 2-24: Borehole Investigation for Bridge locations in 2023

No.	Project Activity	No. of Boreholes Completed in 2023	Present Status
<i>Borehole Investigation carried out by R&D Division 2 nos Drilling units</i>			
1	Borehole investigations for new bridge across Kelani river connecting Kelaniya - Mudungoda road(B-214) and Colombo - Hanwella road(AB-10)	4	Completed
2	Borehole investigations of bridge No. 15/1 km on Colombo - Hanwella road (AB-10)	8	Completed
3	Borehole investigations of bridge No. 20/3 km on Thudella - Pamunugama road (B-425)	1	Completed
4	Borehole investigations of proposed flyover bridge across railway line at Homagama on Walgama - Diyagama road (B-452)	8	Completed
5	Borehole investigations of Garagoda bridge across Kelani river at Yatiyanthota in Kegalle District (Non-RDA)	2	Completed
6	Borehole investigations for proposed bridge across Kelani river at Ranala	10	Completed
7	Borehole investigations for Bridge No. 42/1 km on Colombo - Rathnapura -Wellawaya - Batticaloa Road (A004)	5	Completed
8	Borehole investigations for Bridge No. 15/12 km on Ehaliyagoda - Dehiowita Road (B 110)	7	Completed
9	Borehole investigations for Bridge No. 49/1 km on Colombo - Rathnapura -Wellawaya - Batticaloa Road (A004)	5	Completed
10	Borehole investigations for Bridge Across Kelani River on Kosgama - Kanampella - Pugoda Road (Non-RDA)	5	Completed

No.	Project Activity	No. of Boreholes Completed in 2023	Present Status
11	Borehole investigations for Bridge No. 50/7 km on Colombo - Rathnapura - Wellawaya - Batticaloa Road (A-004)	4	Completed
12	Borehole investigations for Bridge No. 54/2 km on Colombo - Rathnapura - Wellawaya - Batticaloa Road (A-004)	3	Completed
13	Borehole investigations for Bridge No. 47/1 km on Colombo - Rathnapura - Wellawaya - Batticaloa Road (A-004)	4	Completed
14	Borehole investigations for Bridge No. 22/5 km on Ambalangoda - Elpitiya - Pitigala Road (B-014)	3	Completed
15	Borehole investigations for Bridge No. 38/1 km on Colombo - Rathnapura - Wellawaya - Batticaloa Road (A004)	4	work in progress
<i>Borehole Investigation carried out for Clients</i>			
1	Borehole investigations for proposed Mookiriya Odai bridge Punnai in Batticalao District (Non-RDA)	2	Completed
2	Borehole Investigations of Parliament Complex Internal road - Pinniyara Road	1	Completed
3	Borehole Investigations for bridge near church at Kondagammulla-Divulapitiya Road (Non-RDA)	2	Completed



Figure 2-8: Borehole Investigation of Bridge. No- 22/5Km on Ambalangoda – Elpitiya –Pitigala Road

➤ Advice on RDA Projects

Advice and assistance have been given to Road projects and field personnel on road construction, rehabilitation and maintenance techniques. The advisory works done on RDA projects are as follows.

Table 2-25: Advisory work carried out during year 2023

No.	Road Name/Subject Matter	Requested By
1	Recommendations for the light settlements on Colombo – Katunayake Expressway from Ch. 2+300km to 6+575km	Director (EOM&M)
2	Recommendations for the pavement distresses on Colombo – Kandy road from Mahara to Kadawatha (13+200 – 17+00) Km	CE - Gampaha
3	Recommendations for the defects in Thermoplastic road markings on Colombo – Katunayake Expressway	Director (EOM&M)
4	Recommendations for the pavement distresses on Central Expressway Project – 2 from Ch. 57+000km to 57+620km	PD (CEP11)
5	Recommendations for the pavement distresses on Ramps in New Kelani Bridge	PD (NKB)
6	Recommendations for the pavement distresses on Southern Expressway from Kottawa to Dodangoda	Director (EOM&M)
7	Recommendations for the seepage issue on Southern Expressway from Ch. 158km to Ch.160km	Director (EOM&M)
8	Recommendation for the Pipe Laying by NWC&DB in Horana – Anguruwathota- Aluthgama Road (32+363) Km	Director (MM)
9	Recommendation for the Rehabilitated Road in Kurunegala Wilbawa Devala Road	DG (RDA)
10	Recommendation Regarding Re- testing of Bitumen Content of the Asphalt Concrete supplied to Farm Grow Watta Marga Paddathiya and Ambagahalanda Gama Road Section.	CE (Gampaha)

Central Laboratory and Investigations (CL&I) Section

(i) Routine Testing of Materials

Samples of soils, aggregates, river sand, bituminous materials, cement concrete cubes, kerbs; Marshall Specimens, asphalt concrete core samples, Road marking materials and steel etc. were tested and reported on by the Central Laboratory. Also asphalt concrete mix designs were carried out for ongoing projects and outside organizations.



Figure 2-9: Laboratory Testing

Table 2-26: Summary of Income from Laboratories in year 2023

Laboratory	for Client Work (Rs.)	Value of testing done free of Charge	
		for RDA Work (Rs.)	for Research Work (Rs.)
Concrete Laboratory	1,726,991.02	174,445.00	-
Soil Laboratory	193,485.00	1,739,729.29	-
Bitumen Laboratory	8,963,177.96	2,550,265.00	819,753.38
Polymer Modified Bitumen Laboratory	847,890.00	-	-
Photometric and Visibility Laboratory	4,161,144.51	286,645.00	-
Chemistry Laboratory	281,005.00	-	-
Total	16,173,693.49	4,751,084.29	819,753.38

A total value of Rs.16, 173,693.49 (from Jan-2023 to Dec-2023) has been done for laboratory testing of samples obtained through private organizations and RDA projects. Further R&D has done laboratory testing of Rs.4,751,084.29 value in free of charge for divisions of RDA and the values of the research testing is Rs. 819,753.38.

The total estimated value of borehole investigation works is Rs.16, 072,102.41 (from Jan-2023 to Dec-2023) which was requested by Director (Engineering Services). Further, value for borehole investigation of client work is Rs.1, 484,577.01 for the year and all the above figures are given in following table 2-27:

Table 2-27: Summary of Income from Ground Investigations (Drilling Works) in year 2023

Month	Estimated Cost for the Works Requested by Director-ES (Rs.)	Income for the Works Requested by Clients (Rs.)
January	1,092,315.14	-
February	2,181,704.83	-
March	1,623,111.28	-
April	628,131.40	-
May	-	580,532.60
June	1,844,710.40	-
July	-	-
August	2,980,574.00	-
September	-	-
October	1,129,320.60	-
November	2,436,176.86	491,360.51
December	2,156,057.90	412,683.90
Total	16,072,102.41	1,484,577.01

Pavement Investigations and Overlay Designs for RDA Works and Other Organizations

Overlay designs based on pavement investigations consisting of Falling Weight Deflector meter tests from planning division (RDA), Dynamic Cone Penetration (DCP) tests, Mackintosh test, trial pit investigations and laboratory testing of soils were carried out.

a. Pavement Investigations and Design

Pavement investigation works have been completed in 18 roads during the year 2023 and details of pavement investigations and design work carried out during the year are given in following table.

Table 2-28: Pavement investigations and design work carried out during the year 2023

No.	Description/Road Name	Section (Chainage)/Length in km	Progress %
<i>Continuation Works Items</i>			
1	Matara – Akuressa road	7+000 – 20+2000	100
2	Kiribathgoda – Sapugaskanda road		100
3	Central Expressway Project – 3	0+000 – 12+890	100
4	Vellikulam – Mamaduwa road	0+000 – 7+977	100
5	Central Expressway Project – 3 Cross roads Group 1(4 nos. roads)		100
6	Central Expressway Project – 1 Cross roads Group 1(6 nos. roads)		100
7	Katugastota – Kurunegala – Puttlam road	0+000 – 13+680	100
8	Central Expressway Project – 1 Cross roads Group 2(2 nos. roads)		100
<i>New Work Items</i>			
9	Kaduvela Mahamewna Buddhist Center Vehicle Park (Non RDA)	Parking area	100
10	Gampaha IC (GIC) Toll Facility Building Access road		100
11	Gampaha IC Link road		100
12	Veyangoda IC (VIC) Toll Facility Building Access road		100
13	Colombo – Ratnapura – Wellawaya – Batticaloa road (A004)	286+500 – 359+500	100
14	Makumbura Multimodal Center (MMC – Non-RDA)	Parking area	100
15	Internal road at Avissawella SLTB bus depot premises (Non-RDA)	Internal roads	100
16	Pitagaldeniya – Thunthota – road to Kassapa Arana (through Sthreepura Purana Viharaya – Non-RDA)		100
17	Central Expressway Project – 3 Cross roads (4 nos. roads)		10
18	Pinniyara road (Parliament Access road – Non-RDA)		60
19	Colombo – Ratnapura – Wellawaya – Batticaloa road (A004)	29+400-34+900, 43+400-44+000, 51+370-52+900, 59+500-60+000	50
20	New Cross road to Phase iv Katunayake BOI (Non-RDA)		100
21	Kataragama – Sellakataragama road (B 202)	0+000 -5+050	100
22	Kahathuduwa – Jambugasmulla (Gankanda) road (PRDA)	0+000 – 2+820	40

b. Pavement Design review during year 2023

- Review of Pavement Design for Rehabilitation/Improvements To Mahakeliya-Katupotha Road (B-258)(5+000km-10+000km & 10+000km-12+000km), requested by Chief Engineer Kurunegala.
- Review of Pavement Design for Design & construction of two flyovers in Slave Island along Justice Akbar Mawatha & Uththarananda Mawatha over railway tracks, requested by Project Director (Flyover Projects).

Inspection of Roads & Field Laboratories during the year 2023

- 1) Kaduwela Mahamewna Buddhist center vehicle park prior to investigation
- 2) Proposed toll plaza facility building access road in Central Expressway Project, Section-1 (Gampaha and Veyangoda link road and building access road) prior to pavement design
- 3) Kuliyaipitiya – Padiwela road to monitor the performance of the road related to the research work
- 4) Colombo-Rathnapura-Wellawaya-Batticaloa road prior to pavement design (Ch. 286Km-359Km)

- 5) Proposed parking area at Makumbura Multimodal Hub.
- 6) Kottawa – Thalagala - Moragahahena road to verify whether it can be improved by using low cost soil stabilizing method.
- 7) Mawanella bypass road (warm mix asphalt- research) at Mawanella.
- 8) Settlement on Colombo – Katunayake Expressway (2+300Km – 6+575Km)
- 9) Awissawella Bus stand prior to pavement design
- 10) Performance test done on research work of thin asphalt road on Diyagewatta – Dagonna – Welamada Gedara road under I Road project
- 11) Field performance tests were done on Dagonna – Welamadagedara thin asphalt road section
- 12) Katunayake BOI internal road
- 13) Central Expressway Project section-3, cross road
- 14) Colombo – Kandy Road
- 15) Thermoplastic road marking defects in Colombo – Katunayake Expressway
- 16) Central Expressway Project -3, ramps
- 17) Colombo-Rathnapura-Wellawaya-Batticaloa Road (CRWB) (29+400 to 60+000Km)
- 18) New Kelani Bridge
- 19) Central Expressway Project -3 (Ch:57+000 -57+620Km) crack sealing
- 20) Welikada – Rajagiriya Road
- 21) Southern Expressway pot hole, cracking and rutting (Kottawa – Dodangoda)
- 22) Parliament Complex Internal Road – Pinniyara Road
- 23) Kahathuduwa – Jambugasmulla Road
- 24) Plant trial at Kotadeniyawa Asphalt plant for NKB road
- 25) Skid Resistant test at Colombo port Sayurala ship
- 26) Seepage issue at Southern Expressway (158-160Km)
- 27) Milling and Polymer Modified Bitumen overlay work at New Kelani Bridge
- 28) Peradeniya- Badulla-Chenkaladi Road (A005, 224+250-224+350 km)

Research Projects during the year 2023

- a. Research done by R&D Division
 - Evaluation of unbound pavement layer modulus from in-situ testing & index properties to implement Mechanistic – Empirical Pavement Design Guide (MEPDG) in Sri Lanka.
 - Development of correlation between DCP and CBR for Sri Lanka soil & environment condition
 - First monitoring by testing the performances of Cold Mix Asphalt Surfacing have been done at test section on Kuliyaipitiya – Pandiwela Road.
 - Seal coat treatment trials carried out using 6.3mm, 10mm aggregate and river sand on Ratmalana Borupona road.
 - Usage of Reclaimed Asphalt Pavement (RAP) material for preparing Asphalt Binder, wearing, Regularity Course and Cold Mix in road construction.
 - Establish road marking testing frequencies and specification limits.
 - Laboratory investigation of Low Density Waste Polythene as an additive for improving properties of Warm Mix Asphalt (WMA).
 - Improvement of Bitumen using Pyrolytic Carbon Black from scrap tires.



Figure 2-10: Research Work on Carbon Black Modified Bitumen

- b. Research work on Dissemination of new technology with the assistance of Prof. Mampearachchie, UOM facilitated by I Road project where lab trials were conducted at R&D division and field trials have been done for 3 researches in 2022 and first monitoring by testing the performances have been done as follows.
 - i. Warm Mix Asphalt (WMA) Surfacing at test section on Colombo – Kandy road at Mawanella
 - ii. Carbon Black Modified Asphalt (CBMA) Surfacing at test section on Meegahakumbura road at Egaloya, Bulathkohupitiya in Kalutara District.
 - iii. Thin Asphalt Surfacing (TAS) at trial section from Dissagewatta up to Dagonna “Welamada” road at Dulapitiya in Gampaha District.
- c. Data collection for maximum and minimum pavement temperatures and ambient temperatures of roads belong to RDA province vice. This study is aimed at making improvements for bitumen binders & its application.

Training Programme Conducted by R&D

- Demonstration of Laboratory testing for SEI campus students
- Training program on material testing for Engineers recruited in November 2020
- Demonstration of Laboratory testing for SEI campus students
- Demonstration about Benkelman Beam Deflection (BBD) test and Bitumen Laboratory Testing for Institute of Engineering Technology students
- Demonstration about Concrete lab testing (Cube testing, Slump test & AIV test) for Esoft college of Engineering and Technology student
- Training program conducted for ESOFT student about bitumen testing
Supplying models and demonstration work carried out at the CINEC Exhibition 2023

Achievements

- i). R&D Division acts as the main body which facilitate the quality control and quality assurance aspects of highway construction and maintenance with confident and well-equipped central laboratory and is ISO 17025:2005 accredited for concrete cube compressive strength testing, bitumen penetration and softening point test, soil moisture content testing and dynamic viscosity testing for Polymer Modified Bitumen. Further it has revised accreditation to ISO 17025:2017 for above testing in 2021 and the accreditation is valid until 30th May 2024. The second surveillance audit successfully completed during the month of November for 2023.
- ii). Mechanistic – Empirical pavement design software has been implemented in collaboration with ADB and KICT.
- iii). Reviewing and commenting of following draft documents on Pavement Design and Material

Recycling under Consultancy Services for Value Engineering and Introduction of Climate Resilience Strategies for National and Provincial Roads in Sri Lanka.

- Proposed recommendations for material / technologies to be adopted in Sri Lanka context and rationale for recommendations.
 - Proposed General Amendments for CIDA/SCA/5 Standard Specifications for Construction and Maintenance of Roads and Bridges.
 - Development of Simplified Mechanistic Pavement Design Guideline for Sri Lanka (Based on Circly, Austroads Mechanistic Pavement Design Software)
 - Adaptation of Austroad Mechanistic Pavement Design for Sri Lanka
 - Specification for Dry back requirements
 - Thin Asphalt Pavement Design
 - Specification for the Use of Nuclear/Non-Nuclear Density Gauges to Determine the Compaction of Asphalt
 - Specification for Open Graded Friction Course (OGFC)
 - Specification for Polymer Modified Bitumen (PMB)
 - Specification for Core Sampling of Asphalt for Quality Testing in Road Construction
 - Material Recycling Manual Guidance
- iv). Reviewing of following draft technical specifications for SSCM on road construction techniques and manuals under I Road capacity development programme for R&D division by Consultant Material Engineer
- Specification for Roller Compacted Concrete
 - Specification for Thin Asphalt Surfacing (TAS)
 - Specification for Warm mix Asphalt (WMA)
 - Specification for Stone Matrix Asphalt (SMA)
 - Specification for Internal Curing Concrete
 - Specification for Asphalt Overlay on Rigid Pavement
 - Specification for Subgrade, Sub base and Base
 - Specification for Micro - Surfacing
 - Specification for Carbon Black Mixed Asphalt Concrete (CBMAC)
 - Specification for Semi Rigid Pavement
 - Rigid Pavement Construction Manual
 - AASHTO Pavement Design Manual

Rs.8.00 million has been expended during the year from 8.00 million allocations under Surveying & Investigation Vote for R&D Division. The financial progress is 100%. The total work item completed 25 out of 31 and the physical progress is 100% during the year 2023.

2.1.6 Quality Assurance & Progress Monitoring in Road and Bridge Works

Quality Assurance and Progress Monitoring Division is mainly responsible for assuring quality of all works carried out under RDA and monitoring progress of work. Inspections are carried out for the completed and ongoing works and independent tests to assure that the Contractors carry out the works in accordance with the contract specifications. Any non-compliance of quality requirement from the specifications should be brought to the notice of the respective Director/ Project Director/ Provincial Director as well as the RDA Management.

In addition to that, checking the quality of material supplied to the site with the specification requirements, obtaining all the progress reports prepared by the Directors, Project Implementation Units (PIU) under Project Directors, Provincial Directors and the Consultants and checking the correctness of reporting randomly also carried out under the purview of this division.

Progress of activities carried out during year 2023

- Technical audits carried out for following roads;
 - Improvement of Beragala- Wellawaya Road
 - Projects under Project Director (Project)- Western
 - Inclusive Connectivity and Development Project Anuradhapura District
 - Colombo-Kandy Road (A001) (Ch.59+200km-72+100km)
 - Bulathkohupitiya Dedugala Road (B067)
 - Peliyagoda Puttalam Road (A003) (Section from 50Km to 63Km)
 - Badulla Chenkaladi Road Improvement Project (Section from Lunugala to Bibila Ch.171+800 km- Ch.190+800 km)
 - Central Expressway Project Section-III (Pothuhera to Galagedara)
 - Inclusive Connectivity and Development Project Rathnapura District
 - Inclusive Connectivity and Development Project Kurunegala District
- Conditions surveys were carried out for following road projects;
 - Rehabilitation & Improvement to Thalduwa-Meevitagammana Road (CH.0+000km-17+300km)
 - Rehabilitation & Improvement of Ambalangoda- Elpitiya- Pitigala Road (16+ 230 to 29+ 360Km)
 - Improvement to Moratuwa-Piliyandala Road (2+ 620 to 5+ 120Km)
 - New Kelani Bridge Construction Project
- The combined progress was reported monthly to the Board of Directors based on the progress submitted by the Directors and Project Implementation Units under Project Directors.
- Progress reports of all the contracts are checked and reported any lapses to the Directors / Project Directors.

2.1.7 Infrastructure, Road Safety & Traffic Management

Unifying functions related to road side infrastructure, road safety, & traffic management which are deemed as subjects of vital significance for quality enhancement of Sri Lankan national roads and expressways are implemented by the Infrastructure, Road Safety & Traffic Management (IRSTM) Division.

The obligations of the Infrastructure, Road Safety & Traffic Management Division for economic and safe utilization of the national road network will require risk management systems and procedures to be in place that:

- Support to achieve the level of road user behavior that was assumed in the design for new road works;
- Support to maintain the level of behavior required to achieve safe and efficient functioning of the existing network;
- Acknowledge road safety and traffic management as key objectives in road network management;

- Provide for adequate regular safety and traffic management inspections of the road network;
- Specify steps to be taken when unsafe or inefficient traffic management conditions are detected.

The Division is dedicated to strategic and tactical management of road infrastructure to increase profitability of road users who are using the national road network for their daily functions and activities. Optimizing road transport related costs for all road users and persistently improving road safety to reduce the causality of roads as a factor in motor traffic accidents are simultaneously addressed by the scope of IRSTM Division.

Table 2-29: Summary of routine works carried out under the IRSTM Division Up to Year 2023

Subjects	Total requests received	Total Completed
Infrastructure	25	25
Road Safety	98	83
Signs and Marking		
No. of kms	328	326
No. of intersections	103	103
Other	14	14
Traffic Impact Assessment	92	80
Public Request & Complaints	261	235
Traffic Management Committee	10	10
Advance Directions Sign Boards		
No. of sign boards	132	131
Traffic Light Systems	32	32
Street Lights		
Street Lights Design	3	3
Street Lights Review	3	3

Table 2-30: Summary of works carried out with the Annual Budget -2023

Item Description	Allocation 2023 (Rs. Mn)	Expenditure up to end of 2023	Activities
Infrastructure & Road Safety	33.9	33.43	Illumination of 20 Nos. Pedestrian Crossings
			Provision of safety apparatus to the identified locations in the national highways to improve visibility
Traffic Management	80.0	31.12	Installation of Traffic Light System at Chenkaladi Junction
			Installation of Pelican Signal System at Darshanam School, Nochchimunai,
			Installation of Pelican Signal System at University of Ruhuna, Matara

Summary of special works attended by theIRSTM Division (Year 2023)

- Successfully trained three engineers under the pilot project of International Road Assessment Programme (iRAP) in RDA with the assistance of TCAMP Project
- Formulation of the new Speed Limit Gazette
- Proposing to upgrade the legal framework to allow weight restrictions on hazardous roads (Case Study: Fatal accident on Radella bypass Road (B381))
- Conducting Teacher Training Programme for incorporating concepts of road safety to the Mathematics and Science Curriculum from Grade 6-11



Figure 2-11: Conducting Teacher Training Programme

- Presenting on International Research Conference (ICIPSL2023)



Figure 2-12: Event in International Research Conference (ICIPSL2023)

- Educating the General Public on Road Safety via TV Programmes



Figure 2-13: Awareness programme through media

- In House Training Programmes Targeting Technical Staff of RDA



Figure 2-14: In house training programme

- Establishment of Road Safety Clubs at Schools



Figure 2-15: Establishment of Road Safety Clubs

- Media Campaigns and Media Conferences



Figure 2-16: Media Campaigns and Media Conferences

2.1.8 Land Acquisition & Resettlement

The Land Division of RDA was established with a view of expediting land acquisition for required lands for road construction, pay compensation to the affected parties and resettlement work with respect to all road development projects under the Land Acquisition Act., handling Lands, Buildings, Structures and Road Reservations belongs to RDA and Development of procedure for asset valuation in order to maintain the wealth belongs to RDA. Accordingly, an updated records & plans on lands, building and other structures related to land inventory of assets are maintained.

Table 2-31: Summary of Land Inventory as at end of 2023

Province	Number of PWD Land	Number of Acquired Land	Number of Purchases Land	Number of Leased Land	Number of Other Land	Province Total Land	Extend of The Land (Hect)
Western	94	15	6	12	7	134	23.8777
Central	144	22	1	1	10	178	48.1153
Southern	12	4	0	0	19	35	18.8597
Nothern	32	1	0	0	3	36	16.3204
Eastern	26	1	0	0	10	37	10.3031
Add. PD Akkaripaththu	15	0	1	0	9	25	2.4421
North Central	35	0	0	1	5	41	30.1369
North Western	64	1	0	0	8	73	17.6021
Uva	59	16	1	1	1	78	27.1265
Sabaragamuwa	61	4	0	3	4	72	80.7099
Total	542	64	9	18	76	709	275.4937

Table 2-32: Summary of Land Acquisition details and payment of Compensation during the year 2023

Road/ Project Name	Number of Lots	Payment Made up to the end of 2022	Payment Made During 2023
Land Acquisition for completed & Outgoing Projects	3795	123,341,952.00	3,688,339,390.52
Central Expressway II	630	-	701,040,000.00
Central Expressway IV	157	-	92,809,604.90
Base Line III	7	-	256,000,000.00
Ruwanpura Expressway	810	-	1,922,895,400.00
Elevated Highway from Kelani Bridge to Athurugiriya		-	483,297,491.76
Total	5,399.00	123,341,952.00	7,144,381,887.18

Table 2-33: Statement on Free Grant Application Process as at end of 2023

Province	Lands from Public Works Department (PWD)	Applications Received to landDivision for FreeGrant Application	Request send to Land Commissi oner General from Chairman (RDA)	Request send to Divisional Secretary by Land Commissi oner General	Request send to Provincial Land Commissio ner General by Divisional Secretary	Request send toLand Commissioner General by Provincial Land Commissioner General	No of balance Lots for applying for Free Grant Permit
Western Province	94	47	47	47	47	47	47
Central Province	14 4	31	31	31	31	31	113
Southern Province	12	13	13	13	13	13	0
Northern Province	32	24	24	24	24	24	8
Eastern Province	41	19	19	19	19	19	16
North Western Province	64	61	61	61	61	61	3
North Central Province	35	40	40	40	40	40	0
Uva Province	59	20	20	20	20	20	39
Sabaragamuwa Province	61	60	60	60	60	60	1
Total	54 2	315	315	315	315	315	227

Difficulties encountered during the year

Accordingly, though Land Division, playing a vital role of ongoing development in the country under the co-operate plan of RDA, some failures also could be observed which forms bottle necks of the process. These matters mostly make the process under performance and can be discuss as follows,

- Lack of priority given by the stockholders is Ministry of Land, Department of Valuation, Department of Surveying and Divisional Secretariat offices which directly deal with the process activities.
- Lack of prominent officials and trained staff available to cater the process in other departments and DS offices.
- Lack of imprest availability for payment of compensation and complexity in ownership of lands as such legal implications and court proceedings to be dealt with in determination of ownership
- The current database of the land division has many system failures such as 1) the system is not providing data view facility for higher management and other relevant stakeholders 2) the acquisition process involves many officers for payment process, they have no access to the existing system 3) system has no way of adding acquisition details of other Project Management Units to the existing system etc. Thus, the Land division has initiated to develop Land Acquisition Database but, there are no source of funds to implement the procurement process for recruit software developer to develop proper Land Acquisition Database.
- Lack of data entry operators and duplicate payment checking officers to handle Land Acquisition Information System (LAIS) to increase efficiency of land acquisition compensation payment process.
- When Projects are closed down, the land acquisition files were handed over to Land Division by the relevant PMUs. However, there are lot of outstanding payments, partly closed cases, incomplete acquisition process are to be handled by the Land Division apart from the divisional work load. Limited space of the Land division is major problem to facilitate space for PMU Staff, equipment placed within the division.

Payment of Compensation

- Land Division start paying compensation through RDA Finance Division and Annual Budget Allocation has been transferred to the RDA Finance by the Ministry of Roads and Highways.
- The proper functioning of Account section of Land division required the Accountant and four Accountant Assistants. But currently Account section function with one Accountant and 04 Management Assistant instead of the Accountant Assistants. The unavailability of Accountant Assistant is a major problem for smooth function of this Account section.
- Once the Projects are closed down, unavailability of funds was a major problem to settle the outstanding payments.

Remedial actions taken

- Maintained a good relationship with other departments and Divisional Secretaries officials. Introduced proper incentive schemes and provided other necessary facilities whenever possible.
- Continuously, monitored and maintained progress with relevant stakeholders such as Divisional Secretary, Ministry of Land, Department of Valuation, Department of Survey etc.
- Updated the existing database of LAIS with a strong partnership with local authorities for obtained the required information and maintained a finding record in Land Division.
- Introduced database to the Account section to settle the outstanding payments.
- Updated the Assets Inventory (Lands occupied by RDA) to identify the ownership and taken required actions to obtained the free grant certificates.
- Registered under section 44 for the acquired land lots when compensation and interest have been paid.

Further, following steps are also recommended to bring the situation to an acceptable level

- Land acquisition activities of all road projects shall be conducted under the supervision and monitoring of Land Division, RDA.
- Establishment of “Central Database and unique LAIS at Land Division for all land acquired for RDA avoid integrate the system with GIS facility.
- Improving of IT capabilities with required staff.
- Necessary carder fulfillment.
- Making of process efficiency according to the present requirements.
- Improving of record room capacity for storage of acquired plans.

2.1.9 Implementation of Environmental and Social Safeguard Measures

Environmental and Social Development Division (ESDD) is the environment and social safeguards arm of RDA in executing environmental and social safeguards measures in RDA projects. ESDD also assists Project Management Units (PMUs) set up in the RDA to get environment approvals for projects and environment and social assessments if required.

Main functions and responsibilities of the Division can be mainly categorized under following five folds.

- i. Preparation and reviewing of environmental and social assessment reports
- ii. Monitoring of environmental and social safeguards compliance in RDA projects
- iii. Attend as the Member of the Technical Evaluation Committees set up by various project approving agencies for the outside projects
- iv. Assisting the CE, Plants unit to obtain necessary approvals for establishing and operation of plants (asphalt, crusher) and material extraction.
- v. Creating awareness among RDA and PMU staff on environment and social safeguards.

Progress of Activities during the year 2023

I. Preparation and reviewing of Environmental and Social Assessment Reports

Table 2-34: Progress of Environmental and Social Assessment Reports during the year 2023

	Project Activity	Physical Progress as at the end of the year 2022	Physical Progress as at the end of the year 2023
1	Preparation of SEIA and obtaining approval from CEA for New Gampaha Interchange in Central Expressway	94%	100%
2	Preparation of EIA and obtaining approval from CEA for		
	a) Ruwanpura Expressway Phase II and III.	30%	50%
	b) Elevated Highway Project Phase II (Rajagiriya-Athurugiriya).	89%	96%
3	Preparation of BIQ and obtaining approval from CEA for		
	a) Balance work of Kadawatha Interchange	0	50%
	b) Uhana – Mahaoya (33km- 58km) section of Ampara – Uhana Mahaoya (A27) road	0	100%
	c) Beragala – Wellawaya section of A004 road	0	100%
4	Preparation of EMP for Kurinchakerny Bridge, Kinniya, Trincomalee	0	50%
5	Preparation of Initial Inspection Reports for New projects proposed by Planning Division	0	20%

II. Reviewing of Reports

- Review of Environmental Safeguard Compliance Monitoring Report (ESCMR) prepared for Port Access Elevated Highway Project.
- Review of Social Safeguard Compliance Monitoring Report (SSCMR) for Central Expressway Project Section I.
- Review of Resettlement Action Plan Report and EIA Report for Kandy Tunnel Project.

III. Monitoring of Environmental and Social Safeguards

Table 2-35: Progress of Monitoring of Environmental and Social Safeguards during the year 2023

No.	Project Name	Physical Progress as at the end of the year 2022	Physical Progress as at the end of the year 2023
1	Central Expressway Project III -Package I	0	10%
2	Port Access Elevated Highway.	0	50%
3	Marine Drive (Dehiwala to Panadura)	0	60%
4	Colombo – Kandy Road (RMC 1)	0	100%
5	Colombo – Kandy Road (RMC 6)	0	100%
6	Peliyagoda – Puttalam road (RMC 7)	0	100%
7	Galle- Deniyaya- Madampe (A0017) Road Project	0	80%
8	Badulla – Chenkalady (Bibila – Lunugala section) Road	13.5	27%

IV. Attend as the Member of the Technical Evaluation Committees/Monitoring committees set up by various project approving agencies for the outside projects

During the year 2023, ESDD attended around 59 Technical Evaluation Committees set up by Central Environment Authority (CEA), Coast Conservation Department (CCD), Mahaweli Authority and Forest Department. In addition, ESDD represented RDA as a member of the Environmental Monitoring Committees of CEA for following projects,

- Proposed Broadland Hydro power Project at Polpitiya.
- Moragolla Hydro power Project at Kotmale.
- 350 MW RLNG Combined Cycle Power Plant (Sobadanavi) at Kerawalapitiya
- Polpitiya – Habarana CEB Transmission line.



Figure 2-17: Field inspection to Badulla – Chenkalady (Bibila – Lunugala section) Road



Figure 2-18: Field inspection of Galle– Deniyaya- Madampe Road



Figure 2-20: Awareness meeting - Ruwanpura Expressway Project



Figure 2-19: Public hearing in Elevated Highway Project

Management Information System (MIS)

As in the previous year, this year also the MIS has been continued to gather data on Bio- Geographic and social information. This information was effectively utilized in preparation of environmental and social safeguards documents. MIS team assisted with the map preparation for safeguard documents prepared by ESDD. During the year, MIS team assisted in collecting geographical Information from the field, GIS data analysing, GIS mapping & Google Earth Mapping and photo graphing, video and photography in FGD's, under following projects.

- Ruwanpura Expressway Phase II & III
- Gampaha Interchange
- Balance work of Kadawatha Interchange
- Uhana-Mahaoya (33km-58km) section of Ampara-Uhana Mahaoya (A27) road
- Beragala-Wellawaya section of A004 road
- Marine Drive (Dehiwala to Panadura)
- Colombo – Kandy Road (RMC-1 & RMC- 6)

- Peliyagoda – Puttalam road (RMC-7)
- Kurinchakerny Bridge, Kinniya, Trincomalee

Further, MIS team has involved with the following tasks;

- Administrate the ESDD domain name computer network and trouble shoot the computer software and hardware matters in division
- Inventorying all the books and reference material and designing and developing a library system for easy reference and management of documents. (Under construction in developing stage)
- Manage online database system to reminder email for Environmental project renewal dates
- Involve for adding the ESDD public complaints system to the Revamping/ Developing of Organizational Website and Staff Portal with Supporting Modules that conducting by Planning Division RDA
- Developing local host web-based system to store all environmental data such as water quality, noise, air quality with GPS locations.
- Involve for adding the Environmental and Social data to the Assets Management system that conducting by the Planning Division RDA

Constraints and Suggestions for Remedial Actions

1. Importance of Environmental and Social safeguards is well recognized by RDA. However, adherence to Environmental and Social safeguards is not in a satisfactory level, as adherence to the Environmental and Social safeguards is not likely compatible with the progress of construction works. Although Environment Management Plan is included as part of the contract documents for prescribed projects, for non-prescribed projects, it is not considered at all. To overcome the above, a set of guidelines were prepared by ESDD for non-prescribed projects, and it was circulated for the RDA management. However, there is lack of adherence to this document.
2. Some of the measures in Environmental and Social safeguards need to be implemented during the construction period which involves cost impacts. Separate Provisional Sum Item may need in the BOQ, and it is necessary to include relevant sub clauses; to the Preamble to BOQ and Specifications for accommodating the costs and achieving the expected counter measures.
3. Difficulties encountered
 - Difficulties are encountered in collecting some details directly by RDA (or ESDD), although the Contractor should himself get necessary approvals upon submitting these details, because contractor is not selected at the time of Environmental Clearance is sought from the CEA or other Project Proponents. Ex: Disposal locations, Borrow pits. It is suggested to maintain a suitable area wise data-base of construction materials and update it with available quantities etc. and update in liaison with relevant government entities.
 - Detailed Designs are not finalized at the time of Environmental approval process is going on. With the unavailability of such details, correctly updated, the environmental approval process is interrupted. Need to correlate among the RDA divisions, to finalize the details required.

2.1.10 Planning

The Planning Division of RDA is responsible for overall planning of the projects carried out by the Road Development Authority from project concept to implementation.

Overall planning includes activities for the development of the National Road Network, macro planning of National Road Network taking into consideration of future needs for the socio-economic development of the country based on government policies and priorities.

Planning Division comprised of following four sections;

Planning I – Traffic Data Collection & Evaluation

Planning II – Formulation, Monitoring, GIS and MIS

Planning III – Traffic Modelling and Simulation

Planning IV – Highway Information and Development Management System

(i) Traffic Data Collection & Evaluation

Traffic data is an essential input for the Planning function of the RDA. Data Collection and Evaluation Unit, a subdivision under the Planning Division is entrusted with the task of collecting Traffic data and maintaining the Traffic Database of the RDA.

Traffic data is collected throughout the year based on the annual programme. Traffic surveys such as Average Daily Traffic (ADT) volumes, Annual Average Daily Traffic (AADT), Manual Vehicle Classification Count (MCC), and Axle Load counts are carried out routinely. About 193 permanent locations have been identified for routine surveys of ADT and MCC and another 28 locations have been identified for the Axle Load survey. Turning Movement (Junction traffic) surveys, Origin Destination surveys, Pedestrian Surveys, Parking surveys, etc. are carried out on demand.

Table 2-36: Progress of the Traffic Surveys during 2023

Type of Survey	Number of Surveys	
	Target	Achievement
ADT surveys	178	7
AADT (Monitoring the Monthly variation factor) at 24 th km on the A001 road	04	-
Manual Classification Count (MCC)	102	02
Axle Load surveys	16	02
Turning Movement Survey (Junction Surveys)	-	13
Pedestrian surveys	-	13
Parking surveys	-	13

Taking – Over of Roads

The road network of the country is administrated and managed by different organizations. Time to time considering network connectivity and certain conditions other (Provincial/Pradeshiya Saba) roads are taken over as National Highways. According to the Clause No. 8 of National Thoroughfares Act No. 40 of 2008, the Minister of Highways may by order published in the Gazette to declare any road to be a National Highway. The following seven roads had been declared as a National Highway during the 2023.

1. Hettiweediya-Weligama (B646)) – 1.075km
2. Galagedara Bypass (B647) – 0.150km
3. Moragahakanda-Wellewala(B648)-14.480km
4. Kaduruwela Bypass (B649) – 2.683km
5. Newguna-Manikkamadu via Irakkamam(B650) – 4.800km
6. Varapathanchenai-Irakkamam (B651) – 1.800km
7. Thuntota-Bingiriya (B652) – 5.750km

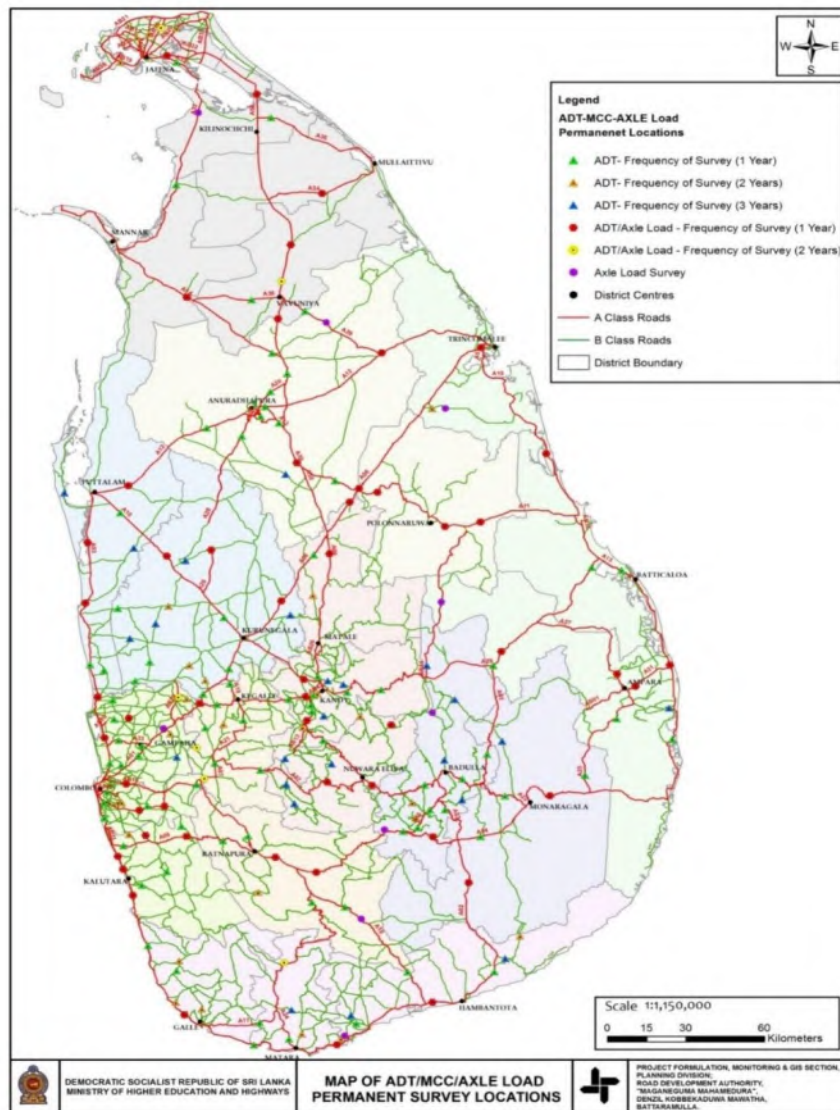


Figure 2-21: Locations of Traffic Volume Counts

(i) Network Planning and Reporting

Planning and Reporting is one of the main functions of the Planning II Section of the Planning Division. Annual Action Plan is prepared at the beginning of every year based on the information collected in consultation with other divisions, Provincial Directors and Project Directors. During the year, work is normally carried out according to the Annual Action Plan. However, priority will be given to emergency requirements and action is taken to revise the Annual Action Plan at the mid of every year to accommodate this requirement. Strategic Plan is prepared as a rolling plan for a period of 5 years and reviewed annually to accommodate the requirements of the current year and the balance period of time. In order to ensure optimum utilization of the total budgetary provision for the year, necessary approvals for transfers were obtained from the Treasury in accordance with the Financial Regulation (FR) 66.

Preparation of Reports

During the year 2023, action was taken by the Planning II Section of the Planning Division to prepare and submit following reports;

- Action Plan & Annual Budget for year 2024 was prepared and submitted to the Board of Management of RDA according to the budgetary allocation.
- Annual Report 2022 of RDA (English Version)
- RDA Strategic Plan 2024-2028
- All progress reports (monthly and quarterly)
- Performance Report of the RDA to Central Bank Report 2022
- Planning Manual

Feasibility and Other Studies

This unit provide active participation in Feasibility studies carried out to ensure the economic feasibility of proposed rehabilitation/ improvement. In case of new projects, all possible alternatives are considered in the feasibility study. In carrying out traffic analysis, future traffic situations on roads are forecasted using the JICA STRADA traffic forecasting model. If the project is feasible and if the project traverses through an environmentally sensitive area, requests are made to Environmental & Social Development Division of RDA to take action to obtain environmental approvals from the relevant authority before project implementation.

Progress of activities during 2023

- Preliminary Studies for;
 - Proposed Ragama bypass
 - Proposed Ratmalana International Airport Connectivity
 - Proposed Homagama Flyover
 - Proposed Ranala Bridge
 - Proposed Kaduwela Bypass
- The feasibility study of three flyovers at Alawwa, Muttettugala and Slave Island was completed.

Issuing recommendations for registration of Oversize/ Overweight Vehicles during the year 2023

- Recommendations were made to Department of Motor Traffic for temporary registration of four oversize / overweight vehicle.
- Recommendations were made to Department of Motor Traffic to register two oversize / overweight vehicles.

Granting approval for transportation of Oversize/ Overweight cargo on National Highways in 2023

- Applications have been evaluated and eight approvals were issued for transportation of over dimension / overweight cargo on National Roads.

In addition to that, the Planning Division has provided information/details on future road widening projects to Executive Engineers, RDA to issue land clearance as per the public request. Details were provided in year 2023 for thirty numbers of public requests.

(ii) Traffic Modelling and Simulation

Macro and Micro traffic modelling and simulation is the core function of the Traffic Modelling and Simulation section.

Macro modelling is carried out by a Traffic Demand forecasting model developed on the platform of Travel Demand Modelling software named JICA STADA (Version 3.5) in 2010 for National Road Network. STRADA stands for “System for **T**raffic **D**emand **A**nalysis”. At frequent intervals, the RDA Model is upgraded and the present model is the latest version of the comprehensive model which was developed in the year 2017 based on comprehensive traffic surveys. Further, this RDA model is the only working traffic demand model which covers the entire island as its geographic area.

The RDA JICA STRADA model is a trip-based macroscopic model that simulates the daily traffic demand represented by a trip matrix of 789 zones and is shared into 8 vehicle modes. Development of trip demand for the present and the future year follows the conventional four-step modelling process based on an Origin-Destination survey conducted in the year 2017.

Micro Modelling is carried out using PTV VISSIM software which is a widely used microscopic traffic simulation software for the purpose of analysing traffic operations. It can simulate network consisting of several intersections and allow the use of an external control algorithm in the control processes. These properties make the software suitable for analysis by reason of the several junctions and the control algorithms written in MATLAB. VISSIM uses a so-called psycho-physical driver behavior model based on the car-following model (Wiedemann, 1974 & 1999). The model describes all the cars found in the system. The vehicles are defined by both physical and psychical parameters (origin, destination, speed, driver behavior, vehicle type, etc.). The VISSIM simulation is based on an iteration process of acceleration and deceleration.

Functions with respect to both macro and micro traffic modelling can be discussed mainly under model development and model operation.

Under the model development for the STRADA macro model, present and future OD matrix manipulation, parameter setting, network development and other general model development functions are conducted.

The main operational tasks of macro modelling are model calibration and validation for project basis, future year network creation, future OD matrix adjustment, traffic forecasting and collecting traffic volumes and KPIs for future years for various requirements. In addition, some further analysis is conducted as per the specific forecasting requirements. The data from traffic forecasts are shared with the other relevant RDA divisions such as Highway design and Bridge design divisions for the highway and bridge design purposes,

with Environment & Social Development Division of RDA for environmental studies (as an input for noise model), and with Research and Development Division of RDA for pavement design process.

In micro model development, the model parameters such as Car-following, Lane changing priorities, number of preceding vehicles, Lateral behavior, signal decisions and standstill headway parameters which are defined as default values in the software require to be adjusted and calibrated to represent the traffic conditions of Sri Lankan road network. Calibration of drive behavior parameters is of utmost importance in VISSIM simulation work as it enables to run the simulations almost equal to the actual situation. In this endeavor, surveys are to be undertaken to determine the actual values in accordance with parameters stipulated in VISSIM driver behavior parameters.

For the Operation of the micro model, traffic data collected from traffic surveys are used. These traffic surveys can be an Origin-Destination survey (OD Survey), Manual Classification Count Survey (MCC Survey), Turning Movement Count survey etc. depending on the requirement. In case if latest traffic data is not available for the study area in the traffic database maintained at Planning I section new traffic surveys are carried out by the Planning I section. Further, studies on geometric conditions of the analysis area are conducted to improve the accuracy of the model. If a signal control system is operating in the study area, timings and signal light program are required to be incorporated with the model.

After collecting the data, the topology is drawn accurately using the software based on geometric and lane marking drawings with existing signal timings of the intersection of study. The characteristics of the roadway links such as speed in the link, lane width, right of way rules etc. are inputted to the model. The traffic demand from the survey data are inputted as traffic volume details and composition or if the dynamic assignment method is used, origin destination matrices were inputted. The calibrated model is then simulated and the required results such as delays and queue lengths are obtained. The results are analyzed to identify the required improvements to the study area.

Progress of Traffic Modelling Work during year 2023

Traffic forecasts were done using JICA STRADA for the following roads/Expressways.

- Ampara - Uhana – MahaOya (AA027)
- Future Lotus roundabout option study
- Proposed Ranala Bridge & Homagama Flyover
- Gampha interchange link road
- Hanwella Bridge
- Colombo - Ratnapura - Wellawaya – Batticaloa (AA 004) (286km – 359km)
- Colombo - Ratnapura - Wellawaya – Batticaloa (AA 004) (194km – 214km)
- Colombo - Ratnapura - Wellawaya – Batticaloa (AA 004) (29km – 60km)
- Kataragama - Sella-Kataragama (B 202)
- Central Expressway Project (CEP III) (Pothuhera – Galagedera Section)
- Proposed interchange in between Kottawa interchange & Kahathuduwa interchange
- Peradeniya - Badulla – Chenkaladi (AA 005) (95+800km – 96+600km)
- Dickwella - Jangulla – Talpitigala (B 100)
- Pothuhera interchange on Central Expressway Project
- Ekala – Kotadeniyawa (B 111)
- PRDA road connecting Colombo – Horana road (B084) & Kolonnawa – Yakbedde (B232)
- Nuwara Eliya - Uda Pussellawa (B 332) (0km – 18km)

Traffic simulations were done using PTV VISSIM for the following road networks and intersections.

- Matara Town Area
 - Galle town area
 - Kurunegala town area
 - Proposed Homagama Flyover
 - Lotus Roundabout with different scenarios
 - Base line road
 - Pannipitiya town Area
 - Maharagama town area
 - Borella & Borella Kanaththa Junction
 - Nelum Pokuna Roundabout
 - Lipton Roundabout
 - Kandy Multimodal Transport Terminal Development Project” area
 - Ragama Railway crossing area

(iii) GIS Functions

Under the Planning Division, Geo Information System (GIS) Unit performed the following main functions within 2023.

1. The geospatial database related to the National Road Network (developed after 2007, using ArcGIS 10.6 Advanced software & 1:50000 scale digital layers taken from the Survey Department) has been updated and maintained by GIS professionals. Road link data, road project details, ADT & Axel lord survey locations, and administrative details (EE’s, CE’s, PDs, etc.) are included in this Geodatabase. Also, the geo-database of the expressway network in Sri Lanka has been updated with finalized CAD traces given by the project officers.
2. Since the Geodatabase is collaborating with other road databases such as HDM-4 and STRADA, topological errors in the national road network have been corrected to provide accurate GIS data for the OD survey in the STRADA network. Also shape files of D S Division, Axel Lord Survey Locations, and MCC Locations have been prepared for the STRADA network.
3. In 2023, the GIS Unit carried out a minimal number of GPS surveys (due to the limited budget and current situation in the country) on existing and proposed roads, taking over roads, alternative routes, and bypass roads to provide better decision-making support to the Pre-feasibility and Network Planning section. (Ex. Proposed Ragama bypass, Proposed Rathmalana International Airport Connectivity, Proposed Homagama Flyover, Proposed Ranala Bridge, and Proposed Kaduwela Bypass)
4. The GIS Unit provided facilities to the Highway Engineers to identify optimum routes and candidate roads in road rehabilitation and construction. In addition to that it identified network connectivity through the spatial distribution. (Identified the alternatives for the Rathmalana International Airport Connectivity, Katuwana to Kottawa – Thalagala Road Connectivity via Mahenawatte Knowledge City).
5. During the year 2022, over 260 location maps and detailed maps have been prepared by the GIS unit for the project proposals, funding applications, feasibility and pre-feasibility studies, Gazettes of taking over roads and other reports relevant to the national road network in the Planning Division, Project Monitoring Units, The Ministry of Highways, all other Divisions in the RDA and other outside institutions. In addition to that, the GIS unit has started to prepare and share online google maps facilitating other non-GIS users to work with GIS data relevant to the national road network. (Only five online maps were shared with other non-GIS users in 2023).
6. Also, in 2023, the GIS unit provided spatial information for issuing clearance certificates for 32 locations & identified five transportation routes for giving Oversize vehicle permission to fulfill outer requirements.

7. Although RDA is one of the key stakeholders in the National Spatial Data Infrastructure (NSDI) program in Sri Lanka, the GIS unit of RDA was not involved in sharing spatial data relevant to the national road and expressway networks with other organizations through the NSDI during 2023.
8. The GIS unit has contributed its expertise and knowledge as a member of the Technical Evaluation Committee (TEC) for GIS-relevant purchases for the RDA. In 2023, the GIS unit evaluated and recommended payment of the annual maintenance support fee (4th year) for ArcGIS Software in SLRAMS as a TEC member.
9. Also, the GIS Unit has been coordinating with the Survey Department annually to update the existing road network on a 1: 50,000 scale for the entire county. However, in 2023, the GIS unit did not contribute to updating the existing RDA road network due to the updating process of the National Road network still going on under the SLRAMS.
10. In addition, the GIS unit has completed the process of preparing the GIS Manual for the Planning Division within 2023 and now seeking the RDA Board approval.
11. In 2023, the GIS Unit conducted a minimal Internship program for undergraduate students only from the University of Colombo and the University of Sabaragamuwa. These Internship programs were limited due to the limited budget and current situation in the country.

(iv) Maintenance of Management Information System

Maintenance of Management Information System comes under the Management Information System unit of the Planning Division and headed by the Director (Planning). The Additional Director General (Network Planning) and the Director (Planning) provides professional support to the Director General with the assistance of the IT staff.

Major functions conducted under Maintenance of Management Information System of RDA are Establishment and maintenance of main servers and email server of the RDA, Establishment and Maintenance of a Local Area Network, Hardware and Network Troubleshooting at the head office, providing internet and e-mail facilities, Development and Maintenance of RDA website, Providing necessary support to the Government Information Portals (Government Information Centre, Public Enterprise Department), Updating and maintenance of Sri Lanka Road Asset Management System (SLRAMS), Administration of the Electronic Document Management System (EDMS) and Conducting training programs to improve IT knowledge of RDA staff when necessary.

Network Administration

RDA head office is having a computer network of around 475 computers and two (02) Nos. of domain servers (separate server for the finance division and one server for all other divisions), at the Head Office premises and one email server and one web server at the Sri Lanka Telecom Internet Data Centre. Out of 475 computers, 258 computers are facilitated with email and internet. All those computers are inter – connected by a Local Area Network (LAN). Continuously it required to add new computers and users to the computer network domain and also to remove and change the computers and users from the domain.

Each and every divisional user has different levels of access privileges to the main servers. The user configuration and their privileges on the network are monitored continuously. Each and every division has its own networked printers shared within their divisions. Internet facility has been provided to selected staff in the head office.

Maintenance of Email Facility & Mail Server

At present, RDA email server is maintaining approximately 253 email accounts for the head office and regional staff in all the provinces and a spam filtering solution filters spam emails and block most of the outside intruders to the system.

Implementing an Electronic Document Management System (EDMS) for Road Development Authority.

MIS Unit provides required technical support to installation and commission of Electronic Document Management System (EDMS) is to maintain Digital documents across the organization. A paper-free office concept with future-ready industry technologies and standards with a user-friendly environment is a very timely approach for RDA. Nearly 900 Nos. of Users are onboard at the RDA head office and the functional divisions.

Maintenance of RDA Website

MIS unit develop, maintain and update the RDA website (www.rda.gov.lk) the main updates/publications of the RDA website are bid invitations, notices, ongoing project progress, maps, contact details. RDA website has been revamped and developed a new staff portal (phase I) to share the data/information among RDA staff in an effective and efficient manner. Currently the SLCERT audit is ongoing and will be launching soon.

Providing Necessary Technical Support to Sri Lanka Road Asset Management System (SLRAMS)

MIS Unit provides required technical expertise to enhancement of SLRAMS updating and maintenance of system modules.

Providing Necessary Technical Support to Sri Lanka Traffic Database Management System (SLTDBMS) in collaboration with Korea International Cooperation Agency (KOICA).

MIS Unit provides required technical expertise to establish a National-Level Traffic Database Management System.

Providing Necessary Support for Government Information Centre (GIC – 1919) Website.

Currently the MIS unit provides required details and data to the Information and Communication Technology Agency (ICTA) to update the Government Information Centre Website (www.gic.gov.lk).

Maintenance of Department of Public Enterprises (Under General Treasury - Ministry of Finance) Website.

MIS unit maintains the RDA Web Page on Department of Public Enterprises (Under General Treasury-Ministry of Finance) website (<https://pedmis.gov.lk>) with the relevant information to the public.

Network Security Monitoring

As the main precautions against threats in network security in the computer network, MIS unit has provided a network firewall and an enterprise version of an antivirus software package. The antivirus package has been installed to 425 selected computers in the network. Priority has been given to the users those are having email and internet facility, because they are always vulnerable for any network attack or intrusion.

Issues

- There is a scarcity of operational level IT staff (ex: Computer Hardware/Network Technicians, IT assistants, Database/Network Administrators (IT Professionals)) to cater the demand of IT related activities at the Head Office. (Ex. Systems development and maintenance of the existing systems, User helpdesk support, hardware/software trouble shooting, servicing of IT related peripherals etc.)

- Lack of IT related infrastructure facilities.
- A separate IT Division is timely required to cater present and future technological trends of the Organization. The MSD approval has already given to recruit a head of IT - Deputy Director General – (Information Systems and Network Management) to formulate a fully functional IT Division to RDA.

(v) Highway Information and Development Management System (HIDMS)

The management of road information and the preparation of plans for road rehabilitation and improvement, are systematically executed by the HIDMS Section (Planning IV) of the Planning Division.

The main functions of this section are;

- Road condition data collection. (Routine Data Collection/ Non-Routine Data Collection)
- Processing raw data to extract road inventory and condition parameters.
- Prepare, upload and store data in the web-based system.
- Perform necessary analyses/processing in the system and reporting.
- Use of HDM-4 analysis tool for various economic analyses and the preparation of road maintenance and improvement plan.
- Maintenance, calibration and upgrading of survey machines and Equipment. (Annual Maintenance and Calibration Visits and Routine)
- Maintenance and development of the web-based system.
- Submission of survey data on requests for various analyses and study purposes.

In order to strengthen the Asset Management activities performed by RDA and to acquire necessary capacity building related to Asset Management, RDA has obtained necessary funding support through the World Bank-funded Transport Connectivity and Asset Management Project (TCAMP).

The following main functions of this section are covered under the TCAMP.

- Road condition data collection. (Routine Data Collection)
- Processing raw data to extract road inventory and condition parameters. (Routine Data processing)
- Prepare, upload and store data in the web-based system.
- Perform necessary analyses/processing in the system and reporting.
- Maintenance, calibration and upgrading of survey machines and Equipment. (Routine)
- Maintenance and development of the web-based system.

Once the TCAMP was closed on 30th September 2023, all the staff who were assigned to TCAMP remained in the Planning Division full-time.

a) Road condition data collection.

Road Condition Data Collection (Non-Routine Data Collection)

Data Collection using the Multi-Function Network Survey Vehicle (MFNSV) and the Falling Weight Deflectometer (FWD) are carried out by the RDA using the two machines as per the requests made by Project Divisions and outside organizations in accordance with the charging rates approved by the RDA.

- FWD survey requests are made for design purposes by the Research and Development Division (R&D), Provincial Directors of RDA and for pavement quality assurance purposes by some projects.
- MFNSV survey requests are made for pavement surface quality checking purposes by the projects in the Expressways, A class and B class roads.

A summary of MFNSV and FWD Surveys which were carried out during the year 2023

No revenue was collected from the MFNSV and FWD surveys during the year 2023.

Total Revenue in the 2023	=	Rs. 0.00
Total Revenue up to 2022.12.31	=	Rs. 33,833,214.72
Total Revenue up to 2023.12.31	=	Rs. 33,833,214.72

Road Condition Data Collection (Routine Data Collection)**Surveys using MFNSV*****Data processing and submission of reports on roughness survey results***

- Roughness Survey Report on Research Basis Trial section of Kuliyapitiya - Pandiwala road (B244) from 2+300 to 4+400.
- Roughness and Condition Survey Report on Southern Expressway (E01) from Kottawa to Dodangoda.

Survey using FWD***Submission of Falling Weight Deflection Data***

- FWD Survey Report on Southern Expressway (E01) from Kottawa to Dodangoda (EMU request)

MFNSV Image Analysis work

- Image analyzing for road condition data was completed for 1, 400.00 km (Network)

Issuing data from the available surveys

- Road Roughness data, Inventory data and FWD data on the Colombo-Galle- Hambantota-Wellawaya (A2) road (from 273+000 to 317+780 km) and Colombo - Ratnapura - Wellawaya - Batticaloa (A4) road (from 216+000 to 319+000). (PD - Badulla Chenkaladi Road Improvement Project)
- Road lengths from Galle to Pinnaduwa (Expressway Interchange), from Pinnaduwa (Expressway Interchange) to Kadawatha (Expressway Interchange), from Kadawatha (Expressway Interchange) to Mirigama (Expressway Interchange), from Mirigama (Expressway Interchange) to Kurunegala (Expressway Interchange), from Kurunegala (Expressway Interchange) to Umandawa and from Umandawa to Anuradhapura via Dambulla, Galkulama. (Special Investigation Unit, Sri Lanka Corps of Military Police)

MFNSV and FWD - Annual Maintenance and calibration Visits of survey machines

As per the contract agreement, the supplier has to carry out maintenance and repair of the machine as agreed by RDA. The following programme was carried out accordingly. The expert from ARRB System Pty Ltd., Australia, visited Sri Lanka and they did the relevant calibration, maintenance and repair work of the MFNSV with our staff. The expert from KUAB Company, Sweden, visited Sri Lanka and they did the calibration, maintenance and repair work of the FWD machine with the division's staff.

Table 2-37: Work done by MFNSV and FWD during the year

Type of Machine	Date	Work done	Name of the expert	Name of the Company
MFNSV	08/05/2023 to 12/05/2023	(a) MFNSV equipment full checkup. (b) MFNSV full calibration. (c) Trial surveys.	Mr. Shasheen Rajaram	ARRB System Pty Ltd., Australia
FWD	07/02/2023 to 14/02/2023	(a) FWD machine full checkup and attended to required maintenance. (b) Seismometers checkup and replaced the rubber dampers. (c) Performed full machine calibration.	Mr. Afshin Lotfi	KUAB Company, Sweden

Work Carried out Under Highway Development and Management (HDM – 4)

- Updating HDM-4 Vehicle fleet for the latest year. (Completed)
- Updating and finalizing the National Road Master Plan with the consideration of the committed and ongoing projects and updating the revised estimated cost. (Completed)
- Revision of the Action Plan and the Corporate Plan according to the National Road Master Plan (NRMP) output. (Completed)
- Preparation of the Road list for project implementation according to the National Road Master Plan. (Completed)

HDM-4 Analysis for Economic Evaluation of Road projects for Feasibility Study Purpose

- Vehicle Fleet and country data for Economic Analysis of roads for the Inclusive Connectivity and Development Project. (Completed)
- Economic Analysis of the proposed Alternative Road from Waduragala to the Outer circular road (Kurunegala Bypass). (Completed)
- Economic Analysis of Alternative proposed for Meerigama bypass. (Completed)
- Economic Analysis of Alternative proposed for Giriulla bypass. (Completed)
- Economic Analysis of Proposed Flyover at Homagama Railway Station on Walgama-Diyagama Road. (Completed)
- Economic Analysis of Proposed New Bridge Construction across the Kelani River at Ranala. (Ongoing)

Work Carried out Under the Sri Lanka Road Asset Management System (SLRAMS)

- Testing newly implemented Asset Valuation System (AVS), Land Environmental and Social System (LES) and Other Asset System (OAS) modules in SLRAMS
- Collaboration with other RDA divisions (Finance, ESD, Mechanical) on providing awareness on new modules and fine-tuning the processes within new modules
- Road Maintenance and Management System (RMMS) data collection

Other - General

- Additional Director and a few Engineers worked with Consultancy Services for the Preparation of Asset Inventory and Valuation of Road Assets in the Road Development Authority and providing the necessary information to the Consultancy Service.
- Attend work related to the implementation of the Electronic Document Management Systems (eDMS) to RDA.
- Attend work related to the Clearance of machinery Parts of the FWD machine sent by the KUAB, Supplier of the FWD machine in Sweden on a Repair and Return Basis.

- Two Engineers were transferred to the Highway Design Division for Design Training and one office Aide was transferred to the Administration Division.
- One Engineer and one Transport System Analyst resigned from RDA.
- Submission of survey data to university graduates for research purposes.
 - FWD test results for Peliyagoda - Puttalam Road (A003), Ambepussa - Kurunegala - Trincomalee Road (A006), Kandy - Jaffna (A009), Katugastota - Kurunegala - Puttalam (A010), Puttalam - Trincomalee (A012), Galkulama - Anuradhapura (A013), Galle Road New Deviation (AB011) (Eng. N.W.A.D. Manjula)
 - FWD test results for Katugastota - Kurunegala - Puttalam Road (A010) from 70+000 km to 120+000 km, Ambepussa - Kurunegala - Trincomalee Road (A006) from 10+000 km to 20+000 km, Galkulama - Anuradhapura Road (A013) from 0+000 km to 8+000 km, Galle Road New Deviation (Cross Junc. to Egoda Uyana) Road (AB011) from 0+000 km to 6+980 km, Peliyagoda - Puttalam Road (A003) from 20+000 km to 100+000 km, Puttalam - Trincomalee Road (A012) from 0+000 km to 50+000 km and Kandy -Jaffna Road (A009) from 60+000 km to 106+000 km. (Eng. N.W.A.D. Manjula)
 - Roughness survey data for Colombo and Galle district roads. (Student from SLIT)
- Preparation of progress of the valuation of assets of RDA as per the Action plan.
- Participation in Meetings
 - Technical Evaluation Committee
 - Feasibility Coordination Committee
 - Progress Review
 - Audit and Management Committee
- Participation for the training programs both local and foreign

Issues related to MFNSV and FWD surveying

Survey Delays

MFNSV Surveys

- The inability to complete survey programs during wet climates in March, October, and December of 2023 as the wet weather can significantly impede survey activities, affecting the accuracy and reliability of the data collected.
- Limiting the number of survey days to six days or to restrict overtime payments

FWD Surveys

The FWD survey could not be conducted from February 2023 to August 2023 due to the following reasons.

- It took several days to finalize the fuel balancing rate for the newly purchased tow vehicle.
- The FWD machine trailer was broken during a trial survey (a wheel dislocated and some sensors lost their functionality) on 21st March 2023.

Issues - General

- Limited office space to accommodate the staff of the Road Asset Management Division (RAM Division).
- No staff person in RDA to handle the GIS-related work in the SLRAMS after TCAMP.
- Difficulties in arranging field staff for outside survey work due to the present crisis situation. Their income and subsistence payments are remained unchanged but, the prices of food outside have increased largely.

- Difficulty in retaining trained staff in RDA -Due to the present crisis situation, most staff tend to leave the RDA. Two Engineers trained under TCAMP migrated.
- Road Asset Management is a continuous task. This depends on basically data collection of the network and the up-to-date maintenance of the asset management system. The equipment used for data collection and the asset management system runs on the annual maintenance contract signed with the suppliers and the system developer in foreign countries as the technology is not within the country. In the future, for RAM Division, RDA has to allocate funds for the maintenance of the survey equipment and the Sri Lanka Road Asset Management System (SLRAMS).
- Balance cadre for RAM Division.

Suggestions for the successful operation of the SLRAMS

- Requirement of upgrading the IT infrastructure facility in the Maganeguma office building in order to get the fully utilization of SLRAMS web system.
- Training of relevant staff continuously on data collection, system uploading and processing.
- Obtain ArcGIS server facility for the Sri Lanka Road Asset Management System (SLRAMS).
- Share SLRAMS information with in-house/outside organizations, such as National Spatial Data Infrastructure (NSDI), Sri Lanka Traffic Database Management System (SLTDBMS), and National Climate Change Data Sharing Network etc.
- Continue the maintenance support for the SLRAMS.
- Purchase Ground Penetrating Rader (GPR) through Inclusive Connectivity and Development Project (ICDP).

Achievements

- The Board of Directors of RDA approved to give a technical allowance of Rs.10, 000/= (monthly) for the employees engaged in the Multi-Function Network Survey Vehicle (MFNSV) and the Falling Weight Deflectometer (FWD).
- In the new Scheme of Recruitment (SOR), a new division “Road Asset Management” has been approved by the Management Services Department. The functions undertaken under this section of the Planning Division will be moved to the new division from the year 2024 with enhanced functionalities.

2.1.11 Expressway Management

Implementation of the activities of operation, maintenance and management for smooth functioning of the Expressway network in operation is handled by the Expressway Operation, Maintenance & Management (EOM&M) Division. During year 2023, Southern Expressway (E01), Outer Circular Highway (E02), Colombo-Katunayake Expressway (E03), Central Expressway (E04) (from Meerigama to Kurunegala) and Andarawewa - Hambantota Expressway (E06) were in operation.

Expressway Network of the Sri Lanka

1. E01 – Southern Expressway (Kottawa – Mattala)	200.45 km
2. E02 – Outer Circular Highway (Kottawa – Kerawalapitiya)	28.86 km
3. E03 – Colombo Katunayake Expressway (Paliyagoda – Seeduwa)	25.80 km
4. E04 – Central Expressway (Meerigama – Kurunegala/ Yaggapitiya)	40.91 km
5. E06 – Extension of Southern Expressway (Andarawawa – Hambantota)	16.55 km

Total Operating length of Expressways	: 312.6 km
No of Interchanges in Operation	: 36
Total Gross Revenue on Expressway Network (Excluding VAT)	: Rs. 10.73 Billion
Total Traffic on Expressway Network	: 40,450,823 Vehicles

Average Annual Revenue & Traffic (AADT) Details

Average Annual Daily Revenue	: Rs. 32.8 Million
Average Annual Daily Traffic	: 110,824 Vehicles

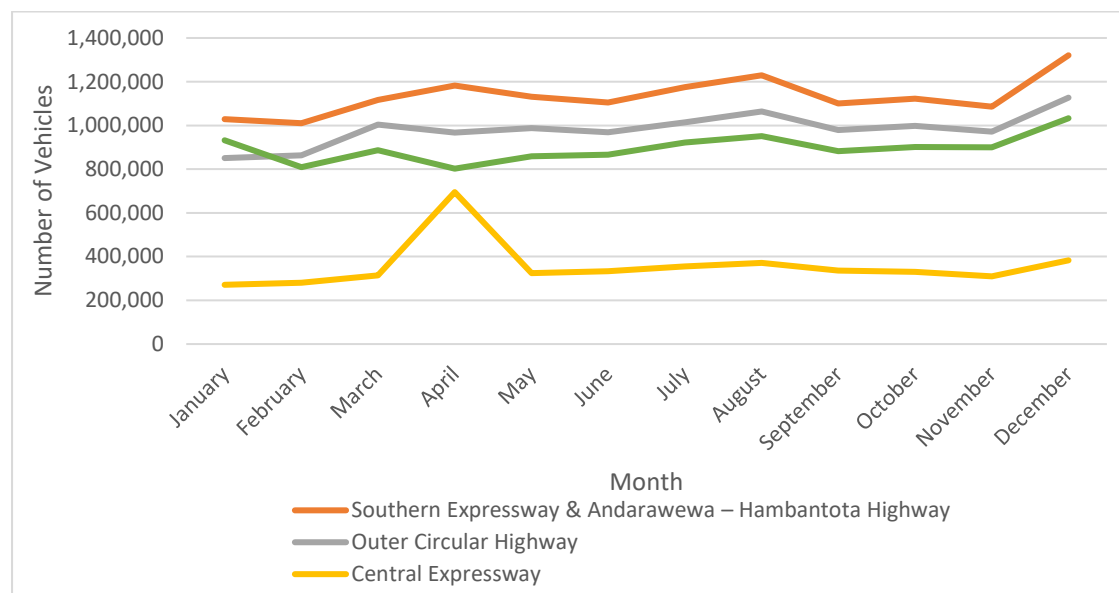


Figure 2-22: Traffic Volumes of the Expressway Network in 2023

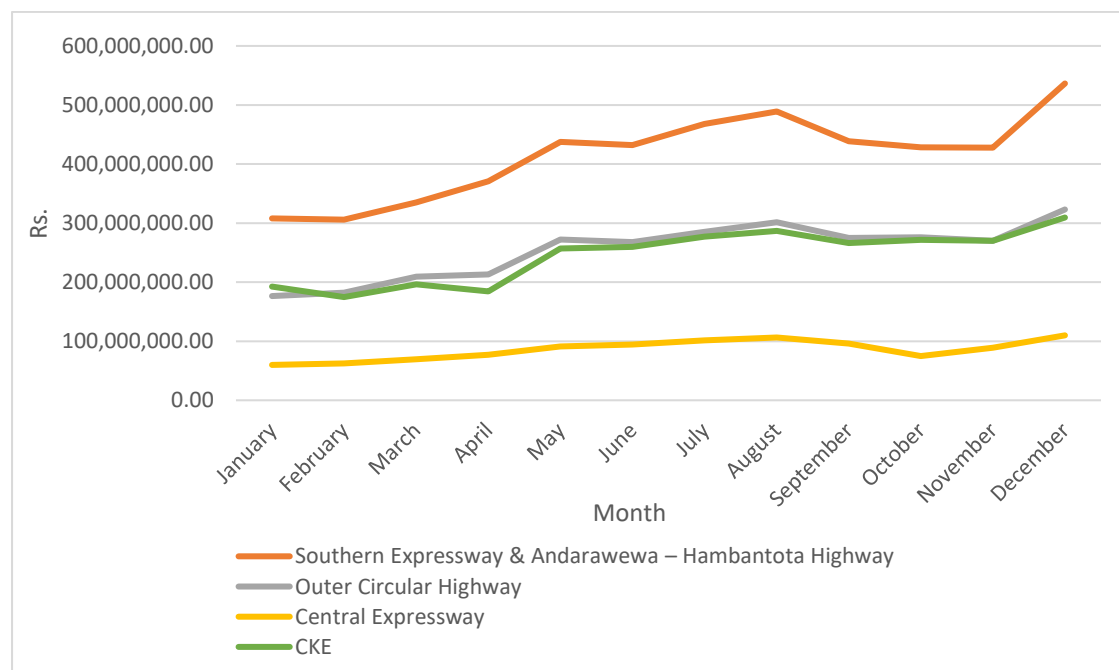


Figure 2-23: Revenue from the Expressway Network in 2023

Table 2-38: Accidents of Vehicles on Expressways in 2023

Expressway Section	No of accidents
E 01 (Kottawa – Godagama)	1312
E02	224
E03	309
E04	221
E 06	20
Total	2086

Total Expressway Expenditures during the year 2023 is Rs. 1,056 Mn

2.1.12 Property Management and Revenue Collection

The Property Management and Revenue Division (PM&R) was established in RDA to generate income for the Road Development Authority from its resources. This income supplements the funds from the Treasury for RDA annually to carry out its Mission of Upgrading, Maintaining and Constructing the National Highways network in Sri Lanka.

This Division generates revenue for RDA by levying rentals from Hoardings /Billboard/ Gantries/Cantilevers/Telephone Booths/Bus Shelters/Lottery Stalls/Roundabouts/Television Cable Poles Cable Laying etc. Further, division temporarily lease abandoned or unused road reservations, National Highway locations owned by the RDA for commercial purposes. Measures have been taken to find out the possibility of levying rentals from utility service providers (SLT, NWSDB and CEB) who are using the road reservations for their activities.

Furthermore, PM&R division is handling road beautification works in center islands, roundabouts and road reservations located at important places using RDA direct labor. The costs of these works through sponsorship obtained from interested private parties and allow these parties to use the locations for advertising their products.

Performance of Property Management & Revenue Division in 2023

1. Issuing of licenses for Hoardings/Gantries/Cantilevers/Banners/Bus Shelters and other advertising tools/devices on the roadsides.

According to RDA guidelines, the details of approved hoardings/banners have been forwarded to the respective Executive Engineers/Chief Engineers and other relevant heads of the division of the RDA. Periodically, a summary of various approvals is sent to relevant authorities.

Table 2-39: Details of Approvals/ Renewals Granted for the Year 2023

Nature of Service	Month of January to December 2023		
	New Approval	Renewals	Total Approvals
Banners	3,857	-	3,857
Hoardings	951	2133	3,084
Hoardings(free)	35	-	35
Gantry/Cantilever	-	30	30
Bus Shelter	40	185	225
Lottery Stall	59	88	147
Roundabouts & Center Islands	18	21	39
Trade Stall	32	-	32
Fiber Optical Poles	3,277	107,402	110,679
Multi-Purpose Lamp Poles	4	13	17
Underground Cable Laying	-	450,735.33 m	450,735.33 m
Culvert	-	2	2
Lands	1	2	3
Manholes	4	507	511
Shops	-	3	3
Cabinets	-	24	24

2. Revenue Collection in 2023

The total income earned for the PM&R Division from various sources by managing the properties of the RDA during the year is 524,471,942.42 as tabulated below with comparative amounts for 2020 to 2022.

Table 2-40: Classification of PM&R Revenue Collection 2020-2023

Description of the Item	2020/ Rs. Cts	2021/ Rs. Cts	2022/ Rs. Cts	2023/Rs. Cts
Banners	636,246.30	1,793,361.11	2,810,917.52	3,912,945.85
Hoardings	63,566,437.86	59,051,125.84	73,206,763.83	98,386,024.50
Bus Shelters	2,635,540.24	3,875,393.16	4,357,133.32	7,773,672.68
Gantries/Cantilevers	18,004,294.41	35,603,865.00	24,818,912.56	45,746,827.21
Trade & Lottery Stalls	677,296.06	934,821.29	2,180,091.37	1,345,799.47
Roundabouts, Traffic Islands maintenance and beautification	939,777.61	793,830.29	1,321,899.71	1,153,894.21
Fiber Optical Poles/TV Cable Network & Telephone Exchange	141,684,404.09	130,668,258.35	198,977,060.36	232,345,195.59
Trenching	62,892,054.68	28,418,643.48	164,394,611.05	86,125,172.79
Lands	2,768,000.00	2,335,952.00	3,861,738.90	11,321,008.66
Multi Lamp Poles	1,549,800.00	965,484.00	655,687.69	1,397,235.88
Overhead bridges (Tender charges)	2,099,966.08	-	-	1,300,000.00
Culvert	90,446.24	330,263.65	245,891.19	210,192.09
Borella Sub way	3,659,101.62	2,571,513.83	5,281,316.29	8,522,205.66
Resting Park	28,712.18	143,026.96	27,562.50	116,155.58
Sales of Root ball plants & other plants	-	121,340.00	23,000.00	220,160.43
Building Rent	-	-	-	1,864,535.90
Shooting	-	-	-	21,230.77
Parking	-	-	-	129,833.50
Receivable Amount	52,016,871.29	114,608,092.88	19,755,304.79	22,579,851.65
Total Revenue	353,248,948.66	382,214,971.84	501,917,891.08	524,471,942.42

3. Road Beautification Works

This project aims to improve the appearance and upkeep of important sites such as center islands, roundabouts, and road reservations through sponsorship. This was identified as a source of income for RDA by allowing sponsors to display their small-size advertisements in these areas according to RDA approved rates. These rates are revised periodically and the relevant regulations are also amended to attract more sponsors for these beautification works.



Figure 2-24: Beautification work at Poldoowa Junction

- **Cultivation of Medicinal Crops**
- Maradankadawala Executive Engineer's office has earned Rs.82, 341.32 by sale of 161Kg of Katuwelbatu & Hiratha, cultivated in the land (45 acres) of Ganewalpola.
- Plantation of branches in small packets such as Nika, Thippli, Pawatta in Galagedara Plant Nursery.
- Plantation of 1805 nos of medicinal plants (Lemon, Bulu, Mee, Kumbuk, Milla, Madan, Kohomba, Kaluwara, Corn, Karanda, Cristina, Nelli etc.).
- **Nursery Plant in Root Ball Technology**
 - Preparation of plants according to root ball technology in Amitirigala Plant Nursery (94 No's) of Plants and Homagama Plant Nursery (02 No's) of plants and trees are ready for sale.



- Preparation of plants according to root ball technology in Galagedara Plant Nursery (798 No's).



Figure 2-25: Nursery Plant in Root Ball Technology in Galageadra

- Plantation of 20 No's of Timbiri & Karanda plants in the main Car Park of "Maganagama Mahamedura".



Figure 2-26: Plantation of Timbiri & Karanda plants in the car park of Head office RDA

- **Plant Nursery for Road Beautification Works**

Plant nurseries are maintained to fulfil the plant requirement for beautification works carried out by the PM&R Division. Floral plant nursery has been established at Homagama Depot, Galagedara & Amitirigala belonging to RDA. In the year 2023, the division received 30,600 exotic and other types of plants including Naa, Mee, Kumbuk, Lemon, Jambu, Katu Atta, Madan, Kohomba, Wood Apple, Mango, Guava, Pomegranate, Karada, Gammalu, and Tamarind from the State Timber Corporation, Turuviana Plant Nursery, and the Department of Agriculture. These plants will be distributed to EE offices to use them in the expressways in future.

2.1.13 Mechanical Services

Mechanical Division provides vehicles, construction machinery and equipment for Road Construction, Maintenance and improvement activities using the available resources. In addition, mechanical division manage the operation of production plants for producing aggregates/crushed stones and asphalted premix required for road construction and maintenance. Also, mechanical division facilitate for maintenance of passenger vessels and ferries operating in the Jaffna peninsula.

Mechanical Division consists of the Director's Office and plant division at the head office and maintenance workshops at Angulana, Udukawa and Anuradhapura. Mechanical Division undertake maintenance of the vehicles, machinery available in every station and Asphalt premix plants, Crusher Plants and De-Canning Plants belongs to RDA installed at various locations in the country, through the facilities available at the above workshops. Also, mechanical division administrates the transport division located at the Sethsiripaya. Further, Mechanical Division provides necessary assistance and consultation in major vehicle and machine maintenance work for Expressway Operation Maintenance and Management Division and Project Divisions. Also, obtains the service of Sri Lanka Navy for the maintenance of ferries operating in the Jaffna Peninsula.

Progress and Performance during 2023,

- Vehicles Received from the Projects

Following vehicles were handed over by the projects to RDA and they were distributed among divisions and others.

Motor Cars	- 03 Nos.
Motor Cars (Jeeps) - SUVs	- 01 Nos.
Double Cabin Pick-Up Trucks	- 10 Nos.
Vans	- 01 Nos.
Motor Cycles	- 07 Nos.

- 135 numbers of accidents were reported during the year 2023.
- Total of 117,599.57 Metric Ton of Asphalt Premix was produced during the year 2023
- Total of 14,760.50 Metric Ton of different size of aggregates were produced during the year 2023 for the asphalt premix production
- One Road Milling machine was procured through TCAMP Project and deployed for Road Milling for Maintenance and rehabilitation of Roads
- Invoices for value of Rs. 1,459,808.34 were raised to Maga Neguma Road Construction Equipment (Pvt.) Ltd., for the RDA vehicles, plants & machinery released to them.
- Invoices for value of Rs. 621,984.63 were raised to Maga Neguma Consultancy Project Management Services for the RDA vehicles, plants & machinery released to them.
- Invoices for value of Rs. 1,015,708.65 were raised to Maga Neguma Emulsion Production Company for the RDA vehicles, plants & machinery released to them.



Figure 2-27: Cold Milling on Colombo-Kandy Road at Kadawatha near OCH crossing

- Expenditures for Motor Insurance and Revenue Licensing, Security Services, Cleaning Services and Repairs of Vehicle and Machinery is given in the table below;

Table 2-41: Expenditure during 2023

Description	Expenditure/Rs.	Service Provider
Revenue Licensing	10,747,608.00	Commissioner of Motor Traffic
Fleet Motor Insurance	13,603,678.92	LOLC General Insurance Ltd.
Cleaning Service for Angulana Workshop	1,361,486.64	Jaya Shine Cleaning
Security Services:		Never Back Security (Private) Limited
for Angulana Workshop	4,005,630.00	
for Anuradhapura Workshop	1,887,050.00	
for Udukawa Workshop	1,887,050.00	
Repairs of Vehicle and Machinery		
At Angulana Workshop –For total of 897 Jobs	29,423,589.00	
At Anuradhapura Workshop– For total of 69 Jobs	2,911,619.02	
At Udukawa Workshop–For total of 235 Jobs	7,292,951.06	

Constrains to Progress

- Insufficient funds allocation for procurement of new equipment for road maintenance works and therefore we were unable to procure required machinery and the divisional offices face difficulties in maintaining the roads to required standards.
- Delay in making payments regards to the repairs and purchases.
- Following inadequate facilities to cater the demand of repairs and maintenance works of more than 2000 units of vehicles and machinery.
- Specialized equipment such as overhead gantry crane, hydraulic hoist, Diagnostic Equipment etc.

- Stores facilities at the Angulana workshop.
- Workshop building space at Angulana.
- Mechanical Engineers and Mechanical superintendents are shortage in the head office, workshops, and plant division to handle repairs and maintenance of the vehicles and machinery.
- The laborers assigned to operate the light machinery such as Pedestrian Rollers, Rammers and Plate Compactors in the EE divisions, are changed frequently and this leads to underutilization and additional repairs.
- Angulana Workshop: The corroded iron oxide particles are falling down and the workers in the shop floor are in danger and therefore Angulana workshop building needs immediate renovations.
- The Angulana workshop needs rewiring to operate the power tools and needs pneumatic lines to operate pneumatic tools and for cleaning works.
- Inadequate administrative staff and skilled workers for the Workshops.
- Inadequate space in the Mechanical Division to accommodate workstation for staff and record room.
- No action has been taken by the Administration Division to appoint required staff for the Anuradhapura Workshop and Udukawa Workshop resulted delays in attending repairs.

Remedial Action taken and proposed

- Allocating sufficient funds for procurement of equipment for road maintenance works and to upgrade the facilities at the workshops.
- It is suggested to assign an accountant in the Finance Division to smoothen the payments related to the Mechanical Division (Repairs & Maintenances).
- It is suggested to appoint following staff to strengthen the Angulana Workshop.
 - 02 Mechanical Engineers
 - 03 Mechanical Superintendents
 - 03 Management Assistants
 - 01 Office Aid
 - 10 Mechanics
 - 02 Auto Electricians
 - 02 Welders
 - 06 Service Men
 - 20 Helpers (Trucks, Workshop & Service station)
- Immediate action should be taken to appoint required staff to strengthen the operation of Anuradhapura and Udukawa Workshops.
- We propose to assign a Mechanical Superintendent to handle minor repairs of pool vehicles at the Transport Division.
- Renovation of the workshop buildings at Angulana and Anuradhapura allocating required funds immediately.
- Providing another minimum 1000 square feet space for the Mechanical Division at the Head Office to accommodate the staff work station and Record Room facilities.
- Providing trainee apprentices to the workshops: Training Division shall arrange from NAITA and this will be beneficial to RDA as well as for trainees.
- Considering the existing light vehicles, there is a shortage of light vehicle drivers in the cadre and Administration division should take action to increase the cadre accordingly.
- There is a shortage of Heavy Vehicle Drivers for Truck category vehicles and it is observed several heavy vehicle drivers are driving light vehicles and therefore, this should be regularized by the Administration Division

2.1.14 Manpower Development

To carry out the work entrusted to the organization and for the development of the dynamic institute in highway construction, an adequately skilled and contented workforce shall be available and updated with the new technology and modern methods. Therefore, RDA considers the development of human resources as a very important function to the organization as an investment, which will increase the desired output and will be able to meet the future demand of the country. Therefore, the training division is entrusted with the responsibility of carrying out the training function in the organization.

Training Activities carried out during 2023

(i) In-House Training

In-House training Programmes arranged during the year 2023 are given below.

Table 2-42: In-House training

In-House Training Programs	
Nos of Training Programs	84
Nos of participants	7187
Nos of training days	74.5
No. of batches	88

(ii) Training at Outside Organizations

The Training Division has arranged training courses, workshops, and seminars organized by outside organizations during the year 2023. The details are given below.

Table 2-43: Training at Outside Organizations

No	Name of Organization	Details of Training	No. of Officers Trained	No. of days
1	Society of Structural Engineers Sri Lanka	Course on Structural Designs Transition to Eurocodes (Design of Reinforced Concrete Structures)	4	8
2	Dr. (Eng) Ravindra Prathapa	Webinar on Quality Audit and continuous improvement	online	4
3	The Institute of Chartered Accountants of Sri Lanka	Training Program on Sri Lanka Public Sector Accounting Standards	4	4

(iii) Opportunities to follow Long Term Courses at Local Universities/Institutions

No officers from RDA were nominated to follow long-term courses such as M. Eng\ M.Sc\ PG Diploma in local universities or institutions in 2023 due to budget restrictions.

(iv) Overseas Training

Selected officers of the RDA participated in overseas training courses, workshops, and conferences during the year 2023. The training division has provided the necessary assistance and guidance to complete the programs.

Table 2-44: Overseas Training Program coordinated through Training Division in Year 2023

No	Country	Details of Training	No. of Officers Trained	No. of days
1	Singapore (Online)	SCP: Public Private Partnerships: Infrastructure Project Development From 06-10 March 2023 (E-learning)	1	5
2	Japan	JICA Counterpart Training on Mainstreaming Disaster Risk Reduction through Local Disaster Risk Reduction Plans	10	12
3	Japan	Regional Workshop on Using Remote Sensing Data and Machine Learning Algorithms for Monitoring Road Quality & Relevant Sustainable Development Goal Indicators	1	1
4	Thailand	Third Country Training Program on International Road Infrastructure Development for ASEAN and BIMSTEC Network (Phase 2) Batch 03 From 15th January to 02nd February 2024 in Thailand	2	19

(v) Training of Engineers for the Professional Review

The nomination of Engineers for Design Office training under the priority list maintained at the Training Division.

Table 2-45: Training of Engineers for the Professional Review

Design Office	No of Engineers
Highway Design Office	15
Bridge Design Office	12
Kandy Design Office	7
Kurunegala Design Office	5
Rathnapura Design Office	5
Matara Design Office	4
Anuradapura Design Office	1
Total	49

(vi) Training Opportunities for Undergraduates and Apprentices

Opportunities were also provided by the Training Division for undergraduates and apprentices from universities, technical colleges, and institutes in collaboration with the National Apprentice and Industrial Training Authority (NAITA) to complete their in-plant training at RDA. During the year 2023, undergraduates were trained as follows.

Table 2-46: Training Opportunities for Undergraduates and Apprentices from Local Universities / Institutions

No	Local Universities and Institutes	No of Students
1	University of Perdeniya	49
2	University of Moratuwa	72
3	South Eastern University of Sri Lanka	11
4	University of Colombo	11
5	University of Ruhuna	9
6	University of Kelaniya	4
7	University of Sri Jayawardhanapura	2
8	University of Vavuniya	2
9	Sabaragamuwa University	2
10	University of Jaffna	1
11	Wayamba University	1
12	Technical Collages (Kandy, Matra, Batticaloa, etc.)	41
13	College of Technology (Kurunegala, Jaffna, Galle, etc)	20
14	Sri Lanka Institute of Information Technology (SLIIT)	19
15	University College of (Batangala, Anuradhapura, Jaffna, Matara, etc.)	19
16	Advanced Technological Institute	17
17	Vocational Training Authority of Sri Lanka (Ampara, Kegalle, etc)	11
18	University of Vocational Technology	9
19	National Apprentice and Industrial Training Authority (NAITA)	8
20	International College of Business & Technology (ICBT Campus)	4
21	Sri Lanka College of Technology	3
22	SLT Research University	3
23	CINEC Campus(Pvt) Ltd	3
24	General Sir John Kotalawala Defence University	2
25	BCAS Capmus	2
26	Institute of Engineering Technology	2
27	Lalith Athulathmudali Vocational Training Centre	1
28	National Youth Service Council	1
29	National School of Business Management Ltd. (NSBM)	1
30	Other	1
Total Numbers of Trainees		331

2.1.15 Legal Services

The Legal Division is vested with the prime responsibility of performing all the legal matters pertaining to the Authority and Project Management Units of Ministry of Highways. Apart from usual appearing in courts the responsibility of the Division is to advice the Chairman, DG, Board Members, ADGs, Directors, Engineers and the entire staff on all legal matters.

The Legal Division analyzes draft agreements, gazettes, draft cabinet papers, MOUs and provides opinions on legal perspectives to the Management. It represents the management of the RDA in legal proceedings in all forums commencing from the Magistrate Court right up to the Supreme Court and also in arbitrations where the RDA is a party.

The Legal Division coordinates with the Attorney Generals Department in the representation of the RDA in legal matters and cases. The Division also have the foremost responsibility of educating the over-all carder on matters involve legal aspects.

Legal Division has given the task to file cases under Section 45(3) and 50(3) of the Thoroughfares Act No. 40 of 2008 for building limit violations observed by Executive Engineers. With respect to that, Legal Division has filed 272 Magistrate Court Cases in various provinces and has been able to get the orders to remove unauthorized structures.

Generally, the Divisional Secretaries are to hand over the vacant possession of lands acquired for road construction. But in certain cases, owners deny to hand over possession. Then lawyers of the legal division institute proceedings in court and get ejectment orders due to exigency of the service.

Further, majority of the drivers tends to evade the payments for damages to road furniture legal Division has been able to pursue the owners, drivers and Insurers to pay the compensation for the damages caused by traffic accidents.

Progress of Activities during the Year 2023

Table 2-47: Summary of Cases handled by the Legal Division

Description	No of cases up to the end of 2022	Cases filed against the RDA -year 2023	RDA filed against the outsiders - year 2023	Completed cases during 2023	Total
Supreme Court	31	07	0	7	31
Court of Appeal	35	13	1	9	40
High Court	37	21	4	25	37
District Court	128	17	0	18	127
Magistrate Court	316	0	73	118	271
Labour Tribunal	06	17	0	07	16
Arbitration	02	05	0	1	6
Total	555	80	78	185	

2.1.16 Procurement Management Services

The procurement division of RDA is an integral part of the organization, playing a crucial role in procurement of civil works contractors, purchasing process and acquiring assets. This division manages the selection and acquisition of goods, services and works needed to function the organization. The main responsibility of the procurement division is obtaining quality goods, services and works at competitive prices. The procurement division encompasses all steps in acquiring goods, services, and works from external suppliers and contractors and performs various functions such as managing the procurement process, developing strong relationships with internal stakeholders, and negotiating contracts.

Mandate envisaged with the procurement Division activities under the GOSL funding and the works, stationery, goods and services and accordingly Procurement Division's functions are follows;

- Identifies, evaluates, and selects the best suppliers and contractors where the organization can get the best goods, services and competent contractors for works at the best possible terms and conditions.
- Ensures that all the procurement processes adhere to government procurement guidelines and policies.
- Responsible for developing a strategic approach to centralized procurement of works, goods, consultancy services and other services of the organization by arranging necessary resources and adhering to government procurement policies and guidelines.
- Functions of the Procurement Management division are centered on the procurement of civil work contractors for road/highway/bridge construction projects and procurement of consultants for

construction supervision, design of highways, preliminary/detailed structural designs of bridges as described in following paragraphs. In addition, procurement of contractors for other service requirements of the organization and procurement of vendors for supply of goods are carried out.

- Procurement of contractors for Road/Highway/Bridge construction/improvement projects and that includes preparation of draft bidding documents consisting of Instructions to Bidders, Bidding Data, Conditions of Contract, Special Conditions of Contract, Technical specifications, Bill of Quantities, construction drawings, and conducting site visits and pre bid meetings, preparation and issue of addendums, responding to clarifications, assisting TEC for Evaluation of Bids, submission of TEC reports to Procurement Committees, award of the contract, conducting debriefings and appeal process, arranging execution of contract agreement and preparation of contract documents for implementation.
- Preparation of pre-qualification documents/ Expression of Interest document (EOI), and evaluation for pre-qualification/ short listing for road/highway/bridge construction projects.
- Procurement of consultants for construction supervision, design of highways, structural design of bridges and other road structures, feasibility studies of Road/Highway/bridge construction projects and that includes, preparation of Request for Proposal documents consisting of Instruction to consultants, Terms of Reference, Technical Proposal, Financial proposal, conditions of contract, special conditions of contract evaluation criteria and conduction of pre proposal meetings, preparation and issue of addendums, responding to clarifications, assisting Consultancy Procurement Committees (CPC) for evaluation, award of the contract, conducting debriefings and appeal process arranging execution of the contract, preparation of contract document.
- Procurement of contractors for services other than consultancy services, that includes preparation of bidding documents consisting of Instructions to Bidders, Bidding Data, Conditions of Contract, Special Conditions of Contract, Employers Requirements, Price schedule, assisting TECs, submission of TEC reports to PCs, assisting PCs, award of the contract, conducting debriefings and appeal process arranging execution of the contract, preparation of contract document.
- Procurement of Vendors for supply goods and that includes preparation of bidding documents consisting of Instructions to Vendors, Bidding Data, Conditions of Contract, Special Conditions of Contract, Employers Requirements, Price schedule Delivery schedule and assisting TECs, submission of TEC reports to PCs, assisting PCs, award of the contract, conducting debriefings and appeal processes arranging execution of the contract, preparation of contract document.
- Coordinate with all other divisions with regard to their procurement requirements and providing necessary assistance and guidance.
- Preparation of master procurement plan/detailed annual procurement plan of RDA to suite the action plan and objectives and goals of the organization.
- Serve as the primary contract for procurement related questions, training, government policy and procedures.
- Identify, develop and conduct procurement related training programs for with the assistance of Training division of RDA
- Taking initiations to implement electronic government procurement (e-GP) process in RDA
- Assisting Department Procurement Committee of RDA
- Assisting Project Management Units coming under the Ministry of Highways on procurements
- Registration of Suppliers for goods, services and contractors for works for 2023 and preparation of this information to be distributed to divisions of RDA.

Progress of activities during the year 2023

Table 2-48: Summary of Procurement Works Carried out by Procurement Division -2023

Description of Items	Value of Total Work Done
Assets, Stationery & Consumables	55,553,791.23
Goods, Works & Services	1,912,458,859.5
Total Amount of Work Done (Excluding Vat)	1,968,012,650.73

In progress procurement work as end of the year 2023

- Operation of Milk Bar at Main Canteen “Maganaguma Mahamadura”, RDA.
- Installation of used air Conditioner at Rural Bridge Division in 8th floor
- Development of Land Acquisition information system to Land Division in RDA
- Purchase of Computers and peripherals and photo copy Machine to the Relevant Division
- Performing Rock Blasting Operation at Ambanpola Quarry site
- Purchase of Fax Machine for ADG (ES) Office
- Supply of Conference Web Cam System for ADG (ES) Office
- Supply and fixing Electrical wiring at Rural Bridge Division I 8th Floor
- Supply and fixing Internal Network at Rural Bridge Division in 8th Floor
- Procurement of fire System Design for 8th and 9th floor in Maganeguma Mahadura in RDA
- Procurement of Architectural Consultancy Service for Interior Design of office Spaces of ADG's and DDG's
- Operation of Juice Bar at Main Canteen
- Supply of Core Network Switch
- Renovation of Telephone System (PABX)
- Transport of Asphalt from Asphalt Plant at Ambanpola
- Transport of Asphalt from Asphalt Plant at Balangoda
- Transport of Asphalt from Asphalt Plant at Sooriyawewa
- Provide Janitorial Services, Garbage Disposal Maintenance of The Landscaped Area & Building Cleaning of Ground Floor To 9th Floor At “Maganeguma Mahamedura”, RDA
- Calling Rates for Food Items to the Main Canteen of “Maganeguma Mahamadura”, RDA.
- Supply and Delivery of Guardrail Materials and Accessories

Summary of other works carried out during the year;

- Registration Suppliers, Contractors for the Year -2023 and Publishing
- Preparation Annual Procurement Plan -2024 and submission to Board for approval.
- Award list of successful bidders shall be published in the RDA web site.
- List of Non successful bidders and reasons for failure shall be published in the RDA web site.
- Master Procurement Plan (2022-2024) for RDA was approved and published.
- Preparation of Operation Manual of Procurement Guide Line of Procurement Procedures is in Progress.

Constraints to progress during the year

- Request for procurements from other divisions of RDA came without a lead-time required for the procurement process and we were not able to make the award in time
- Requests for procurement were received for Goods, Services and Works which are not included in the annual procurement plan

- Requests for procurement did not mention the availability of funds and the source
- Bidders submitting forged Bid securities and performance securities
- Vendors did not supply during the specified delivery period
- Allocations were not available for procurements in the annual procurement plan

2.1.17 Human Resource Management

Human Resource Management is the strategic approach which typically includes all the functions of Key Result Areas of the Human resource Management such as Recruiting and Staffing employees, Employee benefits, Employee compensation, Employee and Labor Relations, Human resources compliance, Organizational structure, Human resources information and payroll, Employee training and development in order to help the organization as well as employees functioning smoothly.

Formulation of policies, rules, regulations, procedures, manuals and instructions related to the human resource and office management is carried out under the establishment function of the human resource management. And also, issuing circulars which impose rules, regulations and procedures as well as monitoring the implementation of circulars are important work handled by the human resource management to improve the employee environment.

Human Resource Management & Administration Division is responsible for the overall human resource management functions relevant to the RDA.

Table 2 49: Employees of RDA as at end of 2023

No.	Service Management	MSD Approved Cadre		Total Existing Cadre as at 31/12/2023		
		Permanent	Contract	Permanent	Contract	Casual
1	Senior Management	84	0	37	1	0
2	Engineering Services	660	0	704	0	0
3	Administrative Officers Services	19	0	9	0	0
4	Information Technology Services	19	0	15	2	0
5	Accounts Services	31	0	29	0	0
6	Legal Officers Services	6	0	7	0	0
7	Junior Administrative Services	47	0	27	0	0
8	Account's/ Audit Assistants Services	70	0	45	0	0
9	Associate Officers Services	67	0	63	0	0
10	Technical Service - 1	83	0	58	0	0
11	Technical Service - 2	1034	4	978	14	0
12	Clerical & Allied Services	2270	101	2202	180	0
13	Supportive Staff	2307	0	2146	81	0
	Sub Total	6697	105	6320	278	0
14	Maintenance Labor	2800		2201		1040
	Total	9497	105	8521	278	1040

Table 2-49: Summary of Recruitments/Retirements etc.

Description	Year					
	2023	2022	2021	2020	2019	2018
External Recruitments	0	87	239	110	38	27
Internal Recruitments	26	82	45	56	21	82
Promotions	614	445	662	370	424	481
Retirements	141	102	96	66	54	51
Deaths	13	09	19	06	03	07
Resignations	103	58	20	16	18	21
No Pay Leave for Overseas Employments	65	39	7	07	04	03
Vacation of Posts	62	34	8	04	09	14
Interdiction / Termination	47	06	1	00	01	01

Main activities carried out during 2023

- Issuing Administrative Circulars : 60 Nos.
- Processing gratuity Claims : 308 Nos.
Total amount of paid gratuity claims : Rs. 335,290,329.31
- Work related to EPF & ETF
 - Processing EPF applications of retired RDA employees : 192 Nos.
 - Registration of employees under EPF & ETF act in the Labour Department: 38 Nos.
 - Settlement of EPF – 30% advance claims : 712 Nos.
 - ABH Form Registrations : 344 Nos.
 - Applications for ETF – Grade 5 / A/L Scholarship benefit : 143 Nos.
 - ETF Medical Claims : 18 Nos.
 - EPF Name Corrections : 186 Nos.
 - ETF Name Corrections : 180 Nos.
- Operation of sub unit of RC&DC
 - Processing EPF applications of retired RCDC employees in 2023 : 161 Nos.
 - Processing ETF applications of retired RCDC employees in 2023 : 66 Nos.
 - Preparation of B cards in 2023 : 83 Nos.
- Approval for payment of Language Allowance & Additional Incremental Allowance to employees : 30 Nos.
- Number of Applications submitted to the Ministry for obtaining a Vehicle Import Permit in accordance with the Trade and investment Policy Circular : 110 Nos. No. 01/2018 in the year of 2023
- The Annual Report 2021 translated into Sinhala and Tamil and sends it to Secretary, Ministry of Transport & Highways to forward to the Parliament.
- Official Identity Card issued in the Year of 2023 : 630 Nos.
- Handling Annual Transfer 2024 : 688 Nos.
- Maintaining the Finger Print Machines and the Attendance Records
Currently the RDA Human Resource Management and Administration Division download the attendance records of all offices located in the head office premises with the support of Planning Division.
- Work related to disciplinary actions

Table 2-50: Details of Disciplinary Inquiries of RDA in 2023

Description	Ongoing (Nos.)	Completed (Nos.)
Preliminary Investigation	42	13
Formal Inquiry	18	9

- During the year 2023, approval of the Department of External Resources and Hon. Minister were obtained for officials of the RDA with respect to following Foreign Trainings.

Table 2-51: Approvals for participation of foreign training programmes

No.	Training Programme	Number of Officers
1	Third Country Training Programme on International Road Infrastructure Development for ASEAN and BIMSTEC Networks Phase (2) - Thailand - (16/01/2023 to 03/02/2023)	3
2	Training Slots under the Indian Technical & Economic Co-operation (ITEC) Scholarship Scheme of the Ministry of External Affairs, Government of India for the year 2022-2023 From November 2022 to March 2023 - India (In Person) Environmental Management Course - TA/ITEC/INDIA/S/269 - India - (20/02/2023 to 11/03/2023)	1
3	Sub Regional Evaluation Capacity Development Workshop Strengthening Project Performance through Evaluation - Thailand -(24/04/2023 to 26/04/2023)	1
4	Invitation - Structural Engineering: Preserving Past, Protecting Present, Building Future - Thailand -(22/05/2023 to 23/05/2023)	1
5	Counterpart Training under the JICA Technical Cooperation Project for Mainstreaming Disaster Risk Reduction through Establishing Local Disaster Risk Reduction Plans based on River Basin Strategy - Japan – (21/05/2023 to 02/06/2023)	1
6	Nominations for JICA Country Focused Training for Capacity Development on Bridge Management in Sri Lanka - Japan - (28/08/2023 to 08/09/2023)	10
7	ADB: Regional Workshop on Using Remote Sensing Data and Machine Learning Algorithms for Monitoring Road Quality & Relevant Sustainable Development Goal Indicators - Tokyo, Japan - (24/08/2023)	1
8	Consultancy Services for Value Engineering and Introduction of Climate Resilience Strategies for National and Provincial Roads in Sri Lanka - Sweden - (16/09/2023 to 25/09/2023)	4
9	Procurement of one-unit road milling machine for RDA Contract No. LK-RDA-121664-GO-RFB - China -(18/09/2023 to 25/09/2023)	2
10	Climate Resilient Transportation Workshop by World Bank and Government of Kerala-India - (29/11/2023 to 30/11/2023)	4

- Work Related Welfare Activities
 - Coordinating for reservation of RDA Circuit Bungalows
 - Settlement of Medical Insurance Claims in 2023 : 293 Nos.
In 2023, 08 Nos. of Medical Insurance Claims were rejected.
 - Facilitation for loan facilities for employees

Table 2-52: Details of employee Loans of RDA for year 2023

Loan Type / Name	Number of Employees	Paid Loan Amounts – Year 2023
Motor Cycle	63	9,450,000.00
Disaster Loan (Ten Month)	915	196,139,170.00

- More, HR and Administration Division facilitate the following Welfare activities arranged by the management.
 - Providing transport facilities to the staff in concessionary rate.
 - Operation of welfare center to look after the well – being of RDA employees.
 - Operation of Gym center to maintain good health of employees.
 - Operation of canteen to provide meals to the staff under concessionary rates.
 - Operation of juice bar and cool bar to provide the soft drinks, juice, etc.
 - Operation of day care center to look after the limited number of babies of RDA employees in concessionary rates.
- Constraints faced by this division to progress
 - Absence of / non implementation of Human Resource Management Information System.
 - Lack of training facilities to train staff.
 - Lack of skilled and trained staff.
 - Lack of succession planning in the field of HR & Finance.
 - Lack of human and material resources.
 - Lack of welfare scheme.
- Remedial actions are proposed to implement in future
 - Implementation of new SOR with MSD approval.
 - Introducing E – HRM facilities.
 - Introducing the electronic personal and general files.
 - Introducing the new self-insurance scheme with the amendment.
 - Engage new inquiry officers to speeding the inquiry process.
 - Allocating more funds to train HR personnel.
 - Introducing new welfare scheme to motivate employees.

2.1.18 Financial Management

All spectrum of accounting functions including financial accounting, management accounting, taxation and financial management are managed by the Finance Division of RDA which consists of 09 Divisional Units. There are ten Regional Accountants and related staff covering all Regions in the Island.

Finance Division is vested with the responsibility of the overall Financial Management of the Road Development Authority. It manages the funds received from the Ministry for road construction & maintenance and funds received from various Government/ Private Institutions and Individuals for reinstatement of road damages done by those parties for their utility works.

The Accountants attached to Rural Bridge Construction Unit, Asphalt Plants Maintenance Units, Expressway Operation & Maintenance Division Research & Development Division, Local Bank Project Division, Land Division, Construction Division, Special Project Divisions are administratively under the Director of the relevant Unit/Division.

In addition to above, all Chief Engineers operate their official bank accounts for making minor payments in respect of civil works and overhead using the funds released to them by the Finance Division. This has shown a good performance on the road maintenance and development work handled by CE as they are authorized to purchase material and services using the funds subject to prescribed finance authority limits.

Nine units of the Finance Division are described below;

Revenue Unit

The Revenue Unit of the Finance Division is entrusted with collecting and depositing income such as expressway income, client deposit income, hire of machinery & equipments, gantries, testing etc. The allocation of revenue is done through the Revenue Unit of the Finance Division and the Unit also carries out fund management. Revenue Unit attends the distribution of funds received from Treasury for maintenance and development of road infrastructure facilities to relevant sections/divisions.

Salaries Unit

The Salaries Unit of the Finance Division is preparing salaries, processing payroll and meeting the salary payment on time. Salaries Unit attends statutory deductions such as EPF and ETF and the payment of staff loans & and its recovering process.

Assets & Stores Unit

The Assets & Stores Unit of the Finance Division attends to supply of office equipment and stationery to Divisions in Head Office and sometimes to Regional Offices too. The Unit also exercises assets & stock control measures and maintains assets register for all assets of RDA including office furniture, machinery, lands, motor vehicles, buildings etc. The verification of fixed assets is carried out island wide annually. Physical verification of stocks/inventory items too is carried out every year. Further, taking over & distribution of assets of the completed projects and activities relating to disposal of unserviceable assets and inventories are also carried out by this Unit.

Final Accounts Unit

The Final Accounts Unit of the Finance Division is responsible for preparation and submitting the Monthly Accounts and Annual Financial Statements and other financial information to the Management and Board of Directors. This unit also responsible of maintaining general ledger accounts by obtaining related information from the regional account unit & other functional units in the Finance Division.

In addition, this Unit is entrusted with gathering information from the functional Divisions in Head Office and Provincial Offices for answering to audit queries and audit reports. Further Final Accounts Unit is attending the intercompany reconciliations with the subsidiary companies of RDA as well.

Regional Accounting Unit

The Regional Accounting Unit in Head Office co-ordinates with all Regional & Expressway Accountants by releasing imprest to meet their fund requirement for payment of bills and gathering all accounting information from Regional & Expressway Accountants for financial reporting.

Payment Unit

The Payment Unit of the Finance Division attends to settlement of all the payments relating to the Division in Head Office (except the work bills which are attended by the Accountant of the Construction Unit) and monitoring relevant imprest. Those payments include payments for civil works and overhead payments such as fuel, repair & maintenance of office equipments, vehicles, rent, office requisites staff salaries, loans etc.

Budget and Tax Unit

The Budget and Tax Unit of the Finance Division is entrusted with attending the preparation of overhead estimate for the RDA. This unit is responsible for preparation & submitting overall budget of RDA to the Board of Directors as per the Finance Act. And it engages the distribution of overhead allocation to RDA Divisions and Regions.

In addition, this Unit is responsible for preparation of all tax computations & submits the returns to Department of Inland Revenue and attending to the tax administration works.

Miscellaneous Payments Unit

The Miscellaneous Payments Unit of Finance Division is mainly entrusted with operating the Participatory Medical Scheme (PMS). Besides, this Unit attends the miscellaneous payments of staff such as payment of combine allowance, commuted allowance, overtime & holiday pay and reimbursement of interest of concessionary loan.

Administration Unit

The Administration Unit of Finance Division supports the Finance Division by attending office administration activities relating to staff of Finance Division. Maintenance of personal files, leave records attending to granting annual increments, handling inward and outward correspondence are some of the activities carried out by the Administration Unit.

2.1.19 Performance of Internal Audit Functions

The Internal Audit Division (IAD) has been formed and functions in accordance with the FR 133 which stipulates that the division should report to the Accounting Officer, the Chairman of the Road Development Authority. Thereby, the regulators have secured the independency and the professionalism of the officers who engage in internal audit function.

Internal auditing is ordinarily assigned responsibility for reviewing systems, monitoring their operation and recommending improvements thereto. IAD's scope has also been extended to be the internal auditors of the subsidiary companies of the RDA. However, during the year 2023, complying with the cabinet decision for liquidating of subsidiaries of RDA, the IAD was informed to verify the Statements of financial position of subsidiary companies.

Internal Audit Objectives are,

- Assess the potential risk factors encountered by the RDA and recommend mitigating strategies
- Safeguard the resources (man, machine, money, material and methods) of RDA and efficient and effective utilization of them
- Ensure compliance with law and order
- Maintain code of ethics introduced by the Institute of Chartered Accountants of Sri Lanka

Internal audit activities include,

- Providing assurance to the top management about the way the RDA is managing the risk.
- Reviewing of the accounting and internal control system of the RDA.
- Examining financial and operational information.
- Reviewing operations to ensure whether the transactions and events have been made economically, efficiently and effectively.
- Carrying out compliance audits to ensure whether the RDA has adhered to the applicable laws, regulations, circulars issued by the Director General of RDA and with management policies and other internal requirements.
- Carrying out special investigations referred by the Chairman of RDA

The IAD is responsible for calling Audit and Management Committee (AMC) meetings quarterly. The meeting is headed by the Additional Director General of the Department of Management Services of Ministry of Finance. The minute of the AMC is produced to the Board of Management. The performance of IAD is reported to the Ministry of Highways on a quarterly basis.

The internal audits are performed according to the approved annual internal audit plan prepared considering the operational risks. Detailed internal audit program prepared as per the approved internal audit plan which is the executing document to carry out internal audits on a monthly basis.

In addition to the implementation of annual audit plan, IAD carries out investigations, feedback audits for the audit queries that has been raised by the Auditor General. The performance in 2023 has been given in following table.

Table 2-53: Progress of the Audit Programme for Year 2023

Audit Task/Office	Number of Planned Activities	Number of Completed Activities	Percentage Achieved
Provincial Director's Office	10	06	60.0%
Chief Engineer's Office	08	04	50.0%
Executive Engineer's Office	38	27	71.05%
PD Western Project Office	01	01	100%
CE Project Office	01	01	100%
Asphalt Plants & Crusher Plants	08	05	62.50%
Expressway Operation, Maintenance and Management Division (EOM&M)	15	15	100%
Finance Division			
Other main divisions of RDA			
RDA Subsidiaries	04	03	75%
Project Management Unit - I - Road Project – Pelmadulla – Madampe -Nonagama Road Project - LBFP -100,000 - Evaluated Highway (Not done)	03	02	66.66%
Casting yard	01	-	0
Review Government Audit Quarries -2023	08	03	37.5%
Design office	01	-	0
Total	98	67	68.36%

2.2 Performance of Local Funded Projects

Table 2-54: Financial Performance of Local Funded Projects with respect to Budgetary Provisions for 2023

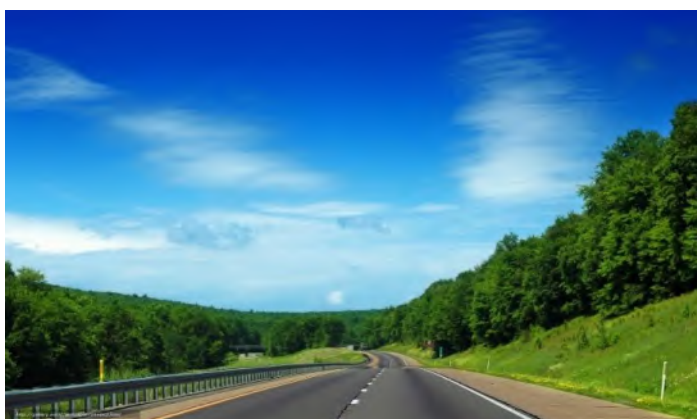
Description	Allocation (Rs. Mn)	Expenditure (Rs. Mn)
Expressway Development		
Central Expressway Section III	2,100.00	2,100.00
Highways Development		
Baseline Road - Phase III	256.00	256.00
Marine Drive Extension Up to Pandura	169.01	169.01
Development of an Alternative Road Network to Access Main Roads and Expressway and to ease the Traffic Congestion	24,000.00	23,999.47
Construction of Bridges and Flyovers		
Construction of Flyovers over the Railway Line at Uttharananda Mawatha and near the Slave Island Railway Station	1,894.20	1,865.16

In addition to above projects payments have been made for completed works with respect to following projects under the budgetary provisions 2023

Table 2-55: Expenditure for Completed Work under Local Funded Projects under the Budgetary Provisions for 2023

Description	Allocation (Rs. Mn)	Expenditure (Rs. Mn)
Expressway Development		
Central Expressway Section II	19,196.40	19,195.39
Highways Development		
Road Network Improvemnet Project	743.35	743.35

2.2.1 Central Expressway Section III



Section 3 of the Central Expressway (CEP3) commences from Pothuhera (Ch. 0+000 km) and proceeds up to Galagedara (Ch. 32+500km) via Rambukkana. The design speed of this section will be 100 kmph & it will be four lanes two-way highway.

Basic Project Details of the Project

<i>Project Length</i>	: Approx. 32.45 km
<i>Interchanges</i>	: Pothuhera System Interchange, Polgahawela, Rambukkana Galagedara
<i>Cut volume</i>	: 4,085,750 Cu.m
<i>Fill volume</i>	: 4,065,640 Cu.m
<i>Rest Facilities</i>	: Rest Area near Kudaoya, Rambukkana either side of the Main Road
<i>No of bridges</i>	: 20
<i>No of Viaduct</i>	: 20
<i>Total Viaduct length</i>	: 6.85 km
<i>No of Culverts</i>	: 92
<i>No of Underpasses</i>	: 25
<i>No of overpasses:</i>	: 13
<i>No of Tunnels</i>	: 1
<i>Total Tunnel length</i>	: 295 m

The Consultancy Services for Feasibility Study (Completed)

The Contract for Consultancy Services for Feasibility Study of Phase 1 of Northern Expressway Project (NEP) was awarded on 10th September 2012 to M/s SMEC International (Pty) Ltd with the approval of the Cabinet of Ministers. The physical progress of the above is 100% as of Dec 2014 and financial progress is 93.26% by the end of 2020.

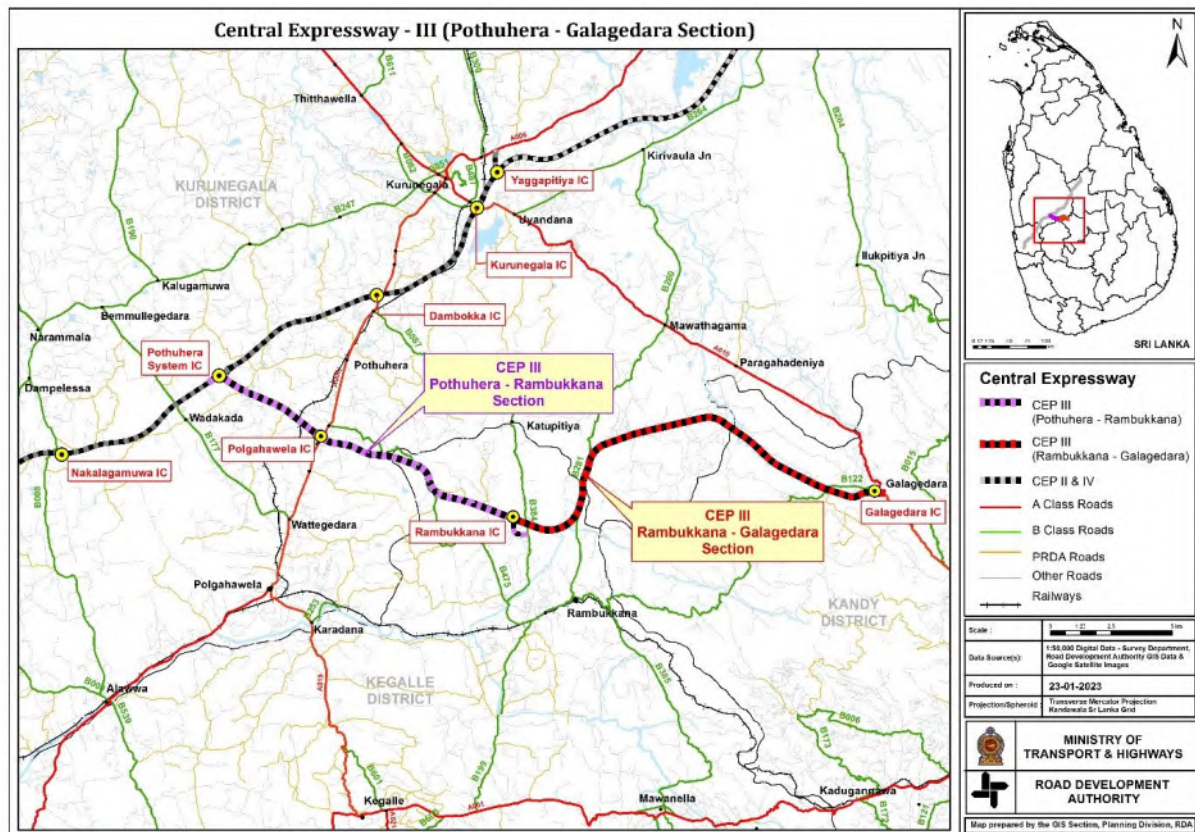


Figure 2-28: The map of the Central Expressway – Section III

Review of Economic Feasibility Study, EIA and Hydrology Study

- *Economic Feasibility Study (Completed)*
The Economic Feasibility study of Central Expressway was later updated by the University of Moratuwa and the final report was submitted in April 2016.
- *Environmental Impact Assessment (Completed)*
The Environmental study of the Central Expressway was completed by the University of Jayawardanapura. EIA reports were completed on April 2017 and approval of Central Environmental Authority was obtained. A Detailed ecological study has been carried out and the final report completed.
- *Baseline surveys (Completed)*
Studies for Collection of Baseline data for existing water quality, Noise, and vibration levels, and Air quality have been final reports of these studies were submitted to the central Environment Authority for review completed.
- *Detailed Hydrology Study (Completed)*
The detailed hydrology study of Central Expressway has been completed by Sri Lanka Land Reclamation Corporation in November 2017.

Land Acquisition Process (Ongoing)

Land acquisition program of Central Expressway - Section 3 which is being carried out by PMU of RDA has been updated as stated in table 2 below and physical progress of the land acquisition is 87.98% as at end of December 2023. The physical progress of the land acquisition has been reduced as at end of the 2023 due to additional lots to acquire as per the designs.

Table 2-56: Land Acquisition Program

Section	Chainage	Length (km)	Completion Date
1	0+840 – 12+890	12.05	02.07.2024
2	12+890 – 17+950	05.06	31.06.2022
3	17+950 – 32+500	14.55	31.12.2023
Total		31.66	

The Procurement Process for the Section of Consultants and Contractors (Ongoing)

- **The Section from Ch. 0+000km to Ch 0+100km (Pothuhera IC)**
The section from Ch. 0+000km to Ch 0+100km which includes ramps of Pothuhera IC has been completed under CEP-2.
- **The Section from Ch 0+100km to Ch. 0+840 km (Package 1R) & the Section from Ch. 12+890 km to Ch. 13+800 km (Package 1S) – Construction up to sub base top level**
Procurement works for this section have been started. As per the Cabinet decision on 04.07.2023 this section is to be implemented under GOSL funding. GOSL expects to complete this section in End-2024.
- **The Section from Ch.0+840km to Ch.12+890km– Construction up to the sub base top level**
This Section was divided into 17 construction packages (Package 1A to Package 1Q) and awarded to local firms to complete the Expressway section up to the sub-base top level and complete the structures. GOSL expects to complete this section in End-2024. This section is being implemented under GOSL financing.
- **The Section from Ch.0+100km to Ch.13+800km - Balance works beyond the sub base top level**
RDA expects to award separate contract/s for balance works of this section after completing the constructions of above contract packages. As per the Cabinet decision on 04.07.2023 this section is to be implemented under GOSL funding GOSL expects to complete this section in Mid-2026.
- **The Section from Rambukkana (Ch. 13+800 km) to Galagedara (Ch. 32+450 km)**
Procurement works for this section have not been started yet. The Government expects to implement this section as a PPP/BOT project through a suitable investor.
- **Consultancy services**
Section from Ch.0+100 km to Ch. 13+800 km is currently supervised by RDA according to the Cabinet approval. Consultancy service for the balance sections depends on the implementation method of the civil work contract and hence such service will be selected after the selection of a Civil work contractor for the respective section.

Civil work of the project (Ongoing)

- The Section from Ch.0+840km (Pothuhera) to Ch.12+890km (Rambukkana) – Construction up to sub base top level
- The Section from Ch.0+840 km (Lihinigiriya in Pothuhera) to Ch.12+890km (Rambukkana) of Central Expressway Section 3 (CEP3) was divided into 17 contract packages (Package 1A to 1Q) and awarded the contracts to local Contractors on the competitive bidding process to complete the expressway sections up to sub-base top level including the completion of structures.
- The section from Ch.0+100 km to Ch. 13+800 km is funded by the GOSL. The Funding mechanism for the balance section has to be decided.



Figure 2-29: Civil work of the Central Expressway – Section III

Table 2-57: Progress of Contracts for the section from Lihinigiriya to Rambukkana

Road Name	RouteNo	Road Length (km)	Road Section		** Revised TEC (Rs.Mn)	Date of Commencement	*** Date of completion or Anticipate date of completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022	Physical Progress as at end of 2023	Cumulative Expenditure up to end of 2023 (Rs.Mn)
			From	To							
Central Expressway Section -3	PACK1A	0.74Km	0+840	1+580	1,712.76	20-Aug-21	3-Jul-24	48.90	351.46	*35.9	404.42
	PACK1B	0.82Km	1+580	2+400	1,619.12	20-Aug-21	2-Jul-24	31.72	296.18	*23.8	348.38
	PACK1C	0.69Km	2+400	3+090	1,624.02	20-Aug-21	3-Jul-24	16.50	252.13	19.1	269.16
	PACK1D	1.31Km	3+090	4+400	5,649.33	24-Dec-21	3-Jan-25	4.31	644.39	12	805.81
	PACK1E	0.52Km	4+400	4+920	1,995.06	6-Dec-21	4-Jul-24	15.80	269.54	24.8	274.71
	PACK1F	0.22Km	4+920	5+140	1,491.17	6-Dec-21	3-Jan-24	10.49	219.84	20.61	236.72
	PACK1G	0.68Km	5+140	5+820	1,891.35	6-Dec-21	31-Mar-24	50.10	357.4	74.9	763.86
	PACK1H	0.45Km	5+820	6+270	1,871.91	3-Dec-21	15-Nov-24	6.80	201.62	22.1	220.51
	PACK1I	0.63Km	6+270	6+900	1268.24	2-Dec-21	31-Jul-24	17.20	219.69	34.9	238.44
	PACK1J	1.15Km	6+900	8+050	7,832.25	24-Dec-21	2-Jan-25	3.90	772.2	20.44	1155.42
	PACK1K	0.8Km	8+050	8+850	1,401.93	23-Nov-21	14-Jul-24	18.52	277.51	35.3	352.9
	PACK1L	0.25Km	8+850	9+100	937.62	30-Nov-21	03-July-24	14.70	117.07	18.1	134.72
	PACK1M	0.8Km	9+100	9+900	7,931.07	3-Jan-22	31-Mar-25	4.28	704.02	21.67	862.95

Road Name	RouteNo	Road Length (km)	Road Section		** Revised TEC (Rs.Mn)	Date of Commencement	*** Date of completion or Anticipate date of completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022	Physical Progress as at end of 2023	Cumulative Expenditure up to end of 2023 (Rs.Mn)
			From	To							
	PACK1N	1.33Km	9+900	11+230	8,107.61	23-Dec-21	23-Dec-24	5.20	861.56	32.1	1200.69
	PACK1O	0.25Km	11+230	11+480	1,173.56	16-Feb-22	15-Aug-24	1.39	114.07	18.96	164.04
	PACK1P	0.52Km	11+480	12+000	1,176.08	23-Nov-21	15-Aug-24	43.52	217.88	*42.6	231.52
	PACK1Q	0.89Km	12+000	12+890	4,510.41	27-Dec-21	31-Dec-24	5.00	496.78	25.1	573.09

*Physical Progress has been reduced due to contract revision

** Revised Contract Sum (Approval for revision of Some Contract is yet to be received)

***Anticipated Time for Completion as per the Revised Contract (Approval for revision of Some Contract is yet to be received)

Table 2-58: Overall Summary of progress of the CEP-III

Expressway Section	Description /Activity	TEC (Rs. Mn)	Date of Commencement	Anticipated Date of Completion*	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022(Rs.Mn)	Physical progress as end of 2022	Cumulative Expenditure as at end of 2023 (Rs.Mn)
Central Expressway Project – Section III (from Pothuhera to Galagedara (32.45 km)	Land Acquisition		2014.06.01	2024.08.31	89.71%	6,074.14	87.98% *	6,614.14
	Civil Work (Construction)		2021.01.01	2024.06.30	2.6%	6,594.40	6.10%	8,521.09
	Consultancy		Not yet decided	-	-	-	-	
	PMU overhead		-	-	-	2,742.63	-	1,392.20

* The physical progress of land acquisition is reduced due to addition of additional acquisitions.

2.2.2 Construction of Southern Extension of Baseline Road (Phase III)

- The Baseline Road has been proposed to extend to connect Colombo - Horana road (B084). It has been planned to construct 3 lane dual highway of 0.86 km length including an underpass bridge & a single cell box bridge.
- Procurement works for Underpass Bridge & single cell Box Bridge were commenced in 2021 and temporarily suspended due to the current economic crisis in the country.
- Thereafter, the committee for Re-strategizing and Acceleration of Mega Projects (RAMP) decided to suspend the project as it was observed to be of non-priority status.
- As such, land acquisition works were handed over to Land Division of RDA since February 2023.

2.2.3 Marine Drive Extension Up to Pandura

Construction of Marine from Kollupitiya to Dhiwala Staion (7.93km) was implemented in several stages under the Project Director (Western Province). Road construction work was almost completed and construction of bridge over Dehiwala Canal (Stage IV) is in progress. However, under the crisis situation the project was temporarily suspended in May 2023.

Cumulative progress of bridge construction at end of 2022: 75%

Cumulative progress of bridge construction at end of 2023: 97%

2.2.4 Development of 100,000 km of Alternative Roads to Access Main Roads and Expressway under Local Banks Funded and Rural Roads Project (LBFP & RRP)

Development of 100,000 km alternative road system is to facilitate higher level of access to main roads and expressways, while all internal and rural access roads will be improved to facilitate access to the alternative road system. In this regard, Cabinet of Ministers has approved the implementation of Rehabilitation/Improvements of Roads under the implementation of 100,000 km alternative road system under the Government's Policy Statement of "Vistas of Prosperity and Splendour" by a memorandum No. 19/3398/221/001 dated on 18/12/2019 by the Minister of Roads and Highways and the Cabinet Memorandum No. 01/2020 approved on 05/02/2020.



Objectives of the Project

- Enhance the capacity of local contractors.
- Improve the road network.
- Resurface the entire road network and modernize to match international standards.
- Facilitate the higher level of access to main highways and expressways.
- Construction of bypass road and Improvement of Junctions.
- Connect the unreached rural areas with the urbanized centers of each District of the Country.
- Keep the roads (Awarded under the project) in Motorable Condition (2023) after reducing the scope of project.

The Ministry of Roads and Highways (MORH) has implemented this programme in 2020 in every district of the island with the assistance of other related organizations in order to improve the connectivity to every part of the country, thus enhancing economic development of the country.

The project was initially planned to be completed by the year 2024. However, with the financial crisis in the country and 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 decision had been granted to mutually terminate the project with a scope reduction. Currently, the construction works are being carried out to make the roads motorable without causing inconvenience to the public. Process of signing Supplementary Agreements to terminate the projects is in progress. Number of signed Supplementary Agreements are 1,300. The details of the original project are as follows.

Project Target: Rehabilitation/ Improvements of 100,000 km Alternative Roads to Access Main Roads and Expressway.

Project Period: From 2020 April to 2024 Dec (5years)

Present status of Balance work to keep the Roads in Motorable Condition -2023

Roads already awarded before scope reduction	- 17,850 km
Proposed length of roads to be improved under balance work in 100,000 km	- 1,600 km

Alternative Roads project up to safer condition using Direct Labour in year 2023

Estimated & approved road length to be improved under Balance Work Program (2023)	- 1,300 km
Completed length of roads in year 2023 under Balance Work Program	- 300 km
Work ongoing Road length under Balance Work Program	- 350 km
Roads just initiated with approval not yet start	- 650 km
Completed roads up to end of 2022	- 6,300 km
Total Completed Roads up to now by 100,000km Program	- 6,600km

Progress of Balance work to keep the Roads in Motorable Condition -2023

Physical Progress in the end of 2023 : 10% (based on revised scope)

Financial Progress in the end of 2023: 10% (based on revised scope)

Financial details of 100,000km Program

Expenditure up to Dec 2023	: Rs. 170,975.93 Mn
Allocation for 2023	: Rs. 24,000.00 Mn
Imprest received in 2023	: Rs. 23,999.46 Mn

Table 2-59: Summary progress of the project with the revised scope

Road/ Bridge Name	Length (km)	TEC (Rs. Mn)	Date of Commencement	Date of completion	Progress up to end of 2022	Expenditure up to end of 2022 (Rs. Mn)	Expenditure up to end of 2023 (Rs. Mn)	Progress as at end of 2023	Expenditure during the year 2023 (Rs. Mn)
a. Completion of the Payments for Development of 100,000 km alternative roads under Direct Awarding Contracts, Force Account and Work Orders to Maganeguma Road Construction Equipment Pvt Ltd	17,850 (Revised Length)	210,770 (Revised TEC)	2020 April	2024 Dec	53% (As per the Revised Scope)	146,976.47	170,975.93	58%	23,999.46
b. Balance work for improvements of the roads under 100,000km alternative Roads up to safer condition under Direct Labour -2023	(Roads which already awarded)								



Figure 2-30: Road Improvement in Monaragala District

Special Achievements during the Year 2023

Approximately, completed road length is 300 km during the year 2023 under the program of balance work by force account method to keep the Roads in Motorable Condition.

Table 2-60: Summary of the Balance work during the year 2023

Name of the Project	Completed length During year 2023(km)		Ongoing length as at 31.12.2023 RDA Road, Rural & Other (km)	
	RDA Road	Rural & Other	Ongoing Constructions	Initiated only
Balance work for improvements of the roads under 100,000 km alternative Roads up to safer condition under Direct Labour -2023	145	155	350	650



Figure 2-31: Road Improvement in Colombo District

2.2.5 Construction in Slave Island and Linking Baladaksha Mawatha & Colombo – Rathnapura – Wellawaya – Batticaloa (A004) Road.

Slave Island area has become the center of real-estate development projects in Colombo with many recent iconic development projects like Colombo Waterfront, ITC Colombo One, Shangri La, Destiny Mall and Tata Housing. The Colombo Port City development project is also within a walking distance from the Slave Island area.



Figure 2-32: Flyover at Uttarananda Mawatha

It is observed that improving the existing 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 which are going through the Slave Island area, are playing 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 Uttarananda Mawatha and Baladaksha Mawatha can be identified as the most critical roads that are necessary to be improved in enhancing the mobility in this area.

Accordingly, the Government of Sri Lanka, through the Ministry of Highways and Road Development Authority has identified the priority to build three flyovers/bridges at following locations among the locations listed.

- Justice Akbar Mawatha Railway Level Crossing – In Slave Island, which shall include the reconstruction of existing bridge to facilitate service lanes for the flyover
- Uththarananda Mawatha Railway Level Crossing – In Slave Island
- Ring Road Flyover - In Slave Island, A bridge over Beira Lake and railway tracks connecting Baladaksha Mawatha and Sir Chithampalam A Gardiner Mawatha (A4 – Colombo Batticaloa Highway)

The works for the project consist in the turnkey design, supply and construction of the three flyovers listed above including the approach ramps, service roads & mergers. Project is implementing under two contract packages as follows;

Package 1: Design and construction of two flyovers at Justice Akbar Mawatha and Uththarananda Mawatha Railway Level Tracks in Slave Island.

Contractor: Maga Engineering Company Ltd.

Package 2: Design and construction of flyover connecting Baladaksha Mawatha and Chittampalam A Gardiner Mawatha (A4 – Colombo- Rathnapura -Wellawaya-Batticaloa road) over the railway track and Beira Lake in Slave Island.

Contractor: Access Engineering PLC.

Progress during the year 2023

Package 1: Design and construction of two flyovers in Slave Island along Uttarananda Mawatha, Justice Akbar Mawatha over railway tracks

- Uttharananda Mawatha flyover - Substructure – 100% completed, Beam launching – 100% completed & Deck concrete - 100% completed
- Justice Akbar Mawatha flyover - Substructure - 100% completed & Beam launching – 50% completed
- Branch flyover- Substructure 100% completion, Beam launching – 100% completed & Deck concrete - 45% completed

Package 2: Design and construction of flyover connecting Baladaksha Mawatha and Chittampalam A Gardiner Mawatha (A4 – Colombo- Ratnapura -Wellawaya-Batticaloa road) over the railway track and Beira Lake in Slave Island.

- Abutment 1, Pier 1,2, 3 & 4 completed.
- Beams placed in 4 spans (AB1 – P4)
- Baladaksha Mawatha junction widening work is 90% completed.

Table 2-61: Summary of the progress of two flyovers in Slave Island

Flyover	TEC (Rs.Mn)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs.Mn)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure as at end of 2023 (Rs.Mn)
Slave Island along Uttarananda Mawatha, Justice Akbar Mawatha over Railway Tracks	6900	07/06/2021	31/12/2022	65.0	3037.02	84.14	1426.89
Baladaksha Mawatha & Chittampalam A Gardinder Mawatha over Railway Tracks & Beira Lake	2900	07/06/2021	31/12/2022	73.0	1868.34	75.70	469.52



Figure 2-33: Flyover at Baladaksha Mawatha

2.3 Performance of Foreign Funded Projects

The organizational structure of the Road Development Authority consists of Project Management Units (PMU) which manage separate projects funded by Foreign Agencies in order to achieve the vision, mission, goals and objectives of the organization.

Project Management Units are engaged in construction of Expressways, Highways and Bridges under foreign funds and formed temporarily for particular periods for particular projects. Each PMU is headed by a Project Director and they are functioning as independent PMUs under the Ministry of Transport and Highways. Deputy Project Directors, Project Engineers and supportive staff provide professional support to the Project Director to implement the project.

Table 2-62: Financial Performance of Foreign Funded Projects against the Budgetary Provisions for 2023

Description	Allocation (Rs. Mn)	Expenditure (Rs. Mn)
Expressways Development		
Central Expressway - Section I	45,819.64	818.69
Port Access Elevated Highway Project (GOSL - ADB)	30,020.00	20,031.10
Highways Development		
Rehabilitation of Peradeniya - Badulla - Chenkalady Road from Badulla to Chenakalady (GOSL - SFD)	1,626.66	628.68
Road Network Development Project (GOSL - SFD)	349.46	293.32
Road Network Development Project (GOSL - OPEC)	539.64	454.58
Colombo District Road Development Project (GOSL - OFID)	2,927.69	2,733.59
Western Province National Highways (GOSL - OFID)	857.57	806.87
Rehabilitation of Peradeniya - Badulla - Chenkalady Road from Badulla to Chenakalady (GOSL -OFID)	3,255.37	1,829.67
Integrated Road Investment Programme – (i Road)	49,319.50	9,761.62
Widening and Improvement of roads and Bridges in Central and Uva Provinces (GOSL - EXIM China)	125.00	29.88
Transport Connectivity & Asset Management Project (GOSL - WB)	1,469.20	1,190.24 **
Kandy Tunnel Construction Project (GOSL - EDCF Korea)	140.00	27.18
Rehabilitation of the A 17 Road Corridor from Deniyaya to Rakwana (GOSL -OFID)	2,619.29	2,568.25
Inclusive Connectivity and Development Project (GOSL -WB)	11,674.16	7,851.33

Description	Allocation (Rs. Mn)	Expenditure (Rs. Mn)
Enhancement of National Traffic Database and Capacity Building (GOSL - KOICA)	120.00	100.21
Kandy Multimodal Transport Terminal Development Project (GOSL-WB)	6,135.00	180.06
Construction of Bridges and Flyovers		
Reconstruction of 25 Bridges on National Highways (GOSL - Kuwait)	1,027.18	16.76
Design and Construction of Flyovers in Kohuwala and Gatambe (GOSL - Hungary)	1,536.00	406.02

**** The amount of Rs. 2.17 Mn has been deducted from reported expenditures during the year 2023 due to it was already reported as expenditure in 2018**

In addition to above projects payments have been made for completed works with respect to following projects under the budgetary provisions 2023

Table 2-63: Expenditure for Completed work under Foreign Funded Projects under the Budgetary Provisions for 2023

Description	Allocation (Rs.Mn)	Expenditure (Rs.Mn)
Expressway Development		
Extension of Southern Expressway from Mattala to Hambanthota (GOSL - China)	4,820.87	4,820.78
Highways Development		
Transport Project Preparatory Facility (GOSL-ADB)	12.13	11.77
Southern Road Connectivity Project (GOSL - ADB)	318.20	318.09
Construction of Bridges & Flyovers		
Second New Kelani Bridge Construction Project (GOSL - JICA)	8,010.50	10.50

2.3.1 Central Expressway Project Section I - (CEP I)



Central Expressway consists of four sections starting from Kadawatha and ending at Dambulla, with a link to Kandy. Section I is from Kadawatha to Meerigama having a 36.59 km length of road with four interchanges at Gampaha South, Gampaha North, Veyangoda, and Meerigama South. This Expressway provides two lanes dual carriageway of 3.6 m lane width and 2.5 shoulder width on either side of the road. The length of the via duct section and bridge section are 13.284 km and 0.48 km respectively.

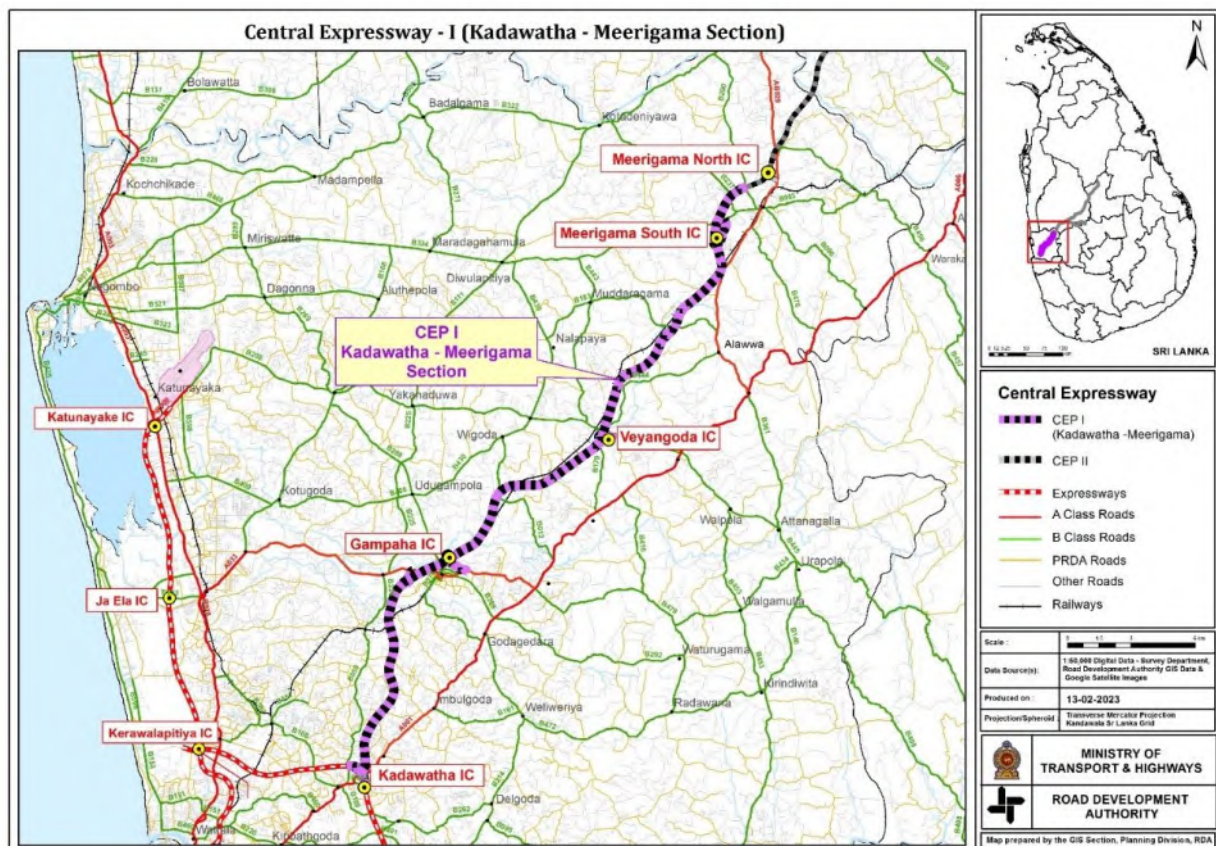


Figure 2-34: Map of the Central Expressway - Section I

Table 2-64: Contract Packages of Central Expressway Section 1

Package No	Section	Length (km)
Package 1	Kadawatha to Kosinna (0+500km-4.54km)	4.04
Package 2	Kosinna to Meerigama (4.54km-37.09km)	32.55
	Total Length	36.59

Details of Civil work**Package 1**

Contractor	- Metallurgical Corporation of China Limited (MCC)
Contract Amount	- Rs. 12.58 Bn excluding Tax
Agreement signed on	- 20 th June 2016
Contract period	- 30 Months
Contract Commencement Date	- 15.09.2020
Contract Completion Date	- 14.03.2023

Package 2

Contractor	- Metallurgical Corporation of China Limited (MCC)
Contract Amount	- Rs. 145.7 Bn excluding Tax
Agreement signed on	- 4 th August 2015
Contract period	- 48 Months
Contractor Mobilized to the site	- 12.06.2016
Contract Commencement Date	- 15.09.2020
Contract Completion Date	- 14.09.2024

Details of Consultancy work

Consultant	- RDC - CEA JV
Contract Amount	- Rs. 2.549 Bn excluding Tax
Contract period	- 48 Months
Consultant mobilized to the Project	- 01.06.2017
Funds	- Loan from BOC

Loan Details

Funding Agency	- Export Import Bank of China
Loan Amount	- US\$ 989,448,556.31
Loan Signing Date	- 22.03.2019
Loan Effective Date	- 23.09.2020
Loan Expired Date	- 22.09.2025
Disbursement Effective Date	- Not yet
First Mobilization Advance paid to the Contractor	- Rs. 16.6 billion

Land Acquisition Progress -84.0%

Total Lots to be acquired (With Additional lots)	: 7881
Total paid lots	: 4045
Amount paid	: Rs. 10,836 Mn
Outstanding Bills	: Rs. 110 Mn
Balance lots to be acquired	: 119

Civil Construction Progress - 35.95%

Due to the suspension of loan issuance by China's Exim Bank, funds are not available to continue the construction works of the Central Expressway Project 1 (CEP-1) from April 2022. Due to this situation, it has been informed that the contractor will not be able to raise any further funds and therefore it is proposed to curtail the Construction activities from the third week of June 2023. The Contractor has suspended the fixed construction work on package 1 and package 2 on 27.07.2023 and 11.08.2023 respectively. The progress of the project for the year 2023 is as follows.

Table 2-65: Summary of progress of the CEP-I

Road Name	Road Length (km)	Road Section		TEC (Rs. Mn.)	Date of Commencement	Date of Completion or Anticipate date of completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs.Mn.)	Physical progress as at the end of 2023	Cumulative Expenditure up to the end of 2023 (Rs.Mn.)
Central Expressway Project Section - 1 (Kadawatha to Meerigama)	36.59	From	To	177,220	15.09.2020	14.09.2024	Land 71.01%	97,213.029	Land 84 %	100,850.0
		0+500 km	37+090 km				Civil Work 34.77%		Civil Work 35.95%	



Figure 2-35: Ongoing work of CEP -I

2.3.2 Port Access Elevated Highway Project

This project consists of following project components;

- Construction of Port Access Elevated Highway
- Construction of Maritime Facilitation Centre for Sri Lanka Port Authority
- Installation of a Multi Lane Free Flow Electronic Toll Collection System (MLFF- ETC)

Funding Details:

Funding Agency : Asian Development Bank

Loan No : 3716 – SRI

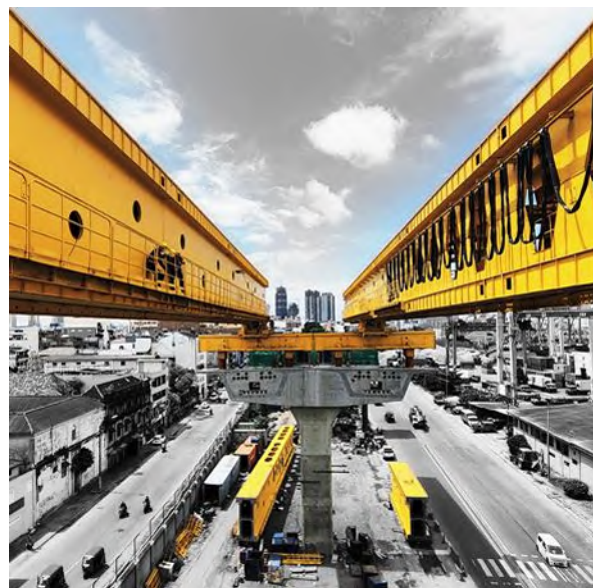
Total Cost : USD 360.2 Million

From ADB : USD 300 Million

From GOSL : USD 60.2 Million

Loan Effective Date : 17th January 2019

Loan Expiry Date : 31st December 2025



(i) Construction of Port Access Elevated Highway

This expressway is constructed on piers in an environmentally friendly manner, connecting the newly developed port city and Galle Face to the Ingurukade Interchange of the new Kelani Bridge Project. The estimated cost of the Project is Rs 49,627 Million. The Project was commenced in 2019 and it is planned to be completed in 2024.

Objectives of the Project

- Construction of a highway on piers from Ingurukade Interchange to New Port City as a permanent solution to the severe traffic congestion in Colombo City.
- As it is directed to the proposed main Multi-Modal Transport Centre through the Pettah interchange, it provides convenience to enter the expressway network

Expected benefits

- Reduction of traffic congestion in Colombo and suburban areas, increased efficiency of transport facilities, and travel time savings.
- Opening of new avenues of employment and promotion of investment opportunities.
- Minimizing environmental pollution and increasing fuel efficiency.
- Providing a new access road for Container transport from the port.

Table 2-66: Basic Details for Civil Works of Construction of Port Access Elevated Highway

	Civil Works – Basic Details				
Contract No	RDA/ADB/OCB/PAEH/CW/01				
Employer	Ministry of Highways, Road Development Authority				
Financier	The Asian Development Bank				
Contractor	China Civil Engineering Construction Corporation, Hubei Provincial Road and Bridge Group Co. Ltd and Henan Provincial Communications Planning and Design Institute Co., Ltd. (CCECC-HPRB-HNRBI JV)				
Engineer	Sheladia Associates Inc. in Joint Venture with Roughton International and MG Consultants (SRM JV)				
Loan Agreement Sign Date	17 January 2019				
Contract Agreement Sign Date	10 September 2019				
Commencement Date	27 September 2019				
Original Completion Date	25 September 2022				
Revised Completion Date	26 May 2024				
Original Contract Sum	LKR 28,002,225,693.29				
Length of Elevated Highway	5.27 km				
Interchanges	Ramp 1	Entry – Aluth Mawatha Exit – Aluth Mawatha			**
	Ramp 2	Entry – Wimaladharma Roundabout Exit – Abdul Kadar Road			**
	Ramp 3	Entry – Port Exit – Port			
	Ramp 4	Entry – Galle Face/Port City Exit – Galle Face/Port City			
Number of Lanes	4 Lanes (3.5 m x 4)				
Hard Shoulder	Inner – 1.25 m Outer – 2.5 m				
Construction of Port Access Road and Port Internal Road	4.14 km				
Scope of work & Activity Progress: Construction of Port Access Elevated Highway and Rehabilitation of Port Access Road					
Major Activity	Piles	Pile Caps	Pier Stems	Capping Beam	Segment Casting
Total Quantity	502	198	198	125	3279

** Does not included in the Contract

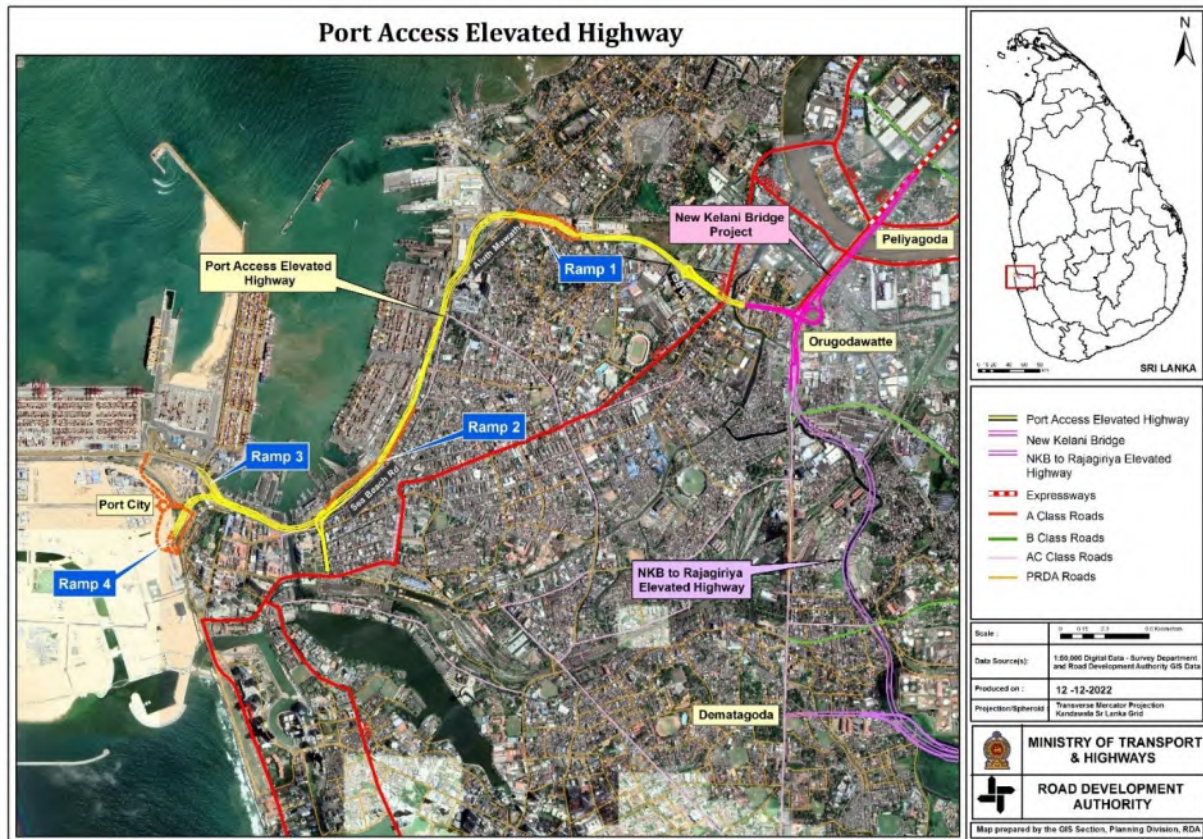


Figure 2-36: Map of the Port Access Elevated Highway

(ii) Construction of Maritime Facilitation Center

The staff of the Sri Lankan Port Authority are stationed at several locations at present, and this situation has been a reason for the reduced productivity. A substantial extent of Port land has been utilized for this purpose. Further, certain shipping lines and other port related organizations maintain their office facilities at temporary locations close to Colombo Port.

The Proposed Maritime Facilitation Center is a 17 storeyed building constructed in a land at Lotus Road, Colombo 01, which belongs to Sri Lanka Ports Authority. This Center will contribute to improve efficiency of the Port service provided by Sri Lanka Ports Authority while accommodating all staff of the Authority and other related organizations at one location. It will facilitate paperless online office systems to provide improved facilities to the Port users.

Construction of the Port Access Elevated Highway through the Port premises is being implement by the Road Development Authority. The proposed Maritime Facilitation Center is implemented jointly by Sri Lanka Ports Authority and Road Development Authority under funds provided by Asian Development Bank.

Table 2-67: Basic Details of Maritime Facilitation Center

Contract No	RDA/ADB/OCB/PAEH/CW/02
Employer	Ministry of Highways, Road Development Authority
Funding Agency	The Asian Development Bank
Contractor	China Civil Engineering Construction Corporation Joint Venture with China Railway Construction Group Co. Ltd (CCECC – CRCG JV)
Engineer	Sheladia Associates Inc. in Joint Venture with Roughton International and MG Consultants (SRM JV)
Loan Agreement Sign Date	17 January 2019
Letter of Acceptance Issued Date	23 June 2021
Commencement Date	07 July 2021
Completion Date	06 July 2023
Contract Sum	LKR 4,999,431,388.47
Scope of Work	
Phase I – Construction of Substructure	
Bored Pile [171 nos.]	Completed through a separate Contract
Phase II – Construction of Superstructure	
Design & Build Contract	17 Storey Building
Total Floor Area	35,000 square meters

Table 2-68: Summary Progress of Port Access Elevated Highway Project

Name of the Road/Bridge	Length (km)/ Bridge (m)	Road Section	Total Estimated Cost (Rs. Mn)	Date of Commencement	** Anticipate the date of Completion	Progress Up to the end of 2022	Expenditure up to the end of 2022	Progress as of end of 2023 (%)	Expenditure during the Year 2023 (Rs. Mn)
Construction of Port Access Elevated Highway	5.27	0+000 to 5+270	44,627	Sep-19	Sep-24	54.3	23,430.34	82.60	15,844.40
Construction of Maritime Facilitation Center (Building)	-	-	7,148	Jul-21	Dec-24	20.2	1,926.10	38.10	981.88
Piling works for Maritime Facilitation Center (Piling)	-	-	430	Jun-19	Apr-20	100.0	430.48	100.0	-
Construction of Ramp 4 Connecting Roads Package-1	-	-	3,000	Apr-24	Sep-24		-		-
Construction of Ramp 4 Connecting Roads Package-2	-	-	2,000	Jun-24	Feb-25				-
Construction Supervision of PAEH	-	-	2,328	Oct-19	Jun-25	N/A	1,272.20	N/A	639.53
Consultancy for Project Management Consultant for ETC System	-	-	300	Oct-21	Mar-23		148.20		18.33
Individual Consultant-Structural Advisor	-	-	27	Dec-20	Dec-25		5.43		-
Individual Consultant-Contract Engineer	-	-	17	Dec-20	Dec-24		4.65		4.23
Design of Building & Construction Supervision of Port Building	-	-	141	Jun-19	Jul-25		113.30		6.60

2.3.3 Badulla Chenkaladi Road Improvement Project



The Government of Sri Lanka has proposed to rehabilitate and improve the Road Section from Badulla (130+800km) to Chenkaladi (277+550km) almost 147 km of Peradeniya-Badulla-Chenkaladi Road (A005) except major bridges. Saudi Fund for Development (SFD) and OPEC Fund for International Development (OFID) have granted equal loan amounts of US\$ 60Mn (Total US\$ 120Mn) and the Government of Sri Lanka has contributed US\$ 20Mn.

The total road length is divided into six contract packages, three for component A and three for component B. There are separate consultant and three civil contractors for each component to implement the works five contract were 100% completed. & one contract rescued to 60% & completed. There were Loan saving after the original scope & new works proposed with that as lunugala to bibile balance works & 6 km of CRWB Road (A04) from 194+000km to 200+000km from OFID Loan and 25km of Ampara Uhana Mahaoya Road (A027) from SFD Saving.

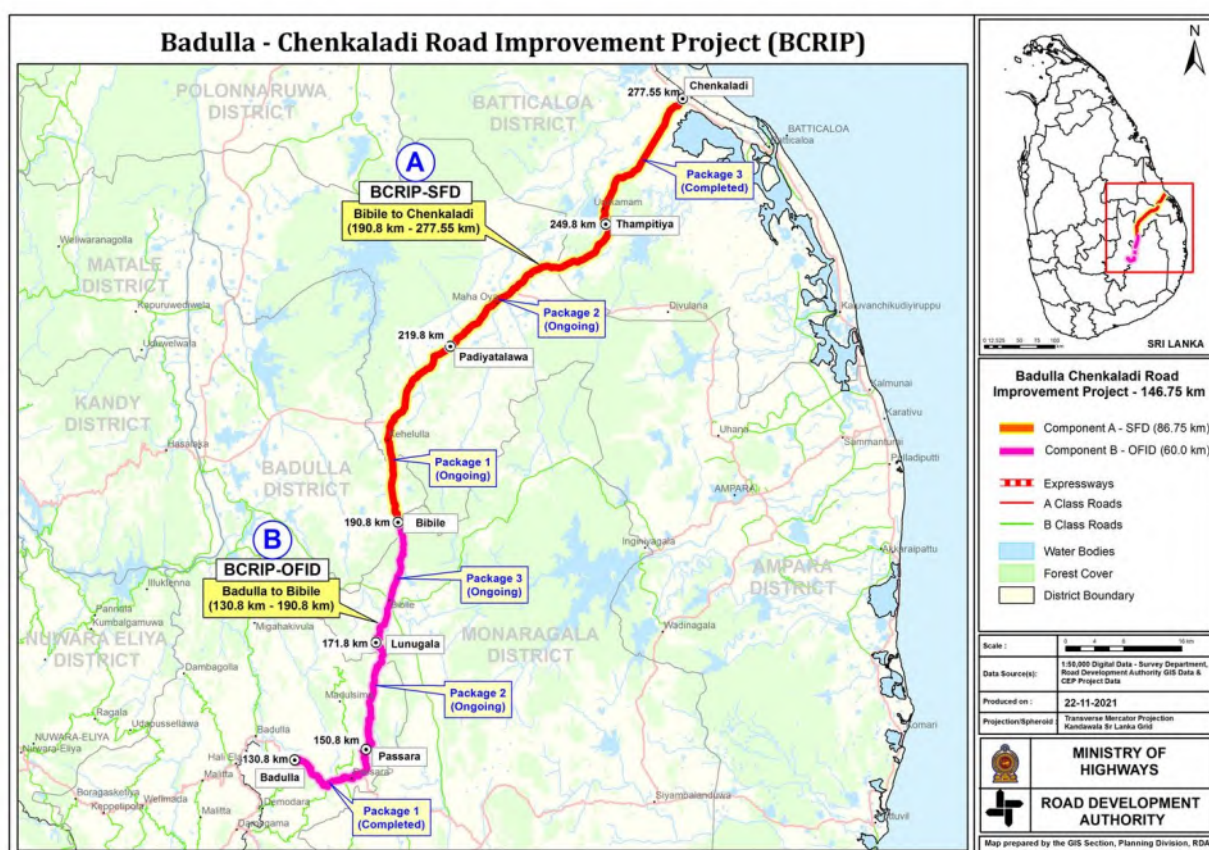


Figure 2-37: Map of the Badulla- Chenkaladi Road Improvement Project

Component A (SFD Section) - Rehabilitation and improvement of Ampara-Uhana-Mahaoya Road (A027) from Keviliyamadu to Mahaoya as two contracts.

- Keviliyamadu to Mangalagama (Ch.33+000km-45+000km)
- Mangalagama to Mahaoya (Ch.45+000km - 58+780km)

Component B (OFID Section) - Balance work of Lunugala to Yalkumbura road section from -171+800km to 190+800km on PBC road (A05)

- Lunugala to Yalkumbura (Ch. 171+800km to 180+500km)
- Yalkumbura to Bibile (Ch. 180+500km to 190+800km)
- Climate Resilience - Design Stage

Land acquisition

Land acquisition process is monitored and Compensation paid by the PMU after authentication of Divisional Secretariats with support of Survey Department, Valuation Department etc. Land acquisition procedure is following to acquire lands. Progress up to End of December 2023 is shown by Table below.

Table 2-69: Land acquisition Progress up to end of 2023

DS division	Private lots	State	Section 9 inquiry in to title	Section 10(1) decision on title	Send to the valuation	Received from the valuation	Section 17 awarding compensation	Payment of compensation	Interest payment	Progress of Compensation Payments
Badulla	487	370	487	487	487	467	464	464	250	95.20%
Passara	784	1083	876	876	876	875	293	396	218	50.51%
Lunugala	724	1319	944	944	944	943	450	668	331	70.76%
Bibile	280	400	594	594	594	591	277	591	72	100%
Rideemaliyadda	0	11	11	11	11	11	0	11	-	100%
Padiyathalawa	10	05	10	10	10	10	10	10	10	100%
Mahaoya	18	19	37	37	37	25	06	25	-	100%
Erawurpaththu	0	56	-	-	-	-	-	-	-	-

Table 2-70: Overall Progress of the project

	Physical Progress %	Financial Progress %	Remarks
OFID - Package 01	100%	96.64%	work completed
OFID - Package 02	100%	97.68%	work completed
OFID - Package 03	100%	60.05%	work completed
RDA/BCRIP/NCB/OFID/3B	92.50%	55.87%	Contract works ongoing
RDA/BCRIP/NCB/OFID/3C	83.24%	49.00%	Contract works ongoing
Climate Resilience RDA/BCRIP/NCB/OFID/04 (Project on PBC Rd)	0%	0%	Design Stage
SFD - Package 01	100%	96.24%	work completed
SFD - Package 02	100%	99.84%	work completed
SFD - Package 03	100%	68.51%	work completed
SFD - Package 04	0%	0%	Contract Awarded & Mobilizing started
SFD - Package 05	0%	0%	Contract Awarded & Mobilizing started



Figure 2-38: Improvement of Badulla-Chenkaladi road

Table 2-71: Progress of Badulla Chenkaladi Road Improvement project

Name of the Project	Name of the Road	Road Length (Km)	Road Section or Bridge No		TEC (Rs.Mn)	Date of Commencement	Date of completion or Anticipate date of completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs.Mn)	Physical Progress as at end of 2023	Cumulative Expenditure as at end of 2023 (Rs.Mn)	Remarks
			From	To								
Badulla Chenkaladi Road Improvement Project (BCRIP) Completed	Peradeniya-Badulla-Chenkaladi Road (A 05)	52.4 Km	Badulla 130km+800km	Passara 150km+800km	OFID Completed - 9,360.00	1/12/2017	11/12/2020	100%	OFID 9,301.38	100%	OFID 239.59	Work Completed
			Passara 150km+800km	Lunugala 171km+800km		1/12/2017	12/4/2021	100%		100%		Work Completed
			Lunugala 171km+800km	Bibile 190km+800km		7/26/2017	6/26/2021	100%		100%		Re scope Work Completed
		87 Km	Bibile 190km+800km	Padiyathalawa 219km+800km	SFD Completed - 8,840.00	7/18/2018	5/5/2021	100%	SFD 7,297.06	100%	SFD 619.39	Work Completed
			Padiyathalawa 219km+800 km	Tampitiya 249km+800km		7/18/2018	5/31/2021	100%		100%		Work Completed
			Tampitiya 249km+800km	Chenkaladi 277km+550km		10/22/2018	4/5/2021	100%		100%		Work Completed
Badulla Chenkaladi Road Improvement Project (BCRIP) Ongoing	Peradeniya-Badulla-Chenkaladi Road (A 05)	9 Km	Lunugala 171km+800Km	Bibile 180km+500Km	OFID Ongoing - 7,590.00	12/1/2022	9/30/2024	-	-	92.50%	OFID - 1,758.75	Adverse weather and earth slips due to heavy rain affected the progress
		10 Km	Lunugala 180km+500Km	Bibile 190km+800Km		12/2/2022	9/30/2024	-	-	83.24%		
	Colombo-Ratnapura-Wellawaya-Batticaloa Road (A 04)	6 Km	Nikapotha 194km+000Km	Diyaluma 200km+000Km		-	-	-	-	-	-	Design Stage
	Ampara-Uhana-Mahaoya Road (A 027)	12 Km	Keviliyamadu 33km+000Km	Mangalagama 45km+000Km	SFD Ongoing - 8,373.00	-	-	-	-	-	-	Contracts Awarded & Mobilising started
	Ampara-Uhana-Mahaoya Road	13 Km	Mangalagama 45km+000Km	Mahaoya 58km+000Km		-	-	-	-	-	-	

2.3.4 Miscellaneous Foreign Aided Project

Miscellaneous Foreign Aided Project (MFAP) was created in year 2000 to handle the Foreign Aided Projects which are mostly bi-lateral agencies and one multirotational namely OFID. Kuwait Fund for Arab Economic Development was the predominant funding agency at the beginning. Presently this division handles donor funded projects viz. OPEC Fund for International Development (OFID), Saudi Fund for Development (SFD), Hungarian Funded Project and Projects under GOSL Funds. MFAP division is held responsible for utilization of those funds effectively and efficiently so that maximum benefit given to the country's road sector infrastructure development.

In 2023, projects under 3 donor agencies and one GOSL Projects were handled by the MFAP unit under Road Network Development Projects funded by the Saudi Fund for Development (SFD-II), National Road Improvement Project funded by the OPEC Fund for International Development (OFID 1), Rehabilitation & Improvement of Roads under Colombo National Highways Project funded by OPEC Fund for International Development (OFID -2) and Rehabilitation and Improvement of Roads under Western Province Road Development Project (OFID-3), OFID Funded Galle - Deniyaya - Madampe Road Project (Sooriyakanda – Rakwana section) (OFID -4), Construction of Two Flyovers at Kohuwala & Gatambe under Hungarian Funds, Construction of Three Flyovers at Slave Island under GOSL Funds.

(i) Rehabilitation and Improvement of Roads under Road Network Development Project Funded by Saudi Fund for Development (SFD-2)

The project was consisting of Rehabilitation and Improvement of following 7 road sections having total length of 83.6 km and 3 bridges. All those roads are located in Central, Eastern, Sabaragamuwa and Western provinces.

1. Katugastota- Alawatugoda section of Kandy-Jaffna (A-09) Road (4.6km – 15.57km)
2. Alawatugoda- Palapathwela section of Kandy-Jaffna(A-09) Road (15.57km-32.54km)
3. Palapathwela- Naula section of Kandy-Jaffna (A-09) Road (32.54km-54.18km)
4. Thampalagamuwa-Soorangal Junction section of Thampalagamam- kinniya (B-541) Road (0.0km – 8.5km)
5. Dehiovita- Deraniyagala section of Dehiovita- Deraniyagala- Noori (B-093) Road (0.00km – 14.00km)
6. Peliyagoda –Kiribathgoda section of Colombo - Kandy (A-01) Road (5.86km – 13.10km)
7. Rehabilitation and Improvements to Kandy – Jaffna Road Section from 53+740Km – 58+000km Including Naula Town
8. Widening of Bridge Nos. 4/3 on Orugodawaththa – Ambathale Road (9.5m)
9. Widening of Bridge Nos. 6/1 on Orugodawaththa – Ambathale Road (8.5m)
10. Widening of Bridge Nos. 6/2 on Orugodawaththa – Ambathale Road (12.5m)

At the end of year 2017, Improvement of Katugastota- Alawatugoda section of Kandy-Jaffna Road (A-09), Alawatugoda - Palapathwela section of Kandy-Jaffna Road (A-09), Peliyagoda –Kiribathgoda section of Colombo – Kandy Road (A-01) Thampalgamam – Kinniya Road B541 and Palapathwela – Naula section of Kandy – Jaffna Road (A-09), Dehiovita – Daraniyagala – Noori Road section from Dehiovita to Daraniyagala (B093) Roads have been completed. At the end of year 2020, Rehabilitation and Improvements to Kandy – Jaffna Road Section from 53+740Km – 58+000km Including Naula Town has been completed. At the end of year 2022 Bridge No. 4/3 and 6/1 have been completed and at the mid of year 2023 bridge No. 6/2 has been completed.

The loan balance was utilized reconstruct the bridge in Orugodawaththa – Ambathale Road Bridge No. 4/1. Donor concurrence has been received and awaiting RDA board approval to issue the LOA to the selected Contractor.

Further, US\$ 10.5 Mn. has been allocated from the Peradeniya – Badulla - Chenkaladi Project to construct the Kurinchakerny Bridge in kurinchakerny-Kinniya road, Donor concurrence received for the Bidding Document and Bids are ready to tender.



Figure 2-40: Completion of Bridge No. 4/3



Figure 2-39: Completion of Bridge No. 6/1



Figure 2-41: Completion of Bridge No. 6/2

Table 2-72: Progress of Road Network Development Project under Saudi Fund for Development (SFD – 02)

Name of the Project (Road /Bridge)	Total Estimated Cost (Rs. Mn)	Date of Commencement	Anticipated date of completion	Progress up to 2022 (%)	Expenditure up to 2022 (Rs. Mn)	Progress as at end of 2023 (%)	Expenditure during the year 2023 (Rs. Mn)
Reconstruction of Bridge no 4/3 on Orugodawaththa – Ambathale Road (B435)	251.10	19/09/2019	03/08/2022	100.0	236.89	100.0	6.28
Reconstruction of Bridge no 6/1 on Orugodawaththa – Ambathale Road (B435)	257.26	19/09/2019	03/08/2022	100.0	204.49	100.0	48.19
Reconstruction of Bridge no 6/2 on Orugodawaththa – Ambathale Road (B435)	317.20	11/10/2019	30/04/2022	82.0	184.26	100.0	124.45

(ii) Rehabilitation and Improvement of Roads under National Roads Improvement Project Funded by OPEC Fund for International Development (OFID-1)

The Government of Sri Lanka (GOSL) has obtained US\$ 40 Million loan from the OPEC Fund for International Development (OFID) toward the cost of rehabilitation and improvements of roads under National Roads improvement projects. The project consisted Rehabilitation and Improvements of following 4 Roads having total length of 39.3km and Reconstruction of Bridge No.3/2 across Ma Oya on Polgahawela Kegalle Road. The proposed bridge is 120m in length and has two standard lanes with foot walks on both sides. All these roads spread in Sabaragamuwa, Western and North western provinces.

- Rakwana- Madampe section of Galle Deniyaya-Madampe(A-017) Road (130.00– 143.93 km)
- Reconstruction of bridge No.3/2 of A019 Road (Karandana Bridge) (length120.0m)
- Eheliyagoda –Dehiovita section of Eheliyagoda-Dehiovita(B-110) Road (0.00-16.69km)
- Ethulkotte-Kohuwala section of Ethulkotte-Mirihana-Kohuwala(B-120) Road (0.00 – 5.95 km)
- Peradeniya – Badulla – Chenkaladi Road section from (0.42 km – 3.05 km)

At the end of 2017, Reconstruction of bridge No. 3/2 of A019 Road (Karandana Bridge), Ethulkotte - Kohuwala section of B-120 Road and Rakwana to Madampe section of Galle – Deniyaya – Madampe Road, Eheliyagoda – Dehiovita section of Ehaliyagoda-Dehiovita (B-110) Road have been completed. At the mid of year 2022 Peradeniya – Badulla – Chenkaladi Road has been completed.

After completing the above 5 projects, available loan balance has been utilized to widening and reconstruction of the bridges 3/1 and 4/2 in Orugodawatta – Ambatale Road respectively having 74% and 55% of physical progress as at 31/12/2023.



Figure 2-43: Widening and reconstruction of the bridge No. 4/2



Figure 2-42: Widening and reconstruction of the Bridge No. 3/1

Land Acquisition

Right of Way handed over to Contractors. No land acquisition is carried out under this project since the acquisition was completed under Orugodawatta - Ambatale road improvement. It has been paid Rs. 270.75 Mn. as compensation for land acquisition.

(iii) Rehabilitation & Improvement of Roads under Colombo National Highways Project funded by OPEC fund for International Development (OFID -2)

The Government of Sri Lanka (GOSL) has obtained US\$ 50 Million loan from the OPEC Fund for International Development (OFID) toward the cost of rehabilitation and improvements of roads under Colombo National Highway Project. The project consists with Rehabilitation and Improvements of 13 Roads having total length of 60 km and widening of Bridge No. 2/1 on Nawala – Narahenpita – Nugegoda Road having 34.14 m span in Colombo District.

1. Approach Road to Sri Jayewardenepura Hospital (1.40 km)
2. Dematagoda – Wellampitiya Road (1.93 km)
3. Kolonnawa – Yakbedde Road (2.41 km)
4. Navinna – Boralesgamuwa Road (2.41 km)
5. Welikada – Kohilawatta Road (6.03 km)
6. Aluthmawatha and Center Road (Mattakkuliya) (1.0 km)
7. Walgama –Diyagama Road (7.06 km)
8. Moratuwa – Piliyandala Road (2.62 km)
9. Kottawa-Thalagala Road (14.48 km)
10. Kotte – Bope Road (11.26 km)
11. Piliyandalaa –Maharagama Road (5.38 km)
- 12a. Orugodawatta – Ambatale Road (Stage I) (3.56 km)
- 12b Orugodawatta – Ambatale Road (Stage II) (4.14 km)
13. Reconstruction of Bridge No 2/1 on Narahenpita-Nawala-Nugegoda Road (34 m)

Improvement and Widening of Approach Road to Sri Jayewardenepura Hospital, Dematagoda –Wellampitiya Road, Kolonnawa – Yakbedde Road, Welikada – Kohilawatta Road, Aluthmawatha and Center Road (Mattakkuliya) Bridge No 2/1 on Narahenpita-Nawala-Nugegoda Road, Kotte-Bope Road and Kottawa – Thalagala Road already completed and Orugodawatta - Ambatale Road (Stage I & II) in progress and widening to be commenced Walgama – Diyagama Road and Piliyandalaa –Maharagama Road.

a) Improvement of Kottawa – Thalagala Road (Section from 1+000 km to 15+480 km)

M/s International Construction Consortium (Pvt) Ltd. commenced work on 20.02.2017 and physical progress is 100% as at 31.03.2022.

Land Acquisition

Land acquisition has been completed under Maharagama, Kesbewa, Homagama, Padukka and Horana DS Divisions. Compensation payment is in progress. It has been paid Rs. 1824.69 Mn. as compensation for land acquisition and land acquisition delay mainly effects for the project progress. The land acquisition yet to be completed in 75m due to court case.

b) Improvement of Kotte - Bope Road (Section from 16+740 Km to 28+004 Km)

M/s International Construction Consortium (Pvt) Ltd. commenced work on 20.02.2017 and completed on 31/03/2021.

Land Acquisition

Land acquisition has been completed under Homagama and Padukka DS Divisions. Compensation payment is in progress. It has been paid Rs. 1303.49 Mn. as compensation for land acquisition.

c) Improvement of Ourgodawatta - Ambatale Road (Section from 0+000 km to 7+700 km)

It has been decided to improve the above road under two stages.

Stage I: Sections 2+900 km – 4+200 Km and 5+440 km – 7+700 km

Komuthi-HCM Engineering JV started work on 01.07.2017 and physical progress is 98.42% as at 31.12.2023. Progress is hindered due to delays cause in land acquisition and laying water mains by NWS&DB. Contract was terminated due to poor performance on 18.10.2019 and later revoke the termination on 20.02.2020 and Contractor is carry out the work accordingly.

Stage II: Sections 0+000 km – 2+900 Km and 4+200 km – 5+440 km

Tudawe Brothers has been commenced the work on 21.10.2019 and physical progress is 94.20% as at 31/12/2023.

The existing utilities (pipe laying works in NWS&DB/CEB/LECO & SLT) are hindering Stage II construction of the initial stage and water leaks of existing pipes are seriously affected for the road surface work.

Land Acquisition for entire project

Most of buildings acquired under Stage I are demolished and demolishing of buildings under Stage II is in progress (buildings belongs to Wellampitiya Urban Council).

It has been paid Rs. 5983.65 Mn. as compensation for land acquisition.

d) Improvement of (B367) Maharagama – Piliyandala Road (0.000 km – 5+800 km)

It has been decided to improve the road under 3 section and Contract was awarded for 1st 1.8 km from Piliyandala end, due to fund restriction and issued LOA has been suspended due to the FR case file by a non-responsive bidder.

Land Acquisition

It has been paid Rs. 1185.18 Mn. as compensation for land acquisition.

e) Improvement of Walgama – Diyagama Road (Section from 0+000 km to 7+060 km)

It has been decided to delay calling of bids due to land acquisition delay and Kaduwela and Homagama D.S. Divisions involve with land acquisition. This road will be carried out using the savings of the OFID – IV Fund.

Land Acquisition

It has been paid Rs. 1515.82 Mn. as compensation for land acquisition and Rs. 100.00 Mn. worth of vouchers available as at 31/12/2023 for LAQ payment.

(iv) Rehabilitation and Improvement of Roads under Western Province Road Development Project funded by OPEC fund for International Development (OFID-3)

The Government of Sri Lanka (GOSL) has obtained US\$ 17 Million loan from the OPEC Fund for International Development (OFID) toward the cost of rehabilitation of roads under Western Province Road Development project. The project consists Rehabilitation of following Roads under two Contracts having total length of 25.79 km in Western Province.

Package I- Kaduwela – Athurugiriya Road (0.0 km – 9.50 km)

Package II- Wadduwa – Moronthuduwa (0.0 km-5.28 km)

Bellana - Moragolla Road (0.0 km-9+80 km)

At the end of 2020 Improvement of Wadduwa – Moronthuduwa and Bellana – Moragala Roads had been completed.

Package I – Improvement of (B174) Kaduwela – Athurugiriya Road (0.0 km – 9.50 km)

M/s Hovael Construction (Pvt) Ltd. commenced work on 18.12.2017 and physical progress is 100% as at 31.12.2023.



Figure 2-44: Location at Ch. 8+210 of Kaduwela – Athurugiriya Road

Land Acquisition

It has been paid Rs. 1015.07 Mn. as compensation for land acquisition and land acquisition delay mainly effects for the project progress. Kaduwela D.S. Division involves with land acquisition.

(v) OFID Funded Galle - Deniyaya - Madampe Road Project (OFID - 4)

The Government of Sri Lanka (GOSL) has obtained US\$ 40 Million loan from the OPEC Fund for International Development (OFID) toward the cost of rehabilitation and improvements of Galle - Deniyaya - Madampe Road Section from 112.6 km (Suriyakanda) to 130.6 km (Rakwana) (18 km). It has been decided to improve the road section under 3 Contracts.

Following Contracts have been commenced accordingly.

Package A – M/s Consulting Engineering & Contractor's (Pvt) Ltd. commenced the work on 17.10.2022 and physical progress is 34.43% as at 31.12.2023.

Package B – M/s Ruhunu Development Contractor's & Engineers (Pvt) Ltd. commenced the work on 17.10.2022 and physical progress is 38.92% as at 31.12.2023.

Package C – M/s KDA Weerasinghe & Company (Pvt) Ltd. commenced the work on 27.12.2023 and physical progress is 44.15% as at 31.12.2023.

Land Acquisition

Land acquisition will be done according to the Land Acquisition Regulations, 2008 which was approved by the Parliament of Sri Lanka on 17 March, 2009.



Figure 2-45: Package A-Retaining wall base R/F
& F/W @
Ch.113+495-Ch.113+500-LHS



Figure 2-46: Package B-Section from Ch.
119+680-Ch.119+730 LHS
Slope Protection Wall

All 3 Contracts are delayed at initial stage due to delay on tree cutting and Contractors of section B and C seriously suffered due to non-availability of dumping yards for excavated material. Further rainy weather also seriously affects for the progress.

Table 2-73: Summary Progress of Projects Funded by OPEC fund for International Development (OFID)

Name of the Project (Road /Bridge)	Road Length (Km)	Total Estimated Cost (Rs. Mn)	Date of Commencement	Anticipated date of completion	Progress up to 2022 (%)	Expenditure up to 2022 (Rs.Mn)	Progress as at end of 2023 (%)	Expenditure during the year 2023 (Rs.Mn)
Rehabilitation and Improvement of Roads under National Road Improvement Project Funded by OPEC Fund for International Development (OFID-01)								
Reconstruction of Bridge no 4/2 on Orugodawaththa – Ambathale Road (B435)	-	414.10	17/10/2022	16/01/2024	-	81.05	55.00	185.60
Reconstruction of Bridge no 3/1 on Orugodawaththa – Ambathale Road (B435)	-	377.92	03/11/2022	02/02/2024	-	27.97	74.00	208.62
Rehabilitation and Improvement of Roads under Colombo National Highways project funded by OPEC fund for International Development (OFID-02)								
Improvement of Orugodawatta – Ambatale Road (B435) (Stage I)	3.56	1,528.40	07/01/2017	30/01/2024	83.94	907.58	98.42	331.68
Improvement of Orugodawatta – Ambatale Road (B435) (Stage II)	4.14	1,943.50	18/10/2019	30/01/2024	78.79	999.99	94.00	323.44
Rehabilitation & Improvement of Roads under Western Province Road Development Project funded by OPEC Fund for International Development (OFID-3)								
Rehabilitation /Improvements of Kaduwela - Athurugiriya Road & Walgama - Athurugiriya Road (B174)	9.50	1,065.00	29.01.2018	15/11/2021 revised to 15.03.2023	91.95	1,055.72	100	417.39
Rehabilitation & Improvements of Roads under National Roads Improvement Project funded By OPEC Fund for International Development (OFID-4)								
Rehabilitation of the Road Corridor Project (Sooriyakanda – Rakwana) (A017) (112+600 118+600)	6.00	1,825.52	17/10/2022	16/10/2024	3.51	178.02	34.45	595.06
Rehabilitation of the Road Corridor Project (Sooriyakanda – Rakwana) (A017) (118+600 124+600)	6.00	1,850.14	17/10/2022	16/10/2024	7.2	142.44	38.92	681.18
Rehabilitation of the Road Corridor Project (Sooriyakanda – Rakwana) (A017) (124+600 130+600)	6.00	2,000.97	27/12/2024	26/12/2024	-	-	44.15	834.83

(vi) Construction of Two Flyovers at Kohuwala & Gatambe

The Road Development Authority has identified that grade separation would be required at Kohuwala and Gatambe intersections to provide a reasonable solution for heavy traffic congestions experienced at present.

Responding to a request from External Resources Department, on 27th July 2017, in a letter addressed to Director General of ERD through Embassy of Hungary in New Delhi, the Government of Hungary confirms their agreement to provide concessional tied aid credit line for the construction of flyovers in Sri Lanka and nominates Betunopitepito PLC as sole agent to implement the project on 22nd December 2017, the Government of Sri Lanka and Government of Hungary enters into a frame work agreement for providing concessional financing for infrastructure development projects on 13th April 2018. Accordingly, it has been agreed provide Euro 52.0 Mn. loan for the both constructions.

Kohuwala Flyover

The proposed flyover is located at Kohuwala Junction, along one of the main access roads into Colombo city from dense suburban areas. The construction of this flyover is considered urgent as the junction is currently saturated, creating continuous traffic congestion along the road and the junction. It is a frequent cause of accidents in the area. Kohuwala node is one of the most congested road intersection junctions in Colombo suburban area.

Civil works of the Kohuwala flyover commenced on 16.08.2021 and intended date of completion 16.06.2023 project progress is 85.50% as at 31.12.2023.



Figure 2-47: Construction of Kohuwala Flyover

Progress Details

- Substructure Completed.
- Steel Superstructure Installation in progress.
- Service Road up to wearing course 280 M completed on both sides.
- Drains 150 M completed.
- 77% Land acquisition is completed.

Gatambe Flyover

Gatambe is located between Peradeniya and Kandy in the Kandy region. The Gatambe crossing is located along William Gopallawa Mawatha (AB42), one of the main arterial routes in Kandy, known as New Kandy Road. Traffic congestion at the crossing is created on William Gopallawa Mawatha ends at the Gatambe roundabout. The proposed flyover is placed at Gatambe Junction along main arterial road (AB42) leading to city of Kandy.

Civil works of the Gatambe flyover commenced on 16.08.2021 and intended date of completion 16.01.2024 project progress is 36% as at 31.12.2023.



Figure 2-48: Construction of Gatambe Flyover

Progress Details

1. Meda Ela Bridge Substructure Completed, Superstructure to be done.
2. Main Flyover Abutment at Kandy end (AB2) & Branch Flyover abutment (AB3) is completed.
3. Pier 5, 6, and 8 Pile Caps Completed. Piling is to be done in AB1, Pier 1, 2, and 3.
4. Sirimavo Bandaranayake Mawatha Road Widening Completed.
5. For land acquisition, Section 7 is gazetted, inquiries are in progress and valuations are pending

Table 2-74: Summary of the progress of two flyovers in 2023

Name of the Project	Bridge No.	Route No.	Road Name	TEC (Rs. Mn)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs. Mn)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure as at end of 2023 (Rs. Mn)
Design and Construction of Two Flyovers at Kohuwala & Gatambe under Hungarian Financial Assistance	Design & Construction of Kohuwala Flyover	B084	Colombo - Horana Road	2,213.22	16/08/2021	16/06/2023	62.0	2165.88	85.50	706.77
	Design & Construction of Gatambe Flyover	AB041	Williom Gapallawa Road	8,186.77	16/08/2021	16/01/2024	36.0	2873.54	36.00	82.98

2.3.5 Integrated Road Investment Program (i-ROAD Project)

The Integrated Road Investment Program (iRoad) was initiated with an objective of enhancing road accessibility between rural communities and socioeconomic centers for an increased transport efficiency and accelerated economic development. The iRoad Program is identified as one of the key components in the development of the road network to support and facilitate the activities in the enhancement of the economic and social status of the people living in rural areas of these provinces. Accordingly, it has received top priority in the development programs of the Government of Sri Lanka (GOSL) and funds are being provided by the Asian Development Bank (ADB). The I Road Program is implement in two phases covering the entire country. Under these two phases 7,280 km of selected national and rural roads are being rehabilitated and improved.

a) iRoad - I

The iRoad I Program covers Southern Province, Sabaragamuwa Province, Central Province, North Central Province, North Western Province and Kaluthara District of Western Province. The selected Rural and National Roads in Southern, Sabaragamuwa, Central, North Central, North Western and Western Provinces have been included under the Project is implemented by six Project Management units headed by six Project Directors. Rehabilitation of roads is followed by a mandatory maintenance of the completed Provincial & Rural Roads for a period of three years while the selected National Highways will be maintained and managed over a period of five years through Road Management Contracts (RMC) concept.

Project Financing

The project is funded by ADB through a Multi-Tranche Financing Facility (MFF). Accordingly, the US\$ 800 Mn. Loan is released in five tranches as indicated below.

Table 2-75: Project Financing – iRoad1 Program

Source	Year	2015	2015	2016	2018		Total USD (Mn)
	Tranche	1	2	3	4	5 *	
ADB USD (Mn)		100.00	107.00	200.00	150.00	243.00	800.0
GOSL USD (Mn)		18.00	12.50	25.00	18.00	32.50	106.0
Total USD (Mn)		118.00	119.50	225.00	168.00	275.00	906.0

** - Due to limitation in borrowing , Tranche 5 will not be processed.

Progress of Civil Works Contracts

Summary Progress of civil work contracts is given in the table below.

Table 2-76: Summary Progress of i-Road I Project

Name of the Project	Name of the Road	Route No	Road Length (km)	Road Section		TEC (Rs. Mn.)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs. Mn.)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure up to end of 2023 (Rs. Mn.)
				From	To							
Southern Province												
G1	-	-	64.60	-	-	1,458.05	18-05-2015	02-12-2017	76.00	876.97	76.00	876.97
G2	-	-	66.00	-	-	1,637.18	18-05-2015	31-05-2018	100.00	1,613.92	100.00	1,613.92
G3	-	-	73.20	-	-	1,875.72	18-05-2015	30-06-2018	100.00	1,875.72	100.00	1,875.72
H1	-	-	67.10	-	-	1,601.88	18-05-2015	31-07-2018	100.00	1,601.88	100.00	1,601.88
H2	-	-	58.00	-	-	1,391.87	18-05-2015	30-12-2017	100.00	1,326.33	100.00	1,326.33
H3	-	-	41.90	-	-	1,171.26	18-05-2015	30-09-2017	100.00	1,171.26	100.00	1,171.26
M1	-	-	97.52	-	-	2,662.62	18-05-2015	31-07-2018	100.00	2,546.66	100.00	2,546.66
M2	-	-	69.50	-	-	1,803.30	18-05-2015	31-03-2019	100.00	1,613.26	100.00	1,613.26
M3	-	-	53.40	-	-	1,207.59	18-05-2015	31-05-2018	100.00	1,123.86	100.00	1,123.86
Central Province												
KA1	-	-	75.24	-	-	1,756.28	17-12-2015	30-09-2019	100.00	1,606.18	100.00	1,613.23
KA2	-	-	72.48	-	-	1,923.67	17-12-2015	29-06-2019	100.00	1,598.52	100.00	1,614.09
KA3	-	-	68.45	-	-	2,096.86	17-12-2015	31-03-2019	100.00	1,890.16	100.00	1,896.16
MA1	-	-	75.12	-	-	1,622.37	17-12-2015	07-11-2018	66.49	941.45	66.49	941.46
MA2	-	-	55.55	-	-	1,248.82	17-12-2015	21-05-2018	100.00	1,246.52	100.00	1,246.52
MA3	-	-	60.76	-	-	1,407.71	17-12-2015	09-02-2019	100.00	1,220.46	100.00	1,220.46
NE1	-	-	72.40	-	-	2,297.88	17-12-2015	20-12-2019	100.00	2,297.89	100.00	2,297.89
NE2	-	-	36.21	-	-	1,241.71	17-12-2015	30-03-2019	100.00	1,195.75	100.00	1,195.75
NE3	-	-	65.53	-	-	2,069.69	17-12-2015	30-09-2019	100.00	2,264.13	100.00	2,271.39
Sabaragamuwa Province												
KE1	-	-	74.65	-	-	1,972.52	17-12-2015	19-05-2018	53.18	928.31	53.18	928.31
KE2	-	-	78.26	-	-	1,989.18	29-03-2016	04-05-2020	100.00	1,911.01	100.00	1,913.39
KE3	-	-	63.56	-	-	1,632.45	29-03-2016	27-08-2020	98.41	1,509.64	98.41	1,509.64
R1	-	-	80.63	-	-	2,022.05	16-12-2015	04-01-2019	64.54	1,013.23	64.54	1,013.23
R2	-	-	92.24	-	-	2,383.99	16-12-2015	09-12-2018	58.18	1,156.44	58.18	1,156.44
R3	-	-	81.01	-	-	2,324.14	16-12-2015	30-09-2018	100.00	2,281.66	100.00	2,281.66
North Central Province												
AP1	-	-	85.39	-	-	1,656.91	01-08-2016	30-04-2019	100.00	1,541.22	100.00	1,541.22
AP2	-	-	76.85	-	-	1,824.17	01-08-2016	31-01-2019	100.00	1,511.15	100.00	1,511.15
AP3	-	-	82.66	-	-	1,654.13	01-08-2016	30-04-2019	100.00	1,647.55	100.00	1,648.06
AP4	-	-	90.20	-	-	1,635.13	01-08-2016	31-01-2019	100.00	1,451.48	100.00	1,451.48

Name of the Project	Name of the Road	Route No	Road Length (km)	Road Section		TEC (Rs. Mn.)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs. Mn.)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure up to end of 2023 (Rs. Mn.)
				From	To							
PO1	-	-	50.76	-	-	2,285.91	01-08-2016	02-10-2018	100.00	972.22	100.00	972.22
PO2	-	-	73.36	-	-	1,483.69	01-08-2016	23-12-2018	100.00	1,278.87	100.00	1,278.87
PO3	-	-	49.55	-	-	1,249.34	01-08-2016	31-10-2018	100.00	1,085.94	100.00	1,085.94
North Western Province												
KU1	-	-	83.29	-	-	2,286.10	01-08-2016	31-01-2019	100.00	2,147.20	100	2,147.20
KU2	-	-	100.47	-	-	2,409.92	01-08-2016	15-09-2019	100.00	2,298.12	100	2,298.12
KU3	-	-	99.00	-	-	1,976.72	01-08-2016	23-07-2019	47.97	909.92	47.97	909.92
KU3-R	-	-	95.19	-	-	2,165.26	20-02-2020	05-04-2022	100.00	2,162.78	100	2,409.33
KU4	-	-	105.98	-	-	2,091.17	01-08-2016	30-09-2019	55.44	1,048.61	55.44	1,048.61
KU4-R1	-	-	39.98	-	-	942.02	15-12-2020	14-06-2022	56.00	450.67	60.66	482.42
KU4-R2	-	-	27.71	-	-	647.51	15-12-2020	27-06-2022	74.22	323.01	79.74	368.97
KU4-R3	-	-	40.48	-	-	965.85	20-12-2020	14-06-2022	99.90	632.96	100	813.42
KU5	-	-	104.00	-	-	1,996.56	01-08-2016	30-07-2019	37.23	835.59	37.23	835.59
KU5-R	-	-	100.98	-	-	2,296.14	20-02-2020	04-01-2022	77.96	1,252.14	84.03	1,429.29
PU1	-	-	90.56	-	-	1,706.32	01-08-2016	28-02-2020	100.00	1,417.39	100	1,417.39
PU2	-	-	74.09	-	-	1,463.92	01-08-2016	30-09-2019	40.58	730.24	40.58	730.24
PU2-R1	-	-	30.62	-	-	933.25	15-12-2020	14-06-2022	82.75	468.70	100	593.17
PU2-R2	-	-	43.46	-	-	788.98	15-12-2020	14-06-2022	57.43	279.65	100	445.79
PU3	-	-	48.37	-	-	1,210.36	01-08-2016	10-07-2019	60.00	585.77	60	585.77
PU3-R	-	-	48.37	-	-	896.65	15-12-2020	11-04-2022	86.62	370.47	95.39	379.55
Kalutara District												
KL1	-	-	87.50	-	-	1,912.47	25-07-2016	26-09-2019	100.00	2,036.45	100.00	2,036.45
KL2	-	-	88.40	-	-	1,811.35	29-09-2016	12-03-2019	35.15	772.84	35.15	772.84
KL3	-	-	93.35	-	-	1,817.75	29-09-2016	07-05-2019	51.83	747.47	51.83	747.47
KL3-R1-R	-	-	11.60	-	-	715.92	27-08-2021	28-05-2022	31.40	310.55	51.20	467.87
KL3-R2-R	-	-	25.10	-	-	749.53	27-08-2021	28-05-2022	32.00	357.90	47.4	400.71
KL3-R3-R	-	-	21.60	-	-	859.61	27-08-2021	28-05-2022	76.20	674.31	94.80	853.39

Table 2-77: Progress Summary – iRoad 1(RMC)

Name of the Project	Name of the Road	Route No	Road Length (km)	Road Section		TEC (Rs. Mn.)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs. Mn.)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure up to end of 2023 (Rs. Mn.)
				From	To							
Road Management Contracts												
RMC-SP-01	Karapitiya,Thalagaha to Wanduramba	B248	51.70	-	-	6,108.20	25-07-2019	22-04-2022	92.08	4,670.30	95.15	5,617.96
	Wanduramaba to Nagoda	B454										
	Nagoda to Gonadeniya	B303										
	Gonadeniya to Udugama	B139										
	Udugama bar Junction toUdugama Bus stand	B129										
	Udugama Bus Stand to Hiniduma	B429										
RMC-03	Maradankadawela - Habarana Road	A011	25.00	-	-	3,155.51	16-04-2019	08-10-2021	99.18	2,541.95	99.20	2,648.39
RMC-01A	Colombo – Kandy Road	A001	14.90	44+300	59+200	1,603.55	20-05-2021	17-11-2022	49.57	584.49	55.61	824.72
RMC-01B	Colombo – Kandy Road	A001	12.90	59+200	72+100	1,507.18	20-05-2021	17-11-2022	62.61	718.31	67.97	985.08
RMC-01C	Colombo – Kandy Road	A001	13.90	72+100	86+000	1,345.00	20-05-2021	17-11-2022	41.66	528.79	46.76	644.64
RMC-01D	Colombo – Kandy Road	A001	14.00	86+000	100+000	1,630.99	17-05-2021	14-11-2022	62.86	829.94	67.21	1,358.47
RMC-05A	Kekirawa – Thalawa Road	B213	13.55	10+300	23+850	1,234.43	17-05-2021	14-11-2022	69.18	690.97	99.98	955.03
RMC -05B	Kekirawa – Thalawa Road	B213	13.60	23+850	37+450	1,187.45	17-05-2021	14-11-2022	79.39	708.73	98.29	1,022.08
RMC -05C	Kekirawa – Ganewalpola Road	B212	6.95	0+000	6+950	615.14	17-05-2021	16-08-2022	75.00	370.56	82.18	489.57

Name of the Project	Name of the Road	Route No	Road Length (km)	Road Section		TEC (Rs. Mn.)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs. Mn.)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure up to end of 2023 (Rs. Mn.)
				From	To							
RMC - 05D	Ganewalpola – Dachchihalmillewa Road	B133	15.30	0+000	15+300	1,130.51	17-05-2021	14-11-2022	59.35	441.29	75.75	782.79
RMC - 05E	Ganewalpola – Dachchihalmillewa Road	B133	15.30	15+300	30+600	1,345.76	17-05-2021	14-11-2022	51.50	598.41	59.01	716.08
RMC - 05F	Ganewalpola – Dachchihalmillewa Road	B133	15.30	30+600	45+900	1,234.84	17-05-2021	14-11-2022	75.20	679.73	79.44	779.12
RMC - 06A	Kochchikadde to Puttalam (Colombo Puttalam Road)	A003	12.00	38+000	50+000	1,675.79	09-12-2021	06-06-2023	31.41	339.71	82.21	856.77
RMC - 06B	Kochchikadde to Puttalam (Colombo Puttalam Road)	A003	13.00	50+000	63+000	1,682.90	09-12-2021	06-06-2023	10.45	232.19	22.03	580.19
RMC - 06C	Kochchikadde to Puttalam (Colombo Puttalam Road)	A003	13.00	63+000	76+000	1,885.60	09-12-2021	06-06-2023	27.03	414.18	33.82	634.23
RMC - 06D	Kochchikadde to Puttalam (Colombo Puttalam Road)	A003	13.00	76+000	89+000	1,555.35	09-12-2021	06-06-2023	13.53	271.66	24.61	431.21
RMC 07A	Naula to Dambulla (Kandy Jaffna Road)	A009	9.00	58+000	67+000	1,298.19	09-12-2021	06-06-2023	21.60	285.33	27.60	309.54
RMC 07B	Naula to Dambulla (Kandy Jaffna Road)	A009	5.71	67+000	72+710	1,068.30	09-12-2021	06-06-2023	13.99	152.49	31.10	232.91
RMC - 04R1	Pelmadulla - Embilipitiya - Padalangala Road	A018	15.00	0+000	15+000	1,944.65	20-01-2022	18-07-2023	7.74	383.01	43.84	570.49
RMC - 04R2	Pelmadulla - Embilipitiya - Padalangala Road	A019	15.00	15+000	30+000	1,998.18	20-01-2022	18-07-2023	3.89	325.74	12.93	337.69
RMC - 04R3	Pelmadulla - Embilipitiya - Padalangala Road	A020	17.00	30+000	47+000	1,894.39	20-01-2022	18-07-2023	4.71	390.63	16.01	437.58

Name of the Project	Name of the Road	Route No	Road Length (km)	Road Section		TEC (Rs. Mn.)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs. Mn.)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure up to end of 2023 (Rs. Mn.)
				From	To							
RMC - 04R4	Pelmadulla - Embilipitiya - Padalangala Road	A021	19.00	47+000	66+000	1,885.29	20-01-2022	18-07-2023	13.66	674.22	45.95	914.65

b) iRoad II

The iRoad II Program covers Uva Province, Eastern Province, Northern Province and Western Provinces and 3,750 km of Rural and National Roads have been selected from these provinces. Rehabilitation of roads is followed by a mandatory maintenance of the completed Rural / National Roads for a period of three years under Performance-Based Maintenance (PBM) concept after completion of 2 years construction.

Project Financing

The project is funded by ADB through a Multi-Tranche Financing Facility (MFF). Accordingly, the US\$ 900 Mn. Loan is planned to be released in five indicative tranches from 2017 to 2024 as indicated below.

Table 2-78: Project Financing – iRoad2 Program

Source	Year	2018	2020	2021	2023		Total USD (Mn)
	Tranche	1	2	3	4 **	5 **	
ADB USD (Mn)		150	150	200	200	200	900.0
GOSL USD (Mn)		22.1	22.1	28.7	28.7	83	184.6
Total USD (Mn)		172.1	172.1	228.7	228.7	283	1084.6

** - Due to limitation in borrowing , Tranche 4 amount was reduced to USD 60 Million. Future of Tranche 5 will be decided later.

Table 2-79: Progress of Civil work contracts of i-Road II Project

Name of the Project	Name of the Road	Route No	Road Length (km)	Road Section		Tec (Rs. Mn.)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022(Rs. Mn.)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure up to end of 2023 (Rs. Mn.)
				From	To							
UVA Province												
BA-01	-	-	58.19	-	-	2,055.89	20-07-2018	31-12-2020	100.00	1,847.94	100	1.851.77
BA-02	-	-	81.87	-	-	2,262.82	20-07-2018	31-12-2020	54.70	972.83	54.72	972.83
BA-03	-	-	81.24	-	-	2,458.96	20-07-2018	31-12-2020	18.21	449.11	18.21	449.11
BA-04	-	-	66.22	-	-	2,118.73	20-07-2018	31-12-2020	74.30	1,430.51	74.96	1,446.96
BA-05	-	-	79.17	-	-	2,504.96	20-07-2018	31-12-2020	70.76	1,533.70	70.76	1,533.70
BA-06	-	-	62.56	-	-	2,345.80	20-07-2018	31-12-2020	40.62	751.11	40.62	751.11
BA-07	-	-	69.71	-	-	2,461.43	20-07-2018	31-12-2020	24.93	493.79	24.93	493.79
BA-08	-	-	58.97	-	-	1,847.73	20-07-2018	31-12-2020	60.92	960.73	60.92	960.73
MO-01	-	-	62.56	-	-	2,241.24	20-07-2018	31-12-2020	85.01	1,674.29	88.13	1,699.85
MO-02	-	-	64.04	-	-	2,037.83	20-07-2018	31-12-2020	100.00	2,014.84	100	2,014.84
MO-03	-	-	68.02	-	-	2,201.48	20-07-2018	31-12-2020	100.00	2,028.49	100	2,037.19
MO-04	-	-	64.41	-	-	2,274.49	20-07-2018	31-12-2020	100.00	1,543.58	100	1,543.58
MO-05	-	-	62.73	-	-	2,056.79	20-07-2018	31-12-2020	100.00	1,871.92	100	1,871.92
MO-06	-	-	98.49	-	-	2,713.44	20-07-2018	31-12-2020	100.00	2,661.29	100	2,667.23
MO-07	-	-	64.09	-	-	1,858.09	20-07-2018	31-12-2020	100.00	1,847.58	100	1,847.58
Eastern Province												

Name of the Project	Name of the Road	Route No	Road Length (km)	Road Section		Tec (Rs. Mn.)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022(Rs. Mn.)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure up to end of 2023 (Rs. Mn.)
				From	To							
AM-01	-	-	79.40	-	-	2,492.91	25-09-2019	19-04-2022	99.92	2,247.05	99.92	2,304.45
AM-02	-	-	82.68	-	-	2,764.59	25-09-2019	15-06-2022	99.41	2,306.68	99.41	2,382.24
AM-03	-	-	77.19	-	-	2,857.33	25-09-2019	19-04-2022	67.83	1,678.04	67.83	1,678.04
AM-04	-	-	73.67	-	-	3,308.13	25-09-2019	18-03-2022	99.73	2,818.81	99.73	2,829.01
AM-05	-	-	71.87	-	-	3,216.98	25-09-2019	09-03-2022	67.55	1,920.66	67.55	1,920.66
BT-01	-	-	56.76	-	-	2,948.51	25-09-2019	07-12-2021	84.35	1,383.88	84.35	1,383.88
BT-02	-	-	11.07	-	-	2,928.37	25-09-2019	03-12-2021	75.97	385.91	75.97	385.91
BT-03	-	-	72.14	-	-	3,054.48	25-09-2019	09-05-2022	63.17	1,845.04	63.17	1,860.46
TR-01	-	-	72.34	-	-	2,943.52	25-09-2019	14-02-2022	85.24	2,258.62	85.24	2,268.83
TR-02	-	-	58.80	-	-	3,103.82	25-09-2019	24-02-2022	97.30	2,565.47	97.30	2,601.89
TR-03	-	-	78.64	-	-	2,751.92	25-09-2019	07-04-2022	86.90	2,246.23	86.90	2,252.54
Northern Province												
JF-01	-	-	56.50	-	-	3,156.95	01-02-2020	29-03-2022	91.00	2,619.44	91	2,667.39
JF-02	-	-	67.68	-	-	3,140.75	16-12-2019	10-02-2022	95.00	2,158.89	95	2,222.61
JF-03	-	-	71.92	-	-	3,350.15	10-03-2020	05-05-2022	80.00	2,051.65	80	2,118.68
JF-04	-	-	12.83	-	-	1,684.81	01-07-2020	31-06-2022	94.00	1,346.11	94	1,445.07
JF-05	-	-	63.80	-	-	3,880.11	20-01-2020	16-03-2022	93.00	3,007.28	93	3,055.93
KN-01	-	-	60.50	-	-	2,440.91	01-01-2020	26-02-2022	34.00	572.06	34	572.06
KN-02	-	-	51.89	-	-	2,600.00	20-01-2020	17-03-2022	100.00	2,630.22	100	2,622.86

Name of the Project	Name of the Road	Route No	Road Length (km)	Road Section		Tec (Rs. Mn.)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022(Rs. Mn.)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure up to end of 2023 (Rs. Mn.)
				From	To							
KN-03	-	-	68.16	-	-	3,133.20	20-01-2020	17-03-2022	87.00	2,631.85	87	2,648.17
MN-01	-	-	54.49	-	-	3,454.66	16-12-2019	04-02-2022	93.80	2,710.02	93.80	2,710.02
MN-02	-	-	56.98	-	-	2,756.70	16-12-2019	04-02-2022	94.50	2,011.89	94.50	2,011.89
MN-03	-	-	49.01	-	-	2,481.99	20-01-2020	11-03-2022	100.00	2,040.39	100	2,040.39
MU-01	-	-	68.01	-	-	3,304.30	01-01-2020	26-02-2022	86.00	2,666.92	86	2,670.55
MU-02	-	-	73.33	-	-	3,607.68	20-01-2020	17-03-2022	86.00	2,926.02	86	2,951.26
VA-01	-	-	95.15	-	-	3,952.20	01-01-2020	25-02-2022	79.00	2,868.42	79	2,871.71
VA-02	-	-	40.61	-	-	2,448.75	20-01-2020	16-03-2022	84.00	1,872.64	84	1,882.67
VA-03	-	-	35.60	-	-	2,813.48	20-01-2020	16-03-2022	84.00	2,344.85	84	2,377.94
VA-04	-	-	100.29	-	-	3,733.17	10-03-2020	04-05-2022	80.00	2,582.97	80	2,711.82
Western Province												
CL-01	-	-	41.47	-	-	2,057.66	29-06-2020	28-12-2022	75.30	1,564.88	75.30	1,572.07
CL-02	-	-	53.86	-	-	2,259.19	29-06-2020	28-12-2022	38.10	1,063.84	38.10	1,063.81
CL-03	-	-	79.13	-	-	2,631.61	01-06-2020	30-11-2022	47.30	1,524.79	47.30	1,577.87
GA-01	-	-	50.17	-	-	2,026.94	01-06-2020	30-11-2022	46.10	1,139.61	46.10	1,171.77
GA-02	-	-	75.54	-	-	2,817.26	03-04-2020	02-10-2022	39.10	1,461.63	39.10	1,498.56
GA-03	-	-	45.45	-	-	2,328.37	03-04-2020	02-10-2022	37.90	1,241.69	40.60	1,254.85
GA-04	-	-	72.84	-	-	2,379.24	03-04-2020	02-10-2022	40.60	1,252.21	40.60	1,267.64
KL-04	-	-	53.95	-	-	2,690.58	29-06-2020	28-12-2022	65.70	1,911.86	64.70	1,942.09

Name of the Project	Name of the Road	Route No	Road Length (km)	Road Section		Tec (Rs. Mn.)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022(Rs. Mn.)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure up to end of 2023 (Rs. Mn.)
				From	To							
KL-05	-	-	73.60	-	-	2,948.90	29-06-2020	28-12-2022	59.30	1,987.16	59.30	2,014.56
KL-06	-	-	77.14	-	-	2,308.04	29-06-2020	28-12-2022	32.60	1,010.75	36.80	1,010.75
Badulla District Rebidding (BA03, BA06, BA07)												
BA-RT-2	-	-	25.13	-	-	989.66	16-12-2021	15-12-2022	35.15	431.39	45.75	474.38
BA-RT-3	-	-	23.96	-	-	1,099.76	07-03-2022	07-03-2023	12.56	220.16	14.12	220.46
BA-RT-4	-	-	24.54	-	-	970.47	16-12-2021	16-11-2022	43.38	517.37	47.34	540.18
BA-RT-5	-	-	20.44	-	-	1,322.42	18-01-2022	17-01-2023	2.54	192.34	2.77	192.34
BA-RT-7	-	-	20.00	-	-	890.37	16-12-2021	16-11-2022	29.92	203.06	60.28	360.76
BA-RT-8	-	-	17.39	-	-	824.07	07-03-2022	07-03-2022	30.82	293.08	32.18	320.23
BA-RT-9	-	-	18.35	-	-	1,031.82	07-03-2022	07-03-2022	43.87	526.02	78.69	762.12

Table 2-80: Progress of Western Province National Roads

Name of the Project	Name of the Road	Route No	Road Length (km)	Road Section		TEC (Rs. Mn.)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs. Mn.)	Physical Progress as at end of 2023 (%)	Cumulative Expenditure up to end of 2023 (Rs. Mn.)
				From	To							
NR02	Peliyagoda - Puttalam Road (From Peliyagoda Roundabout to Nawaloka Roundabout)	A003	7.60	0+000km	0+600km	1,710.10	07-03-2022	06-03-2023	0.40	186.36	0.40	186.36
	Peliyagoda - Puttalam Road (From Danaugama to Negombo Road)	A003		19+000km	26+000km							
NR04	Kelaniya Mudungoda Road (From Nagahamula Junction to Delgoda)	B214	12.70	6+300km	19+000km	1,539.20	07-03-2022	06-03-2023	0.20	87.82	0.20	87.82
NR05	Kelaniya Mudungoda Road (From Delgoda to Balummahara)	B214	10.10	19+000km	29+100km	1,623.42	20-09-2022	19-09-2023	0.10	-	0.10	0
NR06	Malabe to Kaduwela Road	B263	5.63	0+000km	5+630km	1,395.54	07-03-2022	06-03-2022	0.30	153.95	0.30	153.95
NR07	Kotte - Bope Road (From Malambe to Godagama)	B240	11.28	5+450km	16+800km	1,663.65	07-03-2022	06-03-2023	2.60	-	38.40	455.62
NR08	Pagoda - Pitakotte Road	B345	7.14	0+000km	1+530km	1,231.62	07-03-2022	06-03-2023	0.20	85.85	0.20	85.85
	Pitakotte - Thalawathugoda Road	B368		0+000km	4+230km							
	Borella - Rajagiriya Road	B062		0+000km	1+380km							

2.3.6 China EXIM Bank (Hunan Branch) Funded Project

The Road Development Authority & Hunan Construction Engineering Group Corporation (HUNAN) signed a Memorandum of Understanding (MOU) for widening and improvement of 64.31 km roads and reconstruction of 13 bridges in Central and Uva Provinces under EXIM Bank of China (Hunan Branch) funding. Accordingly, 85 % of the Construction Cost is provided by Exim Bank and balance 15% is GOSL contribution.

With the completion of original scope additional work added to the project scope utilizing savings.

Contractor	:	Hunan Construction Engineering Group Corporation (HUNAN)
Loan No.	:	EXIM BANK-HUNAN-015
Loan Value (EXIM Bank)	:	US\$ 84,988,952.94
(GOSL)	:	US\$14,998,050.52
Consultant	:	Project Consultancy Unit, Road Development Authority
Original Contract Cost	:	Rs. 12,676,162,322.38
Source of Funds	:	EXIM Bank of China (Hunan Branch) Peoples Bank of Sri Lanka

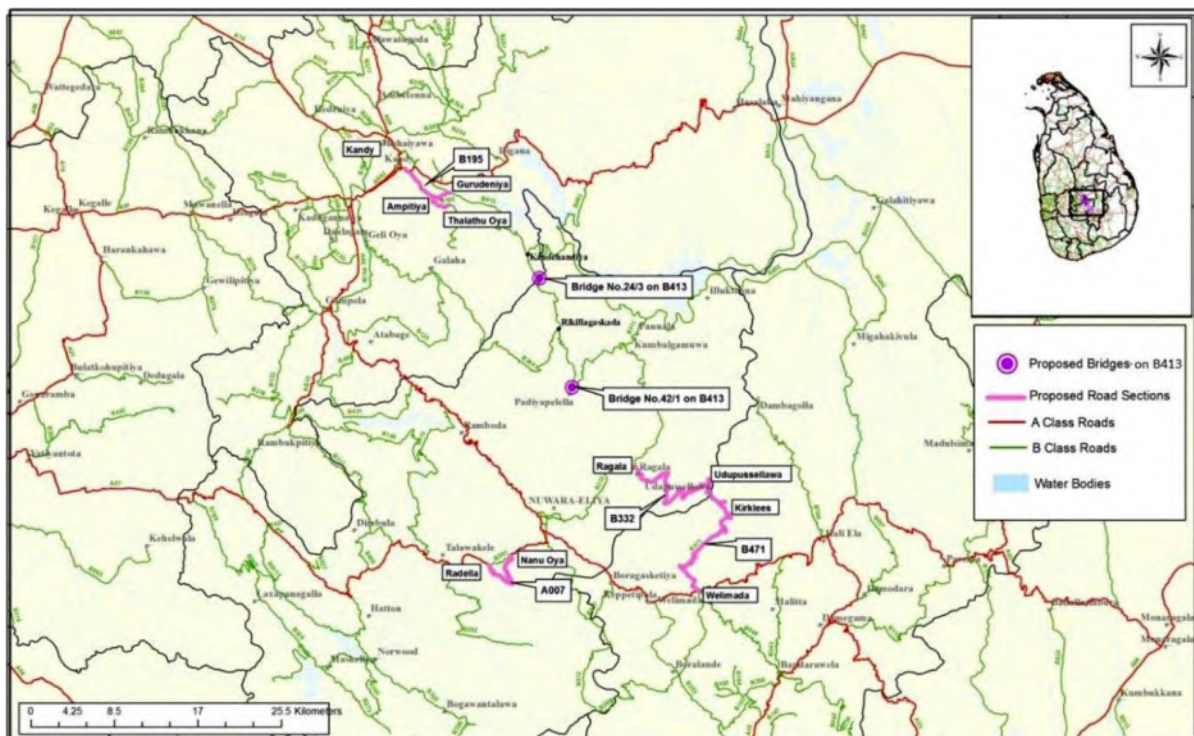


Figure 2-49: Map of the China EXIM Bank (Hunan Branch) Funded Projects

Table 2-81: Progress Summary of the road Projects

Road/Bridge Name	Route No	Road Length (km)	From	To	TCE (Rs. Mn)	Date of Commencement	**Anticipate date of Completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical progress up to end of 2023	Cumulative Expenditure as at end of 2023 (Rs. Mn)
Kandy - Kirimatiya Road	B195	7.64	0+000	7+640	11,009.00	29/11/2018	13/01/2022	100%	10,767.65	100%	12,187.49
Ampitiya - Gurudeniya Road		2.25	0+000	2+250		29/11/2018	29/11/2020	100%		100%	
Nuwara Eliya - Ragala - Udupussellawa Road	B332	27	19+000	46+000		29/11/2018	29/11/2021	99%		100%	
Walimada - Kirkless Road	B471	17.83	0+000	17+830		29/11/2018	29/11/2022	100%		100%	
Avissawella - Hatton - Nuwara Eliya Road	A007	9.59	98+900	108+490		28/05/2020	27/05/2021	100%		100%	
Beragala - Wellawaya Road	A004	4	190+000	194+000	760.00	28.05.2020	31.12.2022	96%		100%	
Beragala - Wellawaya Road	A004	5	185+000	190+000	550.00	10.12.2020	31.03.2023	88%		100%	

Table 2-82: Progress Summary of the Bridge Projects

Bridge No.	Route No	Road Name	TCE (Rs.Mn)	Date of Commencement	*Anticipate date of Completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs.Mn)	Physical progress up to end of 2023	Cumulative Expenditure as at end of 2023 (Rs.Mn)
23/1,40/2	B413	Tennakumbura - Rikillagaskara - Ragala	1,666.00	29/11/2018	13/01/2022	100%	1,415.44	100%	1,643.51
3/2	B195	Kandy - Kirimatiya Road		29/11/2018	29/11/2020	100%		100%	
23/3, 27/2, 30/4, 34/8, 37/1, 37/5 and 38/5	B332	Nuwara Eliya - Ragala - Udupussellawa Road		29/11/2018	29/11/2021	100%		100%	
1/1, 2/5 and 7/7	B471	Walimada - Kirkless Road		29/11/2018	29/11/2022	100%		100%	
	A001	Construction of underpass in front of Peradeniya Teaching hospital entrance on Colombo - Kandy Road	169.00	28/05/2020	27/05/2021	100%		100%	

Note: In addition to that, the expenditure for the Project Management, Supervision, Currency Adjustments and Utility Shifting was Rs. 4,239.49 Mn. for the year 2023.

2.3.7 Transport Connectivity and Asset Management Project

The Government of the Democratic Socialist Republic of Sri Lanka (GOSL) has received a credit of US\$ 125 Million from the International Development Agency (IDA) towards the cost of implementing Transport Connectivity and Asset Management Project (TCAMP).

The preparatory work of the Transport Connectivity & Asset Management Project (TCAMP) has been commenced in 2014 under IDA Loan 4906 of the Road Sector Assistance Project (RSAP II) and the credit of US\$ 125 Million was approved by the World Bank's Board on May 9, 2016. The project was scheduled to be completed by the end of 2026.

- **Project Concept (Original)**

The original scope of the project was to improve the section of Peliyagoda – Puttalam (A003) road from Ja-Ela to Chillaw at a cost of US \$ 100 Mn., using Asset management principals/Contact formats, and the balance amount of the loan is to be used for employing Design & Supervision Consultants, Land Acquisition and strengthening the Road Development Authority's capacity for Road asset management, etc. Later, the project has been restructured in stages as given below.

- (a) By the Cabinet Decision 18/1682/805/051, dated 15th August 2018, the project has been restructured as follows:
 - i. To utilize US\$ 100.0 Mn out of total US\$ 125Mn for the Provincial roads that needs immediate maintenance and minor improvements in all Provinces by Ministry of Provincial Council, Local Government and Sports.
 - ii. To continue asset management component within RDA by utilizing US\$ 15.0Mn and the existing PMU that is already established under Ministry Highways and Road Development.
 - iii. To utilize the balance US\$ 8.5Mn (approximately) for highway maintenance through Road Maintenance Trust Fund (RMTF).

Accordingly, the Items No. (ii) of the restructured TCAMP is to be carried out by the Ministry of Highways & RDA and the balance to be utilized for improving Provincial/Local Council roads through a PMU, which is established under the Ministry of Provincial Councils and Local Government and sports.

As per the amendment to the finance agreement of the WB/TCAMP approved on 22nd July 2019, the scope of RDA component, has been limited to “Institutional Strengthening and Capacity Building for Asset Management” and the following items has been identified to be implemented under TCAMP/RDA which is named as Component 1 (US\$ 16.0Mn) of the World Bank TCAMP.

- Operationalizing asset management system and unit; related capacity building
- Capacity building, Training and Consultancies (Including road sector policy & Strategy, monitoring & evaluation of component 1, Road Safety)
- Institutional and governance reforms action plan
- Monitoring and evaluation of Component 1
- Road Safety
- Equipment

- Incremental Operating Cost
- (b) As per the request of GOSL dated 06th May 2020, to the World Bank to cancel an amount of US\$ 7 million from the uncommitted balances of the project to re-commit the cancelled funds for the countries COVID-19 response, a partial cancellation of US\$ 7 million was approved by the World Bank and accordingly cost items have been revised.

Accordingly, the project cost for RDA Component is reduced to US\$ 9.0 million and the cost items have been limited as follows.

- Operationalizing asset management system and unit; related capacity building
- Capacity building, training, and Consultancies (Including Road Safety)
- Equipment
- Incremental Operating Cost

• **Project Concept (Revised)**

The main objectives of developing and operationalizing Road Asset Management System in the RDA are to minimize the road maintenance costs and road user cost, determination of timing & cost of interventions to reduce life cycle cost and Monitor and track performance of completed work.

Table 2-83: Project Cost by category (After COVID-19 May 2020 Restructuring)

Component	Cost Item	Revised Costs Proposed covid-19 May 2020 restructuring (US\$ Million)
Institutional Strengthening and Capacity Building for Asset Management (RDA)	Operationalizing asset management system and unit; related capacity building	5.5
	Capacity building, training, and Consultancies (Including Road Safety)	1.5
	Road sector policy and strategy	Included with consultancies above
	Institutional and governance reforms action plan	Dropped from the project
	Monitoring & Evaluation of component 1	Combined with capacity building, training and consultancies
	Improvements to Road safety	
	Purchase of Equipment	0.5
	Incremental Operating Cost	1.5
Total		9.0

Table 2-84: Project Cost by category (Revised – 20 April 2023)

Component	Cost Item (Revised Components – 20 April 2023)	Revised Costs (US\$ Million)
Institutional Strengthening and Capacity Building for Asset Management (RDA)	Operationalizing asset management system and unit; related capacity building	4.1
	Capacity building, training, and Consultancies (Including Road Safety)	1.2
	Road sector policy and strategy	Included with consultancies above
	Institutional and governance reforms action plan	Dropped from the project
	Monitoring & Evaluation of component 1	Combined with capacity building, training and consultancies
	Improvements to Road safety	
	Purchase of Equipment	0.5
	Incremental Operating Cost	1.2
Total		7.0

General Details

- Project Period : From 09th May 2016 to 30th September 2023
(Project has been completed)
- Funding Agency : International Development Association (World Bank) & GOSL
- Original Total Estimated Cost (Rs. Mn) : 18,415.00
- Revised Total Estimated Cost (Rs. Mn) : 2,326.00
- Social Impacts : None under the restructured project
- Project Office (PMU) : No.122, Main Street, Battaramulla.
- Project Office (AMU/RDA) : 3rd Floor, Planning IV, Planning Division,
Maga Naguma Maha Madura, No: 216,
Denzil Kobbekaduwa Mw, Koswatta, Battaramulla

Progress for the year 2023

Table 2-85: Overall Progress of the project

Name of the Project	Revised TEC (RS. Mn)	Date of Commencement	Date of completion	Physical Progress up to end of 2022	Cumu. Exp. Up to end of 2022 (Rs. Mn)	Physical progress as at end of 2023	Cumu. Expen. as at end of 2023 (Rs. Mn)
Transport Connectivity & Asset Management Project	2326	2016 May 09	2023 Sep 30	75.33%	721.76	98.81%	1,909.90

Table 2-86: Overall Financial Progress of the project

Vote Particular	Total Estimated Cost (Rs. Mn)	2022		Cumulative Expenditure up to 31.12.2022 (Rs. Mn)	2023		Cumulative Expenditure up to 31.12.2023 (Rs. Mn)
		Financial Target (Rs. Mn)	Financial Progress (Rs. Mn)		Received Budgetary Allocation (Rs. Mn)	Financial Progress (Rs. Mn)	
117 – 2 – 4 – 48 – 2506 (12) FA	2,086.00	350.00	305.79	571.99	1,456.00	1,177.17	1,749.16
117 – 2 – 4 – 48 – 2506 (L) 17 DF	240.00	17.51	13.5	149.77	13.20	10.90	160.67
Total	2,326.00	367.51	319.29	721.76	1,469.20	1,188.07	1,909.83

** Balance Allocation as at 31.12.2023: Rs. Mn 281.06

Table 2-87: Overall Physical Progress (Activity Base) of the project

No.	Activity	Revised Physical Targets as at 31.12.2022 (%)	Revised Physical Progress as at 31.12.2022 (%)	Revised Physical Targets as at 30.09.2023 (%)	Revised Physical Progress as at 30.09.2023 (%)
1	Operationalizing asset management system and unit; related capacity building.	68.72%	55.09%	73.00%	71.81%
2	Capacity building, training and consultancies	20.00%	14.09%	20.00%	20.00%
3	Purchase of Equipment	6.40%	6.14%	7.00%	7.00%
	Overall Physical Progress of the Project	95.12%	75.33%	100%	98.81%

Progress of Activities during the Year 2023

Data Collection using Multi-Function Network Survey Vehicle (MFNSV) & Falling Weight Deflectometer (FWD)

Table 2-88: Progress of Data Collection using MFNSV & FWD

Activity	Status		
Data Collection		MFNSV (Km)	FWD (Km)
	Target	27,000	5,000
	Achieved	27,800	5,000
	Progress	103%	100%
	Despite encountering operational challenges such as, • Travel restrictions resulting from a fuel shortage, • Limitation on fuel quantity due to QR procedures, • Breakdown of the survey vehicles, The MFNSV and FWD surveys achieved set targets demonstrating exceptional strength and a dedication to success.		

Data Processing

Table 2-89: Progress of Progress of Data Processing

Work Description	Overall Target	Overall Achieved	Overall Progress
Administrative boundary correction	54 (Div)	54 (Div)	100%
Image Analysis for Condition data	20400 (km)	24400 (km)	120%
Image Analysis for Inventory data	12000 (km)	12000 (km)	100%
Identify Bridge Locations	4200 (Nos)	4200 (Nos)	100%
Correction of JICA-STRADA sections	3200 (sec)	3200 (sec)	100%
Identify Junction Locations	12000 (km)	12000 (km)	100%
Processing & validating Roughness data	22620 (km)	24600 (km)	109%
Processing & validating FWD data	5000 (km)	5000 (km)	100%
Image extraction (Center Asset Camera Images of MFNSV)	12000 (km)	12000 (km)	100%

Performance of Consultancies

Table 2-90: Performance of consultancies

No.	Consultancy Name	Name of the Consultant	Contract Amount	
			Foreign	Local/LKR
1.	International Road Assessment Program (iRAP) assessments of road network under TCAMP project.	M/s Australian Road Research Board (ARRB), Australia	539,440.00 AUD	36,017,500.00
2.	Value Engineering and Introduction of climate resilience strategies for national and provincial roads in Sri Lanka. National and provincial roads in Sri Lanka.	Swedish National Road Consulting AB (Sweroad AB), Sweden	422,000.00 USD	24,580,000.00
3.	Consulting Services for Preparation of Asset Inventory and Valuation of Road Assets in RDA.	SATRA Services and Solutions Private Limited, India.	280,804.00 USD	22,555,000.00

Performance of Contracts

Table 2-91: Performance of contracts

No.	Service Contract Name	Name of the Service Provider	Contract Amount	
			Foreign	Local/ LKR
1.	Road furniture extraction from the image taken by the MFNSV	M/s Master Hellie's Engineering Consultants (Pvt) Ltd	-	3,437,720.00
2.	Enhancement of SLRAMS for inclusion of existing drainage structure information (Culverts Side Drains) module by providing mobile data collection application	SATRA Services and Solutions Private Limited, India.	49,500.00 USD	-
3.	Enhancement of Sri Lanka Road Asset Management System (SLRAMS) for inclusion of Additional Module as Asset Valuation System (AVS) for systematic valuation of road infrastructure	SATRA Services and Solutions Private Limited, India	230,877.00 USD	5,790,330.00
4.	Supply, Installation and Commission of Electronic Document Management System (EDMS) to Road Development Authority	Arrogance Technologies (Pvt) Ltd.	-	29,620,000.00

Incomplete Service Contract

The following service contract remains incomplete as the final report needs to be resubmitted incorporating comments from the review committee.

Table 2-92: Incomplete service contract

No.	Service Contract Name	Name of the Service Provider	Contract Amount	
			Foreign	Local/ LKR
1.	Service Contract for preparation of road reservation & drainage maps and collecting details of existing drainage system & identifying required drainage improvements of national highways and expressways and presenting the details in GIS format in Western, North Western and Sabaragamuwa provinces (Package 01)	ED&PMC SKILLS JV	-	190,773,648.00

Sri Lanka Road Asset Management System (SLRAMS)

The Sri Lanka Road Asset Management System (SLRAMS) is a Software Application designed with a Web-based service-oriented architecture, aimed at efficiently managing and maintaining the extensive road network in Sri Lanka. The backbone of the system relies on a robust database infrastructure, leveraging the capabilities of Microsoft SQL Server 2008/2012. The integration of Geographic Information System (GIS) technologies, specifically ArcGIS and Geo Server, further enhances the system's capabilities by providing spatial intelligence and visualization tools. This comprehensive approach allows SLRAMS to effectively streamline road asset management, enabling data-driven decision-making, proactive maintenance strategies, and ensuring the optimal utilization of resources for the sustainable development of Sri Lanka's road infrastructure.

SLRAMS which has been developed in the RDA in year 2014/2015, featured a core set of modules denoted as,

- Road Information System (RIS)
- Location Reference Management System (LRMS)
- Pavement Management System (PMS)
- Bridge Management System (BMS)
- Routine Management System (RMMS)
- Traffic Information system (TIS)
- Crash Information Management System (CIMS)
- Furniture Management System (FMS)
- Disaster Planning System (DPS)
- Slope Management System (SMS)
- Geographic Information System (GIS)

However, subsequent to the TCAMP, several enhancement and modifications have been introduced to the SLRAMS as mentioned below.

New modules added,

- Drainage Structure Information System (DSIS) with mobile application for data collection
- Asset Valuation System (AVS)
- Land, Environmental & Social (LES)
- Other Asset System (OAS)

Enhancement/Modifications to the existing modules;

- Development of mobile application for RMMS data collection.
- Development to Geographic Information System (GIS) Module.
- Finalization of data collection, reporting and dashboard formats in all other modules.

Equipment Purchased

Table 2-93: Details for equipment purchased for the year 2023

No.	Contract Name	Name of The Supplier	Contract Amount	
			Foreign	Local/LKR
1.	Purchasing of Multifunctional Network Survey Vehicle (MFNSV).	Automated Road Rehabilitation Business Systems Pty Ltd (ARRB Systems)	545,865.00 AUD	-
2.	Purchasing of one number of 4wd Double cabin Pick-up Truck.	Future Automobiles (Pvt) Ltd	-	13,500,000.00
3.	Purchasing of one number Arial Work Platform Truck.	Senok Trade Combine (Pvt) Ltd	165,600.00 USD	100,000.00
4.	Procurement of 10 Nos Portable Automatic Road Traffic Counters (Pneumatic Tube)	Island wide Scientific (Pvt) Ltd	150,000.00 GBP	250,000.00
5.	Supply and Installation of 10 Nos Permanent Automatic Road Traffic Counters (Piezoelectric Sensor) for RDA	Inova Engineering (Pvt) Ltd	443,548.00 USD	21,305,802.50
6.	Procurement of 03 Nos Portable Axle Load Weighing Systems for RDA	Way Lanka Weighing Machines (Pvt) Ltd	-	28,500,000.00
7.	Purchasing of Milling Machine for RDA.	Senok Trade Combine (Private) Limited	655,000.00 EURO	-
8.	Purchase of a Walking Profiler for the Road Development Authority.	Suleco (Pvt) Ltd	35,200.00 USD	4,000,000.00



Double Cabin Pick-Up Truck
(Falling Weight Deflectometer
towing Vehicle)



Multi-Function Survey Vehicle



Milling Machine



Piezoelectric Sensor (Road Traffic Survey Equipment)

Portable Automatic Traffic Counters
(Road Traffic Survey Equipment)



Portable Weigh Bridges

Arial Work Platform Truck

Walking Profiler Machine

Figure 2-50: Equipment Purchased during the year

Hardware, Office Equipment, Software and Other Items Purchased

Table 2-94: Hardware and Office Equipment Purchased

NO.	Item	Qty	Unit Price	Total Amount	Division/Unit
1.	Dual Monitor Computers	10	201,740.00	2,017,400.00	AMU Unit (TCAMP)
2.	Dual Monitor Computers (Road furniture extraction contract)	04	277,900.00	1,111,600.00	
3.	Desktop Computers i5	07	132,900.00	930,300.00	
4.	Desktop Computers i7	08	175,631.00	1,405,048.00	
5.	UPS	25	4,400.00	110,000.00	
6.	UPS (Road furniture extraction contract)	04	15,400.00	61,600.00	
7.	Android Tablets	60	53,530.00	3,211,800.00	
8.	Tab Covers	60	8,300.00	498,000.00	
9.	External Hard Disk	10	18,530.00	185,300.00	
10.	Laptop	02	158,900.00	317,800.00	
11.	Photocopier	01	430,920.00	430,920.00	
12.	Fax Machine	01	24,000.00	25,920.00	
13.	Projector	01	59,000.00	59,000.00	
14.	Color Plotter	01	245,000.00	245,000.00	
15.	Portable Scanner	01	117,850.00	117,850.00	
16.	Database Server	01	2,540,000.00	2,540,000.00	
17.	Video Recorder	01	444,700.00	444,700.00	
18.	Tripod & MIC	01	36,225.00	36,225.00	
19.	UPS 3KVA	01	149,500.00	149,500.00	
20.	Laptop	05	249,908.05	1,249,540.25	Highway Design Division
21.	Desktop Computers	04	209,200.00	836,800.00	
22.	Desktop Computers	01	127,357.00	127,357.00	
23.	UPS	05	5,500.00	27,500.00	IRSTM Division
24.	Desktop Computers	03	315,000.00	945,000.00	
25.	UPS	03	7,500.00	22,500.00	
26.	Laptop	02	290,000.00	580,000.00	PMU Unit (TCAMP)
27.	Desktop Computers	10	179,500.00	1,795,000.00	
28.	UPS	10	5,900.00	59,000.00	
29.	Laptop Computer	01	429,999.00	429,999.00	
30.	Dialog Mobile Router	01	6,990.00	6,990.00	
31.	Huawei Dongle	02	2,250.00	4,500.00	

Table 2-95: Software Purchased

No.	Item	Qty	Unit Price	Total Amount
1.	Arc GIS Desktop Version	01	4,480,000.00	4,480,000.00
2.	Hawkeye Tool Kit Software	03	1,290,335.37	3,871,006.10
3.	Hawkeye Tool Kit Software (Road furniture extraction contract)	04	1,288,955.49	5,155,821.94
4.	Auto Desk AutoCAD 2021Licenses	12	609,119.99	7,309,439.88
5.	Auto Desk Civil 3D 2021 Licenses	08	690,336.00	5,522,688.00
6.	Plaxis Software	02	5,578,199.55	11,156,399.10
7.	Quick book Software	01	80,000.00	80,000.00
8.	Quick book Software	03	75,000.00	225,000.00
9.	Auto TURN Software	01	1,764,675.00	1,764,675.00
10.	MS Office Software	16	272,508.60	4,360,137.60
11.	Autodesk Civil 3D Licenses	05	1,914,320.81	9,571,604.03
12.	Autodesk Civil 3D Licenses (Special package)	04	2,450,643.81	9,802,539.24

2.3.8 Kandy Tunnel Construction Project



The Democratic Socialist Republic of Sri Lanka intended to sign a Loan Agreement with Economic Development Corporation Fund (EDCF) of Republic of Korea for the construction of a road tunnel in the Kandy city. The Feasibility Study of the proposed tunnel has been completed by a Korean Consultancy firm in 2016. The estimated cost of the project is approximately US\$ 253 million. The proposed tunnel starts at Suduhumpola on William Gopallawa Mawatha (AB042) and ends at Tennekubura on Kandy – Mahiyangana – Padiyatalawa (A026) road. The total length of the proposed

tunnel project is 5.6 km consisting of 4 tunnels and 4 intersections. The total tunneling length is 4.36 km and the road length is 1.2km. The project consists of 3 grade separated intersections at Suduhumpola, Bogambara, Ampitiya and one at-grade intersection at Tennekubura. The Bogambara intersection is single entry / exit intersection is designed to cater for the Kandy bound exit traffic from Tennekubura / Ampitiya and out bound traffic towards Ampitiya / Tennekubura and eastern & southeastern bound traffic from Kandy. The contract was awarded to Faculty of Engineering, University of Peradeniya for the preparation of Environmental Impact Assessment and to obtain the environmental clearance for the implementation of the project from the Central Environmental Authority.

Project Work Scope

The scope of the Project will consist of:

- 4 tunnels with a total length of 4.36 km (width 14.27m)
- 1.2 km long road (width 13.9m)
- 3 grade separated intersections & 1 at-grade intersection
- 3 bridges with a total length of 90m

- Provision of services



Figure 2-51: Map of the Proposed Tunnel Trace

Table 2-96: Project Work Scope

Components	Description
Tunnel	Tunnel 1(L=0.9km), Tunnel 2(L=0.66km), Tunnel 3(L=1.12km), Tunnel 4(L=1.68km)
Road & Bridge	Road length: 1.2km (width: 13.9m), New Bridges: 3 Nos. (Total length : 90m)
Pavement	- Asphalt Concrete: Earthwork Section - Cement Concrete: Tunnel Section
Intersection	Grade separated intersection: 3 Nos., At-grade intersection: 1 No.
Operation and Maintenance Assistance	Preparation of operation and maintenance manual etc.
Consulting Services	Prepare detailed designs, civil works bidding documents, support the Employer in procurement activities, Conduct Construction Supervision, Review the ESIA/ESMP, Prepare Various Reports such as Progress Report, Project Completion Report & O&M manuals and etc.



Figure 2-52: Intersection location of the Tunnel

Current Progress of the Project

Following activities of the project is in progressing

- 1) Draft Final Report of the Environmental Impact Assessment (EIA) Submitted to Central Environmental Authority (CEA).
- 2) Shortlisting of the Consultant for Detailed Design, Procurement Support and Construction Supervision is completed.
- 3) Preparation of Request for Proposal(RFP) for selection of Consultant is Completed and approval of the EDCF Bank received.
- 4) Comments for the draft report of the preparation of the Resettlement Action Plan was received from the ESD division and resubmitted to the consultant to incorporate same.

Table 2-97: Project progress for year 2023

Road or Bridge Name	Road Length (Km)	*Road Section or Bridge No	TEC (Rs. Mn)	Date of Commencement	** Date of completion or Anticipate date of completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2023	Physical Progress as at end of 2023	Expenditure During the year 2023 (Rs. Mn)
Kandy Tunnel Construction Project	5.56	Tunnel Length 4.36km/Road Length 1.2km	50,461	01.01.2021	31.12.2028	1.86	90.05	2.905	27.175

2.3.9 Inclusive Connectivity and Development Project (ICDP)

The Inclusive Connectivity & Development Project is a World Bank Funded Rural Road Development Project & the project cost is 500 Mn USD. The duration of the project is 5 years including 3 years Performance Based Maintenance period.

The project has 2 components & due to the activation of the Emergency Response Component under this project, the Project Components have been restructured as follows.

- Contingent Emergency Response Component (CERC) – USD 325 Mn
- Front-end fees – USD 1.25 Mn
- Component 1 - Enhancing Safe & Climate Resilient Transport Connectivity – USD 158.75 Mn
- Component 2 - Engaging Local Communities, especially women for rural road maintenance, rehabilitation of rural agriculture centers & for e- mobility – 15 Mn USD

Accordingly, RDA & the Ministry of Transport & Highways are the implementation Agencies for the Component 1 & Component 2 , under Ministry of Agriculture; implementing agencies for componenet 2 is RDA & Ministry of Transport & Highways.

Under Component 1, it is planned to rehabilitate Approximately 1000 Km of Existing Rural Roads in Selected Districts in Sri Lanka. As this project has spread in several districts, the project consists of 1 PMU & 6 PIUs (Project Implementation Units).

When selecting roads for improvements, it is needed to fulfill the World Bank requirements such as Economic Analysis, Environmental & Social Screening & Relevant Technical Designs as well. As the MSD has approved only 21 carder positions for the project, balance staff has attached to the project as assigned basis from RDA.

Component 2 has introduced by the World Bank to uplift the livelihood of rural communities by engaging them especially women in routine maintenance activities & to enhance the supply chain of agricultural products of rural farmers. Component 2 has introduced by the World Bank to uplift the livelihood of rural communities by engaging them especially women in routine maintenance activities & to enhance the supply chain of agricultural products of rural farmers.

Description on Progress of Activities during the Year 2023.

- Overall Physical Progress - 50.40%
- Physical Progress (Civil Works) - 27.04%
- Overall Financial Progress - 25.86 %

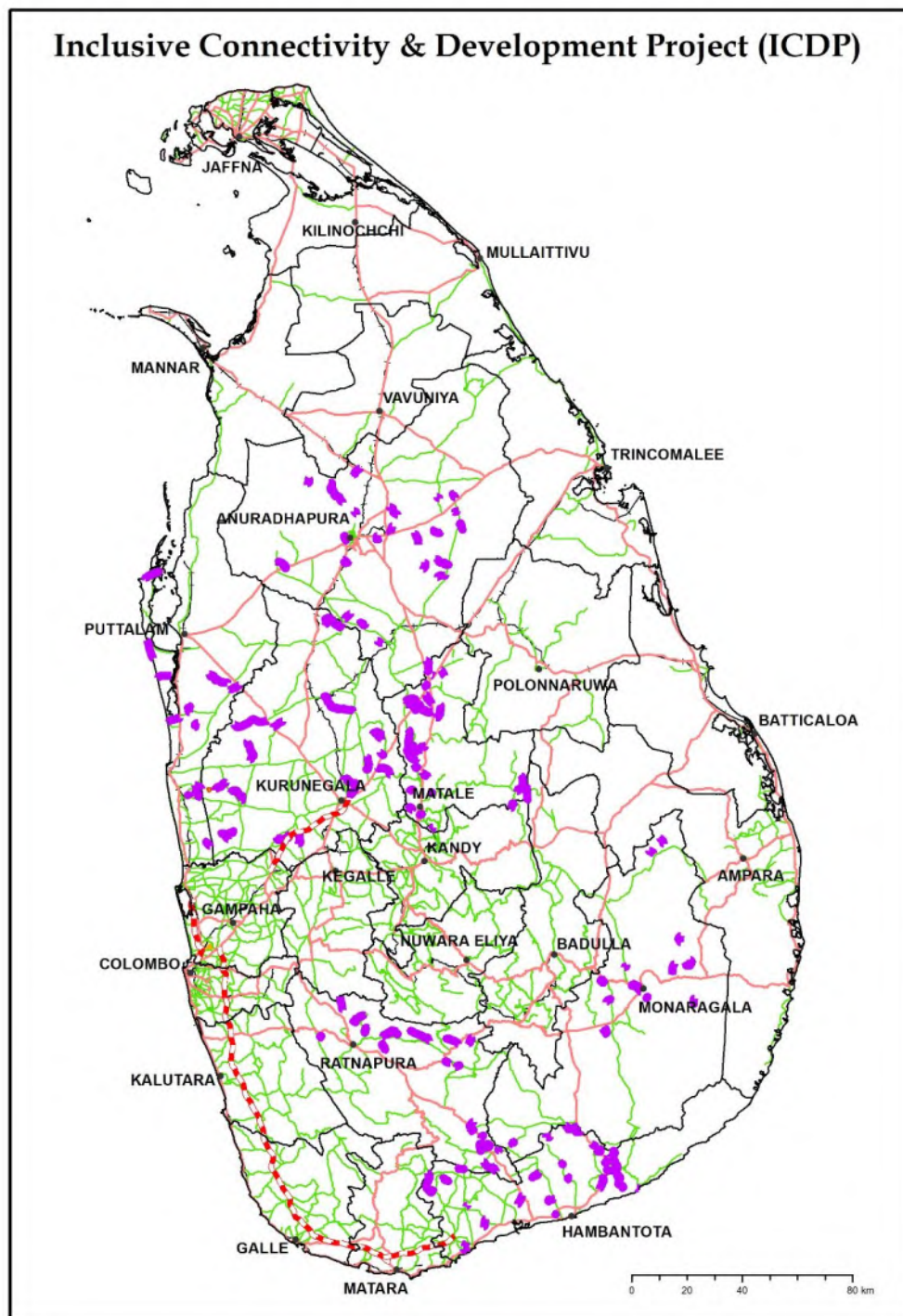


Figure 2-53: Map of the Project ICDP Project

Table 2-98: Progress of finalized roads

S/No	District	No of Roads	Road Length (km)	Basic Detail Collection	Economic Analysis	Environmental & Social Screening	Technical Drawing Preparation	Bidding Document Preparation	Current Status
<i>1st Year Program</i>									
1	Rathnapura	22	76.62	Completed					Tender Awarded and Contractor Mobilized (Commencement Date : 03.02.2022)
2	Matale	25	88.28						Tender Awarded and Contractor Mobilized (Commencement Date : 08.04.2022)
3	Anuradhapura	23	81.50						Tender Awarded and Contractor Mobilized (Commencement Date : 07.06.2022)
4	Kurunegala	16	111.96						Tender Awarded and Contractor Mobilized (Commencement Date : 26.10.2022 & 31.10.2022)
5	Monaragala	14	45.40						Tender Awarded and Contractor Mobilized (Commencement Date : 04.07.2023 & 10.07.2023)
6	Puttalam	13	53.30						Tender Awarded and Contractor Mobilized (Commencement Date : 21.11.2023 & 05.12.2023)
7	Hambanthota	30	90.30						Two Contracts – LOAs Issued & Agreements need to be signed Three Contracts – Complain Resolving
Total		143	547.36						
S/No	District	No of Roads	Road Length (km)	Basic Detail Collection	Economic Analysis	Environmental & Social Screening	Technical Drawing Preparation	Bidding Document Preparation	Current Status
<i>2nd Year Program</i>									
8	Kaluthara		20.80	Completed					Board Decision is pending for signing LOA.
9	Batticaloa		80.99	Completed	Completed	Completed	Completed	In progress	Preliminary screening processes nearly to be completed Expected to invite bids in Jan / Feb. in this year (2024)

S/No	District	No of Roads	Road Length (km)	Basic Detail Collection	Economic Analysis	Environmental & Social Screening	Technical Drawing Preparation	Bidding Document Preparation	Current Status
10	Polonnaruwa		50.24	Completed	Completed	Completed	Completed	In progress	Preliminary screening processes nearly to be completed Expected to invite bids in Jan / Feb. in this year (2024)
11	Colombo		80.97	Completed	Completed	Completed	Completed	In progress	Preliminary screening processes nearly to be completed Expected to invite bids in Jan / Feb. in this year (2024)
12	Galle		56.30	Completed	Completed	In Progress			Environmental and Social screening is in progress
13	Matara		66.85	Completed	Completed	In Progress			Environmental and Social screening is in progress
14	Kandy		51.45	Completed	Completed	In Progress			Environmental and Social screening is in progress
15	Jaffna		78.70	Completed	Completed				Road Identifications are completed and preliminary screening processes are in progress.
16	Mullaithivu								
17	Mannar								
18	Kilinochchi								
19	Vavuniya								
20	Badulla		63.20	Completed					Economic Analysis is completed. On hold until funds are available
Total			549.50						

Table 2-99: Summary of the progress for year 2023

Name of the Road	Road Length (km)	* Road Section		TEC (Rs. Mn)	Date of Commencement	** Anticipated date of Completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs. Mn)	Physical Progress as at end of 2023	Cumulative Expenditure as at end of 2023 (Rs. Mn)
		From	To							
Rehabilitation/Improvement and maintenance of 14.45 km rural roads in Embilipitiya Divisional Secretariate Rathnapura district	14.61	0+000	14+610	305.37	03.02.2022	02.02.2023 ***	24.40%	38.24	94.17%	287.82
Rehabilitation/Improvement and maintenance of 11.65 km rural roads in Embilipitiya Rathnapura district	11.65	0+000	11+650	352.84	03.02.2022	02.02.2023 ****	26.11%	44.61	93.27%	395.18
Rehabilitation/Improvement and maintenance of 30.12 km rural roads in Rathnapura Rathnapura district Sabaragamuwa Province.	30.12	0+000	30+120	1444.61	07.02.2022	06.08.2023	20.11%	287.71	92.22%	1,391.50
Rehabilitation/Improvement and maintenance of 20.12 km rural roads in Pallmadulla , Rathnapura district	20.12	0+000	20+120	1040.89	07.02.2022	06.06.2023	14.01%	230.57	72.40%	681.03
Rehabilitation/Improvement and maintenance of 13.86 km rural roads in Matale district Central Province.	14.51	0+000	14+510	444.42	08.04.2022	08.06.2023	59.01%	250.26	100.00%	605.18
Rehabilitation/Improvement and maintenance of 37.28 km rural roads in Matale district Central Province.	37.28	0+000	37+280	1351.24	08.04.2022	07.12.2023	14.51%	207.88	78.12%	810.30
Rehabilitation/Improvement and maintenance of 11.87 km rural roads in Matale district Central Province.	11.87	0+000	11+870	419.56	08.04.2022	09.06.2023	24.27%	87.56	61.13%	283.57

Name of the Road	Road Length (km)	* Road Section		TEC (Rs. Mn)	Date of Commencement	** Anticipated date of Completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs. Mn)	Physical Progress as at end of 2023	Cumulative Expenditure as at end of 2023 (Rs. Mn)
		From	To							
Rehabilitation/Improvement and maintenance of 25.30 km rural roads in Matale district Central Province.	25.30	0+000	25+300	924.45	08.04.2022	09.10.2023	8.07%	178.91	36.37%	380.82
Rehabilitation/Improvement and maintenance of 16.36 km rural roads in Anuradhapura district North Central Province.(199/1)	16.36	0+000	16+360	496.04	07.06.2022	06.10.2023	55.22%	120.51	100.00%	539.45
Rehabilitation/Improvement and maintenance of 12.85 km rural roads in Anuradhapura district North Central Province.(199/2)	12.85	0+000	12+850	437.16	07.06.2022	08.08.2023	15.06%	103.34	99.30%	451.66
Rehabilitation/Improvement and maintenance of 25.82km rural roads in Anuradhapura district North Central Province.(200/1)	25.82	0+000	25+820	887.12	07.06.2022	06.02.2024	19.01%	137.23	91.04%	800.08
Rehabilitation/Improvement and maintenance of 26.55 km rural roads in Anuradhapura district North Central Province.(200/2)	26.55	0+000	26+550	1111.85	07.06.2022	08.04.2024	12.35%	161.16	87.03%	783.33
Rehabilitation/Improvement and maintenance of 27.13 km rural roads in Kurunegala district Western Province. (201/1)	27.13	0+000	27+130	998.04	31.10.2022	30.06.2024	1.72%	-	57.43%	428.91
Rehabilitation/Improvement and maintenance of 29.17 km rural roads in Kurunegala district Western Province.(201/2)	29.17	0+000	29+170	1240.37	31.10.2022	30.09.2024	2.20%	-	47.18%	410.29

Name of the Road	Road Length (km)	* Road Section		TEC (Rs. Mn)	Date of Commencement	** Anticipated date of Completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs. Mn)	Physical Progress as at end of 2023	Cumulative Expenditure as at end of 2023 (Rs. Mn)
		From	To							
Rehabilitation/Improvement and maintenance of 23.42 km rural roads in Kurunegala district Western Province.(202/1)	23.42	0+000	23+420	902.41	31.10.2022	30.04.2024	3.0%	-	67.30%	416.79
Rehabilitation/Improvement and maintenance of 32.28 km rural roads in Kurunegala district Western Province.(202/2)	32.28	0+000	32+280	935.11	26.10.2022	26.06.2024	1.07%	-	54.39%	423.79
Rehabilitation/Improvement and maintenance of 17.5 km rural roads in Monaragala District Uva Province. (LOT 1)	17.50	0+000	17+500	804.95	04.07.2023	04.03.2025	-	-	26.46%	111.91
Rehabilitation/Improvement and maintenance of 14.7 km rural roads in Monaragala District Uva Province. (LOT 2)	14.70	0+000	14+700	658.81	10.07.2023	10.02.2025	-	-	36.62%	259.68
Rehabilitation/Improvement and maintenance of 13.2 km rural roads in Monaragala District Uva Province. (LOT 3)	13.20	0+000	13+200	588.91	04.07.2023	04.01.2025	-	-	15.45%	98.46
Rehabilitation/Improvement and maintenance of 12.2 km rural roads in Puttalam District North Western Province. (LOT 1)	12.20	0+000	12+200	433.43	06.12.2023	07.08.2025	-	-	-	-
Rehabilitation/Improvement and maintenance of 18.3 km rural roads in Puttalam District North Western Province. (LOT 2)	18.30	0+000	18+300	731.76	06.12.2023	07.10.2025	-	-	-	-

Name of the Road	Road Length (km)	* Road Section		TEC (Rs. Mn)	Date of Commencement	** Anticipated date of Completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs. Mn)	Physical Progress as at end of 2023	Cumulative Expenditure as at end of 2023 (Rs. Mn)
		From	To							
Rehabilitation/Improvement and maintenance of 22.8 km rural roads in Puttalam District North Western Province. (LOT 3)	22.80	0+000	22+800	907.86	06.12.2023	07.12.2025	-	-	-	-
Rehabilitation/Improvement and maintenance of 18.4 km rural roads in Hambanthota District Southern Province. (LOT 1)	18.40	0+000	18+400	-	-	-	-	-	-	-
Rehabilitation/Improvement and maintenance of 10.0 km rural roads in Hambanthota District Southern Province. (LOT 2)	10.00	0+000	10+000	-	-	-	-	-	-	-
Rehabilitation/Improvement and maintenance of 12.3 km rural roads in Hambanthota District Southern Province. (LOT 3)	12.30	0+000	12+300	-	-	-	-	-	-	-
Rehabilitation/Improvement and maintenance of 21.7 km rural roads in Hambanthota District Southern Province. (LOT 4)	21.70	0+000	21+700	764.90	-	-	-	-	-	-
Rehabilitation/Improvement and maintenance of 27.9 km rural roads in Hambanthota District Southern Province. (LOT 5)	27.90	0+000	27+900	880.08	-	-	-	-	-	-

Table 2-100: Progress of Consultancy Services

No.	Description	Current Status
For Environmental & Social Activities		
1	Environmental & Social Screening of 200 km rural roads of Hambantota, Monaragala & Puttalam Districts	Completed
2	Environmental & Social Screening of roads in all other districts	Ongoing
For Civil Work Supervision		
1	Civil work supervision of 76.62 Rural Roads in Rathnapura District	Ongoing
2	Civil work supervision of 320 km in Central & Uva Provinces	Ongoing
3	Civil work supervision of 460 Km in North Central, Northern & North Western Provinces	Financial Proposal Evaluation is in Progress
4	Civil work supervision of 425 Km in Western Province, Southern Province & Sabaragamuwa Province	

2.3.10 Enhancement of National Traffic Database and Capacity Building Project (TDB & CBP)

Description of the Project

Korea International Cooperation Agency (KOICA) has extended its complement to enhance the Databases pertaining Traffic in Sri Lanka through an outright grant of USD four (04) million was commencement in the year 2022, with intention of revamping human and physical capacities of the RDA in terms of traffic data collection, analysis, traffic database management and capacity building of traffic demand forecasting modelling. Project is a four (04) year task from January 2022 to December 2025. This project is functioning as a collaborative work, mainly between the South Korean experts and the working group appointed from the Planning Division, RDA.

The project objective is to produce and implement traffic data analysis and management system at the national level for better transport infrastructure development in Sri Lanka.

Project Output Scope & Progress

This project consists of six main activities and following progress has been achieved during the year 2023;

1. Development of Traffic Database masterplan - 100%
2. Capacity Building - 50%
3. Standardized traffic & OD surveys - 58%
4. Traffic Demand Forecasting system & Utilizing - 33%
5. Automatic Traffic Database System - 55%
6. Business Management & Performance Management - 49%

Total progress is 57%

2.3.11 Kandy Multimodal Transport Terminal Development Project



The Kandy Multimodal Transport Terminal (KMTT) will provide a facility to eliminate the spatial scattering of the three existing bus terminals in Kandy namely; Goods-shed, Clock Tower and Torrington by bringing all existing terminal operations under one roof at Goods-shed area of nearly 4.5 hectares of land adjacent to Kandy Railway Station. This project is funded by the World Bank and the total estimated cost of the project is Rs. Mn 32,833.50.

Achievements during the 2023

- Procurement works of the main three following tenders were completed.
 1. The consultancy service contract for Design Review and Construction Supervision of KMTT’.
 2. The design and build contract of KMTT.
 3. The consultancy service for transitional bus operation management.

The first two items have already been awarded and the procurement work of the third item is in progress.

- The MOU was signed for Joint Operation conduct the Transitional Bus Operation during the construction was signed with SLTB & Central Province Transport Service Authority.

Activities during the 2023

- The design and build contract tender technical and financial evaluation finished, bank concurrence and cabinet approval also granted.
- The consultancy service contract for Design Review and Construction Supervision of KMTT tender, technical and financial evaluation was successfully completed and consulting agreement awarded.
- Consultancy service for transitional bus operation management’s technical and financial evaluation finished and World Bank concurrence also granted.
- The Soil Investigation, Design, and Preparation of cost estimate and bidding document for the construction of a seven-story residential building for the affected people of Sri Lanka Railways was awarded to the Central Engineering Consultancy Bureau (CECB) is completed.
- The compensation for business losses in 2023 was fully disbursed to all eligible business owners within the immediate buffer zone.

Table 2-101: Summary of progress of the project

Name of the Project	TEC (Rs.Mn)	Commencement Date of	*Anticipate date of completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs.Mn)	Physical Progress as at end of 2023	Cumulative Expenditure as of end of 2023 (Rs. Mn)
Kandy Multimodal Transport Terminal Development Project	32,833.50	14th Feb 2022	30 th June 2028	-		9.34% (only procurement Works)	215



Figure 2-54: Goods shed site on 27.12.2023



Figure 2-55: Consultancy Service for KMTT Contract Agreement Singing



Figure 2-56: Goods shed Site bird eye view

2.3.12 Reconstruction of 25 Bridges Project

The loan agreement has been signed the amount of the loan is Kuwait Dinar 10 million by the Kuwait Fund for Arab Economic Development and the reconstruction of the 25 bridges project is being carried out under 04 contract packages as follows.

- Package 01 – 08 bridges
- Package 02 – 09 bridges
- Package 03 – 08 bridges
- Package 04 – 01 bridge (using loan savings)

Currently, KFAED has suspended disbursements from this loan from 08th June 2022 as a result of GOSL's policy decision to default on loan repayments.

However, Cabinet Approval has been received to restart the project once loan restructuring process is completed and to extend the validity of the loan upto 31st December 2024 vide Cabinet Paper No. 23/1770/608/098



Consultancy Services for Package 1;

- Consultancy Services agreement was signed on 10th July 2015 between RDA and 'Abuljebain Engineering Consulting Office' (AECO).
- Consultancy services with 'AECO' was terminated in August 2016 due to the poor performance of the Consultant. Kuwait Fund concurrence was received to undertake Construction Supervision for Package 1 by Road Development Authority and SPMU supervised the work until 04.01.2018.
- Mr. R.M.J.N. Rathnayake (DD - MFAP) of RDA served as the Engineer for the Contract of Package 01 since 05.01.2018 until its completion.

Consultancy Services for Package 2;

- The contract was awarded to JV Dr. Abdul-Raheem Consultants (NARCO)/ Resources Development Consultants (Pvt.) Ltd.
- Contract Agreement was signed on 25/09/2018.
- Consultancy Services Contract commenced on 05/10/2018.
- Construction Supervision completed.
- Value of outstanding payments due to suspension of disbursements is LKR 7.5Mn & KWD 3,955

Consultancy Services for Package 3;

- The contract was awarded to M/s Al - Abdulhadi Engineering Consultancy (AEC) Joint Venture with Consulting Engineers & Architects Associated (Pvt) Ltd. [AEC-CEA JV]
- Contract Agreement was signed on 15/05/2020.
- Consultancy Services Contract commenced on 01/07/2020.
- Currently, the Contract has been temporarily suspended by the consultant due to non-payment of IPCs due to suspension of disbursements by the funding agency since 31st August 2022.
- Value of outstanding payments due to suspension of disbursements is LKR 49.7Mn & KWD 21,475

Civil works Package 1

- Contract Agreement was signed between RDA and “KDESH-BMG” Joint Venture on 20th July 2015.
- Scope of work for Package 01 is reconstruction and/or widening of 8 Bridges.
- Civil works completed with all payments & handed over to RDA on 19th June 2020.

Civil works Package 2

- Contract Agreement was signed between RDA and ELS Construction (Pvt) Ltd. on 15th May 2020.
- Civil works commenced on 23rd January 2020.
- Civil works were completed on 03rd February 2022 & handed over to RDA.
- Payment of SAC (IPC 26) and IPC 27 are delayed due to the suspension of disbursement by the funding agency.
- Value of outstanding payments due to suspension of disbursements is LKR 116.4Mn
- The contractor has disputed the evaluation of 4 claims and as per the provision in the contract, a DAB was appointed and decisions were given by the DAB on 18th September 2023.

Civil works Package 3

- Contract Agreement was signed between RDA and M/s Consulting Engineers and Contractors (CEC) JV with Sanken Construction (Pvt.) Ltd on 24th June 2020.
- Civil works commenced on 20th July 2020.
- Current progress of Civil works of Package 03 is 90.5% and construction works have slowed down due to the covid pandemic and shortage of fuel & construction materials as a result of the economic crisis in the country. (Refer Annex – 3)
- Bridge No. 75/1 on Katugastota – Kurunagala - Puttalam Road (A 010), Bridge No. 76/1 on Katugastota – Kurunagala - Puttalam Road (A 010) and Bridge No. 53/1 on Paranthan – Karachchi – Mullaitivu Road (A 035) have been substantially completed and handed over to RDA.
- Deck construction works completed in Bridge Nos. 31/3 & 32/2 on Colombo – Kandy Road, Bridge No. 78/5 on Navatkuli – Kerativu – Mannar Road, Bridge No. 3/5 on Battuluoya – Udappuwa - Andimunai Road - and beam launching works to be done in Bridge No. 16/1 Thoppu –Madampe Road.
- The consultant has suspended works from 31st August 2022 due to non-payment of IPCs as mentioned above. As per the provisions of the loan agreement, employer has suspended the civil works contract since it cannot be continued without the consultant.
- Value of outstanding payments due to suspension of disbursements is LKR 68.2Mn

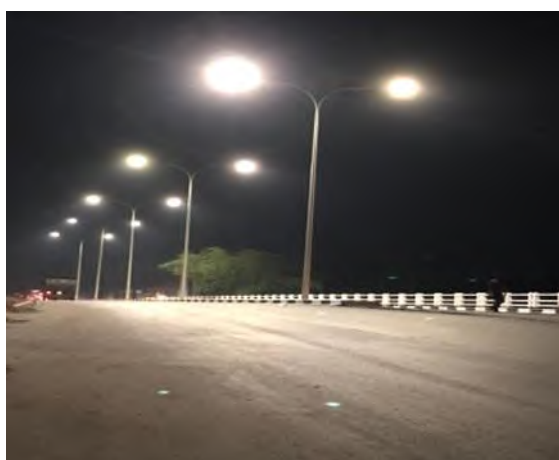


Figure 2-57: Bridge No. 1/1 on Kaduwela - Biyagama Road



Figure 2-58: Bridge No. 11/4 on Kegalle-Karawenella-Bulathkohupitiya Road

Additional Bridges

- Anticipated loan saving is 3,149,707.02 KWD (Approximately 3,700Mn LKR) due to the appreciation of KWD against LKR and Additional Bridges are proposed to be constructed using loan savings.

Civil works Package 04

Bridge No. 52/1 on Colombo - Galle - Hambanthota - Wallawaya Road (A002) - Maggona Bridge

- Contract Agreement was signed between RDA and ELS Construction PVT (Ltd.) on 03rd March 2022.
- Civil works commenced on 08th February 2022.
- Construction works were slowed down due to a shortage of fuel and afterwards, the contractor temporarily suspended the contract from 21st July 2022 due to non-payment of IPCs.
- Value of outstanding payments due to suspension of disbursements is LKR 13.2Mn

Civil Works Package 05 & 06

Bridge	Present Status
Bridge No. 4/1 on Ekala – Kotadeniyawa Road (B111)	Fund Concurrence received
Bridge No. 1/6 on Jaffna Junction – Sri Maha Bodhi Road (B164)	Awaiting Fund Concurrence
Bridge No. 1/5 on Kirindiwita – Ganemulla Road (B226)	
Bridge No. 13/2 on Ja-Ela – Ekala – Gampaha – Yakkala Road (A033)	
Bridge No. 10/3 on Ja-Ela – Ekala – Gampaha – Yakkala Road (A033)	
Bridge No. 1/2 on Dunagaha – Nilpanagoda Road (B108)	

- Request for inclusion of above bridges was sent for fund concurrence on 17th February 2022.

Table 2-102: Progress of Reconstruction of 25 Bridges Project during 2023

Package No.	Bridge No.	Route No.	Road Name	TEC (Rs. Mn)	Date of Commencement	Date of completion or Anticipate date of completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs. Mn)	Physical Progress as at end of 2023	Cumulative Expenditure as at end of 2023 (Rs. Mn)
Package 01	Consultancy Services			26.00	2015.09.04	Terminated	-	25.68	-	25.68
	Civil Works			1,165.84	2015.09.07	2020.06.19	100%	1,230.18	100%	1,230.18
	1/1	AB004	Kaduvela - Biyagama Road							
	14/3	B123	Galagedera – Horana Road							
	14/8	B123	Galagedera – Horana Road							
	11/4	AA021	Kegalle - Bulathkohupitiya Road							
	32/1	B445	Veyangoda –Ruwanwella Road							
	2/2	B410	Tangalle –Weeraketiya Road							
	2/3	B410	Tangalle –Weeraketiya Road							
	10/2	B018	Ampilanthurai-Veramunai Raod							
Package 02	Consultancy Services			231.41	2018.10.05	2023.01.22		205.54	-	205.54
	Civil Works			1,289.76	2020.01.23	2022.02.10	100.00%	955.48	100%	955.48
	39/4	A021	Kegalle - Bulathkohupitiya - Karawanella Road							
	20/2	B127	Galigamuwa – Ruwanwella Road							
	16/1	B128	Galigamuwa – Ruwanwella Road							
	2/2	B093	Dehiowita – Deraniyagala - Noori Road							
	5/1	B093	Dehiowita – Deraniyagala - Noori Road							
	7/1	B093	Dehiowita – Deraniyagala - Noori Road							
	8/9	B093	Dehiowita – Deraniyagala - Noori Road							
	14/1	B093	Dehiowita – Deraniyagala - Noori Road							

Package No.	Bridge No.	Route No.	Road Name	TEC (Rs. Mn)	Date of Commencement	Date of completion or Anticipate date of completion	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs. Mn)	Physical Progress as at end of 2023	Cumulative Expenditure as at end of 2023 (Rs. Mn)
	17/1	B279	Mawanella - Hemmathagama - Singhapitiya Road							
Package 03	Consultancy Services (temporarily suspended from 31/08/2022)			353.74	2020.07.01	2023.03.01		220.13	-	220.13
	Civil Works									
	75/1	A010	Katugastota – Kurunegala - Puttalam Road	2,057.61	2020.07.20	2022.09.14 (temporarily suspended from 31/08/2022)	99%	1,536.02	99%	1,536.02
	76/1	A010	Katugastota – Kurunegala - Puttalam Road				100%		100%	
	16/1	B419	Thoppu – Madampe Road				75.4%		75.4%	
	78/5	A032	Navatkuli – Kerativu - Mannar Road				95.8%		95.8%	
	53/1	A035	Paranthan – Karachchi - Mullaitivu Road				100%		100%	
	31/3	A001	Colombo – Kandy Road				84.2%		84.2%	
	32/2	A001	Colombo – Kandy Road				83.3%		83.3%	
	3/5	B614	Battuluoya – Udappuwa - Andimunai Road				94.9%		94.9%	
Package 04	52/1	A002	Colombo - Galle - Hambantota - Wellawaya Road	441.04	2022.02.08	07.05.2022 (temporarily suspended from 21/07/2022)	0%	71.90	0%	71.90
	Institutional Support							25.21	-	25.21
	PMU Expenditure & Taxes (GOSL funds)							207.75	-	217.09
	Land Acquisition (GOSL funds)							54.50	-	54.50

2.4 Pipeline Projects

All the mega projects have been evaluated by the Officials Committee Authorized to Re-Strategize and Accelerate Mega Development Projects (RAMP), who were appointed by the Cabinet of Ministers due to the prevailing economic crisis in the country. Based on this evaluation, some projects have been suspended as per the Cabinet decisions, and, approvals have been granted to implement the recommendations of the Committee. Currently, suspended projects are as follows,

Table 2-103: Financial Performance of suspended Projects with respect to Budgetary Provisions for 2023

Description	Allocation (Rs. Mn)	Expenditure (Rs. Mn)
Expressway Development		
Central Expressway Section IV	8.79	4.70
Ruwanpura Expressway	1,950.00	1,949.85
Construction of Elevated Highway		
Elevated Highway from New Kelani Bridge to Athurugiriya	529.74	500.34

2.4.1 Central Expressway Section IV

The Project management unit was established to construction of Central Expressway –IV from Kurunegala to Dambulla having a length of 58.6 km with four lane configurations at initial stage and provision for six lanes widening in future. This expressway segment consists of five interchanges at Ridigama, Malsiripura, Gelewela, Dambulla(A-09) and Dambulla(A-06). The objectives of the Project are;

- (i) To facilitate better transport network to the North and East provinces.
- (ii) To handle traffic at adequate level of service by the year 2030
- (iii) To meet the needs of expected industrial and social developments of the road corridor

Due to the prevailed economic crisis in the country, Phase IV of the Central Expressway Project has been suspended as per the Cabinet decision CP/23/0345/608/030 dated 20.03.2023 and approvals has been granted to implement the recommendations of Officials “Committee appointed by the Cabinet of Ministers authorized to Re- Strategize and Accelerate Mega Development Projects for Phase IV of the Central Expressway Project”.

By the time of project suspending, all land lots (lots 5055) have been acquired under section 38(a) of Land Acquisition Act. As per the Cabinet decision, it has to be divested all acquired land lots in which none of payment has been made. Presently, implementation of Cabinet decisions is in progress with Land Division of RDA. During the year 2023, as per the Cabinet decision, interest payments for lots in which first payments made lots (lots146) have been completed and discussions were in progress with the Ministry of Lands and Ministry of Transport and Highways to formulate suitable Ex-Gratia payments for affected parties in the process of divesting lands.

Table 2-104: Summary of progress of the CEP-IV

Expressway Section	Description /Activity	TEC (Rs. Mn)	Date of Commencement	Anticipated Date of Completion*	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs. Mn)	Physical Progress as at end of 2023	Cumulative Expenditure as at end of 2023 (Rs. Mn)
CEP - 4 from Kur to Dambulla (58.60 km)	Land Acquisition	10,000	7/01/2016	**	73.1	393.4	73.2	486.3 ¹
	Civil Work (Construction)	166,577	Not Approved	**				
	Consultancy	2,500	Not Approved	**				
	PMU overhead	774	08/07/2015	**		1165 ²	***	***

** Project has been suspended.

*** PMU has been closed on 31.12.2022.

1-Land acquisition cost includes compensation, survey, incentive, etc. In 2023 land acquisition payment has been made through Land Division of Road Development Authority.

2-Even through initial TEC for PMU overhead Rs 774 Mn, it has been increased up to Rs.1165 Mn due to adoption of cost of proportion for the feasibility study having amount of Rs.566.6 Mn to CEP 4.

2.4.2 Ruwanpura Expressway

Ruwanpura Expressway from Kahathuduwa to Palmadulla has been identified as another main component in the expressway network of Sri Lanka. The length of this Ruwanpura Expressway is nearly 76km. This expressway has been proposed to be implemented in 3 phases. Out of that phase 01 (from Kahathuduwa to Ingiriya) is implementing GOSL funds through local bank under 4 packages as below. Construction work commenced on 30.05.2021. Work on this project was suspended on 10th May 2022 and the Contractor terminated the Contract by 10th October 2022 due to delay of Payment of IPCs.

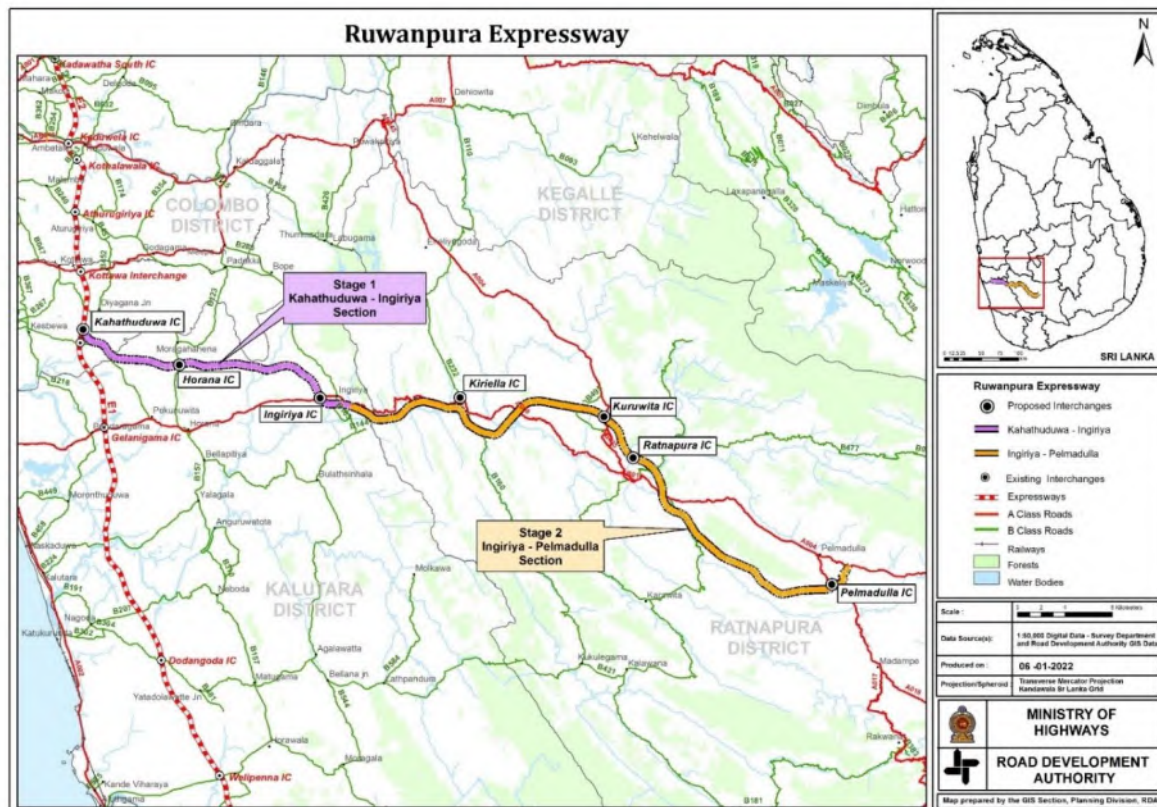


Figure 2-59: Map of the Ruwanpura Expressway Project (Phase 1 & 2)

The Ruwanpura Expressway Project have been planned to construct under three phases as given below.

Table 2-105: Status of the phases of Ruwanpura Expressway

Name of the Phase	Status
Phase 01 – Kahathuduwa to Ingiriya (CH: 0+000 – CH: 25+000)	Construction works started on 03 rd May 2021. The Contractor terminated the Contract by 10 th October 2022 due to delay of Payment of IPCs.
Phase 02 – Ingiriya to Gorakaela (CH: 25+000-44+000)	Trace has been deviated from the original trace. Feasibility study is in progress.
Phase 03 – Gorakaela to Pelmadulla (CH: 44+000 – 76+250)	Feasibility study is in progress.

Table 2-106: Summary of progress of the Ruwanpura Expressway Project

Expressway Section	Description /Activity	TEC (Rs. Mn)	Date of Commencement	Anticipated Date of Completion*	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs. Mn)	Physical Progress as at end of 2023	Cumulative Expenditure as at end of 2023 (Rs. Mn)
Ruwanpura Expressway Project- Phase I	Land Acquisition	11,000.00	2014	2025		446.50	*	* 448.50
	Civil Work (Construction)	54695.00	03.05.2021	The project was terminated by the contractor on 10th October 2022	6.5%	3372.86	6.5%	3,372.86
	Consultancy	-	-	-	-	-	-	-
	PMU overhead	-	-	PMU Closed by 31st March 2023	-	398.13	-	** up to 31st March 2023 405.85



Figure 2-60: Progress Photographs of the works already completed

2.5 Misselanious works

In addition to that following items also allocated for budget in 2023.

2.5.1 Establishing a Road Maintenance Fund (RMF)

In budget proposal 2023 it was proposed to establish a Road Maintenance Fund by charging an annual fee of not less than Rs. 100 per vehicle when obtaining revenue licenses. Further it proposed to set up the fund by allocating Rs. 100 million to the 2023 budget.

In view of this, RDA prepared a proposal considering different options for revenue generation for RMF. In this proposal financing models based on road infrastructure usage, contribution from followings were considered;

- Fuel usage
 - Heavy Vehicle Levy/Permit
 - Passenger Transport permit/Levy
 - From Insurance
 - Vehicle revenue permits
 - Driving License Fee
 - Traffic violation and infringement fines
 - Vehicle import tax
- In this regard RDA had several discussions with the treasury. Accordingly, a cabinet memorandum was submitted to get the approval for tax on the fuel, but it was not approved.
 - Finally, it was proposed to use Revenue License based revenue according to the budget proposal. It was decided to impose levy on vehicles parallel to the revenue license to reach 18 bn per annum.
 - As per the decision taken during the discussions, the finance act outline to establish RMF has been prepared by the RDA and has been submitted to the Treasury

For the year 2023 it has Rs. 100 Mn amount allocated for this fund and no expencess has incurred.

2.5.2 Gap financing of the Road Development Authority's commitments

Allocation for the year 2023	- Rs. 93,552.57 Mn
Expenditure for the year 2023	- Rs. 93,552.57



3.0 Management's Discussion and Analysis

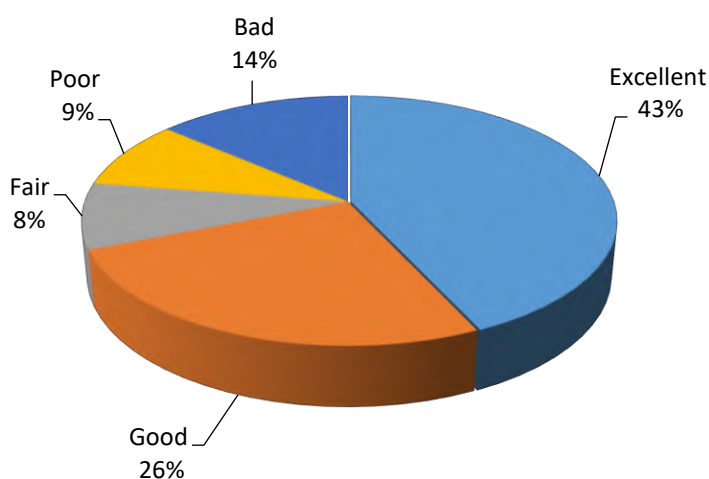
Achievement of Goals and Objectives

A summary of notable achievements in 2023 can be shown as follows.

Table 3-1: Notable achievements during the year 2023

Goals and Objectives	Achievements
Achieve an acceptable level of mobility in the national road network.	Sand Sealing on 158.85km, rectification on 804.75km, Asphalt Concrete overlay on 46.62km, crack sealing on 1305.25km, and chip sealing on 100.72km length of roads were carried out.
	Urgent maintenance work of the national network consisting of A & B class roads and Expressways was attended.
Achieve an acceptable level of mobility in the National Highway Network	Reconstruction of 4 bridges and reconstruction/Repair of 31 weak bridges on the National Road Network completed.
	Construction work on 16 bridges and reconstructions and repair of 17 no's weak bridges were ongoing at the end of the year.
	Widening/ improvement/Rehabilitation of 27.32km National Roads completed and work in progress for 66.47km length of National Roads at the end of the year.
	Average National Road Network Roughness IRI 4.57 m/km
Provide a high-mobility Expressway Network	Construction work of Central Expressway section 1-(Kadawatha to Merigama), and Central Expressway section 3 (Pothuhera to Galagedara) is in progress. Further, the Port Access Elevated Highway Project has achieved a physical progress of 80.50% at the end of the year.
Take measures to reduce road user costs.	Construction of three flyovers at Slave Island, Kohuwala Flyover and Gatambe Flyover were underway.
Improve road safety in the national highway network.	Installation of Traffic Light System at Chenkaladi Junction, Installation of Pelican Signal System at Darshanam School, Nochchimunai, Batticaloa and Installation of Pelican Signal System at University of Ruhuna, Matara
	Provision of safety apparatus to the identified locations in the national highways to improve visibility.
Ensure the protection of the environment in all activities.	Preparation of SEIA and obtaining approval from CEA for the New Gampaha Interchange in Central Expressway
	Preparation of EIA and obtaining approval from CEA for Ruwanpura Expressway Phase II and III, Elevated Highway Project Phase II (Rajagiriya- Athurugiriya).
	Preparation of BIQ and obtaining approval from CEA for Balance work of Kadawatha Interchange, Uhana – Mahaoya (33km- 58km) section of Ampara – Uhana Mahaoya (A27) road and Beragala – Wellawaya section of A004 road.
	Preparation of EMP for Kurinchakerny Bridge, Kinniya, Trincomalee
	Review of Environmental Safeguard Compliance Monitoring Report (ESCMR) prepared for Port Access Elevated Highway Project, Review of Social Safeguard Compliance Monitoring Report (SSCMR) for Central Expressway Project Section I and Review of

Goals and Objectives	Achievements
	Resettlement Action Plan Report and EIA Report for Kandy Tunnel Project
Promote Organizational Development	In-house training programs were held for 7187 participants through 84 programs. 8 personnel were provided with training at outside organizations and one program was held on online. One officer participated in the SCP: Public Private Partnerships: Infrastructure Project Development via online which was held in Singapore. 10 officers joined for Training Programme on JICA Counterpart Training on Mainstreaming Disaster Risk Reduction through Local Disaster Risk Reduction Plans in Japan One officer joined for Training Programme on the Regional Workshop on Using Remote Sensing Data and Machine Learning Algorithms for Monitoring Road Quality & Relevant Sustainable Development Goal Indicators in Japan Two officers joined for Training Programme on Third Country Training Program on International Road Infrastructure Development for ASEAN and BIMSTEC Network (Phase 2) Batch 03 From 15th January to 02nd February 2024 in Thailand
	The RDA has provided training opportunities for 331 undergraduates from 30 numbers Local Universities and Institutes.
Ensure efficient utilization of assets and investments	67 audits were completed covering Provincial offices and functional divisions of RDA
Assist in the development of the local road construction industry	The increased volume of road works under the Central Expressway section 3 and the Inclusive Connectivity and Development Project provided more opportunities to local contractors.
Identify self-financing mechanisms.	In budget proposal 2023, it was proposed to establish a Road Maintenance Fund by charging an annual fee of not less than Rs. 100 per vehicle when obtaining revenue licenses. Further funds have been established by allocating Rs. 100 million to the 2023 budget.


Roughness Class:

Excellent IRI < 3 m/km
 Good IRI 3 to 5.5 m/km
 Fair IRI 5.5 to 7.0 m/km
 Poor IRI 7.0 to 10 m/km
 Bad IRI > 10 m/km

Figure 3-1: Condition of the National Road Network (base of Roughness) at end of 2023

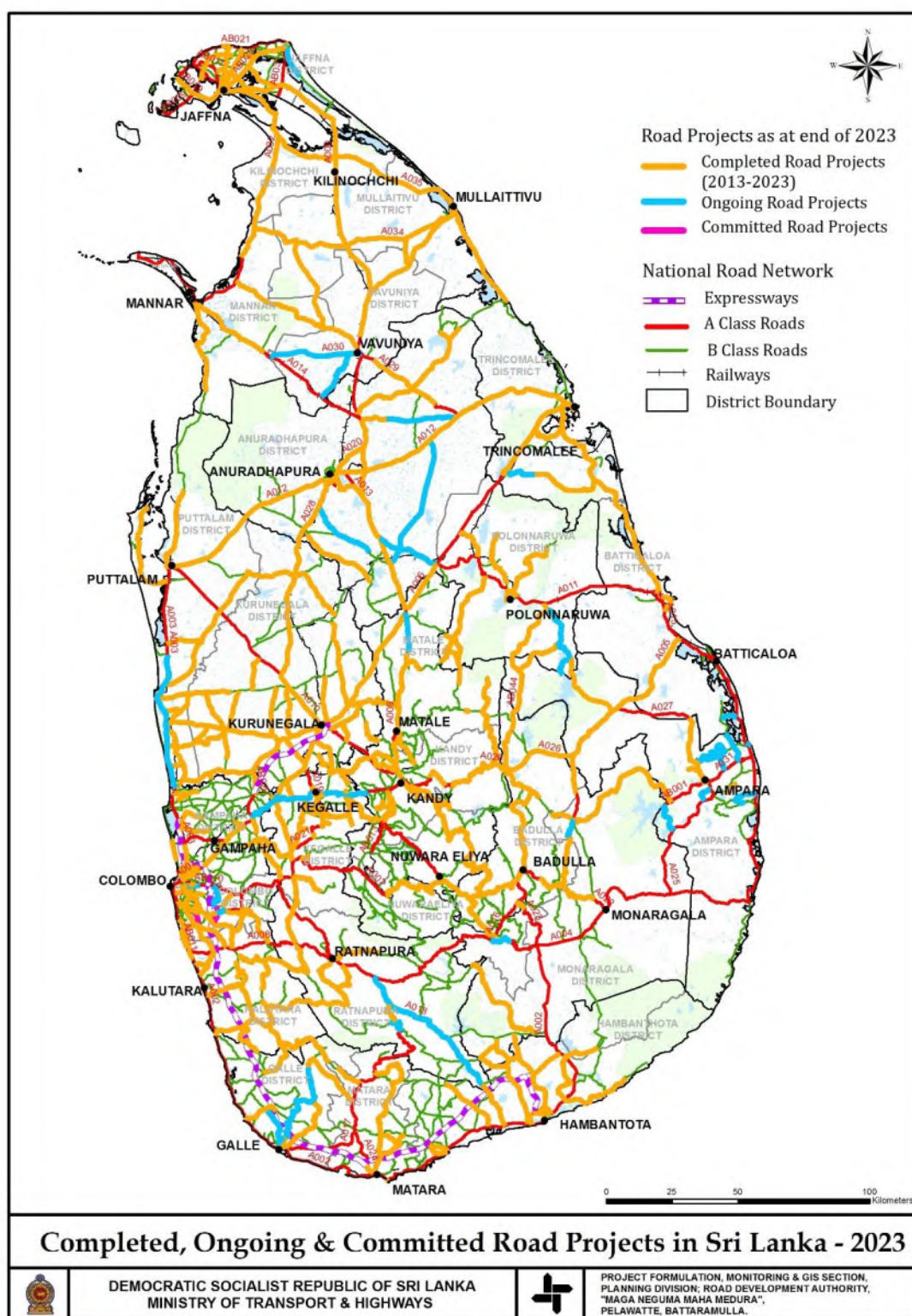


Figure 3-2: Map of Completed, Ongoing and Committed Project Roads as at end of 2023



4.0 Corporate Social Responsibility and Sustainability



Corporate Social Responsibility (CSR) is a management concept where organization integrate social and environment concerns in their operation and interactions with their stakeholders. It can be generally understood as achieves a balance of economic environment and social imperatives ("Triple bottom-line approach") while addressing the expectations of stakeholders.

As the premier highway authority in the country RDA is implementing CSR and sustainability initiatives within integrating ethical, social, and environmental considerations into road development projects and organizational practices.

With reference to The National Environmental Act No. 56 of 1988 (Amended) Sri Lanka all important projects implemented which could have effect the environment should have conducted either Environmental Impact Assessment(EIA), Initial Environmental Examinations(IEE) or other type of assessments and taken approval from the Central Environmental Authority or the appropriate project approving agency prior to the commencement of civil work and conducted all activities without any violations to the act mentioned above.

Although the construction activities are less compared to previous years, in the year 2023 also RDA has implemented all its works and programs giving due consideration for economic, environment and social aspects. All the ongoing expressway projects have completed Environmental Impact Assessment and taken approval from the Central Environmental Authority prior to the commencement of construction work.

Sustainable development is broadly defined as the development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The 2030 Agenda for Sustainable Development adapted by all member countries of the United Nation (UN) including Sri Lanka at the general assembly in September 2015 includes seventeen aspirational global goals "the Sustainable Development Goals (SDGs)" with 169 targets and 244 indicators.

Sri Lanka has begun its transformation towards a Sustainable and Resilient society and Sri Lanka anticipates achieving the SDGs by 2030, working towards the provision of basic needs of the people, progressive alleviation of poverty and establish a society base on social justice and human security. Sri Lanka Sustainable Development Act, No. 19 of 2017 is for development and implementation of a National Policy and Strategy on Sustainable Development in Sri Lanka. Accordingly, all government organizations are advocated and guided to have a common vision of "Sustainably Developed Sri Lanka" and to mainstream the SDGs with the all developments carried out.

In view of above, Road Development Authority has identified following Sustainable Development Goals which have relevance to the functions of RDA.

SDG	Relevant Targets	Relevant Functions of RDA
 Ensure Healthy Lives and Promote well-being for all at all ages	3.6 - Reduce the number of deaths and injuries from road traffic accidents.	Road Safety Improvement including black spot improvement.
 Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	9.1 - Develop quality, reliable, sustainable and resilient Infrastructure, including regional and transborder Infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.	Construction of expressways ,roads, bridges ,flyovers etc.
 Make cities and human settlements inclusive, safe, resilient and sustainable	11.2 - By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, and children, persons with disabilities and older persons.	Road Safety Improvement, road improvements to facilitate public transport.
 Take urgent action to combat climate change and its impacts	13.1 - Strengthen resilient and adaptive capacity to climate-related hazards and natural disaster in all countries.	Climate resilient improvement including bridge reconstruction, landslide disaster protection etc.

Figure 4-1: Sustainable Development Goals relevance to the functions of RDA

In addition, access is a key determinant of poverty. Without physical access rural communities face greater obstacles in obtaining health education and other social services. Also, their ability to take advantage of surplus crop production and employment opportunities severely constrained. Roads are the key element in the provision of physical access in Sri Lanka. Hence improvement of access between regional and rural communities will enhance poverty reduction. Thus, road developments indirectly support for the poverty reduction.

Further, as part of the Paris Agreement - countries including Sri Lanka pledged to reduce national emissions and adapt to climate change impacts and each country has self-defined targets known as 'Nationally Determined Contributions (NDCs)' to achieve the goals for both people and planet. Sri Lanka submitted its initial NDCs in September 2016 as a country that ratified the Paris Agreement. In 2020, the Climate Change Secretariat began a process of updating the NDCs to represent a more ambitious, quantified, and robust assessment of the mitigation potential and adaptation measures for the next decade (2021-2030). These NDCs are fully integrated into the country's sustainable development vision. According to the updated Transport Sector NDCs followings are NDCs and actions are much relevant with the functions of RDA.

NDC		Actions
NDC 1 :	Transport sector system improvement	1.3 Improve traffic and traffic light management 1.4 Improve parking management 1.6 Improve Road architecture (road designs, road signs, signaling, signage, etc.)
NDC 5 :	Promote non-motorized transport modes	5.2 Improve the facilities for pedestrian walkways
NDC 11 :	Road infrastructure development	11.1 Development of provincial and rural road infrastructure for improved mobility 11.2 Expansion of expressway network

All major projects of RDA has been commenced after analysis of their economic, social & environment viability through feasibility studies.

All the ongoing expressway projects have completed Environmental Impact Assessments (EIA) and taken approval from the Central Environmental Authority (CEA) prior to the commencement of construction works. Resettlement Action Plans (RAP) are prepared for the projects involve with resettlements.

During the year 2023 also the Road Development Authority continued the actions of preparation / submission of relevant documents for environmental social safeguard with respect to several development projects as given below and described in chapter 2.1.9.

Project	Report
New Gampaha Interchange in Central Expressway	SEIA
Ruwanpura Expressway Phase II&III	EIA
Elevated Highway Project Phase II (Rajagiriya-Athurugiriya).	EIA
Balance work of Kadawatha Interchange	BIQ
Uhana – Mahaoya (33km- 58km) section of Ampara – Uhana Mahaoya (A27) road	BIQ
Beragala – Wellawaya section of A004 road	BIQ
Kurinchakerny Bridge, Kinniya, Trincomalee	EMP

In 2023, Monitoring of Environmental and Social Safeguards respect to followings.

- Central Expressway Project III -Package I
- Port Access Elevated Highway.
- Marine Drive (Dehiwala to Panadura)
- Colombo – Kandy Road(RMC 1)
- Colombo – Kandy Road(RMC 6)
- Peliyagoda – Puttalam road (RMC 7)
- Galle- Deniyaya- Madampe (A0017) Road Project
- Badulla – Chenkalady (Bibila – Lunugala section) Road

Under the Kandy Multi Model Transport Development Project (KMMTDP), the compensation for business losses in 2023 was fully disbursed to all eligible business owners within the immediate buffer zone.

The Central Expressway construction of Kadawath -Meerigama section and Pothuhera to Galagedara is in progress at the end of the year. (SDG 9.1 & NDC 11.2)

During 2023, improvement of about 425.11km of rural roads have been completed under different rural road development programmes. Furthermore, improvement of about 1704.25km of rural roads were ongoing as at end of the year. (SDG 9.1, 11.2 & NDC 11.1)

Installation of Pelican Signal System , installation of Traffic Light System are carried out under Road Safety and Traffic Management programmes during the year 2023 as described in chapter 2.1.7 have been contributed to improve road safety and reduce number of road accidents. (SDG 3.6, 11.2 and NDC 1.3)

Landslide Disaster Protection Project of the national road network funded by JICA was completed in 2021. In 2022, payments were made for completed work of this project and project proposal was submitted to the

Department of National Planning for JICA Technical Assistance for Strengthening Land Slide Disaster Prevention for Resilient Road Transportation in Sri Lanka. (SDG 13.1)

Progress of activities with respect to SDG target 9.1 is given in the Table 4-1. Road length rehabilitated /improved or constructed and Percentage of physical progress has been considered as the KPIs.

Table 4-1: Progress of activities with respect to SDG Target 9.1 during the year 2023

Projects	2023 Allocation (Original) Rs. Mn	2023 Target	2023 Allocation (Revised) Rs. Mn	Progress as at end of 31.12.2023	
				Physical	Expenditure during 2023 (Rs. Mn)
Central Expressway Section III from Pothuhera to Galagedara	8,500	Completion of 12km from Pothuhera to Rambukkana	2,100	2 km	2,100.00
Port Access Elevated Highway	30,070	85%	30,020.00	80.50%	20,031.10
Integrated Road investment programme	46,780	85%	49,319.50	iRoad I: Rural Roads 93.19 % ,National Roads (RMC) 54.23 % iRoad II: 67.51%	9,761.62
Widening & Improvement of roads & bridges in Central, Uva provinces	115	100%	125	Bridges 100% Roads 100%	29.88
Colombo District Road Development project	1275	95%	2,927.69	96%	2,733.59
Western province National Highway project	240	100%	857.57	100%	806.87
Rehabilitation of the A017 road from Deniyaya to Rakwana	1870	50%	2,619.29	40%	2,568.25
Development of 100,000km of Alternative Roads to Access Main Roads and Expressways	30,000	Completion of 10,000km of roads	24,000	300 km completed 1000 km ongoing	23,999.47
Inclusive Connectivity & Development Project	13,036	40%	11,674.16	completed -236.37km ongoing -294.59km	7,851.33
Kohuwala & Gatambe flyovers	550	35%	1,536	Kohuwala : 85.50% Gatambe : 36%	406.02

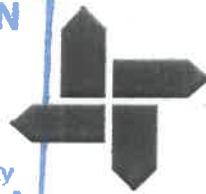


5 .0 Financial Statements

FINANCE DIVISION

05 JUL 2024

Road Development Authority
"Maga Neguma Mahanidura"
Battaramulla.



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29 FEB 2024

National Audit Office
Road Development Authority

MINISTRY OF TRANSPORT & HIGHWAYS
ROAD DEVELOPMENT AUTHORITY



FINANCIAL STATEMENT
2023

ROAD DEVELOPMENT AUTHORITY

FINANCIAL STATEMENT 2023

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ROAD DEVELOPMENT AUTHORITY
STATEMENT OF FINANCIAL POSITION AS AT 31ST DECEMBER 2023

		2023 (Rs.)	2022 Re-Styled (Rs.)
ASSETS			
CURRENT ASSETS			
Cash & Cash Equivalents	NOTE 1	9,642,533,161.61	5,028,369,970.38
Debtors	2	45,615,180,416.25	46,480,128,830.44
Inventories	3	1,708,528,876.37	1,533,597,734.27
Pre-Payments		2,089,004.38	1,024,500.00
Deposits & Advances	4	521,636,319.48	81,794,067.16
Mobilization Advance	5	24,377,639,586.30	34,334,645,632.49
Inter Company Current Account- Expressway Transport Company (Pvt) Ltd	6	3,132,928.80	3,132,928.80
Current Account Maganeguma Emulsion Production Company (Pvt) Ltd	20 A	60,394,024.77	55,312,446.28
Other Current Assets	7	140,775,709.99	301,906,333.90
TOTAL CURRENT ASSETS		82,071,910,027.95	87,819,912,443.72
NON CURRENT ASSETS			
Equity-Investments	8	2,200,310.00	2,200,310.00
Other Investments	9	4,433,810,987.95	3,581,805,483.04
Investment Property	10	44,304,927.57	-
Land & Building	11	11,172,120,112.39	7,811,453,167.78
Other Property Plant & Equipment	11	978,719,247,994.04	973,312,883,218.73
Prepaid Lease		35,875.00	36,875.00
Work In Progress Buildings	12	33,824,610.30	6,531,237.43
Work In Progress Expressways, Roads & Bridges	13	236,409,488,685.54	182,904,022,706.38
Intangible Assets	14	450,105,582.90	454,487,820.72
Mobilization Advance	5	17,574,479,980.04	11,467,369,581.37
Other Current Assets	7	248,940,549.00	-
TOTAL NON CURRENT ASSETS		1,249,088,559,614.73	1,179,540,790,400.45
TOTAL ASSETS		1,331,160,469,642.68	1,267,360,702,844.17
LIABILITIES			
CURRENT LIABILITIES			
Client & Other Deposits	15	4,576,258,536.65	4,538,832,774.34
Retention Money Payable	16	5,452,154,847.90	6,247,304,926.87
Payable to Contractors	17	13,383,533,274.36	8,892,185,748.21
Compensation on Land Acquisition & Interest Payable	18	4,534,814,376.15	4,008,188,635.34
Interest & Capital Repayments Local Bank Loans	19	42,457,009,023.72	40,171,114,535.85
Current Account - Maganeguma Road Construction & Equipment Co (Pvt) Ltd	20 B	5,729,125,115.67	5,314,304,100.77
Current Account Maganeguma Consultancy & Project Management Services Company (Pvt) Ltd	20 C	4,086,661.48	88,148,179.35
Accrued Expenses & Taxes Payable	21	3,359,347,569.61	2,309,027,516.42
Creditors & Others	22	568,311,060.96	2,649,487,374.40
Loans from Local Banks for RWI & PMMU	23 A/B	9,289,162,726.01	6,884,865,559.01
TOTAL CURRENT LIABILITIES		89,353,803,192.51	81,103,459,350.56
NON CURRENT LIABILITIES			
Loans from Local Banks for RWI & PMMU	23 A/B	241,615,313,261.00	258,009,178,608.10
Debentures	24	91,165,656,199.10	91,165,656,199.10
Retention Money Payable	16	59,392,244.95	106,748,928.91
Recoveries for Motor Bicycle Transferred to Employee		2,724,496.00	2,724,496.00
Employee Benefits		3,458,067,982.91	3,809,516,830.95
		336,301,154,183.96	353,093,825,063.06
TOTAL LIABILITIES		425,654,957,376.47	434,197,284,413.62
NET ASSETS		905,505,512,266.21	833,163,418,430.55
NET ASSETS / EQUITY			
Paid Up Capital (Government Contribution)		1,000,000.00	1,000,000.00
Capital & Reserves			
Asset Revaluation Reserve Account		10,161,526,232.56	5,730,024,265.92
Accumulated Surplus	- Current	154,265,235,798.55	123,592,530,019.70
	- Capital	741,077,750,235.10	703,839,864,144.93
NET ASSETS / EQUITY		905,505,512,266.21	833,163,418,430.55

These Financial Statements have been prepared in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS).
The accounting policies and notes on pages 01 to 69 form an integral part of these Financial Statements.

Harold Kannangara
Additional Director General (Finance & Property Management)

The Board of Directors is responsible for the preparation and presentation of these Financial Statements.
Approved & signed for and on behalf of the Board of Directors.

C. P. Athuluwage
Chairman
09/02/2024

W.H.K.D.B. Rathnayake
Board Member

W.H.K.D.B. Rathnayake
Director (Planning & Monitoring)
Ministry of Highways
07th Floor, "Maganeguma Mahamedura"
No. 216, Denzil Kobbekaduwa Mawatha,
Koswatta, Battaramulla

ROAD DEVELOPMENT AUTHORITY

STATEMENT OF FINANCIAL PERFORMANCE FOR THE PERIOD FROM 01 ST JANUARY TO 31ST DECEMBER 2023

		2023	2022 Re-stated
	Note	(Rs.)	(Rs.)
Revenue			
Revenue From Non Exchange Transaction			
Recurrent Grant	25 A	116,321,845,068.12	108,703,408,906.43
Capital Grant	25 B	85,997,790,184.46	54,584,397,091.82
Revenue From Exchange Transaction	25 C	14,548,074,647.09	11,060,817,335.01
Total Revenue		216,867,709,899.67	174,348,623,333.26
Operating Results			
Recurrent Revenue			
Non Exchange	25 A	116,321,845,068.12	108,703,408,906.43
Exchange			
Surplus from Client's Work	29	100,660,922.64	70,464,480.88
Net Income from Expressways	30	3,722,930,658.50	652,827,107.02
Net Income from Fees for Services	31	183,462,271.17	136,412,511.64
Hire Charges & Rent	32	502,103,309.15	416,468,152.87
Interest	33	2,140,246,199.64	1,413,309,125.50
Overhead Recoveries	34	21,467,778.82	33,320,872.93
Gross Profit from Casting Yard	35	969,004.18	579,488.18
Net Income from Inter Locking Concrete Blocks	36	-	17,974.00
Net income from Asphalt External Sales	37	287,639.88	(4,878,345.59)
Others	38	206,480,982.94	328,844,142.50
Total Net Recurrent Revenue from Exchange Transactions		6,878,608,766.92	3,047,365,509.93
Total Recurrent Revenue		123,200,453,835.04	111,750,774,416.36
Expenditure			
Development & Maintenance Expenditure - Line Ministry	40	12,766,916,932.51	9,015,629,110.46
Development & Maintenance Expenditure - State Ministry	41	1,562,923,984.99	1,616,559,851.19
Development & Maintenance Expenditure - RDA Funds	42	-	9,200,168.73
Personal Emoluments	43	8,016,304,970.63	8,315,834,028.54
Supplies & Consumables Used	44	90,952,498.78	88,816,002.68
Other Administrative Expenses	45	1,081,215,335.13	841,555,307.38
Finance Costs	47	68,250,830,422.15	52,621,536,359.28
		91,769,144,144.19	72,509,130,828.26
Current Surplus/(Deficit) for the year		31,431,309,690.85	39,241,643,588.10
Remittance of Levy to Treasury	48	-	(325,348,000.00)
Current Surplus/(Deficit) Net of Levy to the Treasury		31,431,309,690.85	38,916,295,588.10
Non Exchange Capital Grants to Property Plant & Equipment	25 B	85,997,790,184.46	54,584,397,091.82
Depreciation and Amortization Expenses	46	(48,798,304,950.66)	(50,048,813,869.37)
Profit / Loss on Disposal of Sale of Assets Acquired	39	38,932,856.37	49,953,268.25
Value of Assets Transferred to National Audit Office Written Off	49	(532,000.00)	-
Surplus/(Deficit) relating to the year on Capital Grant -PPE		37,237,886,090.17	4,585,536,490.70
Surplus/(Deficit) for the period after accounting of Capital Grant before Income Tax		68,669,195,781.02	43,501,832,078.80
Income Tax Expenses	50	(823,092,165.00)	(598,219,699.00)
Surcharge Tax	52	-	-
Surplus/(Deficit) for the year after Income Tax		67,846,103,616.02	42,903,612,379.80
Deferred Tax	51	64,488,253.00	15,968,222.00
Balance Surplus for the year after Deferred Tax		67,910,591,869.02	42,919,580,601.80
Accumulated Surplus Brought Forward	53	827,432,394,164.63	784,512,813,562.83
Balance Carried Forward		895,342,986,033.65	827,432,394,164.63

These Financial Statements have been prepared in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS).
The accounting policies and notes on pages 01 to 69 form an integral part of these Financial Statements.

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF CASH FLOW
FOR THE YEAR ENDED 31ST DECEMBER 2023

Description	2023	2022
Operating Surplus before Income Tax as per Financial Statements	68,669,195,781	6,100,632,656
Adjustments		
Depreciation & Amortization Expenses	48,798,304,951	51,263,198,188
Finance Cost	69,746,014,646	49,935,958,463
Provision for Gratuity	198,168,462	49,940,026
Liquidated Damages written Back	(33,586,492)	(82,003,336)
Client Deposits written Back	(38,942,103)	(107,278,394)
Retention Money written Back	(37,688,670)	(94,614,212)
Other Deposits Written Back	(6,815,495)	(409,605)
Creditors Written Back	(460,791)	-
Profit on Disposal of Property Plant & Equipment	(38,932,856)	(2,120,014)
Interest Received	(2,126,489,055)	(1,400,338,197)
Gain/Loss on Exchange Rate Difference	(819,076,810)	3,602,189,199
Surcharge Tax Paid during the year	-	1,415,861,520
Value of Assets Transfer to NAO	532,000	-
Income Tax Expenses on Expressways	1,545,135,589	-
Deferred Tax	64,488,253	15,968,222
Operating Profit before Working Capital Changes	185,919,847,409	110,696,984,515
Working Capital Changes		
Gratuity paid	(549,617,310)	(193,874,451)
Income Tax Paid	(1,726,887,310)	(834,858,033)
Surcharge Tax Paid	-	(1,415,861,520)
Interest Paid	(86,574,494,181)	(35,922,380,937)
Decrease/(Increase) in Debtors	985,864,263	(29,546,476,150)
(Increase) in Inventories	(174,931,142)	(418,550,187)
(Increase) /Decrease in Pre-Payments	(1,064,504)	1,816,073
(Increase)/ Decrease in Deposits & Advances	(439,842,252)	56,375,148
Decrease in Mobilization Advance	3,849,895,648	8,226,738,286
(Increase)/Decrease in Other Current Assets	(87,809,925)	13,066,663
Decrease in Imprest Advance	-	2,070,172,946
(Increase)/ Decrease in Intangible Assets	(498,932)	6,544,180
Increase in Clients & Other Deposits	116,769,852	178,479,850
(Decrease)/ Increase in Retention Money Payable	(804,818,093)	1,749,613,223
Increase/ (Decrease) in Payables to Contractors	4,491,347,526	(419,213,546)
Increase in Land Compensation Payable	526,625,741	3,613,158,989
Increase in Inter Company Current Accounts	325,677,919	3,188,952,957
Increase in Accrued Expenses & Taxes Payable	408,979,609	216,055,399
(Decrease)/ Increase in Creditors & Others	(2,080,715,522)	670,358,074
Decrease in Prepaid Lease	1,000	1,000
Net Cash Utilized in Operating Activities	104,184,329,795	61,937,102,477
Investing Activities		
Property Plant & Equipment Purchased out of RDA Funds	(2,095,828,145)	(129,153,826,159)
Property Plant & Equipment Purchased under Domestic Fund	(29,311,312,206)	(33,861,080,451)
Property Plant & Equipment Transferred from Local Bank Projects	(170,000)	(3,839,233)
Property Plant & Equipment Transferred from Projects	(21,776,293,336)	(289,957,078)
Property Plant & Equipment Transferred from Other Local Organization	-	(2,091,500)
(Increase) in value of Property Plant & equipment due to Revaluation	(4,431,501,967)	(1,157,400,665)
(Increase) in Work In Progress on Buildings	(27,293,373)	(30,336,210)
(Increase)/ Decrease Work In Progress Expressways, Roads & Bridges	(38,259,674,838)	102,040,538,711
Sale Proceeds of Property Plant & Equipment RDA	48,746,082	2,120,014
Interest Received	2,005,573,206	1,400,338,197
Other Investments	(852,005,505)	(395,678,289)
Net Cash Utilized in Investing Activities	(94,699,760,082)	(61,451,212,663)
Financing Activities		
Increase in Revaluation Reserve	4,431,501,967	1,157,400,665
Local Banks Loans disbursed	-	285,351,173
Repayment of Local Bank Loans	(9,301,908,488)	(5,318,096,352)
Net Cash provided by Financing Activities	(4,870,406,521)	(3,875,344,514)
Net Increase in Cash & Cash Equivalents	4,614,163,191	(3,389,454,700)
Cash & Cash Equivalents at the Beginning of the Year	5,028,369,970	8,418,671,728
Cash & Cash Equivalents at the End of the Year	9,642,533,162	5,029,217,028

ROAD DEVELOPMENT AUTHORITY

STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 31ST DECEMBER 2023

Description	Paid Up Capital	Note	Revaluation Reserve	Accumulated Surplus/(Deficit)		Total
				Current	Capital	
Balance as at 01/01/2022	1,000,000.00		5,730,024,265.92	85,286,146,959.98	688,646,054,727.27	779,663,225,953.17
Prior Year Adjustments				(27,661,051.38)	10,608,272,926.96	10,580,611,875.58
Re-stated Balance as at 01/01/2022	1,000,000.00		5,730,024,265.92	85,258,485,908.60	699,254,327,654.23	790,243,837,828.75
Restated Surplus				38,334,044,111.10	4,585,536,490.70	42,919,580,601.80
Balance as at 31/12/2022	1,000,000.00		5,730,024,265.92	123,592,530,019.70	703,839,864,144.93	833,163,418,430.55
Revaluation Surplus		Note A	4,431,501,966.64			4,431,501,966.64
(Deficit) for the Period after Deferred tax				30,672,705,778.85	37,237,886,090.17	67,910,591,869.02
Balance as at 31st December 2023	1,000,000.00		10,161,526,232.56	154,265,235,798.55	741,077,750,235.10	905,505,512,266.21

Note -A

Revaluation Surplus

	Amount (Rs)
Revaluation Surplus of Furniture & Office Equipment	189,678,936.81
Revaluation Surplus of Plant & Machinery	199,074,500.00
Revaluation Surplus of Buildings	3,753,125,500.89
Revaluation Surplus of Tools	26,697,085.80
Revaluation Surplus of Communication Outlay	5,133,967.00
Revaluation Surplus of Office Containers	7,660,000.00
Revaluation Surplus of Medical Instruments	319,410.00
Revaluation Surplus of Electric Electronic Fittings	159,572,492.14
Revaluation Surplus of Computer Accessories	90,014,674.00
Revaluation Surplus of Electric Electronic Fittings	225,400.00
Total Revaluation Surplus for the Year	4,431,501,966.64

ACCOUNTING POLICIES

1. CORPORATE INFORMATION

1.1. Reporting Entity

Road Development Authority was established by the Road Development Authority Act No 73 of 1981 on 18th December 1981. Financial Statement encompasses only the activities of Road Development Authority.

1.2. Principal Activities and Nature of Operation

Maintenance & development of the roads and bridges in the National Highway Network, Management of operation & maintenance of expressways and the planning, design and construction of new highways, bridges and expressways to augment the existing network. Presently, a length of 12,568 Km of A, B & E class roads are maintained & managed by Road Development Authority.

1.3. Registered Office

Registered office of the Authority is Maganeguma Mahamedura, No 216, Denzil Kobbekaduwa Mawatha, Koswatta, Battaramulla.

1.4. Financial Year

The Financial reporting Period of Road Development Authority is twelve months period covering from 01st January to 31st December.

1.5. Functional and Reporting Currency

Items included in the financial statements are measured using the currency of the primary economic environment in which the entity operates ('the functional currency'). The financial statements are presented in "Sri Lankan Rupees" which is considered the entity's functional and reporting currency.

1.6. Date of Authorization for Issue

The financial statements of the Authority for the year ended 31 December 2023 were authorized for issue in accordance with a resolution of the Board of Directors.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

2.1 Basis of Preparation

Financial Statements for the year 2023 have been prepared on accrual basis in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS). International Accounting Standards and generally accepted accounting principles are used whenever the applicable standards are silent on the particular issue.

The Financial statement is prepared on going concern basis and accounting policies adopted by RDA are consistently applied with those of prior years unless specifically disclosed otherwise.

2.2 Equity Investment

Equity investments in the following companies have been stated in the accounts at cost.

1. Maganeguma Emulsion Production Company (Pvt) Ltd
2. Maganaguma Road Construction & Equipment Company (pvt) Ltd
3. Maganaguma Consultancy & Project Management Service (pvt) Ltd
4. Expressway Transport Bus Company (Pvt) Ltd
5. Housing Development Finance Corporation (HDFC)

2.2 (i) Subsidiaries

1. Maganeguma Emulsion Production Company (Pvt) Ltd
2. Maganeguma Road Construction & Equipment Company (Pvt) Ltd
3. Maganeguma Consultancy & Project Management Service (Pvt) Ltd
4. Expressway Transport Bus Company (Pvt) Ltd

2.2 (ii) Related Party Transactions

Disclosures are made in respect of the transactions in which the entity has the ability to control or to exercise the significant influence over the financial and operational decisions of the subsidiaries.

Given below are the outstanding balances as at 31/12/2023 for the related party transactions entered into RDA and Subsidiaries.

Company Name	Receivable Amount Rs	Payable Amount Rs	Net Receivable/ (Payable Amount) Rs
Maganeguma Emulsion Production Company (Pvt) Ltd	60,394,024.77	0.00	60,394,024.77
Maganaguma Road Construction & Equipment Company (Pvt) Ltd	1,240,344,782.15	6,669,469,897.82	(5,729,125,115.67)
Maganaguma Consultancy & Project Management Services (Pvt) Ltd	0.00	4,086,661.48	(4,086,661.48)
Expressway Transport Bus Company (Pvt) Ltd	3,132,928.80	0.00	3,132,928.80

2.2 (iii) Interest in Subsidiaries

Controlling interest over the subsidiary companies as at 31st December 2023 is set out below

Name of Entity	Place of business/ country of incorporation	Direct Controlling Interest	Indirect Controlling Interest	Total Controlling Interest
Maganeguma Emulsion Production Company (Pvt) Ltd	Colombo/ Sri Lanka	99.99 %	-	99.99 %
Maganaguma Road Construction & Equipment Company (Pvt) Ltd	Colombo/ Sri Lanka	100 %	-	100 %
Maganaguma Consultancy & Project Management Service (Pvt) Ltd	Colombo/ Sri Lanka	99.98 %	0.02%	100 %
Expressway Transport Bus Company (Pvt) Ltd	Colombo/ Sri Lanka	100 %	-	100 %

Road Development Authority is mainly depending on voted funds to provide road infrastructure facilities to General Public. Therefore, Sri Lanka Public Sector Accounting Standards are followed for the preparation and presentation of the Financial Statements. However, its' subsidiary companies are following the Accounting Standard related to SMEs and LKAS for the preparation of their Financial Statements.

The Consolidated Financial Statement for the Road Development Authority are not prepared due to the fact that the two different accounting standards followed by parent organization and its' subsidiaries. Moreover, disputes have aroused regarding the ownership of some subsidiary companies.

2.2 (iv) Remuneration of Key Management Personnel

In accordance with SLPSAS 14, Remuneration of Key Management Personnel's including Senior Management of RDA are given below.

- Aggregate Remuneration during the year -Rs 162.90 Mn
Number of Persons 54
- Aggregate Remuneration during the year for the Board of Directors - Rs 2.84 Mn
Number of Board Members 17

2.3 Property Plant & Equipment – Basis of Valuation

2.3 (i) Assets Purchased/ Constructed by RDA & Assets taken over from Project Management Units

Property, Plant & Equipment are recorded at cost of purchase/ constructions or revaluation amount and are shown in the accounts at cost/ revalue amount less accumulated depreciation & accumulated impairment losses in accordance with SLPSAS -07.

Depreciation is provided at the following rates on straight line basis over the period of the estimated useful life from the date of purchase / acquired/ constructed/ revalued & used to date of disposal or sale of the different types of assets. Depreciation on Highways & other Roads is provided on component basis at the different rates based on the available information.

Expressways	3%	p.a.
Highways & other Roads (Constructed by LBFP)		
Cost Incurred Surface & Road Furniture (40% of total Cost)	10%	p.a.
Cost incurred for structures & Road up to Base Level (60% of Total Cost)	5%	p.a.
Highways & other Roads (Constructed by PMMUs)		
Culverts	4%	p.a.
Embankment	5%	p.a.
Surface	10%	p.a.
Road Signal	20%	p.a.
Safety Equipment	10%	p.a.
Other Road Cost	10%	p.a.
Concrete Bridges	1%	p.a.
Steel Bridges	2%	p.a.
Weak Bridges	5%	p.a.
Buildings	5%	p.a.
Parking Sheds	5%	p.a.
Furniture & Office Equipment	20%	p.a.

Computers	33.33%	p.a
Motor Vehicles	20%	p.a
Bridge Inspection Vehicle & Accessories	10%	p.a
Plant, Machinery & Equipment	25%	p.a
Drawing & Survey Equipment	20%	p.a
Tools & Equipment	20%	p.a
Communication Outlay	15%	p.a
Reference Books	50%	p.a
Baily Bridging Items	10%	p.a
Foot Bicycles	20%	p.a
Bridge Equipment	10%	p.a
Motor Cycles	20%	p.a
R&D Equipment	20%	p.a
Electrical Fitting & Fixtures	25%	p.a
Training Equipment	20%	p.a
Ferry Boats	20%	p.a
Motor Launch	20%	p.a
Medical Instruments	25%	p.a
Lab Equipment	20%	p.a
Accrow Items	20%	p.a
Office Container	20%	p.a
Expressway Equipment	33.33%	p.a
Prefab Toilet Units	10%	p.a
Sanitary Equipment	33.33%	p.a
Car Park at RDA Head Office	20%	p.a
Intangible Assets		
Computer Software	33.33%	p.a
Bridge Assessment Software	1%	p.a

2.3 (ii) Land

- a. Land acquired to construct expressways are accounted under the expressways cost and included in the asset registers of expressways. The value of lands & Construction & other cost is separately shown in the assets register.
- b. Crown Lands Occupied & Possession with RDA

RDA is working towards the identification of lands which are in the custody of RDA. Accordingly, land division of RDA has identified 542 plots up to now with the extent of 275.4937 hectares. We have requested to issue free grant certificates for the transferring the ownership of the above lands to RDA. No sooner the free grant certificates are issued, those lands will be brought to books of accounts of RDA

2.3 (iii) Expressways

Expressways are handed over to RDA during the reporting periods of Financial Statements from 2011 to 2023. These Expressways are capitalized in the RDA accounts during the reporting period from 2011 to 2023. Land acquired or purchased for construction of expressways has not been depreciated, complied with SLPSAS-07.

The costs of these expressways are summarized below.

Name of Expressway	Cost as at 31/12/2022 Rs.	Adjustments Rs.	Re-Styled Cost as at 01/01/2023	Addition / Adjustment Rs.	Total Cost as at 31/12/2023 Rs.	Land Acquisition Cost Rs.	Construction & Other Cost Rs.
Southern Expressway	115,978,057,761.35	-	115,978,057,761.35	45,282,191.95	116,023,339,953.30	8,390,505,545.53	107,632,834,407.77
Colombo Katunayake Expressway	53,461,961,681.16	-	53,461,961,681.16	16,100.00	53,461,977,781.16	2,609,367,153.34	50,852,610,627.82
Outer Circular Highway, Phase I	31,329,853,791.54	-	31,329,853,791.54	-	31,329,853,791.54	2,851,646,361.00	28,478,207,430.54
Outer Circular Highway, Phase II	47,753,768,454.41	-	47,753,768,454.41	-	47,753,768,454.41	1,856,120,544.00	45,897,647,910.41
Outer Circular Highway, Phase III	79,726,288,788.12	-	79,726,288,788.12	69,477,819.09	79,795,766,607.21	8,957,355,551.96	70,838,411,055.25
Extension of Southern Expressway Phase I	138,128,900,370.41	-	138,128,900,370.41	4,850,456,506.28	142,979,356,876.69	5,649,683,504.04	137,329,673,372.65
Extension of Southern Expressway Phase II	51,854,348,140.74	-	51,854,348,140.74	40,489,891.98	51,894,838,032.72	2,148,750,080.37	49,746,087,952.35
Extension of Southern Expressway Phase III	37,222,175,007.29	-	37,222,175,007.29	28,806,375.25	37,250,981,382.54	1,254,764,286.36	35,996,217,096.18
Extension of Southern Expressway Phase IV	50,160,153,134.48	-	50,160,153,134.48	39,273,675.06	50,199,426,809.54	304,824,563.30	49,894,602,246.24
Central Expressway II	162,014,496,087.51	384,182.39	162,014,880,269.90	32,018,406,016.81	194,033,286,286.71	15,189,895,490.71	178,843,390,796.00
Total	767,630,003,217.01	384,182.39	767,630,387,399.40	37,092,208,576.42	804,722,595,975.82	49,212,913,080.61	755,509,682,895.21

2.3 (iv) Highways & Other Roads

Improvements to 166 existing roads constructed out of the grant received from the line ministry, local bank loans obtained and handed over from Project Management Units have been capitalized during the years 2019 to 2023. The compensation and interest paid for the land acquired on behalf of the respective road improvements also have been capitalized under the same road.

The percentage of the road length capitalized out of the total length of 166 highways & other roads are given in Note 10 of the general notes to the Financial Statements.

Information is being collected for all existing Highways & Other Roads belong to RDA and will be brought to books of accounts upon the valuation.

The improvements of existing RDA roads constructed under the “Local Bank Rural Road 100000 km Programme” have been completed out of fund received by line ministry and loan obtained from local banks. Those roads have been capitalized under RDA and Grant due to analysis of fund received method.

The improvement part of existing RDA roads constructed and completed under the vote of road widening and improvement have been capitalized during the years 2021, 2022 & 2023.

2.3 (v) Bridges

The improvement part of existing bridges completed in the year 2021, 2022 & 2023 under the vote of reconstruction of damaged/weak bridges on National Highways have been capitalized during the years 2022 & 2023.

In addition, the expenditure occurred on repair and maintenance works of bridges has been shown as development expenditure in the statement of Financial Performance.

The details related to Bridges & Flyover Bridges Capitalized in the books of Accounts of RDA from the years 2019 to 2023 are given in Note 11 of the general notes to the Financial Statements.

2.3 (vi) Building

Revaluation process of buildings is being carried out by the Valuation Department for the all provinces and other offices.

The progress of the building revaluation process as at 31.12.2023 is as follows.

Building Revaluation Process as at 31.12.2023									
Province	No. of Buildings	No of Revalued Building	% Completion of Valuation	Revalued Amount (Rs Mn.)	Capitalized Amount				
					2023	2022	2021	2020	2019
Sabaragamuwa	52	52	100.00%	119.18					119.18
NCP	60	40	66.67%	54.10	0.12	28.84	25.14		
Northern	81	80	98.77%	303.81	220.39	83.42			
Central	95	17	17.89%	68.30	68.30		-		
NWP	26	13	50.00%	21.68				21.68	
Southern	41	26	63.41%	74.87	18.96	24.72	31.19		
Eastern	30	-	0.00%	-			-		
Uva	32	-	0.00%	-			-		
Akkarapattuwa (Addl.PD)	78	72	92.31%	110.68		110.68			
Western	73	39	53.42%	216.71	94.59	122.12			
EOM & M - CKE	28	28	100.00%	441.15	441.15				
EOM & M -CEP II	60	60	100.00%	473.64	473.64				
EOM & M -OCH	23	23	100.00%	1,095.08	1,095.08				
EOM & M -STDP	110	110	100.00%	1,246.35	1,246.35				
TOTAL	789	560	70.98%	4,225.55	3,658.58	369.78	56.33	21.68	119.18

The depreciation on area used by Ministry of Highways in Maganeguma Mahamedura Building has been charged against the grant received for building in the year 2014 and adjustments have been re-stated accordingly.

2.3 (vii) Motor Vehicles

- a. Motor Vehicles used by project and subsequently handed over to the RDA are recorded at its revaluation price.
- b. All other vehicles in the possession of RDA with zero values in the books of accounts have been re-valued and recorded in the books of accounts of RDA at revalued price.

2.3 (viii) Other Assets

Cost of new assets purchased and handed over to the RDA is recorded at its cost.

The used assets of the Project Managements Units have been taken over by RDA over the years up to 31.12.2023 and have been brought to the Assets register of RDA.

Province wise Committees have been appointed to value these assets and will be brought to the books of RDA accounts upon the valuation.

2.3 (ix) Investment Property

According to the SLPSAS 13 the value of underpass shops at Borella & Kandy have been separated as "Investment Property" in the books of accounts of RDA during the year 2023.

2.3 (x) Asset Valuation System

The task of developing the Assets Valuation System Module for a systematic approach through the Sri Lanka Road Assets Management System (SLRAMS) has already started through the TCAM project. The consultancy service for the pilot project has been completed under the TCAM project and the selected officers of the authority are being trained through this project. The asset revaluation process is to be completed through the Assets Management division of RDA.

2.4 Capital Work-In-Progress

Capital work in progress is stated at cost. These are expenses of a capital nature directly incurred in the construction of Expressways, Bridges and Buildings by RDA

Given below is the summary of Work-in-Progress as at 31.12.2023.

Detail	Buildings		Expressways		Weak Bridges		Kandy Tunnel		RWI Roads		Base Line Stage III		RDA 100000Km Prog		Non-RDA 100000Km Prog		Other PMMU Roads		Land Development		Land		Grand Total	
	Rs		Rs		Rs		Rs		Rs		Rs		Rs		Rs		Rs		Rs		Rs		Rs	
Balance 1st January 2023	6,531,237.43		25,793,818,507.49		692,487,951.95		61,205,648.88		3,441,474,285.24		-		6,045,180,290.92		125,586,758,743.56		5,574,967,173.25		1,865,893.00		15,365,130,249.97		286,550,288,594.45	
Adjustments					(1,086,074.65)		-		382,259,670.10		-						-				(40,039,633.33)		341,133,962.12	
Restated Balance 1st January 2022	6,531,237.43		25,793,818,507.49		691,401,877.30		61,205,648.88		3,823,733,955.34		-		6,045,180,290.92		125,586,758,743.56		5,574,967,173.25		1,865,893.00		15,325,090,616.64		182,910,553,943.81	
Additions During the Year	27,293,372.87		25,889,977,443.72		127,829,565.31		26,913,573.25		140,386,684.52		3,328,719,511.01		1,583,193,222.01		21,567,183,417.96		431,936,187.93		256,601.28		2,901,693,711.90		56,025,383,291.76	
Total	33,824,610.30		51,683,795,951.21		819,231,442.61		88,119,222.13		3,964,120,639.86		3,328,719,511.01		7,628,373,512.93		147,153,942,161.52		6,006,903,361.18		2,122,494.28		18,226,784,328.54		238,935,937,235.57	
Capitalized/ Transferred					(440,619,679.10)												-				(2,052,004,260.63)		(2,492,623,939.73)	
Balance 31st December 2023	33,824,610.30		51,683,795,951.21		378,611,763.51		88,119,222.13		3,964,120,639.86		3,328,719,511.01		7,628,373,512.93		147,153,942,161.52		6,006,903,361.18		2,122,494.28		16,174,780,067.91		236,443,313,295.84	

Summary of Work-In-Progress on Expressway & Bridges

Project Name	Progress Payments on Civil Work & Supervision and Compensation			Interest cost incurred			Total Work In Progress
	Balance as at 01.01.2023	During the year 2023	Total as at 31.12.2023	Balance as at 01.01.2023	During the year 2023	Total as at 31.12.2023	
	Rs	Rs	Rs	Rs	Rs	Rs	
Central Expressway Phase I	5,238,660,101.22	1,461,639,814.97	6,700,299,916.19	11,727,464,247.06	10,237,231,600.38	21,964,695,847.44	28,664,995,763.63
Central Expressway Phase III	5,037,882,546.96	196,573,792.10	5,234,456,339.06	2,761,479,003.93	2,987,746,882.90	5,749,225,886.83	10,983,682,225.89
Ruwanpura Expressway	454,211,547.09	5,730,668,666.03	6,184,880,213.12	574,121,061.23	952,874,112.51	1,526,995,173.74	7,711,875,386.86
Central Expressway Phase IV	-	2,607,706,891.43	2,607,706,891.43	-	-	-	2,607,706,891.43
NKB to Athurugiriya Expressway	-	1,715,535,683.40	1,715,535,683.40	-	-	-	1,715,535,683.40
Total	10,730,754,195.27	11,712,124,847.93	22,442,879,043.20	15,063,064,312.22	14,177,852,595.79	29,240,916,908.01	51,683,795,951.21

2.5 Issuance of Treasury Bond

As per the instruction by the Director General of Department of Treasury Operations RDA has issued treasury bonds to the local banks for amounting Rs. 39,956,935,393.31 to settlement of finance cost and capital re-payment during the year 2023.

Similarly, an amounting of Rs. 21,673,277,630.52 has been issued for the settlement outstanding dues with VAT component above to the major contractors and suppliers. The details of bond issued are as follows.

Vote No.	Name of the Vote	Amount
117-02-04-51-2506	Gap Financing	39,956,935,393.31
117-02-04-01-2506	Road Maintenance Trust Fund	357,855,725.71
117-02-04-49-2506	Marine Drive	14,670,000.00
117-02-06-08-2506	Reconstruction of damaged/weak bridges on National Highways	300,000.00
117-02-04-57-2506	Development of an alternative Road Network to access main roads and expressways and ease the traffic congestion (100000 Km Programme)	9,298,559,570.18
117-02-05-(01-26)-2506	Road Widening & Improvement	103,230,000.00
117-02-03-07-2506-4	Central Expressway II	11,582,526,462.08
117-02-04-43-2506	Southern Road Connectivity Project	316,135,872.55
Total		61,630,213,023.83

2.6 Borrowing cost

- a) Borrowing costs consist of interest that an entity incurs in connection with the borrowing of funds. Interest cost related to local bank loans up to the stage of completion of Expressways and Roads constructed by PMUU have been charged to work in Progress in accordance with SLPSAS -04.
- b) Borrowing cost related to the period up to the date of completion of improvements to existing roads completed out of local bank loans have been capitalized.
- c) Borrowing cost related to local bank funded projects for road widening and improvement works which have not been capitalized and cost incurred after completing the expressways, new roads & bridges, improvements to existing roads have been shown as finance cost in the financial statements.

2.7 Government Grants

- (i) Government grants received for purchased of assets & grant related to the assets handed over from Project Management Units are accounted in accordance with SLPSAS -11 and according to the instructions issued by the Ministry of Finance. The grant related to wind up projects (Central Expressway-IV, Baseline Road Stage-III, Elevated Highway from NKB to Athurugiriya) have been included as capital grant received during the year 2023.
- (ii) Grants received for recurrent overhead have been recognized as income in the same year.
- (iii) Grants received/ receivable for interest and capital re-payment of local bank loans
 - (a) Grants received/ receivable for interest payable and capital re-payment on Local Bank Loans for RWI work have been recognized as revenue in the same year.
 - (b) Grants received/ receivable for interest payable and capital re-payment on PMUU loans obtained for construction of roads & bridges are shown in the accounts as revenue in the same year.
 - (c) Grant received/ receivable for the capital re-payment has been distributed according to the loan utilization ratio as capital or recurrent grant in the same year.
- (iv) Grants received for development improvement & maintenance of roads are recognized as income in the same year.

2.8 Conversion of Foreign Currency into a Reporting Currency

USD loan obtained from People's bank is recorded in the accounts as per SLPSAS -05.

Re payment of USD loan obtained from the People's Bank & interest paid are converted as per the spot rate at the date of the payment and the closing balance of loan, repayment & interest due on the reporting date are converted at the spot exchange rate on the date of the Statement of the Financial Position. The loss on exchange rate difference is related to the current year has been charged to the Statement of Financial Performance.

2.9 Classification of Current & Non-Current Assets & Liabilities

All Assets expected to be realized in or, is held for sale or consumption in, in the normal operating cycle of the Authority or expected to be realized within twelve months after the reporting date of the Financial Statements have been categorized as "Current Assets" and all other assets have been categorized as "Non-Current Assets" in accordance with the SLPSAS -01. The all staff loans have been categorized as Current and Non-Current from the year 2023.

All Liabilities due to be settled in the normal operating cycle of the Authority or expected to be settled within twelve months after the reporting date of the Financial Statements have been categorized as "Current Liabilities" and all other liabilities have been categorized as "Non-Current Liabilities" in accordance with SLPSAS -01.

2.10 Contingent Liabilities

There are contingent liability amounting to Rs. 612,799,804.38 and Rs. 1,495,857,372.75 in respect of court cases filed by employees and outside parties against the RDA and closed Project Management Units.

2.11 Lease Rental on Land of Maganaguma Mahamadura

Lease rental on Maganaguma Mahamedura land has been accounted in accordance with SLPSAS -13.

2.12 Expenditure

- (i) Except the expressways, roads & bridges constructed by LBFP & 100000 Km alternative road programme, expenditure incurred on construction, widening & improvement of all Roads, Bridges etc. are carried out by voted funds are written off in the accounts in the year they have been incurred & shown as development expenditure in the statement of Financial Performance.
- (ii) Expenditure incurred for all maintenance activities of the roads & bridges are charged to statement of Financial Performance.
- (iii) Accounting policy adopted for accounting of expenditure incurred for Road Widening & Improvement works which are administrated by construction division which is partly funded by RWI vote while balance part of the funds was provided by Local bank loans have been changed during the year 2021. Accordingly, the expenditure incurred for these Road Widening & Improvement work have been capitalized during the year 2021.
- (vi) Expenditure incurred on Rehabilitation and Improvement of 100000 Km alternative road programme under the government policy statement of "Vistas of prosperity & Splendor" during the year 2021 is accounted as follows.
 - Expenditure incurred for constructing of non-RDA roads are shown as work-in-progress until the project is completed and charged to relevant cost as expenditure after completing the project. The effect to the surplus/deficit of the accounts on this will be setoff once the grant received to settle the loan re-payment.
 - Expenditure incurred for constructing the roads belongs to RDA is shown in the account as work in progress, until the project is completed. These roads are capitalized after completion the project at cost.
- (vii) Expenditure incurred for non-RDA roads constructed out of the Local Bank funds & RDA own generated income are written off in the accounts & charged to Statement of Financial Performance.
- (viii) Expenditure incurred on greenery works of expressways are written off in the accounts and shown in the Statements of Financial Performance.
- (ix) Expenditure incurred for the payment of land compensation of the PMUU is accounted as follows.
 - a. All Expressways Charged to Work-in- progress on Expressways
 - b. All highway projects are shown in the accounts as Work-in-progress on other roads constructed by PMUU and RDA
- (x) Expenditure incurred on Rural Bridges, Rural Roads Programme and Tree planting under voted funds granted by State Ministry during the year 2021 are written off in the accounts & Charged to Statement of Financial Performance.

- (xi) Expenditure incurred out of Voted funds received from other ministry votes are charged to statement of financial performance.

2.13 Overhead component of Local Bank Rural Road Programme (100000 km)

The overhead cost related to Local Bank Rural Road Programme has been distributed proportionate among the RDA and Non-RDA roads by considering the amount spent on the same.

2.14 Personal Emoluments

Expenditure incurred on personal emolument of RDA has been identified for the General Staff and Maintenance Labor and disclosed separately.

2.15 Client's Work Undertaken

Road Development Authority has undertaken client works from the various government institutions and private parties to construct roads. Expenditure on value of work done has been charged against the respective client deposit with the overhead component of the RDA. In the case of trenching of NWB&DB, SLT, CEB, etc. the reinstatement of the respective trenching has been carried out of maintenance vote due to unable to recognize the cost there on.

2.16 Stock

- (i) Stocks other than finished products have been valued at cost or net realizable value whichever is lower in accordance with the SLPSAS- 09.
- (ii) Finished product of the casting yard valued at actual cost.

2.17 Taxation

(i) V.A.T

- (a) VAT is paid on cash basis with effect from September 2001, as per the ruling dated 12th November 2001 received from Department of Inland Revenue.
- (b) With effect from the 01/01/2013, all activities carried out under voted funds received & Local Bank Loans are exempted from VAT. Accordingly input tax paid on the above activities have been shown in Financial Statement as disallowable taxes and charged to expenditure.
- (c) VAT is accounted through VAT control account and any VAT amount disallowed is treated as expenditure.
- (d) Standard VAT rate has been revised 15 % with effect from 01st September 2022.

(ii) Income Tax

Current Taxes

Income Tax shown in financial statement for the year 2023 is computed based on the Inland Revenue act No, 24 of 2017 & the Amendment acts.

According to the section k (ii) of the Inland Revenue act No 24 of 2017, repealed by the amendment act no. 10 of 2021, any Public Corporation out of the funds voted by Parliament from the Consolidated Fund or out of any loan arranged through the Government is exempted from Income Tax.

Therefore income tax provision has been provided in the accounts only for the liable income computed as per the Inland Revenue Act, except claiming allowance for depreciation on additional toll roads constructed by RDA. The allowance for depreciation on the above has been claimed according to accounting rate.

Deferred Tax

Deferred Tax is provided on temporary differences at the reporting date of the Financial Statements between the tax base and the carrying value of the financial reporting purposes. The deferred tax liabilities are provided for all taxable temporary differences. Deferred Tax assets are recognized for all deductible temporary differences. The deferred tax assets and liabilities are computed based on the tax laws that have been enacted at the reporting date.

(iii) Surcharge Tax

According to the Surcharge Tax Act No 14 of 2022, every companies whose taxable income exceeds Rs 2 Bn (Rs 2000 Mn) liable to pay surcharge tax @ 25% of taxable income of the year of assessment 2020 /2021.

(iv) Social Security Contribution Levy

According to the Social Security Contribution Levy (SSCL) Act No 25 of 2022, Social Security Contribution Levy imposed with effect from the 01st October 2022 at the rate of 2.5 %.

Therefore, RDA is liable to pay SSCL for the any description of service providing.

2.18 Employee Benefits

(i) Defined Contribution Plan

The defined contribution plan is the post employee benefits under which RDA pays fixed contribution to Employee Provident Fund (EPF) and Employee Trust Fund (ETF).

RDA contributes 12% on liable income of employees to EPF and 3% on liable income to the ETF according to the relevant statutes.

(ii) Gratuity

Gratuity of employees is provided only for those who have completed one year period of service required as per SLAS -19 & it has been calculated on formula method according to the standard as follows.

(a) Current service cost

According to the standard, the present value of the salary of each employee as at 31st December has been considered as Current service cost.

(b) Salary increment rate

The percentage of the difference between the salary increase of the previous year and the current year has been considered as the Salary increment rate.

(c) Discount rate

Short-term Treasury bill interest rates that will be paid by commercial banks at the year-end have been considered as the discount rate.

(d) Past service cost

Past service cost has been recognized as benefit payable for employee service, under the defined benefit plan up to the age 60 & no benefit is attributed to service after that age.

(e) Employee turnover rate

The rate between the number of employees employed in the previous year and the number of employees who retired in the current year has been considered as the employee turnover

2.19 Provision for Doubtful Debts / Impairment of Mobilization Advance / Non-moving Stock

Specific provisions have been made in accounts for doubtful debts, impairment of mobilization advances and non-moving inventories.

Details are set out below;

Rs		
Doubtful Debts	Debtors	704,476.31
	Staff Debtors	650,366.99
Impairment of Mobilization Advance		10,424,901.66
Non-Moving Inventories		26,678,408.46

General provisions have not been made in the accounts.

2.20 Revaluation Surplus

The assessed value of fully depreciated buildings has been taken to the books of the Road Development Authority and full value is treated as Revaluation Reserve.

2.21 Management Fee & Overhead Recovery from Project Management Units

Overhead component of 6% is charged from PMUU on the gross amounts computed by RDA on behalf of Project Management Units.

2.22 Funds Received for Road Maintenance and Road Improvement Works/Clients' Works

- (i) Funds Received for Road Maintenance and Road Improvement Works for the Votes under Line Ministry (Ministry/Trust Fund/RWI Fund), State ministry of Rural Roads & Other infrastructure and Other Ministry votes are shown as Revenue
- (ii) Value of work done relating to clients' work were computed by adding 20% overhead components on cost incurred for actual work carried out on behalf of clients during the year except the reduced percentage for overhead for the work undertaken from Divisional Secretaries and other specific organizations authorized by the management.

2.23 Asphalt Plants

Management has decided to treat this Asphalt Plants as separate profit centers and to ascertain the performance of operations of these separately. Transactions relating to the operations of the asphalt plants were recorded and the performances were ascertained separately.

Asphalt supply by the asphalt plants is being charged to Development & Maintenance Expenses, RWI votes weak bridges vote, 100000 Km alternative road programme, rural road project, rural bridge programme, Marine Drive extension & client's work undertaken on full cost basis.

2.24 ETC Account

The balance of Electronic Toll Collection top-up account as at 31/12/2023 is amounting Rs. 78,957,214.47 in respect of ETC card holders. It has not been shown in RDA accounts as the above funds do not belong to RDA.

2.25 Correction of Prior period Errors and Adjustments due to Change in Accounting Policies

All material fundamental errors related to prior periods & adjustments due to change in Accounting Policies have been adjusted to the brought forward balances in accumulated surplus in 2022. Comparative figures for the year have been re-stated accordingly.

The classification errors related to income in the comparative figures and not taken to the ledger account due to both debit and credit goes to same account. (Adjustments to Retained Earnings account)

2.26 Fixed Deposit with Bank of Ceylon

The fixed deposit has been placed for Rs 1,500 Mn at Bank of Ceylon as per the conditions stipulated in offer for credit facility for Rs. 4,312 Mn by the same bank during the year 2019. An amount of Rs 2,552.72 Mn including interest earned, has been carried forward in the books of accounts in RDA as at 31.12.2023.

2.27 Assignment of REPO Investment in People's Bank

Three REPOs, value of amounting to Rs 1,787.32 Mn have been pledged at People's Bank as per the conditions stipulated in offer for credit facility for Rs. 3,688 Mn by the same bank during the year 2019 and same amount has been carried forward in the books of accounts in RDA as at 31.12.2023.

2.28 Commitment & Liability as at 31.12.2023

As per the circular issued from the General Treasury, the commitment and liability reports for all votes as at 31.12.2023 have been submitted to the line ministry before the finalization of annual accounts of RDA. Due to the delay in submission of bills payable from many regional offices and other organizations, the payable values stated in the Commitment and Liabilities reports for the year 2023 have been different from the payable values stated in the financial statements.

ROAD DEVELOPMENT AUTHORITY
GENERAL NOTES

(1) Land Compensation & Interest Payable as at 31.12.2023

Description	Compensation (Rs)	Interest (Rs)	LARC (Rs)	Super LARC (Rs)	Retention & Others (Rs)	Total as at 31.12.2023 (Rs)
Land Continuation Works (on going Projects)	353,393,557.43	523,874,543.46	109,343,637.05	555,000.00	3,491,790.00	990,658,527.94
Closed PMMU						
Outer Circular Highway	3,141,000.00	7,073,988.76				10,214,988.76
Extension of Southern Expressway	25,257,749.61	175,133,840.66	15,293,491.93	537,150.00		216,222,232.20
National Highway Sector Project	20,046,713.20	48,142,876.00				68,189,589.20
Southern Road Connectivity Project	1,104,884,412.33	491,476,329.81	8,711,524.60			1,605,072,266.74
Central Expressway - II	33,991,731.76	27,333,009.60	1,562,244.37		1,086,070.00	63,973,055.73
Central Expressway - IV	921,126,406.68					921,126,406.68
Ruwanpura Expressway	131,147,070.42		13,287,880.00			144,434,950.42
Elevated Highway from NKB to Athurugiriya	8,845,100.00		17,589,906.00			26,435,006.00
Baseline Road Extension Project (Phase III)	33,518,575.76	454,968,776.72				488,487,352.48
TOTAL	2,635,352,317.19	1,728,003,365.01	165,788,683.95	1,092,150.00	4,577,860.00	4,534,814,376.15

(2) Local Bank Loans & Debentures

(i) Summary of the Local Bank Loans Obtained as at 31.12.2023

Bank & Branch	Purpose	Loan Granted		Loan Balance	
		As at 01.01.2023 (Rs)	As at 31.12.2023 (Rs)	As at 01.01.2023 (Rs)	As at 31.12.2023 (Rs)
Peoples Bank, Corporate Branch	CKE Project	6,463,867,054.42	4,334,187,541.83	6,463,867,054.42	4,334,186,541.83
Bank of Ceylon, Corporate Branch	CEP I Project	2,548,917,257.60	2,548,917,257.60	944,979,572.52	732,569,800.52
Sampath Bank- Head Office Branch	PMMU & RDA	14,500,000,000.00	14,500,000,000.00	13,181,818,181.82	11,863,636,363.64
Bank of Ceylon, Corporate Branch	PMMU & RDA	22,000,000,000.00	22,000,000,000.00	22,000,000,000.00	19,904,761,904.00
Bank of Ceylon, Corporate Branch	PMMU & RDA	9,000,000,000.00	9,000,000,000.00	8,608,695,652.00	7,826,086,956.00
Development Finance Corporation of Ceylon Bank	PMMU & RDA	5,000,000,000.00	5,000,000,000.00	4,782,608,695.00	4,347,826,085.00
Bank of Ceylon, Corporate Branch	CEP II Project	25,000,000,000.00	25,000,000,000.00	22,916,666,666.00	20,833,333,332.00
Peoples Bank- Corporate Branch	CEP II Project	3,688,000,000.00	3,688,000,000.00	1,720,682,473.61	983,466,652.00
Bank of Ceylon, Corporate Branch	CEP II Project	4,312,000,000.00	4,312,000,000.00	2,084,133,323.00	1,221,733,319.00
Bank of Ceylon, Corporate Branch	CEP II & RDA	11,000,000,000.00	11,000,000,000.00	11,000,000,000.00	10,541,666,666.67
Peoples Bank- Corporate Branch	CEP I & RDA	8,000,000,000.00	8,000,000,000.00	8,000,000,000.00	7,583,333,333.33
Bank of Ceylon, Corporate Branch	CEP II & RDA	14,000,000,000.00	14,000,000,000.00	14,000,000,000.00	13,416,666,666.67
Peoples Bank- Corporate Branch	CEP I & RDA	17,000,000,000.00	17,000,000,000.00	17,000,000,000.00	16,291,666,666.67
National Savings Bank- Head Office Branch	CEP II & RDA	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00	9,166,666,666.66
Peoples Bank- Corporate Branch	CEP I II & RDA	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00	9,666,666,666.67
Bank of Ceylon, Corporate Branch	CEP I II & RDA	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00
National Savings Bank- Head Office Branch	CEP I II & RDA	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00
Bank of Ceylon, Corporate Branch	CEP I II & RDA	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00
National Savings Bank- Head Office Branch	CEP II & RDA	3,250,000,000.00	3,250,000,000.00	3,250,000,000.00	3,250,000,000.00
Bank of Ceylon, Corporate Branch	Ruwanpura	12,950,380,807.55	12,950,380,807.55	360,666,044.59	360,666,044.59
Total		208,713,165,119.57	206,583,485,606.98	186,314,117,662.96	172,324,933,665.25

Analysis of Outstanding Balance on Local Bank Loans as at 31.12.2023

PMU	Approved Loan Amount	Loan Balance as at 01/01/2023	Loan Installments due but not paid as at 01/01/2023	Utilization & Adjustments of Loans During the Year	Repayment of Capital During the year	Loan Installments due but not paid as at 31/12/2023	Loan Balance as at 31/12/2023
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Foreign Currency Loan							
CKE - Peoples Bank, Corporate Branch	US \$ 44,717,825.54 Equivalent Rs. 6,463,867,054.42	US \$ 17,394,372.57 Equivalent Rs. 6,463,867,054.42	US \$ 2,007,042.96 Equivalent Rs. 745,830,811.83	-	US \$ 4,014,085.92 Equivalent Rs. 1,406,306,535.24	US \$ 2,007,042.96 Equivalent Rs. 650,127,978.84	US \$ 13,380,286.45 Equivalent Rs. 5,153,263,352.17 (819,076,810.34)
Adjusting of Foreign Exchange Differences (Applicable Exchange Rate per US \$ = Rs 323.9233)				(819,076,810.34)	-		
CKE Loan Balance	6,463,867,054.42	6,463,867,054.42	745,830,811.83	(819,076,810.34)	1,406,306,535.24	650,127,978.84	4,334,186,541.83
Sampath Bank, Head Office	14,500,000,000.00	13,181,818,181.82			1,318,181,818.18		11,863,636,363.64
Bank of Ceylon, Corporate Branch	22,000,000,000.00	22,000,000,000.00			1,047,619,048.00		19,952,380,952.00
Bank of Ceylon, Corporate Branch	9,000,000,000.00	8,608,695,652.00	391,304,348.00		782,608,696.00	391,304,348.00	7,826,086,956.00
CEP I - Bank of Ceylon, Corporate Branch	2,549,000,000.00	944,979,572.52	106,204,886.00		212,409,772.00	106,204,886.00	732,569,800.52
Development Finance Corporation of Ceylon Bank	5,000,000,000.00	4,782,608,695.00	217,391,305.00		434,782,610.00	217,391,305.00	4,347,826,085.00
Bank of Ceylon, Corporate Branch	25,000,000,000.00	22,916,666,666.00	1,041,666,667.00		2,083,333,334.00	1,041,666,667.00	20,833,333,332.00
CEP II - Peoples Bank- Corporate Branch	3,688,000,000.00	1,720,682,473.61		384,182.39	737,600,004.00		983,466,652.00
CEP II - Bank of Ceylon, Corporate Branch	4,312,000,000.00	2,084,133,323.00			862,400,004.00		1,221,733,319.00
Peoples Bank- Corporate Branch	11,000,000,000.00	11,000,000,000.00				458,333,333.33	10,541,666,666.67
Bank of Ceylon, Corporate Branch	8,000,000,000.00	8,000,000,000.00					7,583,333,333.33
Peoples Bank- Corporate Branch	14,000,000,000.00	14,000,000,000.00				583,333,333.33	13,416,666,666.67
Peoples Bank- Corporate Branch	17,000,000,000.00	17,000,000,000.00				708,333,333.33	16,291,666,666.67
National Savings Bank- Head Office Branch	10,000,000,000.00	10,000,000,000.00				416,666,666.67	9,583,333,333.33
Peoples Bank- Corporate Branch	10,000,000,000.00	10,000,000,000.00				333,333,333.33	9,666,666,666.67
Bank of Ceylon, Corporate Branch	10,000,000,000.00	10,000,000,000.00					10,000,000,000.00
National Savings Bank- Head Office Branch	10,000,000,000.00	10,000,000,000.00					10,000,000,000.00
Bank of Ceylon, Corporate Branch	10,000,000,000.00	10,000,000,000.00					10,000,000,000.00
National Savings Bank- Head Office Branch	3,250,000,000.00	3,250,000,000.00					3,250,000,000.00
Bank of Ceylon, Corporate Branch	12,950,380,807.55	360,666,044.59					360,666,044.59
Total	208,713,247,861.97	186,314,117,662.96	2,502,398,017.83	(818,692,627.95)	9,301,908,488.09	6,370,980,899.50	172,324,933,665.25

** Please refer the Summary
** Please refer the Summary

(ii) Summary of the Local Bank Loans Rescheduled

Bank & Branch	Purpose	Loan Balance as at 01/01/2023 (Rs)	Utilization of Loans During the Year-2023 (Rs)	Loan Amount at the date of Re-Scheduled (Rs)	Date of Loan Re-Scheduled	Loan Balance as at 31.12.2023 (Rs)
Commercial Bank- Head Office Branch	RW1 Works	4,755,930,854.26	-	4,755,930,854.26	01.01.2021	4,755,930,854.26
Bank of Ceylon- Metropolitan & Corporate Branches	RW1 Works	24,175,993,737.37	-	24,175,993,737.37	01.01.2021	24,175,993,737.37
Peoples Bank- Corporate Branch	RW1 Works	8,380,056,621.21	-	8,380,056,621.21	01.01.2021	8,380,056,621.21
Development Finance Corporation of Ceylon Bank- Head Office Branch	RW1 Works	896,508,934.21	-	896,508,934.21	01.01.2021	896,508,934.21
Hatton National Bank	RW1 Works	20,133,152,184.28	-	20,133,152,184.28	01.01.2021	20,133,152,184.28
National Development Bank	RW1 Works	6,299,836,399.91	-	6,299,836,399.91	01.01.2021	6,299,836,399.91
Bank of Ceylon, Corporate Branch	OCH III Project	1,045,184,686.42	-	1,045,184,686.42	01.01.2021	1,045,184,686.42
Peoples Bank- Corporate Branch	CEP II Project	12,892,878,904.10	-	12,892,878,904.10	01.01.2021	12,892,878,904.10
Total Amount		78,579,542,321.76	-	78,579,542,321.76		78,579,542,321.76

(iii) Summary of the Debenture Issued for Loan Rescheduled

Bank & Branch	Purpose	Original Loan Balance at the date of issue of Debenture (Rs.)	Date of Debenture Issued	No of Debentures	Value of Debenture Issued for Re-scheduled Loans (Rs.)	Balance as at 31.12.2023 (Rs)
National Savings Bank- Head Office Branch	RW1 Works	40,665,656,199.10	01.01.2021	406,656,562	40,665,656,199.10	40,665,656,199.10
National Savings Bank- Head Office Branch	CEP II Project	11,200,000,000.00	01.01.2021	112,000,000	11,200,000,000.00	11,200,000,000.00
National Savings Bank- Head Office Branch	PMMU & RDA	7,500,000,000.00	01.01.2021	75,000,000	7,500,000,000.00	7,500,000,000.00
Total Amount		59,365,656,199.10		593,656,562	59,365,656,199.10	59,365,656,199.10

(iv) Summary of the Debenture Issued for New Loans

Bank & Branch	Purpose	Value of Approval Granted to issue debentures (Rs.)	Date of Debenture Issued	Date of Redemption	New Interest Rate	No of Debentures	Par Value (Rs.)	Amount of Debenture Issued (Rs.)	Balance as at 31.12.2023 (Rs)
National Savings Bank- Head Office Branch	CEP II & RDA	10,000,000,000.00	12.08.2021	10.07.2036	6M AWPLR+2.00%	100,000,000	100	10,000,000,000.00	10,000,000,000.00
National Savings Bank- Head Office Branch	CEP II, III & RDA	30,000,000,000.00	29.10.2021	10.07.2036	6M AWPLR+2.25%	100,000,000	100	10,000,000,000.00	10,000,000,000.00
National Savings Bank- Head Office Branch	CEP II, III & RDA	40,000,000,000.00	19.11.2021	10.07.2036	6M AWPLR+2.00%	118,000,000	100	11,800,000,000.00	11,800,000,000.00
Total Amount		40,000,000,000.00				318,000,000		31,800,000,000.00	31,800,000,000.00

Summary of Loans & Debenture Balances as at 31.12.2023

(i) Local Bank Loans Obtained	172,324,933,665.25
(ii) Local Bank Loans Rescheduled	78,579,542,321.76
(iii) Debenture Issued for Loan Rescheduled	59,365,656,199.10
(iv) Debenture Issued for New Loans	31,800,000,000.00
TOTAL	342,070,132,186.11
** Loans Serviced through Expressway Management Unit	2,205,199,971.00
Loans backed by Treasury Guarantee	339,864,932,215.11

(3) The capital is paid up as follows;

	Rs.
1982	250,000.00
1983	750,000.00
Total	1,000,000.00

(4) Client Deposit Credited to Revenue

An amount of Rs. 38,942,103.00 of client deposit remaining over the years in the accounts has been credited to revenue during the year due to completion of the client works at a minimum cost through direct labour, some work re-stated

(5) Retention Money Written Back

The long outstanding retention money amounting to Rs. 37,688,670.30 shown in the accounts as payable over the years has not been claimed by respective contractors has been written back in the accounts during the year. A further sum of Rs. 1,921,665.60 has not been claimed by respective contractors out of which Rs. 852,503.18 has been refunded to the Line Ministry during the year 2023 and balance amount of Rs. 1,069,162.42 has been shown in the accounts as payable to the Line Ministry.

(6) Mobilization Advance Remittance to Line Ministry

The long outstanding mobilization advance amounting to Rs. 6,369,248.44 shown in the accounts as receivables over the years has not been deducted by respective contractors has been deducted other works of same contractor during the year out of which Rs. 5,529,008.44 has been refunded to the Line Ministry during the year 2023 and balance amount of Rs. 840,240.00 has been shown in the accounts as payable to the Line Ministry.

(7) Liquidated Damages Written Back

Liquidated Damages recoveries amounting to Rs. 33,586,492.30 has been credited to revenue as per the recommendation given by committee.

(8) Other Deposit/ Creditors Written Back

The long outstanding refundable deposit amounting to Rs. 7,276,285.74 payable in the accounts over the years which have not been claimed by respective parties and have been credited to revenue during the year.

(9) Net Surplus for the Period before Income Tax - Rs 68,669,195,781.02

Surplus for the period is set out as follows.

	2023 (Rs.)	2022 Re-Statd (Rs.)
Surplus for the period on voted funds	61,940,126,962	41,962,558,973
Surplus for the period on Own Income (Including expressways)	6,729,068,819	1,539,273,106
Net Surplus for the Period	68,669,195,781	43,501,832,079

The above surplus is generated from the capital grant on account of non-exchange transactions in line with the application of SLPSAS 11

ROAD DEVELOPMENT AUTHORITY
SUMMARY OF NATIONAL HIGHWAYS CAPITALIZED IN FINANCIAL STATEMENT OF RDA

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2023 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2023 (Rs)
			Constructed	Chainage				
AA000	Kollupitiya - Sri Jayawardenapura	7.12		Land	-	89,162,278.79		89,162,278.79
AA001	Colombo - Kandy	115.85		17-39	18.99%	11,110,997,962.77		11,110,997,962.77
AA001	Colombo - Kandy	115.85		Land	-	149,332,285.08	366,795.00	149,699,080.08
AA002	Colombo - Galle - Hambantota - Wellawaya	115.85		39.3-114.5	63.27%	3,542,812,984.20		3,542,812,984.20
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78		17.5-25.2	2.42%	1,537,178,804.64		1,537,178,804.64
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78		Land	-	78,400.00		78,400.00
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78		Land	-	9,000.00		9,000.00
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78		13.275-18.48	1.64%	1,968,349,245.58		1,968,349,245.58
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78		25.24-30.3	1.59%	1,504,907,654.87		1,504,907,654.87
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78		Bridge	-	214,748,153.55		214,748,153.55
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78		Rd Furniture	-	5,415,247.62		5,415,247.62
AA003	Peliyagoda - Puttalam	126.31		Land	-	8,583,748.40		8,583,748.40
AA003	Peliyagoda - Puttalam	126.31		0.6-9.0	6.65%	1,948,200,757.66		1,948,200,757.66
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	126.31		9.0-18.31	7.37%	1,703,426,034.90		1,703,426,034.90
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	430.57		1.26-15.36	3.27%	2,411,272,116.63		2,411,272,116.63
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	430.57		24.5-25 & 24.3-24.6	0.19%	12,762,223.31		12,762,223.31
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	430.57		Land	-	565,902,016.17	85,800,108.14	651,702,124.31
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	430.57		218-287.15	16.06%	2,037,109,290.26		2,037,109,290.26
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	430.57		1-15.36	3.34%	1,164,897,090.62		1,164,897,090.62
AA005	Peradeniya - Badulla - Chenkaladi	275.64		Land Slide	-	-	406,652,930.38	406,652,930.38
AA005	Peradeniya - Badulla - Chenkaladi	275.64		75.2-130.1	19.92%	6,058,493,470.89		6,058,493,470.89
AA005	Peradeniya - Badulla - Chenkaladi	275.64		Land Slide	-	-	1,679,008,569.29	1,679,008,569.29
AA005	Peradeniya - Badulla - Chenkaladi	275.64		Land	-	(2,471,492.32)		(2,471,492.32)
AA005	Peradeniya - Badulla - Chenkaladi	275.64		Land	-	7,483,735.67		7,483,735.67
AA005	Peradeniya - Badulla - Chenkaladi	275.64		67.5-67.75 & 0-0.5	0.27%	38,558,118.97		38,558,118.97
AA005	Peradeniya - Badulla - Chenkaladi	275.64		130.8-150.8, 190.8-277.55	39.02%	8,460,848,288.23		8,460,848,288.23
AA006	Amberpussa - Kurunegala - Trincomalee	198.71		0-75.11	37.80%	14,176,768,116.55		14,176,768,116.55
AA006	Amberpussa - Kurunegala - Trincomalee	198.71		91.42-112.92	10.82%	1,758,305,204.77		1,758,305,204.77
AA006	Amberpussa - Kurunegala - Trincomalee	198.71		178-190	6.04%	808,407,737.91		808,407,737.91
AA006	Amberpussa - Kurunegala - Trincomalee	198.71		190-199.3	4.68%	1,119,568,555.58		1,119,568,555.58
AA006	Amberpussa - Kurunegala - Trincomalee	198.71		157-167.20	5.17%	1,011,352,345.48		1,011,352,345.48
AA006	Amberpussa - Kurunegala - Trincomalee	198.71		167.28-178	5.39%	947,658,920.64		947,658,920.64
AA006	Amberpussa - Kurunegala - Trincomalee	198.71		113-156.54	21.92%	2,747,678,558.24		2,747,678,558.24
AA006	Amberpussa - Kurunegala - Trincomalee	198.71		75-90.1	7.60%	2,401,600,949.96		2,401,600,949.96
AA007	Avissawella - Hattton - Nuwara Eliya	118.70		Land Slide	-	-	3,283,992,132.92	3,283,992,132.92
AA007	Avissawella - Hattton - Nuwara Eliya	118.70		Land Slide	-	-	582,108,341.83	582,108,341.83
AA007	Avissawella - Hattton - Nuwara Eliya	118.70		Land	-	161,656.48		161,656.48
AA008	Panadura - Nambapana - Ratnapura	67.77		34.03-67.77	51.76%	1,178,642,037.16	2,015,000.00	1,180,657,037.16
AA009	Kandy - Jaffna	321.00		74.10-97.45	7.27%	1,175,332,286.99		1,175,332,286.99
AA009	Kandy - Jaffna	321.00		92.4-93.6	0.37%	106,889,479.14		106,889,479.14
AA009	Kandy - Jaffna	321.00		97.97-122.14	7.53%	1,457,369,057.32		1,457,369,057.32

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2023 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2023 (Rs)
			Constructed Chainage	Length (km)				
AA009	Kandy - Jaffna	321.00	Land		-	318,814,090.76		318,814,090.76
AA009	Kandy - Jaffna	321.00	150.0-158.15	8.15	2.54%	400,805,364.09		400,805,364.09
AA009	Kandy - Jaffna	321.00	141.1-150.4	9.3	2.90%	940,828,144.54		940,828,144.54
AA010	Kangasota - Kurunegala - Puttalam	124.58	62.9-124.27	61.37	49.26%	2,202,605,569.15		2,202,605,569.15
AA011	Maradankadawela Habarana Tirikonditiadiadu	129.36	Land		-	206,125,809.59	263,702,984.59	469,828,794.18
AA011	Maradankadawela Habarana Tirikonditiadiadu	129.36	0-59.9	59.9	46.30%	2,422,232,495.03		2,422,232,495.03
AA011	Maradankadawela Habarana Tirikonditiadiadu	129.36	59.9-128.76	68.66	53.08%	2,822,677,059.71		2,822,677,059.71
AA012	Puttalam - Trincomalee	176.99	83-180.1	97.1	54.86%	10,946,165,550.67		10,946,165,550.67
AA012	Puttalam - Trincomalee	176.99	0-83	83	46.90%	4,590,132,868.46		4,590,132,868.46
AA014	Medawachchiya - Mannar - Talaimannar	113.84	3-2-14.5 + 1.96	13.26	11.65%	809,479,299.75		809,479,299.75
AA014	Medawachchiya - Mannar - Talaimannar	113.84	47-62.10	15.1	13.26%	1,308,428,708.04		1,308,428,708.04
AA014	Medawachchiya - Mannar - Talaimannar	113.84	62.1-76.5	14.4	12.65%	1,029,022,641.63		1,029,022,641.63
AA014	Medawachchiya - Mannar - Talaimannar	113.84	84.5-85	0.5	0.44%	21,076,812.52		21,076,812.52
AA015	Batticaloa - Tirikonditiadiadu - Trincomalee	130.86	Arbitration Fee				1,287,500.00	1,287,500.00
AA016	Beragala - Hali-Elia	40.39	17.08-38.82	22.14	54.82%	1,227,284,135.99		1,227,284,135.99
AA016	Beragala - Hali-Elia	40.39	Land Slide		-		4,738,329,807.96	4,738,329,807.96
AA017	Galle - Deniyaya - Madampe	143.93	Amicable Settlements		0.00%	306,294,226.37		306,294,226.37
AA017	Galle - Deniyaya - Madampe	143.93	Land		-	794,000.00		794,000.00
AA017	Galle - Deniyaya - Madampe	143.93	Land		-	1,071,500.00		1,071,500.00
AA018	Pelmadulla - Embilipitiya - Nonagama	143.93	0-78.2	80.09	55.65%	2,536,170,971.24		2,536,170,971.24
AA018	Pelmadulla - Embilipitiya - Nonagama	87.69	60.26-87.69	27.43	31.28%	2,471,096,100.40		2,471,096,100.40
AA020	Anuradhapura - Rambewa	87.69	Arbitration Fee				645,269,548.34	645,269,548.34
AA021	Kegalle - Bulathkohupitiya - Karawanella	14.48	0-14.5	14.5	100.14%	670,557,248.20		670,557,248.20
AA022	Passara - Moneragala	42.12	Land		-	675,000.00		675,000.00
AA023	Wellawaya - Ella - Kumbalwela	34.11	0-27	27	79.16%	3,531,354,718.89		3,531,354,718.89
AA023	Wellawaya - Ella - Kumbalwela	30.57	24.8-27	2.2	7.20%	77,834,359.71		77,834,359.71
AA024	Matara - Akuressa	30.57	Land Slide				111,448,306.34	111,448,306.34
AA025	Siyambalanduwa - Danana - Ampara	20.11	0.1-3.5	3.4	16.91%	1,840,233,247.07		1,840,233,247.07
AA026	Kandy - Mahiyangana - Padiyatalawa	57.12	0-57.76	57.76	101.12%	1,684,361,468.62		1,684,361,468.62
AA026	Kandy - Mahiyangana - Padiyatalawa	105.23	31.2-71.2	40	38.01%	5,627,289,906.40		5,627,289,906.40
AA027	Ampara - Uthana - MahaOya	105.23	73.15-93.65	20.5	19.48%	1,586,366,821.86		1,586,366,821.86
AA028	Padeniya - Anuradhapura	57.92	13-30	17	29.35%	1,609,505,112.34		1,609,505,112.34
AA029	Vavuniya - Horowopotana	80.52	0-80.52	80.52	100.00%	10,122,700,878.87		10,122,700,878.87
AA029	Vavuniya - Horowopotana	46.02	16-22	6	13.04%	275,154,660.23		275,154,660.23
AA029	Vavuniya - Horowopotana	46.02	5-16	11	23.90%	350,723,429.94		350,723,429.94
AA029	Vavuniya - Horowopotana	46.02	24-34.95	10.95	23.79%	717,686,924.89		717,686,924.89
AA031	Karativu - Ampara	46.02	16-22	6	13.04%	298,428.40		298,428.40
AA032	Navakkuli - Kerativu - Mannar	24.14	0-20.57	20.57	85.21%	599,849,643.51		599,849,643.51
AA032	Navakkuli - Kerativu - Mannar	98.37	0-21.90	17.4	17.69%	1,250,227,354.65		1,250,227,354.65
AA034	Mankulam - Mullaitivu	98.37	0-21.90	4.5	4.57%	1,013,310,036.47		1,013,310,036.47
AA034	Mankulam - Mullaitivu	49.25	0-13	13	26.40%	830,272,855.43		830,272,855.43
AA034	Mankulam - Mullaitivu	49.25	13-24	11	22.34%	468,003,669.70		468,003,669.70
AA034	Mankulam - Mullaitivu	49.25	24-38.5	14.5	29.44%	696,473,630.89		696,473,630.89
AA035	Paranthan - Kachchhai - Mullaitivu	49.25	38.50-49.1	10.6	21.52%	996,571,083.16		996,571,083.16
AA035	Paranthan - Kachchhai - Mullaitivu	52.13	0-52.13	52.13	100.00%	6,220,335,993.11		6,220,335,993.11
AB011	Galle Road New Deviation (Cross Junc. to Egoda Uyana)	52.13	37th km	0	0.00%	12,575,541.00		12,575,541.00
		6.98	0-0.08	0.08	1.15%	30,253,206.46		30,253,206.46

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2023 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2023 (Rs)
			Constructed Chainage	Length (km)				
AB011	Galle Road New Deviation (Cross Junc. to Egoda Uyana)	6.98	0.08-6.78	6.7	95.99%	1,992,664,286.09		1,992,664,286.09
AB013	Gampola - Nawalapitiya	17.54	Land		-	233,435.00		233,435.00
AB013	Gampola - Nawalapitiya	17.54	Land Slide				215,657,147.50	215,657,147.50
AB014	Hospital - Esplanade road, Ratnapura	1.66	Land		-	360,000.00		360,000.00
AB014	Hospital - Esplanade road, Ratnapura	1.66	0-0.13 & 0.61-0.89	0.41	24.70%	20,703,517.57		20,703,517.57
AB019	Jaffna - Pannai - Kayts	19.31	0-10	10	51.79%	1,447,032,256.79		1,447,032,256.79
AB019	Jaffna - Pannai - Kayts	19.31	10-20.275	10.275	53.21%	1,074,888,976.42		1,074,888,976.42
AB021	Jaffna - Ponnalai - Point Pedro	55.38	29-30.45	1.45	2.62%	487,695,312.24		487,695,312.24
AB021	Jaffna - Ponnalai - Point Pedro	55.38	39.5-41	1.5	2.71%	32,206,557.50		32,206,557.50
AB026	Matale - Uduphillala	6.03	Land		-	62,842.50		62,842.50
AB028	Old Colombo - Puttalam Road, Ja Ela	0.95	Land		-	437,295.00		437,295.00
AB029	Pasyala - Girinulla	19.31	Land		-	38,000.00		38,000.00
AB042	Getambo Kandy By Pass	3.80	Land		-	7,993,650.00		7,993,650.00
AC004	Cotta Road up to City Limit	1.37	Land		-	351,387.82		351,387.82
AC032	W.A. de Silva Mawatha (High Street)	0.92	0-0.9	0.9	97.83%	33,404,957.39		33,404,957.39
B008	Alawwa - Dampellessa	14.64	5-7.5	2.5	17.08%	70,684,138.80		70,684,138.80
B008	Alawwa - Dampellessa	14.64	10.5-12.25	1.75	11.95%	54,072,949.64		54,072,949.64
B008	Alawwa - Dampellessa	14.64	12.25-14.64	2.39	16.33%	63,044,465.89		63,044,465.89
B014	Alawwa - Dampellessa	29.36	16.23-29.36	13.13	44.72%	1,668,520,911.06		1,668,520,911.06
B019	Anamaduruwa - Uswewa - Galgamuwa	39.02	0-39.1	39.1	100.21%	2,798,636,867.21		2,798,636,867.21
B043	Bandarawela - Uva Hihglands - Ettampitiya	16.49	11.69-12.84	0.97	5.88%	24,981,481.52		24,981,481.52
B044	Bandarawela - Welimada	21.72	0-20.2	20.2	93.00%	1,036,486,771.74		1,036,486,771.74
B045	Bangadeniya - Andigama - Anamaduruwa	38.21	0-38.29	38.29	100.21%	2,901,825,735.39		2,901,825,735.39
B047	Battaramulla - Panipitiya	7.29	0-3.5	3.5	48.01%	832,639,152.85		832,639,152.85
B052	Bazzar Street, Vavuniya	2.09	0.9-2.09	1.29	61.72%	40,832,684.10		40,832,684.10
B057	Bibile - Uraniya - Mahiyangana	39.58	0-10	10	25.27%	1,071,287,586.13		1,071,287,586.13
B057	Bibile - Uraniya - Mahiyangana	39.58	18-22	4	10.11%	465,972,861.47		465,972,861.47
B079	Chilaw - Wariyapola	50.64	0-29	29	57.27%	2,947,544,232.04		2,947,544,232.04
B084	Colombo - Horana	28.01	1.1-10.6 & 13.4-13.8	9.9	35.34%	7,087,845,418.79		7,087,845,418.79
B084	Colombo - Horana	28.01	Land		-	1,289,460,700.64	271,155,673.76	1,560,616,374.40
B098	Denegama - Mulatiyana	11.26	0-12.1	12.1	107.46%	629,690,535.19		629,690,535.19
B113	Ella - Passara	27.55	04-05	1	3.63%	51,039,883.40		51,039,883.40
B114	Elpitiya - Avittawa - Lewwanduwa	27.56	9.83-27.2	17.37	63.03%	3,680,201,692.96		3,680,201,692.96
B120	Enukotte - Mirihana - Kohnwela	5.95	Land		-	148,500.00		148,500.00
B122	Galagedara - Rambukkana	18.50	Land		-	371,800.00		371,800.00
B123	Galagedara - Horana	19.05	0-19.05	19.05	100.00%	1,639,672,376.40		1,639,672,376.40
B127	Galgamuwa - Ruwanwella	22.53	0-29.10	29.1	129.16%	3,080,549,508.74		3,080,549,508.74
B129	Galle - Udugama	36.60	0-35.35	35.35	96.58%	4,980,108,215.28		4,980,108,215.28
B131	Galmadu - Muwangala - Hingurana	7.64	0-2	2	26.18%	28,311,967.36		28,311,967.36
B137	Ginoya - Bolawatte - Dankotuwa	4.70	1.28-2.98	1.7	36.17%	46,342,337.62		46,342,337.62
B141	Hakmana - Bellatte - Tangalle	19.31	11.5-19.3	7.8	40.39%	1,861,071,431.75		1,861,071,431.75
B141	Hakmana - Bellatte - Tangalle	19.31	Land		-	7,924,000.00		7,924,000.00
B142	Hakmana - Meella - Talahaganwaduwa	11.26	0-11.2	11.2	99.47%	582,854,049.10		582,854,049.10
B151	Hendala - Hunupitiya	4.02	0-4.02	4.02	100.00%	517,082,628.66		517,082,628.66
B152	Mattakkuliya Uswetakeiyawa Pinwattha	7.66	Land		-	5,665,387.83		5,665,387.83
B153	Hikkaduwa - Baddegama - Nilhena	14.88	0-14.34	14.34	96.37%	2,562,535,095.40		2,562,535,095.40
B153	Hikkaduwa - Baddegama - Nilhena	14.88	Rd Furniture	0		12,366,550.69		12,366,550.69

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2023 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2023 (Rs)
			Constructed Chainage	Length (km)				
B153	Hikkaduwa - Baddegama - Nilhena	14.88	Land		-	571,642.21		571,642.21
B156	Hiniduma - Opatha - Pihaddera	31.38	0-31.5	31.5	100.38%	5,059,824,351.88		5,059,824,351.88
B157	Horana - Anguruwatota - Aluthigama	54.14	42.6-53.67	11.07	20.45%	2,433,646,671.04		2,433,646,671.04
B157	Horana - Anguruwatota - Aluthigama	54.14	Land		-	96,869,439.66	6,100.00	96,875,539.66
B159	Ibbagamuwa - Kumbukgete - Madagalla	34.19	0-34.19	34.19	100.00%	3,255,281,240.80		3,255,281,240.80
B159	Ibbagamuwa - Kumbukgete - Madagalla	34.19	31.55-32.75	1.2	3.51%	66,173,137.66		66,173,137.66
B159	Ibbagamuwa - Kumbukgete - Madagalla	34.19	32.75-34.65	1.9	5.56%	52,040,355.79		52,040,355.79
B167	Kadawalagedara - Vitikuliya	13.84	0-14	14	101.16%	1,264,353,502.42		1,264,353,502.42
B180	Kalalipitiya - Ukuwaia - Elkaduwa	13.47	2-2-3	0.8	5.94%	31,306,891.92		31,306,891.92
B184	Kalkudah Road	5.63	0-5.63	5.63	100.00%	339,562,232.83		339,562,232.83
B185	Kalkudah - Valachchenai	4.42	0-4.42	4.42	100.00%	293,724,347.04		293,724,347.04
B188	Kaluagala - Labugama	14.00	Land		-	304,364.59		304,364.59
B188	Kaluagala - Labugama	14.00	0-3	3	21.43%	27,858,868.50		27,858,868.50
B190	Kalugamuwa - Wilakutpotha	21.11	0-21.18	21.18	100.33%	2,402,681,184.28		2,402,681,184.28
B195	Kandy - Kirimeitiya	16.09	Land		-	122,750,236.88	128,673,509.88	251,423,746.76
B201	Karuwalagaswewa - Miyallewa	19.31	7.6-9.9	2.3	11.91%	42,022,873.17		42,022,873.17
B204	Katubedde - Kospelena	1.82	Land		-	549,541.84		549,541.84
B207	Kankurunda - Neboda	16.49	0-2.72	2.72	16.49%	716,643,184.36		716,643,184.36
B207	Kankurunda - Neboda	16.49	2.7-15.9	13.2	80.05%	645,141,181.55		645,141,181.55
B207	Katukurunda - Neboda	16.49	Land		-	53,250.00		53,250.00
B211	Kebithigollewa - Padaviya	33.79	0-15.5	15.5	45.87%	732,012,029.54		732,012,029.54
B211	Kebithigollewa - Padaviya	33.79	15.5-31.345	15.845	46.89%	763,351,244.69		763,351,244.69
B214	Kelaniya - Mudungoda	27.76	Land		-	24,296,963.98	28,568,618.77	52,865,582.75
B214	Kelaniya - Mudungoda	27.76	Rd Furniture		-	14,969,811.68		14,969,811.68
B216	Kesbewa - Kindelpitiya - Bandaragama	11.78	0-11.78	11.78	100.00%	1,189,261,314.24		1,189,261,314.24
B224	Kirimeitiya - Yala	17.17	9.82-9.92	0.1	0.58%	15,068,392.40		15,068,392.40
B225	Kirindivita - Assenawatte	12.87	0-12.87	12.87	100.00%	9,111,371.40		9,111,371.40
B227	Kiriyanakalli - Andigama	13.68	12-13.83	1.83	13.38%	49,381,673.71		49,381,673.71
B227	Kiriyanakalli - Andigama	13.68	Land		-	72,900.00		72,900.00
B238	Kottawa - Batemulla	13.68	Land		-	6,300.00		6,300.00
B240	Kotte - Bope	28.80	0-3.7	3.70	12.85%	880,218,533.03		880,218,533.03
B243	Kuliyapitiya - Hettipola	15.69	0-15.69	15.69	100.00%	1,399,663,823.86		1,399,663,823.86
B247	Kurunegala - Narammala - Madampe	64.36	40.87-64.77	23.9	37.13%	2,679,059,413.13		2,679,059,413.13
B247	Kurunegala - Narammala - Madampe	64.36	22.26-40.87	18.61	28.92%	1,976,199,776.38		1,976,199,776.38
B247	Kurunegala - Narammala - Madampe	64.36	Land		-	3,459,837.13		3,459,837.13
B263	Malabe - Kaduwela	5.63	Land		-	307,308.21		307,308.21
B264	Mallawapitiya - Rambodagalla - Keppetigala	34.59	10-15.75 / 20-25-37.81	23.31	67.39%	2,786,829,825.04		2,786,829,825.04
B264	Mallawapitiya - Rambodagalla - Keppetigala	34.59	0-10	10	28.91%	1,125,859,514.96		1,125,859,514.96
B267	Mampe - Kottawa	6.23	Land		-	18,702,395.00		18,702,395.00
B268	Manipay - Kaithady	13.68	0-14.02	14.02	102.49%	608,308,805.62		608,308,805.62
B271	Maradagamulla - Badalgama	7.64	0-4.25	4.25	55.63%	54,610,935.04		54,610,935.04
B271	Maradagamulla - Badalgama	7.64	4.25-7.8	3.55	46.47%	32,220,736.24		32,220,736.24
B274	Matale - Illukkumbura-Pallegama	46.80	5-8	3	6.41%	117,263,594.44		117,263,594.44
B274	Matale - Illukkumbura-Pallegama	46.80	Land		-	321,159.71		321,159.71
B275	Matara - Hakmana	24.14	0-24.14	24.14	100.00%	2,273,294,726.34		2,273,294,726.34
B275	Matara - Hakmana	24.14	Land		-	60,844,232.23	63,812,514.51	126,656,746.74
B279	Mawaela - Hemmathiagama - Singhapitiya	25.80	0-26	26	100.78%	6,117,418,052.44		6,117,418,052.44

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2023 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2023 (Rs)
			Constructed Chainage	Length (km)				
B282	Medawachchiya - Horowopotana	37.81	0-10	10	26.45%	1,112,607,381.02		1,112,607,381.02
B282	Medawachchiya - Horowopotana	37.81	Land		0.00%	1,037,210,783.34		1,037,210,783.34
B283	Medawachchiya - Kebitigollewa	25.74	24-34.95	10.95	42.54%	652,471,630.30		652,471,630.30
B283	Medawachchiya - Kebitigollewa	25.74	0-12.6	12.6	48.95%	638,439,198.32		638,439,198.32
B285	Meepu - Ingriya	18.09	0-18.13	18.13	100.22%	2,301,217,479.01		2,301,217,479.01
B292	Miriswatte - Watugama	10.06	6.5-8.5	2	19.88%	23,963,239.31		23,963,239.31
B292	Miriswatte - Watugama	10.06	Land		-	1,042,663.02		1,042,663.02
B295	Moratuwa - Piliyandala	4.83	Land		-	451,471.37		451,471.37
B300	Muttetugala - Hiripitiya	18.50	0-18.5	18.5	100.00%	1,907,116,428.49		1,907,116,428.49
B304	Nagoda - Kalawellawa - Bellapitiya	55.51	Rd Furniture	0	0.00%	11,294,752.12		11,294,752.12
B308	Narammala - Dankotuwa	45.25	0-16.03	16.03	35.43%	1,532,364,312.77		1,532,364,312.77
B308	Narammala - Dankotuwa	45.25	16.03-45.25	29.22	64.57%	3,059,983,125.41		3,059,983,125.41
B309	Narandeniya - Hakmana	11.67	Land		-	1,184,929.79		1,184,929.79
B312	Naula - Elahera - Pallegama - Hettipola	64.37	0-8.4	8.4	13.05%	2,340,021,762.73		2,340,021,762.73
B312	Naula - Elahera - Pallegama - Hettipola	64.37	33.5-44 & 57-59	12.5	19.42%	1,245,375,050.81		1,245,375,050.81
B325	Nelukkulam - Neriyaikulam	21.72	5-7.5	2.5	11.51%	47,048,453.63		47,048,453.63
B325	Nelukkulam - Neriyaikulam	21.72	2.5-5	2.5	11.51%	47,227,957.80		47,227,957.80
B337	Old Road, Katankudy	7.67	5.5-6.1	0.6	7.82%	56,771,078.73		56,771,078.73
B353	Palugama - Boralande - Haputale	26.55	0-27	26.27	98.95%	2,994,685,499.80		2,994,685,499.80
B356	Pannala - Kuliyapitiya	16.25	5-16.28	11.28	69.42%	1,006,259,269.17		1,006,259,269.17
B361	Pasyala - Attanagalla	6.84	Land		-	105,900.00		105,900.00
B363	Pelawatta - Kankotayawatta - Tinniyawela - Morawaka	53.18	0-36 & 42-53	47	88.38%	3,951,665,412.22		3,951,665,412.22
B365	Peradeniya - Halloluwa - Katugastota	10.61	Land		-	34,580,800.00	21,426,700.00	56,007,500.00
B371	Point Pedro - Maruthankerny	28.96	0.278-0.628	0.35	3.30%	21,912,347.59		21,912,347.59
B371	Point Pedro - Maruthankerny	28.96	15-16	1	3.45%	80,511,200.27		80,511,200.27
B371	Point Pedro - Maruthankerny	28.96	16.575-17.15	0.575	1.99%	75,234,746.47		75,234,746.47
B371	Point Pedro - Maruthankerny	28.96	16-16.575	0.575	1.99%	80,171,998.75		80,171,998.75
B371	Point Pedro - Maruthankerny	28.96	18.9-19.8	0.9	3.11%	81,280,094.06		81,280,094.06
B371	Point Pedro - Maruthankerny	28.96	18-18.9	0.9	3.11%	81,359,934.94		81,359,934.94
B371	Point Pedro - Maruthankerny	28.96	19.8-20.7	0.9	3.11%	81,063,128.82		81,063,128.82
B371	Point Pedro - Maruthankerny	28.96	20.7-21	0.3	1.04%	35,340,862.31		35,340,862.31
B371	Point Pedro - Maruthankerny	28.96	21-22	1	3.45%	80,835,150.35		80,835,150.35
B371	Point Pedro - Maruthankerny	28.96	23.9-24.45	0.55	1.90%	74,973,916.87		74,973,916.87
B371	Point Pedro - Maruthankerny	28.96	23-23.9	0.9	3.11%	82,476,195.25		82,476,195.25
B371	Point Pedro - Maruthankerny	28.96	24.45-25	0.55	1.90%	73,961,053.86		73,961,053.86
B371	Point Pedro - Maruthankerny	28.96	28.15-29.40	1.25	4.32%	66,877,162.37		66,877,162.37
B371	Point Pedro - Maruthankerny	28.96	0.25	0.25	0.86%	36,650,550.44		36,650,550.44
B390	Ratnapura - Palawela - Karawita	28.96	29.4-30.4	1	3.45%	54,271,923.16		54,271,923.16
B400	Seeduwa - Udugampola	22.53	0-21.28	21.28	94.45%	4,162,305,903.10		4,162,305,903.10
B402	Soranapattu - Thalayadi	11.62	0-11.7	11.7	100.69%	923,741,046.38		923,741,046.38
B402	Soranapattu - Thalayadi	7.48	1.35-2.95	1.6	21.39%	80,171,982.82		80,171,982.82
B402	Soranapattu - Thalayadi	7.48	2.95-4.2	1.25	16.71%	72,300,748.53		72,300,748.53
B402	Soranapattu - Thalayadi	7.48	5.9-7.3	1.4	18.72%	80,585,977.34		80,585,977.34
B402	Soranapattu - Thalayadi	7.48		1.35	18.05%	74,304,133.61		74,304,133.61
B402	Soranapattu - Thalayadi	7.48	4-4.45	0.45	6.02%	67,259,491.24		67,259,491.24
B402	Soranapattu - Thalayadi	7.48	5.2-5.9	0.7	9.36%	77,199,567.42		77,199,567.42
B408	Talduwa - Meewitigammana	18.90	0-17.3	17.3	91.53%	1,738,834,000.04		1,738,834,000.04

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2023 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2023 (Rs)
			Constructed Chainage	Length (km)				
B408	Talduwa - Meewitigammana	18.90	Land		-	2,236,700.00		2,236,700.00
B409	Talgodanitiya - Yatawatte - Dombawala	29.36	0-26.4	26.4	89.92%	4,069,360,396.90		4,069,360,396.90
B410	Tangalle - Weeraketiya	14.48	Land		-	4,067,500.00		4,067,500.00
B413	Tenekumbura - Rikiligaskada - Ragala	72.67	0-20.4	20.4	28.07%	1,830,635,140.15		1,830,635,140.15
B415	Tennekumbura - Rikiligaskada - Ragala	72.67	Rd Furniture		-	28,503,312.24		28,503,312.24
B416	Thihagoda - Kamthurupitiya - Mawarala - Kotapola	67.58	Land		-	38,232.00		38,232.00
B419	Thihariya - Warapalana	5.39	Land		-	8,240.00		8,240.00
B420	Thoppu - Madampe	26.95	0-26.5	26.5	98.33%	2,428,664,066.85		2,428,664,066.85
B420	Thunpalai - Valalai	4.83	2.1-3.4	1.3	26.92%	31,333,216.24		31,333,216.24
B420	Thunpalai - Valalai	4.83	3.4-4.4	1	20.70%	23,804,645.07		23,804,645.07
B421	Tiruwanaketiya - Agalawatte	67.98	0-33.45	33.45	49.21%	3,338,567,581.97		3,338,567,581.97
B437	Vallai - Telipalai - Araly	27.43	0-8.1 & 9.222-28.32	27.198	99.15%	1,140,015,213.08		1,140,015,213.08
B437	Vallai - Telipalai - Araly	27.43	4-5.5	0.5	1.82%	33,679,020.80		33,679,020.80
B445	Veyangoda - Ruwanwella	32.18	12.4-32.2	19.8	61.53%	4,575,608,353.21		4,575,608,353.21
B450	Walasmulla - Weeraketiya	8.05	Land		-	13,934,400.00		13,934,400.00
B457	Warakapola - Ruwanwella	22.53	0-22	22	97.65%	2,609,052,757.47		2,609,052,757.47
B457	Warakapola - Ruwanwella	22.53	Land		-	9,148,550.00		9,148,550.00
B458	Waskaduwa - Bandaragama	12.07	0-12.07	12.07	100.00%	1,218,538,545.23		1,218,538,545.23
B460	Wattala - Mahara	7.24	0-7.24	7.24	100.00%	812,215,148.12		812,215,148.12
B462	Wattegama - Marale	13.00	0-13	13	100.00%	2,319,874,468.61		2,319,874,468.61
B464	Weerawila - Tissa - Kataragama	23.89	-5.2-6.7	1.5	6.28%	68,200,405.30		68,200,405.30
B473	Weniappuwa - Kirimeetiya	5.63	3.2-4.35	1.15	20.43%	29,193,483.75		29,193,483.75
B484	Handungamuwa - Hettipola - Hasalaka	45.05	20-45	25	55.49%	2,487,323,857.99		2,487,323,857.99
B484	Handungamuwa - Hettipola - Hasalaka	45.05	0-20	20	44.40%	2,217,071,358.36		2,217,071,358.36
B488	Polonnaruwa - Tambala - Sungawila - Somawathiya	42.68	0-33	33	77.32%	3,232,755,622.78		3,232,755,622.78
B492	Kandehandiya - Adikarigama - Randemigala - Loggal Oya	54.40	0-13.6	13.6	25.00%	1,220,423,426.76		1,220,423,426.76
B499	Kirinda - Palatupana - Yala	29.00	0-12.5	12.5	43.10%	1,215,660,429.29		1,215,660,429.29
B502	Manampitiya - Araleganwila - Maduru oya	33.00	0-24	24	72.73%	2,690,330,807.88		2,690,330,807.88
B527	Bihile - Pitakumbura - Nimal Oya - Inginiyagala	60.25	0-60.31	60.31	100.10%	5,365,774,364.92		5,365,774,364.92
B528	Bodegma - Hambegamuwa - Kaltota	48.20	0-48.20	48.2	100.00%	4,300,243,327.92		4,300,243,327.92
B547	Kawdana Attidiya	2.50	Land		-	514,275.70		514,275.70
B547	Kawdana Attidiya	2.50	0-1.3	1.3	52.00%	27,300,417.75		27,300,417.75
B549	Embilipitiya - Moraketiya - Kiribbanara - Uda Mauara	16.82	1.3-2.50	1.2	48.00%	11,655,872.65		11,655,872.65
B552	Polonnaruwa - Hingurakgoda	13.65	6.12-14.84	9.72	57.79%	902,105,657.79		902,105,657.79
B552	Polonnaruwa - Hingurakgoda	13.65	12.2-12.85	0.65	4.76%	35,589,476.48		35,589,476.48
B552	Polonnaruwa - Hingurakgoda	13.65	11.5-12.2	0.7	5.13%	37,492,665.75		37,492,665.75
B562	Mirijawila Sooriyawewa	23.30	2-13.65	11.65	85.35%	1,175,315,970.74		1,175,315,970.74
B562	Mirijawila Sooriyawewa	23.30	0-23.3	23.3	100.00%	10,060,331,974.22		10,060,331,974.22
B562	Mirijawila Sooriyawewa	23.30	Land		-	130,269,925.00		130,269,925.00
B567	Weligathita Lunuganwehera	23.60	Land		-	3,385,207.98		3,385,207.98
B579	Polonnaruwa - New Town - Kaduruwela (Nidahas Swarna Jayanthi Mawatha)	4.61	10.5-16.2	5.7	24.15%	70,794,900.99		70,794,900.99
B583	Mawaneli By Pass	1.90	Land		-	4,929,000.00		4,929,000.00
B586	Park Road Marale	0.33	Rd Furniture	0	0.00%	15,325.00		15,325.00
B595	Hunnadeniya Rathmale Radampola Walasgala	12.30	Land		-	14,841,020.09		14,841,020.09
B597	Kandawala Katunayake	4.50	1.3-2 & 2.8-4.5	2.4	53.33%	4,402,969.50		4,402,969.50
						67,218,000.45		67,218,000.45

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2023 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2023 (Rs)
			Constructed	Length (km)				
B598	Seeduwa Katunayake	3.90	0-3.9	3.9	100.00%	307,913,682.13		307,913,682.13
B614	Battuluoya - Udappuwa - Andimunai	9.23	7.6-9.3	2.2	23.84%	38,183,576.89		38,183,576.89
B628	Tanjalle - Kadurupskuna - Beliatta	8.76	0-12.76	12.76	145.66%	1,900,910,846.50		1,900,910,846.50
B631	Hambantota - Gonnoruwa - Meegahajandura	30.30	0-8.07	8.07	26.63%	2,444,823,615.62		2,444,823,615.62
B631	Hambantota - Gonnoruwa - Meegahajandura	30.30	Land		-	10,272,900.00		10,272,900.00
B642	Access road to Defence Headquarters Pelawatta (From Denzil Kobbekaduwa Mawatha, Koswatta to Defence Headquarters Pelawatta)	1.255	0-1.255	1.255	100.00%	4,784,625,217.75		4,784,625,217.75
B642	Access road to Defence Headquarters Pelawatta (From Denzil Kobbekaduwa Mawatha, Koswatta to Defence Headquarters Pelawatta)	1.255	Land		-	432,000.00		432,000.00
B643	Kegalle Bypass	4.400	0-4.4	4.4	100.00%	1,738,288,857.16		1,738,288,857.16
B643	Kegalle Bypass	4.400	Land		-	4,088,450.00		4,088,450.00
B643	Kegalle Bypass	4.400	Land		-	5,437,750.00		5,437,750.00
B644	Kelanimulla-Angoda-Koswatta	4.567	0-4.567	4.567	100.00%	1,287,104,240.35		1,287,104,240.35
B644	Kelanimulla-Angoda-Koswatta	4.567	Land		-	87,446,733.54	108,628,718.46	196,075,452.00
-	Marine Drive Road up to Panadura	-	Land		-	653,338,143.26	1,414,206,498.00	2,067,544,641.26
-	Marine Drive Road up to Panadura	-	-		-	275,036,498.49	-	275,036,498.49
-	Marine Drive Road up to Panadura	-	-		-	1,103,541,805.32	55,339,720.29	1,158,881,525.61
-	Lunugamvehera - Katragama	13.88	0-13.88	13.88	100.00%	5,729,974,976.00		5,729,974,976.00
X001	OTHERS		Land			420,470,854.22	141,320.00	420,612,174.22
	HEKITHA- NEGOMBO		Land			40,050.54	22,500.00	62,550.54
	Grand Total			3266.72		348,063,958,077.18	14,109,621,045.96	362,173,579,123.14

Summary of Road Capitalized as at 31.12.2023

Road Class	Total Length (km)	Length of Capitalized (km)	Percentage of Capitalization in Road Length	Type of Addition During the Year	Amount (Rs)
AA	3,720.310	1,674.870	45.02%	Construction Cost of Marine Drive	55,339,720.29
AB	466.920	30.415	6.51%	Land & Land Improvements	2,388,512,041.11
AC	30.190	0.900	2.98%	Landslide Disaster Protection	11,017,197,236.22
B	8,037.981	1,560.535	19.41%	Arbitration Fee	648,572,048.34
TOTAL OF "A" AND "B" CLASS ROADS	12,255.401	3,266.720	26.66%	During the year Additions	14,109,621,045.96
TOTAL OF "E" CLASS ROADS	312.586	312.586	100.00%		
GRAND TOTAL OF ALL NATIONAL ROADS (CLASS "A", "B" & "E")	12,567.987	3,579.306	28.48%		

** The construction cost related to road improvements have not been capitalized during the year 2023 except the Marine Drive Road up to Panadura

Further, the amount related to land & land improvements and landslide disaster protection of the National road network has been capitalized during the 2023. Therefore, there is no change in the percentage of capitalization in road length.

(11) ROAD DEVELOPMENT AUTHORITY
SUMMARY OF BRIDGES CAPITALIZED IN FINANCIAL STATEMENT OF RDA

Type of Bridge	No. of Bridges	Cost Rs.
Flyover Bridges Note 12.A	08	19,198,294,794.34
Other Bridges Note 12.B	204	123,964,249,080.66
Total Bridges		143,162,543,875.00

11.A DETAIL SUMMARY OF FLYOVER BRIDGES CAPITALIZED IN FINANCIAL STATEMENT OF RDA

Route No	BRIDGE NAME/SITUATION	Project	Cost as at 01.01.2023 (Rs)	During the Year Additions	Total Cost (Rs)
A032	Sangupiddy Flyover	Steel Bridge	1,150,383,489.22		1,150,383,489.22
A004	Nugegoda Flyover	Steel Bridge	1,120,667,199.35		1,120,667,199.35
A002	Dehiwala Flyover	Steel Bridge	1,928,747,782.03		1,928,747,782.03
A001	Kelaniya Flyover- Bridge 01 & Bridge 02	Steel Bridge	3,202,535,537.87		3,202,535,537.87
B208	Veyangoda Flyover	Steel Bridge	1,931,622,604.88		1,931,622,604.88
A000	Rajagiriya (Located at Rajagiriya Junction on Kollupitiya-Sri)	Steel Bridge	5,365,944,533.24		5,365,944,533.24
B058	Ganemulla (Located at Ganemulla Railway Station)	Steel Bridge	2,102,614,574.35		2,102,614,574.35
A019	Polgahawela (Located at Polgahawela Railway Station)	Steel Bridge	2,395,779,073.40		2,395,779,073.40
	Grand Total		19,198,294,794.34	-	19,198,294,794.34

11.B DETAIL SUMMARY OF OTHER BRIDGES
CAPITALIZED IN FINANCIAL STATEMENT OF RDA

Route No	ROAD /BRIDGE NAME	Bridge No	Project	Cost as at 01.01.2023 (Rs)	Prior Year Adjustments (Rs)	Re-started Cost as at 01.01.2023 (Rs)	During the Year Additions/ Transfers (Rs)	Total Cost (Rs)
A000	Two Lane Bridge on Deduru Oya at Kadigawa		LBP	1,617,655,627.75		1,617,655,627.75		1,617,655,627.75
A002	Kollupitiya - Jayawardenapura Road (Polduwa Bridge)	7/3	Steel Bridge	1,500,896,586.32		1,500,896,586.32		1,500,896,586.32
A002	Colombo Galle Hambantota Wellawaya Road (Polwathumodara-01)	148/1	SPMU-PK1	1,622,851,062.36		1,622,851,062.36		1,622,851,062.36
A002	Colombo Galle Hambantota Wellawaya Road A002 (Polwathumodara-02)	148/2	SPMU-PK1	120,190,424.00		120,190,424.00		120,190,424.00
A002	Colombo Galle Hambantota Wellawaya Road A002 (Goviyapana)	138/2	SPMU-PK1	589,911,421.39		589,911,421.39		589,911,421.39
A002	Colombo Galle Hambantota Wellawaya Road A002 (Kathaluwa)	133/2	SPMU-PK1	623,766,369.08		623,766,369.08		623,766,369.08
A002	Colombo Galle Hambantota Wellawaya Road A002 (Wellamadana)	166/1	SPMU-PK1	362,527,846.58		362,527,846.58		362,527,846.58
A004	Colombo - Ratnapura - Wellawaya - Batticaloa	284/1	Steel Bridge	307,004,325.90		307,004,325.90		307,004,325.90
A004	Colombo - Ratnapura - Wellawaya - Batticaloa	99/6	RWI	71,631,456.16		71,631,456.16		71,631,456.16
A004	Colombo - Ratnapura - Wellawaya - Batticaloa	105/2	Weak Bridges -Sab	19,322,365.07		19,322,365.07		19,322,365.07
A007	Avissawella - Hattton - Nuwaraeliya	71/1	Steel Bridge	65,553,558.63		65,553,558.63		65,553,558.63
A008	Kandy Jaffna Road A009 (Navatkuli)	315/1	SPMU-PK2	378,457,154.69		378,457,154.69		378,457,154.69
A009	Kandy Jaffna Road A009 (Kaithadi)	310/1	SPMU-PK2	363,871,118.32		363,871,118.32		363,871,118.32
A011	Maradankadawela Habarana Tirikkondiadimadu	113/3	Weak Bridges -EP	20,097,528.44		20,097,528.44		20,097,528.44
A012	Putalam - Trincomalee (Makichchawa Bridge)	-	Weak Bridges -NCP	14,022,191.56		14,022,191.56		14,022,191.56
A014	Medawachchiya Mannar Talamannar Road A014 (Cheddikulam)	31/1	SPMU-PK2	223,729,370.37		223,729,370.37		223,729,370.37
A017	Galle-Deniya-Madampe	62/3	Steel Bridge	122,600,502.60		122,600,502.60		122,600,502.60

Route No	ROAD /BRIDGE NAME	Bridge No	Project	Cost as at 01.01.2023 (Rs)	Prior Year Adjustments (Rs)	Re-stated Cost as at 01.01.2023 (Rs)	During the Year Additions/ Transfers (Rs)	Total Cost (Rs)
A025	Siyambalanduwa - Dammana - Ampara	39/4	Steel Bridge	105,467,129.68		105,467,129.68		105,467,129.68
A029	Vavuniya - Horowuathana	18/1	Steel Bridge	72,056,680.00		72,056,680.00		72,056,680.00
A032	Navatkuli - Kerathivu - Mannar	29+330	Steel Bridge	49,555,568.62		49,555,568.62		49,555,568.62
A032	Navatkuli - Kerathivu - Mannar	29+259	Steel Bridge	55,987,292.97		55,987,292.97		55,987,292.97
A032	Navakkuli Kerativu Mannar Road A032 (Mandai Kal Aru)	39/2	SPMU-PK2	363,159,898.14		363,159,898.14		363,159,898.14
A032	Navakkuli Kerativu Mannar Road A032 (Pali Aru)	66/5	SPMU-PK2	337,327,352.73		337,327,352.73		337,327,352.73
A035	Paranthan - Karachchi - Mullaitivu	11/3	Steel Bridge	46,819,426.87		46,819,426.87		46,819,426.87
A035	Paranthan - Karachchi - Mullaitivu	15/3	Steel Bridge	160,095,240.87		160,095,240.87		160,095,240.87
A035	Paranthan - Karachchi - Mullaitivu	21/1	Steel Bridge	52,258,015.30		52,258,015.30		52,258,015.30
A035	Paranthan - Karachchi - Mullaitivu	24/2	Steel Bridge	91,782,747.30		91,782,747.30		91,782,747.30
AA002	Digarolla Detour Bridge	20/1	Steel Bridge	519,169,856.14		519,169,856.14		519,169,856.14
AA003	Peliyaoda - Puttalam	38/3	MFAP	1,708,595,520.38		1,708,595,520.38		1,708,595,520.38
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	**	NHSP	84,120,822.27		84,120,822.27		84,120,822.27
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	194/6	MFAP	40,591,456.16		40,591,456.16		40,591,456.16
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	204/6	MFAP	64,144,885.62		64,144,885.62		64,144,885.62
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	207/1	MFAP	83,330,498.97		83,330,498.97		83,330,498.97
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	190/1	MFAP	93,601,992.34		93,601,992.34		93,601,992.34
AA005	Peradeniya - Badulla - Chenkaladi	**	NHSP	79,147,641.58		79,147,641.58		79,147,641.58
AA005	Peradeniya - Badulla - Chenkaladi	**	BCRIP	56,243,335.34		56,243,335.34		56,243,335.34
AA005	Peradeniya - Badulla - Chenkaladi	**	BCRIP	91,277,828.55		91,277,828.55		91,277,828.55
AA005	Peradeniya - Badulla - Chenkaladi	**	BCRIP	126,166,478.10		126,166,478.10		126,166,478.10
AA005	Peradeniya - Badulla - Chenkaladi	**	BCRIP	189,447,101.85		189,447,101.85		189,447,101.85
AA005	Peradeniya - Badulla - Chenkaladi	7/1	Weak Bridges -CP	-		-	17,616,880.06	17,616,880.06
AA005	Peradeniya - Badulla - Chenkaladi	182/6	MFAP	39,899,955.64		39,899,955.64		39,899,955.64
AA005	Peradeniya - Badulla - Chenkaladi	194/1	MFAP	47,898,102.49		47,898,102.49		47,898,102.49
AA005	Peradeniya - Badulla - Chenkaladi	177/9	MFAP	49,640,687.71		49,640,687.71		49,640,687.71
AA005	Peradeniya - Badulla - Chenkaladi	145/3	MFAP	67,119,181.46		67,119,181.46		67,119,181.46
AA006	Ambeppusa - Kurunegala - Trincomalee	**	NHSP	77,666,268.59		77,666,268.59		77,666,268.59
AA009	Kandy - Jaffna	**	NRCP	69,661,992.28		69,661,992.28		69,661,992.28
AA009	Kandy - Jaffna	**	NRCP	173,201,258.70		173,201,258.70		173,201,258.70
AA009	Kandy - Jaffna	**	NRCP	146,721,101.67		146,721,101.67		146,721,101.67
AA010	Katugastota - Kurunegala - Puttalam	76/1	NRCP	78,749,255.16		78,749,255.16		78,749,255.16
AA011	Maradankadawela Habarana Tirikkondiamadu	125/1	SPMU-PK3	-		-	8,214,332.91	8,214,332.91
AA012	Puttalam - Trincomalee	**	Weak Bridges -EP	-		-		-
AA014	Medawachchiya - Mannar - Talaimannar	**	NHSP	506,735,368.38		506,735,368.38		506,735,368.38
AA017	Galle - Deniyaya - Madampe	**	NRCP	32,281,301.13		32,281,301.13		32,281,301.13
AA020	Anuradhapura - Rambewa	21/1	MFAP	148,903,648.81		148,903,648.81		148,903,648.81
AA021	Kejalle - Bulathkohupitiya - Karawanella	**	NRCP	67,052,090.35		67,052,090.35		67,052,090.35
AA024	Mataru - Akuressa	11/4	SPMU-PK1	64,543,789.23		64,543,789.23		64,543,789.23
AA026	Kandy - Mahiyangana - Padiyalalawa	**	NHSP	20,464,420.89		20,464,420.89		20,464,420.89
AA028	Padeniya - Anuradhapura	**	NHSP	49,731,806.88		49,731,806.88		49,731,806.88
AA029	Vavuniya - Horowopotana	**	MFAP	488,670,000.00		488,670,000.00		488,670,000.00
AA029	Vavuniya - Horowopotana	**	NRCP	27,852,648.32		27,852,648.32		27,852,648.32
AA031	Karathivu - Ampara	**	NRCP	274,595,830.17		274,595,830.17		274,595,830.17
AA032	Navakkuli - Kerativu - Mannar	2/1	Steel Bridge	361,420,970.00		361,420,970.00		361,420,970.00
AA034	Mankulam - Mullaitivu	**	NRCP	62,507,120.82		62,507,120.82		62,507,120.82
AA034	Mankulam - Mullaitivu	**	NRCP	270,736,597.72		270,736,597.72		270,736,597.72
AA034	Mankulam - Mullaitivu	**	NRCP	83,855,564.05		83,855,564.05		83,855,564.05
AA034	Mankulam - Mullaitivu	**	NRCP	148,651,374.72		148,651,374.72		148,651,374.72
AA035	Paranthan - Kachchhai - Mullaitivu	**	NRCP	270,334,010.66		270,334,010.66		270,334,010.66
AB004	Approach Road to Kaduwela Bridge	**	PRP 3-Phal	387,557,038.76		387,557,038.76		387,557,038.76
AB004	Approach Road to Kaduwela Bridge	1/1	SPMU-PK1	405,875,143.89		405,875,143.89		405,875,143.89

Route No	ROAD /BRIDGE NAME	Bridge No	Project	Cost as at 01.01.2023 (Rs)	Prior Year Adjustments (Rs)	Re-stated Cost as at 01.01.2023 (Rs)	During the Year Additions/ Transfers (Rs)	Total Cost (Rs)
AB019	Jaffna - Pannai - Kayis	**	NRCP	336,032,249.99		336,032,249.99		336,032,249.99
AB019	Jaffna - Pannai - Kayis	**	NRCP	81,694,237.70		81,694,237.70		81,694,237.70
AB21	Jaffna - Ponnalai - Point Pedro	19/3	Steel Bridge	38,636,161.65		38,636,161.65		38,636,161.65
AB21	Jaffna - Ponnalai - Point Pedro	15/3	Steel Bridge	33,475,871.65		33,475,871.65		33,475,871.65
B010	Allai-Kanthalai - Serunuwera	25/2	Steel Bridge	221,586,799.59		221,586,799.59		221,586,799.59
B010	Allai-Kanthalai - Serunuwera	25/5	Steel Bridge	169,596,273.15		169,596,273.15		169,596,273.15
B014	Ambalangoda - Elipitiya - Pitiigala	20/3	MFAP	41,433,709.87		41,433,709.87		41,433,709.87
B014	Ambalangoda - Elipitiya - Pitiigala	25/7	MFAP	57,041,304.30		57,041,304.30		57,041,304.30
B015	Ambatenne - Bokkawela - Arambekade	17/2	Weak Bridges -CP	25,744,462.10		25,744,462.10		25,744,462.10
B018	Ampilanthurai - Veeramunai	8/3	Weak Bridges -EP	40,301,652.85		40,301,652.85		40,301,652.85
B018	Ampilanthurai - Veeramunai	11/4	MFAP	66,942,405.73		66,942,405.73		66,942,405.73
B018	Ampilanthurai - Veeramunai	10/2	SPMU-PK1	304,404,135.63		304,404,135.63		304,404,135.63
B027	Approach Roads to Railway Stations	1/1	MFAP	131,881,927.08		131,881,927.08		131,881,927.08
B035	Badalkumbura - Buttala - Sella Kataragama	8/2	MFAP	69,554,119.96		69,554,119.96		69,554,119.96
B036	Badulla - Karametiya - Andaulpotha	17/5	MFAP	95,754,823.37		95,754,823.37		95,754,823.37
B068	Ingiriya - Halwatura - Egaloya	5/4	MFAP	25,575,582.99		25,575,582.99		25,575,582.99
B071	Karolina-Norton-Wanaraja Road	7/12	Steel Bridge	49,139,826.50		49,139,826.50		49,139,826.50
B084	Colombo - Horana	**	NHSP	244,119,294.04		244,119,294.04		244,119,294.04
B086	Dambagahapitiya - Pinnagolla - Arawa - Meegahakula	12/3	MFAP	47,674,061.32		47,674,061.32		47,674,061.32
B093	Dehiowita - Deraniyagala - Noori	2/2	SPMU-PK2	40,246,603.13		40,246,603.13		40,246,603.13
B093	Dehiowita - Deraniyagala - Noori	7/1	SPMU-PK2	35,402,887.58		35,402,887.58		35,402,887.58
B093	Dehiowita - Deraniyagala - Noori	8/9	SPMU-PK2	36,423,257.16		36,423,257.16		36,423,257.16
B093	Dehiowita - Deraniyagala - Noori	14/1	SPMU-PK2	69,108,368.93		69,108,368.93		69,108,368.93
B095	Delgoda - Dompe - Gridara	5/8	MFAP	28,769,966.75		28,769,966.75		28,769,966.75
B097	Demodera - Spring Valley - Badulla	13/6	Weak Bridges -JVA	-		-	54,160,368.71	54,160,368.71
B110	Eheliyagoda - Dehiowita	8/5	MFAP	50,435,904.48		50,435,904.48		50,435,904.48
B114	Elipitiya - Awitawa - Lewanduwa	1/5	Steel Bridge	61,786,892.35		61,786,892.35		61,786,892.35
B115	Embilipitiya - Panamure - Bulutota	30/4	MFAP	58,204,890.69		58,204,890.69		58,204,890.69
B122	Galagedara - Rambukkana	3/2	Weak Bridge -CP	-		-	19,384,110.62	19,384,110.62
B123	Galagedara - Horana	14/8	SPMU-PK1	54,225,298.37		54,225,298.37		54,225,298.37
B123	Galagedara - Horana	14/3	SPMU-PK1	50,951,980.16		50,951,980.16		50,951,980.16
B127	Galigomuwa - Ruwanwella	16/1	SPMU-PK2	98,257,968.94		98,257,968.94		98,257,968.94
B128	Galle Baddegama Road B 128 (Kihimbi Ela)	15/2	SPMU-PK1	380,074,268.92		380,074,268.92		380,074,268.92
B129	Galle - Udugama	**	PRP 3-Phal	193,195,901.63		193,195,901.63		193,195,901.63
B141	Hakmana - Beliatta - Tangalle	**	PRP 3-Phal	2,243,326.48		2,243,326.48		2,243,326.48
B142	Hakmana Meella Talahaganwaduwa Road B142 (Denagama)	4/1	SPMU-PK1	443,762,689.47		443,762,689.47		443,762,689.47
B146	Hanwella - Pugoda - Weke - Urapola	11/2	MFAP	62,272,386.34		62,272,386.34		62,272,386.34
B153	Hikkaduwa - Baddegama - Nilhena	**	NHSP	149,065,972.95		149,065,972.95		149,065,972.95
B156	Hiniduma - Opatha - Pitiabeddera	**	PRP 3-Phal	641,253,555.43		641,253,555.43		641,253,555.43
B156	Hiniduma - Opatha - Pitiabeddera	4/8	MFAP	36,565,429.43		36,565,429.43		36,565,429.43
B157	Horana - Anguruvotota - Aluthgama	**	NHSP	331,344,694.56		331,344,694.56		331,344,694.56
B158	Horawala - Pelawatte - Pitiigala Rd	24/4	Steel Bridge	159,878,400.10		159,878,400.10		159,878,400.10
B183	Kaleliya - Pallewela - Medagampitiya	3/3 & 3/4	Weak Bridge -WP	-		-	12,422,600.47	12,422,600.47
B183	Kaleliya - Pallewela - Medagampitiya	4/1	Steel Bridge	39,524,049.20		39,524,049.20		39,524,049.20
B188	Kaluaggala - Labugama	4/3	MFAP	54,893,650.12		54,893,650.12		54,893,650.12
B188	Kaluaggala - Labugama	4/2	Steel Bridge	216,919,348.25		216,919,348.25		216,919,348.25
B199	Karandupona - Rambukkana	12/8	Steel Bridge	218,835,141.40		218,835,141.40		218,835,141.40
B205	Katugastota-Madawala-Bambarella	8/3	Weak Bridge -Sab	2,926,146.23		2,926,146.23		2,926,146.23
B205	Katugastota-Madawala-Bambarella	28/3	Weak Bridge -CP	-		-	37,338,464.75	37,338,464.75
B207	Katukurunda - Neboda	28/9	Steel Bridge	122,563,616.82		122,563,616.82		122,563,616.82
B207	Katukurunda - Neboda	12/3	MFAP	25,906,623.77		25,906,623.77		25,906,623.77

Route No	ROAD /BRIDGE NAME	Bridge No	Project	Cost as at 01.01.2023 (Rs)	Prior Year Adjustments (Rs)	Re-stated Cost as at 01.01.2023 (Rs)	During the Year Additions/ Transfers (Rs)	Total Cost (Rs)
B207	Katukurunda - Neboda	10/3	MFAP	110,171,835.83		110,171,835.83		110,171,835.83
B211	Kebithigollewa - Padaviya	**	NRCP	46,929,323.57		46,929,323.57		46,929,323.57
B211	Kebithigollewa - Padaviya	**	NRCP	177,628,787.02		177,628,787.02		177,628,787.02
B224	Kirimetiya - Yala	9/1	MFAP	133,800,695.81		133,800,695.81		133,800,695.81
B225	Kirindiwita - Assemmawatte	1/1	MFAP	75,746,229.86		75,746,229.86		75,746,229.86
B237	Kotadeniyawa - Mirigama	3/2	Weak Bridge -WP	-		-	15,246,448.27	15,246,448.27
B238	Kottawa - Batemulla	8/4	Steel Bridge	73,911,669.26		73,911,669.26		73,911,669.26
B242	Kudugala - Wattegama	12/4	Weak Bridge -CP	136,644.00		136,644.00		136,644.00
B243	Kuliyapitiya - Hettipola	9/3	Weak Bridge -NWP	-		-	30,492,243.08	30,492,243.08
B247	Kurunegala - Narammala - Madampe	7/1	Weak Bridge -NWP	-		-	47,070,782.17	47,070,782.17
B248	Labuduwa-Wanduramba-Sandarawela	9/1	Steel Bridge	87,090,555.66		87,090,555.66		87,090,555.66
B252	Lindula to end of aaras Road	14/6 & 16/8	Steel Bridge	106,095,733.65		106,095,733.65		106,095,733.65
B262	Makola - Udupila	10/1	MFAP	16,700,981.40		16,700,981.40		16,700,981.40
B265	Malwala - Carney Road	4/3	Steel Bridge	104,379,079.40		104,379,079.40		104,379,079.40
B265	Malwala - Carney Road	9/11	Steel Bridge	183,355,116.16		183,355,116.16		183,355,116.16
B268	Manipav - Kaithady	**	NRCP	33,670,025.45		33,670,025.45		33,670,025.45
B274	Matale - Illukkumbura-Pallegama	9/8	MFAP	78,426,281.85		78,426,281.85		78,426,281.85
B274	Matale - Illukkumbura-Pallegama	2/8	MFAP	113,371,037.34		113,371,037.34		113,371,037.34
B278	Mawanella - Arana'yake - Horewela	2/1	Steel Bridge	65,506,057.00		65,506,057.00		65,506,057.00
B279	Mawanella - Hemmaththagama - Singhapitiya	**	PRP 3-Phal	241,062,044.90		241,062,044.90		241,062,044.90
B282	Medawachchiya - Horowopotana	**	NRCP	21,105,471.86		21,105,471.86		21,105,471.86
B282	Medawachchiya - Horowupathana	1/3	Steel Bridge	47,976,745.27		47,976,745.27		47,976,745.27
B283	Medawachchiya - Kebithigollewa	**	NRCP	21,981,113.49		21,981,113.49		21,981,113.49
B285	Meerpe - Ingiriya	17/1	Weak Bridge -WP	-		-	48,034,377.87	48,034,377.87
B287	Minneriya - Hingurakgoda (Airport Road)	5/2	Weak Bridge -NCP	24,957,465.62		24,957,465.62		24,957,465.62
B312	Naula - Elahera - Pallegama - Hettipola	5/3	MFAP	31,476,413.21		31,476,413.21		31,476,413.21
B312	Naula - Elahera - Pallegama - Hettipola	23/1	Weak Bridge -NCP	6,687,628.56		6,687,628.56		6,687,628.56
B312	Naula - Elahera - Pallegama - Hettipola	24/3	MFAP	71,580,137.63		71,580,137.63		71,580,137.63
B312	Naula - Elahera - Pallegama - Hettipola	36/5	Weak Bridge -CP	-		-	45,876,382.70	45,876,382.70
B312	Naula - Elahera - Pallegama - Hettipola	37/8	Weak Bridge -CP	48,512,617.41		48,512,617.41		48,512,617.41
B318	Navalapitiya - Dolosbage	12/7	Weak Bridge -CP	-		-	16,167,058.89	16,167,058.89
B322	Negombo - Giriulla	32/2	MFAP	14,731,728.93		14,731,728.93		14,731,728.93
B322	Negombo - Giriulla	34/2	MFAP	81,460,952.84		81,460,952.84		81,460,952.84
B322	Negombo - Giriulla	19/4	MFAP	107,710,927.37		107,710,927.37		107,710,927.37
B339	Olu gantota-Pinnawala-Bagawanthalawa	1/1	Steel Bridge	43,347,041.14		43,347,041.14		43,347,041.14
B339	Olu gantota-Pinnawala-Bagawanthalawa	9/2	Weak Bridge -Sab	29,981,162.11		29,981,162.11		29,981,162.11
B346	Palapathwela - Galewela	28/2	Weak Bridge -CP	9,335,054.87		9,335,054.87		9,335,054.87
B347	Palathoppu - Seruwila Road	4/7	Weak Bridge -EP	4,953,361.50		4,953,361.50		4,953,361.50
B353	Palugama - Boralanda - Haputale	18/6	Steel Bridge	75,817,432.00		75,817,432.00		75,817,432.00
B353	Palugama - Boralanda - Haputale	19/8	Steel Bridge	82,129,621.00		82,129,621.00		82,129,621.00
B363	Pelawatta - Kankotawawatta - Timniyawela - Morawaka	12/6	MFAP	92,847,772.26		92,847,772.26		92,847,772.26
B364	Peradeniya - Deltota - Rikiliyaskada	4/7	Weak Bridge -CP	3,359,058.80		3,359,058.80		3,359,058.80
B378	Puliyadi - Irakkamam - Madhu	3/3	Steel Bridge	48,073,292.66		48,073,292.66		48,073,292.66
B390	Ratnapura - Palawela - Karawita	**	PRP 3-Phal	266,767,182.26		266,767,182.26		266,767,182.26
B390	Ratnapura-Palawela-Karawita	17/9	Steel Bridge	123,251,415.91		123,251,415.91		123,251,415.91
B391	Ratnapura - Wewelwatte	8/10	MFAP	107,840,036.84		107,840,036.84		107,840,036.84
B403	Thalady Arippe Marchchukkaddi Road B403 (Aru Kul)	7/1	SPMU-PK2	783,751,282.10		783,751,282.10		783,751,282.10
B403	Thalady Arippe Marchchukkaddi Road B403 (Arippe)	21/1	SPMU-PK2	337,008,141.08		337,008,141.08		337,008,141.08
B403	Thalady Arippe Marchchukkaddi Road B403	39/2	SPMU-PK2	258,669,962.60		258,669,962.60		258,669,962.60

Route No	ROAD / BRIDGE NAME	Bridge No	Project	Cost as at 01.01.2023 (Rs)	Prior Year Adjustments (Rs)	Re-stated Cost as at 01.01.2023 (Rs)	During the Year Additions/ Transfers (Rs)	Total Cost (Rs)
B410	Tangalle - Weeraketiya	2/2	SPMU-PK1	75,719,614.22		75,719,614.22		75,719,614.22
B410	Tangalle - Weeraketiya	2/3	SPMU-PK1	56,082,216.93		56,082,216.93		56,082,216.93
B411	Tawalama - Neluwa - Batuwangala	9/5	MFAP	77,761,135.09		77,761,135.09		77,761,135.09
B421	Tiruwanaketiya - Agalawatte	29/8	MFAP	23,525,603.22		23,525,603.22		23,525,603.22
B421	Tiruwanaketiya - Agalawatte	63/3	Weak Bridge -WP	-		-	33,802,170.08	33,802,170.08
B423	Tonigala - Kalawewa - Galewela	39/3	Weak Bridge -CP	15,920,650.02		15,920,650.02		15,920,650.02
B424	Trincomalee - Pulmoddai	50/2	Weak Bridge -EP	10,694,839.48		10,694,839.48		10,694,839.48
B425	Tudella - Pamunugama - Talahena - Negombo	3/2	MFAP	137,889,750.90		137,889,750.90		137,889,750.90
B430	Udugampola - Divulapitiya	11/5	Weak Bridge -WP	-		-		
B431	Ulapane - Pussellawa	20/1	Steel Bridge	41,057,739.31		41,057,739.31	12,978,457.96	12,978,457.96
B437	Vallai - Telipalai - Araly	**	NRCP	3,996,842.87		3,996,842.87		41,057,739.31
B445	Veyangoda - Ruwanwella	32/1	SPMU-PK1	130,162,041.25		130,162,041.25		3,996,842.87
B453	Walpola - Mailawalana	9/3	MFAP	55,493,522.62		55,493,522.62		130,162,041.25
B454	Wandurambe - Ethumale - Yakkatuwa	24/3	MFAP	51,403,716.48		51,403,716.48		55,493,522.62
B454	Wandurambe - Ethumale - Yakkatuwa	33/1	MFAP	59,209,801.02		59,209,801.02		51,403,716.48
B461	Wattegama - Kandenuwara - Wariyapola	28/2	MFAP	74,261,063.80		74,261,063.80		59,209,801.02
B465	Welligama Kananke Road B465 (Kole Danda)	1/4	SPMU-PK1	392,465,895.25		392,465,895.25		74,261,063.80
B466	Welligama Telijjilwila Road B466 (Denipitiya)	4/1	SPMU-PK1	368,285,323.59		368,285,323.59		392,465,895.25
B473	Wennapuwa - Kirimatiyana Road	3/3	Steel Bridge	135,222,946.00		135,222,946.00		368,285,323.59
B483	Samanthurai - Malkampiddy - Deegawapiya	5/3	Steel Bridge	45,097,873.20		45,097,873.20		135,222,946.00
B485	Walasmulla - Katuwana - Middeniya	4/5	MFAP	79,035,559.55		79,035,559.55		45,097,873.20
B485	Walasmulla - Katuwana - Middeniya	16/1	MFAP	97,397,965.50		97,397,965.50		79,035,559.55
B492	Kandehandiya - Adikaragama - Randeniigala - Loggaloya	35/10	Steel Bridge	116,166,468.99		116,166,468.99		97,397,965.50
B512	Blackpool-Ambewella-Pattipola-Horton Road	18/2	Steel Bridge	46,963,372.67		46,963,372.67		116,166,468.99
B512	Blackpool-Ambewella-Pattipola-Horton Road	2/4	Steel Bridge	46,963,372.67		46,963,372.67		46,963,372.67
B528	Bodagana - Hambegamuwa - Kaitota	41/1	MFAP	69,279,726.03		69,279,726.03		46,963,372.67
B556	Madatugama-Andiyagala Road	2/3	Steel Bridge	54,549,582.50		54,549,582.50		69,279,726.03
B564	Otapuwa - Ihalaawewa	10/2	Steel Bridge	124,202,586.09		124,202,586.09		54,549,582.50
B577	Bela ganwewa Hembarawa Wilgamuwa	8/2	Weak Bridge -CP	-		-	59,121,372.04	124,202,586.09
B593	Pambahirna Kumbalgama Rajawaka Kapugala	22/4	Weak Bridge -Sab	35,318,457.80		35,318,457.80		59,121,372.04
B609	Hiripitiya - Galtemwewa	12/1	Weak Bridge -NWP	14,233,457.62		14,233,457.62		35,318,457.80
B616	Nochtiyagama - Kukulkatuwa	6/2	Weak Bridge -NCP	13,354,720.07		13,354,720.07		14,233,457.62
B631	Hambantota - Gonnoruwa - Mee gahaiandura	**	PRP 3-Phal	955,045,266.41		955,045,266.41		13,354,720.07
B637	Pelena Polwatta Denipitiya Road (Polwatta) B637	1/1	SPMU-PK1	502,990,485.92		502,990,485.92		955,045,266.41
-	Seruwawila Somawathiya	2/1	Weak Bridge -EP	4,317,415.38		4,317,415.38	385,706.59	502,990,485.92
E-03	New Bridge Construction on Kelani River -Kalyani Ranpiwisuma		NBKR	53,470,998,501.83	37,871,087,447.91	91,342,085,949.74	1,194,096,917.23	4,703,121.97
Total		Total		84,440,752,958.35	37,871,087,447.91	122,311,840,406.26	1,652,408,674.40	92,536,182,866.97
Grand Total		Grand Total		103,639,047,752.69	37,871,087,447.91	141,510,135,200.60	1,652,408,674.40	123,964,249,080.66
								143,162,543,875.00

** The bridge cost included in the road cost have been transferred to bridge cost and the respective bridge numbers have not been identified due to lack of information.

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

		Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
Note 01 Cash & cash Equivalents				
139101	Bank of Ceylon Corporate Branch_ General		5,172,418.05	19,415,933.09
139102	Bank of Ceylon Corporate Branch_ Client		304,006,012.29	7,017,306.75
139103	Bank of Ceylon Corporate Branch_ Ministry		178,782,488.36	95,090,277.37
139104	Bank of Ceylon Corporate Branch_ Treasury		6,858,674.36	3,140,057.19
139105	Bank of Ceylon Corporate Branch_ Recurrent		85,927,218.01	44,384,501.78
139106	Bank of Ceylon Corporate Branch_ RWI		-	-
139110	Bank of Ceylon Corporate Branch_ Hoardings		10,689,342.05	4,462,386.91
139111	Bank of Ceylon Corporate Branch_ Loan		2,052,684.91	2,761,639.19
139115	People's Bank Corporate Branch		182,301.44	182,301.44
139116	Bank of Ceylon Corporate Branch - LBFP		636,241.27	653,141.21
139117	Bank of Ceylon Corporate Branch - State Ministry		252,700.00	254,700.00
139118	Bank of Ceylon Corporate Branch-Finance Medical Insurance		120,936.93	46,863.93
139119	Peoples Bank Corporate Branch - Collection CKE		5,132,182.73	2,865,941.83
139120	Bank of Ceylon Corporate Branch - Asphalt		-	-
139121	D F C C Bank City Office - LBFP		22,005.45	22,005.45
139122	Bank of Ceylon Corporate Branch - Land		-	-
139123	Bank of Ceylon Corporate Branch - Ministry of Highways		-	187,253.40
1392	Cash at Bank R/O Sabaragamuwa		285,000.00	310,000.00
1392E	Cash at Bank 100,000 km Programme		260,000.00	260,000.00
1392F	Cash at Bank R & D		25,000.00	25,000.00
1392G	Cash at Bank Project Director Matara		25,000.00	25,000.00
1392H	Cash at Bank R. W. I.		15,000.00	-
1393A	Cash in Hand EMU STDP	Note 01 A	10,900,900.00	7,300,900.00
1393B	Cash in Hand EMU CKE		4,710,000.00	4,710,000.00
1393C	Cash in Hand EMU OCH		6,115,000.00	6,430,000.00
1393D	Cash in Hand EOMU E.S.E.P.		12,300,000.00	9,800,000.00
1393E	Cash in Hand EOMU CEP 11 (E4)		4,200,000.00	3,200,000.00
1394-1394J	Cash in Transit	Note 01 B	254,643,153.58	95,724,760.84
1342	Treasury Bill (Repurchase) Agreement		8,749,218,902.18	4,720,100,000.00
			9,642,533,161.61	5,028,369,970.38
Note 01-A Cash in Hand EMU STDP				
1393A	Amount Shown in the accounts			8,131,000.00
	Less			
	Adjustment for amount Overstated			(830,100.00)
	Re-stated Amount			7,300,900.00
Note 01-B Cash in Transit R/O				
1394	Amount Shown in the accounts			95,741,718.20
	Less			
	Adjustment for amount Overstated			(16,957.36)
	Re-stated Amount			95,724,760.84
Note 02 Debtors				
133032	Debtors for Hire Charges Others		1,798,485.43	5,252,979.59
133041	Receivable R/O & Others	Note 02 A	29,734,469.80	1,886,302.11
133042	Interest Receivable		120,915,848.81	206,567,836.56
133044	Rent Receivable		11,837,764.64	12,300,653.04
133045	Hording Income Receivable		23,631,813.47	35,208,797.35
13306124	Ministry of Public Enterprise Development		523,019.33	523,019.33
13306125	Regional Development Bank		181,456.98	181,456.98
13306129	Prime Minister's Office		2,188,481.91	1,695,625.71
13306132	State Min.of Develop.Minor crops including sugar cane etc.		247,463.65	582,587.20
133071	Overhead Control Account-PMUU		8,886,678.28	8,776,465.90
133072	Overhead Reimbursement Salaries- PMUU	Note 02 B	48,927,704.59	65,173,759.60
133075	Loans for PMUUS	Note 02 C	1,220,000,000.00	1,714,200,000.00
133081	Debtors for Clients' H/O	Note 02 D	6,546,760.57	30,563,207.03
133082	Debtors for Clients' R/O	Note 02 E	442,357,234.47	430,703,501.21
133083	Expressway Debtors EOMMU	Note 02 F	41,081,146.59	35,510,062.43
133084	Amount Receivable Client R/O		73,404,719.59	
133093	Debtors for Land Relocation		1,031,525.50	1,967,669.01

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		Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
133125	CGIR Income Tax Refund		-	209,504,410.00
133129	Deferred Tax Assets		172,644,971.00	120,154,458.00
133151	Debtors Casting Yard External		734,165.30	962,071.50
133152	Debtors Casting Yard-Internal	Note 02 G	-	-
13316	Unpaid VAT	Note 02 H	952,941,086.36	3,368,441,566.39
133171	Debtors Asphalt Plant External		18,419,301.81	126,433,740.60
133172	Debtors Asphalt Plant Internal	Note 02 I	-	-
13323	Receivable on account of LBF Loans Capital Re-payment & Interest	Note 02 J	42,437,850,794.48	40,104,243,137.21
			45,615,884,892.56	46,480,833,306.75
22432	Provision for Non Moving Debtors		(704,476.31)	(704,476.31)
			45,615,180,416.25	46,480,128,830.44
	Note 02-A Receivable R/O & Others			
133041	Amount Shown in the accounts			584,058.07
	Add			
	Adjustment for amount under stated			1,686,244.04
	Less			
	Adjustment for amount Overstated			(384,000.00)
	Re-stated Amount			1,886,302.11
	Note 02-B Overhead Reimbursement Salaries- PMUU			
133072	Amount Shown in the accounts			65,060,388.32
	Add			
	Adjustment for amount Under stated			113,371.28
	Re-stated Amount			65,173,759.60
	Note 02-C Loans for PMUUS			
133075	Amount Shown in the accounts			1,964,200,000.00
	Less			
	Adjustment for amount Overstated			(250,000,000.00)
	Re-stated Amount			1,714,200,000.00
	Note 02-D Debtors for Clients' Works - HO			
133081	State Ministry of Highways		671,821.88	840,418.27
	Urban Development Authority		5,874,938.69	29,722,788.76
			6,546,760.57	30,563,207.03
	Note 02-E Debtors for Clients' Works- Regions			
133082	Ministry of Economic Development	Note 02-E(i)	306,448,962.23	306,448,962.23
	Board of Investment of Sri Lanka		123,534,872.41	123,534,872.41
	Industrial Ministry of Internal Roads of Industrial Zone at Kuruwita		647,621.07	647,621.07
	Sri Lanka Transport Board -Kataragama		11,653,733.26	
	Ministry of Roads & Highways		72,045.50	72,045.50
			442,357,234.47	430,703,501.21
133082	Note 02-E(i) Ministry of Economic Development			
	Amount Shown in the accounts			306,817,825.17
	Less			
	Adjustment for amount over stated			(368,862.94)
	Re-stated Amount			306,448,962.23
133083	Note 02-F Expressway Debtors			
	Amount Shown in the accounts			33,611,320.13
	Add			
	Adjustment for amount under stated			3,199,057.55
	Less			
	Adjustment for amount over stated			(1,300,315.25)
	Re-stated Amount			35,510,062.43

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

		Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
	Note 02-G Debtors Casting Yard- Internal			
133152	Debtors Casting Yard		15,688,248.63	9,370,353.65
	Less			
22419	Creditors Control Casting Yard		(15,688,248.63)	(9,370,353.65)
			-	-
	Note 02-H Unpaid VAT			
13316	Amount Shown in the accounts			3,370,215,936.53
	Less			
	Adjustment for amount over stated			(1,774,370.14)
	Re-stated Amount			3,368,441,566.39
	Note 02-I Debtors Asphalt Plant			
133172	Debtors Asphalt Plant Internal		1,484,626,790.24	928,059,839.71
	Less			
22420	Creditors Control Asphalt Plant		(1,484,626,790.24)	(928,059,839.71)
			-	-
	Note 02-J Receivable on account of LBF Loans Capital Repayment & Interest			
13323	Receivable Amount for Capital Repayment		6,370,980,899.50	2,502,398,017.83
	Receivable Amount for Interest	Note 02-J(i)	36,066,869,894.98	37,601,845,119.38
			42,437,850,794.48	40,104,243,137.21
	Note 02-J(i) Receivable Amount for Interest			
13323	Amount Shown in the accounts			37,567,622,189.03
	Add			
	Adjustment for amount under stated			34,222,930.35
	Re-stated Amount			37,601,845,119.38
	Note 03 Inventories as at 31 st January 2023			
13101	OECF Spare Parts Control A/C		26,678,408.46	26,678,408.46
131012	Stationery		134,820,619.10	91,208,541.22
131013/A	Inventory Stock		31,088,729.52	15,962,171.75
131014	Empty Articles		4,795,997.50	7,284,914.68
131015	Spare Parts		76,674,296.88	52,918,158.89
1310116	Others Materials		183,649,315.62	251,293,016.12
1310117	Direct Materials		900,120,509.91	670,964,287.83
1310118	Construction Materials -RBCU	Note 03 A	8,698,248.63	9,148,294.94
1310119	Tools		41,101,509.77	30,177,930.59
13101601	Uniform Materials		461,125.74	609,719.33
13101602	Shoes & Sandals		218,626.59	1,501,407.86
13101603	Safety Equipment		-	186,000.00
131017	Tyres		12,736,833.12	8,872,360.23
131019	Material Stock - Casting Yard		7,354,095.94	8,798,098.27
131020	Lubricant Stock		5,173,118.05	9,151,636.55
131021	Material Stock - Asphalt Plant		125,433,392.45	201,362,231.96
13102106	Stock - Pre Cast Product R/O		232,334.97	232,334.97
131022	Spare Parts Stock - Asphalt Plant		157,628,636.00	157,628,636.00
131201	Finished Products/ Goods Casting Yard		16,619,719.01	14,576,225.51
131201D	Finished Products Inter Locking Concrete Blocks		1,721,767.57	1,721,767.57
			1,735,207,284.83	1,560,276,142.73
22431	Provision for Non Moving Inventory		(26,678,408.46)	(26,678,408.46)
			1,708,528,876.37	1,533,597,734.27
	Note 03 A - Construction Materials -RBCU			
1310118	Amount Shown in the accounts			18,296,589.88
	Less			
	Adjustment for amount overstated			(9,148,294.94)
	Re-stated Amount			9,148,294.94

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

	Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
Note 04 Deposits & Advances:			
1350111	Purchase Advance- Overhead	9,672,732.70	13,784,981.49
1350112	Purchase Advance- Stores	836,107.50	229,482.50
1350116	Purchase Advance- Asphalt Plant	6,606,613.34	9,437,938.98
1350117	Purchase Advance- Maintenance	6,919,819.46	7,033,723.46
1350118	Purchase Advance- E O M U	-	93,780.00
1350119	Purchase Advance- RMTF	1,231,421.20	332,994.70
1350119A	Purchase Advance- W/P Project	135,717.03	506,400.00
135012	Purchase Advance- Regions	9,385.00	5,000.00
13502112	Contract Advance- Payment Unit Head Office	87,771.42	87,771.42
13502115	Contract Advance- RWI	500,000.00	-
1350212	Contract Advance- Projects NHDA	15,818,224.00	15,818,224.00
135022	Contract Advance- Region	7,867,459.13	5,580,617.34
135023	Contract Advance Client Region	1,329,852.18	3,570,051.94
135032	Advance on Land Division	10,000.00	1,693,180.00
135033	Advance on PM & R Division	-	10,000.00
1350511	Survey Advance- Payment Unit	59,465.49	59,465.49
13509	RMCC's Deposit kept in Investments with Bank	80,000.00	80,000.00
135102	Deposits- Services	15,905,155.84	15,723,455.84
135103	Deposits- Rent-RDA	2,175,000.00	2,175,000.00
135105	Deposits- Others Regional	320,000.00	320,000.00
135107	Deposits- Royalty Asphalt Plant	3,252,000.00	3,252,000.00
135108A	Retention Money remitted to Line Ministry	350,144,670.80	-
135108B	Returned Land Compensation remitted to Ministry	29,430.93	-
135108C	Retention Money remitted to State Ministry	84,350,710.86	-
13512	On Accounts Payment - Project Unit	14,294,782.60	2,000,000.00
13519	Purchase Advance Asphalt Supply Internal	-	-
	Note 04-A	521,636,319.48	81,794,067.16
Note 04-A Purchase Advance Asphalt - Internal			
13519	Advance Paid on Asphalt Supply Internal	63,817,420.31	13,313,435.99
2240714B	Less	(63,817,420.31)	(13,313,435.99)
		-	-
Note 05 Mobilization Advance			
13506012	Mobilization Advance - Road Widening & Improvement Project	96,491,941.81	157,483,561.78
13506112	Mobilization Advance - Rajamawatha Extention Road	68,852,311.30	-
13506113	Mobilization Advance - Yatiyanthota Garagoda Bridge	30,860,501.58	-
13506A	Mobilization Advance - Regions	81,503,919.00	82,880,000.10
13506C	Mobilization Advance - Clients - Regions	989,848.96	2,007,251.89
13506E	Mobilization Advance - R B C U	1,409,008.96	18,075,660.11
13506F	Mobilization Advance - Payment Unit	7,054,157.83	10,916,609.08
13506I	Mobilization Advance - EOMU	-	16,252,552.50
13506J	Mobilization Advance - CEP-I / III & Ruwanpura	38,318,000,328.13	39,976,213,935.20
13506M	Mobilization Advance -100,000 KM Roads	3,160,886,140.79	5,291,891,344.40
13506N	Mobilization Advance -Rural Bridges Programme	196,071,309.64	257,542,104.46
13506P	Mobilization Advance -Rural Roads Development Programme	425,000.00	425,000.00
	Less :	41,962,544,468.00	45,813,688,019.52
22435	Provision for Impairment of Mobilization Advance	(10,424,901.66)	(11,672,805.66)
		41,952,119,566.34	45,802,015,213.86
Note 05 A - Mobilization Advance - EOMU			
13506I	Amount Shown in the accounts	-	14,357,306.50
	Add		
	Adjustment for amount under stated		1,895,246.00
	Re-stated Amount		16,252,552.50
Note 05 B Mobilization Advance			
	Current	Note 05 B (i)	
	Non-Current	24,377,639,586.30	34,334,645,632.49
		17,574,479,980.04	11,467,369,581.37
		41,952,119,566.34	45,802,015,213.86

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

	Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
Note 05 B (i) - Mobilization Advance - Current			
Amount Shown in the accounts			34,332,750,386.49
Add			
Adjustment for amount under stated			1,895,246.00
Re-stated Amount			<u>34,334,645,632.49</u>
Note 06 Inter Current Account- Expressway Transport Company (Pvt) Ltd			
14401 Rent Reimbursable		3,132,928.80	3,132,928.80
		<u>3,132,928.80</u>	<u>3,132,928.80</u>
Note 07 Other Current Assets:			
13611 Ten Months Salary Loan	Note 07 A	353,262,393.57	277,004,682.73
13612 Housing Loan	Note 07 A	3,671,458.99	6,206,294.12
13614 Vehicle Loan	Note 07 A	-	47,220.00
13615 Cycle Loan	Note 07 A	10,434,741.00	5,048,506.00
13616 Push Bicycle Loan	Note 07 A	15,448.38	15,448.38
13619 Twelve Month Salary Loan	Note 07 A	90,640.00	90,640.00
136203 Over Time & Holiday Pay Advance		19,000.00	
136204 Festival Advances		3,613,675.00	2,388,960.22
136207 Book Advance		214,797.31	1,305,283.86
136211 Three Months Flood Relief Advance		45,209.33	45,209.33
1364 Staff Debtors H/O		13,559,354.82	4,761,873.67
1365 Shortages of Consumable Stock		3,446,727.89	3,446,727.89
1366 Shortages of Stock	Note 07 B	1,993,179.69	2,195,854.69
		<u>390,366,625.98</u>	<u>302,556,700.89</u>
Less :			
22436 Provision for Staff Debtors		(650,366.99)	(650,366.99)
		<u>389,716,258.99</u>	<u>301,906,333.90</u>
Note 07 A Staff Loan			
13611-619 Current		118,534,132.94	288,412,791.23
Non - Current		248,940,549.00	
		<u>367,474,681.94</u>	<u>288,412,791.23</u>
Note 07 B Other Current Assets			
Current		140,775,709.99	301,906,333.90
Non - Current		248,940,549.00	-
		<u>389,716,258.99</u>	<u>301,906,333.90</u>
Note 07-B Shortages of Stock -Fuel			
1366 Amount Shown in the accounts			202,675.00
Add			
Adjustment for amount under stated			1,993,179.69
Re-stated Amount			<u>2,195,854.69</u>
Note 08 Equity Investments (at cost):			
11B1 Housing & Development Finance Corporation		200,000.00	200,000.00
12003 Maganagama Emulsion Production Co (Pvt) Ltd		1,000,100.00	1,000,100.00
12004 Maganagama Road Construction & Equipment Co (Pvt) Ltd		100.00	100.00
12005 Maganagama Consultancy & Project Management Services Co(Pvt)Ltd		1,000,100.00	1,000,100.00
12006 Expressway Transport Bus Co. (Pvt) Ltd		10.00	10.00
		<u>2,200,310.00</u>	<u>2,200,310.00</u>
Note 09 Other Investments			
13429C1 Treasury Bill (Repurchase) Agreement		1,787,315,179.88	1,428,286,897.99
13451 Fixed Deposit - BOC Corporate Branch		2,552,716,456.63	2,062,801,177.07
1344 Deposit with State Mortgage & Investment Bank		93,779,351.44	90,717,407.98
		<u>4,433,810,987.95</u>	<u>3,581,805,483.04</u>

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ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

	Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
Note 10 Investment Property			
11016	Building Cost	50,115,000.00	-
	Accumulated Depreciation	(5,810,072.43)	-
		<u>44,304,927.57</u>	-
Note 11 Property Plant & Equipment			
Please Refer Page No - 17			
Note 12 Work In Progress			
Note 12-A Work In Progress Buildings -Regions & RME			
11031 & 32	Balance as at 01st January	6,531,237.43	25,648,790.31
	Additions during the Period	27,293,372.87	30,336,209.74
	Adjustments	-	-
	Capitalized during the Period	-	(49,453,762.62)
	Balance end of the Period	<u>33,824,610.30</u>	<u>6,531,237.43</u>
Note 12-B Work In Progress Buildings - CKE			
11033	Balance as at 01st January	-	2,195,623.43
	Additions during the Period	-	-
	Adjustments	-	-
	Capitalized during the Period	-	(2,195,623.43)
	Balance end of the Period	<u>-</u>	<u>(0.00)</u>
	Total work in Progress	<u>33,824,610.30</u>	<u>6,531,237.43</u>
Note 13 Summary of Work In Progress Expressways, Roads & Bridges			
11034B	Work In Progress Expressways - CEP I	28,664,995,763.63	16,966,124,348.28
11034D	Work In Progress Expressways - CEP III	10,983,682,225.89	7,799,361,550.89
11034H	Work In Progress Expressways - Ruwanpura	7,711,875,386.86	1,028,332,608.32
11034J	Work In Progress Expressways - CEP IV	2,607,706,891.43	-
11034K	Work In Progress Expressways - NKB to Athurugiriya	1,715,535,683.40	-
11035B	Work In Progress Bridges - Kandy Tunnel	88,119,222.13	61,205,648.88
11035C	Work In Progress Roads - R.W.I. Roads	3,964,120,639.86	3,823,733,955.34
11035E	Work In Progress Bridges - Weak Bridges	378,611,763.51	691,401,877.30
11035F	Work In Progress Road - Base Line Stage III	3,328,719,511.01	-
11036A	Work In Progress RDA Roads of 100000 Km Programme	7,628,373,512.93	6,045,180,290.92
11036B	Work In Progress Non-RDA Roads of 100000 Km Programme	147,153,942,161.52	125,586,758,743.56
11037A01	Work In Progress Land Development	2,122,494.28	1,865,893.00
11038	Work In Progress (Compensation on Land Acquisition)	16,174,780,067.91	15,325,090,616.64
11039	Work In Progress Other P M M U Roads	6,006,903,361.18	5,574,967,173.25
		<u>236,409,488,685.54</u>	<u>182,904,022,706.38</u>
Note 13-A Work In Progress Roads - R.W.I. Roads			
11035C	Amount Shown in the accounts		3,441,474,285.24
	Less		
	Adjustment for amount overstated		382,259,670.10
	Re-stated Amount		<u>3,823,733,955.34</u>
Note 13-B Work In Progress Bridges - Weak Bridges			
11035E	Amount Shown in the accounts		692,487,951.95
	Less		
	Adjustment for amount overstated		(1,086,074.65)
	Re-stated Amount		<u>691,401,877.30</u>
Note 13-C Work In Progress (Compensation on Land Acquisition)			
11038	Amount Shown in the accounts		15,365,130,249.97
	Less		
	Adjustment for amount overstated		(40,039,633.33)
	Re-stated Amount		<u>15,325,090,616.64</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

		Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
	Note 14 Intangible Assets			
11A1	Computer Software Cost			
	Balance as at 01st January		489,758,467.47	489,888,517.47
	Additions during the Period		498,932.00	-
	Adjustments	Note 14 A		(130,050.00)
	Balance end of the Period		490,257,399.47	489,758,467.47
11A2	Computer Software Amortization			
	Balance as at 01st January		(35,270,646.75)	(28,856,516.79)
	Amortization during the Period		(4,881,169.82)	(6,544,179.96)
	Adjustments	Note 14 B		130,050.00
	Balance end of the Period		(40,151,816.57)	(35,270,646.75)
	Carrying Value end of the Period		450,105,582.90	454,487,820.72
11A1	Note 14 A Intangible Assets -Computer Software Cost			
	Amount Shown in the accounts			-
	Less			
	Adjustment for amount overstated			(130,050.00)
	Re-stated Amount			(130,050.00)
11A2	Note 14 B Intangible Assets -Computer Software Amortization			
	Amount Shown in the accounts			-
	Less			
	Adjustment for amount overstated			(130,050.00)
	Re-stated Amount			(130,050.00)
	Note 15 Client & Other Deposits			
221CD	Client Deposits	Note 15 A	3,119,152,371.16	2,956,492,589.54
221SD	Security Deposits		25,000.00	25,000.00
221RD	Refundable Deposits	Note 15 B	725,220,808.88	719,114,203.96
221DDF	Deposits - Baseline Road Displaced Families		2,533,120.00	2,368,120.00
221DLD	Deposits - Liquidation Damages		729,198,736.61	860,806,060.84
221PSD	Performance Security Deposits		128,500.00	26,800.00
			4,576,258,536.65	4,538,832,774.34
221CD	Note 15 A Client Deposits			
	Amount Shown in the accounts			2,959,349,949.04
	Less			
	Adjustment for amount overstated			(2,857,359.50)
	Re-stated Amount			2,956,492,589.54
221RD	Note 15 B Refundable Deposits			
	Amount Shown in the accounts			716,775,203.96
	Add			
	Adjustment for amount under stated			2,339,000.00
	Re-stated Amount			719,114,203.96
	Note 16 Retention Money Payable			
221RM	Retention Money	Note 16 A	5,511,547,092.85	6,354,053,855.78
			5,511,547,092.85	6,354,053,855.78
221RM	Note 16 A Retention Money			
	Current	Note 16 B	5,452,154,847.90	6,247,304,926.87
	Non - Current		59,392,244.95	106,748,928.91
			5,511,547,092.85	6,354,053,855.78
221RM	Note 16 B Retention Money Payable			
	Amount Shown in the accounts			6,249,644,010.63
	Add			
	Adjustment for amount under stated			960,696.80

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

		Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
	Less			
	Adjustment for amount overstated			(3,299,780.56)
	Re-stated Amount			<u>6,247,304,926.87</u>
	Note 17 Payable to Contractors			
222101-108	Project Contractors		5,483,939,245.41	11,402,337,935.39
222201F	Other Contractors of Closed Projects	Note 17 A	7,766,443,164.03	1,565,813,302.47
2222	Other Contractors	Note 17 B	191,364,918.20	960,428,173.44
224081C	Other Amount Payable - Projects		12,605,212.74	12,605,212.74
			<u>13,454,352,540.38</u>	<u>13,941,184,624.04</u>
	Less			
1332501	Control Accounts - Treasury Bonds		(70,819,266.02)	(5,048,998,875.83)
			<u>13,383,533,274.36</u>	<u>8,892,185,748.21</u>
222201F	Note 17 A - Other Contractors of Closed Projects			
	Amount Shown in the accounts			-
	Add			
	Adjustment for amount under stated			3,674,313,302.47
	Less			
	Adjustment for amount Overstated			(2,108,500,000.00)
	Re-stated Amount			<u>1,565,813,302.47</u>
2222	Note 17 A - Other Contractors			
	Amount Shown in the accounts			963,072,356.63
	Less			
	Adjustment for amount overstated			(2,644,183.19)
	Re-stated Amount			<u>960,428,173.44</u>
	Note 18 Compensation on Land Acquisition & Interest Payable			
222114	Compensation on Land Acquisition & Interest Payable	Note 18 A	4,534,814,376.15	4,008,188,635.34
			<u>4,534,814,376.15</u>	<u>4,008,188,635.34</u>
222114	Note 18-A Compensation on Land Acquisition & Interest Payable			
	Amount Shown in the accounts			4,048,228,268.67
	Less			
	Adjustment for amount overstated			(40,039,633.33)
	Re-stated Amount			<u>4,008,188,635.34</u>
	Note 19 Interest & Capital Repayments Due on Local Bank Loans			
222109-111E	Interest Payable on Local Bank Loans		36,086,028,124.22	37,668,716,518.02
222109-111E	Capital Repayments Local Bank Loans		6,370,980,899.50	2,502,398,017.83
			<u>42,457,009,023.72</u>	<u>40,171,114,535.85</u>
	Note 20 Inter Company Current Accounts			
	Note 20-A Current Account Maganeguma Emulsion Production Company (Pvt) Ltd			
	Receivable from Maganeguma Emulsion Company			
14106	Hire of Plant & Machinery	Note 20-A(i)	-	3,622,589.72
141075	Advance on Supply of Emulsion 100,000km		7,865,026.33	9,798,822.34
14110	Rent Receivable	Note 20-A(ii)	52,528,998.44	46,480,128.20
			<u>60,394,024.77</u>	<u>59,901,540.26</u>
	Payable to Maganeguma Emulsion Company			
220A1022	Bills Payable for Emulsion Supply		-	4,589,093.98
	Payable to Maganeguma Emulsion Production Company (Pvt) Ltd		-	4,589,093.98
				<u>4,589,093.98</u>
	Net Receivable from Maganeguma Emulsion Company(Pvt) Ltd		60,394,024.77	55,312,446.28

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

		Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
14106	Note 20-A(i) Hire of Plant & Machinery			
	Amount Shown in the accounts			3,230,227.16
	Add			
	Adjustment for amount Under stated			392,362.56
	Re-stated Amount			<u>3,622,589.72</u>
14110	Note 20-A(ii) Rent Receivable			
	Amount Shown in the accounts			32,090,912.93
	Add			
	Adjustment for amount Under stated			14,389,215.27
	Re-stated Amount			<u>46,480,128.20</u>
	Note 20-B Current Account - Maganaguma Road Construction & Equipment Co (Pvt) Ltd			
	Receivable from Maganaguma Road Construction & Equipment Co (Pvt) Ltd			
14204	Debtors for Assets & Consumables transferred		63,276,544.87	63,276,544.87
14206	Hire of Plant & Machinery		367,483,806.24	366,023,997.89
14209	Mobilization Advance		2,935.65	2,935.65
14209E	Mobilization Advance 100,000 km Roads		808,165,610.15	1,910,168,494.18
220A2022	On Account Payments for Premix Supply		1,415,885.24	2,393,265.70
			<u>1,240,344,782.15</u>	<u>2,341,865,238.29</u>
	Payable to Maganaguma Road Construction & Equipment Co(Pvt) Ltd			
220A2011	Accrued Work Bills - Projects		-	134,015,374.56
220A20116	Accrued Work Bills - 100,000 km Programme		2,937,358,226.64	3,207,497,754.37
220A2012	Accrued Work Bills Regional Offices - Others		57,464,303.59	61,488,241.68
220A2033A	Transport Charges - Asphalt Plant		1,335,155.18	1,335,155.18
220A2034	Payable to Purchase of Bitumen		11,434,948.00	11,434,948.00
221RM51	Retention Money	Note 20-B (i)	3,961,877,264.41	4,240,397,865.27
			<u>6,969,469,897.82</u>	<u>7,656,169,339.06</u>
	Net amount Payable to Maganaguma Road Construction & Equipment Co(Pvt) Ltd		<u>5,729,125,115.67</u>	<u>5,314,304,100.77</u>
221RM51	Note 20-B (i) - Retention Money			
	Amount Shown in the accounts			4,240,516,927.81
	Less			
	Adjustment for amount overstated			(119,062.54)
	Re-stated Amount			<u>4,240,397,865.27</u>
	Note 20-C Current Account Maganaguma Consultancy & Project Management Services Company (Pvt) Ltd			
	Receivable from Maganaguma Consultancy & Project Management Services Company (Pvt) Ltd.			
14310	Rent Receivable	Note 20-C (i)	-	9,672,974.36
			-	<u>9,672,974.36</u>
	Payable to Maganaguma Consultancy & Project Management Services Company (Pvt) Ltd.			
220A3022	Payables for Cold Mix Supply		39,090.61	71,259,247.02
220A3022A	Payables for Cold Mix Supply 100,000 km Programme		-	13,504,343.57
220A3022B	Payables for Cold Mix Supply Client		-	3,017,223.95
220A3034	Advance Received on Asphalt Supply		74,100.53	68,611.60
221RM52	Retention Money		3,973,470.34	9,971,727.57
			<u>4,086,661.48</u>	<u>97,821,153.71</u>
	Net amount Payable to Maganaguma Consultancy & Project Management Co.(Pvt) Ltd		<u>4,086,661.48</u>	<u>88,148,179.35</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

		Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
14310	Note 20-C (i) Rent Receivable			
	Amount Shown in the accounts			9,172,797.78
	Add			
	Adjustment for amount under stated			500,176.58
	Re-stated Amount			<u>9,672,974.36</u>
	Note 21 Accrued Expenses & Taxes Payable			
223301	Commissioner General of Inland Revenue Income Tax	Note 21 A	1,375,040,022.21	733,699,578.00
223302	Commissioner General of Inland Revenue V.A.T		227,723,886.00	129,683,510.02
223304	Commissioner General of Inland Revenue APIT		7,218,708.77	186,633.00
223306	Commissioner General of Inland Revenue W.H.T		1,263,561.66	-
223307	Commissioner General of Inland Revenue Deferred Output Tax	Note 21 B	74,393,638.74	81,731,634.89
223310	Deferred Tax Liability		42,540,069.00	54,537,809.00
2233510	Commissioner General of Inland Revenue Stamp Duty		654,750.00	588,725.00
2233514	Com.General of Inland Revenue Social Security Contribution Levy	Note 21 C	37,292,335.00	24,301,577.00
2231	Administration Overhead	Note 21 D	589,637,069.28	531,113,806.98
2234	Employees' Provident Fund 8%	Note 21 E	49,263,348.56	83,789,539.63
2235	Employees' Provident Fund 12%	Note 21 F	73,818,167.91	125,684,353.59
2236	Employers' Trust Fund 3%	Note 21 G	18,463,566.99	31,421,072.55
22371	Unpaid Salaries		67,525.13	14,218.72
22374	Incentive Bonus	Note 21 H	93,195,133.52	180,231,521.73
22375	Medical Leave Encashment Payable		762,139,366.84	329,245,136.31
22410	Audit Fees		6,636,420.00	2,798,400.00
			<u>3,359,347,569.61</u>	<u>2,309,027,516.42</u>
223301	Note 21 A -CGIR- Inland Revenue Income Tax			
	Current Tax Liability for the year 2023/2024 & 2022/2023		2,368,227,754.00	1,276,414,399.00
	Less			
	Setoff against Income Tax paid		(757,769,427.00)	(528,367,211.00)
			<u>1,610,458,327.00</u>	<u>748,047,188.00</u>
	Add			
	Under Provision 2022 /2023			
	Less			
	Setoff against Income Tax Refund		(209,504,410.00)	
	Setoff against WHT Interest		(25,913,894.79)	
	Adjustment for Underprovision for the year 2022/2023			(14,347,610.00)
	Income Tax Liability		<u>1,375,040,022.21</u>	<u>733,699,578.00</u>
223307	Note 21 B -CGIR- Deferred Output Tax			
	Amount Shown in the accounts			79,574,806.90
	Add			
	Adjustment for amount under stated			2,302,949.55
	Less			
	Adjustment for amount overstated			(146,121.56)
	Re-stated Amount			<u>81,731,634.89</u>
2233514	Note 21-C Com.General of Inland Revenue Social Security Contribution Levy			
	Amount Shown in the accounts			24,444,730.00
	Less			
	Adjustment for amount over stated			(143,153.00)
	Re-stated Amount			<u>24,301,577.00</u>
2231	Note 21-D Administration Overhead			
	Amount Shown in the accounts			502,274,123.09
	Add			
	Adjustment for amount under stated			28,839,683.89
	Re-stated Amount			<u>531,113,806.98</u>

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NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

	Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
2234	Note 21-E Employees' Provident Fund 8%		
	Amount Shown in the accounts		83,762,643.81
	Add		
	Adjustment for amount under stated		26,895.82
	Re-stated Amount		83,789,539.63
2235	Note 21-F Employees' Provident Fund 12%		
	Amount Shown in the accounts		125,644,009.86
	Add		
	Adjustment for amount under stated		40,343.73
	Re-stated Amount		125,684,353.59
2236	Note 21-G Employers' Trust Fund 3%		
	Amount Shown in the accounts		31,410,986.63
	Add		
	Adjustment for amount under stated		10,085.92
	Re-stated Amount		31,421,072.55
22374	Note 21-H Incentive Bonus		
	Amount Shown in the accounts		180,251,521.73
	Less		
	Adjustment for amount overstated		(20,000.00)
	Re-stated Amount		180,231,521.73
	Note 22 Creditors & Others		
223201/02	Creditors for Material Supply & Service Providers	321,806,807.00	2,407,330,525.28
223203	Creditors for Material Supply & Service Providers Asphalt Plant	150,180,760.09	26,746,206.32
223203A	Creditors for Other Supply Asphalt Plant	16,725,541.68	8,871,617.75
223205	Creditors - GKUC International (Pvt) Ltd	2,049,576.00	-
223206	Creditors - Bitumix (Pvt) Ltd	663,815.73	663,815.73
22401	Other Sundry Recoveries from Staff	7,392,082.04	8,989,002.64
22403	Salary Control Account	83,578.42	10,203.40
224063	Creditors on Fixed Assets	1,575,615.00	48,857,750.00
2240702	Advance Received on Rent	18,974,465.79	16,489,289.19
2240707	Interest in Suspense RMC Deposits	6,089,255.01	6,089,255.01
2240710	E T C Un-reconciled Balance	-	100,968.00
2240711	Unutilized Insurance Claims	3,217,821.00	1,212,477.40
2240711A	Unutilized Insurance Claims -Public Liability on Expressways	19,061.75	19,061.75
2240712	Creditors RC & DC Residual Unit	3,612,781.58	3,612,781.58
2240713	Advance Received on Shifting of Orugodawatta Unit	-	460,791.21
2240714	Advance Received in Sales -Casting Yard	1,789,537.03	483,379.59
2240717	Advance Received in External Sales -Asphalt	1,585,569.85	776,798.57
2240718	Unrecognized Direct Deposit	143,789.63	-
22408	Other Amounts Payable	Note 22 A 26,931,463.16	36,344,551.36
22412	Staff Self Medical Insurance Fund	-	11,680.00
22416	Cancelled Cheques	149,985.00	1,547,374.42
22418	Suppliers' Control Account	5,319,555.20	5,521,845.20
22422	Amount Payable for Treasury	Note 22 B -	75,348,000.00
		568,311,060.96	2,649,487,374.40
22408	Note 22-A Other Amounts Payable		
	Amount Shown in the accounts		29,765,827.92
	Add		
	Adjustment for amount under stated		6,578,723.44
	Re-stated Amount		36,344,551.36
22408	Note 22-B Amount Payable for Treasury		
	Amount Shown in the accounts		-
	Add		
	Adjustment for amount under stated		75,348,000.00
	Re-stated Amount		75,348,000.00

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

	Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
Note 23 Loans			
Note 23 A Loans from Local Banks			
Note 23-A Loans from Local Banks for Road Widening & Improvement Projects - Non Current Liability			
221U01	Commercial Bank	4,755,930,854.26	4,755,930,854.26
221U02	Bank of Ceylon	24,175,993,737.37	24,175,993,737.37
221U03	Peoples Bank	8,380,056,621.21	8,380,056,621.21
221U05	Hatton National Bank	20,133,152,184.28	20,133,152,184.28
221U06	Development of Finance Corporation of Ceylon Bank	896,508,934.21	896,508,934.21
221U07	National Development Bank	6,299,836,399.91	6,299,836,399.91
		<u>64,641,478,731.24</u>	<u>64,641,478,731.24</u>
Note 23-B Loans from Local Banks for PMMU & Others			
Note 23-B (i) Loans from Local Banks for PMMU & Others - Current			
221U20	Peoples Bank -CKE Project	650,127,978.84	745,830,811.83
221U25	Sampath Bank - PMUU	1,318,181,818.18	1,318,181,818.18
221U26	Bank of Ceylon -PMMU & Others	1,047,619,048.00	1,047,619,048.00
221U27	Bank of Ceylon - (9.0 Bn)	391,304,348.00	391,304,348.00
221U28	Bank of Ceylon - (2.549 Bn)	106,204,886.00	106,204,886.00
221U29	D. F. C. C - (5.0 Bn)	217,391,305.00	217,391,305.00
221U30	Bank of Ceylon - (25.0 Bn)	1,041,666,667.00	1,041,666,667.00
221U31	Peoples Bank (3.688 Bn - CEP II Project)	737,600,004.00	737,600,004.00
221U32	Bank of Ceylon -(4.312 Bn - CEP II Project)	862,400,004.00	862,400,004.00
221U33	Bank of Ceylon -(11 Bn)	458,333,333.33	-
221U34	Peoples Bank -(8 Bn)	416,666,666.67	-
221U35	Bank of Ceylon -(14 Bn)	583,333,333.33	-
221U36	Peoples Bank - (17 Bn)	708,333,333.33	-
221U37	National Savings Bank (10 Bn)	416,666,667.00	416,666,667.00
221U38	Peoples Bank - (10 Bn)	333,333,333.33	-
		<u>9,289,162,726.01</u>	<u>6,884,865,559.01</u>
Note 23-B Loans from Local Banks for PMMU & Others - Non Current			
221U20	Peoples Bank -CKE Project	3,684,058,562.99	5,718,036,242.59
221U21	Bank of Ceylon -OCH Project	1,045,184,686.42	1,045,184,686.42
221U22	Peoples Bank CEP II Project	12,892,878,904.10	12,892,878,904.10
221U25	Sampath Bank - PMUU	10,545,454,545.46	11,863,636,363.64
221U26	Bank of Ceylon -PMMU & Others (22.0 Bn)	18,857,142,856.00	20,952,380,952.00
221U27	Bank of Ceylon - (9.0 Bn)	7,434,782,608.00	8,217,391,304.00
221U28	Bank of Ceylon - (2.549 Bn)	626,364,914.52	838,774,686.52
221U29	D. F. C. C - (5.0 Bn)	4,130,434,780.00	4,565,217,390.00
221U30	Bank of Ceylon - (25.0 Bn)	19,791,666,665.00	21,874,999,999.00
221U31	Peoples Bank (3.688 Bn - CEP II Project)	245,866,648.00	983,466,652.00
221U32	Bank of Ceylon -(4.312 Bn - CEP II Project)	359,333,315.00	1,221,733,319.00
221U33	Bank of Ceylon -(11 Bn)	10,083,333,333.34	11,000,000,000.00
221U34	Peoples Bank -(8 Bn)	7,166,666,666.66	8,000,000,000.00
221U35	Bank of Ceylon -(14 Bn)	12,833,333,333.34	14,000,000,000.00
221U36	Peoples Bank - (17 Bn)	15,583,333,333.34	17,000,000,000.00
221U37	National Savings Bank (10 Bn)	8,749,999,999.66	9,583,333,333.00
221U38	Peoples Bank - (10 Bn)	9,333,333,333.34	10,000,000,000.00
221U39	Bank of Ceylon -(10 Bn) CEP II Project	10,000,000,000.00	10,000,000,000.00
221U40	National Savings Bank (10 Bn) 100000km/CEP11	10,000,000,000.00	10,000,000,000.00
221U41	Bank of Ceylon -(10 Bn)	10,000,000,000.00	10,000,000,000.00
221U42	National Savings Bank (3.210 Bn)	3,250,000,000.00	3,250,000,000.00
221U46	Bank of Ceylon -(12.95 Bn)	360,666,044.59	360,666,044.59
		<u>176,973,834,529.76</u>	<u>193,367,699,876.86</u>
221U31	Note 23-B (i) Peoples Bank (3.688 Bn - CEP II Project)		
	Amount Shown in the accounts		1,720,682,473.61
	Add		
	Adjustment for amount under stated		384,182.39
	Re-stated Amount		<u>1,721,066,656.00</u>
Loans from Local Banks - Current Liability			
PMMU & Others			
		9,289,162,726.01	6,884,865,559.01
Total Current Liability			
		<u>9,289,162,726.01</u>	<u>6,884,865,559.01</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31ST DECEMBER 2023

	Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
Loans from Local Banks - Non Current Liability			
Road Widening & Improvement Projects -		64,641,478,731.24	64,641,478,731.24
PMMU & Others		176,973,834,529.76	193,367,699,876.86
Total Non Current Liability		241,615,313,261.00	258,009,178,608.10
Total Loans from Local Banks		250,904,475,987.01	264,894,044,167.11
Note 24 Debentures			
221W 1 -33 Debentures - National Savings Bank Par value of Rs. 100 Each		91,165,656,199.10	91,165,656,199.10
Summary of Loans as at end of the Period			
Loans	Note 23	250,904,475,987.01	264,894,044,167.11
Debentures	Note 24	91,165,656,199.10	91,165,656,199.10
Total Loan Balances end of the Period		342,070,132,186.11	356,059,700,366.21
Borrowing Limit as at end of the Period		581,000,000,000.00	581,000,000,000.00
Loans Serviced through Expressway Management Unit		2,205,199,971.00	3,805,199,979.00
Loans backed by Treasury Guarantee		339,864,932,215.11	352,254,500,387.21
		342,070,132,186.11	356,059,700,366.21

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE STATEMENT OF FINANCIAL STATEMENT AS AT 31.12.2023
INVESTMENT PROPERTY, PROPERTY, PLANT & EQUIPMENT

DESCRIPTION	CODE	COST/REVALUATION PRICE									DEPRECIATION						NET VALUE			
		OPENING BALANCE AS AT 01.01.2023	ADJUSTMENTS FOR PRIOR PERIOD	RE-STATE BALANCE AS AT 01.01.2023	ADDITIONS	DISPOSALS	ADJUSTMENTS	REVALUATION ADJUSTMENTS		BALANCE AS AT 31.12.2023	OPENING BALANCE AS AT 01.01.2023	ADJUSTMENTS FOR PRIOR PERIOD	RE-STATE BALANCE AS AT 01.01.2023	CHARGES FOR THE PERIOD (1st Jan'23 to 31 st Dec '23)	DISPOSALS	ADJUSTMENTS	REVALUATION ADJUSTMENTS	BALANCE AS AT 31.12.2023	BALANCE AS AT 31.12.2023	BALANCE AS AT 31.12.2022
								COST	REVALUE											
INVESTMENT PROPERTY																				
BUILDINGS	11016						50,115,000.00			50,115,000.00	-	-	-		5,810,072.43			5,810,072.43	44,304,927.57	-
LAND & BUILDING																				
LAND PRE HOLD GRANT	11014	689,916,000.00		689,916,000.00						689,916,000.00	-	-	-					-	689,916,000.00	689,916,000.00
LAND	11011	203,968,498.00	(20,556,250.00)	183,412,248.00	6,827,998.61					190,240,246.61	-	-	-					-	190,240,246.61	183,412,248.00
LAND RELOCATION & DISPLACED FAMILIES	110131	180,851,182.43		180,851,182.43						180,851,182.43	-	-	-					-	180,851,182.43	180,851,182.43
BUILDINGS	1102	8,133,057,740.80	382,449.46	8,133,440,190.26	21,148,819.35		(50,115,000.00)	(134,607,477.47)	3,833,802,758.67	11,803,669,290.81	1,257,033,384.80	119,133,068.11	1,376,166,452.91	376,130,446.67		(5,810,072.43)	(53,930,219.69)	1,692,556,607.46	10,111,112,683.35	6,757,273,737.35
OTHER PPE																				
CAR PARK AT HEAD OFFICE	11015	23,455,217.53		23,455,217.53						23,455,217.53	10,591,262.34		10,591,262.34	4,691,043.50				15,282,305.84	8,172,911.69	12,863,955.19
EXPRESSWAYS	1102A	767,630,003,217.01	384,182.39	767,630,387,399.40	37,092,208,576.42					804,722,595,975.82	99,564,598,322.94		99,564,598,322.94	22,821,812,647.67				122,386,410,970.61	682,336,185,005.21	668,065,789,076.46
ROADS	1102B101	348,063,958,077.18		348,063,958,077.18	14,109,621,045.96					362,173,579,123.14	193,864,482,152.36	(11,748,738,276.08)	182,115,743,876.28	22,358,045,595.03				204,473,789,471.31	157,699,789,651.83	165,948,214,200.90
BRIDGES	1102B102	103,639,047,752.69	37,871,087,447.91	141,510,135,200.60	1,652,408,674.40					143,162,543,875.00	6,079,498,373.34	1,037,564.03	6,080,535,937.37	1,700,864,001.08				7,781,399,938.45	135,381,143,936.55	135,429,599,263.23
PLANT MACHINERY & EQUIPMENT	1104	4,802,229,988.59		4,802,229,988.59	380,000.00	(237,546,337.15)		199,074,500.00		4,764,138,151.44	4,776,343,134.40		4,776,343,134.40	16,456,340.60	(237,546,261.53)			4,555,253,213.47	208,884,937.97	25,886,854.19
BAILY BRIDGES & PARTS	1105	222,741,867.04		222,741,867.04						222,741,867.04	222,741,862.95		222,741,862.95					222,741,862.95	4.09	4.09
BRIDGE EQUIPMENT	1106	172,845,058.86		172,845,058.86						172,845,058.86	172,817,672.30		172,817,672.30	3,170.16				172,820,842.46	24,216.40	27,386.56
R & D EQUIPMENT	1107	117,661,294.93		117,661,294.93						117,661,294.93	117,634,272.74		117,634,272.74	14,425.86				117,648,698.60	12,596.33	27,022.19
FURNITURE & OFFICE EQUIPMENT	1108	520,321,311.34	5,880.00	520,327,191.34	9,384,891.34	(28,695,682.80)	(532,000.00)	189,678,936.81		690,163,336.69	447,927,768.08		447,927,768.08	26,293,794.33	(27,263,676.26)			446,957,886.15	243,205,450.54	72,399,423.26
DRAWING & SURVEY EQUIPMENT	1109	25,303,937.66		25,303,937.66		(10,000.00)		225,400.00		25,519,337.66	25,231,492.96		25,231,492.96	41,707.30				25,273,200.26	246,137.40	72,444.70
TRAINING EQUIPMT	1110	6,676,479.12		6,676,479.12						6,676,479.12	6,676,455.11		6,676,455.11					6,676,455.11	24.01	24.01
TOOLS & EQUIPMENT	1111	135,431,990.33		135,431,990.33	1,065,740.00	(9,822,935.29)		26,697,085.80		153,371,880.84	116,319,969.00		116,319,969.00	5,442,989.17	(3,286,753.79)			118,476,204.38	34,895,676.46	19,112,021.33
MOTOR VEHICLES	1112	7,108,975,583.25		7,108,975,583.25	282,162,041.98					7,391,137,625.23	3,721,787,847.64		3,721,787,847.64	1,322,621,627.48				5,044,409,475.12	2,346,728,150.11	3,387,187,735.61
FERRY BOATS	1113	19,188,000.00		19,188,000.00						19,188,000.00	19,187,988.96		19,187,988.96					19,187,988.96	11.04	11.04
MOTOR BICYCLES	1114	111,728,734.90		111,728,734.90	845,000.00					112,573,734.90	97,300,622.83		97,300,622.83	6,110,807.88				103,411,430.71	9,162,304.19	14,428,112.07
FOOT BICYCLE	1115	260,560.00		260,560.00						260,560.00	260,549.00		260,549.00					260,549.00	11.00	11.00
REFERENCE BOOKS	1116	2,397,520.17		2,397,520.17						2,397,520.17	2,396,867.17		2,396,867.17					2,396,867.17	653.00	653.00
COMMUNICATION OUTLAY	1117	216,946,478.62		216,946,478.62	1,153,531.38	(1,295,690.00)		5,133,967.00		221,938,287.00	212,498,552.22		212,498,552.22	1,315,179.80	(1,109,399.40)			212,704,332.62	9,233,954.38	4,447,926.40
ELECTRIC & ELECTRICAL FITTINGS	1118	660,292,183.58	(5,880.00)	660,286,303.58	2,475,545.76	(432,904.59)		159,572,492.14		821,901,436.89	624,224,378.11		624,224,378.11	16,986,411.86	(193,938.62)			641,016,851.35	180,884,585.54	36,061,925.47
ACROW ITEMS	1119	306,522,928.21		306,522,928.21						306,522,928.21	242,399,867.16		242,399,867.16	48,457,385.64				290,857,252.80	15,665,675.41	64,123,061.05
LAB EQUIPMENTS	1120	194,301,203.62		194,301,203.62						194,301,203.62	187,649,137.91		187,649,137.91	204,055.03				187,853,192.94	6,448,010.68	6,652,065.71
COMPUTERS	1121	270,610,753.12		270,610,753.12	2,700,921.62	(6,659,405.93)		90,014,674.00		356,666,942.81	241,402,017.36		241,402,017.36	15,110,070.72	(5,250,001.03)			251,262,087.05	105,404,855.76	29,208,735.76
OFFICE CONTAINERS	1122	45,199,115.13		45,199,115.13				7,660,000.00		52,859,115.13	42,750,612.79		42,750,612.79	1,938,245.19				44,688,857.98	8,170,257.15	2,448,502.34
MOTOR LAUNCH	1123	104,776,995.17		104,776,995.17						104,776,995.17	104,776,986.16		104,776,986.16					104,776,986.16	9.01	9.01
MEDICAL INSTRUMENTS	1124	7,673,580.00		7,673,580.00		(300.00)		319,410.00		7,992,690.00	6,132,055.81		6,132,055.81	970,340.08				7,102,395.89	890,294.11	1,541,524.19
EXPRESSWAY EQUIPMENTS	1125	437,294,141.21		437,294,141.21	1,220,900.00					438,515,041.21	319,387,932.11		319,387,932.11	64,807,352.66				384,195,284.77	54,319,756.44	117,906,209.10
PREFAB TOILET UNITS	1126	6,855,420.00		6,855,420.00						6,855,420.00	2,742,168.00		2,742,168.00	685,542.00				3,427,710.00	3,427,710.00	4,113,252.00
STANILIZATION EQUIPMENT	1127	8,850,000.00		8,850,000.00						8,850,000.00	8,148,169.60		8,148,169.60	454,420.61				8,602,590.21	247,409.79	701,830.40
PARKING SHEDS	1128	79,706,059.80	(382,449.46)	79,323,610.34						79,323,610.34	9,253,631.87		9,253,631.87	3,966,180.52				13,219,812.39	66,103,797.95	70,069,978.47
TOTAL		1,244,149,048,870.29	37,850,915,380.30	1,281,999,964,250.59	53,183,603,686.82	(284,463,255.76)	(532,000.00)	(134,607,477.47)	4,512,179,224.42	1,339,276,144,428.60	312,504,195,508.02	(11,628,567,643.94)	300,875,627,864.08	48,793,423,780.84	(274,650,030.63)	(53,930,219.69)	349,340,471,394.60	989,935,673,034.00	981,124,336,386.51	

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF FINANCIAL PERFORMANCE FOR THE PERIOD FROM 01 ST JANUARY TO 31ST DECEMBER 2023

		Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
Note 25				
Note 25-A Revenue From Non Exchange Transaction				
Recurrent Grant				
4012/13/14/18	Voted Funds Received for Maintenance & Improvements Works	Note 26	38,273,920,713.89	47,400,426,777.39
4014B/C	Voted Funds Received / Receivable for Local Bank Capital & Interest Payment	Note 27	69,069,895,294.72	53,297,513,993.24
4011	Voted Funds Received for Overheads	Note 28	8,978,029,059.51	8,005,468,135.80
			116,321,845,068.12	108,703,408,906.43
Note 25-B Capital Grant to Property Plant & Equipment				
4017	Grant related to the Completed Expressway Transferred		9,255,410,764.51	-
	Grant related to the on going Expressway Transferred		3,582,830,525.15	-
	Grant related to Settlement of Borrowing Cost related to on going Projects		15,245,797,542.89	9,806,047,986.70
	Grant related to Roads & Bridges Transferred from the Projects		8,846,409,886.39	36,304,298,976.12
	Grant related to Land Transferred from the Projects		-	2,091,500.00
	Grant related to the Motor Vehicle Transferred from the Projects		282,162,041.98	295,550,000.00
	Grant related to Motor Bicycles Transferred from the Projects		845,000.00	1,725,000.00
	Grant related to other Assets Transferred from the Projects		532,000.00	-
	Grant received/receivable for the Expressways		33,729,799,758.28	1,418,483,496.74
	Grant received/receivable for the Roads & Bridges		8,691,368,172.16	6,748,160,602.06
	Grant received/receivable for the Land & Land Improvements		6,260,538,065.86	-
	Grant received/receivable for other votes		79,745,486.75	-
	Grant received for the Purchases of Assets		22,350,940.49	8,039,530.20
	Total		85,997,790,184.46	54,584,397,091.82
Note 25-B (i) Grant related to Roads & Bridges Transferred from the Projects				
Amount Shown in the accounts				
Add				
Adjustment for amount Under stated				
Re-stated Amount				
				36,304,298,976.12
				36,304,298,976.12
Note 25-C Revenue From Exchange Transaction				
412	Value of Work Done Clients	Note 29	612,539,899.30	450,559,331.43
4901-3/ A	Income from Expressways	Note 30	10,733,213,403.07	8,121,073,493.28
4301	Fees for Soil Test	Note 31-A	50,983,811.01	101,774,553.46
4303	Charges for Supervision	Note 31-C	87,535,112.18	27,748,049.29
4304	Charges for Transport	Note 31	618,396.28	1,373,370.32
4305	Road Reinstatement Fees	Note 31-D	96,563,120.35	70,014,347.73
4306	Miscellaneous Services	Note 31	617,847.39	-
4307	Road Survey Income	Note 31-E	-	159,140.00
4310	Fees for Borehole investigation	Note 31-F	1,155,523.02	-
45	Hire Charges & Rent	Note 32	515,414,321.95	421,009,884.77
4401/2	Interest	Note 33	2,140,246,199.64	1,413,309,125.50
421 & A	Overhead Recoveries	Note 34	21,467,778.82	33,320,872.93
4A	Casting Yard-External Sales	Note 35	1,914,950.18	2,150,273.18
4D2	Inter Locking Concrete Blocks-External Sales	Note 36	-	107,844.00
4C012	Asphalt Plant-External Sales	Note 37	1,509,410.93	5,535,576.58
48	Other Income	Note 38	235,548,791.47	360,608,190.30
4808	Sale Proceeds on Disposal of Property Plant & Equipment	Note 39	48,746,081.50	52,073,282.24
	Total Revenue From Exchange Transaction		14,548,074,647.09	11,060,817,335.01
Note 26 Voted Funds Received for Development & Maintenance Works				
Note 26-A Voted Funds Received for Development & Maintenance & Works - Line Ministry				
4012	Survey & Investigation, Weak Bridges & Others	Note 26-A (i)	501,540,177.28	798,799,424.01
4012B	Rehabilitation & Improvement of 100000 km Roads		28,104,174,983.26	41,626,749,587.17
4013	Road Maintenance Work		6,047,753,527.64	2,492,470,625.54
4014	Road Widening & Improvement Works Funded by line Ministry Votes		1,731,769,576.82	1,259,050,000.00
			36,385,238,265.00	46,177,069,636.72

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF FINANCIAL PERFORMANCE FOR THE PERIOD FROM 01 ST JANUARY TO 31ST DECEMBER 2023

		Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
	Note 26 A(i) Voted Funds Received for Utility & Maintenance Expenses of Line Ministry			
4012	Fund Received		13,000,000.00	13,000,000.00
524601	Utility & Maintenance Expenses of Maganeguma Building -Line Ministry		(13,000,000.00)	(13,000,000.00)
			-	-
	Note 26-B Voted Funds Received for Development & Maintenance Works - State Ministry			
4018	Funds Received for Rural Bridges, Rural Roads & Other Infrastructure		1,888,682,448.89	1,223,357,140.67
			1,888,682,448.89	1,223,357,140.67
	Note 26-C Voted Funds Received for Development & Maintenance Works - Other Ministry			
4014F	Road Widening & Improvement Works Funded by Other Ministries Votes		-	-
			-	-
	Total Funds received for Development & Maintenance work		38,273,920,713.89	47,400,426,777.39
	Note 27 Voted Funds Received / Receivable for Local Bank Capital & Interest Payment			
4014B	Funds Received/Receivable for Local Bank Interest	Note 27-A	69,069,895,294.72	49,009,137,735.42
4014C	Funds Received/Receivable for Local Bank Capital Repayment	Note 27-B	-	4,288,376,257.82
			69,069,895,294.72	53,297,513,993.24
	Note 27-A Voted Funds Received / Receivable for Local Bank -Interest Payment			
4014B	Funds Received for Local Bank Interest		69,069,895,294.72	17,886,166,745.37
	Funds Receivable for Local Bank Interest	Note 27-A(i)		31,122,970,990.05
			69,069,895,294.72	49,009,137,735.42
4014B	Note 27-A(i) Funds Receivable for Local Bank Interest			31,088,748,059.70
	Amount Shown in the accounts			
	Add			34,222,930.35
	Adjustment for amount under stated			31,122,970,990.05
	Re-stated Amount			
	Note 27-B Voted Funds Received / Receivable for Local Bank - Capital Repayment			
4014C	Funds Received for Local Bank Capital Repayment		-	1,892,183,125.99
	Funds Receivable for Local Bank Capital Repayment		-	2,396,193,131.83
			-	4,288,376,257.82
	Note 28 Voted Funds Received for Overheads			
4011	Road Development Authority Overhead		9,000,000,000.00	8,013,507,666.00
	Less			
	Grant Utilized for Assets Purchased		(21,970,940.49)	(8,039,530.20)
			8,978,029,059.51	8,005,468,135.80
	Note 29 Client Works			
412	Value of Work Done Clients		612,539,899.30	450,559,331.43
62	Development & Maintenance Expenditure - Client		(511,878,976.66)	380,094,850.55
	Surplus from Clients Works		100,660,922.64	70,464,480.88
	Note 30 Net Income from Expressways (Please refer the Annexure-1 in Page 62)			
49	Income from Expressways for the Period		10,733,213,403.07	8,121,073,493.28
	Less :			
5A,6A,8A	Expenses for the year		(7,010,282,744.57)	(7,468,246,386.26)
	Net Income from Expressways for the Period		3,722,930,658.50	652,827,107.02
	Note 31 Fees for Services			
4301	Fees for Soil Test	Note 31-A	50,811,490.75	98,050,565.96
4303	Charges for Supervision	Note 31-C	69,722,612.27	6,019,579.64

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF FINANCIAL PERFORMANCE FOR THE PERIOD FROM 01 ST JANUARY TO 31ST DECEMBER 2023

		Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
4304	Charges for Transport		618,396.28	1,373,370.32
4305	Road Reinstatement Fees	Note 32-D	63,780,257.44	30,968,995.72
4306	Miscellaneous Services		617,847.39	-
4307	Road Survey Income	Note 32-E	-	-
4308	Design Fee	Note 32-F	(2,700,326.09)	-
4310	Fees for Borehole investigation	Note 32-G	611,993.13	-
			<u>183,462,271.17</u>	<u>136,412,511.64</u>
	Note 31-A Fees for Soil Test			
4301	Testing Charges	Note 31-A (i)	50,983,811.01	101,774,553.46
5D71	Expenditure on Testing Charges		(172,320.26)	(3,723,987.50)
			<u>50,811,490.75</u>	<u>98,050,565.96</u>
4301	Note 31-A (i) Testing Charges			
	Amount Shown in the accounts			101,984,028.46
	Less			
	Adjustment for amount overstated			(209,475.00)
	Re-stated Amount			<u>101,774,553.46</u>
	Note 31-C Charges for Supervision			
4303	Supervision Income		87,535,112.18	27,748,049.29
5E72	Incentive Payments for Supervision		-	-
5E71	Overhead's for Supervision		(17,812,499.91)	(21,728,469.65)
			<u>69,722,612.27</u>	<u>6,019,579.64</u>
	Note 31-D Road Reinstatement Fees			
4305	Road Reinstatement Fees		96,563,120.35	70,014,347.73
6F	Road Re-stated Expenditure		(21,784,057.40)	(32,337,010.08)
5F71	Client Overhead Below 100,000		(10,998,805.51)	(6,708,341.93)
			<u>63,780,257.44</u>	<u>30,968,995.72</u>
	Note 31-E Road Survey Income			
4307	Road Survey Income		-	159,140.00
5G71	Overhead on Road Survey		-	(159,140.00)
			<u>-</u>	<u>-</u>
	Note 31-F Design Fee			
4308	Design Fee		-	-
5K71	Incentive Payments for Design Works		(2,700,326.09)	-
			<u>(2,700,326.09)</u>	<u>-</u>
	Note 31-G Fees for Borehole investigation			
4310	Fees for Borehole investigation		1,155,523.02	-
5H71	Overhead on Borehole Investigation		(543,529.89)	-
			<u>611,993.13</u>	<u>-</u>
	Note 32 Hire Charges & Rent			
45011	Hire of Plant & Machinery	Note 32 A	2,349,686.16	8,935,765.21
45013	Hire Charges Others		7,661,519.13	8,310,199.26
4503	Rental on Hoardings	Note 32 B	132,708,090.65	82,647,500.35
4504	Rent Quarters		22,572,401.10	20,617,105.89
4505	Circuit Bungalow		5,317,438.39	3,229,458.45
4506	Lease Rent- Land	Note 32 C	15,785,298.74	15,603,843.36
4507	Rent Income Land Handed to Effected Parties		-	4,500.00
4509	Lottery outlet Charges		587,028.82	867,655.32
4510	Lease Rent - Gantries		29,326,137.22	16,869,164.33
4511	Rental use write off way		461.53	-
4512	Rental TV Cable Network		282,984,236.18	252,128,661.28
4513	Rental Telephone Booth		-	2,655.44
4514	Rental on Subway		7,316,034.49	6,691,383.67

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	Reference to Notes	2023 (Rs.)	2022 Re-Styled (Rs.)
4515	Banner Charges	3,382,170.44	2,209,389.87
4516	Rent Maganeguma Mahamedura Building	645,486.39	656,697.15
4517	Rental on Buildings	10,894.53	-
4518	Income from Trade Stoles	4,222,499.19	2,235,905.19
4519	Income from Medical Plant Sales	66,493.47	-
4520	Income from Vehicle Parking	108,724.78	-
4521	Income from Issuing Cleaning Certificate	332,592.43	-
4522	Income from Photo Shoot Along the Road	3,076.92	-
4523	Income from Weigh Bridge	34,051.39	-
		<u>515,414,321.95</u>	<u>421,009,884.77</u>
	Less -Expenditure on PMR		
5B1026	Training Allowances	(93,000.00)	-
5B106	Vehicle/ Machinery Hire Charges	(13,046.00)	(36,000.00)
5B121	Stationery & Office Requisition	(25,000.00)	
5B126	Printing	(93,000.00)	
5B132	Fuel & Lubricant Other Vehicles	(231,394.25)	-
5B1701	Electricity	(110,176.68)	
5B1702	Utilities & Others	(82,936.16)	-
5B1705	Advertisement	(70,000.00)	
5B1710	Miscellaneous	(55,003.29)	(461,800.00)
5B1711	Security Charges & Identity Fee	(2,000.00)	-
5B1712	Refreshment & Entertainment	(101,877.50)	-
5B185	Repaire & Maintanance P/ Vehicles	(228,500.00)	-
5B189	Nursery Maintenance Expenses	(3,525,691.91)	(1,371,975.00)
5B201	Survey & Valuation Charges	(1,771,844.56)	(1,757,906.90)
5B202	Construction Expenses of Temporary Trade Stall	(6,231,845.60)	(857,050.00)
5B203	Supply of Labour	(675,696.85)	
5B205	Tree Plantation Expenses	-	(57,000.00)
		<u>502,103,309.15</u>	<u>416,468,152.87</u>
45011	Note 32 A - Hire of Plant & Machinery		
	Amount Shown in the accounts		8,594,580.38
	Add		
	Adjustment for amount under stated		341,184.83
	Re-stated Amount		<u>8,935,765.21</u>
4503	Note 32 B- Rental on Hoardings		
	Amount Shown in the accounts		82,664,457.71
	Less		
	Adjustment for amount overstated		(16,957.36)
	Re-stated Amount		<u>82,647,500.35</u>
4506	Note 32 C- Lease Rent- Land		
	Amount Shown in the accounts		5,802,638.23
	Add		
	Adjustment for amount under stated		9,801,205.13
	Re-stated Amount		<u>15,603,843.36</u>
	Note 33 Interest		
44012/44013	Interest on Temporary Surplus Money & Fixed Deposit	2,123,298,231.21	1,397,623,776.37
44014	Interest on Others	3,190,823.54	2,714,420.98
4402	Interest on Staff Loans	13,757,144.89	12,970,928.15
		<u>2,140,246,199.64</u>	<u>1,413,309,125.50</u>
	Note 34 Overhead Recoveries		
421 & A	Overhead Recoveries F A Projects	Note 34 A	
		21,467,778.82	33,320,872.93
		<u>21,467,778.82</u>	<u>33,320,872.93</u>

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STATEMENT OF FINANCIAL PERFORMANCE FOR THE PERIOD FROM 01 ST JANUARY TO 31ST DECEMBER 2023

	Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
Note 34 A- Lease Rent- Land			
421A	Amount Shown in the accounts		33,222,289.21
	Add		
	Adjustment for amount under stated		98,583.72
	Re-stated Amount		<u>33,320,872.93</u>
Note 35 Income from Casting Yard			
4A	External Sales	1,914,950.18	2,150,273.18
	Less		
4AA	Cost of Sales	(945,946.00)	(1,570,785.00)
		<u>969,004.18</u>	<u>579,488.18</u>
Note 36 Income from Inter Locking Concrete Blocks			
4D2	External Sales	-	107,844.00
	Less		
4DD2	Cost of Sales	-	(89,870.00)
		<u>-</u>	<u>17,974.00</u>
Note 37 Income from Asphalt Plant			
4C012	External Sales	1,509,410.93	5,535,576.58
	Less		
731A	Cost of Sales	(1,221,771.05)	(10,413,922.17)
	Gross Profit	<u>287,639.88</u>	<u>(4,878,345.59)</u>
Note 38 Other Income			
4801	Sale of Document	4,125,373.78	1,914,323.44
4802	Sale of Condemned Articles	12,646,186.28	1,946,104.17
4803	Non Refundable Tender Deposit	26,717,283.68	13,601,732.65
4804	Toll Collection Ferries	224,000.00	369,500.00
4806	Recovery for Damages	22,275,555.02	8,845,248.85
4810	Surcharges & Fines	3,488,780.44	1,930,926.18
4811	Sale of Empty Tar Barrels	1,692,356.81	80,230.77
4812	Miscellaneous Income	1,148,996.81	2,622,968.08
4812 A	Miscellaneous Income - Personal Emoluments	4,004,033.36	
4813	Liquidated Damages	33,586,492.30	82,003,335.64
4814	Client Deposits Written Back	38,942,103.00	107,278,394.46
4814A	Retention Money Written Back	37,688,670.30	94,614,211.87
4814B	Other Deposits Written Back	6,815,494.53	409,605.32
4816	Creditors Written Back	460,791.21	-
4817	Sale of Steel	2,282.60	557,701.61
4818	License Fee for Building Limit	8,639,220.65	7,480,043.89
4820	Recovery of Performance Bond	1,524,871.03	2,646,879.48
4822	Income from Day Care Centre	339,000.00	308,682.91
4824	Income from Solar Power	2,109,243.32	2,179,951.74
4826	Income from Saubagya Pala Thawana	50,247.82	54,301.44
4827	Income from Car Parks	-	-
		<u>206,480,982.94</u>	<u>328,844,142.50</u>
Note 38 A Recovery For Damages			
4806	Recovery for Damages	51,804,154.76	40,609,296.65
4806A	Recovery for Damages -Bridges	548,622.86	94,465.09
	Less		
5J71	Accident Damage Charges - TLS System	(28,839,408.82)	(28,772,386.30)
5J72	Expenses on Accident Damages- Bridges	(1,237,813.78)	(3,086,126.59)
		<u>22,275,555.02</u>	<u>8,845,248.85</u>
Note 38-A (i) Recovery for Damages			
4806	Amount Shown in the accounts		39,026,829.15

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		Reference to Notes	2023 (Rs.)	2022 Re-Styled (Rs.)
	Add			
	Adjustment for amount under stated			1,582,467.50
	Re-stated Amount			40,609,296.65
4808	Note 39 Profit on Disposal of Assets			
	Sale Proceeds		48,746,081.50	52,073,282.24
	Less :			
	Written Down Value of Assets		(9,813,225.13)	(2,120,013.99)
			38,932,856.37	49,953,268.25
	Note 40 Development & Maintenance Expenditure -Line Ministry			
61	Development Expenditure Survey & Investigation, Weak Bridges & Others	Note 40 A	276,986,419.65	121,335,145.52
615	Development Expenditure Rehabilitation & Improvements of 100,000km Roads		6,816,209,869.24	6,020,512,993.08
vote. 632&639	Development Expenditure Road Widening & Improvement	Note 40 B	1,066,130,199.01	486,868,685.71
632C	Development Expenditure - Metaling & Tarring		-	-
65	Maintenance Expenditure Trust Fund	Note 40 C	4,607,590,444.61	2,386,912,286.15
	Total Expenditure of vote on Ministry of Highways		12,766,916,932.51	9,015,629,110.46
632&639	Note 40-B Development Expenditure Road Widening & Improvement			
	Amount Shown in the accounts			654,612,554.28
	Less			
	Adjustment for amount overstated			(167,743,868.57)
	Re-stated Amount			486,868,685.71
65	Note 40-C Maintenance Expenditure Trust Fund			
	Amount Shown in the accounts			2,388,195,401.15
	Less			
	Adjustment for amount overstated			(1,283,115.00)
	Re-stated Amount			2,386,912,286.15
	Note 41 Development & Maintenance Expenditure -State Ministry			
6141201 & 67	Development Expenditure - Rural Bridges	Note 41 A	1,552,527,839.73	1,610,779,348.11
64	Ranmawath Programme		6,516,825.38	4,054,129.63
6551/2	Development Expenditure - Tree Planting Programme		3,879,319.88	1,726,373.45
	Total Expenditure of vote on State Ministry of Rural Road & other Infrastructure		1,562,923,984.99	1,616,559,851.19
6141201 & 67	Note 41 A Development Expenditure - Rural Bridges			
	Amount Shown in the accounts			1,600,438,901.95
	Add			
	Adjustment for amount under stated			10,922,665.08
	Less			
	Adjustment for amount overstated			(582,218.92)
	Re-stated Amount			1,610,779,348.11
68A4	Note 42 Development & Maintenance Expenditure -RDA Funds			
	Development Expenditure Work Carried Out from RDA Funds		-	9,200,168.73
			-	9,200,168.73
	Note 43 Total Personal Emoluments			
	Note 43 A General Staff of RDA			
	Salaries & Wages		5,896,084,405.72	6,088,995,370.88
	EPF & ETF		760,570,677.56	908,705,388.09
	Gratuity Provision		175,312,585.87	49,940,026.23
	Compensation		1,784,750.00	792,000.00
	Arbitration Fee for Staff		17,898,438.88	-

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	Reference to Note	2023 (Rs.)	2022 Re-Styled (Rs.)
Overtime & Holiday Pay		541,909,145.54	585,861,382.12
Incentive Bonus & Leave Encashment		580,422,796.42	498,045,619.86
		<u>7,973,982,799.99</u>	<u>8,132,339,787.18</u>
Note 43 B Maintenance Labour of RDA			
Salaries & Wages		1,957,785,368.83	2,224,838,824.79
EPF & ETF		263,247,666.79	301,164,085.08
Gratuity Provision		16,820,334.78	-
Compensation		1,650,000.00	27,500.00
Overtime		72,176,036.17	95,054,476.79
Incentive Bonus & Leave Encashment		42,707,365.75	42,184,685.79
		<u>2,354,386,772.32</u>	<u>2,663,269,572.45</u>
Total Personal Emoluments		<u>10,328,369,572.31</u>	<u>10,795,609,359.63</u>
Distribution of Personal Emoluments			
Charged to General Overheads	Note 43 (i) & (ii)	8,016,304,970.63	8,315,834,028.54
Charged to Expressway Income	Note 43 (iii)	2,151,235,350.74	2,298,442,008.78
Charged to Asphalt Plant	Note 43 (iv)	157,701,630.62	178,367,155.48
Charged to Casting Yard	Note 43 (v)	3,127,620.32	2,966,166.83
Total Cost of Employment		<u>10,328,369,572.31</u>	<u>10,795,609,359.63</u>
Charged to General Overheads			
Note 43 (i) Permanent Staff - RDA			
5101 Salaries & Wages		4,420,727,002.13	4,564,733,835.08
5102 EPF & ETF	Note 43-(i)-A	567,558,210.83	674,660,742.11
51023 Gratuity Provision		161,956,021.21	-
51025 Compensation		1,784,750.00	792,000.00
51026 Arbitration Fee for Staff		17,898,438.88	-
51031 & 32 Overtime & Holiday Pay	Note 43-(i)-B	179,125,970.46	179,115,594.28
5104 & 5105 Incentive Bonus & Leave Encashment		430,046,261.85	371,040,976.68
		<u>5,779,096,655.36</u>	<u>5,790,343,148.15</u>
5102 Note 43-(i)-A EPF & ETF			
Amount Shown in the accounts			674,544,017.11
Add			
Adjustment for amount under stated			116,725.00
Re-stated Amount			<u>674,660,742.11</u>
51031 & 32 Note 43-(i)-B Overtime & Holiday Pay			
Amount Shown in the accounts			178,845,691.88
Add			
Adjustment for amount under stated			269,902.40
Re-stated Amount			<u>179,115,594.28</u>
Note 43- (ii) Direct Labour			
81 Salaries & Wages		1,866,695,033.26	2,115,922,268.49
82 & 83 EPF & ETF		251,148,364.22	286,933,710.18
85 Gratuity Provision		16,407,903.30	-
89 Compensation		1,650,000.00	27,500.00
84 Overtime	Note 43-(ii)-A	60,859,797.17	82,167,715.93
86 & 87 Incentive Bonus & Leave Encashment	Note 43-(ii)-B	40,447,217.32	40,439,685.79
		<u>2,237,208,315.27</u>	<u>2,525,490,880.39</u>
Total Personal Emoluments -Permanent Staff & Direct Labour charged to Statement of Financial Performance		<u>8,016,304,970.63</u>	<u>8,315,834,028.54</u>
84 Note 43-(ii)-A Overtime			
Amount Shown in the accounts			81,731,473.50
Add			
Adjustment for amount Under stated			436,242.43

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	Reference to Notes	2023 (Rs.)	2022 Re-Styled (Rs.)
Re-stated Amount			82,167,715.93
8621	Note 43-(ii)-B Incentive Bonus & Leave Encashment		
	Amount Shown in the accounts		40,459,685.79
	Less		
	Adjustment for amount overstated		(20,000.00)
	Re-stated Amount		40,439,685.79
	Note 43 (iii) - Personal Emoluments Charged to Expressway Income		
	<u>General Staff of RDA</u>		
5A101	Salaries & Wages	1,360,414,573.43	1,400,174,441.57
5A1021 & 2	EPF & ETF	178,291,562.71	215,358,510.11
5A1023	Gratuity Provision	8,913,789.48	49,940,026.23
5A103	Overtime & Holiday Pay	352,895,343.32	399,724,273.73
5A105 & 5	Incentive Bonus & Leave Encashment	139,260,687.37	119,514,346.73
		2,039,775,956.31	2,184,711,598.37
	<u>Maintenance Labour of RDA</u>		
8A1	Salaries & Wages	86,569,960.56	88,680,501.44
8A2 & 3	EPF & ETF	11,543,286.71	11,886,202.55
8A51	Gratuity Provision	412,431.48	-
	Compensation		-
8A4	Overtime & Holiday Pay	10,673,567.25	11,418,706.42
8A6	Incentive Bonus & Leave Encashment	2,260,148.43	1,745,000.00
		111,459,394.43	113,730,410.41
	Total Personal Emoluments charged to Expressways	2,151,235,350.74	2,298,442,008.78
	Note 43- (iv) Personal Emoluments Charged to Asphalt Plants		
	<u>General Staff of RDA</u>		
73201/73311	Salaries & Wages	114,942,830.16	124,087,094.23
73212/3 & 73312/3	EPF & ETF	14,720,904.02	18,686,135.87
73221/73316	Gratuity Provision	4,442,775.18	-
73202/73306	Overtime & Holiday Pay	9,887,831.76	7,021,514.11
73217/8 & 73314/5	Incentive Bonus & Leave Encashment	11,115,847.20	7,490,296.45
		155,110,188.32	157,285,040.66
	<u>Maintenance Labour of RDA</u>		
73121	Salaries & Wages	1,992,300.36	17,675,029.34
73123/4	EPF & ETF	228,525.13	1,994,677.26
73122	Overtime	370,616.81	1,412,408.22
		2,591,442.30	21,082,114.82
	Total Personal Emoluments charged to Asphalt Plant	157,701,630.62	178,367,155.48
	Note 43 (v) - Personal Emoluments Charged to Casting Yard		
70211	<u>Maintenance Labour of RDA</u>		
70211A	Salaries & Wages	2,528,074.65	2,561,025.52
70211B & C	EPF & ETF	327,490.73	349,495.09
70212	Overtime	272,054.94	55,646.22
	Total Personal Emoluments charged to Casting Yard	3,127,620.32	2,966,166.83
	Note 44 Supplies & Consumables Used		
512	Stationery & Office Requisite	90,952,498.78	88,816,002.68
		90,952,498.78	88,816,002.68
	Note 45 Other Administrative Expenses		
51052 & A	Medical Insurance	7,254,807.00	7,359,002.00
5106	Traveling & Transport	101,299,203.27	89,676,364.27
5107	Human Resource Development	615,814.50	1,450,152.94

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		Reference to Notes	2023 (Rs.)	2022 Re-Styled (Rs.)
511	Fees & Other Allowances		18,466,254.10	13,876,611.13
515	Communication	Note 45 A	62,353,101.64	58,470,506.83
516	Rent , Lease Rental & Rates & Taxes		38,290,990.31	39,999,378.30
517 & 51053	Utilities & Others	Note 45 B	193,388,769.72	132,219,282.59
513	Fuel & Lubricant		316,729,034.15	238,464,250.58
514	License Insurance Vehicles		29,811,117.96	23,170,719.35
5185	Repairs & Maintenance of Passenger Vehicles		120,124,008.14	132,809,982.14
5181-89	Repairs & Maintenance Others	Note 45 C	106,022,641.49	61,631,713.35
519	Audit Fees		2,972,400.00	2,300,293.32
521	Bank Charges		3,279,148.37	2,983,284.35
5232	Disallowed VAT		48,170,815.16	26,606,949.19
5235	Stamp Fees		6,125.00	30,175.00
5239A	Social Security Contribution Levy	Note 45 D	27,307,860.85	6,749,482.00
5262	Payment of Deposits Written-Off		3,250.00	75,000.00
52821	Valuation Charges of Road Reservation		44,220.00	1,538,000.00
52822	Valuation Charges of Building		5,075,773.47	2,144,160.04
			<u>1,081,215,335.13</u>	<u>841,555,307.38</u>
515	Note 45 A Communication			
	Amount Shown in the accounts			58,472,850.64
	Less			
	Adjustment for amount overstated			(2,343.81)
	Re-stated Amount			<u>58,470,506.83</u>
517 & 51053	Note 45 B Utilities & Others			
	Amount Shown in the accounts			132,228,105.99
	Less			
	Adjustment for amount overstated			(8,823.40)
	Re-stated Amount			<u>132,219,282.59</u>
5181-89	Note 45 C Repairs & Maintenance Others			
	Amount Shown in the accounts			62,325,879.18
	Less			
	Adjustment for amount overstated			(694,165.83)
	Re-stated Amount			<u>61,631,713.35</u>
5239A	Note 45 D Social Security Contribution Levy			
	Amount Shown in the accounts			6,892,635.00
	Less			
	Adjustment for amount overstated			(143,153.00)
	Re-stated Amount			<u>6,749,482.00</u>
	Note 46 Depreciation & Amortization Expenses			
53	Depreciation	Note 46 A	25,971,611,133.17	28,230,107,170.18
54	Amortization		22,826,693,817.49	21,818,706,699.19
			<u>48,798,304,950.66</u>	<u>50,048,813,869.37</u>
53	Note 46 A -Depreciation			
	Amount Shown in the accounts			29,444,491,488.69
	Add			
	Adjustment for amount under stated			752,044,856.86
	Less			
	Adjustment for amount overstated			(1,966,429,175.37)
	Re-stated Amount			<u>28,230,107,170.18</u>
	Note 47 Finance Costs			
638	Interest on Local Bank Loans		69,060,273,452.59	48,971,664,891.70
52811	Loss on Exchange Rate difference in Foreign Currency		(812,900,904.43)	3,602,189,198.93
52812	Advisory Fee for Loan Restructuring of RDA		-	10,000,000.00
52813	Surcharge on Delayed Capital Re-payment		3,457,873.99	37,682,268.65
			<u>68,250,830,422.15</u>	<u>52,621,536,359.28</u>

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		Reference to Notes	2023 (Rs.)	2022 Re-Styled (Rs.)
	Note 48 Net of Remittance of Levy to Treasury			
5244	Remittance of Levy to Treasury	Note 48 A	-	325,348,000.00
			-	325,348,000.00
5244	Note 48 A -Remittance of Levy to Treasury			
	Amount Shown in the accounts			-
	Add			
	Adjustment for amount under stated			325,348,000.00
	Re-stated Amount			325,348,000.00
	Note 49 Assets Transferred to NAO			
5245A	Value of Assets Transferred to National Audit Office Written Off		532,000.00	-
4828	Revaluation Reserve on Assets Transferred to National Audit Office Credited to Revenue			
			532,000.00	-
	Note 50 Income Tax Expenses			
55	Income Tax	Note 50 A	823,092,165.00	598,219,699.00
			823,092,165.00	598,219,699.00
55	Note 50 A - Income Tax Expenses			
5A5	Income Tax Expenses on Expressways		1,545,135,589.00	663,847,090.00
55	Income Tax Expenses on on Others		823,092,165.00	598,219,699.00
			2,368,227,754.00	1,262,066,789.00
55	Note 50 A (i) Income Tax Expenses on on Others			
	Amount Shown in the accounts			612,567,309.00
	Less			
	Adjustment for amount overstated			(14,347,610.00)
	Re-stated Amount			598,219,699.00
	Note 51 Deferred Tax Expenses			
55B	Deferred Tax Expenses		(64,488,253.00)	(15,968,222.00)
			(64,488,253.00)	(15,968,222.00)
	Note 52 Surcharge Tax Expenses			
56	Surcharge Tax	Note 52 A	74,332,730.00	1,415,861,520.00
			74,332,730.00	1,415,861,520.00
	Note 52 A Surcharge Tax Expenses			
56	Surcharge Tax for the Income on Expressways		74,332,730.00	1,415,861,520.00
	Surcharge Tax for the Income on Others		-	-
			74,332,730.00	1,415,861,520.00
	Note 53 Accumulated (Deficit) brought forward			
			2022	2021 Re-Styled
35222	Accumulated Surplus/ (Deficit) brought forward 01st January		784,512,813,562.83	695,055,121,990.25
	Surplus/(Deficit) as shown in previous account after deferred tax		5,504,033,568.66	78,877,079,697.00
	Adjustments for amount over/under stated in grant on PPE		36,304,298,976.12	(55,143,403.60)
	Adjustment for amount over stated grant received of RMTF in previous years		-	(6,738,111.38)
	Adjustment for under stated grant receivable on interest delay charges for the year 2022		34,222,930.35	-
	Adjustment for overstated testing income during the year 2022 due to not completed testing work		(209,475.00)	-
	Adjustment for understated of income on hire charges of Maganeguma Emulsion Co.(Pvt) Ltd for the year 2022		341,184.83	-

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF FINANCIAL PERFORMANCE FOR THE PERIOD FROM 01 ST JANUARY TO 31ST DECEMBER 2023

	Reference to Notes	<u>2022</u> (Rs.)	<u>2021 Re-Styled</u> (Rs.)
Adjustment for amount under stated in rent/lease receivable of previous years		9,801,205.13	2,230,734.65
Adjustment for under stated overhead recoveries of Hunan Project during the year 2022		98,583.72	-
Adjustment for under stated of road damages income during the year 2022 & 2019 of CP		1,582,467.50	1,274,892.00
Adjustment of over stated expenses on survey investigation & feasibility studies during the year 2021 of R & D		-	788,800.00
Adjustment of over/under stated Development & Maintenance Expenditure of State Ministry		(10,340,446.16)	189.80
Adjustment for overstated development expenditure on RWI of previous years		-	2,039,024.74
Adjustment for amount over stated in expenditure on RWI roads during the prior years due to capitalization of roads		167,743,868.57	214,515,801.53
Adjustment for overstated development expenditure on RWI of previous years		1,283,115.00	861,385.14
Adjustment for understated EPF & ETF expenditure related to holiday payment for the year 2022		(116,725.00)	-
Adjustment for understated expenditure related to holiday payment for the year 2022		(269,902.40)	-
Adjustment for overstated D/L salary from March - July 2021 of NCP		-	267,744.04
Adjustment for amount under stated expenditure on OT arrears of casual labours of previous years		(436,242.43)	(28,079,667.01)
Adjustment for amount over stated bonus of WP in the year 2022		20,000.00	-
Adjustment of amount under stated of Computer Software in 2016 & 2020		-	(130,050.00)
Adjustment of overstaed telephone expenditure during the year 2022 of RBCU		2,343.81	-
Adjustment of overstaed utility & other expenditure during the year 2022 of RBCU		8,823.40	-
Adjustment of overstaed repaire & maintenance expenditure during the year 2022 of RBCU		694,165.83	-
Adjustment of over provision of SSCL for the year 2022		143,153.00	-
Adjustment for amount over/under stated in depreciation during the prior years		1,214,384,318.51	10,448,770,479.03
Adjustment for amount over/under stated in amortization during the prior years		-	130,050.00
Adjustment for remittance of levy to Treasury for the year 2022		(325,348,000.00)	-
Adjustment for overstated provision on Income Tax for the year of assesment 2022/2023		14,347,610.00	-
Adjustments for amount over stated on user income of expressways during the year 2021		-	156,096.61
Adjustments for amount over/under stated on accident damages of expressways during the prior years		706,725.03	(633,516.85)
Adjustment for over stated valuation charges of CKE during the years 2019, 2020 & 2021		-	301,426.88
Adjustment for amount over stated expenditure on road maintenances of EOMMU		2,605,310.69	-
		<u>827,432,394,164.63</u>	<u>784,512,813,562.83</u>

ROAD DEVELOPMENT AUTHORITY**Statement of Expressway Income & Expenditure for the Period from 01 st January to 31st December 2023**

Description	Note Reference	2023	2022 Re-stated
Income			
- User Income		10,225,143,431.59	7,737,388,282.53
- ETC income		423,910,866.46	301,155,861.92
- Towing Income		19,359,920.83	43,296,189.92
- Accident Damages Recovery	Note 01	64,799,184.19	39,233,158.91
- Solar power			
		10,733,213,403.07	8,121,073,493.28
Expenditure			
Personal Emoluments			
Salaries & Wages		1,446,984,533.99	1,488,854,943.01
EPF		151,867,228.55	182,104,094.47
ETF		37,967,620.87	45,140,618.19
Gratuity		9,326,220.96	49,940,026.23
Bonus		45,043,749.89	34,240,579.45
Medical Leave & Vacation Leave		96,477,085.91	87,018,767.28
Overtime/ Holiday Pay		363,568,910.57	411,142,980.15
		2,151,235,350.74	2,298,442,008.78
Maintenance Expenditure			
Greenery Works		950,288.35	16,001,356.98
Road Maintenance	Note 02	791,579,027.55	673,381,304.34
Periodic Maintenance		69,010,088.37	92,809,054.77
		861,539,404.27	782,191,716.09
Other Administrative Expenditure			
Stationery & Office Requisites		60,868,018.14	72,670,086.64
Training		-	200,000.00
Rent		-	490,000.00
Rate & Taxes		59,992.12	66,730.55
Travelling Transport		19,512,934.00	18,877,790.38
Hire charges		252,869,855.72	281,353,006.20
Communication		20,126,211.66	18,837,861.19
Fuel		255,854,852.57	260,670,276.59
Utility		301,777,767.82	160,242,268.11
Others		137,628,410.23	133,570,253.85
Repair & Maintenance Others		65,184,255.79	54,919,635.00
Repair & Maintenance Vehicles		88,291,393.68	73,822,010.01
Facilities to Police		150,466,359.09	165,484,276.00
Social Security Contribution Levy		268,328,222.15	49,637,680.00
Finance Cost		685,741,193.20	964,293,571.33
Bank Charges		13,847,552.95	11,948,648.65
ETC Transaction cost & Discount		57,384,689.44	40,739,774.89
Survey & Investigation		97,962.00	80,182.00
Overhead Total		2,378,039,670.56	2,307,904,051.39
Total Cost		5,390,814,425.57	5,388,537,776.26
Net Profit from Expressways before Depreciation & Income Tax for the Period		5,342,398,977.50	2,732,535,717.02
Income Tax Expenses	Note 50 in F/Performance	(1,545,135,589.00)	(663,847,090.00)
Surcharge Tax	Note 52 in F/Performance	(74,332,730.00)	(1,415,861,520.00)
		3,722,930,658.50	652,827,107.02

Note ; In addition to the expenses mentioned above, Rs 1599.72 Mn have been paid from the expressway income as loan installments of local bank loans obtained for Central Expressway-II during the period of January to December 2023. Further, an amount of Rs 1530.32 Mn have been paid from the expressway income as value added tax (VAT) during the period of January to December 2023.

Note 01

4902C - Accident Damages Recovery

Amount Shown in the accounts	38,526,433.88
Add	
Adjustment for amount under stated	1,255,846.31
Less	
Adjustment for amount overstated	(549,121.28)
Re-stated Amount	<u>39,233,158.91</u>

Note 02

6A101 - Road Maintenance

Amount Shown in the accounts	675,986,615.03
Less	
Adjustment for amount overstated	(2,605,310.69)
Re-stated Amount	<u>673,381,304.34</u>

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF BUSINESS INCOME LIABLE FOR INCOME TAX FOR THE YEAR ENDED
31ST DECEMBER 2023

	RS '000	
	2023	2022
Interest Income		
Intrest on Treasuary Bills	1,702,785,349	1,397,623,776
Interst on Others	3,190,824	2,714,421
Gross Interest	1,705,976,173	1,400,338,197
Business Income		
Income from Clients' Work		
Value of Work Done	612,539,899	441,205,873
Less		
Direct Expenses	(511,878,977)	(372,300,302)
Gross Profit from Clients' work	100,660,923	68,905,571
Fees for Services	183,320,771	136,621,987
Hire Income & Rent	502,103,309	406,342,720
Overhead Recoveries	21,467,779	33,222,289
Intrest on Staff Loans	13,757,145	12,970,928
Other Income	206,622,483	327,261,675
Retention Money Written Back	(37,688,670)	(94,614,212)
	168,933,813	232,647,463
Net Income From Casting Yard	969,004	579,488
Net Income From Asphalt Sales	287,640	(4,878,346)
Net Income From Interlocking Blocks	-	17,974
Adjustment related to prior year as per section 23 (6 & 7)	14,198,980	44,217,636
Expressway Income		
Income from Expressways	10,733,213,403	8,120,366,768
Less		
Direct Expenses Expressways	(5,585,363,410)	(5,344,281,236)
	5,147,849,993	2,776,085,532
Total Liable Business Income for the year	7,859,525,529	5,107,071,440

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF RE REVISED BUDGETED FINANCIAL PERFORMANCE
FOR THE YEAR ENDED 31ST DECEMBER 2023
(WITH COMPARATIVE FIGURES)

	Rs.'000				
	Re Revised Budget 2023	Revised Budget 2023	Budget 2023	Actual 2023	Variance
Revenue From Non Exchange Transaction					
Recurrent Grant - Annex II Note A	103,761,935	73,817,045	98,459,045	116,321,845	12,559,910
Capital Grant - Annex II Note B	213,222,088	33,815,328	44,807,328	85,997,790	(127,224,298)
Revenue From Exchange Transaction Annex II Note C	12,688,723	10,775,934	11,357,598	14,548,075	1,859,352
Total Revenue	329,672,746	118,408,307	154,623,971	216,867,710	(112,805,036)
Operating Results					
Recurrent Revenue					
Income from Non Exchange	103,761,935	73,817,045	98,459,045	116,321,845	12,559,910
Net Income from Exchange Transaction					
Net Income from Expressways -Annex II - R -1	2,550,013	2,788,911	2,788,911	3,720,313	(1,925,420)
Surplus from Clients' Work - Annex II - R -2	46,360	46,360	46,360	100,661	54,301
Fees for Services - Annex II - R -3	112,580	130,580	217,744	183,462	70,882
Hire Charges & Rent - Annex II - R -4	282,740	561,850	642,350	502,103	219,363
Interest - Annex II - R -5	665,700	638,700	952,700	2,140,246	1,474,546
Overhead Recoveries - Annex II - R -6	15,000	10,000	10,000	21,468	6,468
Income from Casting Yards - Annex II - R -7	150	500	500	969	819
Income from Inter Locking Concrete Blocks - Annex II - R -8	-	50	50	-	-
Surplus from Asphalt External Sales - Annex II - R -9	100	200	200	287	187
Income Others - Annex II - R -10	79,800	148,800	248,800	129,850	46,046
Profit arisen from Transaction of Bond					
Reversal of provisions & Creditors write back	60,000	1,000	1,000	76,631	16,631
Total Net Recurrent Revenue from Exchange Transactions	3,812,443	4,326,951	4,908,615	6,875,990	(36,177)
Total Recurrent Revenue	107,574,378	78,143,996	103,367,660	123,197,835	12,523,733
Capital Expenditure					
Development & Maintenance Expenditure -Voted Funds from Ministry of Highways	12,553,146	9,540,000	17,656,000	5,950,843	6,602,303
Development & Maintenance Expenditure - Voted Funds from State Ministry of Rural roads and Other Infrastructure	3,300,000	3,500,000	2,526,000	1,562,924	1,737,076
Development & Maintenance Expenditure - Voted Funds 100000 Km Programme Non RDA Roads	147,371,825	38,652,823	54,652,823	6,816,274	140,555,551
Development Expenditure Compensation on Land Acquisition					
Finance Cost	59,713,789	27,782,045	27,782,045	68,250,830	(8,537,041)
Total	222,938,760	79,474,868	102,616,868	82,580,871	140,357,889
Overhead Expenditure - Annex III					
Personnel Emoluments	10,488,145	10,128,552	10,128,552	8,016,305	2,471,840
Supplies & Consumables Used	175,000	208,400	208,400	90,953	84,047
Other Administrative Expenses	1,228,200	1,912,309	1,755,617	1,081,215	146,985
Total	11,891,345	12,249,261	12,092,569	9,188,473	2,702,872
Total Expenditure	234,830,105	91,724,129	114,709,437	91,769,344	143,060,761
Current Surplus / (Deficit) for the year	(127,255,727)	(13,580,132)	(11,341,777)	31,428,491	(130,537,028)
Remittance of levy to Treasury					
Current Surplus / (Deficit) Net of Levy to the Treasury	(127,255,727)	(13,580,132)	(11,341,777)	31,428,491	(130,537,028)
Non Exchange Capital Grants to Property Plant & Equipment	213,222,088	33,815,328	44,807,328	85,997,790	(127,224,298)
Depreciation & Amortization Expenses	(51,650,123)	(51,486,415)	(45,056,963)	(48,798,305)	(2,851,818)
Profit & Loss on disposal of sale of assets acquired	50,000	50,000	50,000	38,933	11,067
Value of Assets transferred to National Audit Office					
Revaluation Reserve on Assets Transferred to Ministry Credited to Revenue					
Surplus / (Deficit) relating to the year on Capital Grant PPE	161,621,965	(17,621,087)	(199,635)	37,238,418	(130,065,049)
Surplus /(Deficit) for the period after accounting of Capital Grant before Income Tax	34,366,238	(31,201,219)	(11,541,411)	68,666,909	(260,602,077)
Less Income Tax Expenses	(346,791)	(1,284,267)	(1,458,617)	(850,128)	503,337
Surcharge Tax					
Deferred Tax	(1,514,846)	-	-	64,488	(1,579,334)
Surplus for the period after Income Tax	32,504,602	(32,485,486)	(13,000,028)	67,881,269	(261,678,073)

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF RE REVISED BUDGETED REVENUE TO BE GENERATED
DURING THE YEAR 2023

Rs.'000

	Re Revised Budget 2023	Revised Budget 2023	Budget 2023	Actual 2023	Variance
Revenue From Non Exchange Transaction - Note A					
Recurrent Grant					
Voted Funds Received for Maintenance & Improvements Works - Note 1	35,053,146	37,040,000	60,182,000	38,273,921	3,220,775
Voted Funds Received / Receivable for Local Bank Capital & Interest Payment - Note 2	59,713,789	27,782,045	27,782,045	69,069,895	9,356,106
Voted Funds Received for Overheads - Note 3	8,995,000	8,995,000	10,495,000	8,978,029	(16,971)
	103,761,935	73,817,045	98,459,045	116,321,845	12,559,910
Capital Grant to Property Plant & Equipment -Note B					
Marine Drive Extension up to Panadura		-	-		
Marine Drive Extension up to Panadura	100,000	100,000	100,000	79,745	(20,255)
Infrastructure & Road Safety	30,000	30,000	100,000		(30,000)
Traffic Management	30,000	30,000	75,000		(30,000)
Plant Machinery & Equipment	10,000	10,000	34,000		(10,000)
Software Development	5,000	5,000	15,000		(5,000)
Enhancement of National Traffic Database & Capacity Building Project	20,000	20,000	21,000		(20,000)
Land Acquisition for Completed & On going Projects	2,100,000	2,000,000	8,842,000	6,260,538	4,160,538
Acquisition of Capital Assets	5,000	5,000	5,000	22,351	17,351
Capital Repayments	8,973,487	11,702,131	2,167,606		(8,973,487)
Development of 100,000 km of alternative roads to access main roads and expressways	4,800,000	6,000,000	10,000,000		(4,800,000)
Grant related to the Completed Expressway Transferred	969,833	969,833	969,833	9,255,410	8,285,577
Grant related to the on going Expressway Transferred				3,582,831	3,582,831
Grant related to the Roads & Bridges Transferred from the projects	148,400,000	500,000	500,000	8,846,410	(139,553,590)
Grant received / receivable for expressways	18,434,389			33,729,800	15,295,411
Re Construction of Damaged / Weak Bridges on National Highways	505,000				(505,000)
Grant received for the Roads & Bridges				8,691,368	8,691,368
Grant related to the Completed Bridge Transferred	100,000				(100,000)
Grant related to Settlement of Borrowing Cost related to on going Projects	27,729,379	11,433,364	20,967,889	15,245,798	(12,483,581)
Grant related to the Motor Vehicle Transferred from the Projects	400,000	400,000	400,000	282,162	(117,838)
Grant related to Motor Bicycles Transferred from the Projects	50,000	50,000	50,000	845	(49,155)
Grant related to Other Assets from the Projects				532	532
Grant related to Buildings Transferred from the Projects	560,000	560,000	560,000		(560,000)
	213,222,088	33,815,328	44,807,328	85,997,790	(127,224,298)
Revenue From Exchange Transaction - Note C					
Value of Work Done Clients	278,161	278,161	278,161	612,540	334,379
Income from Expressways (Southern , OCH , CKE ,SE & CEP)	11,110,773	8,890,773	8,890,773	10,733,213	(377,560)
Fees for Soil Test	57,000	100,000	130,000	50,984	(6,016)
Consultancy Fees	1,000	1,000	1,000	87,535	86,535
Charges for Supervision	25,000	30,000	60,000	618	(24,382)
Charges for Transport	500	500	500	96,563	96,063
Road Reinstatement Fees	60,000	60,000	87,164	618	(59,382)
Miscellaneous Services	100	100	100	-	(100)
Road Survey Income	500	500	500	1,156	656
Design Fees	1,000	1,000	1,000		(1,000)
Fees for Borehole investigation	100	100	100		(100)
Fees for Environment Impact Assessment	100	100	100		(100)
Hire Charges & Rent	282,740	561,850	642,350	515,414	232,674
Interest	665,700	638,700	952,700	2,140,246	1,474,546
Overhead Recoveries	15,000	10,000	10,000	21,468	6,468
Casting Yard-External Sales	750	2,000	2,000	1,915	1,165
Inter Locking Concrete Blocks-External Sales	-	150	150	-	-
Asphalt Plant-External Sales	500	1,200	1,200	1,510	1,010
Other Income	139,800	149,800	249,800	235,549	95,749
Sale Proceeds on Disposal of Property Plant & Equipment	49,999	50,000	50,000	48,746	(1,253)
	12,688,723	10,775,934	11,357,598	14,548,075	1,859,352
Voted Funds Received for Maintenance & Improvements Works - Note 1					
Survey & Investigation, Weak Bridges & Others	1,753,146	540,000	656,000	514,540	(1,238,606)
Road Maintenance Works	6,800,000	5,000,000	10,000,000	28,104,175	21,304,175
Road Widening & Improvement Works Funded by line Ministry Votes	4,000,000	4,000,000	7,000,000	6,047,754	2,047,754

		Re Revised Budget 2023	Revised Budget 2023	Budget 2023	Actual 2023	Variance
	Development of 100,000 km of alternative roads to access main roads	19,200,000	24,000,000	40,000,000	1,731,770	(17,468,230)
	Construction of rural Bridges using Old Bridge Component	1,300,000	1,500,000	1,496,000	-	(1,300,000)
	Rural road Reawakening Programme (Maganeguma)	2,000,000	2,000,000	1,030,000	1,888,682	(111,318)
		35,053,146	37,040,000	60,182,000	38,286,921	3,233,775
	Voted Funds Received / Receivable for Local Bank Capital & Interest Payment - Note 2					
	Funds Received/Receivable for Local Bank Interest	59,713,789	27,782,045	27,782,045	69,069,895	9,356,106
	Funds Received/Receivable for Local Bank Capital Repayment				-	-
		59,713,789	27,782,045	27,782,045	69,069,895	9,356,106
	Voted Funds Received for Overheads - Note 3					
	Road Development Authority Overhead	8,995,000	8,995,000	10,495,000	8,978,029	(16,971)
		8,995,000	8,995,000	10,495,000	8,978,029	(16,971)
	Revenue					
R-1	Expressway Income - Annex IV					
	Expressway Income	2,550,013	2,788,911	2,788,911	3,720,313	1,170,300
		2,550,013	2,788,911	2,788,911	3,720,313	1,170,300
	Southern Expressway, OCH, CKE, SE & CEP Income	11,110,773	8,890,773	8,890,773	10,733,213	(377,560)
	Less Overhead & Maintenance Expenses	(5,745,153)	(3,286,255)	(3,286,255)	(3,239,578)	(2,505,575)
	Salaries & Wages EMU	(2,597,985)	(2,597,985)	(2,597,985)	(2,151,236)	(446,749)
	Depreciation	(217,622)	(217,622)	(217,622)	-	(217,622)
					(1,622,086)	1,622,086
		2,550,013	2,788,911	2,788,911	3,720,313	(1,925,420)
R-2	Construction Works - Clients'					
	Value of Work done	278,161	278,161	278,161	612,540	334,379
	Development & Maintenance Work	(231,801)	(231,801)	(231,801)	(511,879)	280,078
	Surplus from Clients' Work	46,360	46,360	46,360	100,661	54,301
R-3	Fees for Services					
R3-1	Net Income from Soil Test	50,000	93,000	123,000	50,812	812
R3-2	Consultancy Fees	500	500	500	-	(500)
R3-3	Net Supervision Fees	10,000	15,000	45,000	69,722	59,722
	Charges for Transport	500	500	500	618	118
R3-4	Net Road Reinstatement Fees	50,000	20,000	47,164	63,780	13,780
R3-5	Net Design Fees	900	900	900	(2,700)	(3,600)
	Miscellaneous Services	100	100	100	618	518
R3-6	Road Survey Fees	400	400	400	-	(400)
R3-7	Fees for Environment Impact Assessment	90	90	90	-	(90)
R3-8	Fees for Borehole Investigation	90	90	90	612	522
		112,580	130,580	217,744	183,462	70,882
R-3-1	Net Income from Soil Test					
	Fees for Soil Test	57,000	100,000	130,000	50,984	(6,016)
	Less Testing Expenses	(7,000)	(7,000)	(7,000)	(172)	(6,828)
		50,000	93,000	123,000	50,812	812
R-3-2	Net Consultancy Fees					
	Consultancy Fees	1,000	1,000	1,000	-	(1,000)
	Less Expenses on Consultancy Fees	(500)	(500)	(500)	-	(500)
		500	500	500	-	(500)
R-3-3	Net Supervision Fees					
	Supervision fees	25,000	30,000	60,000	87,535	62,535
	Less expenses	(15,000)	(15,000)	(15,000)	(17,813)	2,813
		10,000	15,000	45,000	69,722	59,722
R-3-4	Net Road Re- Statement Fees					
	Road Re- Statement Fees	60,000	60,000	87,164	96,563	36,563
	Less Expenses	(10,000)	(40,000)	(40,000)	(32,783)	22,783
		50,000	20,000	47,164	63,780	13,780
R-3-5	Net Design Fees					
	Fees	1,000	1,000	1,000	-	(1,000)
	Less Expenses	(100)	(100)	(100)	(2,700)	2,600
		900	900	900	(2,700)	(3,600)

		Re Revised Budget 2023	Revised Budget 2023	Budget 2023	Actual 2023	Variance
R-3-6	Net Fees for Road Survey Income					
	Fees	500	500	500		(500)
	Less Expenses	(100)	(100)	(100)		(100)
		400	400	400	-	(400)
R-3-7	Net Fees for Environment Impact Assessment					
	Fees	100	100	100		(100)
	Less Expenses	(10)	(10)	(10)		(10)
		90	90	90	-	(90)
R-3-8	Net Fees for Borehole Investigation					
	Fees	100	100	100	1,156	1,056
	Less Expenses	(10)	(10)	(10)	(544)	534
		90	90	90	612	522
R-4	Hire Charges & Rent					
	Hire of Plant & Machinery	2,000	20,000	20,000	2,350	350
	Hire Charges Others	1,000	500	500	7,662	6,662
	Rental on Hoardings	80,000	75,000	75,000	132,708	52,708
	Rent Quarters	20,000	19,000	19,000	22,572	2,572
	Circuit Bungalow	3,000	1,350	1,350	5,317	2,317
	Lease Rent- Land	1,000	1,000	1,000	15,785	14,785
	Lottery outlet Charges	500	10,000	10,000	587	87
	Lease Rent - Gantries	20,000	50,000	50,000	29,326	9,326
	Rental TV Cable Network	150,000	270,000	250,000	282,984	132,984
	Rental on Subway	4,000	5,000	5,000	7,316	3,316
	Banner Charges	2,500	10,000	10,000	3,382	882
	Rental Maganeguma Mahamedura Building	500	500	500	645	145
	Rental on Buildings	20	-	-	11	(9)
	Income from Trade Stoles	3,000	100,000	200,000	4,223	1,223
	Rent income Land handed to effected parties					-
	Rental Telephone Booth					-
	Income from Issuing leaning Certificated	200			333	133
	Income from Weigh Bridge	20			34	14
	Rental use write off way				-	-
	Income from Medical Plant Sales				67	67
	Income from Vehicle Parking				109	109
	Income from Photo Shoot Along the Road				3	3
		287,740	562,350	642,350	515,414	227,674
	Less					
	Survey & Valuation charges	(5,000)	(500)		(13,311)	8,311
		282,740	561,850	642,350	502,103	219,363
R-5	Interest Income					
	Interest on Temporary Surplus Money	650,000	621,000	935,000	2,123,298	1,473,298
	Interest Others	2,700	2,700	2,700	3,191	491
	Interest on Staff Loans	13,000	15,000	15,000	13,757	757
		665,700	638,700	952,700	2,140,246	1,474,546
R-6	Overhead Recoveries					
	Overhead Recoveries F A Projects	15,000	10,000	10,000	21,468	6,468
		15,000	10,000	10,000	21,468	6,468
R-7	Income from Casting Yard					
	External Sales	750	2,000	2,000	1,915	1,165
	Less					
	Cost of External Sales of Casting Yard	(600)	(1,500)	(1,500)	(946)	346
		150	500	500	969	819
R-8	Income from Inter Locking Concrete Blocks					
	External Sales		150	150		
	Less					
	Cost of Sales - External Sales		(100)	(100)		
		-	50	50	-	-
R-9	Income from Asphalt Plant					
	External Sales	500	1,200	1,200	1,509	1,009
	Less					
	Cost of Sales	(400)	(1,000)	(1,000)	(1,222)	822
	Gross Profit	100	200	200	287	187
R-10	Income Others					
	Miscellaneous Income	79,800	119,800	219,800	146,177	62,373
	Non Refundable Tender Deposit	10,000	20,000	20,000	26,717	16,717
	Liquidation Damage Recovered	50,000	10,000	10,000	33,587	(16,413)
		139,800	149,800	249,800	206,481	62,677

ROAD DEVELOPMENT AUTHORITY

STATEMENT OF RE REVISED BUDGETED EXPENDITURE FOR THE YEAR ENDED 31ST DECEMBER 2023

Rs.'000

	Re Revised Budget 2023	Revised Budget 2023	Budget 2023	Actual 2023	Variance
PERSONEL EMOLUMENTS					
Salaries & Wages	7,036,119	7,036,119	7,036,119	6,287,422	748,697
EPF & ETF	957,779	957,779	957,779	818,707	139,072
Gratuity	1,618,599	1,618,599	1,618,599	178,364	1,440,235
Compensation & Arbitration	13,000	13,000	13,000	21,333	(8,333)
Overtime & Holiday Pay	390,000	390,000	390,000	239,986	150,014
Leave Encashment , Incentives etc.	472,648	113,055	113,055	470,493	2,155
	10,488,145	10,128,552	10,128,552	8,016,305	2,471,840
Supplies & Consumables Used	175,000	208,400	208,400	90,953	84,047
OTHER ADMINISTRATIVE EXPENDITURE					
Trainning Allowance	5,000	5,000	5,000	64	4,936
Medical Insurance	10,000	10,000	10,000	7,255	2,745
Travelling & Transport	125,000	193,500	193,500	101,299	23,701
Human Resource Development	5,000	5,000	5,000	616	4,384
Fees & Other Allowance	18,000	18,000	18,000	18,402	(402)
Communication	80,000	100,000	100,000	62,353	17,647
Rent Rates & Taxes	41,000	41,000	41,000	38,291	2,709
Utilities & Others	200,000	213,500	213,500	193,389	6,611
Fuel & Lubricant	350,000	548,320	548,320	316,729	33,271
License & Insurance Vehicles	30,000	30,000	30,000	29,811	189
Repair and Maintenance - Vehicles	200,000	350,000	200,000	120,124	79,876
Others	100,000	100,000	100,000	106,023	(6,023)
Audit Fees	4,000	4,000	4,000	2,972	1,028
Bank Charges	5,000	5,000	5,000	3,279	1,721
Input VAT Disallowed	30,000	30,000	30,000	48,171	(18,171)
Stamp Fees	200	200	200	6	194
Ceremonial Charges	-	-	-	-	-
Social Security Contribution Levy	25,000	258,789	252,097	27,308	(2,308)
Valuation Charges Building				5,076	(5,076)
Valuation Charges Road Reservation				44	(44)
Payment of Deposit Written off				3	(3)
	1,228,200	1,912,309	1,755,617	1,081,215	146,985
FINANCE COST					
Interest on Local Bank Loans	59,713,789	27,782,045	27,782,045	68,250,830	(8,537,041)
	59,713,789	27,782,045	27,782,045	68,250,830	(8,537,041)

ROAD DEVELOPMENT AUTHORITY

Rs '000

Performance Statement of Re Revised Budget Expressway Income & Expenditure for the year ended 31.12.2023

	Re Revised Budget 2023	Revised Budget 2023	Budget 2023	Actual 2023	Variance
Income					
- User Income	10,620,000	8,400,000	8,400,000	10,225,143	(394,857)
ETC income	379,500	379,500	379,500	423,911	44,411
- Towing Income	32,516	32,516	32,516	19,360	(13,156)
- Solar power	3,000	3,000	3,000		(3,000)
- QR Income	2,082	2,082	2,082		(2,082)
	11,110,773	8,890,773	8,890,773	10,733,213	(377,560)
Expenditure					
Personal Emoluments					
Salaries & Wages	1,518,889	1,518,889	1,518,889	1,446,985	71,904
EPF	166,206	166,206	166,206	151,867	14,339
ETF	41,552	41,552	41,552	37,968	3,584
Gratuity	127,328	127,328	127,328	9,326	118,002
Bonus	26,393	26,393	26,393	45,044	(18,651)
Medical Leave	107,252	107,252	107,252	96,477	10,775
Compensation	2,000	2,000	2,000	-	2,000
Overtime & Holiday pay	608,365	608,365	608,365	363,569	244,796
	2,597,985	2,597,985	2,597,985	2,151,236	446,749
Maintenance Expenditure					
Greenary Works	997	997	997	950	47
Road Maintenance	903,021	903,021	903,021	791,579	111,442
Periodic Maintenance	95,000	-	-	69,010	25,990
	999,018	904,018	904,018	861,539	137,479
Stationery & Office Requisites	176,333	176,333	176,333	60,868	115,465
Fees & other Allowance	421	421	421		421
Rates & Taxes	27	27	27	60	(33)
Trainee Allowance	400	400	400		400
Rent	7,988	7,988	7,988		7,988
Travelling & Hire charges	412,758	412,758	412,758	272,383	140,375
Communication	23,315	23,315	23,315	20,126	3,189
Fuel	401,307	401,307	401,307	255,855	145,452
Utility	434,489	434,489	434,489	301,778	132,711
Others	149,192	149,192	149,192	137,628	11,564
Repair & Maintenance Others	148,050	148,050	148,050	65,184	82,866
Repair & Maintenance Vechicles	171,815	171,815	171,815	88,291	83,524
Facilities to Police	406,902	406,902	406,902	150,466	256,436
Compensation for Property Damage	965	965	965		965
Survey Charges	175	175	175		175
Social Security Contribution levy	277,769			268,328	9,441
Finance Cost	900,000			685,741	214,259
Survey & Investigation	-	-	-	98	(98)
Stamp Duty	100	100	100		100
Bank Charges	13,000	13,000	13,000	13,848	(848)
ETC Transaction cost & Discount	35,000	35,000	35,000	57,385	(22,385)
Overhead Total	3,560,006	2,382,237	2,382,237	2,378,039	1,181,967
Total cost	7,157,009	5,884,240	5,884,240	5,390,814	1,766,195
Net profit from expressways before Depreciation & Income Tax	3,953,764	3,006,533	3,006,533	5,342,399	1,388,635
Less					
Income Tax Expenses	1,186,129			1,547,753	(361,624)
Surcharge Tax	-			74,333	(74,333)
Depreciation / Amortization	217,622	217,622	217,622		217,622
Net Surplus from Expressways	2,550,013	2,788,911	2,788,911	3,720,313	1,170,300

Tax impact & Loan Installement

VAT 15 %	1,666,616	1,333,616	1,333,616	1,530,320	136,296
Loan Installement				1,599,720	(1,599,720)
	1,666,616	1,333,616	1,333,616	3,130,040	(1,463,424)
Surplus from Expressways after Taxes & Loans	883,397	1,455,295	1,455,295	590,273	(293,124)

5.2 Financial Highlights in the preceding 10 year

ROAD DEVELOPMENT AUTHORITY

Financial Highlights during last ten years

	2014 (Rs.)	2015 (Rs.)	2016 (Rs.)	2017 (Rs.)	2018 (Rs.)	2019 (Rs.)	2020 (Rs.)	2021 (Rs.)	2022 (Rs.)	2023 (Rs.)
Operating Results										
Total Revenue	40,382,468,363.58	52,879,800,916.99	66,289,619,746.08	63,615,369,643.11	80,039,046,418.81	212,217,642,699.81	265,216,157,928.18	171,677,451,204.58	166,385,124,776.43	209,236,644,875.87
Total Expenditure	45,345,146,059.11	51,085,027,310.88	58,417,483,138.25	63,181,072,476.92	56,902,102,756.63	70,068,579,519.53	80,226,665,354.54	92,305,899,213.58	122,883,292,697.43	140,567,449,094.85
Surplus/(Deficit) for the period before Income Tax	(4,962,677,695.53)	1,794,773,606.11	7,872,136,607.83	434,297,166.19	23,136,943,662.18	142,149,063,180.28	184,989,492,573.64	79,371,551,991.00	43,501,832,079.00	68,669,195,781.02
Income Tax	601,094,090.00	1,070,067,047.03	1,181,650,040.16	241,754,236.00	1,681,047,137.00	2,239,532,755.09	1,552,108,597.00	506,970,884.00	598,219,699.00	823,092,165.00
Balance Surplus/ (Deficit) for the year after Deferred Tax	(5,563,771,785.53)	724,706,559.08	6,690,486,567.67	192,542,930.19	21,197,731,364.18	139,992,081,679.19	183,366,721,498.64	78,877,079,697.00	42,919,580,602.00	67,910,591,869.02
Capital Employed										
Paid Up Capital (Government Contribution)	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
Other Component of Equity	184,208,805,112.92	174,149,124,583.38	216,708,304,049.98	216,936,259,651.43	2,939,125,500.02	1,427,619,575.59	2,517,138,957.06	4,572,623,600.96	5,730,024,265.92	10,161,526,232.56
Accumulated Surplus/ (Deficit)	(13,576,083,596.76)	(13,001,990,533.34)	(7,984,125,607.67)	(7,828,012,296.43)	300,836,617,346.69	487,835,037,110.57	686,795,372,147.52	773,932,201,687.25	827,432,394,164.63	895,342,986,033.65
Total Borrowings	110,271,842,038.18	132,959,378,712.63	136,685,672,486.85	168,605,341,129.35	195,260,873,439.90	218,942,412,588.85	289,533,769,153.21	268,312,979,375.70	264,894,044,167.11	250,904,475,987.01
	280,905,563,554.34	294,107,512,762.67	345,410,850,929.16	377,714,588,484.35	499,037,616,286.61	708,206,069,275.01	978,847,280,257.79	1,046,818,804,663.91	1,098,057,462,597.66	1,156,409,988,253.22
Assets Employed										
Non Current Assets	280,350,562,686.53	293,150,759,131.41	340,560,200,987.76	354,254,389,916.45	445,695,375,020.26	690,186,740,685.80	974,054,754,383.53	1,126,140,065,994.74	1,179,540,790,400.45	1,249,088,559,614.73
Current Assets	25,615,095,295.44	24,829,382,818.16	37,620,327,013.76	63,043,470,801.94	89,903,737,906.41	62,804,328,967.21	42,532,455,378.02	53,937,047,011.10	87,819,912,443.72	82,071,910,027.95
Total Liability (Excluding Borrowings)	25,060,094,427.63	23,872,629,186.90	32,769,677,072.36	39,583,272,234.04	36,561,496,640.06	44,785,000,378.00	37,739,929,503.76	133,258,308,341.93	169,303,240,246.51	174,750,481,389.46
	280,905,563,554.34	294,107,512,762.67	345,410,850,929.16	377,714,588,484.35	499,037,616,286.61	708,206,069,275.01	978,847,280,257.79	1,046,818,804,663.91	1,098,057,462,597.66	1,156,409,988,253.22
	-	(0.00)	0.00	0.00	-	-	-	-	-	-
Key Indicators										
Current Ratio	1.12	0.96	1.05	1.14	2.25	1.23	1.20	1.40	1.08	0.92
Quick Assets Ratio (Acid Test)	1.09	0.93	1.03	1.13	2.23	1.21	1.18	1.37	1.06	0.92
Assets Turnover Ratio	0.13	0.17	0.18	0.15	0.15	0.28	0.26	0.15	0.13	0.16
Assets Turnover Ratio (Eliminate the Current Assets)	0.14	0.18	0.19	0.18	0.18	0.31	0.27	0.15	0.14	0.17
Interest Coverage Ratio	(0.73)	0.16	0.51	0.03	1.33	9.66	13.48	5.42	0.83	1.01
ROE -Return on Equity	-3.26%	0.45%	3.21%	0.09%	6.98%	28.61%	26.60%	10.13%	5.15%	7.50%
ROA -Return on Assets	-1.82%	0.23%	1.77%	0.05%	3.96%	18.59%	18.04%	6.68%	3.39%	5.10%
Debt to Equity Ratio (%)	79.31%	97.32%	81.19%	99.56%	76.31%	53.90%	47.48%	51.58%	52.11%	47.01%
Debt Ratio (%)	44.23%	49.32%	44.81%	49.89%	43.28%	35.02%	32.19%	34.03%	34.26%	31.98%
Equity Ratio (%)	55.77%	50.68%	55.19%	50.11%	56.72%	64.98%	67.81%	65.97%	65.74%	68.02%

Chairman

Road Development Authority

Report of the Auditor General on the Financial Statements and Other Legal and Regulatory Requirements of the Road Development Authority for the year ended 31 December 2023 in terms of Section 12 of the National Audit Act No. 19 of 2018.

1. Financial Statements

1.1 Qualified Opinion

The audit of the financial statements of the Road Development Authority for the year ended 31 December 2023 comprising the statement of financial position as at 31 December 2023 and the statement of financial performance, statement of changes in equity and cash flow statement for the year then ended, and notes to the financial statements, including a summary of significant accounting policies, was carried out under my direction in pursuance of provisions in Article 154(1) of the Constitution of the Democratic Socialist Republic of Sri Lanka read in conjunction with provisions of the National Audit Act No. 19 of 2018 and Finance Act No. 38 of 1971. My report in pursuance of provisions in Article 154 (6) of the Constitution will be tabled in the Parliament in due course.

In my opinion, except for the effects of the matters described in the basis for Qualified Opinion section of my report, the accompanying financial statements give a true and fair view of the financial position of the Authority as at 31 December 2023, and its financial performance and its cash flows for the year then ended in accordance with Sri Lanka Public Sector Accounting Standards.

I certify that the	English	translation is
correct		
Name	D. G. G. M. De Silva	
Signature		
Date	2024.09.19	



1.2 Basis for Qualified Opinion

- (a) Due to that the depreciation value related to the total cost of 07 highways which was Rs. 4,866.06 million in the year under review and previous years was recorded as decreased by Rs. 92.69 million and Rs. 115.31 million respectively with contrary to Sri Lanka Public Sector Accounting Standard No. 01, the profit of the year under review had been overestimated by Rs. 92.69 million and the profit of the previous year had been overestimated by Rs. 115.31.
- (b) Contrary to paragraph No. 80(c) of Sri Lanka Public Accounting Standard No.01, the retention amount of Rs. 15.42 million that expire in the year 2024 was not recognized as current liabilities and accounted as non-current liabilities. Further, the information regarding the expiry dates of the defects liability period and the contract completion dates related to Rs. 29.23 million included in the retention balance of Rs. 59.39 million was not submitted to the audit.
- (c) 370 Vehicles with a cost of Rs. 1342.07 million and 107 buildings with a cost of Rs. 56.69 million belonging to the Authority had been fully depreciated by 01 January 2021. Vehicles and buildings were still being used by the Authority, but the required disclosures about those assets had not been made in the financial statements as per Public Sector Accounting Standard No. 07 and it was stated that fixed assets accounts would be kept at cost or re-assessed value according to the accounting policies of the Authority, but the audit was not done accordingly.
- (d) Due to that Rs. 29,240 million of interest for the given value for 05 highways and other projects by money from commercial banks until 31 December 2023 were not presented by the relevant projects and presented by the financial statements of the Authority for the year under review with contrary to the section No. 11 of the Sri Lanka Public Accounting Standard No.04, the work in progress was overestimated from that value and the interest expense was understated.



- (e) Due to non-availability of information to specifically identify the date and value of the transfer of assets to the Express Operations Maintenance and Management (EOM&M) division through non-exchange transactions prior to the year under review with contrary to paragraph No. 27 of Sri Lanka Public Sector Accounting Standard No. 07, the value of 10 items of assets worth Rs. 4,350.35 million that had been abandoned property, plant and equipment as noted as re-valued adjustment in the year under review. Accordingly, due to that the relevant value was recorded as revaluation reserve instead of being identified under capital reserves as capital liabilities through a retrospective adjustment, the capital reserve value was under-calculated by that value and the revaluation reserve value was over-calculated. Further, the depreciation expenses related to previous years were not recorded as adjustments of the previous years.
- (f) According to paragraph No. 42 of Sri Lanka Public Sector Accounting Standard No. 07, 380 motor vehicles in use by the Authority had not been disclosed in the financial statements at the end of the year under review.
- (g) Contrary to the section 58 of Sri Lanka Public Sector Accounting Standard No. 07, the deciding of depreciation rates based on the professional assessment for various components including culverts, road banks, road surface, traffic signals, which represent 63 percent from the total assets of the Authority, had not been done at the end of the year under review and that had been depreciated at the same rate of depreciation. Accordingly, the real value of those assets was not represented in the financial statements.
- (h) Contrary to paragraph No. 51 of Sri Lanka Public Sector Accounting Standard No. 07, only 560 buildings were accounted out of 789 buildings belonging to the Authority.
- (i) Although stock should be stated at the lower of cost and net realizable value as per section 15 of Sri Lanka Public Sector Accounting Standard No. 09, the stock of unusable auto spare parts with the cost of Rs. 26.68 million had not been valued accordingly.



- (j) According to paragraph 16 of Sri Lanka Public Sector Accounting Standard No. 14, details of related parties and transactions with related parties were not disclosed in the financial statements.
- (k) Contrary to paragraph 38 of Sri Lanka public Sector Accounting Standard, No. 16, the Authority added a profit of 20 percent to the incurred expense on the relevant client work and recognized client income of Rs. 612.54 million in the year under review.
- (l) Rs. 147,153 million incurred for partially completed national roads as at 31 of the year under review was recognized as work in progress (WIP) under the project of 100,000 km alternative rehabilitation project and the notes to the financial statements revealed that the roads will be written off as an expense after full completion and the effect on the surplus or deficit of the Authority will be offset by the grant of the Treasury to repay the loan taken for the project. Accordingly, written off expenses and recognizing the related income in two periods was contrary to the accounting adjustment principle.
- (m) Although the total distance of grade A and B highways belonging to the Authority was 12,225 km, 3,267, kilometers belonging to 285 roads had been capitalized till 31 December 2022 from when the capitalization of national highways was started year of 2018. Accordingly, the distance of 8958 km belonging to grade A and B owned by the Authority was not mentioned in the statement of financial position.
- (n) Due to that the worth Rs. 24,331.83 million worth assets value assigned to the Authority by 03 liquidated projects in the years 2021 and 2022 was accounted as capital grant receiving in the year under review without recording as retrospective adjustment, revenue from non-exchange transactions and fixed assets were overstated in the year under review.
- (o) 11 Computer systems with a cost of Rs. 100.15 million used by the Authority for road maintenance and other operations since the year 2015 were not accounted as assets.
- (p) Due to accounting of Rs. 101,285.66 million of government capital grants given in the year under review as recurrent grants, capital grants were under-calculated and revenue reserves were over-calculated from that value.



- (q) According to the schedule and line ministry's exemption release document submitted by the Authority, there was a difference of Rs. 15,829.43 million in the government grant value related to 04 items.
- (r) A total of Rs. 9.42 million penalty interest was paid to the Bank of Ceylon and the National savings Bank for the local loans obtained by the Authority in relation to the year under review and expenses of Rs. 5.97 million related to the year under review were not adjusted in that value. Accordingly, the surplus in the year under review had been overstated and the interest expenses payable had been under stated.
- (s) Rs. 147,153 million spent (in the years 2020,2021,2022 and 2023) for the reconstruction of roads which is not belonging to the Road Development Authority including Rs. 3,810 million incurred for the renovate and develop 6426 km roads under the Maganeguma rural road development programme were recorded under Work in Progress till 31 December 2023.
- (t) The total assets of Rs. 22,587 million entrusted to the Authority by 09 projects implemented by various local/foreign financial aids were not accounted in the years 2020, 2021, 2022 and the year under review.
- (u) Action was not taken to capitalize the value of other assets of Rs. 220.36 million related to the new Kelani bridge project under the relevant asset category.
- (v) Due to non-availability of pre-work advance worth Rs. 41,691.68 million given for contract works by the Authority for audit, the value could not be verified.
- (w) Although the financial statements of the Authority disclosed that the Authority have 99 percent direct controlling power in Maganeguma Emulsion company, the relevant title could not be confirmed due to the share certificates for that purpose were not submitted to the audit.



- (x) 07 Percent annual interest should be paid to the respective compensation holders from the date of issuance of the gazette notification 38(a) in relation to the land acquired during road widening and improvement till the date of the first compensation related to the compensation amount. But it was observed that the compensation and interest to be paid is identified only in relation to the vouchers submitted to the land division of the Authority to receive compensation and interest money. Accordingly, the Authority had not identified and accounted the total statutory compensation amount payable as at 31 December 2022 and the related interest amount.
- (y) The cost of Rs. 13.55 million for built canteen with the Thelagapana police building in relation to the Colombo Katunayaka expressway was not accounted as fixed assets.
- (z) Due to non-mentioning the dates of purchased/ taken over the Rs. 3424.45 million worth building, machinery, computers and household equipment included in the submitted assets register for audit, the audit could not ascertain the accuracy of the depreciation included in the financial statements of the year under review.
- (aa) The depreciation value related to the central expressway Project-Phase II should have been Rs. 1371.02 million in the year under review, but due to it was accounting as Rs. 1,660.14, the profit of the year under review was under calculated by Rs. 289.12 million.
- (ab) 08 Asset documents for the assets worth Rs. 525.01 million handed over to the Authority during the widening up of the Department of Highways included in the financial statements were not submitted for audit.
- (ac) Although land should be accounted as a separate asset as per paragraph 72 of Sri Lanka public Sector Accounting Standard 07, the land costing to Rs. 49,214.5 million which was assigned to the Authority by highway project until 31 December was accounted under highways without recognized as a separate asset.



- (ad) Due to that the value of deferred assets was Rs. 172.65 million as at the last day of the year under review, debtor value was overstated by that amount and deferred assets were understated by that amount.
- (ae) Due to that the debtor balance in the submitted financial statements by the Authority for the year under review was Rs. 45,615.18 million and the total debtor balance included in the schedule submitted for audit was Rs. 48,653.77 million, there was a difference of Rs. 2,948.59 million between the relevant balances.
- (af) The Authority had not prepared consolidated financial statements relating to the group by consolidating the financial statements of its regulated companies.
- (ag) Due to that a system has not been prepared to be updated the fixed assets register of the Authority in cases where assets that need to be purchased and transferred between projects are purchased and transferred between projects operating under foreign loans and local commercial bank loans, the value of 17,883 units of assets was not calculated and disclosed in the financial statements.
- (ah) Due to an error in discounting the future service period used to calculate the value of post-employment benefit, the gratuity expenses related to the Authority was recorded less from Rs. 344.48 million and the gratuity expenses related to highway operation and management sector was higher from Rs. 35.05 million, the gratuity expenditure for the year under review was Rs. 309.43 million and the surplus of the year under review had been overestimated by that figure.
- (ai) While Rs. 383.98 million was recorded under the value of Work in Progress (WIP) as at 01 January 2023 regarding the expansion and improvement of 04 roads and a bridge belonging to the Authority, due to recording the development expenses of Rs. 147.14 million incurred in the year under review for those roads and bridges as expenses of the year in the statement of financial performance, the profit and the value of the work carried out in the year under review had been under-calculated by that figure.



- (aj) The source documents of journal entries to the road widening and improvement development expenditure account respectively indicate Rs. 168.16 million and Rs. 269.21 million were debited and credited and the reason for accounted that relevant expenditures under this account were not revealed to the audit.
- (ak) The expenditure of land acquisition capitalized under highways as at 31 December 2022 in the financial statements was Rs. 49,212.91 million and according to the information maintained by the land division, the expenditure was Rs. 32,368.75 million. Accordingly, there was a difference of Rs. 16,844.16 million between the financial statements and the information maintained by the land division.

I conducted my audit in accordance with Sri Lanka Auditing Standards (SLAuSs). My responsibilities, under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of my report. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my qualified opinion.

1.3 Other information included in the 2023 Annual Report of the Authority

The other information comprises the information included in the 2023 Annual Report of the Authority but does not include the financial statements and my auditor's report thereon. Management is responsible for the other information.

My opinion on the financial statements does not cover the other information and I do not express any form of assurance conclusion thereon.

In connection with my audit of the financial statements, my responsibility is to read the other information identified above and in doing so, consider whether the other information is materially inconsistent with the financial statements or my knowledge obtained in the audit or otherwise appears to be materially misstated.



When I read the 2023 Annual Report of the Authority, if I conclude that there are material misstatements therein, I am required to communicate that matter to those charged with governance for correction. If further material uncorrected misstatements are existed those will be included in my report to Parliament in pursuance of provisions in Article 154 (6) of the Constitution that will be tabled in due course.

1.4 Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation of financial statements that give a true and fair view in accordance with Sri Lanka Accounting Standards, and for such internal control as management determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the authority's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intend to liquidate the fund or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the authority's financial reporting process.

As per Sub Section 16(1) of the National Audit Act No. 19 of 2018, the fund is required to maintain proper books and records of all its income, expenditure, assets and liabilities, to enable annual and periodic financial statements to be prepared of the authority.

1.5 Auditor's Responsibility for the Audit of the Financial Statements

My objective is to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue



an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Sri Lanka Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Sri Lanka Auditing Standards, I exercise professional judgment and maintain professional skepticism throughout the audit. I also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the management.
- Conclude on the appropriateness of the management's use of the going concern basis of accounting and based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Authority's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of



my auditor's report. However, future events or conditions may cause the Authority to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with those charged with governance regarding, among other matters, significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

2. Report on Other Legal and Regulatory Requirements

2.1 The specific provisions were included about the following requirements in the National Audit Act, No. 19 of 2018.

2.1.1 Except for the effects of the matters described in the basis for Qualified Opinion section of my report, I have obtained all the information and explanation that required for the audit and as far as appears from my examination, proper accounting records have been kept by the Authority as per the requirement of section 12 (a) of the National Audit Act, No. 19 of 2018.

2.1.2 The financial statements presented is consistent with the preceding year as per the requirement of section 6 (1) (d) (iii) of the National Audit Act, No. 19 of 2018.

2.1.3 The financial statements presented includes all the recommendations made by me in the previous year except the audit observations of 1.2 (c), (d), (e), (f), (g), (h), (j), (j), (k), (l), (m), (n), (o), (p), (q), (r) , (s) (t) described in the basis for Qualified Opinion section of my report as per the requirement of section 6 (1) (d) (iv) of the National Audit Act, No. 19 of 2018.

2.2 Based on the procedures performed and evidence obtained was limited to matters that are material, nothing has come to my attention.



- 2.2.1 Whether that any member of the governing body of the Authority has any direct or indirect interest in any contract entered into by the Authority which are out of the normal cause of business as per the requirement of section 12 (d) of the National Audit Act, No. 19 of 2018.
- 2.2.2 Whether that the Authority has not complied with any applicable written law, general and special directions issued by the governing body of the Authority as per the requirement of section 12 (f) of the National Audit Act, No. 19 of 2018.

Reference to Rules / Directive

Description

(a) Financial Regulations of the Democratic Socialist Republic of Sri Lanka Regulation No 104	• According to the information submitted to the audit regarding 135 road accidents that occurred during the year under review, only 03 investigations had been conducted regarding the losses incurred by the Authority and efforts had not been taken to identify the losses and the responsible parties. • The 02 Cabs given by the Authority to the Road Construction and Machinery Company were fully damaged in an accident and the extent of the damages and losses and those responsible parties were not identified as per the Financial Regulations.
(b) Section 2.6 of Finance Circular No. 08/2019 dated 17 December 2019	Although it has stated that the procurement work carried out under the market pricing system should be done through the e-GP portal after 01 January 2020, the Authority had not followed the e-procurement system.



- (c) Section 07 and 08 of the Code of Guidelines on Transfer of Government Lands issued by the Presidential Secretariat on 21 July 1995 Although the rent has to be revised every 05 years as per the terms of the agreement, 04 plots land at Welipanna service area on the Southern Expressway for a period of 30 years and 03 agreements for 99 years to 02 private companies at an annual rent of Rs. 10,000 each had been leased in the years of 2013 and 2014 on the contrary.
- (d) Public Enterprises Circular No. 02/2023 dated 14 March 2023 Although 06 percent of the annual budget estimate should be packed, the estimate for communication and utilities and other expenses was Rs. 113 million excluding highways and a total of Rs. 142.78 million had been spent beyond the original estimate in the year 2023. Accordingly, it was observed that the Authority has not taken action to limit the expenses related to the 02 types of expenses.
- (e) Section 1 of Public Administration Circular No. 02/2018 dated 24 January 2018 The Authority had not included a human resource development system and arrangements were made to sign annual performance contracts for staff or introduce a performance appraisal system.
- (f) Management Services Circulars
- i. Paragraph 02 in Annexure II of Circular No. 30 dated 22 September 2006 Due to the establishment of the HM salary scale instead of the basic salary amount of the MM 1-3 salary scale approved by the Department of Management Services for 114 officers recruited by the Authority without implementing the staff restructuring recommendations made by the department subject to formulating a recruitment and promotion procedure as per the rules and guidelines of the department, an additional amount of Rs. 437.89 million had been paid as salary till 31 December 2023.
- ii. Circular No. 28 (II) dated 01 August 2006 The Authority had paid an amount of Rs. 309.7 million in the year 2023 as salary for 857 officers who were recruited beyond the number of employees approved by the Department of Management Services.



- iii. Circular No. 39 dated 26 May 2009
- Although the approval of the Department of Management Services and the Salary and Cadre Commission should be obtained if any allowance is given to the officers in addition to the approved salary, a professional allowance and an authority allowance were paid to the officers of the Authority on the contrary based only on the approval of the Board of Directors No. 1698/2016 dated 28 March 2016. Accordingly, Rs. 736.46 million were paid to 382 employees in the year under review from the year 2016 to 2023 including Rs. 110.59 million and Rs. 5,232.61 million had been paid from the year under review as "Road Development Authority Allowance" from the year 2019 to 2023 including Rs. 1,042.61 million for 6,794 employees.
- (g) Section 8.10.1 and Section 8.11.4 (a)(i) of the National Procurement Guidelines 2006
- The information about the contracts awarded by the Authority was not made public on the website of the Authority or any other appropriate media and the data source was not maintained on defaulting contract suppliers.
- (h) Code of Guidelines for State Owned Enterprises dated 16 November 2021
- Section 3.2
- Although the approval of the Management Services Department should be obtained with the approval of the Board of Directors and the recommendation of the line ministry for the recruitment and promotion procedure (Scheme of Recruitment), a recruitment and promotion procedure for all employees of the Authority was not approved.
- Section 3.3
- The necessity of employees for each divisions of the SOE should be indicated as a human resource plan in the strategic plan prepared by the Authority, staff requirement was not prepared for such sectors.
- Section 3.5
- Although it is stated that an employee of a public enterprise should not be released to a ministry or any other institution without the approval of the Cabinet and payment should be not made in relation to the period of such release, 07 employees were released to the Ministry of Highways without the cabinet approval and Rs. 4,384,439 had been paid as salary, overtime and composite allowance in the year under review.
- (i) Cabinet decision No. APA/23/0738/607/051 dated 16 May 2023
- Although the Authority should handed over the roads whose construction works have been completed to the relevant institutions, the Authority had not prepared such a work



agreement.

- (j) General recommendation No. 13 of Public Expenditure Review Committee (PERC) for the Ministry of Transport and Highways as per cabinet decision No. 23/0256/604/030 dated 06 February 2023
- An integrated central database containing all types of traffic-related data should be established under the Authority and provided access to any government institution related to traffic-related data required for development purposes, but it was not done accordingly.

2.2.3 That the powers, duties and functions of the authority have not been performed as per the requirement of Section 12(g) of the National Audit Act No.19 of 2018 except for the following observations.

Powers, Duties Functions	Observations
(a) National Highways Act No. 40 of 2008	
i. Section 6 (1)	Although the “Road System Development Advisory Council” has been set up to prepare an advanced road system policy, develop strategy, take actions regarding road research and road safety and advise the Minister to work on road plans referred by the Authority, any meeting was not held during the year under review.
ii. Section 7(3)	Although the district road system coordinating committees should prepare an “Action Plan for Integrated Road System Development and Maintenance” for each district specifying road development projects in the district, without doing accordingly, the Authority had only submitted a five-year (2023-2027) plan with an estimated cost of Rs. 186.51 billion to the Public Expenditure Review Committee”. Accordingly, the selection of roads for



maintenance work was not done properly.

(b)	Cabinet Decision No. AMP/05/1711/016/110 dated 03 November 2005	The Cabinet of Ministers had decided to establish a trust fund for road maintenance by the end of the year under review.

2.2.4 That the resources of the Authority had not been procured and utilized economically, efficiently and effectively within the time frames and in compliance with the applicable laws as per the requirement of section 12 (h) of the National Audit Act, No. 19 of 2018 except for the following observations.

- (a) A total amount of Rs. 24.38 million had been paid with contrary to the limits indicated in the supplement No. 32 issued on 15 March 2017 as Rs. 19.49 million for 16 officers in the year 2020 and Rs. 4.49 million for 15 officers in the year 2021 and it was observed that the amount to be collected was Rs. 6.14 million by the end of the year under review.
- (b) contract agreements were signed by the Director General under the project of 100,000 km roads with contrary to the section 8.9.3 of the Code of procurement Guidelines
- (c) The client deposit balance for the performance of the contract was Rs. 3,119.15 million at the end of the year under review and The balance related to 150 non-performed contracts exceeding 05 years out of that was rs. 883.98 million and the balance related to 449 non-performed contracts between 3-5 years was Rs. 1436.65 million. Delays in the transfer of contract related information with provincial offices and weaknesses in follow-up had contributed.
- (d) According to the nature of procurement, 02 engineering estimates of Rs. 6.33 million and Rs. 12.66 million respectively for the limit of 50 Km and 100 Km were prepared and used for procurement evaluations in all districts and HSR rates were not prepared to prepare the related estimates.
- (e) Out of the accounted in the year under review amounting to Rs. 41,962 million as mobilization advance, Rs. 36,529.63 million including the Central expressway



project 01 and 03 sections and Rs. 3250 million for the Ruwanpura Expressway project, Rs. 41,831.56 million which remains unrecovered until 31 December 2022 should be deducted from the bills after completion of the construction work and if not, it is observed that action should be taken to recover the amount to be received to the Authority and due to non-renewal of advance securities obtained as per supplement 29, there was uncertainty regarding the recovery of this money.

(f) The Project of 100,000 kilometers Roads

- (i.) Out of total 17,847 km awarded under 100,000 km roads projects with contrary to section 117.2 of the standard specification for construction and maintenance of roads and bridges, contracts were awarded for Longitudinal & Cross Section Survey only for 5,880 km and the physical progress of those surveys was only 57 percent. It was observed that they were not act according to the CIDA guidelines.
- (ii.) Due to accounting the expenditure of Rs. 4,433.4 million incurred by the project office of the Western Province under the 100,000 km project as bills related to contract packages prepared with combining several roads without separately noted about the expenditure incurred, materials and services purchased by each road, it was not possible to confirm in the audit whether the related expenses are true and reasonable by comparing the expenses in that value with the contract work done and It was observed that the cost would not be accurately recorded when re-assignment of roads to local institutions which are not owned by the Authority.
- (iii.) The approval was given by the Cabinet decision No. 23/0127/608/010 dated 30 January 2023 to convert the roads as running condition, which were selected to develop under the project of 100,000 km roads and abandoned on the way in later, but it was disputed when selecting new roads with the estimated cost of Rs. 2,891.24 million for the development under non-condition roads 212.30 km for running.



- (iv.) According to chapter 39 issued to guideline 5.3.5 of the Code of Government Procurement Guidelines by Cabinet Memorandum dated 14 January 2020 and 26 November 2020 prepared by the Secretary of the Ministry of Highways, requests had been made to increase the contract value limits that could be offered to contractors from a minimum of Rs. 75 million to a maximum of Rs. 300 million and Cabinet approvals had also been obtained for that. However, the Ministry had not got the approval of CIDA before submitting the Cabinet Memorandum to change the CIDA grade and contract award value to be offered to the contractors.
- (v.) According to section 3.5(e) of the Cabinet memorandum dated 14 January 2020, it had been mentioned that payment for all road contracts under the projects would be made on Milestone delivery model basis under the 100,000 km roads project. This payment method is a method used for projects with more technical requirements (Turnkey) and it is not generally used for road construction where estimates can be prepared. Also, as per section 4.1 of Standard Bidding Document Procurement of work Design and Build Contract (CIDA/SBD/04), it had been stated that the design, implementation and completion of a contract under this system should be done by the contractor, but the design is not relevant for this project. Accordingly, this system was not fully followed. Furthermore, although contracts were awarded under this system, the Measure and Pay method had to be followed in deciding the monetary payments for the contracts that had been stopped.
- (vi.) The engineering estimate related to the contract packages was submitted to the bidder by the project of 100,000 km roads and the system of maximum discount was followed. Accordingly, the amount of discount given by the relevant bidders for the selected 24 contract packages ranged from 0.19 percent to 13.56 percent. The estimated value of the contracts awarded by 09 provinces had been overestimated by Rs. 3,484 million until 31 December 2023 due to the incorrect preparation of engineering estimates. Accordingly, it was observed that if the selection of contractors was done through quotations without publicizing the



relevant engineering estimates, the firm would have been able to obtain a more advantageous position than the benefit of the discount.

- (vii.) Treasury bonds worth Rs. 40,651.55 million had been released on two occasions to the contractors for the rendered services by the project of 100,000 km roads. Due to that the values (Obligations) to be paid by the project to an external party were not correctly calculated at the time of releasing the bonds, an amount equal to Rs. 121.17 million treasury bonds issued to 09 contractors in 11 cases was later paid by the relevant contractors to the project. Accordingly, the interest paid by the government for the treasury bills related to that value and the discount face value was a loss to the government.
- (viii.) According to the Cabinet decision No. AMP/20/0142/221/005 dated 13 February 2020, as per the order of marks to be given in selecting roads under the project of 100,000 km roads as stated in paragraph 3.1 of the Cabinet memorandum No. 2020/01 dated 14 January 2020, it was recommended to select the roads that get more than 40 marks in the first stage, but the Western Provincial project office was not followed such a scoring system in the selection of the roads built at an expenditure of Rs. 1826 million and apart from the purpose of the project, school internal roads and outdoor areas, parks, churches, temples, housing complexes, police stations and army camps, public places and internal roads belonging to those institutions had been developed.
- (ix.) According to the letter of distribution of financial powers dated 07 October 2008 issued by the Director Finance of the Authority, the financial limit for signing cheques to the Director of this project was Rs. 10 million. But according to the sample inspection conducted, Rs. 1,572.31 was paid in relation to 95 contract bills for the period of January 2023 to 31 May 2023 and 250 cheques with a value of less than Rs. 10 million were issued to pay



the full amount. Accordingly, cheques were signed in smaller amounts as not to exceed the delegate powers of the Project Director.

- (x.) The Construction Security Fund should provide guarantees for insolvent contractors and accordingly, the amount of Rs. 259.26 million have to be charged from the fund for the pre-advance given to 22 contractors in relation to the project of 100,000 km roads has not been recovered by the Authority and the relevant value of Rs. 115.94 million also included in 09 contract packages of non-commenced any work from more than 2 years.
- (xi.) Although the construction work of the project of 100,000 km roads had started in the year 2020, due to difficulties in obtaining the necessary financial facilities to implement the project, selecting experienced and capable contractors and finding raw materials for the project, out of the 17,847 km where development works have been started, 11,549 were stopped on the way. The expenditure incurred by the project for road construction till the end of the year under review was Rs. 167,305 million.
- (xii.) Due to the poor performance of 04 road construction contracts implemented by the I-road project, contract works of that were assigned to the project of 100,000 km roads. An amount of Rs. 515.59 million had not been recovered at the end of the year under review from the pre-advance of Rs. 963.26 million that had been paid at that time. According to the I-road project, the contractor who stopped the contract was re-awarded by the project of 100,000 km roads is controversial and the average value of the overall physical progress of constructed roads was 29 percent.
- (xiii.) Instead of paying the money directly to the contractors, the Authority had released 32,553.12 million to the construction insurance fund during the period from 2020 to 31 August 2023 without any written agreement and Rs. 224.2 million out of that had been retained by the respective fund at the end of the year under review. Further, treasury bonds worth Rs. 1,492.82 million related to 212 contracts and Rs. 29.94 million bills were released to the



contractors out of the payments of fund and the Internal Audit division of the Authority had revealed that bills worth Rs. 29.94 million were fake.

(xiv.) According to section 5.3.4 of the Code of Procurement Guidelines, when the beginning of the project of 100,000 km roads, 08 contracts of 100 km of totally Rs. 121.45 million and 10 contracts of 50 km of totally Rs. 79.26 million were awarded the private company for measuring the longitudinal and cross sections of the 50 km and 100 km roads that were implemented to cover the entire island. However, it was observed that it was not evaluated whether the relevant contracting entity has the required equipment during the award of the contract by the Technical Evaluation Committees. Furthermore, out of the whole measurement 2975, the contract awarded to the relevant contractor was 44 percent.

(xv.) Renovation, construction and re-construction of 17,847 roads that are not belonging to the subject area of the Authority and belonging to the local authorities had been started from the year 2020. The work of 11,549 km roads were abandoned on the way until 31 December 2023 and Rs. 167,305 million was spent. Although it was decided to complete the work on the project in the year 2022, the amount of bills to be paid to the contractors had not been recognized at the end of the year under review.

(xvi.) The documents containing information about the name of the contractor, contract period, value and extension of the contract period related to the work value (WIP-Non RDA) of Rs. 147,153.94 on roads not owned by the Authority of the period from 2020-2022 under the development project of 100,000 km roads were not submitted for audit.

2.3 Other Matters

- (a) Out of the total debtor balance of Rs. 45,615 included in the financial statements for the year under review, Rs. 124.84 million from a period between 02 and 05 years,



Rs. 420,288 million from a period between 05 and 10 years and Rs. 0.71 million from more than 10 years had not been recovered.

- (b) Out of the total creditor balance of Rs. 568.31 included in the financial statements of the year under review, Rs. 30.91 million from a period between 02 and 05 years, Rs. 5.9 million from a period between 05 and 10 years and Rs. 6.08 million from more than 10 years had not been settled.
- (c) Although the Cabinet of Ministers had decided on 30 October 2014 to allocate the road development land to the Authority as an exempt grant in terms of section 6 of the Government Land Ordinance Act, the 935.855 acres of land enjoyed by the Authority had not been taken over and accounted according to that decision until the end of the year under review.
- (d) The annual action Plan prepared by the Authority for the year 2022 was not shown a programme as that the sustainable development goals can be achieved and criteria such as what project are planned to be carried out under the sustainable development goals identified by the Authority, the related sustainable development indicators (SDG indicators) and the expected performance of those indicators during the year were not included in the annual action plan. Also, what sustainable goals are expected to be achieved up to the year 2030 was not identified.
- (e) The approved staff at the end of the year under review was 9,602 and the actual staff was 9,838. Accordingly, there was a staff shortage of 620 and a surplus of 857 and the Authority had not taken steps to maintain the approved staff.
- (f) Although the number of Management Assistant posts allocated by the administration division for the staff of highway operations, maintenance and management divisions as at 31 December 2022 was 81, the actual number of employees employed on that date in those divisions was 149. Accordingly, it was observed that 68 employees are working in the relevant divisions in excess of the approved number of posts. Furthermore, 24 employees who were appointed by the Director General of the Authority as cashiers and patrollers in the highway operations, maintenance and



management division, but who were working temporarily in the Management Assistant positions, were not assigned to the relevant regular positions.

- (g) The total of Rs. 5.29 million of bills had been submitted with stating that the vehicle bearing number PF-1432 was driven in the same time frame for 02 contracts implemented by the Gampaha Chief Engineer office belonging to the Western Provincial project office. Accordingly, it is observed that the relevant bills are fake and action was not taken to officers who certified and approved the value of the bills as per Financial Regulations 156(1), 103(1)(a) and 105.
- (h) The unused roads near the old bridge of Gampola have been given since the year 2017. The Authority has assigned Siripura Lalana Saviya Company to maintain a campaign center in the D.M. Jayarathna Religious Biodiversity Complex and annual rent was not collected for this land.
- (i) It had been revealed through the sample audits that more than Rs. 2.08 million had been committed in the Authority from the year 2021 to 31 January 2024. There is no method of checking receipts to prevent such money frauds and the currently used cashier system was a temporarily system established in the year 2011.
- (j) Rs. 196.24 had been paid as compensation and interest for 15,019 plots of lands out of the total 21,757 plots acquired through 06 projects completed and handed over in the years 2015, 2017 and 2020 to the Authority and the Authority had decided not to pay the compensation related to 5,756 plots of government land which had already been paid 982 land plots by the end of the year under review. Also, the Authority had failed to obtain the certificate under section 44 of the Land Acquisition Act in respect of any plot of land out of the total 21,757 plots acquired under the provisions of the Land Acquisition Act.
- (k) Although the agreement reached with the Authority and the Bank of Ceylon on 18 December 2014 for the collection of electronic tolls on the Colombo Katunayake Expressway expired on 08 June 2020 and it has been over 4 years, new agreement was not reached. Accordingly, the deduction of a total of Rs. 28.35 million as



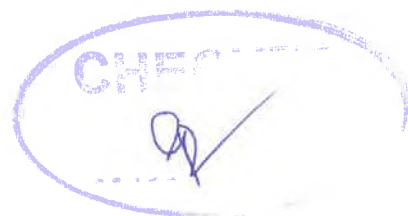
transaction cost from the year 2020 to the end of the year under review without entering into an agreement was problematic in the audit.

- (l) According to a decision of the Board of Directors of the Authority, a 10 percent discount from the tolls charged was given to those users up to a period of 06 months before switching to the electronic toll payment system to encourage the users of the electronic toll payment system on the Colombo Katunayake Expressway. But, due to that the discount remains under the 10 percent limit even after that, the total of Rs. 137.74 million had been lost to the Authority from the year 2020 to the end of the year under review.
- (m) Although it has been recognized that asphalt overlaying should be done after 07 years as the road from Pinnaduwa to Kottawa on the Southern Expressway runs through soft ground areas, the Road Development Authority had not taken steps to complete the work as at the audited date of 09 February 2024.
- (n) According to the financial statements submitted for the year under review, the amount payable to the Road Construction and Contracting Company was Rs. 6,969.46 million and Rs. 1,240.34 million had to be paid by the company to the Authority, but the related balance confirmation documents were not submitted to the audit.
- (o) The 26 vehicles worth R. 292.55 million belonging to the Authority as at the end of the year under review were assigned to external institutions and ministries. But the relevant documents regarding the delivery dates and received dates of the vehicles were not submitted to the audit. In spite of that, Vehicles were obtained on rental basis for the duties of the Authority and vehicles had been acquired on rental basis at Rs. 252.86 million only for administrative purposes on the highway in relation to the year under review.
- (p) 11 Aggregate Chip Spreaders worth Rs. 347.37 million were imported and given to the Authority by the Presidential Performance Force in the year 2010 and the said machines have not been used since the date of handover to the Authority due to that the width of the machines in problematic is 4.2 meters and that width is more than



the width of a normal road and the value of those machines was estimated at Rs. 4.4 million after 14 years and it was decided to dispose them in the year 2024. Accordingly, it was disputed during the audit that the relevant machines were kept unused knowing that they are not suit for the requirements of the Authority.

- (q) According to the financial statements, 312.6 km highway have been constructed with using Rs. 767,630 million worth local and foreign funds. All the administrative affairs of the roads were assigned to the Authority and due to lack of adequate security arrangements to protect the assets on the expressway while it had costing more than Rs. 2,000 million for operational activities including providing facilities to the police, theft and damage to property on highway has been reported until 31 December 2023 and the value of that damages were about Rs. 913.17 million.
- (r) Administrative Companies
- (i.) The Highway Transport (Pvt) Company Ltd owned by the Authority had not submitted its financial statements for audit since the year 2016. Also, the audit opinion related to the financial statements submitted from the year 2017 of the Construction and Machinery Company had been refuted.
- (ii.) Although a company is required to hold an annual general meeting of shareholders once in every year as per section 133 of the Companies Act No. 07 of 2007, all the companies belonging to the Authority had not acted accordingly.
- (iii.) As per No. CP/23/0394/608/033 dated 20 March 2023, it was decided to close down the 04 controlled companies owned by the Authority, the going concern of the relevant companies was in an uncertain situation.
- (iv.) Although maintaining a bus company under the Road Development Authority as per the Road Development Authority Act No. 73 of 1981 is not a relevant subject matter, but the Highway Transport (Pvt) Ltd company was established in the year 2014 as a company owned 100 percent by the Authority to carry out project work on passenger transport on highway by



using buses. But, due to the failure of this company, Cabinet approval was given by No. 23/0394/608/033 dated 23 March 2023 to hand over the 20 buses of the cost of Rs. 216 million to the Sri Lanka Transport Board and liquidate the company.

W.P.C. Wickramaratne

Auditor General

I certify that the
English Translation
is done by -

D. G. M. Doluweera



15/09/2024



Audit queries of the Road Development Authority for the year ended by 31 December 2023 and steps taken to rectify the shortcomings pointed out by the Auditor General's Report.

1.2 Basis for the qualified opinion

Paragraph No.	Audit Paragraph	Reply and steps taken to rectify
(a)	Profit in the year under review and the previous years had been over computed by Rs. 92.69 m and Rs. 115.31 m respectively due to recording the depreciation value of the year under review and the previous years by Rs. 92.69 m and Rs. 115.31 m relevant to the cost of 07 roads amounting to Rs. 4,866.06 m, contrary to the Standard No. 01 in Sri Lanka Public Sector Accounting Standards.	Additions to these express ways made in year 2023 had not been realized as at the last date of each year in which these express ways were handed over and, values relevant to the additions had been arisen within the year under review. Assets and liabilities stated in the liquidating account prepared when liquidating a project are presently been taken to the accounts of the authority. STPD – 45.28 Mn – This is an expenditure incurred on a doubtful situation and amount unsettled in the bills relevant to reconstruction of the land slips occur in Welipenna area of Southern Express Way and, final decision of the judge had been given for that in year 2023. As this value is an addition within the year, depreciation had been computed accordingly. ESEP I, II, III and IV – 152.04 Mn – This expenditure had been born to reimburse the tax charges to the consultation company by which the consultations were done for Southern express way extension project. As the relevant expenditure had been done in year 2023 and, as it was not an expenditure as at the date assigned to the authority, the amount relevant to this expenditure was recorded as an addition for year 2023 and, the relevant depreciation had been computed in year 2023. ESEP I, Rs. 4,68.74 Mn – Approval to make the payments for the bills of Southern Express Way extension

		project had been granted by cabinet decision No. Cbp/23/1728/608/095/TBR dated 09.10.2023 and it had been recorded in accounting books as an addition of year 2023 and the relevant depreciations had been done.
(b)	Contrary to Paragraph No. 80 (c) in Standard No. 01 of Sri Lanka Accounting Standards, Rs. 15.42 Mn of retention charges of which the error liabilities time is expired in year 2024 had been accounted as non-current liabilities instead of identifying it as current liabilities. Further, information of the dates of expiring error liabilities time relevant to Rs. 29.23 Mn in the retention balance of Rs. 59.39 Mn and, the dates of contract was completed were not submitted to the audit.	Steps will be taken to provide the relevant information.
(c)	370 Vehicles amounting to a cost of Rs. 1342.07 Mn and 107 buildings amounting to a cost of Rs. 56.69 Mn claimed by the authority had been fully depreciated as at 01 January 2021. Although those vehicles and buildings had further been using by the authority, necessary disclosures about those assets had not been done in terms of Standard No. 01 in the Public Sector Accounting Standards. Although it had been stated that the revaluating income and fixed assets are accounted according to the accounting policies in the authority, revaluation had not been done accordingly.	According to Section 17 in Standard No. 07, the useful life time of an asset is defined based on the expected utilization of the asset towards the entity and it is a judicial matter based on the experience. Therefore, steps will be taken to rectify the estimated errors relevant to the useful life time of assets and make necessary adjustments in future. Steps will also be taken in future to disclose the fair value of the assets which had already been depreciated but still using, according to Section No. 92 (b). Revaluated value of 283 vehicles amount to Rs. 1078.02 Mn had been accounted in the accounting statements of June 2024. Steps will be taken to account the revaluated values of the buildings as and when received from the Department of Valuation.
(c)	Contrary to the Section No. 11 in Standard No. 04 of Sri Lanka Accounting Standards, the interest of	The relevant loan must be recorded in the books of the authority because such loans from local banks are obtained by

	Rs. 29,240 Mn existed as at 31 December 2023 relevant to the amount granted from the loan obtained from the commercial banks for 05 express ways and other projects had been presented by the financial statements prepared by the authority for the year under review without adjusting by the financial statements submitted by the relevant projects. Due to above reason, the work value of the works in progress had been overcounted by said amount and, the interest expenditure had been recorded in deficit.	entering into agreements by and between the authority and the relevant local bank. According to Section No. 18 in Standard No. 04, the cost of loans obtained must be capitalized as a part of the cost of the asset. Therefore, the interest paid for these loans are recorded in the accounts of the authority as an asset under the works in progress (WIP). We have been made aware of by the Ministry of Highways to disclose this interest paid in the relevant project accounts too.
(d)	Contrary to the Section No. 27 in Standard No. 07 of Sri Lanka Accounting Standards, property plant and equipment amounting to Rs. 4,350.35 Mn belongs to 10 asset items received by the Express Ways Operation Maintenance & Management (EOM&M) division before the year under review via non-exchangeable transactions but which had been written off by the accounts due to non-availability of information to identify clearly the value and the date of those assets handed over had been recorded as a revaluation adjustment made in the year under review. Accordingly, the relevant value had been recorded as revaluation reserves instead of identifying it as capital reserves under capital revenue by a retrospective adjustment. Due to above reason, the capital reserve value had been under-enumerated by said amount and, the revaluation reserve value had been over-counted. Further, the depreciated expenses relevant to previous year not been recorded as previous years' adjustments.	All other assets except buildings out of the assets relevant to Rs. 4,350.35 Mn are used by the Express Ways Maintenance and Management Division and, all buildings relevant to Rs. 3,753.12 Mn which had been mentioned as buildings are used in the Express Ways Maintenance and Management Division. Also, entering of the total value get by revaluating the fully depreciated buildings had been done according to Section 52 in the Standard No. 07. As asset valuation was done in the year under review, adjusting of the depreciation retrospectively relevant to previous years is not practical to rectify the error of the previous periods according to Section 57 in the Standard No. 03, adjustment entries relevant to the previous years were not done.
(e)	According to Section 42 in the Standard No. 07, steps had not been taken to account 380 vehicles in the financial statements which were using in the	The revaluated value of those 380 vehicles has already been accounted in the financial statements, in June 2024.

	authority as the end of the year under review.	
(f)	Steps had not been taken even in the year under review to determine the depreciation rates on a professional estimate for various components including culverts, road embankments, road surface, road signs in express ways that have different productive life times which represent 63% of the total asset of the authority and, depreciations had been made under one depreciation rate itself, contrary to the Section 58 in the Standard No. 07 in Sri Lanka Public Sector Accounting Standards. Accordingly, the actual value of those assets didn't represent by the financial statements.	Depreciation rate of express ways had been determined up to date on the cost and, the productive life time and depreciation rates for the components having different productive life time could be calculated by the Asset Valuation System Module of Sri Lanka Road Asset Management System and, steps will be taken in future to complete this task via the system aforesaid.
(g)	Only 560 buildings out of 789 claimed by the authority had been revaluated and accounted, contrary to the Section 51 in the Standard No. 07 in Sri Lanka Public Sector Accounting Standards	According to Section 51 in the Standard No. 07, "as an asset class could be revaluated based on the cyclic basis subject to complete the revaluation of an asset class within a short time and continue the update of revaluations", building had also been revaluated based on the cyclic basis as aforesaid and, only 229 building are remaining to reevaluate. This entire asset class will be duly revaluated once the values of those buildings are received.
(h)	According to Section 15 in the Standard No. 09 in Sri Lanka Public Sector Accounting Standards, although a stock must be stated unto the less value out of the cost and net realization value, steps had not been taken to assess the unusable vehicle spare parts stock amounting to Rs. 26.68 as aforesaid.	According to Section 31 and 32 in the Standard No. 09, cost of the stocks transferred to the entity through non-exchanging transactions is the fair value existed on the date it was acquired and, the cost of the stocks of special projects which can't be exchanged under normal conditions must be determined using special methods of identification. Accordingly, these stocks had been computed on the special method of identification and, the committee appointed to dispose these unmoving stocks was inactive condition due to the past situations arisen in the country. Therefore, the relevant recommendations must be obtained in

		future through appointing a new committee.
(i)	According to Section 16 in the Standard No. 14 in Sri Lanka Public Sector Accounting Standards, details of the parties linked and, the transactions existed with the parties linked had not been disclosed in the financial statements.	The relevant disclosure had been made in the financial statements under Accounting Standard No. 2.2(iv).
(j)	Client income amounting to Rs. 612.54 Mn. adding a profit margin of 20% to the expenditure spent for the relevant client work had not been identified in the year under review, contrary to the Section 38 in the Standard No. 16 in Sri Lanka Public Sector Accounting Standards.	The contract revenue had been identified to the proportionate completed the contract cost with the profit, as per Section 33 in the Standard No. 16.
(k)	Rs. 147,153 Mn. born for the national roads which were completed in half as at 31 December in the year under review under Alternative Roads Rehabilitation Project to the total length of 100,00 km had been identified as Works in Progress (WIP) and, those roads are written off upon completion them in fully and, the effect occur to the surplus or deficit in the authority due to above reason is settled after receiving the grants from the general treasury to repay the loan obtained for this project which had been disclosed in the notes to the financial statements. Accordingly, writing off as expenses and identification in two periods relevant to that was contrary to the adjustment concept in the accounting.	The amount stated under the works in progress is a cost born for those roads which doesn't belong to the national roads network and, it stays in the in the works in progress account because these roads have not been fully completed and, steps will be taken in future to convey those roads to the relevant parties.
(l)	Although total length of the highways relevant to A and B grades belong to the authority is 12,225 km., only roads to the length of 3,267 km. belong to 285 roads had been capitalized as at 31 December 2022 from year 2018 (year initiated the capitalization of national highways). Accordingly, value of the length of 8958 km. belong to A and B grade roads of the authority had not	Capitalization of the remaining roads due to be commenced in year 2024 by Sri Lanka Road Assets Management System and, expected to complete by 2000 km., 4000 km. and 5500 km. in year 2024, 2025 and 2026 respectively.

	been stated in the statement of financial position.	
(m)	Assets to the value of Rs. 24,331.83 Mn. transferred to the authority by 03 projects which were liquidated in year 2021 and 2022 had been accounted as a grant received in the year under review without recording as a retrospective adjustment and, the Revenue from Non-Exchange Transactions and, fixed assets in the year under review had been overcounted by said value.	Section 42 in the Standard No. 11 describes that assets acquired by Non-Exchange Transactions must be accounted to the fair value exists as at the date acquired them. Part of the cost aforesaid had been accounted in year 2022 based on the information received from the Central Express Way Project II. As assets of all these three projects had been handed over to the authority (in year 2023) as at 31.12.2022 within the year under review, these assets had been accounted as the assets received within the year under review.
(o)	11 Computer information systems to the cost of Rs. 100.5 Mn. which are using since year 2015 by the authority for road maintenance and other operations had not been accounted as assets.	This information system is a sub-system implemented within Sri Lanka Road Asset Management System and, Rs. 95.8 Mn. relevant to information systems out of the value aforesaid had been accounted in year 2024.
(p)	Rs. 101,285.66 Mn. of Government Capital Grant in the nature of capital, received within the year under review had been accounted as Recurrent Grant. Capital Grant had been under-enumerated and, Recurrent Reserves had been overcounted due to above reason.	Only grants that could be identified as capital nature received directly through the funds released by the general treasury had been accounted as the grants of capital nature. The grants that can't be identified as aforesaid had been accounted as a part of the grant or the grants of recurrent nature as recurrent nature grants. However, steps will be taken to review the grants duly and make necessary corrections.
(q)	According to the schedules submitted by the authority and, the document of releasing imprest of the line ministry, there was a variance of Rs. 15,829.43 in the value of the government grant relevant to 04 items.	Reason for the variance of weak bridges is, the VAT amount of Rs. 300,000/= given by the bonds had been accounted as an amount received in the year. Reason for the variance of Rs. 10,423/= of Garagoda bridge is, it was transferred to another vote on the approval granted by the Ministry of Highways.

		Reason for the variance in the Road Maintenance Fund is, Rs. 354,855,726.00 granted by the bonds was accounted as a receipt in the year 2023. Reason for the variance of settlement of gap financing is, Rs. 39,956,935,393.31 granted by the bonds was recorded as a receipt in the year. Funds received to this vote had been accounted under capital receipts and, this computation had been done disregarding that. However, total of the receipts within the year under the vote of settlement of the gap financing is Rs. 93,552,570,739.31
(r)	Penalty interest amounting to Rs. 9.42 Mn. relevant to the year under review had been paid for the domestic loans obtained by the authority from Bank of Ceylon and National Savings Bank and, Rs. 5.97 Mn. included in the value aforesaid had not been adjusted as the expenses relevant to the year under review. Accordingly, surplus in the year under review had been over calculated and, the interest expense payable had been miscalculated.	Allocation or disclosure for the interest didn't make because attempt to remove the penalty interest aforesaid was taken having discussions with the relevant banks. Finally, the penalty interest aforesaid had to pay according to the agreements entered into with those banks. The amount of penalty interest paid is, quantitatively 0.01% of the total amount of interest.
(s)	Rs. 147,153 Mn. spent as at 31 December 2023 (in years 2020, 2021, 2022 and 2023) to rehabilitate the roads which are not under the Road Development Authority including Rs. 3,810 Mn. spend to rehabilitate, repair and develop 6426 km. under Maganeguma Rural Roads Development Programme had been recorded under works in progress.	This accounting policy will be reviewed in future and made necessary adjustments. Funds received annually from the general treasury for the project of 100,000 km. also includes in the works in progress cost of Rs. 147,153 Mn.
(t)	Assets to the total value of Rs. 22,587 Mn. transferred to the authority by 09 projects implemented by miscellaneous local / foreign financial aids in year 2020, 2021, 2022 and in the year under review had not been accounted	The project relevant to Rs. 7,226.72 Mn. was a project carried out by the Road Development Authority and, that information had been accounted in the monthly account reports of year 2024. Assets to the value of Rs. 2.76 Mn. and Rs. 2.66 Mn. relevant to two projects had been accounted in the accounts of April 2024 according to Section 07 in

		the Standard No. 27. Steps will be taken in future to account the value of the remaining projects.
(u)	Steps had not been taken to capitalize the value of the other assets amounting to Rs. 220.36 Mn. relevant to New Kelani Bridge project, under the relevant asset group.	Other assets to the value of Rs. 220.36 Mn. had been accounted in the authority's accounts in April 2024, under Section 27 in the Standard No. 07.
(v)	Due to non-receipt of the details relevant to pre-work advances amounting to Rs. 41,691.68 Mn. for the audit, those values couldn't verify.	Steps will be taken obtain that information from relevant division and submit.
(w)	Although it had been disclosed in the financial statements of the authority that the authority claims 99% of the direct controlling ownership in Maganeguma Emulsion Company, the share certificates for that didn't submitted to the audit so that the relevant entitlement couldn't confirm.	This company is in the process of liquidating and, necessary steps to solve the issue relevant to the ownership are taken.
(x)	When widening and developing the roads, 7% annual interest must be paid to those persons who are entitle for the compensation, from the date of the Gazette Notification No. 38(a) relating to the lands acquired issued, up to the date of the first compensation relevant to the compensation is paid. But it was observed that compensation and interest only relating to those vouchers submitted to the Land Division in the authority to obtain compensation and interest are identified. Accordingly, the total statutory compensation, and the interest relevant to that payable as at 31 December 2022 had not been identified and accounted by the authority.	The statutory compensation is accounted as and when the valued amount for the relevant land from the Divisional Secretary is received.
(y)	Canteen building at a cost of Rs. 13.55 Mn. constructed together with Thelangapatha Police buildings relevant to Colombo – Katunayake express way had not been accounted.	The revaluated amount of the relevant building has already been accounted in April 2024 and updated the asset registers.
(z)	As the dates of purchased / transferred to the authority the Buildings, machineries, computers and furniture to the value of Rs. 3,424.45 Mn. included in the asset registers submitted to the	<u>Machineries RDA</u> Although dates of the machineries to the value of Rs. 1,038,313,143 had not been mentioned, all those machineries had been fully depreciated even at the

	audit had not been mentioned, the audit couldn't confirm the accuracy of the depreciation values entered in the financial statements of the year under review.	beginning of year 2023 and, its net value had been mentioned as One Rupee. No effect to the depreciated values in the year under review had been occurred and, due to be revaluated them through inspecting their present status. <u>Machinery Projects</u> Machineries to the value of Rs. 199,074,571 had been revalued in November 2023 under Journal Entry No. 371/ J11 and, allocation of depreciations relevant to 31 days had been made by Journal Entry No. 0964/J12 in December 2023 for above. The date of machineries revaluated under project classification was 30.11.2023 and, recorded the date of acquired as the same date and, corrected. Although undated values mentioned in the buildings register don't compare with values mentioned in the report, the net value of the undated items in all registers relevant to other assets which had been fully depreciated as at year 2023 had been mentioned as One Rupee. Therefore, no effect had been occurred to the depreciated values in the year.
(aa)	Although depreciated value relevant to the Central Express Way Project – II in the year under review must be Rs. 1,371.02 Mn., it had been accounted as Rs. 1,660.14 so that the profit in the year under review had been under-enumerated by Rs. 289.12 Mn.	When making additions since January in the year under review, the depreciated value which must be computed only for the additions had been depreciated and accounted to the total value, by oversight. Therefore, depreciations of three months for the opening balance had been recorded in excess in the accounts and, it had been rectified in April 2024.
(ab)	08 Asset registers for the assets to the value of Rs. 525.01 Mn. included in the financial statements which were transferred to the authority when liquidating the Department of	Assets under HW classification don't fall under the Express Ways Assets which were the assets transferred to the authority when liquidating the Department of Highways. Details relevant to the assets which were

	Highways had not been submitted to the audit.	handed over about 40 years (except buildings) are not available in the authority. As net value of these assets is zero, no depreciation calculation relevant to the year had been carried out. However, the process of valuating all buildings via the Department of Valuation is presently being carried out by the authority so that values of those buildings that valuation reports received had been updated in the relevant building registers.
(ad)	According to Section 72 in Standard No. 07 in Sri Lanka Public Sector Accounting Standards, although lands must be accounted separately, lands to the cost of Rs. 49,214.5 Mn. which had been transferred to the authority by the Express Ways Projects as at 31 December in the year under review had been accounted under Highways without identifying as a separate asset.	According to Section 19 in Standard No. 07, the highways had been accounted under the asset of providing infrastructure facilities. Lands of those assets exists as a part of the Express Ways Network so that they had not been identified as a separate asset. Further, values of these lands had been separated and indicated in the Accounting Standard No. 2.3 (iii) and, no depreciations make for the value aforesaid.
(ad)	Deferred assets to the value of Rs. 172.65 Mn. existed as at the last date of the year under review had been stated under the debtors' value. Therefore, the debtors' value had been overcalculated by said amount due to above reason and, the deferred assets had been under-enumerated by same amount.	Steps will be taken to state the deferred assets under current assets as a separate item.
(ae)	As debtor balance stated in the financial statements submitted for the year under review by the authority was Rs. 45,615.18 and, total of the debtor balances included in the schedules submitted for the audit was Rs. 48,563.77 Mn., there was a variance of Rs. 2,948.59 Mn. between relevant balances due to above reason.	Values in our schedules are correct and, the values stated in the schedules in Annexure 07 must be corrected as follows. Schedule 18 - 22,877,891.47 Schedule 19A - Had been recorded twice and 17,518,152.93 is incorrect. Schedule 20 A - 5,115,020.33 Schedule 21 - 23,631,813.47 Schedule 22 A-D - 3,140,421.87 Schedule 24A-O – 48,927,904.59 Schedule 31 – 1,031,525.50 Schedule 46E – 13,959,080.34

(af)	Combined financial statements relevant to the group, amalgamating the financial statements of the associated companies of the authority had not been prepared by the authority.	All associated companies due to be liquidated by now and, reasons for inability of preparing the combined financial statements have been stated under the Accounting Standard No. 2.2
(ag)	Assets that must be entered in the inventories and exchanged among the projects which are purchased for the requirement of those projects implemented on the foreign loans and local commercial bank loans and, value of 17,883 asset units had not been computed and stated in the financial statements because up to date recording method had not been arranged by the authority when those assets are purchased and exchanged.	Assets of the relevant projects are handed over to the Road Development Authority after completing those projects and, steps will be taken to update the relevant assets in the asset register of the authority, as per the Circular No. 216 and 250 issued relating to hand over the project assets.
(ah)	Due to an error occurred when discounting the future service period which is used to compute the Post-Employment Benefits, the gratuity expenditure relating to the authority had been recorded in deficit by Rs. 344.4 Mn. and, the gratuity expenditure relevant to the Express Ways Operation and Management Division had been recorded in excess by Rs. 35.05 Mn. Due to above reason, the gratuity expenditure relevant to the year under review had been miscalculated by Rs. 309.43 Mn. and, the surplus of the year under review had been over calculated by same amount.	Rectification of the error occurred when discounting the future service period was done by the Journal Entry No. 079/J04 of April 2024.
(ai)	Despite Rs. 383.98 Mn. had been recorded under the value of the works in progress relating to expanding and improvement of 04 roads and 01 bridge belong to the authority, the development expenses amounting to Rs. 147.16 Mn. born in the year under review for said roads and the bridge had been recorded in the statement of financial performance as expenditure in the year. Due to above reason, the profit in the year under review and, the value of the works in progress had been under-enumerated by same amount.	These expenses were the payments made to purchase the Pre-mix purchasing and steps will be taken to find out the details of those roads and record them under the works in progress value.

(aj)	Rs. 168.14 Mn. and Rs. 269.21 Mn. had been debited and credited respectively by journal entries to the development account of roads expanding improving within the year under review and, source documents describing the values and reasons to state the relevant expenses under this account were not revealed to the audit.	Adjustment of the variance between quarterly pre-mix purchasing and pre-mix productions with the relevant vote had been done by this.
(ak)	Expense of acquiring lands which was capitalized under the express ways stated in the financial statements as at 31 December 2022 was Rs. 49,212.91 and, the said expense was Rs. 32,368.75 Mn. according to the information maintained by the Land Division. Accordingly, there was a variance of Rs. 16,844.16 Mn. between the financial statements and, the information maintained by the Land Division.	Steps will be taken to update the information of the relevant express ways, in the information system maintained by the Land Division.

2. Report on other legal and regulatory requirements.

2.1 Special provisions relating to the following requirements contain in the National Audit Act No. 19 of 2018.

2.2 Nothing was brought to my attention to make the following statements based on the measures followed, evidences obtained and, within restriction to the quantitative matters.

Paragraph No.	Audit Paragraph		Answer and steps taken to rectify
	Reference to the rules / directives	Description	
	Financial Regulations of the Democratic Socialist Republic of Sri Lanka		
	Regulation No. 104	According to the information submitted to the audit, only 03 preliminary investigations relating to the losses incurred to the authority out of 135 vehicle accidents occurred within the year under review had been conducted and, steps to compute the losses incurred	Steps will be taken to issue a circular to make aware of all divisions with regard to the measures and the procedure that must followed up when and accident occurred. Steps will also be taken with immediate effect to initiate the investigations about

		and, identify the parties responsible for that had not been taken.	vehicle accidents and, compute the loss incurred and identify the parties responsible for that.
		02 Cabs given to the Manga Neguma Road Development and Machinery Company by the authority had been fully damaged by an accident and, steps had not been taken to assess the extent of the loss & damage and, identify the persons responsible, in terms of the financial regulations.	Insurance claim of Rs. 27.5 Mn. had been received for these vehicles which were fully damaged and, investigations to identify the persons responsible for the relevant loss & damage have been initiated.
(b)	Section 2.6 in the Finance Circular No. 08/2019 dated 17 December 2019.	Although it had been stated that procurements carried out under market price comparison method after 01 January 2020 must be done via e-GP Portal, the e-procurement method aforesaid had not been followed up by the authority.	Steps will be taken in future to carry on the procurements under market price comparison, via the e-procurement method.
(c)	Section 07 and 08 in the Guideline of Transferring the Crown Lands dated 01 January 2020, issued by the Presidential Secretariat.	Although rental must be revised once in 05 years as per the conditions contained in the agreement, 04 Nos. of allotments of lands in Welipenna service area of Southern Express Way had been rented out in year 2013 and 2014 for 02 private companies to continue canteens and fuel filling stations for a period of 30 years and 99 years on annual rental of Rs. 10,000 via 03 agreements, contrary to the condition aforesaid.	Lot No. 01 & 09 and, Lot No. 04 & 06 had been rented out for 30 years and 99 years respectively on the annual nominal rental of Rs. 10,000 which is the valuation sum obtained from the Department of Valuation, based on the Cabinet Decision No. 13/1706/505/022-1/TBR dated 23.12.2013 and, the relevant monies for that had been obtained at once viz Rs. 21,800,000 from Sri Lanka Insurance Resort Spas (Pvt) Limited on 13.02.2013 and, Rs. 2,924,905 from Canovin Hotel and Spas (Pvt) Ltd. on 29.01.2014.
(d)	Public Enterprises Circular No. 02/2003 dated 14 March 2023	Although 06 percent of the annual budget estimate must be waived off, the estimate	Budget estimates of year 2023 had been revised by the Re-Revised Budget

		for communications, utilities and other expenditures except Express Ways was Rs. 113 Mn. and, a total amounting to Rs. 142.75 Mn. had been spent in year 2023 even exceeding the original estimate. Accordingly, it was observed that steps had not been taken by the authority to restrict the expenditures relevant to the 02 categories of expenditures aforesaid.	and, it must be changed as follows. Supplies and Consumables Used – Rs. Mn. 175.00 Travelling & Transport – Rs. Mn. 125.00 Fuel, Lubricants & Others – Rs. Mn. 350.00 Budget relevant to year 2023 is prepared in July 2022 and, the budget had been prepared considering the price escalation of materials and fuel prevailed in the country. But those amounts had been revised when preparing the Re-Revised Budget for year 2023, based on the variation of materials and fuel prices. As well as, there was a control in the actual expenditures through taking necessary measures to control the overhead expenses, adhering to the circulars issued in relation to controlling of the overhead expenses.
(f)	Management Services Circulars		
(i)	Paragraph 04, Annexure II of Circular No. 30 dated 22 September 2006	Without implementing the staff restructuring recommendations submitted by the department, subject to prepare a recruitment and promotion procedure according to the terms and guidelines of said department, an additional amount of Rs. 437.89 Mn. had been paid for salaries as at 31 December 2023 for 114	A cabinet paper through the ministry had been referred to the cabinet to solve this issue exists in this salary scale and, approval for that had not been received yet. This issue will be solved when obtaining promotions due to be entitled for the officers

		officers whom had been recruited by the authority placing them on HM salary scale instead of placing on MM 1-3 salary scale which had been approved by the Department of Management Services.	who obtain salaries in this salary code, on the approval granted by the Department of Management Services.
(ii)	Circular No. 28 (II) dated 01 August 2006	Rs. 309.7 Mn. had been paid within year 2023 by the authority for salaries for 857 officers whom had been recruited exceeding the number of employees approved by the Department of Management Services	11,380 Employees had been recruited from time to time since year 2009 to 2023 and, the amended staff approved on 18 May 2023 was 9,602. This surplus of employees had been arisen due to above reason.
(iii)	Circular No. 39 dated 26 May 2009	Although approval from the Department of Management Services and, Salary and Cadre Commission must be obtained, if officers are paid any allowance in addition to an approved salary, a professional allowance and authority allowance for the officers the authority had been paid only based on the Board approval No. 1698/2016 dated 28 March 2016, contrary to above. Accordingly, Rs. 736.46 Mn. since 2016 to 2023 including Rs. 110.59 Mn. for professional fees for 382 employees had been paid within the year under review and, Rs. 5,232.61 Mn. since 2019 to 2023 including Rs. 1,042.61 Mn. for "Road Development Authority Allowance" for 6,794 employees had been paid within the year under review.	A professional allowance for those officers who hold the executive posts whom had been obtained the associate membership in a recognized chartered professional institute relating to each profession, is paid by the authority. Road Development Allowance is an allowance approved by the general treasury when entering the authority into the collective agreement and, as it has mentioned in the gazette of clearing off from the collective agreement that the relevant privileges remain unchanged when clearing off from the authority, the said allowance had been paid to all employees.
(g)	Section 8.10.1 and 8.11.4 in the National	Information relating to contracts awarded by the authority had not been	Although such information had been published in the website

	Procurement Guidelines 2006	published in the authority's website or other appropriate media and, a data source relating to the suppliers who defaulted contracts had not been maintained.	within past period, there is a draw back presently. Therefore, steps will be taken in future to publish such information in the website and implement accordingly.
(h)	Guidelines for the government owned enterprises dated 16 November 2021		
	Section 3.2,	Although Board approval and, approval of the Department of Management Services together with the approval from the line ministry must be obtained for the Scheme of Recruitment and Promotion, approval for a Scheme Recruitment and Promotion covering all employees in the authority had not been obtained.	Approval of the Department of Management Services for other salary groups had been received except following salary groups. 1. MM 1 – 3 Group – Engineering 2. JM 1 – 1 Group – Technical Services Group 3. MA Salary Group
	Section 3.3,	In the strategic plan prepared by the authority, the employee requirement of each division of the organization (Divisions of the SOE) should have been indicated in the form of a human resource plan (Human Resource Plan), but no employee requirement was prepared for such divisions.	After the recruitment process is approved, this HR plan will be updated.
	Section 3.5,	Although it is stated that an employee of a public enterprise should not be released to a ministry or any other institution without the approval of the cabinet and no payment should be made in relation to the release period, 07 employees were released to the Ministry of Highways without the approval of the cabinet during the year under review	On the request of the Ministry and the Honorable Minister's Press Secretary on the basis of service requirements, the relevant employees have been assigned to the Ministry of Highways and the Ministry of State and as they are officers/employees recruited by the Authority,

		as wages, overtime and composite allowances of Rs. 4,384,439 had been paid.	they have been paid their salary, overtime and travel expenses by the Authority.
(i)	Cabinet decision No. APA/23/0738/607/051 dated May 16, 2023.	Currently, the authority should work to hand over the roads whose construction work has been completed to the relevant institutions, but the authority has not prepared such an arrangement.	As the construction work of all the roads not belonging to the Road Development Authority has not been completed, the handover to the relevant agencies will be done in the future.
(j)	General Recommendation No. 13 of the Public Expenditure Review Committee (PERC) for the Ministry of Transport and Highways as per Cabinet Resolution No. 23/0256/604/030 dated February 06, 2023	Under the authority, an integrated central database containing all types of traffic-related data should be established and provided access to any government agency related to traffic-related data required for development purposes, but it was not done accordingly	Necessary steps will be taken for that.

2.2.3 As per the requirement mentioned in Section 12(g) of the National Audit Act No. 19 of 2018, apart from the following observations, the authority's powers, duties and functions have not been acted upon.

Paragraph No.	Audit Section		Answer and steps taken to rectify
	Powers and functions	Observations	
(a)	Road Act No. 40 of 2008		
i.	Section 6(1)	Although the "Road System Development Advisory Council" was set up to prepare an advanced road system policy, develop strategy, take measures regarding road research and road safety, and advise the Minister to work on road plans referred by the authority, no meeting was	As members of the District Road System Coordinating Committee shall be designated as public representatives to represent the relevant local government bodies and provincial councils, steps will be taken to establish the District Road System Coordinating Committees mentioned here after electing

		held. had not been held during the year under review.	suitable public representatives for those institutions.
ii.	Section 7(3)	The District Road System Development Coordinating Committees should prepare an "Action Plan for Integrated Road System Development and Maintenance" that specifies the road development projects of the district for each district, but without doing so, the authority submitted the estimated cost of Rs. 186.51 billion to the State Expenditure Review Committee for five years. (2023 – 2027) only a maintenance plan was submitted. Accordingly, the selection of roads for maintenance work was not done properly.	The parts of the national road system that need to be renovated and improved during the next 10 years have been identified on a scientific basis. Accordingly, five-year (2023-2027) maintenance plan has been prepared by selecting national highways with high priority to be maintained/renovated.
(b)	Cabinet Decision No: AMA/05/1711/01 6/110 dated November 03, 2005	By the end of the year under review, the Council of Ministers had decided to establish a trust fund for road maintenance.	Currently, the Draft Amended Outline of the Road Maintenance Levy on Revenue Licenses has been submitted to the Department of Public Financial Policy of the Ministry of Finance for necessary further work.

2.2.4 That the authority's resources have been procured and used in accordance with the relevant rules in a frugal, efficient and effective manner with the exception of the following observations as per the requirement mentioned in Section 12(h) of the National Audit Act No. 19 of 2018.

Paragraph No.	Audit Paragraph	Answer and steps taken to rectify
(a)	19.49 million rupees for 16 officers in the year 2020 and Rs.19.49 million for 15 officers in the year 2021, contrary to the limits indicated in the supplement No. 32 issued on March 15, 2017 (Supplement - 32) for the procurement guidelines code of the year 2006. It was observed that Rs. 24.38 million of the	Road km. 100,000 project was started in 2020 as a five-year fast-track project and the number of roads expected to be started in one year was very high. Accordingly, the procurement related to this project was carried out through 02 Technology Evaluation Committees. Accordingly, for part of the procurement

	total value of Rs. 4.49 million had been paid as allowances and by the end of the year under review, the amount to be collected was Rs. 6.14 million.	activities carried out by those officials in 2020 and 2021, Rs. An amount of 24,381,515/= had been paid and the amount had exceeded three months' salary in some quarters, but at present no payment is made to the subordinate officers (Procurement Committee and Technical Evaluation Committee members) beyond the maximum limit that can be paid in a quarter, and currently remains to be recovered. The amount available is Rs. 1.01 million and by the end of August 2024, efforts are underway to recover the amount.
(b)	Road Km contrary to Section 8.9.3 of the Procurement Guidelines Code. 100,000 under the project had been signed by the Director General of the Contract Agreement Authority.	Subject to the approval obtained by the Board of Directors of the Road Development Authority, the contract value is Rs. 250 million contract by the Director General of the Road Development Authority, the contract value of Rs. Contracts and agreements up to 50 million have also been signed by provincial directors.
(c)	At the end of the reviewed year, the client deposit balance for the performance of the contract work was Rs. 3,119.15 million, of which the balance related to 150 unfulfilled contracts exceeding 05 years was Rs. 883.98 million and 3-5 years The balance related to 449 unfulfilled contracts was Rs. 1436.65 million. Delays in the exchange of contract-related information with provincial offices and weaknesses in follow-up had contributed to this situation.	The covid epidemic situation in the country and the economic crisis as well as the shortage of market raw materials had directly affected this. However, instructions have been given to complete the client works that have not been completed so far and to speed up the revenue recognition related to the projects that have been completed.
(d)	Depending on the nature of procurement, district to district without preparing contract estimates respectively km. 50 and Km. 02 engineering estimates of Rs.6.33 million and Rs.12.66 million related to the 100 limit were prepared and used for procurement evaluations in all districts, and HSR rates were not prepared to prepare the related estimates.	There is no information in the HSR to prepare engineering estimates for the items for which the prices have been called for the necessary survey work related to the said project, and based on the experience gained to get a rough understanding, one engineering estimate for all the districts is Km. 50 and Km. 100 is arranged for. But it was observed that the estimate also has a low value compared to the data of the metrology

		department. Also, most of these roads are rural roads and these roads are scattered all over the district. Therefore, extra money is spent on the location of those road surveying works for the contracting companies. Similarly, when setting up GPS Points, the amount varies according to the size of the road and the location of the road. Therefore, the engineering estimate value varies from road to road and making an accurate engineering estimate is impractical. Therefore, the price submissions of the contracting companies have not been compared with the engineering estimate.
(e)	Rs.36,529.63 million for Central Expressway Project 01 and 03 sections, and Rs.3250 million for Ruwanpura Expressway Project, out of the amount of Rs.41,962 million accounted for at the end of the year under review as advance for the commencement of work up to 31 December 2022 It is observed in the audit that Rs. 41,831.56 million which is not collected should be deducted from the bills after completion of the construction works, otherwise actions should be taken to recover the amount due to the authority, and according to the procurement guidelines code (Supplement) 29 Due to non-renewal of advance securities, there was uncertainty regarding the recovery of this amount.	The advance for the commencement of work for the Ruwanpura Expressway project is to be settled by the final bill of the project and due to the lack of provision to settle the bill so far this year, it is not possible to recover the money. For Central Expressway Projects 1 and 3, out of advance of commencement of work, Rs. 1,359.86 million have been recovered and the remaining amount is expected to be recovered during this year.
(f)	100,000 km road project.	
(i)	Contrary to Article 117.2 of the Standard Specification for construction and maintenance of Roads and Bridges, road km. 100,000 total km offered for construction under the project. 17,847 km. Contracts were awarded for Longitudinal & Cross Section Survey only for 5,880 and the physical progress of those survey works was only 57 percent. It was observed that those nine did not comply with the CIDA guidelines.	Km 100,000 The total distance offered so far in the project is Km. 17,847 and those road packages under 50 million, packages between 50-250 million, work order packages under 50 million under road construction, work orders between 50-250 million under road construction, direct labor labor under several methods. The grant has been made. Compared to the annual target of road construction, the number of road kilometers is very high, compared to the capacity of qualified

		surveying contractors, contract packages below 50 million, packages submitted to the Road Authority and roads constructed under direct labor. Only surveying has been done from contract companies and other projects have been awarded to contract companies with more capacity, so surveys have been taken through those companies. Likewise, priority was given in obtaining road surveys to those roads where contracts have been awarded and work has been decided to commence. Due to the economic crisis in the country, surveying of the roads that had not started construction was not done. But before starting the construction work, the initial surveying of all the roads was done through surveying contract companies selected for the respective district. As mentioned above, survey data is not used in making road estimates, and estimates were made based on rural road engineering decisions. But when construction related problems arose during construction, such as construction of winding places, this data was utilized.
(ii)	Road km. 100,000 under the project of Rs. 4,433.4 million incurred by the Western Province Project Office, the cost incurred according to each route, the bills of the contract packages prepared by combining several routes without keeping separate records of what materials and services were purchased, have been accounted for. Due to this, it was not possible to verify whether the related expenses are true and fair by comparing the cost in that value with the contract work done, and it was observed that it would not be possible to correctly record the cost when reassigning the roads to the local agencies that administer the roads that are not the authority.	100,000 km in project packages offered under the project Rs. Packages below 50 million, packages between 50-250 million, packages above 250 million were implemented and some projects were also implemented under direct labor system. The costs of the roads included in the relevant contract package have been identified separately and have been accounted for as packages during accounting. Also, when the roads are handed over to local agencies, the related costs have been accounted for.

(iii)	Road km. 100,000 roads selected for development under the project and later stopped in the middle have been approved by Cabinet Decision No. 23/0127/608/010 dated January 30, 2023, but new roads with an estimated cost of Rs. 2,891.24 million .m. The choice to develop 212.30 under non-roadworthy roads was disputed during the audit.	No. 23/0738/608/051 and the approval of the Council of Ministers dated 08.05.2023, instructions have been given to carry out maintenance to make the roads suitable for traffic until the roads not belonging to the Road Development Authority are handed over to the relevant institutions. km 100,000 km of roads by the time the project is advised to be stopped. Development works of 11,500 were being implemented under different levels of physical progress. This km. A large percentage of the 11,500 miles belonged to the Road Development Authority (Non RDA) category. This road network (11,500 km) is relatively large in length and interconnected in one area. Due to that connection, most of the roads have been chosen to be made suitable for road traffic (Motorable Condition) and some related road sections (belonging to the 100,000 km project) are not in a suitable condition for traffic, and the need for development arises. The passage of large machinery used for road development through those roads and the environmental and social impact should also be taken into account here. That is, the purpose of this is to make these roads more convenient and efficient. Also, the objectives are to develop the roads that do not belong to the Road Development Authority to a condition suitable for traffic before handing them over to the relevant local authorities. Therefore, the roads that have not been completed in this way were selected for reconstruction works according to the plans on the basis of priority.
(iv)	According to the supplementary 39 issued to the 5.3.5 guideline of the Government Procurement Guidelines by the Cabinet Memoranda dated January 14, 2020 and November 26, 2020 prepared by the Secretary of the Ministry of Highways, the contract	km The 100,000 project is a project included in the Vision of Prosperity Manifesto, which specifically aimed to develop rural roads and revive the construction sector, which had collapsed at that time, thereby creating a large number of direct and indirect jobs. Here

	value limits that can be offered to contractors are from a minimum of Rs.75 million to a maximum of Rs.million. Requests had been made to raise it up to 300 in an unusual range and Cabinet approvals had also been obtained for that. However, the Ministry had not sought the approval of CIDA before submitting the Cabinet Memorandum to change the CIDA grade and contract award value to be offered to the contractors.	km. 100,000 road project was instructed to prepare plans to complete it within a short period of 5 years, as at that time the capacity of CIDA registered contractors was found to be insufficient to complete the project within the stipulated time frame. Furthermore, this project was expected to provide small-scale contractors with the necessary experience in road construction and thereby increase the competitiveness of the road construction industry in the future. Therefore, in order to achieve the targeted objective of this project, approval was given through a Cabinet Memorandum to increase the capacity of contractors and the contract value limits for this project only. The observations of the Ministry of Urban Development, Water Supply and Housing Facilities have been obtained while giving the Cabinet approval, and since CIDA is an established institution under the Ministry of Urban Development, Water Supply and Housing Facilities, the awareness of CIDA is confirmed.
(v)	According to Section 3.5(e) of the Cabinet Memorandum dated 14 January 2020, ninety road km. 100,000, it had been mentioned that payment for all road works contracts under the project would be made on Milestone Delivery Model based on Milestone Payments. This payment method is a method used for projects with more technical requirements (Turnkey) and is not generally used for road construction where estimates can be prepared. Furthermore, according to clause 4.1 of the Standard Bidding Document Procurement of work Design and Build contracts (CIDA/SBD/04), the creation, execution and completion of a contract under this method should be done by the contractor, but the design for this project Not applicable was mentioned. Accordingly, this method was not fully	Lump Sum Pay Method and Measure and Pay Method are accepted contract awarding methods. Here, the method of awarding the contract, the complexity of the project and the scope of the project, the environmental condition of the areas where the project will be implemented, the risks that may occur during the implementation of the project, the procurement process period, the provision for the project. The decision is made by a team with technical knowledge, taking into account the fact that the ability to provide, the time limit for the completion of those projects. km 100,000 project under the Lump Sum method, it was decided considering the above matters. The advantages and disadvantages of each method can be seen in these contract awarding methods and the contract method is decided by

	followed. Furthermore, although contracts were awarded under this system, the Measure and Pay method had to be followed in deciding the payment of the suspended contracts.	considering the most practical method for the project. Here, it is not an appropriate method to determine the pros and cons of a Lump Sum project by considering only the measurement method as each item or separately. km 100,000 project is a fast-track project of 05 years. Financial administration is easier through the Lump Sum method and all increments related to the works observed at the work site shall be made by the contractor. And since this project is a large-scale project, it will take a lot of time to complete all the project surveys and payments. Also, the contractor has to bear the risk and responsibility in the projects through lump sum payment method. The project was implemented according to the Standard Bidding Document Procurement of Work Design and Build (CIDA/SBD/04) and was implemented as a project carried out only by local contractors based on treasury funds, so the design related to rural roads of less width was the responsibility of the contracting company. Therefore, the risk to be borne by the Road Development Authority has been greatly reduced. These projects are projects implemented by Lump Sum method and the method followed is to give only the engineering estimate value to the contractors and get a competitive discount for it. Since the value for each item is not given to the contracting company, in determining the minimum cost to build the road, the contracting company takes into account the practical conditions at the construction site and gives a discount for the engineering estimate value. And since this project could not be completed due to the financial and other crises and disasters that affected globally during that period, it was decided to reduce the remaining road sections and complete a basic scope. Payments were made on a

		pro rata basis under the Lump Sum method for work completed. After reducing the scope, the remaining works were carried out by following the direct labor method under the measure & pay method.
(vi)	Road km. 100,000 project, the engineering estimate related to the contract packages was presented to the bidder and the method of giving maximum discount was followed. Accordingly, the amount of discount given by the respective bidders for the selected 24 contract packages ranged from 0.19 percent to 13.56 percent. As of December 31, 2023, the estimated value of the contracts headed by 09 provinces had been overestimated by Rs. 3,484 million due to the incorrect preparation of engineering estimates. Accordingly, it was observed that if the selection of contractors was done through quotations without publicizing the relevant engineering estimate, the firm would have been able to obtain a more advantageous position than the benefit of the discount.	km 100,000 projects under the Lump Sum method was carried out by a team with technical knowledge in that regard. The relevant provincial directors have been informed to re-analyze the estimates according to the agreements reached in the discussion held at the Ministry of Highways on 29.03.2021. However, the contracting companies expressed their opposition in this regard in a written statement and informed that they do not agree to the revisions of the contracted amount as they have obtained the project by giving a competitive discount for the engineering estimate. Also, it was further emphasized that steps will be taken under the conditions mentioned in the contract agreement for the prejudice caused by this. These projects are projects implemented by Lump Sum method and the method followed is to give only the engineering estimate value to the contractors and get a competitive discount for it. Since the value for each item is not given to the contracting company, after comparing the minimum cost of constructing the road with the total estimated amount, the contracting company gives discount money to the project. Accordingly, for the contracts awarded under the categories of 50 million and 250 million, an amount of Rs. 7,200 million has been reduced as discount from the engineering estimate and the contract has been awarded as a discount based on the engineering estimate, so the change Contractors may resort to additional payments (Contractual Claims) and if so, the amount to be paid by the contractors will increase proportionately.

		Accordingly, there has been no overestimation or loss to the government due to the award of the contract as a discount on the engineering estimate.
(vii)	Road km. 100,000 had been released to the contractors on two occasions worth Rs.40,651.55 million for the services rendered by the project. At the time of releasing the bonds, the value (obligations) to be paid by the project to an external party was not calculated correctly. As a result, the interest and discounted face value paid by the government for the treasury bills related to the amount of Rs.121.17 million issued to 09 contractors in 11 cases was a loss to the government.	Due to the economic crisis in the country at that time, it was not possible to provide the necessary remittances from the Treasury Operations Department to the Ministry of Highways, which was the most appropriate method to settle the bill value that had to be paid to the contractors. Accordingly, the instructions given by the Treasury Operations Department regarding the issuance of Treasury Bonds for the bill values of the contractors have been approved by the Ministry of Highways. 100,000 was released to the Project Office on 20.12.2022. Accordingly, the directors were instructed to obtain written consent from the qualified contractors and to file the bills to be paid to the contractors who agreed to receive treasury bonds from the provincial offices and provide them to the Ministry of Highways before 23.12.2022. In a very short period of time, relevant information was provided to the ministry for 34 qualified contractors (regarding the issuance of the first treasury bonds) and the relevant treasury bonds were issued by 31.12.2022. In this case, after issuing bonds related to the payment value related to the contractors' billing information, several bills sent from the provincial offices were revised and accordingly, the amount due for the difference was recovered at that time.
(viii)	According to the decision of the Cabinet of Ministers No.: AMP/20/0142/221/005 dated February 13, 2020, as stated in paragraph 3.1 of the Cabinet Memorandum No. 2020/01 dated January 14, 2020, road km. According to the order of points to be given in the selection of roads under the	The Cabinet approval dated 2020.02.13 No.: AMA/20/0142/221/005 states that the scoring system should be followed in the selection of the roads of the project and priority should be given to the roads with a score of more than 40. Accordingly, km. 100,000 during the implementation of the project, the

	100000 project, it was recommended to select the roads that exceed the limit of 40 points to be selected in the first stage, but the Western Provincial Project Office has decided to give such points in the selection of the roads constructed at a cost of Rs.1826 million. No methodology had been followed and apart from the project objective, school internal roads and outdoor places, parks, churches, temples, housing complexes, police stations and army camps, public places and internal roads belonging to those institutions had been developed.	method of awarding points was implemented to select the roads of the project. Accordingly, by giving priority to the roads that have more than 40 points by the scoring system, the procurement process was done through the Ministry Procurement Committee and the contract was offered, and the essential and economically and socially important roads below 40 points were developed under direct labor. was done The 100,000 km project is a project that was started with the aim of developing 100,000 km of roads and with the expansion of the project, the project received requests from the general community, community organizations, people around the roads, the administration of local cities and provincial councils and members of parliament. . Discussions were held in the District Coordinating Committees regarding the essential development work to be done for the public places which are extremely important to the people of the area. According to the agreements made there, some road development proposals were submitted by the provincial representatives to the Ministry.
(ix)	According to the financial authorization letter issued by the Authority's Director Finance dated October 07, 2008, the check signing financial limit for the Director of this project was Rs.10 million. But during the sample inspection conducted, during the period from January 2023 to May 31, 2023, payments of Rs. 1,572.31 million had been made in relation to 95 contract bills and 250 checks with a value of less than Rs. 10 million were issued to pay the total amount. had Accordingly, checks were signed in smaller amounts so as not to exceed the mandate of the Project Director.	After the arrears are released from the treasury, these arrears must be paid off quickly within the limited period given by them. But in relation to payments exceeding 10 million, checks must be sent to the head office where there are officers belonging to that financial limit to be signed, and due to this, a lot of time has to be spent to get signatures for those checks. To avoid this delay, checks of less than Rs.10 million were issued in some cases. Such practical problems had to be faced as the limits given by the basic devolution circular issued in 2008 were not increased. However, as per the authorization powers issued from 01.01.2024, the first signature limit has been increased from Rs.10 million to

		Rs.50 million. Accordingly, since the said circular is currently in force, the amount to be paid can be divided into smaller amounts and signing of checks can be avoided.
(x)	The Construction Security Fund will provide guarantees for contractors who have low financial viability, and the ninety road km. 100,000 for pre-work advances given to 22 contractors in relation to the project Rs. 259.26 has not been recovered by the authority, and the relevant value also included Rs. 115.94 million related to 09 contract packages that had not started any work for more than 2 years.	The Construction Safety Fund (CGF) is an agency established under the Treasury. The agency had given guarantees for other projects carried out under the supervision of the Road Development Authority and no problematic situation had arisen in that regard. Therefore, the Ministry of Highways accepted the CGF guarantees given by the contractors for the contracts awarded under the 100,000 km project. According to the contract agreement, the advance paid should be systematically deducted from the bills submitted by the contracting agencies. That is, after paying 20% of the total advance value of the contract amount, the advance amount will be recovered as a percentage from the interim bill submitted and when the progress is 90%, the fully paid advance should be recovered. Also, as of now, the amount to be covered by the amount paid for advance work mentioned here, which is Rs. 115.95 million amounting to Rs. has reduced to 52.73 million. The remaining amount to be recovered will be given to the respective contractor. 100,000 have been recovered through other projects spearheaded under the project.
(xi)	Road km. 100,000, although the construction work of the project had started in the year 2020, due to difficulties in providing the necessary financial facilities to implement the project, selecting experienced and capable contractors, and finding raw materials for the project, the development work started on km of roads. 17,847 km. 11,549 were stopped on the way. The expenditure incurred by the project for road construction by the	Disagree with the points made regarding the difficulty in selecting experienced and capable contractors and appointing experts for construction supervision. Agree with the facts stated about the existence of difficulties in obtaining financial facilities and raw materials. A precise methodology was designed and implemented from selection of contractors to project supervision. km 100,000 as one of the objectives of starting the project is to create direct and

	end of the year under review was Rs. 167,305 million.	indirect jobs by reviving the construction sector in the country. However, with the start of the project, the Covid 19 global epidemic situation spread in the country from the year 2020 to the middle of the year 2021 as Covid 19 Wave 01, Wave 02, Wave 03. Therefore, health departments have imposed health guidelines for workplaces, offices and people's daily activities to prevent the spread of the Covid-19 epidemic. It caused the progress of the project to be severely affected. All these situations are a chain of events created in the wake of the unexpected global epidemic situation and economic crisis in the country and it is a situation outside the control of the Road Development Authority and the contracting agencies. No difficulties arose in selecting experienced and capable contractors and with the approval of the Cabinet, contractors of the respective CIDA grades were selected through open tenders. After fuel shortages in 2022 further hampered the supply of goods and services for construction work and unusually late payment of bills, contracting agencies temporarily halted construction work. The supervision of the construction of the 100,000 km project covering the entire island is carried out by chartered engineers, engineers and other technical officers working in the provincial offices of the Road Development Authority and the instructions of the senior level engineers, the chief engineers, the provincial director and the project director were constantly given to the supervision team. . Even during the Covid 19 pandemic, despite the difficulties, the construction supervision was done to cover the entire island. But if there were no difficulties mentioned above, by now this k. m. 100,000 project progress had the potential to be higher than this. Disagree with the last sentence

		of the audit report and it should be corrected as follows. "The expenditure incurred by the project for the construction of unfinished roads (11,549.0 km) and completed roads (6298.0 km) by October 2023 is Rs 167,305.62 million.
(xii)	Due to the poor performance of 04 road construction contracts implemented by the I-Road project, Km. 100,000 had been allocated to the project. An amount of Rs.515.59 million had not been recovered at the end of the year under review out of the pre-work advance of Rs.963.26 million that had been paid at that time. Accordingly, the I-Road project will restore road km to the contractor who stopped the contract work. 100,000 project, the awarding of contracts is controversial, and the average value of the total physical progress of the roads constructed was 29 percent.	The relevant amount has been recovered from the said contract firm and is stated in the financial statements of the year 2023 under pre-work advance and the relevant corrections have been made this year.
(xiii)	Instead of paying money directly to the contractors, the authority had released Rs. 32,553.12 million to the Construction Security Fund during the period from 2020 to August 31, 2023 without any written agreement, and of that amount, Rs. 224.2 million was transferred to the concerned by the end of the year under review. was retained by the Fund. Further, related to 212 contracts Rs. 1,492.82 million treasury bonds and 29.94 million rupees for bills were released directly to the contractors out of the payment fund, out of which the bills of 29.94 million rupees were forged by the authority's internal audit department.	The bond guarantees given for the contracts guaranteed by the Construction Safety Fund (CGF) are given to us by the agency that obtained the relevant contract. Herein, as a condition of the guarantee given by CGF, the tasks performed by the contractor in relation to the relevant contract. It has been mentioned that during the settlement of payments for Interim Bills (IPC) and Final Bills (Final) submitted for CGF account. As the contracting agency submits the guarantees provided by the CGF agencies for approval, the contracting agencies should have prior awareness and agreement regarding the conditions for the bond guarantees. Also, as the client (Employer) of this project, the authority is not hindered from implementing that condition and other conditions (Terms & Condition) mentioned in the bond guarantee, so when making payments to the contractors, money is given to a CGF

		account. This is done in accordance with the agreements made by the contractors with CGF. And in that regard, none of the contractors who received CGF bond guarantees have raised any objection. Rs. 29.94 million fake bills are being investigated by the Criminal Investigation Department (CID). According to the results of the investigation, further work is to be done and the internal control system has been strengthened in the current payments.
(xiv)	As per Section 5.3.4 of the Code of Procurement Guidelines, road km. 100,000 at the beginning of the project to the private company for measuring the length and cross sections of the 50 km and 100 km roads that were implemented to cover the entire island (Longitudinal & Cross Section Survey) totaling Rs. 79.26 km. km 50 and 10 contracts, totaling Rs. 121.45 km. 100 08 contracts were awarded. However, it was observed that the Technical Evaluation Committees did not evaluate whether the relevant contracting entity has the required equipment during the award of the contract. Furthermore, the total amount of the contract awarded to the relevant contractor is Km. The number was 44 percent out of 2975.	In accordance with section 5.3.4 (A) of the Procurement Guidelines, the requirements to be met in determining the experience and qualifications of the bidder are mentioned in the instructions to the bidding contractors. In that document, the list of essential equipment for the measurement work and the qualification of the staff involved in the measurement work are also clearly stated and the technical committee report has been prepared after evaluating the quantity and quality of how they have been met.
(xv)	Km belonging to the local government bodies that do not belong to the scope of this authority. Improvement, construction and reconstruction of 17,847 roads had been started from the year 2020. By December 31, 2023, road km. 11,549 works were stopped midway and the amount spent was Rs.167,305 million. Although it was decided to complete the work on the project in the year 2022, the bill amount to be paid to the contractors had not been recognized at the end of the year under review.	Further bill value is Rs. 18.5 billion have been identified so far.

(xvi)	km Under the 100,000 road development project, the documents containing information about the contractor's name, contract period, value and extension of the contract period related to the work in progress (WIP - Non RDA) of Rs. 147,153.94 million during 2020-2022 were not submitted to the audit.	The related documents will be prepared and submitted from this year.

2.3 Other matters

Section No.	Audit Section	Answer and steps taken to rectify
(a)	The total included in the financial statements for the year under review is Rs. 45,615 out of the debtor balance of Rs. 124.84 from a period between 02 and 05 years, Rs. 420.288 million from a period between 05 and 10 years, Rs. 0.71 had not been recovered for more than 10 years.	From the outstanding balance between 2-5 years Rs. 45.0 million have been collected by April 2024 and the amount due from the Ministry of Economic Development is Rs. 34.4 million is also included in this figure. In the 5-10 year loan balance, the amount due from the Ministry of Economic Development and the Board of Investment is Rs. 395.64 million are included. The balance of more than 10 years includes the money due from the stalls of Borella subway and legal actions have been taken against those who do not pay the money and the related case has not been concluded yet.
(b)	Included in the financial statements for the year under review, the sum of Rs. 568.31 included in the creditor balance of Rs. 30.91 from a period between 02 and 05 years, Rs. 5.9 from a period between 05 and 10 years,	30.91 million rupees between years 02 and 05 includes the amount payable for the supplies of Mirijjawila Industrial Park. 8.7 million and 1.2 million rupees of rental money received in the coming years for the compensation of Rs. 16.3 million and the balances of various creditors. Between 5-10 years Rs. 5.9 million is the rental money received for the coming years. Suspended interest payments by road maintenance contractors that remain outstanding for more than 10 years.
(c)	Rs. 6.08 was not settled for more than 10 years. Although the Cabinet had decided on October 30, 2014 to allocate road development land to the Authority as a free grant in accordance with	So far, applications for 356 plots of land have been handed over to the Commissioner General of Lands under the exemption certificates, but the exemption certificates have not been

	Section 6 of the Government Land Ordinance, the 935.855 acres of land enjoyed by the Authority had not been taken over and accounted for by the end of the year under review.	granted to the authority so far. It is expected to take further action in this regard with the Land Commissioner Department.
(d)	In the annual action plan prepared by the authority for the year 2022, a work plan was not shown in such a way that the sustainable development goals can be achieved and what projects are planned to be carried out under the sustainable development goals identified by the authority, and the related sustainable development indicators (SDG Indicators). And criteria such as the expected performance of those indicators during the year were not included in the annual action plan. Also, what sustainable goals are expected to be achieved up to the year 2030 were not identified.	Under the sustainable development goals identified in relation to the Road Development Authority, an action plan has been prepared that includes planned projects and a relevant sustainable index and their expected annual performance according to the expected objectives for the year 2030. In the strategic plan from 2024 to 2028, the sustainable goals expected up to 2028 have been specifically identified and the 2024 action plan has been prepared to include their annual performance.
(e)	The sanctioned staff at the end of the year under review was 9,602 and the actual staff was 9,838. Accordingly, there was a staff shortage of 620 and a surplus of 857 and the authority had not taken steps to maintain the approved staff.	From 2009 to 2023, the number of staff approved from time to time was 11,380 and the revised staff approved on May 18, 2023 was 9,602. Therefore, this surplus of employees had arisen.
(f)	As on December 31, 2022, the number of Management Assistant posts allocated by the Administration Division for the staff of Highway Operations, Maintenance and Management Divisions was 81, but the actual number of employees employed in those divisions was 149 on that date. Accordingly, it was observed that 68 employees are working in the respective sectors in excess of the approved number of posts. Furthermore, 24 employees who were appointed by the Authority's Director General as cashiers and patrollers in the Highway Operations, Maintenance and Management Division, but who were temporarily working in the positions of Management Assistants, were not	Although the number of approved management assistants for the highway operations maintenance and management department is 81, it is not enough and to carry out the operational activities without interruption, some cashiers and patrolmen who have qualified for the positions of management assistants have been arranged to be temporarily employed in the duties of management assistants. have Due to the non-approved number of Management Assistants for the role assigned to the Highway Management Division, they have been employed in the duties and the recruitment qualifications and pay scales of Cashiers are the same as Management Assistants and this problem will be

	assigned to the relevant regular positions.	resolved once the new recruitment procedure is approved.
(g)	Stating that the vehicle bearing number PF-1432 was driven in the same time span for 02 contracts executed by the Gampaha Chief Engineer Office belonging to the Western Province Project Office, the total amount is Rs. 5.29 bills had been submitted. Accordingly, it is observed that the relevant bills are fake, and against the officials who certified and approved the value of the bills, no action was taken in accordance with Money Regulations 156(1), 103(1)(a) and 105.	Payments for vouchers have been suspended and instructions have been given to prevent such actions in the future and to conduct the procurement system transparently and to hold the relevant officials accountable according to the monetary regulations.
(h)	The unused road sections near the old bridge of Gampola have been given since 2017. The authority has entrusted the Siripura Lalana Saviya Company to maintain a campaign center in the Jayaratne Religious Biodiversity Complex and the annual rent for this land has not been collected.	The land area of the unused road section near the Gampola old bridge is 819 square meters and this section was assigned to Siripura Lalana Saviya Company in 2017 without charging rent and further work is being done to collect the annual tax for this section of land.
(i)	From the year 2021 to January 31, 2024, by the end of the period, it had been revealed through the sample audits that more than Rs.2.08 million had been committed in the authority. In order to avoid this kind of money fraud, there is no system for checking receipts and the currently used cashier system was a system that was temporarily established in 2011.	The toll system used on the Southern Expressway was installed in 2011 and upgraded in 2019. And in this improvement, a new Barcode Pattern system was introduced instead of the previous Barcode Pattern in the admission ticket. This system is designed to physically collect money. In the year 2021, this system has also introduced a system where fee payments can be made through QR. Also, the automatic gate system that has been installed now has the ability to count the vehicles entering and exiting, and although the automatic system remained inactive due to the lack of spare parts during the last Corona period, the necessary repairs to make it automatic again have now started. With this, vehicles entering and exiting from Kadawata to Godagama can be counted through the toll booths. Also, the project management units have called the prices for an automatic toll collection system

		for the highway system and the system will be implemented in the future. Therefore, in the future, a system of payment will be introduced by establishing the automatic cash collection system, and thus, fraud and corruption will be reduced by reducing the use of physical money.
(j)	In the years 2015, 2017 and 2020, 15,019 plots of land out of the total 21,757 plots acquired through 06 projects completed and handed over to the authority have been paid Rs. 196.24 had been paid and the compensation and interest related to 982 plots of land had been paid by the end of the year under review and the authority had decided not to pay the compensation related to 5,756 plots of government land. Furthermore, the authority had failed to obtain the certificate under Section 44 of the Land Acquisition Act in relation to any piece of land out of the total 21,757 plots of land acquired under the provisions of the Land Acquisition Act.	The respective divisional secretaries are acting as land acquisition officers related to the projects and the acquired lands are transferred to the Road Development Authority after registration in the land registration offices. The method of expediting the said registration has been approved according to the decision of the Council of Ministers dated 11.12.2023 bearing No. AMA/23/2330/1008/127 and accordingly the year 2024 is the year of expediting the registration under Section 44 of the Land Acquisition Act related to road projects. All Divisional Secretaries have been informed to be treated as
(k)	The agreement reached with the Authority and the Bank of Ceylon on December 18, 2014 for the collection of electronic tolls on the Colombo Katunayake Expressway has expired on June 8, 2020 and has passed 04 years, but no new agreement has been reached. Accordingly, the deduction of a total of Rs.28.35 million as transaction cost from the year 2020 to the end of the reviewed year without entering into an agreement was questionable in the audit.	The Board of Directors approved the new agreement and the agreement was signed on 16/05/2024.
(l)	According to a decision of the Board of Directors of the Authority, to encourage the users of the electronic toll payment system on the Colombo Katunayake Expressway, a 10 percent discount from the tolls charged was given to those users up to a period of 06 months before switching to the electronic toll payment system. But, even after that, due to the	This discount has been given to overcome the shortcomings of the existing ticketing system, increase customer attraction and reduce traffic congestion.

	same discount operating under the limit of 10 percent, from the year 2020 to the end of the year under review, the total is Rs. 137.74 million had been lost to the authority.	
(m)	As the road from Pinnaduwa to Kottawa on the Southern Expressway runs through soft ground areas, although it has been identified that Asphalt Overlaying should be done after 07 years, the audit date is February 09, 2024. No action was taken by the Development Authority.	The Southern Expressway was opened for traffic in the year 2011 and the initial plan stated that paving should be done after 07 years, but even after 07 years, no paving was required as per the specifications given by the planning department. But with the passage of 12 years, there are many loopholes in the outer two lanes of the Southern Expressway from Kottawa to Dodangoda, so there has been a need to face it. About five thousand rupees are needed to repair the outer two lanes from Kottawa to Dodangoda, and since there is no provision for that at present, work is being done this year to select the places with many holes in the two outer lanes from Kottawa to Dodangoda, prepare estimates and repair them in parts. . But instead of a complete foreshadowing, a large number of studies have been done so far on alternative methods and even before 07 years have passed, these studies have been done in conjunction with the research department of the Road Development Authority.
(n)	According to the financial statements submitted for the year under review, the amount payable to the Road Construction and Contracting Company was Rs. 6,969.46 million and Rs.1,240.34 million owed by the company to the authority, but the related balance verification documents were not submitted to the audit.	The relevant authority has sent letters to the relevant company on 14.05.2024 to confirm the net amount due from Maganaguma Road Construction and Contract Company.
(o)	At the end of the year under review, the value of the Authority was Rs. 26 vehicles worth 292.55 million were assigned to external agencies and ministries. But the relevant documents regarding the delivery dates and acceptance of the vehicles were not	Vehicles belonging to the Road Development Authority have been released to external agencies including the Ministry of Railways and the Prime Minister's Office only on the basis of approvals. Only on the basis of service requirement, the highway department has

	submitted to the audit. In spite of this, vehicles were obtained on rental basis for the authority's duties, and in relation to the reviewed year, vehicles were obtained on rental basis at a cost of Rs. 252.86 million only for the administrative activities of the highway.	acquired vehicles on rental basis and the Road Development Authority does not have sufficient number of vehicles to meet all the vehicle requirement of the department.
(p)	11 Aggregate Chip Spreaders worth Rs. 347.37 million were imported and given to the authority by the Presidential Performance Force in 2010, and due to the width of the relevant machines being 4.2 meters and that width being more than the width of a normal road, the said machine authority had not been used since the date of transfer, and the value of those machines was assessed at Rs. 4.4 million after 14 years and it was decided in the year 2024 to dispose of them. Accordingly, it was disputed during the audit that the relevant machines were kept unused knowing that they did not meet the requirements of the authority.	These machines were purchased and given by the Ministry of Economic Affairs without conducting a formal study on the needs of the institution and it was not possible to use these machines to run on the existing roads all over the island. The A and B grade roads maintained by the Road Development Authority have not been used since the day they were handed over to the authority as paving is not done at this time. These machines were decided for disposal on the grounds that they were completely inactive and could not be used again.
(q)	According to the financial statements, highway km worth around Rs. 767,630 million will be constructed using local and foreign funds. It was stated that 312.6 have been built. All the administrative activities of these roads were assigned to the authority, and the cost of operational activities, including the provision of facilities to the police, was more than 2,000 million rupees. The theft and damage of property has been reported and the value of the damage is Rs. It was around 913.17 million.	A lot of damage to property on the highway is done by drug addicts and police complaints are filed immediately after those incidents are reported. Further, raids and patrols are conducted jointly by the Police and the Road Development Authority to reduce such incidents. Although these raids and patrols have been increased quantitatively according to the available facilities, it has been a very difficult task to provide complete security for the properties on the highways as they are scattered along the road. As the commercial value of scrap copper wire used for street lamps is also very high, cutting and selling them has become a main source of income for drug addicts.
(r)	Associated Companies	
(i)	The C/S Highway Transport (Private) Company belonging to the Authority had not submitted its financial statements for audit since 2016. Also,	According to AMA/230394/608/033 and Cabinet decision dated March 20, 2023, it has been decided to liquidate C/S Highway Transport (Private) Company.

	the audit opinion related to the financial statements submitted from the year 2017 of the Construction and Machinery Company had been refuted.	Accordingly, the company's shareholders, the Road Development Authority, have informed the company's secretary in a letter dated 08.07.2023 to take necessary steps to liquidate this company. And the reminder letter dated 27.09.2023 has also been forwarded. The financial statements of Maganaguma Construction and Machinery Company up to 2022 have been submitted to the Auditor General.
(ii)	According to Section 133 of the Companies Act No. 07 of 2007, a company should hold the annual general meeting of shareholders once every year, but all the companies belonging to the authority did not do so.	The Annual General Meeting was not held due to the issues related to the share ownership of the managed companies and due to non-submission of financial statements. Currently, all these companies are in liquidation process.
(iii)	As per No. CP/23/0394/608/033 dated March 20, 2023, it was decided to close down the 04 controlled companies owned by the Authority, the continued existence of the respective companies was in an uncertain state.	Currently, these companies are being liquidated.
(iv)	Under the Road Development Authority Act No. 73 of 1981, "Though running a bus company under the Road Development Authority is not a relevant subject matter, C/S in 2014 as a company 100 percent owned by the Authority to carry out project work on passenger transport on highways by deploying buses. Highways Transport (Pvt) had been incorporated. But, due to the failure of this company, the cost was Rs. Cabinet approval No. 23/0394/608/033 dated March 23, 2023 was given to terminate the company by handing over 20 buses worth 216 million to the Sri Lanka Transport Board.	Currently, these companies are being liquidated.

Signed
Chairman
Road Development Authority

Road Development Authority, Annual Report – 2023

Performance of the RDA

The above report has given detailed information on the performance of the RDA and foreign-funded projects during 2023. The following is only a summary of the performance of the salient areas of RDA's activities.

1. Implementation of Road Maintenance:

During the year 2023, the entire national network consisting of A & B class roads (including bridges and other structures) and expressways were maintained. Crack sealing, sand sealing, rectification, chip sealing and AC overlay have been done on 2,416.19km length of roads. National road maintenance expenditure for the year 2023 is Rs. 6,039.22Mn.

2. Highways Development:

Rehabilitation and improvement of roads throughout the country were carried out both with local funds as well as with foreign funds. 31.315 km of length of national roads was completed while 66.47 km of length was in progress under widening and improvement projects with local funds as of the end of 2023. Additionally, 192.47 km of national roads had been completed with the assistance of foreign funding, and at the end of the year, 466.13 km of work was in progress.

In 2023, the RDA succeeded in completing 425.11km length of rural roads while 1704.25km were in progress under several programs which are funding both local and foreign.

3. Construction of Bridges & Flyovers:

In the year 2023, 34 bridges in national roads have been completed under the weak bridge improvement programme and widening & improvement programme undertaken with local funds. Another 1 bridge has been completed under foreign-funded projects and construction work of 33 bridges was in progress at the end of the year. In addition, 11 rural bridges were completed under the rural bridge construction programme with local funds while the construction of 26 rural bridges was in progress.

At the end of the year 2023, flyovers at Kohuwala, Gatambe, and flyovers in Slave Island at Uttarananda Mawatha, Justice Akbar Mawatha and Baladaksha Mawatha are in progress and the summary of bridge projects undertaken during the year 2023 are given in following Table.

Table 1: The summary of the construction of bridges & flyovers in 2023

No.	Item Description	Completed Nos	Ongoing Nos
1	New construction/Reconstruction/Widening of Bridges on national roads	35	33
2	Reconstruction/Widening of Bridges in Rural Roads	11	26
3	Construction of Flyovers	-	05

4. **Quality Control in Road and Bridge Works:**

During 2023, the Research and Development Division of RDA continued to provide advice and assistance in quality control of work during the construction and maintenance of roads through provincial field laboratories. Revenue of about Rs.16.17 Mn has been made from laboratory testing of samples obtained through private organizations during the year while carrying out work worth about Rs. 4.7 Mn for RDA projects.

5. **Property Management and Revenue Collection**

Issuing of licenses for Hoardings/Gantries/Cantilevers/Banners/Bus Shelters and other advertising instruments /devices on the roadsides continued during the year 2023. The total revenue earned by the PM&R Division from various sources by managing the properties of RDA during the period year 2023 is Rs. Rs.524.47Mn.

6. **Implementation of Environmental and Social Safeguard Measures:**

The Environment and Social Development Division (ESD) of the RDA continued its support for implementing environmental and social safeguard measures of various road development projects, including preparing and reviewing Environmental Impact Assessment/ Initial Environmental Examinations (EIA /IEE) reports.

In 2023, the ESD division completed the works on preparing the Supplemental Environmental Impact Assessment (SEIA) and obtained approval from the Central Environmental Authority (CEA) for the New Gampaha Interchange in Central Expressway. Further, the Preparation of EIA and obtaining authorization from CEA for Ruwanpura Expressway Phase II and III and Elevated Highway Project Phase II (Rajagiriya- Athurugiriya) which were started in previous years has been continued in this year 2023 also. In addition, preparation of the Basic Information Questionnaire (BIQ) and obtained approval from CEA for the following projects;

- a) Balance work of Kadawatha Interchange
- b) Uhana – Mahaoya (33km- 58km) section of Ampara - Uhana- Mahaoya (A27) road
- c) Beragala – Wellawaya section of A004 road

7. Expressway Development:

Ministry of Transport and Highways and the Road Development Authority have been actively pursuing several expressway developments projects to further strengthen its transportation infrastructure and connectivity across the country. Details of the underway expressway developments are in the following table.

Table 2: Status of underway Expressway Development in Sri Lanka up to the end of 2023

No.	Name of the Project		Total Length (km)	Total Estimated Cost(TEC) (Rs. Mn)	Physical Progress	Current status
1	Port Access Elevated Highway Project		5.27	Rs. 49,627 Mn	82.6 %	The Revised completion date is 26th May 2024 and Planning to complete the project on August 2024.
2	Central Expressway Project – Section1 (Kadawatha to Meerigama)	Package I (From- Kadawatha to Kosinna)	4.04	Rs.12,586 Mn	Land Acquisition Progress - 84%	•Due to the suspension of loan issuance by China's Exim Bank, funds are not available to continue the construction works of the Central Expressway Project 1 (CEP-1) from April 2022.
		Package II (From - Kosinna to Meerigama)	32.55	Rs. 145,799 Mn	Physical Progress - 35.95%	
3	Central Expressway Project – SectionIII (Pothuhera to Galagedara)		32.45	Rs. 129.90 Bn	Land Acquisition Progress - 87.98% Physical Progress – 6.10%	Construction work is ongoing.

All the mega projects have been evaluated by the Officials Committee Authorized to Re- -Strategize and Accelerate Mega Development Projects (RAMP), who were appointed by the Cabinet of Ministers due to the prevailing economic crisis in the country. Based on this evaluation, some projects have been suspended as per the Cabinet decisions, and, approvals have been granted to implement the recommendations of the Committee. Accordingly, suspended projects are Central Expressway Section IV, Ruwanpura Expressway and Elevated Highway from New Kelani Bridge to Athurugiriya. Details of those projects are as follows;

Table 3- Suspended Expressways Projects due to the prevailing economic crisis in the country in 20

No.	Name of the Project	Total Length(km)	Total Estimated Cost(TEC) (Rs. Mn)	Physical Progress	Current status
1	Elevated Highway Project from NewKelani Bridge to Athurugiriya	Main trace: 16.4km Access roads:15.3 km	Rs. 201,907.19 Mn	-	Suspended due to a court case regardingthe EIA
2	Ruwanpura Expressway Project (FromKahathuduwa to Ingiriya)	24.30	Rs. 65,695 Mn	6.5%	*The Land acquisition work was done by the land division of RDA with effect from 1st January 2023. *The PMU was closed with effect from 31st March 2023 and handed over to theRDA
3	Central Expressway Project – SectionIV (Kurunegala toDambulla)	58.60	Rs. 179,851.00 Mn	Land Acquisition Progress - 73.20%	- Land acquisition cost includes compensation, survey, incentive, etc. In 2023 land acquisition payment has been made through the Land Division of Road Development Authority. - Even through initial TEC for PMU overhead of Rs 774 Mn, it has been increased up to Rs.1165 Mn due to the adoption of cost of proportion for the feasibility study having the amount of Rs.566.6 Mn to CEP 4. - The project has been suspended and PMU has been closed on 31.12.2022.

8. Expressway Operations

During the year 2023, Southern Expressway (E01-Kottawa to Mattala), Outer Circular Highway (E02-Kottawa to Kerawalapitiya), Colombo- Katunayake Expressway (E03-Colombo– Katunayake Expressway), Central Expressway (E04 - Meerigama to Kurunegala) and Andarawewa - Hambanthota Expressway (E06- Andarawewa – Hambantota) were in operation. During the year, the total traffic volume travelled on the expressway network is 40,450,823 vehicles. Toll gross revenue of Rs 10.7 Bn (Excluding VAT) has been made during the year.

9. Overall Financial Performance against the budget 2023

The total budget allocation for RDA including domestic and foreign funds for 2023 was Rs. 345.33 bn and expenditure during the year was Rs. 224.28 bn. The foreign funds contributed to nearly 48.5% of the total funding allocation for 2023. The Summary of the financial performance for the year 2023 is tabulated as follows;

Table 4- The Summary of the Financial Performance for year 2023

Activity	Allocation (Rs mn)	Expenditure (Rs. mn)
Expressways Development	106,845.44	51,820.29
Highways Development	213,077.44	158,823.97
Widening and Improvement of Roads	2,696.89	1,628.55
Construction of Bridges and Flyovers	13,709.28	3,011.69
Institutional Support	9,000.00	9,000.00
Total	345,329.05	224,284.50

**MEDIUM-TERM MEASURES TAKEN TO IMPROVE THE PERFORMANCE
OF
THE ROAD DEVELOPMENT AUTHORITY**

Annex 02

In 2023, the following medium-term measures were taken to improve the performance of the Road Development Authority (RDA):

1. **Capacity Building Initiatives:** Continuation of launching training programs to enhance RDA's staff skills. To enhance the capacity of the staff, conducted local, foreign and online training programs regularly. Fourteen (14) officers were sponsored for the overseas training program coordinated through the training division in 2023. Further during the year eight (8) employees were nominated for two training programs conducted by outside organizations and one online training program. In addition to that, eighty-four (84) in-house training programs were conducted for 7187 employees.
2. **Strategic Planning and Prioritization:** Developing a comprehensive Corporate Strategic Plan for the period 2024-2028 targeting own goals and objectives of the RDA and preparation of the Action Plan 2024 for prioritising high-impact projects based on maintenance, widening and improvement and economic benefits.
3. **Maintenance and Infrastructure Investment:** Continuation of implementing a proactive maintenance schedule to ensure the longevity of existing roads and infrastructure. Especially with the limited budget, arrangements were made to prioritize the maintenance of the National Road Network including expressways by doubling last year's allocation.
4. **Financial Management Improvements:** To optimize budgeting processes it continued to target projects and implement strategic interventions in the national road sector. In this scenario, essential road projects with high economic and social returns were considered. On the other hand, cost-cutting of mega projects was enabled by closing Project Management Units (PMUs) that had to be suspended on cabinet decisions. Furthermore, the focus is already on concepts like Public-Private Partnerships (PPPs) which collaborate with the private sector to finance and develop road infrastructure, sharing risks and resources. In addition, efforts for developing an RDA self-financing mechanism have continued to look into alternate sources of funding.
5. **Technology Integration:** Invested in advanced technologies like Electronic Document Management System (EDMS) to enhance the divisions' operational efficiency. Installation and commission of EDMS is to maintain Digital documents across the organization. A paper-free office concept with future-ready industry technologies and standards with a user-friendly

environment is a very timely approach for the RDA. Nearly 900 nos of users are on board at the RDA head office and the functional divisions.

By effectively integrating GIS and data analytics, the RDA can significantly enhance its planning and decision-making processes, leading to better road infrastructure outcomes. Currently, the RDA utilizes newly collected spatial data layers for their Spatial data management called the Geo-database management system.

RDA has transitioned from manual methods to automated traffic data collection using the piezoelectric method. There are ten pieces of piezoelectric equipment covering all provinces of the country. Additionally, RDA is implementing an automated vehicle detection system (VDS) through a grant from the Korean government. This project is known as the “Enhancement of National Traffic Database & Capacity Building.” RDA plans to implement eight VDS units on major traffic corridors within the Western Province.

- 6. Performance Monitoring Systems:** The Quality Assurance and Progress Monitoring Division continues to ensure the quality of all works carried out under the RDA and monitor the progress of work. Technical audits for national roads and condition surveys for road projects were carried out in 2023.

7. Sustainability Practices:

All major projects of the RDA have been commenced after analysis of their economic, social & environmental viability through feasibility studies.

The Environmental Impact Assessments (EIA) have been completed for all ongoing expressway projects and have taken approval from the Central Environmental Authority (CEA) before the commencement of construction works. Resettlement Action Plans (RAP) were prepared for the projects involved with resettlements.

During the year 2023 also, the RDA continued the actions of preparation/submission of relevant documents for environmental social safeguard concerning several development projects.

Road Development Authority

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வீதி அபிவிருத்தி அதிகாரசபை



“MAGANEGUMA MAHAMEDURA”

Ministry of Transport and Highways.

Road Development Authority

216, Denzil Kobbekaduwa Mawatha, Koswatta, Battaramulla.