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வருடாந்த செயல்திறன் அறிக்கை

ANNUAL PERFORMANCE REPORT

2025









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போக்குவரத்துஇ நெடுஞ்சாலைகள்இ துறைமுகங்கள் மற்றும் சிவில் விமான சேவைகள் அமைச்சு

MINISTRY OF TRANSPORT, HIGHWAYS, PORTS AND CIVIL AVIATION

Ministry of Transport, Highways, Ports and Civil Aviation

Transport Sector

Performance Report – 2025

7th Floor
Sethsiripaya – Stage II
Battaramulla

June 2026

Contents

01. Chapter 01- Institutional Profile / Executive Summary
1.1 Introduction……... 03
1.2 Vision, Mission and Objectives of the Organization..…. 09
1.3 Main Duties and Functions …….. 09
1.4 Organizational Chart of the Ministry…… 10
1.5 Departments under the Ministry ……... 10
1.6 Institutions under the Ministry …….. 10
1.7 Details of the Foreign Funded Projects ……..... 12

Chapter 02 - Progress and the future Outlook
2.1 Special Achievements, Challenges and Future Goals …….. 17
2.1.1 Department of Sri Lanka Railways…… 17
2.1.1.9 Maho - Omanthai Railway Rehabilitation Project …….. 23
2.1.2 Department of Motor Traffic…….. 24
2.1.3 Sri Lanka Transport Board …… 35
2.1.4 National Transport Commission …… 41
2.1.5 National Transport Medical Institute ……..… 51
2.1.6 National Council for Road Safety …….. 58
2.1.7 Lakdiva Engineering Company (PVT) Ltd…….. 63
2.1.8 Greater Colombo Urban Transport Development Project……. 66
2.1.9 Colombo Suburban Railway Project ……..... 70

Chapter 03 – Overall Financial Performance for the Year 2025
3.1 Statement of Financial Performance …… 79
3.3 Statement of Financial Position ……... 79
3.4 Statement of Cash Flows …… 79
3.5 Notes to the Financial Statements …… 79
3.6 Performance of the Revenue Collection……... 79
3.7 Performance of the Utilization of Allocations ……. 79
3.8 In the terms of F.R. 208 grant of allocations for expenditure to this Department/ District Secretarial/ Provincial Council as an agent of the other Ministries/ Departments…… 80
3.9 Performance of the Reporting of Non – Financial Assets…… 80
3.10 Auditor General's Report …….. 80

Chapter 04 - Performance Indicators
4.1 Institutional Performance Indicators (Based on Action Plan)…….. 85

Chapter 05 - Performance in Achieving Sustainable Development Goals (SDG)
5.1 Identified Sustainable Development Goals……..… 89
5.2 Achievements and Challenges in Achieving the Sustainable Development Goals.. 94

Chapter 06- Human Resource Profile
6.1 Cadre Management…….... 99
6.2 Impact of the shortage or excess in human resources on the performance of the institute …… 99
6.3 Making Public Service efficient through Human Resource Development…….. 99

Chapter 07 – Compliance Report …..... 105

Photo Gallery ……... 113

Chapter 01

Institutional Profile / Executive Summary

Chapter 01

Institutional Profile / Executive Summary

1.1 Introduction

The development, regulation, and management of transport systems is an essential factor for the economic growth and social well-being of a country. To achieve this, the Sri Lanka Railways Department, the Department of Motor Traffic, the Sri Lanka Transport Board, the National Transport Commission, the National Transport Medical Institute, the National Council for Road Safety, and Lakdiva Engineering (Pvt) Ltd., which function under the transport sector of the Ministry, make a significant contribution, thereby ensuring efficient, safe, and accessible mobility for all citizens.

A significant proportion of the fuel consumed in the country is expended on the transport sector, and it thereby contributes considerably to air pollution. As a solution to this situation, the Ministry is committed to establishing a transport service that is efficient, reliable, safe, comfortable for all, and equipped with modern, advanced technological methods, with a vision of gradually transitioning towards an environmentally friendly transport system.

The Sri Lanka Railways Department makes a key contribution to the transport sector of the country, and its principal functions include the provision of passenger transport, freight transport, the operation of special passenger train services, and the development of railway infrastructure. By the end of December 2025, the Sri Lanka Railways Department had provided services to 97.46 million railway passengers, and the total revenue earned during the year 2025 amounted to Rs. 17,166 million.

The Department of Motor Traffic performs vital functions such as the registration of new motor vehicles permitted to operate within Sri Lanka, the registration of transfers of vehicle ownership, the issuance of driving licences, the provision of technical services related to motor vehicles, and the formulation of policies relating to road safety. For this purpose, with the Head Office at Narahenpita and the Werahera Driving License Office as central locations, a network of 24 offices has been established covering all districts; of these, 11 district offices operate through an online system, while 5 offices, in addition to driving licence services, also carry out vehicle transfer activities.

The Vehicle Emission Testing Programme is also carried out by the Department of Motor Traffic in order to minimize environmental pollution caused by vehicles operating on the roads, as well as to maintain and regulate proper vehicular emission standards.

Within Sri Lanka, both the state and private bus services play a significant role in providing public passenger transport services by covering a large geographical area of the country. The Sri Lanka Transport Board holds a special position therein, and it provides approximately 40% – 50% of the passenger transport service demand, for which about 5,061 buses are operated daily. The Sri Lanka Transport Board performs numerous functions, including the implementation of the Sisu Seriya, Gami Seriya, and Nisi Seriya programmes, the deployment of bus services on uneconomical routes, the operation of long-distance services, the provision of bus services during festivals and special occasions, the supply of buses required by the Department of Examinations during examination periods, the transport of mail and newspapers, and the issuance of concessionary season tickets for senior citizens and students.

The National Transport Commission operates with the objective of providing the public with an efficient, high-quality, comfortable, and environmentally friendly transport service. Functions carried out by this institution include the provision of bus services, the determination of bus fares, the preparation of timetables and the supervision of services, the formulation of urban transport plans, the training of bus personnel, the receipt of public complaints and their prompt investigation, and the formulation of regulations and national transport statistics. Furthermore, the National Transport Commission was given the authority in 2025 to regulate three-wheelers, office transport services, and school transport services, which were not regulated previously.

The main function of the National Transport Medical Institute is to conduct medical examinations of drivers, certify their fitness, and issue medical certificates; accordingly, a system for issuing medical certificates through smart technology, by linking the services between the Department of Motor Traffic and the National Transport Medical Institute via an online system, has been commenced from 07.04.2025 at the Head Office in Nugegoda and the Werahera Branch Office. With the objective of providing an efficient and satisfactory service to clients who come to obtain medical certificates for the renewal of driving licences, the Department of Motor Traffic has also commenced a service for issuing temporary driving licences from 30.09.2025 at the Head Office premises located in Nugegoda.

The National Council for Road Safety performs functions such as providing knowledge and information to government and non-governmental institutions responsible for road safety and related subject-specific projects, coordinating activities related to road safety and providing financial and other assistance, and granting financial compensation to persons injured and in respect

of those deceased due to accidents caused by unidentified vehicles.

Lakdiva Engineering (Pvt) Ltd. carries out the body repairs of dilapidated and accident-damaged buses belonging to the Sri Lanka Transport Board. In addition, a vehicle service centre equipped with modern machinery and equipment is also in operation. In previous years, between 8 and 10 bus bodies had been repaired per month, whereas in the year 2025, repair work has been carried out on between 10 and 14 buses per month.

In order to maintain passenger and freight transport services efficiently, the Ministry, by overcoming the challenges faced by the transport sector and by supervising the affiliated institutions under its purview, implements numerous projects in collaboration with those institutions with the objective of providing the public with a highly efficient, productive, and people-friendly transport service of a superior standard.

The following special initiatives have been carried out by the Ministry of Transport, Highways, Ports and Civil Aviation (Transport Sector).

- With regard to the "Introduction of minimum specifications for buses used for public passenger transport," the report of the officials' committee was submitted to the Cabinet of Ministers through a Cabinet Memorandum; however, as due approval had not been granted, by the decision thereof, to implement the same as a Government policy, and in view of the amendments proposed, a new committee has been appointed to consider those amendments. Accordingly, the specifications report prepared by the new committee has been presented for the purpose of obtaining the views of stakeholders such as vehicle manufacturers and institutions engaged in the importation of vehicles into the country, and is scheduled to be submitted to the Cabinet of Ministers at the end of January 2026

- Under the Metro Bus Project, it is expected to deploy 100 low-floor buses for passenger accessibility within the Colombo urban area, and an allocation of Rs. 3,000 million has been approved in the 2025 Budget for this purpose. Accordingly, by now, a company has been registered as Lanka Metro Transit (Pvt) Ltd. as a company administered under the Sri Lanka Transport Board, and its Head Office has been established. Six bus routes relevant to the project have been identified, and necessary measures are being carried out to develop the required infrastructure along those routes to suit these buses. It is expected that the operation of these buses will commence by the end of June 2026.

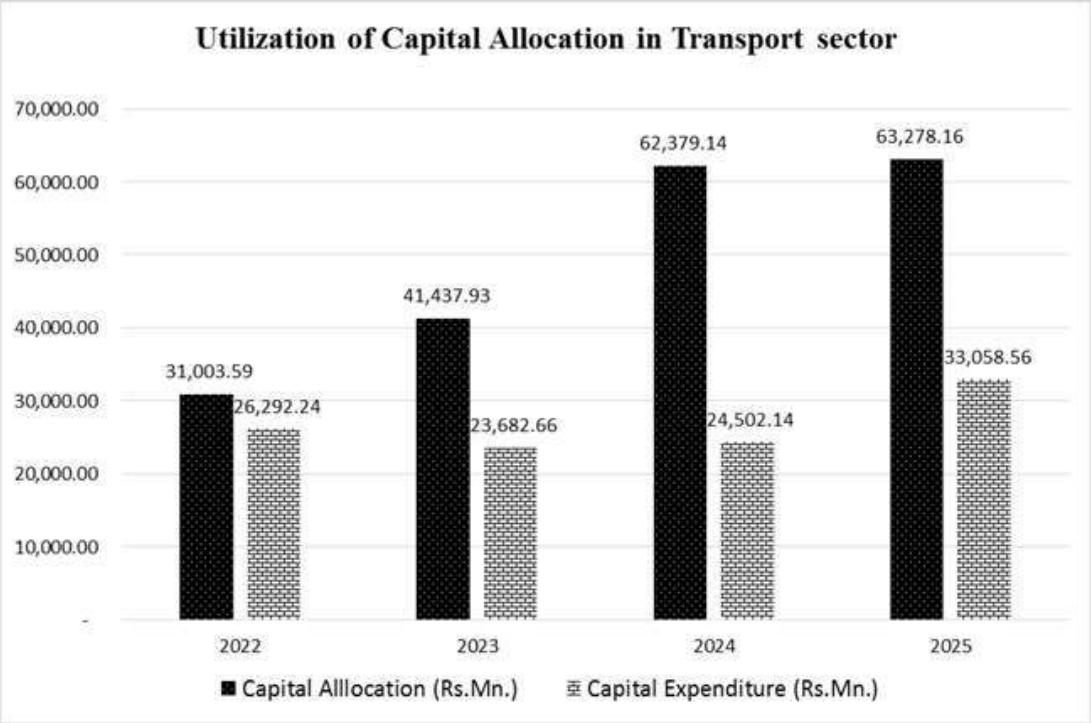
- The updated National Land Transport Policy of Sri Lanka, revised from the National Transport Policy – 2009, was submitted to the Department of National Planning for presentation to the Cabinet of Ministers for approval; however, instructions were received to further update it in line with the policies and priorities of the new Government. A committee has accordingly been appointed to align the draft National Land Transport Policy with the new Government policies, and the committee has submitted the draft policy accordingly. Thereafter, under the instructions of the subject Minister, necessary revisions are being made to the policy draft by incorporating matters relevant to the scope of the Highways Sector as well.

- A committee has been appointed to identify an appropriate strategy for promoting electric mobility in the country and for the development of public transport services, as well as to study the specifications and reports currently in use and to examine the proposals submitted by various stakeholders. Accordingly, discussions have been held on the proposals submitted on several occasions, and views and suggestions have also been obtained from various parties regarding the introduction of electric buses to Sri Lanka. All proposals are being studied, and it is expected that a project proposal will be submitted to the Department of National Planning upon completion of the review.

- In relation to the signing of the Vienna Convention, a workshop was conducted involving the Department of Motor Traffic, the National Transport Commission, the National Transport Medical Institute, the Sri Lanka Transport Board, the Road Development Authority, and the Sri Lanka Railways Department, and the articles requiring amendments were identified. Thereafter, on several occasions, discussions were held with selected representatives from the above institutions, and proposals were made on how the relevant articles should be appropriately amended, following which a recommendation letter was submitted to the Ministry of Foreign Affairs.

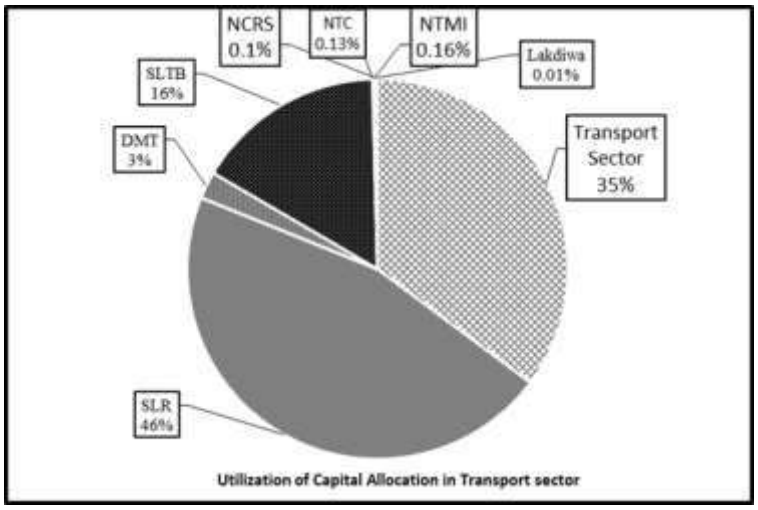
- During the year 2025, 74 Cabinet Memoranda have been submitted to the Cabinet Office, and decisions have been obtained for all such memoranda.

The capital allocations utilized for the transport sector from 2022 to 2025 are illustrated in the following chart.



The provisions have been allocated for capital and recurrent expenditure for the transport sector and its affiliated institutions in the year 2025.

For the year 2025, a total of Rs. 63,278.16 million has been allocated as capital expenditure from Treasury and self- funds to the Transport Sector and its affiliated institutions of the Ministry of Transport, Highways and Urban Development. These allocations have been distributed among the Transport Sector and other institutions is illustrated in the following pie chart.



The allocations have been made for capital and recurrent expenditure for the Transport Sector in the year 2025

Allocation	Institution	Revised allocation (Rs. Mn.)	Revised recurrent (Rs. Mn.)	Total (Rs. Mn.)
Treasury	Transport Sector	22,251.5	17,671.00	**39,922.50**
	Sri Lanka Railways	29,079.20	31,378.00	**60,457.20**
	Department of Motor Traffic	1,455.00	3,614.00	**5,069.00**
Total		**52,785.7**	**52,663.00**	**105,448.7**
Self- Funds	Sri Lanka Transport Board	10,225.25	84,203.98	**94,429.23**
	National Transport Commission	84.61	491.98	**576.59**
	National Transport Medical Institute	101.9	1090.00	**1191.9**
	National Council for Road Safety	73.7	8.91	**82.61**
	Lakdiwa Engineering (Pvt) Ltd.	7.00	314.00	**321.00**
Total		**10,492.46**	**86,108.87**	**96,601.33**
Grand total		**63,278.16**	**138,771.87**	**202,050.03**

Progress of Recurrent and Capital Heads of Expenditure in the year 2025

Institution/Project		Capital (Rs.Mn.)		Recurrent (Rs.Mn.)	
		Revised allocation	Expenditure as at 31.12.2025	Revised allocation	Expenditure as at 31.12.2025
Transport Sector (Ministry)		8.00	3.19	362.00	321.07
Sri Lanka Transport Board		4,176.50	3,838.78	15,150.00	15,150.00
Purchase of 600 buses for the SLTB using the balance fund of Rs. 318 million of the Indian Line of Credit.		3,000.00	-	-	-
National Transport Commission		-	-	1,913.00	1,700.00
Colombo Suburban Railway Project	TPPF	286.57	236.82	-	-
	REIP	11,488.43	5,638.10	-	-
Greater Colombo Transport Network Improvement Project (3K Project)		289.00	289.00	246.00	231.09
Purchase of 100 low-floor buses for public transport modernization		3,003.00	3001.63	-	-
Total		**22,251.50**	**13,007.52**	**17,671.00**	**17,402.16**

TPPF- Transport Project Preparatory Facility

REIP- Railway Efficiency Improvement Project

1.2 Vision, Mission, and Objectives of the Institution

Vision
Sri Lanka to be the country with the premier People Centered Transport System in the Region

Mission
To use State of Art technology to implement, develop, and sustain world class transport infrastructure and services to enhance living standard of the people

Objectives

- Transportation of passengers, goods and provision of tourist transport services
- Operating transport services according to a schedule in order to earn public trust while preventing traffic congestion and road accidents
- Strengthening the institutional structure
- Establishing an environment and passenger-friendly transport system relating to highways and railway networks
- Implementation of the National Transport Commission Act No. 37 of 1991
- Implementation of the Railways Act No. 18 of 1950
- Implementation of the Sri Lanka Transport Board Act No. 27 of 2005
- Implementation of the National Transport Medical Institute Act No. 25 of 1997
- Implementation of the Motor Traffic Act No. 14 of 1951
- Enforcement of all other legislations pertaining to the matters assigned to the ministry and its affiliated institutions, which have not been assigned to other ministries

1.3 Main duties and functions

The following duties and functions have been assigned to the transport sector as per the Extraordinary Gazette No. 2412/08 dated 25.11.2024 of the Democratic Socialist Republic of Sri Lanka.

- Formulation, implementation, monitoring and evaluation of policies, strategies, programmes and projects, in relation to the subject of transport, and those subjects that come under the purview of Departments, Statutory Institutions and Public Corporations under the Transport Division based on the national policies implemented by the government
- Provision of public services under the purview of the Ministry in an efficient and people friendly manner
- Reforming all systems and procedures using modern management techniques and technology, thus ensuring that the functions of the Ministry are fulfilled while eliminating corruption and waste

- Establishment of vehicle parking facilities to minimize traffic congestion
- Providing passenger ferry services
- Providing a safe and reliable passenger transport service
- Introduction of an environmentally friendly transport system.
- Regulating private transport services
- Establishment of a local industry system related to production of buses and transport sector infrastructure
- Constructing new railway lines, maintaining and widening existing railway lines, acquisition of lands in relation thereto and infrastructure development and all related matters
- Setting up and expanding facilities in order to transport goods to the sea ports by train transportation
- Provision of 24/7 railway service
- Gradually developing the railway system to have electrified trains
- Gradually introducing monorail and light railways
- Formation of cluster bus companies using new technology by integrating state and private bus services
- Introducing POS ticket machines in all buses
- Provision of special accessibility facilities for disabled and elderly in trains and buses, train stations and bus stops
- Registration and licensing of motor vehicles
- Issuance of driving licenses
- Regulation and issuance of guidelines and laws relating to motor traffic
- Launching strategic programs in order to harness the contribution of the transport sector to minimize emission of greenhouse gases
- Carrying out all activities related to other subjects assigned to the Ministry and its affiliated institutions
- Supervision of the Ministry and its affiliated institutions

1.4 Organizational Chart of the Ministry (Transport Sector) - (Page No. 11)

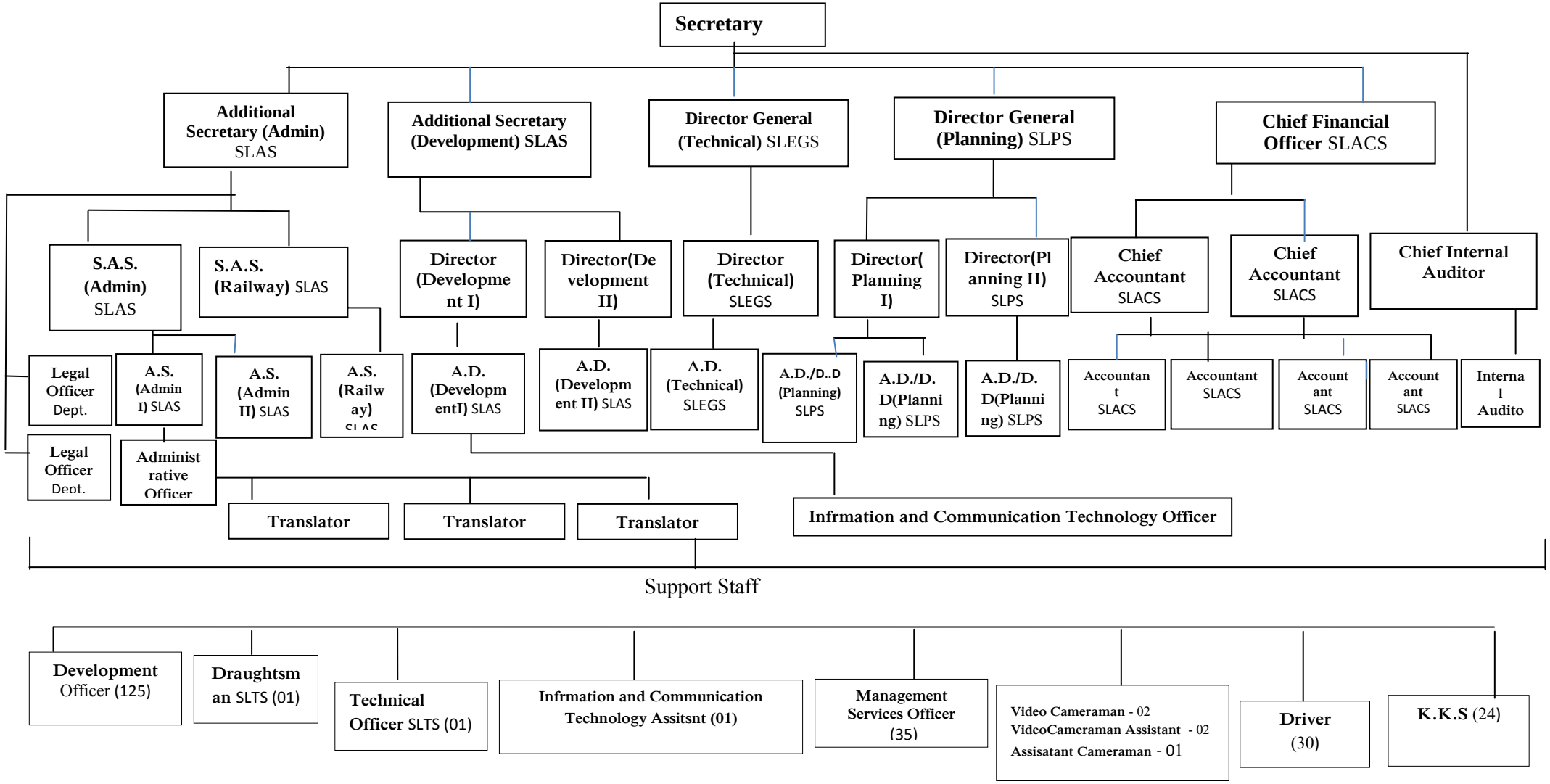
1.5 Departments under the Ministry (Transport Sector)

- Department of Sri Lanka Railways
- Department of Motor Traffic

1.6 Institutions under the Ministry (Transport Sector)

- Sri Lanka Transport Board
- National Transport Commission
- National Transport Medical Institute
- National Council for Road Safety
- Lakdiva Engineering (Pvt) Ltd.

1.4 Organizational Structure of the Ministry of Transport, Highways, Ports and Civil Aviation (Transport Sector)



1.7 Foreign-funded projects

Name of the Project	Financial Source		Estimated Cost of the Project (Rs.Mn.)	Cummulative Expenditure (Rs.Mn.) (As at 31.12.2025)	Duration	Summary of Project Progress	
	Local/ Foreign	Institution				%	Description
Greater Colombo Urban Transport Development Project	Local	GoSL	5,805.30 A sum of Rs. 788 million has been received by the project as operational expenditure from the year 2021 up to 2025.	5,739.84 In addition, the amount of Rs. Mn. 788 provided as recurrent expenditure from 2021 to 2025 has been utilized to cover the operational and maintenance costs of the Makumbura and Kadawatha multimodal transport centers.	**Phase 1** Preparation of Urban Development Plans September 2009 – March, 2014 **Phase 2** Construction of the Multimodal Centre April, 2014 – March, 2019 **Phase 3** Carrying out operations and Commissioning April, 2019 – June, 2025	100%	The development work of the project was completed with the opening of the Makumbura Multimodal Transport Center for operational purposes on 31.03.2019. However, the Ministry of Megapolis and Western Development instructed that the project be carried out through a Pilot Operation until 2020. Accordingly, the improvement of the multimodal transport center operating systems was carried out by the project during the same period. The Ministry of Transport, at the request of the Urban Development Authority, has also brought the Kadawatha Multimodal Transport Center under the project from 2022. Accordingly, by 2020, the project had completed the institutional mechanism for multimodal transport centers and it was submitted for Cabinet approval; however, since only the Makumbura Multimodal Transport Center was operational, the responsibility for establishing a statutory institution based on future needs was assigned to the Ministry of Transport, with the project continuing implementation until December 2023. However, the relevant operations were carried out by the project during that period. Although the assignment to the Sahasya Institution was effected in the year 2024, it has been resubmitted for Cabinet approval due to the fact that the JICA approval had not been obtained for the same.
	Foreign	Japan International Cooperation Agency (JICA)					

Name of the Project	Financial Source		Estimated Cost of the Project (Rs.Mn	Cummulative Expenditure (Rs.Mn.) (As at 31.12.2025)	Duration	Summary of Project Progress	
	Local/ Foreign	Institution				%	Description
							Accordingly, for the maintenance and operational activities of multimodal transport centres, a special Management Unit was established under the Ministry of Transport, Highways, Ports and Civil Aviation for a period of 6 months, and in terms of the Cabinet decision of June 2025, approval was granted to continue it as a special Management Unit for a further period of one year with effect from 01.07.2025. Accordingly, since the year 2020, provisions have been allocated only for the operational functions of the project, and no funds have been allocated for development requirements. Accordingly, the project activities have been completed with 100% progress.
Colombo Suburban Railway Project							
Railway Efficiency Improvement Project (REIP)	Local	GoSL	40,186.81	23,396.00	2019-2027	87%	Out of 33 procurement activities, 29 have been completed. Work relating to 21 of these contracts, has been completed, while a further 2 procurement activities are at the final stage.
	Foreign	ADB					
Resettlement of unauthorized Families within the Railway Reservation of the Kelani Valley railway line (TPFF)	Local	GoSL	9,600.00	3,970.70	2016-2025	77%	Compensation and benefits have been provided to 860 unauthorized occupants from Dematagoda Loco Junction to Padukka, and they have now been relocated from the railway reservation.
Maho–Omanthai Railway Line Rehabilitation Project							
Maho–Omanthai Railway Line Rehabilitation Project	Foreign	Indian Exim Bak	USD 91.268 million	USD 56.002 million	36 months	96%	Works on the Maho–Omanthai main railway line have been completed, and the construction of several yards has been completed.
Maho–Anuradhapura Signaling System Construction Project	Foreign		USD 14.899million	USD 2.5 million	12 months	15%	Initial payments have been completed, and planning activities are being carried out.

Chapter 02

Progress and Future Outlook

Chapter 02
Progress and Future Outlook

2.1. Key Achievements, Challenges, and Future Goals

2.1.1 Sri Lanka Railways

The year 2025 marked a period of special challenges and transformation for Sri Lanka Railways (SLR). Approximately 325,000 passengers use the railway service daily, which has been calculated as accounting for 6% of the total transport demand of the country.

Throughout the year, amidst challenges in maintaining railway operations due to ageing infrastructure, the limited number of serviceable trains, operational constraints, and shortages in human resources, the Sri Lanka Railways Department engaged in continuous efforts to ensure the uninterrupted provision of passenger and freight transport services, to carry on priority infrastructure development and modernization projects, and to respond promptly to emerging risks affecting the national railway network.

Due to the Ditwa cyclone that occurred towards the end of the year, railway lines and bridges were severely damaged. As a result, railway operations were restricted to 22% of the total railway network. Through the collective intervention of all personnel of the railway service, together with the support of the Tri-Forces and the general public, railway rehabilitation activities were carried out, and by 31.12.2025, Sri Lanka Railways was able to increase operations up to 70% of the total network. However, the Kandiyan railway line, which was severely damaged, remains non-operational. The prompt restoration of the Kandiyan railway line, which is of critical importance to the tourism sector and plantation-related transport, has become one of the most challenging tasks faced by the Sri Lanka Railways Department

2.1.1.1 Main Duties and Functions

- Operation of passenger transport
- Transportation of goods
- Operation of special passenger and goods train services
- Development of railway infrastructure (Railway fleet, Railway signaling system, Railway buildings and bridges)

2.1.1.2 Operational Indicators

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

Indicator	as at 31.12.2025
Number of Passengers (millions)	97.46
Passenger Kilometres (millions)	6,198.29
Nos. of Freight Ton (Millions)	2.07
Freight Tonne - Kilometres (Million)	161.99
Total Number of Train Trips Operated	110,994

2.1.1.3 Details of Revenue and Expenditure (as at 31.12.2025)

Type of Revenue	(Rs. Mn.)	Actual Revenue Generation (Rs. Mn.)	Actual Revenue Generation (%)
Passengers	14,700.00	13,499.03	92
Freight	2,200.00	2,462.44	112
Others	1,100.00	1,204.53	110
Total	**18,000.00**	**17,166.00**	**95.37**

Type of Expenditure	Allocation (Rs. Mn.)	Progress (Rs. Mn.)	Percentage (%)
Capital	29,079.20	18,934.22	65.11
Recurrent	31,378.00	28,242.08	90.01
Total	**60,457.20**	**47,176.30**	**78.03**

2.1.1.4 Progress of Capital Allocation (as at 31.12.2025)

Financial Allocation for the Year 2025		Financial progress (%)	Projects Implemented			Physical progress (%)
Treasury	Self-Fund		Target	Completed	In progress	
29,079.20	-	65.11	Implementation of 62 activities and 2 major projects	Activities 11	2 projects and 51 activities are in progress	81

2.1.1.5 Progress of Capital Allocation, Relating to the Main Heads and Sub-Departments (as at 31.12.2025)

Main Heads / Sub-Departments	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical progress		
			Target (Rs. Mn.)	Expenditure (Rs.Mn.)	%	Target (%)	Summary of progress	%
Administration and Establishment Services	10.40	10.40	10.40	9.61	92.50	100	11 activities have been completed and other relevant projects/ activities are currently being carried out.	100
German Railway Technical Training Centre	12.00	12.00	12.00	8.21	68.50	100		98
Railway Security Service	0.5	0.5	0.5	0.49	99.89	100		99
Transportation Sub-Department	10.50	9.60	9.60	8.87	92.50	100		86
Commercial Sub-Department	1.50	1.50	1.50	0.99	66	100		72
Minor repairs to the train fleet	4,672.00	4,171.00	4,171.00	2,912.97	69.84	100		72
Carrying out Major Repairs to the Railway Fleet	8,459.00	7,809.00	7,809.00	4,341.64	55.35	100		58
Maintenance and Repair of Permanent ways, Buildings and New Developments	15,556.00	15,309.20	15,309.20	10,624.94	42.93	100		76
Repair of Signaling and Telecommunication Systems	1,855.00	1756.00	1,756.00	1,026.50	57.04	100		72
Total		**29,079.20**		**18,934.22**	**65.11**			**81**

During the year 2025, the following activities were carried out with regard to the track network, buildings, bridges, and signaling systems with a view to improving the quality of railway passenger services.

Road network and infrastructure facilities

- **Development of main railway lines:** Continued implementation of the Kandy, Peradeniya and Kadugannawa Railway Development Program
- **Kandiyan Line:** Arrangements to purchase 10,000 concrete sleepers and check rails for track maintenance on the Upcountry Railway
- **New projects :**
  - ✓ Commencement of modernization works on the Kelani Valley Railway line
  - ✓ Implementation of the construction of the double line railway from Negombo to Kochchikade
  - ✓ Continuing work on the double line railway from Gatambe to Sarasavi Uyana
- **Rehabilitations:**
  - ✓ Completion of 96% of the Maho to Omanthai railway rehabilitation project
  - ✓ Importation of 4,000 stainless steel rails and 10,000 new rails for the coastal line
  - ✓ Expeditious reconstruction of railway lines damaged by Cyclone 'Ditwa'
- **Buildings and bridges :**
  - ✓ Commencement of work on the construction of the new Kelani double bridge
  - ✓ Construction and completion of overhead bridges at Ganewatta, Lunuwila and Kadigamuwa railway stations
  - ✓ Construction of new railway station buildings and improvement of sanitary facilities at existing stations

Rolling Stock

- **Rehabilitation of carriages:** As an extension of the 200-carriage project implemented in collaboration with Tantri Company, rehabilitating another 100 carriages and adding them to service
- **Workshop Development:** Construction of a new workshop for the rehabilitation of power sets within the Ratmalana Railway Workshop under funding assistance from the Asian Development Bank (ADB)
- **Locally carried out repairs:** Completion of repairs of 02 railway carriages by the Ratmalana factory and carrying out work on several other carriages
- **New Procurements:** Procurement of 05 new Power Sets for the Colombo Suburban Service

Signal and telecommunication system

- **Installation of signaling systems:**
  - ✓ Installation of temporary signaling systems at Galgamuwa and Thalawa railway stations
  - ✓ Modernization of the 'Block' signaling system and power supply system between Maho and Nagollagama.
  - Establishment of an automatic signaling system between Kandy and Peradeniya
- **Security and Surveillance:** Installation of new CCTV systems at Hatton and Aluthgama railway stations to ensure passenger safety.

2.1.1.6 Special Achievements

The government took steps to allocate more capital provisions to the Railway Department compared to previous years. Accordingly, steps were taken to accelerate the new constructions at the Ratmalana Railway Repair Yard. Accordingly, a new train training simulator system (Train Simulator) was started at the Ratmalana Railway Yard for train driver training.

In addition, steps were taken to accelerate the construction of a new workshop for railway repairs and it is possible to bring it into operation in 2026. Furthermore, steps were taken to complete the construction of the railway headquarters building.

Steps were taken to make essential recruitments to maintain the technical services of the Railway Department, ending the severe staff shortage in the Department. Accordingly, the Cabinet approved the recruitment of 1446 employees, out of which 628 were recruited in the year 2025.

S.N.	Position	Salary Code	No. recruited
1	Senior Station Master	MN-07	44
2	Locomotive Driver	Railway-2025	13
3	Railway Technical Management Assistant (Mechanical)	MT-02	210
4	Railway Technical Management Assistant (Electrical)	MT-02	45
5	Basic Technician Positions	MT-01	189
6	Yard Foreman	MN-02	6
7	Tour Ticket Examiner	MN-01	2
9	Sleeping Berth Attendant	MN-01	2
10	Ticket Collector	MN-01	8
11	Shunter	MN-01	25
12	Pointsman	PL-03	43
13	Policeman	PL-03	20
14	RailwayTechnician Assistant	PL-03	21
	Total		**628**

2.1.1.7 Challenges and Issues

The most serious challenge faced by the Sri Lanka Railways in 2025 was the disaster caused by Cyclone Ditva from 27.11.2025 to 30.11.2025. This caused severe damage to

railway infrastructure and disrupted the entire train operation.

Prior to the Ditwa Cyclone, Sri Lanka Railways operated an average of 330 train services per day and transported approximately 8.1 million passengers per month, generating a monthly revenue of LKR 1.18 billion. However, following the disaster, the monthly passenger volume declined to 5.7 million (a decrease of 29.7%), while monthly revenue sharply decreased by 65.9% to LKR 400.8 million. Due to severe damage to infrastructure, daily train operations were limited from 330 to 280 services (a decrease of 15%). In addition, operational activities were further disrupted by the imposition of speed restrictions and the partial closure of sections of the railway network. As a result of these disruptions, tourism and the essential transportation needs of plantation-based communities were significantly affected.

Even prior to the Ditwa Cyclone, the railway service faced persistent structural and institutional challenges. These included aging railway infrastructure, vulnerable bridges and drainage systems, limited capacity on main lines, and inadequate climate resilience. Reliance on manual or semi-automated signalling systems, delayed maintenance activities, and constraints in financial and technical capacity further hindered service delivery.

Although 60 locomotives and 100 power sets are required to sustain daily train operations, the number of available locomotives and power sets at present is lower than this requirement. Furthermore, a significant portion of the locomotive and carriage (rolling stock) fleet is outdated, resulting in an inability to provide a reliable service, increased maintenance costs, and limited operational flexibility.

2.1.1.8 Future plans

The Department of Railways has planned to promptly rehabilitate the railway lines damaged by the Ditwa Cyclone to a condition better than their pre-disaster state. Accordingly, preliminary arrangements have been made to secure foreign technical and financial assistance amounting to USD 427 million, while initial discussions are underway to implement an Indian credit assistance programme valued at USD 230 million.

In addition, a programme is being implemented to procure new train sets required to sustain railway operations and to rehabilitate the existing rolling stock fleet. Furthermore, it is planned to introduce a Colombo suburban light rail transit service to support the gradual electrification of suburban railway services in Colombo. Accordingly, 20 new light rail train sets are to be procured for this purpose.

A new programme is also being introduced to modernize railway stations with the objective of providing a higher-quality service to passengers using the railway system.

Accordingly, all railway stations will be upgraded in parallel with the "Clean Sri Lanka" initiative, under the "Dream Destination" programme being implemented.

Furthermore, it is expected to expand digital services, including railway ticketing services. Accordingly, the pilot project of the "Pravesha" digital ticketing programme is expected to be implemented in 2026.

2.1.1.9 Maho–Omanthai Railway Line Rehabilitation Project

The commencement date of the Maho–Omanthai Railway Line Rehabilitation Project is 29th November 2019.



As illustrated in the map above, this project consists of four phases.

The project for the installation of the signalling system from Maho to Anuradhapura was commenced on 09.10.2025 under Indian grant assistance.

- Employer -
  Department of Sri Lanka Railways
- Consultant -
  Central Engineering Consultancy Bureau
- Contractor – IRCON International Limited

Special Activities carried out in 2025

1. Under the Railway Line Rehabilitation Project

- Completion of the upgrading of track sections (Loop Lines) at three railway yards, which were scheduled for completion
- Completion of 73% of Alumino Thermit (AT) welding works between Vavuniya and Omanthai under Phase III
- Completion of shoulder and surface dressing works at level crossings from Maho to Anuradhapura
- Importation of Bridge Guarders and other required components for 05 bridges in the section between Maho and Anuradhapura, which were proposed for replacement under the project
- Execution of drainage system construction works along both sides of the railway line in the section from Maho to Anuradhapura to facilitate proper water drainage

2. Under the Maho to Anuradhapura Signalling Project,

- Pursuing the necessary actions to convert the project, which was to be implemented under an Indian credit line, into an Indian grant assistance project
- Making the relevant initial payment procedures and commencing project activities on 09.10.2025

Completion of the project designing activities

Objectives

- Completion of the construction of the signalling system within the relevant project timeframe for the Maho to Anuradhapura railway section, which has been upgraded and re-opened for train operations
- Replacement of five existing bridges in the Maho–Anuradhapura section with newly upgraded bridges
- Carrying out the upgrading works of track sections (Loop Lines) at railway yards where works are yet to be completed
- Completion of the construction of the elephant underpas between Ambanpola and Galgamuwa to facilitate elephant crossings
- Installation of appropriate safety protection systems at railway level crossings from Maho to Anuradhapura under the signalling project.

Physical Progress (as at 31.12.2025)

Project	Progress
Maho–Omanthai Railway Passenger Rehabilitation Project	96%
Maho–Anuradhapura Signalling System Construction Project	15%

Department of Motor Traffic

The Office of the Registrar of Motor Vehicles was established on 01st January 1928 under the Motor Car Ordinance, No. 20 of 1927, and at present it functions as the Department of Motor Traffic.

District offices have been established covering all districts, centering on the Head Office, and of these district offices, 11 of them are operated through the online system, and 5 offices carry out vehicle transfer activities as well, in addition to driving licence-related activities.

2.1.2.1 Main Function

Collaborating with a range of other institutions as well as international organizations in relation to vehicle regulation, and updating prevailing conditions while formulating and implementing laws and regulations, thereby ensuring a safe and environmentally friendly transport system for all.

2.1.2.2 Details of Revenue and Expenditure (as at 31.12.2025)

Type of Expenditure	Allocation (Rs. Mn.)	Financial Progress (Rs. Mn.)	Percentage (%)
Capital	1,455.0	951.43	65.39
Recurrent	3,614.0	1,395.0	38.6
Total	**5,069.0**	**2,346.43**	**46.23**

Type of Revenue	Target Revenue (Rs. Mn.)	Actual Revenue Generation (Rs. Mn.)	Actual Revenue Generation (%)
Luxury motor vehicle tax	40,000.0	52,151.08	130.38
Tax on selling of motor vehicles	18.0	18.85	104.72
Charges and other receipts under the Motor Traffic Act	18,000.0	20,300.41	112.78
Charges under vehicle import permits for the transfer of motor vehicles.	11.0	16.76	152.36
Total	**58,029.00**	**72,487.00**	**124.92**

2.1.2.3 Progress of Capital Allocation (as at 31.12.2025)

Financial Allocations for the Year 2025 (Rs. Mn.)		Financial progress (%)	Projects Implemented			Physical progress (%)
Treasury	Self		Target	Completed	In Progress	
1,455.00	-	65.39	9	9	-	66

2.1.2.4 Progress of the Development Projects (as at 31.12.2025)

Serial No.	Programme / Project / Activities	Estimated Cost (Rs.Mn.)	(Rs.Mn.)	Financial Progress			Physical Progress		
				Target (Rs.Mn.)	Expenditure (Rs.Mn.)	%	Target		%
01	**Rehabilitation and Improvement of Capital Assets – Allocation: Rs. 50 million**								
1.1	Building Maintenance and Construction (Head Office)	25	25	50	20.53	83	-	The works related to the projects have been completed.	100
1.2	Machinery and Equipment (Head Office and District Offices)	15	15		9.15	61	-		100
1.3	Vehicles	10	10		6	60			80
02	**Acquisition of Capital Assets – Allocation: Rs. 156 million**								
2.1	Furniture and Office Equipment	25	25	156	24.83	99.5	-		100
2.2	Machinery and Equipment (for the Head Office and District Offices)	125	125		125	100	-		100
2.3	Updating the Data of the Head Office				(Transferred to Vote 307-2-1-1-2103 – Machinery and Equipment.)				0
03	**Capacity Development – Allocation: Rs. 5 million**								38
3.1	Staff Training	5	5	5	1.9	38	-		100
04	**Other Capital Expenditure – Allocation: Rs. 1,200 million**								
4.1	Printing of Driving Licenses	1200	1200	1200	719	60	-		100

05	**Development of Divisional Offices under District Secretariats – Allocation: Rs. 50 million**								
5.1	Buildings and Construction (Allocation of Rs. 48.8 million have been released to District Secretariats)	50	50	50	45.02	90	-		100
06	**Electronic Motor Vehicle Database (E-Motoring) Allocation: Rs. 55 million**								
6.1	Furniture and Office Equipment			The allocation of Rs. 55 million was transferred on 07.11.2025 to expenditure item 307-2-1-1-1-2103 under the vote "Machinery and Equipment (for the Head Office and District Offices)" within the "Acquisition of Capital Assets" .					0
6.2	Buildings and Construction								0
6.3	Software Development								0
	Total	**1,455**	**1,455**	**1,455**	**951.43**	**65.39**	**100**		**66**

2.1.2.5 Additional Progress Indicators

Vehicle Registration and Transfers (as at 31.12.2025)

Serial No.	Vehicle class	Number of Newly Registered Vehicles as at 31.12.2025	Number of Vehicle Transfers as at 31.12.2025
1.	Motor car	68,047	187,022
2.	Dual purpose vehicle	3,263	59,047
3.	Three-wheelers	16,843	183,836
4.	Motor cycles	254,817	316,149
5.	Quardicycles	01	305
6.	Motor tricycle vans	489	713
7.	Land vehicle tractor	4,701	10,951
8.	Single cabs	3,673	37,549
9.	Motor lorry	2,269	46,958
10.	Prime mover	588	854
11.	Lorry Trailers / Bowsers	441	677
12.	Tractor Trailers / Bowsers	3,052	911
13.	Land Vehicles (Hand Tractors)	1,326	1,928
14.	Buses	2,096	19,098
15.	Ambulance	31	98
16.	Hearses	01	12
17.	Special Purpose Vehicles	448	1,448
18.	Motor home	-	-
19.	Threewheel cars	-	75
20.	Forklift	-	08
	Total	**362,086**	**867,639**

Issuance of Driving Licences (from 01.01.2025 to 31.12.2025)

Serial No.	Description	Number of Driving Licences
1	Issuance of New Driving Licences	183,737
2	Renewal of Driving Licences	380,737
3	Temporary Suspension of Driving Licences	5,428

Registration of Vehicle Importers (from 01.01.2025 to 31.12.2025)

No.	Description	Quantity
01	New Registration of Vehicle Importers	1,077
02	Number of Registered Vehicle Importers with Renewed Registration	781
03	Total Number of Active Registered Importers	1,858

Roadside Inspection of Vehicles Unfit for Operation and Vehicle Emission Conditions (from 01.01.2025 to 31.12.2025)

Serial No.	Description	Quantity
01	Inspection of Vehicle Emission Conditions	16,616
02	Issuance of repair orders and prohibition orders for vehicles deemed unfit for operation due to excessive emissions	2,581

2.1.2.6 Key Achievements

All services are continuously carried out by a staff of nearly one thousand officers for approximately seven million vehicles and about sixteen million driving licences, and, through the strong dedication of the institution's staff, a significant revenue target has been successfully achieved for the Government.

- Establishment of a driving licence service counter of the Department of Motor Traffic at Katunayake Airport for the promotion of tourism
- Achievement of the annual revenue target
- Implementation of the issuance of driving licences through an online system at the Ampara District Office
- Establishment of an internal affairs unit for the management of public complaints.

2.1.2.7 Issues and Challenges

- Inadequate space for the public and staff
- Insufficient technical staff
- Lack adequate archival facilities at the Head Office and District Offices
- Issues relating to office space at District Offices and lack of sufficient facilities to conduct practical tests and vehicle inspections

2.1.2.8 Future plans

Approaching its centenary in 2028, the Department of Motor Traffic is in the process of formulating plans to identify challenges and issues and to provide a more efficient and user-friendly service to the public.

2.1.2.9 Vehicular Emission Trust Fund

2.1.2.9.1 Details of Revenue and Expenditure (as at 31.12.2025)

Type of Expenditure	Self-Fund (Rs. Mn.)	Progress (Rs. Mn.)	Percentage (%)
Capital	93.00	3.20	3.30
Recurrent			
Operating expenses	44.00	23.00	52.30
Development costs	290.00	130.00	45.00
Total	**427.00**	**156.20**	**36.58**

Type of Revenue	Target Revenue (Rs. Mn.)	Actual Revenue Generation (Rs. Mn.)	Actual Revenue Generation (%)
10% program fee for vehicle emissions testing	362.00	389.00	100.00
Interest income on fixed deposits	70.00	77.00	64.00
Total	**432.00**	**466.00**	**107.80**

2.1.2.9.2 Progress of the Development Projects (as at 31.12.2025)

Program / Project / Activity	Estimated Cost (Rs. Mn.)	Allocation (Self-Fund) (Rs. Mn.)	Financial Progress			Physical progress		
			Target (Rs. Mn.)	Expenditure (Rs. Mn.)	%	Target (Units)	Summary of Progress	%
01. Carrying out monitoring and regulatory activities, including roadside smoke inspection programmes, on-site vehicle inspection programmes, and supervision of emission testing centres	10.00	10.00	10.00	3.7	37	01. Conducting 15,000 random vehicle inspections 02. Conducting 300 on-site vehicle inspections per month/Calling for 100 public complaints 03. Inspecting 20 emission testing centres per month	15,404 1,212 72	100 100 30
02.1 Conducting awareness workshops on vehicle emission testing and printing awareness leaflets / stickers	23.5	23.5	23.5	4.2	18		07	100

02.2 Implementing awareness projects through mass media	11.8	11.8	11.8	2.47	20	Conducting 4 workshops per year Printing 5,000 leaflets / stickers / books each Producing 4 videos per year Implementing social media promotion programmes	5,000 leaflets, 2,000 awareness brochures, and 1,000 certificates were printed. A social media promotion programme was implemented. Mass media awareness programmes were conducted, and a video on the health risks associated with vehicle emissions was produced.	100
03. Enhancing the capacity of the Vehicle Emission Project Office through the development of infrastructure and human resources, and by conducting capacity-building programmes	93.0	93.0	93.0	4.2	5	Establishing a vehicle emission testing centre at the Werahera premises of the Department of Motor Traffic. Procuring vehicle emission testing equipment. Implementing human resource development workshops.	The construction of the testing center has been completed. Capacity training programs have been conducted for stakeholders related to the vehicle emissions program.	100 0 80

04. Funding for research and development projects	238.4	238.4	238.4	119.7	50	1. Development of a National Air Quality Website	A software system has been developed covering a greater part of the island to obtain information on ambient air quality, and a national programme has been formulated to provide such data to the relevant stakeholders.	80
						2. Providing funds to the Central Environmental Authority and the National Building Research Organisation for measuring air quality and displaying such data to the public	A website has been developed for obtaining air quality data, and it has been launched to facilitate access to such data by the relevant parties. Funds have been provided for tree-planting programmes aimed at minimizing air pollutants.	
						3. Providing funds for other projects	Funds have been provided to the Road Development Authority for the installation of	

							countdown timers on traffic signal systems for vehicle traffic management.	
05. Conducting training workshops for technical officers of garages on the proper maintenance and repair of vehicles	5.0	5.0	5.0	-	25	Conducting training workshops for garage technicians and awarding National Vocational Qualification (NVQ) certificates.	Arrangement have been made to enter into agreements with the Public Utilities Commission for conducting training workshops.	20

2.1.2.9.3 Institutional Performance Highlights

- Obtainng ISO 9001:2015 Quality Management System certification for the institution
- Delivering a presentation on new technological applications for vehicular emission testing at the Regional Action Program on Air Pollution technical consultation workshop organized by UNESCAP

2.1.2.9.4 Isseues and Challenges

- Inclusion of the Vehicular Emission Trust Fund as a statutory institution under the Motor Traffic Act
- Absence of a minimum required prsonnel to carry out functions, and the lack of any permanent staff officers

2.1.2.9.5 Special achievements

Obtaining policy approval from the Cabinet of Ministers for amending the Motor Vehicles Act for the purpose of establishing the Vehiculer Emission Trust Fund.

2.1.2.9.6 Future plans

- Establishing the office of the Vehicular Emission Trust Fund as an institution which is responsible for sustainable transport management and recruiting the required officers
- Commencing studies and research for the introduction of new vehicle emission standards and a new testing methodology in the year 2028
- Conducting a national research symposium on air quality management and road safety.

2.1.3 Sri Lanka Transport Board

Under the Motor Traffic Act, No. 48 of 1957, the then existing bus companies were nationalized, and the Ceylon Transport Board was established on the 1st of January 1958. Thereafter, having undergone various transformations, the Sri Lanka Transport Board (SLTB) was established by the Sri Lanka Transport Board Act, No. 27 of 2005. Accordingly, at present, through a workforce of 24,468, the SLTB provides approximately 40% – 50% of the daily passenger transport service demand of the country, operating from 107 depots and 12 sub-depots located island-wide, and deploying about 5,061 buses for daily operations.

Through 12 regional offices, guidance is provided to the depots and coordination with the head office is carried out, thereby promoting activities to deliver a quality, efficient, and effective bus service, and the following functions are performed by the Sri Lanka Transport Board.

- Implementing the "Sisu Seriya", "Gami Seriya" and "Nisi Seriya" programmes
- Deploying bus services on uneconomical routes
- Deploying bus services for long-distance operations
- Carrying out coordination activities as the transport agent of the public and private sectors
- Coordinating bus services during festivals, special occasions, and events such as Parliamentary and Provincial Council elections
- Providing buses, under agreement with the Department of Examinations, for the transportation of examination question papers, staff, and related activities
- Transporting mail and newspapers
- Conducting conferences and workshops for drivers, conductors, mechanical technicians, and supervisory staff
- Issuing concessionary season tickets for senior citizens and students
- Coordinating with regional authorities, the General Treasury, the National Transport Commission, Provincial Councils, relevant Ministries, and other concerned institutions regarding bus operations
- Supplying well-trained and disciplined drivers through SLTB driver training schools
- Supplying engine assemblies / sub-assemblies (engines, gearboxes, starter motors, alternators, and injector pumps) produced at regional workshops to depots
- Maintaining a stores facility at the SLTB Head Office in Narahenpita for issuing critically important spare parts to provincial workshops
- Conducting security investigations, unannounced inspections, and checks in relation to bus operations at depots

2.1.3.1 Details of Revenue and Expenditure (as at 31.12.2025)

Type of Expenditure	Alloaction (Rs. Mn.)	Finnacial Progress (Rs. Mn.)	Percentage (%)
Capital			
Total Capital Expenditure Estimate for 2025	**10,225.25**	**36.02**	**0.35**
Recurrent			
Expenditure on Bus operation	61,125.67	55,337.16	90.53
Other Variable expenditures on Buses	10,393.73	8,861.55	85.26
Expenditure on office staff salaries and wages	4,524.17	4,007.47	88.58
Other administrative expenditure	6,207.68	3,712.61	59.81
Finnacial expenditure	6.47	7.26	112.21
Regiuonal owrkshops	1,946.26	874.32	44.92
Total Recurrent	**84,203.98**	**72,800.37**	**86.46**
Total Capital	**10,225.25**	**36.02**	**0.35**
Grand Total	**94,429.23**	**72,836.39**	**77.13**

Revenue and Expenditure Report (as at 31.12.2025)

Month	Total Number of Buses	Number of Buses provided for Daily Operation	Number of Buses Operable per Day	Number of Kms Operated	Waybill Income (Rs. Mn.)	Fuel Expenditure (Rs. Mn)	Total Revenue (Rs. Mn)	Total Expenditure (Rs. Mn)
January	7,137	5,105	4,590	34,426,312	4,347.95	2,854.85	5,871.82	5,976.18
February	7,137	5,077	4,382	31,124,503	3,979.22	2,575.31	5,780.56	5,531.83
March	7,136	5,084	4,541	34,426,312	4,448.69	2,857.41	6,471.72	5,948.40
April	7,135	5,138	4,330	30,116,410	4,271.80	2,655.63	6,015.86	5,795.38
May	7,135	5,009	4,350	30,817,533	4,118.72	2,598.19	5,956.19	5,790.32
June	7,136	4,961	4,422	30,672,072	4,167.12	2,584.58	6,364.36	5,741.86
July	7,137	4,981	4,428	32,168,579	4,419.78	2,827.42	6,516.64	6,158.18
August	7,141	4,966	4,431	31,752,732	4,494.98	2,831.13	6,635.68	6,066.10
September	7,137	4,954	4,428	30,955,713	4,168.68	2,697.05	6,403.41	5,967.64
October	7,137	4,985	4,612	31,821,542	4,205.18	2,702.69	6,430.24	5,959.44
November	7,137	4,946	4,138	28,378,636	3,780.79	2,361.32	5,872.47	5,372.67
December	7,137	4,976	4,352	28,378,652	4,087.85	2,531.88	6,700.92	5,863.87

2.1.3.2 Overall Progress of the Institution (as at 31.12.2025)

Type of Expenditure		Financial Allocations for the Year 2025		Financial Progress (Rs. Mn.)	Projects Implemented			Physical Progress (%)
		Treasury (Rs. Mn.)	Self-Fund (Rs. Mn.)		Traget	Completed	In Progress	
2025.12.31	Capital	1,500.00		1,399.45	1	-	1	Projects are currently in progress (Treasury-funded projects are shown in Table 2.1.3.3)
		*2,676.50		2,439.17	7	4	3	
	Recurrent	15,150.00		15,150.00	4	-	4	
2025.12.31	Capital		10,225.25	57.88	6	-	6	
	Recurrent		84,203.98	72,800.37	This includes all administrative expenditure, including the payment of staff salaries.			

*Additional provisions were provided to the Sri Lanka Transport Board (SLTB) during the year 2025.

2.1.3.3 Progress of the Development Projects (as at 31.12.2025)

S. N.	Programme / Project / Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs.Mn.)	Financial Progress			Physical Progress		
				Target (Rs.Mn.)	Expenditure (Rs.Mn.)	Percentage (%)	Target	Summary of Progress	Percentage (%)
Projects under Treasury Allocation									
1	Rehabilitation of the bus fleet and expansion of the fleet	1,500.00	1,500.00	1,500.00	1,399.45	93.3			
	Engines						1,073	415 engines have been reconditioned.	39
	Gear Boxes						1,763	284 gearboxes have been reconditioned.	15
	Bus bodies						2,070	211 bus bodies have been repaired and completed.	23
2	Modernization of buses under the Bus Rehabilitation Programme	758.00	357.47	357.47	154.89	43.33	400	Under the Bus Rehabilitation Programme, 242 buses have been repaired and handed over to depots.	60.5
3	Procurement of 60 Ashok Leyland BS III engine kits and installation in buses	345.6	345.6	345.6	332.39	96.18	60	60 engine kits have been procured and handed over to depots for installation.	100

4	Procurement of 60 BS IV engine kits and installation in buses	374.4	374.4	374.4	360.83	96.38	60	60 engine kits have been procured and handed over to depots for installation.	100
5	Procurement of 12 BS III AC engine kits and installation in buses	84	84	84	78.53	93.49	12	12 engine kits have been procured and handed over to depots for installation.	100
6	Procurement of 30 Yutong engine kits and installation in buses	186	186	186	212.00	98.83	30	The goods have been received and delivered to Katubedda SLTTS (Super Luxury Tourism Transport Service)	100
7	Procurement of 30 Yutong gearboxes and installation in buses	28.5	28.5	28.5					
8	Carpeting of depot premises roads and yards (Mattakkuliya, Moratuwa, Panadura, Avissawella, Thalangama, Kadawatha, Kirindiwela, Gampaha, Matugama).	900	1,300.53	1,300.53	1,300.53	100	9 Depot premises	The works at Avissawella, Panadura, Gampaha, Kirindiwela, Thalangama depots have been completed and 80% of the works at Moratuwa have been completed. The works at Mattakkuliya have been awarded. The Kadawatha and Mathugama depots have been removed.	80%

Progress of Development Projects under the Clean Sri Lanka Programme

The implementation of the following projects has been commenced using the allocations made under the Clean Sri Lanka Programme, and these projects are currently in progress.

i. Procurement of 10 low-floor buses equipped with facilities for persons with disabilities – The total estimated cost is Rs. 430.7 million, and the buses are expected to be delivered before 15 March 2026. The financial progress as at 31.12.2025 is Rs. 340 million.

ii. Colombo Fort Central Bus Stand Modernization Project – The total estimated cost is Rs. 425 million, and the allocation provided for the year 2025 is Rs. 120 million. The project is expected to be completed by April 2026. As at 31.12.2025, modernization works have achieved 45% progress and construction works have achieved 12% progress, while the financial progress as at 31.12.2025 is Rs. 119.67 million.

2.1.4.National Transport Commission

The National Transport Commission was established under the National Transport Commission Act, No. 37 of 1991, with the purpose of advising the Government on the national policy relating to passenger transportation by omnibus and implementing such policy. The said Act has been amended through the National Transport Commission (Amendment) Act, No. 30 of 1996, the Sri Lanka Transport Board Act, No. 27 of 2005, the National Transport Commission (Amendment) Act, No. 06 of 2017, and the National Transport Commission (Amendment) Act, No. 8 of 2025. Through the National Transport Commission (Amendment) Act, No. 8 of 2025, the term “road-transport” has been substituted for “passenger transport by omnibus”, thereby broadening the scope of the National Transport Commission.

Accordingly, the National Transport Commission has been given the power to formulate regulations for three-wheelers, office transport services and school transport services, which have not been regulated until now.

2.1.4.1 Details of Revenue and Expenditure (as at 31.12.2025)

Expenditure Type	Allocation (Rs.Mn.)	Financial Progress (Rs.Mn.)	Percentage (%)
Special Project Expenditure			
Capital	54.01	44.21	81.85
Recurrent			
Treasury finds	1,913	1,700	89.47
NTC funds	58.91	46.59	79.08
Total	2,025.92	1,790.80	88.96
Non-project expenditure			
Capital	30.60	9.98	32.61
Recurrent	433.07	364.09	84.07
Total	**463.67**	**374.07**	**80.67**

Revenue Type	Targeted Revenue (Rs. Mn.)	Actual Revenue Generation (Rs.Mn.)	Actual Revenue Generation (%)
1. Permit income			
Route permit income	134.96	133.29	98.76
Route tendering income	414.53	413.40	99.72
Total	**549.49**	**546.69**	**99.49**
2. Other incomes	187.16	170.34	91.01
3. Interest Income	57.23	68.38	119.48
Total	**244.39**	**238.72**	**97.68**
Grand total	**793.88**	**785.41**	**98.93**

2.1.4.2 Progress of Capital Allocation of the Institution (as at 31.12.2025)

Financial Allocations for the Year 2025 (Rs. million)		Financial Progress (%)	Projects implemented			Progress of Physical Implementation (%)
Treasury	Self		Target	Completed	Being implemented	
-	54.01	54	5	2	3	80

2.1.4.3 Progress of the Development Projects (as at 31.12.2025)

Programme / Project / Activity	Estimated Value (Rs. Mn.)	Allocation (Rs.Mn.)	Financial progress			Physical Progress		
			Target (Rs, Mn.)	Expenditure (Rs.Mn.)	%	Target (Units)	Summary of Progress	%
Sisuseriya	1,628.228	1,628.228	1,628.228	1,562.50	95.96	Starting 100 new services	77 new Sisuseriya services were commenced.	77
Gamiseriya	26.431	26.431	26.431	2.78	10.51	Starting 120 new services	A new Gemiseriya service was commenced.	0.83
Nisiseriya	245.34	245.34	245.34	134.72	54.91	Starting 600 new services	611 new services were commenced.	102
Operation and Maintenance of the Bus Terminal	9.5	9.5	9.5	10.01	105	Conducting 16 mobile bus examination programs and 6 bus examination workshops.	16 mobile bus inspection programs and 05 workshops on bus inspection were conducted.	95
Vehicle Demand and Service Quality Survey	7.0	7.0	7.0	6.16	88	Conducting 30 surveys	106 Surveys were conducted.	100
Training of Bus Crew	9.0	9.0	9.0	8.56	95.5	Conducting 45 training programs	44 traininbg programs were conducted.	98
Timetable and Service Monitoring	6	6	6	4.96	83	Implementation of combined timetables for the 02 main access routes from Colombo.	Integrated timetables were prepared and implemented for the Puttalam access road.	60

							Revision of integrated timetables on the Southern Expressway based on the passenger demand that varies with the days of the week, and the revision of existing timetables according to passenger requirements.	
Determination of Bus Fares	0.1	0.1	0.1	0.054	54	Announcing the annual bus fare revision and making interim bus fare revisions based on changes in fuel prices, eliminating fare discrepancies and updating the bus fare policy	The annual bus fare revision has been announced. A committee has been appointed to revise the bus fare policy, and it is currently collecting the necessary data for the revision process. Additionally, bus fare anomalies on 37 routes have been rectified.	55
Internal Information Technology System	12.906	12.906	12.906	5.4	42	Maintenance costs for the internal information system.	Incurring maintenance costs for the internal information system.	55

Maintenance Cost of GPS Equipment and Control Room	8.65	8.65	8.65	8.34	96.4	Expenses incurred in maintaining the GPS and control room in operation.	Incurring expenses for the active operation of GPS and the control room.	100
Making regulations	0.1	0.1	0.1	0.05	50	Formulation of regulations in accordance with the National Transport Commission Act.	Regulations for operational activities have been drafted. Regulations have been drafted for inter-provincial bus operations, school transport services, office transport services, and three-wheelers.	65
Installation of Long-Distance Service Signboards	1.2	1.2	1.2	0.89	74	Identification of 750 long-distance bus stops.	1,836 long-distance bus stops have been identified.	100
Long-Distance Service rest places	0.2	0.2	0.2	0.09	45	Improving the quality of cafeterias where long-distance buses stop	Instructions have been provided to inspect the cafeterias where buses stop on two main access roads starting from Colombo and to improve their standards. A survey	88

							was conducted to identify the cafeterias where buses currently stop on the Puttalam road.	
Consumer services	0.5	0.5	0.5	0.40	80	Developing methods for public relations	Gathering information, suggestions, and ideas from passengers, transport service owners, and drivers (through newspaper advertisements and the display of stickers). Stickers have been displayed to raise awareness among passengers on how to submit public complaints via the NTC WhatsApp number.	10
Preparing the strategic plan	0.1	0.1	0.1	-	-	Preparing a strategic plan for the next 5 years	The officers of the institution have prepared and drafted a preliminary strategic plan by now.	20
Preparation of annual national transport statistics.	2.0	2.0	2.0	0.02	1	Publication of the National Transport Statistics Report 2025.	Published on the National Transport Commission website on December 31, 2025.	100

Transportation-related awareness programs for stakeholders	1.0	1.0	1.0	0.25	25	Conducting 8 stakeholder awareness programs.	Passenger Awareness Program - 1 Conductor Training Programs - 1 Transport Authority Officers - 1 Expressway Bus Owners - 1 Inter-provincial Bus Drivers - 1 Women's Day Television Programs - 1 Women's Day Media Briefing / Press Conference – 1 Women's Day Sticker Campaign - 1	100
Urban transportation planning	0.15	0.15	0.15	0.42	280	• Identifying bus routes for metro bus companies • Identifying bus routes for persons with disabilities • Preparing transportation plans for proposed multimodal transportation centers	The Ministry of Transport, Highways, and Urban Development has selected 5 routes for the Lanka Metro Transit (Pvt) Bus Company and prepared the transport plan for the Multimodal Transport Center,	40

							Kurunegala - Gettuwana. Six routes have been identified for the deployment of buses for persons with disabilities and have been forwarded to the Ministry of Transport, Highways, and Urban Development.	
Capital Projects								
Internal IT system	6.43	6.43	6.43	6.93	107%	Making Capital expenditure required for the internal information system.	Incurring capital expenditure required for the internal information system.	50
Customer Service Unit	0.58	0.58	0.58	-	-	Developing a call center.	Procurement activities have been completed.	100

Renovation and maintenance of National Transport Commission premises	2	2	2	1.97	98.5	Renovation and maintenance of National Transport Commission premises.	Renovation of the vehicle portico roof, preparation of the waterproofing slab, painting of the vehicle portico and the boundary wall, renovation of the Bastian Mawatha bus terminal, and covering the areas where crows gather at the Bastian Mawatha bus terminal.	60
Rehabilitation of the Bastian Mawatha and Vavuniya Terminals	30	30	30	23.58	78.6	Renovation of Bastian Mawatha and Vavuniya Terminals	Installation of the ceiling, fixing of louver panels, and painting at the Vavuniya bus terminal.	90
Construction of platforms at Bastian Mawatha – construction of a platform for expressway buses	15	15	15	11.72	78	Construction of platforms on Bastian Road - Construction of 01 platform for expressway buses in Phase I.	Construction of a platform to park 4 buses.	100

2.1.4.4 Institutional Performance Highlights

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

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

2.1.4.5 Issues and Challenges

- With the expansion of the scope of the institution under the National Transport Commission (Amendment) Act, No. 08 of 2025, delays in acquiring the required trained human resources and physical resources to support implementation
- Absence of a centralized database for decision-making in the transport sector and non-establishment of a dedicated research and development unit
- Challenges in recruiting suitably qualified and trained officers for the adoption of new technology
- Limitations in regulatory authority
- The private passenger transport service sector being composed of individual investors/operators

2.1.4.6 Future Plans

- Drafting and gazetting regulations under the National Transport Commission (Amendment) Act, No. 8 of 2025
- Carrying out further amendments to the National Transport Commission Act as required
- Formulating a strategic plan/integrated plan for the next five years
- Establishing a National Transport Data Centre (NTDC)
- Expanding the institutional structure of the National Transport Commission
- Conducting studies and formulating a National Transport Plan in collaboration with foreign financial assistance agencies (ADB, JICA, World Bank) on E-Transport projects and sector reforms
- Introducing an Integrated Transport Management System (ITMS), including GPS tracking, e-ticketing, vehicle monitoring, and complaint handling systems
- Establishing a national training institute for the transport sector
- Implementing projects related to road safety
- Establishing a national-level media unit
- Protecting passenger rights and facilitating the establishment of passenger associations
- Assessing the feasibility of expanding social welfare bus services
- Developing necessary mechanisms for fare regulation across all road passenger transport services

2.1.5 National Transport Medical Institute

Originally established as a medical centre at the Ratmalana depot premises of the South Western Bus Company Limited to provide medical facilities for its employees, this institution came under the ownership of the Ceylon Transport Board following the nationalization of bus companies in 1958. After nationalization, it was referred to as the "CTB Medical Division."

With the objective of expanding its services, the medical centre located at the Ratmalana depot premises was relocated in 1970 to No. 170, High Level Road, Nugegoda, which belonged to the Sri Lanka Transport Board. At present, it operates under the Ministry of Transport as the "National Transport Medical Institute," functioning as a self-financing state statutory institution.

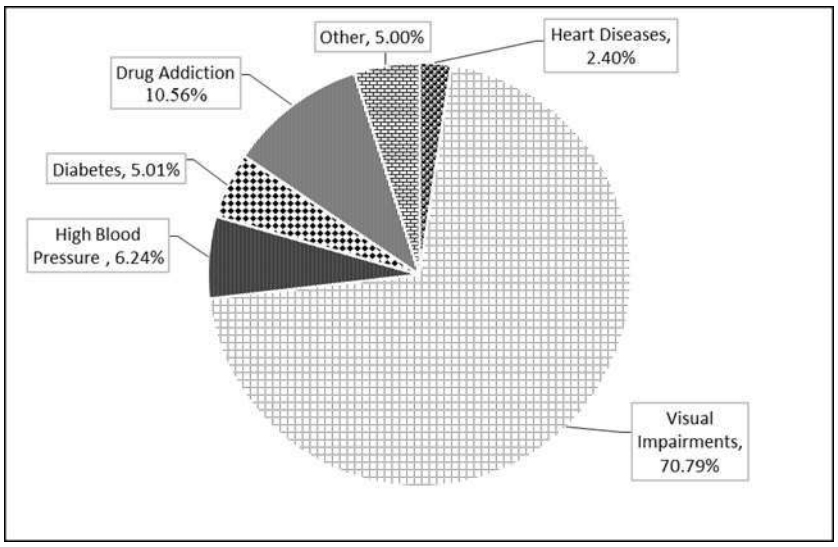
It was established by the National Transport Medical Institute Act, No. 25 of 1997.

In order to achieve its core objectives, it commenced operations from the Nugegoda Head Office in 1999 and has now expanded into a network of branch offices covering all twenty-five districts of the country.

2.1.5.1 Main Functions of the Institution

The main function of the institution is to conduct medical examinations of heavy vehicle drivers, light vehicle drivers, individuals intending to commence training at driving schools, and drivers referred by external institutions such as the Hon. Courts, the Sri Lanka Transport Board, and the National Transport Commission, among others, and to certify their fitness by issuing medical certificates.

The total number of medical examinations conducted up to 31 December 2025 is 1,037,390. Out of these, 8.25% have been certified by medical practitioners as medically unfit to engage in the driving profession due to health reasons. In other words, approximately 8–9% of every 100 candidates examined have been found unfit to drive due to health-related conditions.



The above chart on the progress of medical certificate issuance clearly indicates that the majority of the identified medical conditions are due to visual impairment.

2.1.5.2 Details of Revenue and Expenditure (as at 31.12.2025)

Type of Expenditure	Allocation (Rs. Mn.)	Financial Progress	Percentage (%)
Capital	101.9	25.37	24.90
Recurrent	1090.0	1052.00	96.51
Total	**1191.9**	**1077.37**	**90.39**

Type of Revenue	Target Revenue (Rs. Mn.)	Actual Revenue Generation (Rs. Mn.)	Actual Revenue Generation (%)
Medical services	1694	1708	100.82
Other	110	156	141.82
Total	**1804**	**1864**	**103.33**

2.1.5.3 Progress of Capital Allocation of the Institution (as at 31.12.2025)

Financial Allocation for the Year 2025 (Rs. Mn.)		Financial Progress (%)	Projects Implemented			Physical Progress (%)
Treasury	Self-Fund		Target	Completed	In Progress	
-	101.9	24.90	15	5	10	45%

2.1.5.4 Progress of the Development Projects (as at 31.12.2025)

S. N.	Programme / Project / Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
				Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Summary of Progress	(%)
01	Procurement of computers and accessories for the Head Office and branch offices								
	PC	14	14	14	13.22	94.43	42	39	92.85
	Fire wall	12	12	12	-	-	-	-	-
	Multi-function printers	1	1	1	0.94	94	6	6	100
	Bar code reader	0.05	0.05	0.05	-	-	They are purchased as per requirement	-	-
	Network switch	1.2	1.2	1.2	1.14	95	1	1	100
	POS system for pharmacy	1	1	1	-	-	1	The relevant activity has been initiated to date.	
02	Installation of CCTV cameras at the Head Office	0.4	0.4	0.4	0.4	100	5	5	100
03	Completion of construction work of the drivers' and security staff rest room at the Head Office	3	3	3	3	100	1	1	100

S. N.	Programme / Project / Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
				Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Summary of Progress	(%)
04	Making arrangements for the installation of solar panels at the Head Office	25	25	25	-	-	-	Procurement activities are in progress.	10
05	Completion of reconstruction work of the collapsed rear boundary wall at the Head Office	1.75	1.75	1.75	1.75	100	1	1	100
06	Arrangements have been made to establish offices in government buildings at Gampaha, Kegalle, Galle, Matara, and Polonnaruwa	24	24	24	-	-	5	Government buildings have been identified and finalized for the Gampaha, Galle, and Polonnaruwa offices.	10
07	Purchase of furniture and office equipment for the Head Office and branch offices	2	2	2	1.4	70	They are purchased as per requirement		90

S. N.	Programme / Project / Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
				Target (Rs. Mn.)	Expenditure (Rs. Mn.)	(%)	Target (Units)	Summary of Progress	(%)
08	Air-conditioning of the Head Office – Rs. 7 million; and Rs. 2 million for other offices as required.	9	9	9	1.89 (For other offices)	21	9 (Air-conditioning units for the Head Office)	The Technical Evaluation Committee report has been finalized for the purchase of 9 air-conditioning units.	20 - (Head Office) 100 (Branches)
09	Purchase of medical equipment for the Head Office and branch offices	2	2	2	0.65	32.5	They are purchased as per requirement		10
10	Implementation of staff capacity-building programmes	4	4	4	-	-	1	-	-
11	Implementation of training programmes for employees.	2	2	2	0.98	48	Training programmes are conducted as required.		75
	Total	101.9	101.9	101.9	25.37	24.9			

2.1.5.5 Institutional Performance Highlights

- Updating medical criteria and raising public awareness in order to prevent service recipients from obtaining medical certificates through improper means due to a lack of proper understanding of the health conditions required to pass medical examinations
- Formulating a mechanism to obtain customer feedback, complaints, and suggestions through modern technology, and ensuring the capacity to respond to the complaints received
- Formulation of regulations relating to the National Transport Medical Institute Act
- Conducting training programs for the staff
- Conducting capacity development programs for the staff
- Executing the affairs relating to conducting efficiency bar examinations of the employees and grading them
- Facilitating the staff with foreign training programs
- Taking action to recruit for posts that remained vacant over a year under approval of the relevant institutions
- Implementation of the annual transfer policy for the first time
- Reviewing staff to streamline branch office operations and transferring personnel to address vacancies and surplus staffing
- Establishing a media unit within the institution in order to enhance public awareness about the institution
- Improving branch office facilities
- Under the patronage of Mahara Pradeshiya Sabha, a mobile service was held at Abhinawaramaya, Eldeniya to grant medical certificates for driving licenses on 15.09.2025 rendering services to the public in view of the Local Government Week under the theme “Punarudaye Purawara”. Servics were provided for 152 clients
- Conducting a medical clinic at Bapa/Gama Bōdhiraja Maha Vidyalaya, Ovitigama, in the Divisional Secretariat of Dompe on 26.11.2025, under the proposed Clean Sri Lanka mobile service and special public outreach programme to be implemented at the district level under the Clean Sri Lanka Program, and,
- Conducting medical examinations for 141 service recipients under the mobile service programme held on 26 and 27 November 2025, centered on the division of Lunugamvehera Divisional Secretariat and covering the divisions of Sooriyawewa and Tissamaharama Divisional Secretariats
- Commencing a driving licence renewal service from 30.09.2025 at the Department of Motor Traffic head office premises in Nugegoda, enabling

applicants who visit to obtain medical certificates for licence renewal to receive a temporary driving licence, with the aim of providing an efficient and satisfactory service

- The inaugural ceremony of the pilot project to conduct random drug testing on buses engaged in public passenger transport, particularly on routes entering Colombo, with the objective of minimizing the number of drivers operating vehicles under the influence of narcotics, was held on 24.11.2025 under the patronage of the Hon. Minister of Transport, Highways and Urban Development, Mr. Bimal Rathnayake

2.1.5.6 Challenges and Issues

- **Difficulty in recruiting permanent medical officers for the institution**
- **Issues relating to revision of employees' salaries** - Difficulties have arisen in enhancing employee benefits due to challenges in obtaining approval from the Department of Management Services for salaries and special allowances. Although this institution is a profit-generating entity compared to other government institutions, corporations, and boards, the salaries and benefits of its officers and employees are not sufficiently attractive; therefore, action needs to be taken in this regard

2.1.5.7 Special Achievements

- The long-delayed implementation of a system to link the Department of Motor Traffic and the National Transport Medical Institute through an online service platform, enabling the issuance of medical certificates via smart technology, was commenced at the Nugegoda Head Office and the Werahera Branch Office from 07.04.2025, and at the Gampaha and Ampara Branch Offices from 01.10.2025

2.1.5.8 Future Plans

- To assess the occupational health and safety of employees at twenty-five selected depots of the Sri Lanka Transport Board
- To conduct HbA1c testing for driving licence applicants whose blood sugar level exceeds 250 mg/dL at the time of screening
- To initiate the establishment of branch offices in Ampara, Batticaloa, Badulla, Trincomalee, Anuradhapura, Matale, and Kurunegala at government buildings, in accordance with the policy of new Government
- Installation of CCTV cameras at the branch offices in Gampaha, Kegalle, Galle and Matara
- To establish queue management systems at all the branch offices using modern technology

- To allow the external parties to use the in-house pharmacy of the institution
- To procure generators for the Batticaloa, Galle, and Badulla branch offices to ensure the uninterrupted continuation of services during power outages
- To enhance human resource development through training programs for employees of the institution, thereby providing beneficiaries with quality services and ensuring their satisfaction
- To install air-conditioning in branch offices in Matara, Galle, and Gampaha

2.1.6 National Council for Road Safety

Following the amendments to the Motor Traffic Act No. 05 of 1998, the National Council for Road Safety was established in terms of Section 213(a), and the activities to be executed by the National Council for Road Safety as required through the Gazette Extraordinary No. 1387/4 dated 07 April 2005, are as follows..

1) Maintain a computerized database on the following.
    - Vehicle population, its features and composition
    - Traffic accidents / deaths
    - Domestic and international statistics on road safety
2) Maintain a library on the subject of road safety
3) Assist research on road safety-related subjects
4) Liaise with similar international organizations and share experience and expertise
5) Disperse knowledge and information to relevant government and non-government agencies responsible for road safety and related projects
6) Formulate and implementation of road safety projects
7) Coordinate road safety related activities within government and non-governmental organizations

8) Payment of compensation for victims of accidents caused by unidentified vehicles
9) Solicit financial and other support for road safety functions
10) Advice the government on road safety related policies and programs

The National Council for Road Safety, the only government institution operating under the theme "**A Safe Road System for All**," currently functions under the Ministry of Transport. The Council is chaired by a Chairperson appointed by the Minister in charge of National Council for Road Safety and comprises representatives from 16 government institutions as well non-governmental organizations.

Regulations on the Fund of the National Council for Road Safety had been issued through the Extraordinary Gazette Notification No 1368/18 dated 24 November 2004, and according to the Gazette Notification No. 2245/31 dated 17 September 2021, every insurer or person must contribute 2% of the premium amount to the Fund of the National Council for Road Safety in cases where an insurance policy or bond is issued on an ad hoc basis concerning third-party risk

2.1.6.1 Details of Revenue and Expenditure (as at 2025.12.31)

Type of Expenditure	Allocation(Rs. Mn.)	Financial Progress (Rs. Mn.)	Percentage (%)
Recurrent	8.91	4.5	50.5
Capital	73.7	60.98	82.74
Total	**82.61**	**65.48**	**79.26**

Type of Revenue	Target Revenue (Rs. Mn)	Actual Revenue Generation (Rs. Mn.)	Actual Revenue Generation (%)
2% contribution for third party insurances received from insurers	84.65	79.74	94.20
Interest income from fixed deposits and income from Treasury bills	63.32	49.48	78.14
Total	**147.97**	**129.22**	**87.33**

2.1.6.2 Progress of Capital Allocation of the Institution (as at 2025.12.31)

Self-Fund (Rs. Mn.)	Financial Progress (%)	Projects Implemented			Physical Progress (%)
		Target	Completed	In Progress	
73.7	82.74	15	4	11	76.75

2.1.6.3 Progress of the Development Projects (as at 2025.12.31)

Program/ Project/ Activity	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn)	Financial Progress			Physical Progress		
			Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Summary of Progress	%
Provision of financial assistance to the Sri Lanka Police to enforce the law against speeding drivers (for the purchase of speed guns).	50	50	50	50	100	100%	A sum of Rs. 50 million was provided to the Ministry of Public Security on 08.01.2025, the Sri Lanka Police had initiated procurement activities and as at 31.12.2025 for the purchase of speed guns.	100
Program to provide financial assistance for victims of hit and run accidents.	08	08	08	1.85	23	100%	All eligible applications received as at the end of 2025 were evaluated.	100
Program to provide financial assistance for low income victims of traffic accidents.	05	05	05	5.26	100	100%	Compensation has been paid in respect of all eligible applications out of those called for in 2024.	100
Conducting a program for a school selected from the Western Province at the Road Safety Children's unit in Colombo Municipal Council (Vihara Maha Devi Park).	0.4	0.4	0.4	0.4	100	100%	A programme to raise awareness on road safety among school students was conducted in collaboration with the National Scout Programme and the St. John Ambulance Service.	100

***Only information on projects that have achieved 100% physical progress has been included**

2.1.6.4 Challenges and Issues

i. At present, the National Council for Road Safety has deployed, for its office functions, an Acting Director, an Acting Accountant, six Development Officers attached from the Transport Division of the Ministry of Transport and Highways, a Management Services Officer, a Railway Work Assistant, and a driver. However, considering the scope of the institution, this staff is not adequate to maintain its operations at an optimal level

ii. Due to essential positions such as Director and Accountant remaining vacant at several instances over the past two years, the National Council for Road Safety has been unable to maintain its operations at an optimal level

2.1.6.5 Future Plans

i. To establish the National Council for Road Safety as Commission for Road Safety
ii. Establishment of a national level database on road safety
iii. To prepare a new Action Plan to be implemented from 2027 by reviewing the national action plan for road safety 2025-2026
iv. Providing the Sri Lanka Police with the necessary technical equipment to enforce the law against speeding drivers
v. Assisting the Sri Lanka Police in the implementation of the programme for enforcing the law against drivers who operate vehicles under the influence of drugs
vi. Establishing the legal framework for issuing passenger transport licences to bus drivers
vii. Establishing the legal framework for issuing certificates of vehicle fitness
viii. Preparation of a national plan to strengthen road safety in hilly areas and high-risk areas
ix. Installation of AI cameras in the buses of the Sri Lanka Transport Board
x. Preparation of a programme to establish a mechanism for providing financial facilities for school transport vehicles
xi. Establishing a mechanism to provide passengers using public transport with compensation of up to one million rupees in the event of a road traffic accident

2.1.7 Lakdiva Engineering Company (Pvt) Ltd

Under the powers vested in subsection (1) of section 25 of the Motor Traffic Act, No. 48 of 1957, the then Minister of Transport, by Order published in Government Gazette No. 14933 dated 20.11.1970, took the initial step to establish this institution by vesting in the Ceylon Transport Board a land extent of 24 acres that had been owned by Automobile Private (Lanka) Limited, for its use.

Accordingly, the Ekala Central Workshop was established on 15.02.1974. From its inception, this institution has primarily carried out both the refurbishment of new bus bodies as well as the repair and refurbishment of old bus bodies. The workshop comprised two divisions, of which one functioned as the Central Workshop, while the Ekala Workshop was owned by the Sri Lanka Transport Board.

Under the peoplization programme, on 14.06.1993, these two workshops were amalgamated and converted into a private limited company relating to engineering works. This private limited company later implemented the project using 400 Greatwall buses imported from China. The company was managed under the name of Lakdiva Engineering Company (Pvt) Ltd as a subsidiary company of the Ministry in charge of transport with effect from 2001. Furthermore, this institution is engaged in building bodies of buses with the involvement of trained youth in view of economic development.

2.1.7.1 Main Function and Responsibilites

The primary objective of this institution is to repair Sri Lanka Transport Board (SLTB) buses at a low cost while maintaining high standards, and to reintegrate them into public service. In this process, the institution undertakes the body repairs of dilapidated and accident-damaged buses belonging to the Sri Lanka Transport Board.

Accordingly, one division is engaged in carrying out body repairs of SLTB buses, while a vehicle service centre equipped with modern machinery and equipment operates as the other division.

During the preceding years, 08-10 bus bodies were repaired whereas 10-14 bodies were repaired in the year 2025.

2.1.7.2 Details of Revenue and Expenditure (as at 2025.12.31)

Type of Expenditure	Allocation (Rs. Mn.)	Financial Progress (Rs. Mn.)	Percentage (%)
Capital	7.0	6.4	91
Recurrent	314.0	291.3	92
Total	**321.0**	**297.7**	**92**

Type of Revenue	Target Revenue (Rs. Mn.)	Actual Revenue Generation (Rs. Mn.)	Actual Revenue Generation (%)
Repair of buses	324.0	287.6	88
Total	**324.0**	**287.6**	**88**

Type of Recurrent Expenditure	Expenditure Incurred (Rs. Mn.)
Salaries and wages of employees	154.53
Spare parts	130.01
Other expenses	6.94
Total	**291.48**

No. of buses **repaired**	125
Amount received from the SLTB (Rs. Mn.)	287.63
Production expense (Rs. Mn.)	250.12
Profit (Rs. Mn.)	37.52

2.1.7.3 Progress of Capital Allocation of the institution (as at 2025.12.31)

Financial allocation for 2025 (Rs. Mn.)		Financial Progress (%)	Projects Implemented			Physical Progress (%)
Treasury	Self		Target	Completed	In Progress	
-	7.0	91	01	-	01	90

2.1.7.4 Progress of the Development Projects (as at 2025.12.31)

Program/ Project/ Activity`	Estimated Cost (Rs. Mn.)	Allocation (Rs. Mn.)	Financial Progress			Physical Progress		
			Target (Rs. Mn.)	Expenditure (Rs. Mn.)	%	Target (Units)	Summary of Progress	%
Repair of buildings	7.0	7.0	7.0	6.4	91	100%	Completed	90

2.1.7.5 Additional Progress Indicators

Financial Progress (2019 – 2025)

Year	Revenue (Rs. Mn)	Expenditure (Rs. Mn)
2019	193.70	169.80
2020	131.70	146.00
2021	142.00	153.00
2022	256.52	248.22
2023	214.65	186.64
2024	229.00	199.74
2025	287.63	250.11

2.1.7.6 Challenges and Issues

- Issues arising in constructing buildings and expanding services, as the land and buildings on which the institution is situated are owned by the SLTB
- Shortage of skilled workers in the company due to the non-implementation of the approved recruitment procedure
- Restricting the provision of SLTB buses to Lakdiva Engineering Company for repairs
- Paying less than the estimated cost for repairs and delaying such payments
- Lack of working capital and the rapid increase in the prices of bus spare parts

2.1.7.7 Future Targets

- Steps are being taken to initiate a programme to assemble new buses by integrating bus components, in addition to carrying out body fabrication of SLTB buses

- Expanding the repair of SLTB and private passenger transport buses
- Increasing revenue by focusing on additional income-generating projects beyond buses
- Acting as a sales agent for commercial activities in the motor traffic sector
- Increase of salaries and introduction of an incentive scheme for staff motivation
- Providing facilities such as transport, insurance, and medical care for employee welfare
- Purchase of a 100 KVA electric generator to generate electricity for the institution
- Purchasing a sheet metal bending machine for the company's factory

2.1.8 Greater Colombo Urban Transport Development Project

The Makumbura Multimodal Transport Centre is being implemented under the Greater Colombo Urban Transport Development Project under the direction of the Ministry of Transport, Highways and Urban Development. It is implemented as a long-term solution for the Greater Colombo urban transport system, with the objective of transforming the transport system into a safe, comfortable, and reliable service.

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

2.1.8.1 Details of Revenue and Expenditure (as at 2025.12.31)

Type of Expenditure	Allocation (Rs. Mn.)	Financial Progress (Rs. Mn.)	Percentage (%)
Capital	289.00	289.00	100
Recurrent	246.00	231.09	94
Total	**535.00**	**520.09**	**97.21**

Type of Revenue	Target Revenue (Rs. Mn.)	Actual Revenue Generation (Rs. Mn.)	Actual Revenue Generation (%)
Income from the supply of Park & Ride Service at Makumbura and Kadawatha.	20.00	17.00	85.00
Income from the supply of janitorial services	6.00	4.50	75.00
Ground rent and service supply income.	30.00	13.00	43.00
Total	**56.00**	**34.50**	**61.61**

The Greater Colombo Urban Transport Development Project has implemented various projects and programmes in order to meet the transportation needs of the commuting public during the year 2025**.**

Transport Facility Improvement (Training & Awareness Program)

The services and role of bus drivers and conductors are of particular importance in ensuring a well-organized public transport service. Accordingly, as a successful initiative to enhance the quality of public transport services, to promote the professional delivery of services to passengers, and to create a safe and comfortable environment, an awareness programme for bus drivers and conductors was organized. Certificates were also awarded in recognition of their training.

Transport Facility Improvement (Inclusive Support Centre)

In order to ensure accessibility to public transport services for all passengers, and particularly to enhance the safety of women within public transport, a Helpdesk under the name of an Inclusive Support Centre was established at the Makumbura Multimodal Transport Centre. This centre is equipped with services such as emergency contact numbers for hearing-impaired passengers, communication facilitation for passengers, and improved access to information.

Transport Facility Improvement (E Mobility)

Based on the concept of Green Transport, and with the objective of preventing environmental pollution by minimizing fuel consumption and reducing carbon dioxide emissions released into the environment, a service centre has been established at the Makumbura Multimodal Transport Centre to facilitate the conversion of three-wheelers into electric three-wheelers, in parallel with the introduction of E-batteries for three-wheelers.

Transport Facility Improvement (Bus Inspection Program)

With the objective of ensuring the safety of passengers using public transport services and providing a reliable service, the Ministry of Transport, Highways and Urban Development, under the "Clean Sri Lanka" programme, established and operated an inspection point at the Makumbura Multimodal Transport Centre to examine the condition of luxury passenger buses operating on the expressway.

Transport Facility Improvement (Parcel Collection Center)

A parcel counter facility was introduced on 10 October 2025 at the Makumbura Multimodal Transport Centre, enabling passengers to store their luggage or belongings while in transit. Under this facility, passengers are provided with secure locker storage, lockers of various sizes, 24-hour security, QR code–based access to information, and service support for the handing over, retrieval, and payment of stored items within the Multimodal Transport Centre.

Furthermore, there is the potential to further enhance these services by introducing facilities such as verification of relevant information through digital payment methods, online reservation of lockers, and automated locker systems. In addition, a helmet counter has been established for motorcyclists utilizing the Park & Ride service. This facility enables them to securely store their helmets when accessing public transport services.

Transport Facility Improvement (Park & Ride)

The Park & Ride service, which is a component of the effort to formalize transport services within Colombo city, is operational at the Makumbura and Kadawatha Multimodal Transportation Centers. More than 800 vehicles utilize the service daily at the Makumbura Multimodal Transport Center, while over 300 vehicles use it daily at the Kadawatha Multimodal Transport Center.

This initiative provides passengers with benefits such as time savings by reducing traffic congestion, easy access to the Transport Centers, cost savings through affordable parking fees, safety, and a positive environmental impact by reducing carbon

emissions through the limited use of private vehicles.

Waste Management Program (Separation of Plastic)

Waste management programs are being implemented at the Makumbura Multimodal Transport Center under the "Clean Sri Lanka" project to further ensure the health and safety of passengers and to achieve sustainable development goals by protecting environmental conditions.

Promotion of Health & Safety (Health Camp for Passengers & Staff)

A health screening and awareness program was conducted on September 26, 2025, to ensure the safety of passengers visiting the Makumbura Multimodal Transport Center, as well as local residents, officers of the institutions, and everyone else.

Promotion of Health & Safety (Fire Training II)

A special training program was conducted on March 4, 2025, and November 19, 2025, in collaboration with the Fire and Disaster Management Unit. The primary objectives were to minimize the risk of fire hazards during daily operations at the Makumbura Multimodal Transport Center and to develop a group of trained officers capable of acting correctly, swiftly, and safely during such emergencies.

The programs provided comprehensive knowledge on the causes of fire accidents, methods to suppress fires in their early stages, the correct use of fire extinguishing equipment, evacuation procedures for emergencies, and the specific responsibilities to be followed by the staff.

Promotion of Health & Safety (HIV Test Program)

This program was implemented at the Makumbura Multimodal Transport Center to address the gradual increase of HIV infections among youth. The initiative specifically focused on raising awareness about HIV, promoting early detection, and providing the necessary medical guidance.

Promotion of Sustainability

To transform the Makumbura Multimodal Transport Center into an eco-friendly hub, renewable energy sources such as solar panels have been utilized for power generation. This initiative contributes to environmental conservation by minimizing electricity costs and reducing carbon emissions, thereby promoting sustainability within the transport sector. The system generates approximately 1 MWh of electricity daily. From its inception in 2019 through the end of 2025, it has produced a total of 1.4 GWh of electricity, effectively preventing 559,000 kg of carbon dioxide from being released into the atmosphere.

2.1.9 Colombo Suburban Railway Project

2.1.9.1 Railway Efficiency Improvement Project

This project aims to contribute to sustainable economic development by strengthening and promoting public transport for both passengers and goods. Funded by the Asian Development Bank (Loan No. 3806 SRI), the project's initial estimated value was USD 192 million. However, in response to the subsequent economic crisis, USD 35 million of the loan was reallocated for emergency government procurements. Consequently, with the agreement of Sri Lanka Railways and the Project Steering Committee, the project scope was revised to USD 125 million.

Project activities commenced in February 2019, with the loan agreement signed in August 2019. Although the project—launched on August 20, 2020—was scheduled for completion by June 30, 2025, a 24-month extension has been granted as several tasks remained unfinished. This extension, which moves the completion date to June 30, 2027, also facilitates the use of remaining funds for the development of the Colombo Fort Railway Station. The loan includes an 8-year grace period for repayment, with the payback period scheduled for the year 2048.

Implementation of the proposed development plans under the technical assistance of the Colombo Suburban Railway Project and the Transport Project Preparatory Facility is a time-consuming process. Therefore, the Railway Efficiency Improvement Project was launched to address specific issues affecting railway operations in the short term. This project aims to enhance the current system's efficiency while ensuring its contributions align with future large-scale development plans

2.1.9.1.1 Key Role and Responsibility

Under this project, the following sub-projects, which can be implemented and completed in the short term, are being carried out to achieve 05 key outputs aimed at improving the efficiency, safety, and sustainability of railway operations.

Output 1 - Enhancing the efficiency of railway operations:

- Procurement and implementation of a country-wide railway telecommunication system for the railway service
- Procurement and implementation of a modernized ticketing/smart card issuance and seat reservation system
- Construction of the Operations Headquarters and the Train Control Center.

Output 2 - Increasing railway maintenance capacity:

- Procurement of Sleeper Tamping Machine

- Procurement of Universal Armature Machine.
- Procurement of the machine, Computer Numerical Control Underfloor Wheel Lathe
- Procurement of Crane and Backhoe Motor Car
- Procurement of Railroad Loader
- Designing and construction of Railway DMU Workshop, Ratmalana
- Procurement of Ballast Profilling Machine
- Procurement of Hydraulic Railway Crane
- Purchase of spare parts for repairing locomotives and railway lines
- Procurement of 10,000 railway tracks.

Output 3 - Enhancing Railway Operational Safety and Passenger/Public Security:

- Construction of the housing scheme in Malapalla for the resettlement of encroaching dwellers along the railway line
- Providing seating facilities for railway stations
- Improvement of facilities for passengers at the railway stations in Colombo Fort, Maradana, Anuradhapura and Kandy
- Development of Colombo Fort Railway Station.

Output 4 – Enhancement of facilities at the Training Centre (Ratmalana) for the training of railway staff:

- Supply of an electric generator for the training center
- Procurement of a Train Simulator

Output 5 – Procurement of required resources and consultancy services for carrying out the above activities and railway development:

- Procurement of consultancy services for the preparation of detailed designs for the Kandy suburban railway line
- Procurement of consultancy service for implementing projects.

2.1.9.1.2 Progress of the Project (as at 2025.12.31)

Thirty two activities were identified under the project and only 07 activities remained to be executed in the year 2025.

Program/ Project/ Activities	Estimated Cost (Rs. Mn.)	Date of Commencement	Scheduled date of Completion	Allocation for year 2025 (Rs. Mn)	Financial Progress (For the Year 2025)			Physical Progress (For the Year 2025)			Overall Progress %	
					Target (Rs. Mn)	Expenditure (Rs. Mn)	%	Target (Units)	Progress Summary	%	Physical	Financial
Railway efficiency improvement project.	33,878.40	2019.09.06	2027.06.30	11,488.43	10,150.00	5,628.10	55	07 Activities *	03 Activities **	60	87	69

***Targeted activities for the year 2025**

1. Procurement and implementation of a modernized ticketing/smart card issuance and seat reservation system
2. Procurement of the machine, Computer Numerical Control Underfloor Wheel Lathe
3. Designing and construction of Railway DMU Workshop, Ratmalana
4. Purchase of spare parts for locomotives and track repairs
5. Providing seating facilities for railway stations
6. Improvement of facilities for passengers at the railway stations in Colombo Fort, Maradana, Anuradhapura and Kandy
7. Procurement of a Train Simulator

**** Activities completed in 2025**

1. Providing seating facilities for railway stations
2. Improvement of facilities for passengers at the railway stations in Colombo Fort, Maradana, Anuradhapura and Kandy
3. Procurement of a Train Simulator

2.1.9.1.3 Challenges and Issues

As the contract addendum for the procurement of the railway e-ticketing and seat reservation system was signed on 09.12.2025, it was not possible to achieve the expected financial progress within the year. The physical progress stands at 62%, and according to the revised implementation schedule prepared

subsequent to the signing of the contract addendum, it is expected to complete the contract activities by 26 June 2026.

The construction progress of the contract for the new Diesel Multiple Unit (DMU) Workshop currently stands at 60%, with completion expected by July 27, 2026. Furthermore, the physical and financial progress targets set for the end of 2025 were not achieved. To address this, a problem-solving process has been established by conducting weekly progress meetings with all stakeholders, and specific targets have been assigned to the contractor to ensure timely completion

2.1.9.1.4 Special Achievements

- The Railroad Loader machine, after being purchased, has been handed over to the Department of Sri Lanka Railways.
- The Track Motor Car with 12 Nos. mini wagon machine, after being purchased, has been handed over to be used by the Department of Sri Lanka Railways.
- Ballast Profiling Machine, after being purchased, has been handed over to be used by the Department of Sri Lanka Railways.
- Construction of the Apartment Complex near Malapalla Railway Station

  The construction of the apartment complex consisting of 120 housing units near the Malapalla Railway Station has been completed, and the resettlement of 112 unauthorized residents who were living in the railway reservation area between Navinna and Padukka stations on the Kelani Valley Railway Line has been finalized.
- The Train Simulator, after being procured and installed, has been handed over to the Department of Sri Lanka Railways for use.
- The Mobile Hydraulic Railway Crane of 50T capacity has been handed over to the Department of Sri Lanka Railways for use after being procured,
- Passenger facilities at Colombo Fort, Maradana, and Anuradhapura railway stations have been developed and handed over to the Sri Lanka Railways.
- Construction of the Colombo Railway Control Office and Railway Operations Headquarters

  The project involves the construction of a modern Railway Control Center and Railway Operations Headquarters to replace the existing control center, which is approximately 50 years old. The current facility lacks sufficient space and is unsuitable for the installation of a new operating system. These construction works are scheduled to be completed and officially handed over to the Sri Lanka Railways Department..

2.1.9.1.5 Future Plans

Upgrading Railway Stations in Colombo Fort and Maradana

Under this project, steps will be taken to renovate the Colombo Fort Railway Station in order to enhance the safety and comfort of passengers. Tenders have been called and the evaluation process has been completed for this purpose.

2.1.9.2 Resettlement of unauthorized families residing within the railway right-of-way of the Kelani Valley railway line.

Under the project, approximately 1,553 families living unsafely in houses located within the railway reservation and persons using the railway reservation for other purposes, who are affected by the replacement of the old Kelaniya railway bridge on the Kelani Valley railway reservation and the main railway line, are being resettled in 938 housing units purchased from the Urban Development Authority and 116 housing units constructed at Malapalla, Kottawa under the Railway Efficiency Improvement Project.

Further, estimates relating to the removal of debris and remnants of structures demolished after the eviction of unauthorized occupants from the railway reservation and restoration of the land, as well as the installation of trilingual warning signboards informing the public not to use the railway reservation in order to prevent its reoccupation by the public, are scheduled to be submitted for approval. In addition, the General Manager of Railways has been informed to safeguard the railway reservation in the section from Dematagoda to Kirulapone, which has already been cleared. All the above resettlement activities have been carried out subject to Cabinet approval.

Apartment Complex	No. of Housing Units for Which Agreements have been Signed	No. of Units Provided	No. of Housing Units Scheduled to be Provided
Lakhiru Sevana Maligawatta Apartment - B	189	424	Resettlement activities of those apartments have been completed.
Apartment - C	190		
Apartment - D	45		
Siyapath Sevana Dematagoda -	30	30	
Kolomthota Sarasavi Uyana Kalinga Mawatha-	240	240	
Kolambage Mawatha Stage I	100	-	100
Kolambage Mawatha Stage II	144	-	144
Kottawa – Malapalla (REIP)	116	110	-
Total	**1058**	**804**	**244**

2.1.9.2.1 Progress of the Project (as at 2025.12.31)

Allocation (Rs. Mn.)	Financial Progress (as at 2025.12.31)		Physical Progress (as at 2025.12.31)	
	%	Rs. Mn.	%	Description
286.57	80	236.82	77	• Compensation and benefits have been provided to 751 unauthorized residents from the Dematagoda Loco Junction to the Kirulapone Railway Station. Accordingly, they have been relocated, and the railway reservation lands have been successfully cleared and restored. • The construction of 144 housing units under Phase II of the housing complex, Kolombage Mawatha intended for the resettlement of unauthorized residents between Kirulapone and Pagiriwatta railway stations, has reached 96% progress. Although construction was initially scheduled for completion by October 2025, it has been informed that the timeline will now be extended until February 2026. • The housing units required for the resettlement of unauthorized residents from Pagiriwatta Railway Station to the Navinna Devananda Road crossing were initially intended to be provided from the Kolombage Mawatha (Phase I) housing complex, and the construction progress thereof is currently at 39%. Due to construction delays, discussions are now underway to provide alternative housing units from the Maharagama housing complex instead. • The resettlement of 110 housing units in the section from Navinna Devananda Road to the Padukka Railway Station has been completed. Furthermore, the estimated values for 28 non-residential structures have been provided, and the necessary procedures are currently underway to remove them from the railway reservation lands.

2.1.9.2.2 Challenges and Issues

A Memorandum of Understanding is to be signed with the Urban Development Authority) to acquire 100 housing units under Phase I of the housing scheme on Kolombage Mawatha at revised prices, based on a cost-recovery basis and in accordance with Cabinet approval. However, due to construction delays, discussions are currently underway to acquire these units from the housing complex in Maharagama instead..

According to the Memorandum of Understanding, the housing units under the Kolombage Mawatha (Phase II) project were scheduled to be handed over by the Urban Development Authority on 24.03.2024. However, due to delays in completing the sewerage system of the apartment complex, the Memorandum of Understanding was extended up to 30.03.2026. Consequently, it was not possible to achieve the expected resettlement progress within the year 2025.

2.1.9.2.3 Future Plans

Preparation of feasibility studies and detailed designs for the extension of the railway line from Avissawella to Ratnapura.

Senior Professor K. Kapila C. K. Perera
Secretary,
Ministry of Transport, Highways, Ports and Civil Aviation.

Chapter 03

Overall Financial Performance

Chapter 03

2025 Overall Financial Performance for the Year Ended as at 31 December

3.1 Statement of Financial Performance
3.3 Statement of Financial Position
3.4 Cash Flow Statement
3.5 Notes to the Financial Statements

Information relating to those Statements is prepared by the Highway Sector.

3.6 Performance in Collecting Revenue

Rs. '000'

Revenue Code	Description of the Revenue Code	Revenue Estimate		Collected Revenue	
		Initial Estimate	Final Estimate	Amount	As a Percentage of the Final Estimate
2002-01-01-00	House Rents	230	230	80	34.78 %
2002-02-99-00	Interest	1,250	1,250	1,170	93.60%
2003-0 -99.00	Other	2,000	30,000	40,190	133.96%
2006-02-01-00	Capital Gains (on	-	104,540	104,900	100.34%
2006-02-02-02	Vehicle Sales)				
	Capital Gains (on Vehicle Sales))	200	200	440	220.00%

3.7 Performance in Utilizing the Allocated Provision

Rs. '000'

Category of Provision	Allocated Provision		Actual Expenditure	Utilized Provision as a Percentage of the Completed Final Provision
	Initial Provision	Final Provision		
Recurrent	16,099,000.00	17,671,166.26	17,402,161.55	98.48 %
Capital	19,548,000.00	22,251,500.00	13,007,521.40	58.46%

3.8 Provision Transfered to this Department/District Secretariat/Provincial Council from Other Minnistries/Departments in terms of F.R. 208

Rs. '000'

Serial No.	Department/ Ministry from which the Provision has been Received	Objective of the Provision	Provision		Actual Expenditure	Utilized Provision as a Percentage of the Completed Final Provision
			Initial Provision	Final Provision		
001	Presidential Secretariat.	Central Bus Stand.	50,000.00	120,000.00	119,675.86	99.73%
		10 buses facilitating persons with disabilities.	340,000.00	340,000.00	340,000.00	100%
020	Election Commission	Election payments.	476.06	476.06	476.06	100%
253	Department of Pensions.	Recovery of loans. Pensions.	129.04	129.04	129.04	100%

3.9 Performance in Reporting on the Non-financial Assets

Rs.'000'

Asset Code	Description of the Code	Balance as at 31.12.2025 as per the Report of the Survey on Articles	Balance as at 31.12.2025 as per the Report on Financial Position	Scheduled to be Accounted	Reporting Progress as %
9151	Buildings and structures	21,814,028.80	21,814,028.80		
9152	Machinery	2,584,828.78	2,584,828.78		
9153	Lands	2,888,951.13	2,888,951.13		
9154	Intangible Assets	-	-		
9155	Biologial Assets	-	-		
9160	Work in Progress	836,378.48	836,378.48		
9180	Assets Given on Lease	-	-		

3.10 Report of the Auditor General **

The final audit report issued by the Auditor General, is presented by the Highway Sector.

Chapter 04

Performance Indicators

Chpater 04
Performance Indicators

4.1 Performance Indicators of the Institution (Based on the Action Plan)

Specific Indicators	Actual Output as a Percentage of the Expected Output (%)			
	100 - 90%	89- 75%	74 - 50%	49 - 0%
Railway Transport				
➢ No. of Passengers (Million)		✓		
➢ Passenger - km (Million)		✓		
➢ Goods, Tonnes (Million)			✓	
➢ Freight Tonne - km (Million)			✓	
Bus Transportation				
Sri Lanka Transport Board				
➢ No. of buses Provided for Operation	✓			
➢ No. of buses Operated	✓			
➢ Mileage			✓	
➢ Route Log income per kilometer		✓		
National Transport Commission				
➢ No. of Sisuseriya Bus Services Operated		✓		
➢ No. of Nisiseriya Bus Services Operated	✓			
➢ No. of Gemiseriya Bus Services Operated				✓
➢ Operating and Maintenance of the Bus Terminal	✓			
➢ Traffic Demand and Quality of Service Surveys	✓			
➢ Development of Institutional Reforms for Public Bus Service				✓
➢ Training the Bus Staff	✓			
➢ Supervision of Timetables and Services			✓	
➢ Bus Fare Calculation			✓	
➢ Internal Information System			✓	
➢ Maintenance Cost of the GPS Devices and Control Room	✓			
➢ Making Regulations			✓	
➢ Installation of signboards for long-distance services	✓			
➢ Rest Areas for long-distance services		✓		
➢ Customer Services				✓
➢ Preparation of Strategic Plan				✓
➢ Preparation of Annual National Transport Statistics	✓			
➢ Transport-related Awareness Programs for the Stakeholders	✓			

Specific Indicators	Actual Output as a Percentage of the Expected Output (%)			
	100 - 90%	89- 75%	74 - 50%	49 - 0%
➢ Urban Transport Plans				✓
➢ Internal Information System			✓	
➢ Customer Services Unit	✓			
➢ Renovation and Maintenance of the Premises of the National Transport Commission			✓	
➢ Renovation of Terminals at Bastian Mawatha and Vauniya	✓			
➢ Construction of Platforms at Bastian Mawatha - Construction of a Platform for Expressway Buses	✓			
Department of Motor Traffic.				
➢ Modernization of District Offices	✓			
➢ Online Integration of District Offices				✓
➢ Acquisition of Machinery by the District Offices		✓		
➢ Staff Training				✓
National Transport Medical Institute				
➢ Procurement of Computers		✓		
➢ Installation of CCTV Cameras at Branch Offices (Kurunegala and Anuradhapura)	✓			
➢ Completion of Constructions of the Rest Room for Drivers and Security Guards at the Head Office	✓			
➢ Taking Action to Install Solar Panels at the Head Office				✓
➢ Completion of Construction of the Collapsed rear Boundary Wall of the Head Office	✓			
➢ Taking Action to Establish Offices in Government Buildings				✓
➢ Procurement of Furniture and Office Equipment for the Head Offfice and Branch Offices	✓			
➢ Air Conditioning the Head Offfice and Air Conditioning the other Office based on Requirement.				✓
➢ Procurement of Medical Equipment for the Head Offfice and Branch Offices				✓
➢ Conducting Training Programs for Employees		✓		
National Council For Road Safety				

Specific Indicators	Actual Output as a Percentage of the Expected Output (%)			
	100 - 90%	89- 75%	74 - 50%	49 - 0%
➢ Road Safety Management			✓	
➢ Implementation of Remedial Measures Following an Accident	✓			
➢ Ensuring the Safety of Road Users		✓		
➢ Establishing a safe road network		✓		
Greater Colombo Urban Transport Development Project				
➢ No. of Services and Passengers Using the Transport System	✓			
➢ No. of Services Developed/Introduced			✓	
➢ Extent of Lands Provided for Revenue Generation			✓	
➢ Number of new Revenue Sources Generated			✓	
➢ Expenditure Incurred on Maintenance and Management	✓			
➢ No. of New Agreements On Maintenance and Management			✓	
➢ No. of Procurements Completed		✓		
➢ Power Output of the Solar Panels	✓			
➢ No. of Training and Development Programs Held	✓			
Colombo Suburban Railway Project				
Railway Efficiency Improvement Project				
➢ Long-Term Evolution (LTE) telecommunication system installed at 343 railway stations and across 275 train sets	✓			
➢ Implementation of Multiple Sales and Multiple Payment channel Smart Ticketing and Sear Reservation System			✓	
➢ Construction of the Operations Headquarters and Railway Control Center	✓			
➢ Procurement of Railway Carriages and Running Tracks Maintenance Equipment	✓			
➢ Construction of 120 Housing Units Facilitating Elders, Women, Children and Persons with Disabilities	✓			
➢ Procurement and Installatin of Train Simulator	✓			
➢ Feasibility Study and Study of Detailed Design for 55 Km Running Tracks of the Kandy Suburban Railway Project have been Completed.			✓	
Maho-Omantai Railway Line Rehabilitation Project.				

Specific Indicators	Actual Output as a Percentage of the Expected Output (%)			
	100 - 90%	89- 75%	74 - 50%	49 - 0%
➢ Construction of 05 Bridges				✓
➢ Making the Rest of the Payments				✓
➢ Making the Rest of Constructions of the Yards				✓
➢ Payment of Advances for Launching the Projects				✓
Performance Indicators of the Ministry				
➢ No. of Progress Review Meetings Held	✓			
➢ No. of Training Programs Held for Capacity Development of the Officers	✓			
➢ Presentation of Annual Reports on time to Parliament.	✓			
➢ Percentage of Utilization of Treasury Allocation Received by the Ministry		✓		
➢ No. of Audit and Management Committee Meetings Held in the Year	✓			

Chapter 05

Performance in Achieving the Sustainable Development Goals (SDG)

Chpater 05
Performance in Achieving the Sustainable Development Goals.

5.1 The Sustainable Development Goals Recognized.

Sustainable Development Goal No. 03

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 by 2030

Sustainable Development Goal No 09

Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.

(9.1) To develop high-quality, reliable, sustainable, and resilient infrastructure including cross-border and regional infrastructure while ensuring that it is accessible and affordable to all, in support of economic development and human well-being.

Sustainable Development Goal No. 11

To make cities and human settlements inclusive, safe, resilient, and sustainable.

(11.2), To provide safe, affordable, accessible, and sustainable transport systems for all by enhancing road safety and significantly expanding public transport systems, with special attention to the needs of those in vulnerable situations, particularly women, children, persons with disabilities, and older persons by the year 2030.

Goal	Target	Performance Indicators	Progress of Achievements so far (As Compared to 2019)		
			0 - 49%	50 - 74%	75 - 100 %
Sustainable Development Goal No. 03	3.6	• Provision of financial assistance to the Sri Lanka Police to enforce the law against speeding drivers (for the purchase of speed guns)			✓
		• Program to provide financial assistance for victims of hit and run accidents			✓
		• Program to provide financial assistance for low income victims of traffic accidents			✓
Sustainable Developmen	3.6	• Distribution of equipment procured under the project implemented in 2024 for the provision of			✓

Goal	Target	Performance Indicators	Progress of Achievements so far (As Compared to 2019)		
			0 - 49%	50 - 74%	75 - 100 %
t Goal No. 03		300 traffic warden kits to schools where the traffic warden programme is in operation			
		• The programme to implement remedial measures at identified locations along accident-prone rural roads			✓
		• The programme to raise awareness among three-wheeler drivers on enforcing traffic laws, reducing road accidents, and responding appropriately in the event of a road accident		✓	
		• Conducting awareness programmes for public and private institutions on enforcing traffic laws, reducing road accidents, and responding appropriately in the event of a road accident.			✓
		• Implementing awareness programmes for Sri Lanka Transport Board (SLTB) and other public transport bus drivers on enforcing traffic laws, reducing road accidents, and responding appropriately in the event of a road accident		✓	
		• Provision of learning aids (printed banners and a road safety teaching guide) to 1,000 preschools islandwide to introduce basic road safety concepts to preschool children			✓
		• Conducting a program at the Road Safety Unit for children of the Colombo Municipal Council (located in Viharamahadevi Park) for a selected school in the Western Province			✓
		• Establishing the National Council for Road Safety as the 'National Transport Safety Commission"			✓
		• Developing a corporate plan based on sustainable development for the National Council for Road Safety		✓	

Goal	Target	Performance Indicators	Progress of Achievements so far (As Compared to 2019)		
			0 - 49%	50 - 74%	75 - 100 %
Sustainable Development Goal No. 03	3.6	• Developing a mechanism to verify the accuracy of the contributions remitted by insurance companies to the Road Safety Fund			✓
		• Implementation and monitoring of the 2025-2026 Road Safety Action Plan			✓
		• Improving ambient air quality by increasing the number of vehicles that comply with vehicular emission standards			✓
		• Conducting awareness programmes for stakeholders			✓
		• Improving the comfort of passengers using the railway through the modernization of the rail track			✓
		• Establishing and implementing a District Transport Coordination Committee to resolve transportation issues			✓
		• Active participation in road safety committees implemented to minimize traffic bottlenecks			✓
		• Limiting the use of private vehicles and encouraging the use of public transport services			✓
		• Encouraging the concept of Park & Ride.			✓
		• Improvement of transport services such as helmet counters for passengers using parcel counters and Park & Ride service			✓
Sustainable Development Goal No. 09	**9.1**	• Increasing the number of research studies conducted on air quality in Sri Lanka			✓
		• Introducing new technology to minimize travel time as a train speed of 100 km/h can be maintained		✓	
		• Capacity of passenger and goods transportation based on the mode of transport: Improved roads facilitate access to interchange services and cities for the rural population			✓

Goal	Target	Performance Indicators	Progress of Achievements so far (As Compared to 2019)		
			0 - 49%	50 - 74%	75 - 100 %
Sustainable Development Goal No. 09	9.1	• Installation of long-term evolution telecommunication system in 343 railway stations and 275 train sets			✓
		• Construction of the Operations Headquarters and the Railway Control Center			✓
		• Procurement and installation of the train simulator			✓
		• Establishing a smart ticketing system for issuing railway tickets and seat reservations		✓	
		• Implementation of integrated timetables for all inter-provincial routes		✓	
		• Driver/Conductor training - conducting 40 training programs			✓
		• Installation of GPS in all buses of the province			✓
		• Preparation and publication of national transport statistics			✓
		• Identification of 1,836 locations for the installation of limited-stop signboards			✓
		• Installation of a solar power generation system on the roof of the MMC-K building to meet the total energy requirement from a renewable source and generate excess electricity through the Net Plus system			✓
		• Battery swapping center for electric three-wheelers			✓
		• Separating plastic for waste management and properly directing it towards recycling			✓
Sustainable Development Goal No. 11	11.2	• Commencement of new Sisu Sariya services by the National Transport Commission			✓
		• Commencement of new Gemi Sariya service by the National Transport Commission	✓		
		• Commencement of new Nisi Sariya services by the National Transport Commission			✓

Goal	Target	Performance Indicators	Progress of Achievements so far (As Compared to 2019)		
			0 - 49%	50 - 74%	75 - 100 %
Sustainable Development Goal No. 11	11.2	• Implementation of a system to provide medical certificates through smart technology by linking the Department of Motor Traffic and the National Transport Medical Institute online	✓		
		• Implementation of several mobile servivces in the year 2025			✓
		• Number of railway passengers per year (Millions) Year 2015: 133.29 Year 2030: 150		✓	
		• Sri Lanka Transport Board implementing 13 projects		✓	
		• Provision of funds for ambient air quality monitoring and air quality management		✓	
		• Conducting 106 surveys on traffic demand and service quality			✓
		• Procurement of railway carriages and track maintenance equipment			✓
		• Construction of 120 housing units with facilities for the elderly, women, children, and persons with disabilities			✓
		• Construction of loop line systems for all railway stations to enable the use of railways as a green freight transport medium with maximum efficiency and minimum fuel consumption		✓	
		• Retrofitting the constructed MMC-K building to be equally accessible to all passengers (tactile paving for the visually impaired, Braille on elevator panels, specialized entrances and elevators for the physically disabled, display systems for the hearing impaired, and separate male and female sanitary facilities) • Conducting special health screening programs, medical clinics, counseling services, and awareness programs for health promotion • Establishment of a preliminary inspection point to ensure the safety of passengers traveling on expressway buses, by verifying the roadworthiness of buses before they commence operation			✓

Goal	Target	Performance Indicators	Progress of Achievements so far (As Compared to 2019)		
			0 - 49%	50 - 74%	75 - 100 %
Sustainable Development Goal No. 11	11.2	• Ensuring easy access to public transport for all citizens, and providing reliable transport facilities to all passengers without discrimination and at no additional cost ✓ Providing a central hub at the bus terminal connected to the Kelani Valley Railway Line for travel to all parts of the island via expressways, along with Park & Ride facilities ✓ Increasing the number of people using public transport ✓ Reducing travel time and minimizing congestion ✓ Establishment of the first inclusive support center implemented to facilitate easy access to public transport for all passengers ✓ Training programs in sign language for bus drivers and conductors			✓

5.2 Achievements and Challenges in Attaining Sustainable Development Goals

The Transport Sector of the Ministry of Transport, Highways, Ports and Civil Aviation has launched several measures to establish a quantitatively and qualitatively strong transport service, aiming to contribute effectively to the overall development of the country in alignment with the 2030 Agenda adopted at the United Nations Summit on Sustainable Development in 2015. The progress related to the performance indicators identified by the Ministry is presented in the table under Section 5.1. The transport sector contributes directly to achieving several targets of Sustainable Development Goals 3, 9, and 11, while providing indirect support toward achieving targets in numerous other Sustainable Development Goals.

Challenges in Achieving Sustainable Development Goals

- Challenges in securing investments for large-scale capital projects
- Issues related to land acquisition, appropriation, and resettlement
- Labor issues and unexpected trade union actions
- Inefficiency in the practical application of research findings and discoveries related to the transport sector for the advancement of the field
- Technical issues arising in the application of new technology

Chapter 06

Human Resources Profile

Chapter 06
Human Resources Profile

6.1 Management of Cadre

	Approved Cadre	Actual Cadre	Vacant/Excess
Senior	30	22	08
Tertiary	05	04	01
Secondary	164	111	53
Primary	56	37	19

6.2 Impact of the Shortage or Excess of Human Resources on the Performance of the Institution.

Human resource shortages have a direct impact on reaching targeted objectives in fulfilling the Ministry's vision and mission, and there is a possibility of an increase in the timeframes required to achieve the expected goals.

6.3 Improving the Efficiency of Public Service through Human Resource Development

Serial No.	Name of the Program	No. of Employees Trained	Duration of the Program	Total Investment (Rs'000)		Nature of the Program (Local / Foreign	Output / Knowledge Acquired *
				Local (Rs. 000)	Foreign (US $)		
01.	Training on duties related to the Office Employees' Service	05	02 Days	60		Local	Effective discharge of official duties by applying the knowledge gained.
02.	Role and responsibilities of office assistants	01	02 Days	12		Local	
03.	Responsibilities of the officer in charge of leave	01	01 Day	6.5		Local	
04	Training on the maintenance of vehicles	03	01 Day	19.5		Local	
05.	Training on preliminary inquiries	01	01 Day	6.5		Local	
06.	Training on the effective maintenance of official files	02	01 Day	13		Local	

07.	Course on disciplinary procedure	01	10 Days	25		Local	Effective discharge of official duties by applying the knowledge gained.
08.	One day workshop for drivers	04	01 Day	24		Local	
09.	Training on store management, inventory control, annual verification of stores, and disposal of assets	01	02 Days	13		Local	
10.	Training program on the law of human rights	For officers of the Mininstry.	01 Day	16.711		Local	
11.	Training program on the Guidelines		01 Day	7.2		Local	
12.	Training program on financial management techniques		01 Day	7.58		Local	
13.	Awareness workshop on integrity		01 Day	19		Local	
14.	Responsibilities of the officer in charge of leave	01	01 Day	6.5		Local	
15.	Training on project management	02	02 Days	24		Local	
16.	Writing office notes and official correspondence	01	01 Day	6.5		Local	
17.	Training on the effective maintenance of official files	02	01 Day	13		Local	
18.	Training on preparation of salaries for public officers (NILS)	01	01 Day	6.5		Local	
19.	Certificate in ICT and Artificial Intelligent (AI) for office productivity	01	05 Days	30		Local	
20.	Certificate in Procurement Procedure	02	05 Days	60		Local	
21.	Training on salary conversion. (SDFL)	01	02 Days	13		Local	

22.	One day workshop for drivers	03	01 Day	18		Local	Effective discharge of official duties by applying the knowledge gained.
23.	Sub Regional Consultation Workshop on the draft SASEC Transport Sector strategy 2035	01	01 Day		USD 75	Foreign	
24.	Knowledge Exchange between Japan and Sri Lanka on efficient and resilient and urban transportation	01	05 Days		USD 175	Foreign	
25.	Global Sustainable Transport Cultural Exchange Project (GSTCEP)	01	21 Days		USD 375	Foreign	
26.	Digitalization of supply chains and logistics	01	11 Days		USD 350	Foreign	
27.	ASIA Pacific Road safety Conference	01	03 Days		USD 125	Foreign	
28.	Workshop for the midterm review of the BIMSTEC Master plan for transport connectivity	01	02 Days		USD 75	Foreign	
29.	Leaders in Urban Transport planning – work shop	01	06 Days		USD 200	Foreign	
30.	Second Workshop for the Midterm Review of the BIMSTEC Master plan for transport connectivity	01	02 Days		USD 100	Foreign	
31.	Seminar on Construction & Management of Development zone for Sri Lanka	01	14 Days		USD 375 & Sterling Pound 75	Foreign	
32.	JICA Knowledge co-creation program (urban public transport)	01	20 Days		USD 375	Foreign	

33.	Seminar on Carbon Neutrality and Energy Innovation Development zone	01	14 Days		USD 375 & Sterling Pound 75	Foreign	Effective discharge of official duties by applying the knowledge gained.
34.	South Asia Sub-Regional Economic Cooperation (SASEC) Program's Working Group Meeting	01	03 Days		USD 200	Foreign	

* Contribution of the training program to the performance of the institution.

The knowledge and efficiency of officers are enhanced through formal training, thereby enabling the delivery of an efficient public service.

Chapter 07

Compliance Report

Chapter 07
Report of Compliance

Serial No.	Relevant Requirement	Compliance Status (Compliant / Non-compliant)	Brief Explanation if Non-compliant	Correctie Actions Proposed to Prevent future Non-compliance
1	**The Following Financial Statements / Accounts have been Presented on time**			
1.1	Annual financial statements	Compliant		
1.2	Advances to Public Officers Account	Compliant		
1.3	Business and Production Advance Accounts (Commercial Advance Accounts)	Not relevant		
1.4	Stores Advance Account	Not relevant		
1.5	Special Advance Account	Not relevant		
1.6	Other	Not relevant		
2	**Maintenance of Books and Registers (F.R.445)**			
2.1	Maintenance of the Register of Fixed Assets in updated manner as per Public Administration Circular No 267/2018	Compliant		
2.2	Updating and maintaining Personal Emoluments Registers/Cards	Compliant		
2.3	Updating and maintenance of the register of audit queries	Compliant		
2.4	Updating and maintaining the register of internal audit reports	Compliant		
2.5	Preparation of all monthly account summmaries (CIGAS) and presentation to the Treasury on time	Compliant		
2.6	Updating and maintaining the Register of Cheques and Money Orders	Compliant		
2.7	Updating and maintaining the Inventory Register	Compliant		
2.8	Updating and maintaining the Stock Register	Compliant		
2.9	Updating and maintaining the Register of Losses and Damages	Compliant		
2.10	Updating and maintaining the Register of Liabilities	Compliant		
2.11	Updating and maintaining the Register of counterfoil Books (GA – N20)	Compliant		

Serial No.	Relevant Requirement	Compliance Status (Compliant / Non-compliant)	Brief Explanation if Non-compliant	Correctie Actions Proposed to Prevent future Non-compliance
3	**Financial Control and Delegation of Functions (F.R. 135)**			
3.1	Delegation of financial powers within the institution	Compliant		
3.2	Communication of the delegation of financial powers within the institution	Compliant		
3.3	Delegation of authority ensuring that every transaction is approved by two or more officers	Compliant		
3.4	Adherence to the control of Accountants when using the Government Payroll Software Package, as per State Accounts Circular No. 171/2004 dated 11.05.2014	Compliant		
4	**Preparation of Annual Plans**			
4.1	Preparation of the Annual Action Plan	Compliant		
4.2	Preparation of the Annual Procurement Plan	Compliant		
4.3	Preparation of the Annual Internal Audit Plan	Compliant		
4.4	Preparation of Annual Estimates and submission to the Department of National Budget (NBD) by the due date	Compliant		
4.5	Timely submission of the Annual Cash Flow Statement to the Department of Treasury Operations (TOD)	Compliant		
5	**Audit Queries**			
5.1	Submission of replies to all audit queries by the date specified by the Auditor General	Non-compliant	Non-receipt of responses from the relevant divisions within the stipulated time.	
6	**Internal Audit**			
6.1	Preparation of the Internal Audit Plan at the beginning of the year after consultation with the Auditor General, as per F.R. 134(2)DMA/1-2025	Compliant		
6.2	Replying to all internal audit reports within a period of one month	Compliant		

Serial No.	Relevant Requirement	Compliance Status (Compliant / Non-compliant)	Brief Explanation if Non-compliant	Correctie Actions Proposed to Prevent future Non-compliance
6.3	Submission of copies of all Internal Audit Reports to the Department of Management Audit, as per Section 40(4) of the National Audit Act, No. 19 of 2018	Compliant		
6.4	Submission of copies of all Internal Audit Reports to the Auditor General, as per Financial Regulation 134(3)	Compliant		
7	**Audit and Management Committees.**			
7.1	Conducting at least four (04) Audit and Management Committee meetings during the relevant year, as per DMA Circular No. 01/2025	Compliant		
8	**Management of Assets**			
8.1	Submission of information regarding asset acquisitions and disposals to the Comptroller General's Office, as per Chapter 07 of Asset Management Circular No. 01/2017	Compliant		
8.2	Appointment of a suitable Liaison Officer to coordinate the implementation of circular provisions and submission of their details to the Comptroller General's Office, as per Chapter 13 of the aforementioned circular	Compliant		
8.3	Submission of Boards of Survey reports to the Auditor General by the due date, in accordance with Public Finance Circular No. 05/2016	Compliant		
8.4	Settlement of excesses, shortages, and other recommendations identified during the Annual Board of Survey within the timeframe specified in the circular	Compliant		
8.5	Disposal of unserviceable articles in accordance with F.R. 772	Compliant		
9	**Management of Vehicles.**			
9.1	Preparation of Daily Running Charts and Monthly Summary Reports for pool vehicles and submitting them to the Auditor General by the due date	Compliant		
9.2	Disposal of condemned vehicles within a period of less than six (06) months from the date of condemnation	Compliant		
9.3	Maintaining and updating vehicle logbooks consistently	Compliant		

Serial No.	Relevant Requirement	Compliance Status (Compliant / Non-compliant)	Brief Explanation if Non-compliant	Correctie Actions Proposed to Prevent future Non-compliance
9.4	Taking action on every vehicle accident in accordance with F.R. 103, 104, 109, and 110	Compliant		
9.5	Re-testing the fuel consumption of vehicles in accordance with the provisions in Paragraph 3.1 of Public Administration Circular No. 30/2016 dated 29.12.2016	Compliant		
9.6	Acquiring full ownership of leased vehicle logbooks upon the expiration of the lease period	Compliant		
10	**Management of Bank Accouonts**			
10.1	Preparation, certification, and submission of Bank Reconciliation Statements for audit by the due date	Compliant		
10.2	Settlement of dormant bank accounts brought forward from the year under review or preceding years	Compliant		
10.3	Settlement of balances identified or remained to be adjusted in Bank Reconciliation Statements within one month, in accordance with Financial Regulations	Compliant		
11	**Utilization of Provision**			
11.1	Incurring expenses in such a manner that the provisions provided do not exceed their limits	Compliant		
11.2	Incurring liabilities in such a manner that the remaining provisions, after utilization from the allocations made under F.R. 94(1), do not exceed their limits at the end of the year	Compliant		
12	**Advances to Public Officers Account**			
12.1	Compliance with limits	Compliant		
12.2	Conducting an age analysis on outstanding loan balances	Compliant		
12.3	Settlement of loan balances continuing to exist over a year	Compliant		
13	**General Deposits Account**			
13.1	Compliance with F.R. 571 relating to lapsed deposits	Compliant		
13.2	Maintaining and updating the Control Account for general deposits	Compliant		

Serial No.	Relevant Requirement	Compliance Status (Compliant / Non-compliant)	Brief Explanation if Non-compliant	Correctie Actions Proposed to Prevent future Non-compliance
14	**Imprest Account**			
14.1	Remittance of the balance of the cash book to the Department of Treasury Operations by the end of the year under review	Compliant		
14.2	Settlement of ad hoc sub-imprests within a period of one month after completion of the intended purpose as per F.R. 371	Compliant		
14.3	Issue of ad hoc sub-imprests in a manner that does not exceed the approved limit as per F.R. 371	Compliant		
14.4	Monthly reconciliation of the balance of the Imprest Account with Treasury Books	Compliant		
15	**Revenue Account**			
15.1	Making refunds from the revenue collected in accordance with the relevant regulations	Compliant		
15.2	Directly crediting collected revenue to the revenue account without first crediting it to the deposit account	Compliant		
15.3	Submision to the Auditor General the reports on revenue in arrears as per F.R. 176	Compliant		
16	**Human Resource Management**			
16.1	Maintaining the staff within the limits of approved cadre	Compliant		
16.2	Providing duty lists to all members of the staff in writing	Compliant		
16.3	Submission of all reports to the Department of Management Services in accordance with MSD Circular No. 04/2017 dated 20.09.2017	Compliant		
17	**Dissemination of information to the general public**			
17.1	pointing an Information Officer in accordance with the Right to Information Act and Regulations, and maintaining an updated information disclosure register	Compliant		
17.2	Information about the organization is provided through its website, and facilities have been made available via the website or alternative channels for the public to express their compliments or complaints regarding the organization	Compliant		
17.3	Submitting reports bi-annually or annually in accordance with Sections 08 and 10 of the	Compliant		

Serial No.	Relevant Requirement	Compliance Status (Compliant / Non-compliant)	Brief Explanation if Non-compliant	Correctie Actions Proposed to Prevent future Non-compliance
	Right to Information Act			
18	**Implementation of the Citizen's Charter.**			
18.1	Formulation and implementation of a Citizen's/Client's Charter in accordance with Circulars No. 05/2008 and 05/2018(1) of the Ministry of Public Administration and Management	Compliant		
18.2	Establishment of a mechanism by the institution to monitor and evaluate the formulation and implementation of the Citizen's/Client's Charter, as per paragraph 2.3 of the said circular	Compliant		
19	**Formulation of the Human Resources Plan.**			
19.1	Preparation of a Human Resources Plan based on the Format in Annexure 02 of Public Administration Circular No. 02/2018 dated 24.01.2018	Compliant		
19.2	Ensuring that the aforementioned Human Resources Plan provides for a minimum of at least 12 hours of training per year for every member of the staff	Compliant		
19.3	Entering into Annual Performance Agreements for the entire staff in accordance with the format provided in Annexure 01 of the aforementioned circular	Compliant		
19.4	Appointment of a senior officer with assigned responsibilities for preparing the Human Resource Development Plan, developing capacity building programs, and implementing skill development programs, in accordance with paragraph 6.5 of the aforementioned circular	Compliant		
20	**Replying to the Audit Paragraphs.**			
20.1	Taking corrective measures on the deficiencies pointed out in the audit paragraphs issued by the Auditor General for the preceding years	Non-compliant	No audit paragraphs.	

Photo Gallery

Sri Lanka Railways





Installation of a new train simulator system for driver training





New appointments granted for vacant positions in the Sri Lanka Railways

Maho - Omanthai Railway Rehabilitation Project



Ambanpola Yard



Srawasthipura Yard



Elephant Culvert Construction

Sri Lanka Transport Board




415 new engine sets installed for buses and put into operation




Modernization of SLTB Central Bus Stand

National Transport Commission







Providing Social Obligatory bus services

National Transport Medical Institute





Implementing a mobile service for providing medical certificates for driving licenses at Abhinavaramaya, Eldeniya.





Initiation of a pilot project for random drug testing

National Council for Road Safety



Program for Establishing School Road Safety Societies

Colombo Suburban Railway Project

Railway Efficiency Improvement Project.



Railroad Loader Machine



Track Motor Car with 12 Nos. mini wagon Machine



Ballast Profiling Machine



50T Hydrolic crane



Construction of apartment complex near Malapalla railway station



Construction of the Colombo Railway Control Office and Railway Operations Headquarters



Passenger facilities at Colombo Fort, Maradana and Anuradhapura railway stations have been developed and handed over to the Sri Lanka Railways Department.

Resettlement of families encroaching the railway reservation along the Kelani Valley Railway Line



Colomboge Mawatha (Phase II) Housing Unit 144



Distributing title certificates and keys to new homeowners from Nawinna to Padukka in the Kelani Valley Railway Reserve



Situation after resettlement of project beneficiaries who own new housing units at Malapalla Pearl Residences Apartment Complex, Kottawa



Resettlement of uauthorized residents from Nawinna to Padukka in the Kelani Valley Railway Reserve and release of the railway reserve track required for railway development

Greater Colombo Urban Transport Development Project.





Training and Awareness Programs



Opening the Inclusive Support Centre





Starting a service center based on the need to convert three-wheelers into electric three-wheelers (E- mobility)



Park & Ride Facility





Etablishment of Parcel and Helmet Counter



Waste Management Programe
(Seperation of Plastic)





Bus Inspection Programme







Promotion of Health and Safety



Promotion of Sustainability





Fire Traning Programme

Annual Performance Report

2025

Ministry of Transport, Highways, Ports & Civil Aviation (Highways Sector)

“Maganeguma Mahamedura”, 8th Floor, Koswatta, Battaramulla

Forward

This Annual Performance Report – 2025 of the Highway Sector of Ministry of Transport, Highways, Ports & Civil Aviation is prepared in keeping with the instructions given by the Public Finance Circular no.402.

This report shows physical and financial performance of the Highways Sector of Ministry of Transport, Highways, Ports and Civil Aviation

Content

Chapter 1 – Ministry Profile

1.1 Introduction 01

1.2 Vision, Mission, Objectives 03

1.3 Key Functions 04

1.4. Organizational Structure of Highways Sector of Ministry of Transport, Highways, Ports & Civil Aviation 05

1.5 Overview of Highway Sector 07

1.5.1 Functional Divisions of the Ministry 07

1.6 Other statutory Institutions 16

1.7 Highway Sector Investment 17

Chapter 2 – Progress and Future Outlook

2.1 New Initiatives 19

2.1.1 Central Expressway Project – Section 3 (Pothuhera to Galagedara) Construction of Phase 2- Rambukkana To Galagedara 19

2.1.2 Port Access Elevated Highway Project – Ramp 1 (Aluthmawatha Interchange) 19

2.1.3 Kadawatha System Interchange and 500m Road Towards Meerigama – Central Expressway Project – Section I 19

2.1.4 Central Expresswat Project – Section IV 20

2.1.5 Ruwanpura Expresswat Project 20

2.1.6 Widening up to 4 lane of Colombo-Ratnapura-Wellawaya-Batticaloa A004 road from Godaga to Avissawella 21

2.2 EXPRESSWAYS DEVELOPMENT

2.2.1 Operation, Maintenance and Management of Expressways 23

2.2.2 Central Expressway Project 25

2.2.3 Port Access Elevated Highway Project 28

Summary of Physical Progress of Ongoing projects under Expressway Development Programme based on Revised Action Plan 2025 29

2.3 HIGHWAYS DEVELOPMENT

2.3.1 National Road Network	31
2.3.2 Maintenance of Roads and Bridges (RMTF)	32
2.3.3 Infrasturction, Road safety & Traffic Management	33
2.3.4 Traffic Management	34
2.3.5 Rehabilitation of Peradeniya – Badulla – Chenkaladi (A5) Project	35
2.3.6 Road Network Development Project (SFD)	37
2.3.7 Road network Development Project (OFID I)	38
2.3.8 Colombo District Road Development Project	39
2.3.9 Integrated Road Investment Programme (i Road) – Stage I	41
2.3.10 Second Integrated Road Investment Programme (i Road 2)	41
2.3.11 Western Province National Highways Project	42
2.3.12 Marine Drive Extension up to Panadura	43
2.3.13 Development of 100,000 km of Alternative Road Network	44
2.3.14 Improvement of Galle – Deniyaya - Madampe Road Section from 78+000 km to 130+600 km (From Suriyakanda – Rakwana)	45
2.3.15World Bank funded Inclusive Connectivity and Road Development Project	46
2.3.16 Kandy Multimodal Transport terminal Development Project	47
2.3.17 Enhancement of National Traffic Database & Capacity Building Project	48
2.3.18 Rural Road Re-awakening Progra,mme	49
Summary of Physical Progress of ongoing projects under Highways Development Programme	50

2.4 WIDENING AND IMPROVEMENT OF ROADS

2.4.1 Widening & Improvement of Roads	55

2.5 BRIDGES AND FLYOVERS

2.5.1 Reconstruction of Damaged /Weak Bridges on National Highways 61

2.5.2 Construction of Rural Bridges using old bridge component 62

2.5.3 Reconstruction of 25 bridges on National Highways 62

2.5.4 Construction of 2flyovers at Kohuwel & Gatambe 63

2.5.5 Construction of three (03) Flyovers at Slave Island 65

2.5.6 Reconstruction of Vadduvakal Bridge in Mullativu 66

2.5.7 Rehabilitation of Garagoda Bridge on Yatiyanthota – Magammana Road 67

Summary of Physical Progress of Ongoing projects under Construction of Bridges and Flyovers Programme 68

2.7 FINANCIAL PROGRESS REVIEW 71

2.7.1 Operational Activities 72

2.7.2 Development Activities 73

2.8 WAYFORWARD TO FUTURE 83

CHAPTER 3 – OVERALL FINANCIAL PERFORMANCE

3.1 Statement of Financial Performance 85

3.3 Statement of Financial Position 87

3.4 Statement of Cash Flows 89

3.5 Notes to the Financial Statements 90

3.6 Performance of the revenue collection 103

3.7 Performance of the Utilization of Allocation 103

3.7In terms of F.R.208 grant of allocation for expenditure to this Department/ District Secretariat/ provincial Council as an agent of the other Ministries/ Departments 103

3.8 Performance of the Reporting of Non-Financial Assets 103

3.9 Auditor General's Report 104

CHAPTER 4 – PERFORMANCE INDICATORS

4.1 Progress of Performance Indicators of the Ministry 105

CHAPTER 5 – PERFORMANCE OF ACHIEVING SUSTAINABLE DEVELOPMENT GOALS (SDGS)

5.1 Performance of the Achieving Sustainable Development Goals (SDGs) 107

5.2 Achievement and Challenges of the SDGs in Road Sector 108

CHAPTER 6 – HUMAN RESOURCE PROFILE

6.1 Cadre Management 111

6.2 Influence of Human Resources for the performance of the Ministry 111

6.3 Human Resource Development 114

CHAPTER 7 – COMPLIANCE REPORT 119

PHOTO GALLERY I – VI

ANNEXURES

Annexure 01 – Procurement Awarded in 2025	VII
Annexure 02 – Ongoing and Proposed Expressways Network in Sri Lanka	XIII
Annexure 03 – Traffic Volume & Toll Revenue of Expressway	XIV
Annexure 04 – A Map of Central Expressway	XVIII
Annexure 05 – Completed, Ongoing and Committed Road Projects	XXII
Annexure 06 – Progress of Roads under Inclusive Connectivity Development Prroject (ICDP)	XXIII
Annexure 07 - Auditor General's Report	XXV

Chapter 1

Ministry Profile

1.1 INTRODUCTION

1.1 Introduction

The road network constitutes one of the most strategic public assets of Sri Lanka, underpinning economic performance, social integration, and spatial connectivity. With a land area of 65,610 km² and a population of approximately 21.9 million (Central Bank Annual Report, 2024), Sri Lanka maintains a road density of about 1.76 km per km² among the highest in South Asia. Road transport dominates the national mobility structure, accounting for nearly 94% of passenger travel and 98% of freight movement, reflecting its flexibility, accessibility, and cost efficiency within the prevailing transport configuration.

The highways sector is administered by the Ministry of Transport, Highways, Ports and Civil Aviation, with the Road Development Authority (RDA) serving as the principal implementing agency. Established under the RDA Act No. 73 of 1981 and operational since 1986 as successor to the Department of Highways, the RDA is responsible for the planning, development, and maintenance of the National Highway network. As at end-2025, this network extends to approximately 12,575 km, comprising 4,217 km of 'A' class (trunk) roads, 8,045 km of 'B' class (main) roads, 312 km of expressways, and 4,413 bridges exceeding three meters in span. Recent restructuring of state-owned enterprises has further streamlined institutional responsibilities within the sector.

National Highways carry over 80% of total road traffic, positioning them as the backbone of the transport system. Sustained upgrading and systematic maintenance are therefore essential to ensure safety, efficiency, and asset longevity. Given limited private sector participation, public financing supplemented by external funding remains central to sectoral investment.

Although substantial expansion has occurred in recent decades, many national and provincial roads were originally constructed over fifty years ago for lower traffic volumes and slower vehicle speeds. Rapid motorization, growth in heavy vehicle traffic, and technological advancements has heightened the need for improved geometric design, strengthened pavement structures, and comprehensive maintenance regimes across both urban and rural corridors.

Despite macroeconomic constraints affecting the construction industry in 2025, road sector projects demonstrated relative resilience in physical and financial performance. Going forward, completing ongoing projects and preserving existing assets will be critical to enhancing mobility, reducing regional disparities, and supporting Sri Lanka's long-term socio-economic development trajectory.

1.2 VISION, MISSION, OBJECTIVES

1.2.1 Vision

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

1.2.2 Mission

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

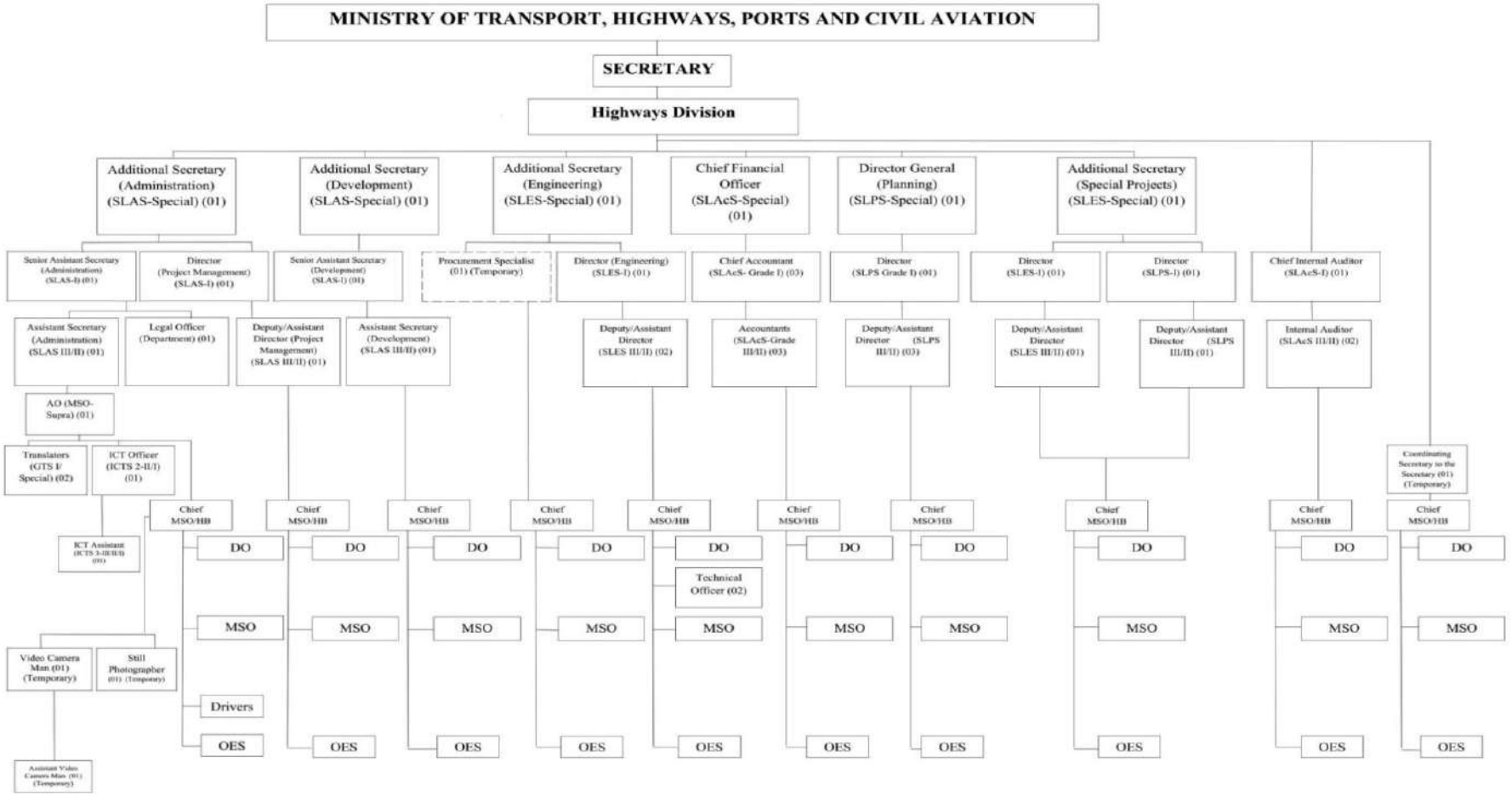
1.2.3 Objectives

- ***Formulating national policies for highway sector in achieving national development goals***
- ***Providing high mobility among townships, efficient connectivity among economic centers and improving accessibility for rural areas***
- ***Maintain the road network in excellent standards to contribute sustainable development.***
- ***Providing Intelligent Transport System (ITS) for efficient traffic management.***
- ***Investing on capacity enhancement of road sector to ensure high level service and user friendly roads***
- ***Invest in research and development for enhancement of the road sector***
- ***Enhance road safety measures for road users***

1.3 KEY FUNCTIONS

1. •Formulation , Implementation, monitoring and evaluation of policies, programmes and projects; in relation to the subject of roads and highways and the subjects of the departments and statutory institutions (Road Development Authority and its Subsidiaries and laws and regulations (National Thoroughfares Act, No.40 of 2008, Road Development Authority Act, No.73 of 1981, All other legislations pertaining to the subjects specified that have not been specifically brought under the purview of any other Minister.
2. •Improving national highways systems to be high standard in order to ensure people centric economic and social development thereby expanding rural townships and urban area connectivity and taking necessary measures for maintenance of the highway system at optimal level.
3. •Stipulation, collection and monitoring of highway user charges.
4. •Preparation of programmes and projects, based on national policy and government priorities for roads belonging to provincial and local authorities, and co-ordination and monitoring of such programmes and projects.
5. •Supervising aforesaid institutions and matters relating to all subjects assigned to such institutions.

1.4 Organizational Structure



1.5 OVERVIEW OF HIGHWAYS SECTOR

1.5.1 Functional Divisions of the Ministry

The Highways Sector of Ministry of Transport, Highways, Ports and Civil Aviation is headed by Secretary along with 8 Functional divisions headed by 8 divisional heads as stated below.



1.5.1.1 Administration Division

The Administration division of Highways Sector of Ministry of Transport & Highways, Ports and Civil Aviation is headed by Additional Secretary (Admin) and associated executive officers works under stated as Senior Assistant Secretary, Legal Officer and Administration Officer. Other than that the Project Management Division is also functioned under the direct supervision of Additional Secretary (Admin) where Director (Project management) is assigned to complete the tasks. This division is responsible for all administrative activities of the ministry by establishing physical environment required to improve quality of activities carried out by all divisions.

Evaluation within the year 2025

1. Further, an effective and qualitative service has been done for the general public by provision of information timely and accurately within the year and an information officer has been nominated separately to coordinate and responsible to implement such activities. Accordingly, the progress of efficiency of provision of information was again evaluated by the Additional Secretary if any appeals were submitted.

2. Necessary actions were taken to fulfill the functions of the Ministry more accurately and effectively in order to achieve National Development Goals and guided the divisions of the Ministry to fulfill the assigned duties pertaining to each to accomplish annual targets.

3. Administration division has been able to mainstream and complete the tasks assigned appropriately by maintaining efficient and continuous coordination with institutions under the purview of the Ministry as well as with other institutions (public and private) throughout the year.

4. Necessary arrangements have been made to provide an effective and efficient service to the clients by introducing the Citizen Client Declaration.

5. In order to improve the efficiency of the staff, necessary training opportunities are provided to increase the knowledge and skills.

6. By using information communication technology in public service, computer technology has also been implemented to perform duties.

7. Actions have been taken to coordinate government institutions under the "Clean Sri Lanka" programme by conducting awareness programmes to obtain project proposals and by implementing within the institution various programmes carried out concurrently by the Government, while ensuring progress is achieved.

8. Through the establishment and coordination of the Internal Affairs Unit of the Highways Division, steps are being taken to prevent corruption within the institution and to develop a culture of integrity; to ensure transparency and accountability in all institutional activities; to guarantee public access to information relating to institutional activities and decisions; to promote ethical governance within the institution; to encourage the reporting of misconduct; and to develop a secure and accessible mechanism to protect whistleblowers and maintain confidentiality.

9. Prompt action is being taken in relation to providing disaster loans, property loans, motorcycle loans, and festival advances to Ministry officers, as well as processing applications for Agrahara insurance.

10. Parliamentary questions, proposals of consultative committees, public petitions, human rights violations, and complaints, proposals, and requests received from various parties are being referred to the relevant institutions within a shorter period; reports are being called for; and the current status/progress of referred issues is being followed up.

11. Institutional matters under the Road Development Authority attached to the Ministry, including new appointments, service extensions, and approval of leave in respect of its projects, are being carried out promptly.

12. Complaints received through the Presidential/Prime Minister's Office and those referred to the Hon. Minister/Deputy Minister, as well as complaints, proposals, and requests directly submitted to the Ministry, are being forwarded to the relevant institutions; reports are being called for; and the current status/progress of the referred issues is being followed up.

1.5.1.2 Procurement Division

The Procurement Division of the Highways Sector of the Ministry of Transport, Highways, Ports and Civil Aviation has been established as per the instruction of then, National Procurement Agency (NPA), and functions the role of coordinating all activities relevant to the procurements fallen under the financial threshold of the Ministry and Cabinet level procurements. Road Development Authority (RDA), which is the ExecutingAgency (EA) of the Ministry, has formulated several Project Management Units (PMUs) in respect of each project. Such PMUs prepare their Annual Procurement Plan (APP) for each year and send them to the Procurement Division of the Ministry. This division consolidates all such procurement plans including internal divisions of RDA and prepares the Master Procurement Plan of the Highways Sector of the Ministry.

This division facilitates for the implementation of the said Master Procurement Plan coordinating with the relevant other stakeholders such as, the General Treasury, other Line Ministries, National Procurement Commission (NPC) and Procurement Appeal Board (PAB) etc. The human resources of this division include a Procurement Specialist, two Development Officers, one Management Officer and one office Assistant.

List of cabinet and Ministry level procurements which were included in the

procurement plan and 53 no. of procurements were awarded during 2025.**(Annex 01)**

Main Functions of the Division

Main functions of the Procurement division of the Highways Sector of the Ministry of Transport, Highways, Ports and Civil Aviation are summarized as follows.

- Collecting relevant information pertaining to the Annual procurement Plan of all divisions of the Ministry, Road Development Authority (RDA) and Project Management Units (PMU) and prepare the Master Procurement Plan of the Ministry.

- Liaise with the General Treasury in respect of the appointments of Bid Evaluation Committee (BECs) or Project Committees (PCs) to assist the Standing High Level Procurement Committee (SHLPC) or Cabinet Appointed Negotiation Committee (CANC) or Cabinet Appointed Consultant Procurement Committees (CPCCs).

- Coordinate with the Secretary, Ministry of Transport, Highways, Ports and Civil Aviation and appoint Ministry Procurement Committees (MPCs), Department Procurement Committees (DPCs), Project Procurement Committees (PPCs) and respective BECs. In respect of the consultancy procurements, appointment of relevant consultant procurement committee.

- Liaise with other Line Ministries and Agencies, to obtain services of subject experts for the BECs and PCs.

- Arranging meetings in respect of Ministry and Cabinet level procurements and record those decisions pertaining to the document approvals, issuance of Addendums, Contract awards and approval of variations etc.

- Assist for the preparation of Cabinet Memorandums in respect of all procurement related activities.

- Liaise with the Procurement Appeal Board (PAB), at the time of submission of appeals by unsuccessful bidders.

- Preparation of monthly, quarterly and annual progress report and submit the same to Procurement Monitoring Unit (PMU) established at the Treasury.

- Liaise with the National Procurement Commission and furnish required information as and when necessary.

- Attend to periodic meetings arrange by other stakeholder organization in respect of procurement activities of the ministry.

- Organizing periodic training programmes for the staff of the Ministry or Road Development Authority (RDA).

Problems and Challenges

Following issues have been identified as problems and challengers in implementing the Annual Procurement Plan of the Ministry.

a) Preparation of BOQs based on preliminary designs, where the accuracy of estimatesis not guaranteed and as a result of that, project cost at the completion is increased unexpectedly.

b) Procurement preparedness activities such as preparation of designs, BOQs, land acquisition, environmental studies have to be completed prior to appointment of evaluation committees.

c) The scope changes after the project is started and inclusion of entirely new items to the procurement plan.

d) Lack of procurement knowledge of staff (this could be resolve with capacity building programmes)

e) Deficiencies in the bidding documents/specification lead to delays in the process resulting non adherence tothe Procurement Time Schedules (PTS).

1.5.1.3 Finance Division

Finance division is responsible, as a custodian for handling, controlling and monitoring the budget allocation of the Highways sector of the Ministry of Highways. Management of the allocation, imprest and expenditure efficiently and effectively to ensure maximum economic benefit to the government can be stated as one of the major functions of the division. It comprises coordination roll between all the projects come under the highways sector and Road Development Authority with the Treasury and facilitating these projects and RDA to receive their imprest duly and subsequently.

Furthermore, the financial performance of each & every unit is closely monitored and reported by adhere to regulations stipulated in financial regulations and other governing rules. Reviewing and guiding of all official bank accounts, submitting all reports to relevant ministries and institutions on time including COPE & COPA and enhancing the skills of staff officers are also done by the division

1.5.1.4 Land Division

Land Division of Highways Sector of the Ministry of Transport, Highways, Ports and Civil Aviation is responsible for facilitation of all the related activities adhered with land acquisition process of newly construction/rehabilitation of highways sector projects and maintaining a proper level coordination with the institutions where relevant stakeholders involved.

Role of the division within the year 2025

- Preparation of Cabinet Memorandum for taking policy decisions related to land acquired for road development.
- Submission of Hon. Minister's recommendations to the Ministry of Lands in relation to the Acquisition Proposals as per the section -2 of the Land Acquisition Act. And obtaining the vacant possession under interim order 38 (a), in order to acquire lands for the implementation of new road projects and road development activities.
- Performing further activities related to the acquired lands in accordance with the Land Acquisition Act.
- Taking actions on paying compensation for the lands acquired.
- Coordination with the Ministry of Lands, Road Projects, Department of Valuation, Department of Survey, Divisional Secretariats, Government Press etc.
- Holding of the meetings of the Land Acquisition and Resettlement Special Committee (Super LARC), preparation of committee decisions and inform the same.
- Submission of Reports asked by the Presidential Secretariat, Prime Minister's office. Parliament Committees etc.

- Assisting to resolve Public Grievances.

- Make necessary arrangements through the Land purchasing committee to purchase lands to resettle the persons who are affected due to the acquisition of lands to construct new roads or road development activities.

- Revocation under section 38(I) of the Land Acquisition Act. But later identified that they are not required for the road development activities and submission of Hon. Minister's recommendations on divesting under section 39(a) (I) to the Ministry of Lands and Land Development.

- Submission of Hon. Minister's recommendations to the Ministry of Lands in relation to the revocation of vesting orders under section 39(I) of Land Acquisition Act, which lands that were not undertaken the possession after an award is made under 38(a) interim order of Land Acquisition Act.

- Conducting objection investigations and providing recommendations under section 4 of the Land Acquisition Act.

- Providing the necessary documents for legal actions initiated by third parties in relation to land acquisition and carrying out the necessary coordination.
- Reviewing the progress of compensation payments in relation to land acquisition and carrying out the necessary coordination.

- Submission of recommendations on the revocation under section 50 of the Land Acquisition Act for the lands which are identified that they are not required for road development activities, after issuing the order under section 2 of the Act.

- Coordination of activities related to liquidation of the 03 Maganeguma Companies owned by the RDA.

- Coordinating activities related to State Development & Construction Corporation (SD&CC)

- Performing the following duties assigned under the subject of information and Public Relations.
    i. Coordinating activities related to providing solution of public complaints received through the whatsapp link (071 8757654) mentioned in the official website of the Ministry.
    ii. Coordination of institutions regarding news related to the scope of highways published in the daily newspapers.
- Carrying out the assigned duties related to the Internal Affairs Unit and executing at the Ministry level tasks pertaining to activities included in the National Anti-corruption Action Plan

Achievement of the year

- 35 Acquisition proposals under the Land Acquisition Act have been submitted to Ministry of Lands.

- Undersection of 38(a) of Land Acquisition Act 38 recommendations of Hon. Minister has been submitted/ forwarded to Ministry of Lands.

- Under section of 39(a) (1) of Land Acquisition Act 03 recommendations for land reclamation was submitted to Ministry of Lands.

- Under section 39(I) of Land Acquisition Act, 01 recommendations were submitted to the Land Ministry.

- 04 numbers of recommendations made to the Ministry of Lands regarding abondanment under section 50.

- 06numbers of meetings of land acquisition & resettlement special committees held and accordingly committee decisions taken for 42 land lots.

- Submitted solutions for 06issues forwarded from Presidential Secretariat.

- Given solutions to 132issues / problems forwarded directly by the general public.

- 05no.s of Cabinet Memorandum approved by the Cabinet of Ministers.

1.5.1.5 Internal Audit Division

Internal Audit Division has been established in this Ministry as per F.R. 133 which stipulates that Internal Audit Division should be established by the Chief Accounting Officer in his Institution in order to perform the duties and responsibilities stated in F.R. 128.

The main objectives of this division are;

i. To assist strengthening the internal control system within the ministry.

ii. Assist Chief Accounting Officer to ascertain the progress achieved in implementing development projects and schemes and fulfilling plans and programmes.

iii. Act as the coordinator among the persons involved in these activities and Secretary of the Ministry and Progress Monitoring Committees as necessary.

Internal Audit division has taken steps in year 2025 to submit effective observations and recommendations through performing these tasks which stipulated by the financial regulations.

Audit Activities and Special Investigations carried out within the year 2025

The following Audits under the various auditing fields have been conducted in the Ministry and Project Management Units implemented under the ministry, on the identified risk assessment within the year.

i. Development Project Audit
ii. Financial Audit
iii. Institutional Audit
iv. Field Inspections

Continuous audits and independent evaluations related to that have been done as per the Approved Audit Plan 2025 and activities of the Development Projects implemented within the highways ministry have been audited to ascertain whether the anticipated objectives and targets have been achieved and necessary guidance has been given.

As per the instructions given by the Secretary, 07 special investigations have been done outside the Internal Audit Plan in year 2025and inspection reports on those incidents have been submitted. Through the reports of internal audit and special investigations, observations and recommendations on internal controlling issues which directly affect the Ministry, have been submitted.

Four Audit and Management Committee meetings have been held as per the instructions of the Department of Management Audit. Two Project Audit and Management Committee meetings have been held. Further, as per its instructions reports have been issued by doing internal audit quarter evaluations.

Achievement of targets and the Review

According to the Internal Audit Plan for the year 2025, the audit activities were successfully implemented. Effective audit clarifications, Observations and recommendations have been provided through each audit inspection and special investigation and thereby eliminate the deficiencies in internal control systems in relation to the Administration and Financial Management, cadre management, Assets management, Inspection of Deposit Accounts, Examination of sureties furnished by Government Officers, Inspection of Delegation of Financial Authority as per the F.R.135 (Ministry), Examination of loan repayments and recovery processes of Government Officers (Advance 'B' Account), Internal Audit Report on the Implementation of 'Seiri Week' under the Clean Sri Lanka National Programme. Examination of contract payments – investigation into contracts identified as difficult to recover in respect of mobilization advances paid under the 100,000km Road Development Project, Inspection of Payment Vouchers, Examination of selected roads developed using allocations provided under the budget head of the Ministry of Highways for road widening and development, (Field inspection of the Peliyagoda – Puttalam Road),and other fields and to submit proposals to strengthen the internal control system.

Moreover, regarding the problems of the Ministry and Road Development Authority, State Development & Construction Corporation and companies under it, the Audit Management Committees have provided support for strengthening the internal control of these Institutions, by giving specific decisions and checking the progress.

1.5.1.6 Engineering Division

The Engineering Division bears all responsibilities of constructing highways within Sri Lanka assigned by the Secretary. The Road Development Authority conducts all road development projects under the supervision and instructions of the Additional Secretary (Engineering).

Supervision of implemented projects, reviewing of progress and conducting technical audits in projects are solely carried out by the Engineering Division.

Functions of Division

- Supervision of all the engineering tasks of constructing highways and conducting technical audits.
- Supervision of progress and quality of projects which are carried out under local and foreign funds.
- Attending on contractor claims and variations.
- Preparing of annual Highways Schedule of Rates (HSR).
- Upgrading local roads as National Roads.
- Confirming the transparency and identity of bitumen buyers.
- Participating for "Project Coordinating Committee (PCC)" meetings.
- Participating for procuring activities of the Ministry and RDA.
- Participating for contractors rights and disputes settlements tasks.
- Carrying out duties assigned by the Secretary of the Ministry.

Goals and Review – 2025

- Progress and quality of constructed highways and bridges under the road

development projects and their performance are supervised and parallel participation for ProjectSteering Committee (PSC) meetings.

- Highway Scheduled of Rates (HSR) – 2025was issued on February
- Public complaints on construction work of highways received to the Secretary of Ministry in 2025 were supervised with relevant site reviews.

The issues and challenges which were identified during the year are as follows:

- Difficulty of issuing the Highway Schedule of Rates (HSR) within January of each year due to several reminders to be sent to receive relevant rates from suppliers on time and variation of rates due to policy changes made by the government.

1.5.1.7 Planning & Monitoring Division

Planning & monitoring division of Highways Sector of the Ministry of Highways is the main division responsible for formulating policies and supervision & Coordination of planning, implementing, monitoring and evaluation of all development projects comes under highways sector.

During 2025, the major tasks planned by the division have been completed successfully as expected and the progress achieved by each task can be stated as follows;

- Annual Work Programme -2025 (Vote on Account)was submitted to the Department of National Planning and National Audit Office on 18thFebruary 2025 and the Annual Work Programme -2025 was submitted to the Department of National Planning and National Audit Office on 30th June 2025.
- Annual Performance Report – 2024was submitted to the Parliament on 27th June 2025.
- Progress Report 2025 prepared for the budget debate for the year2026was submitted to the parliament on30th October 2025
- Altogether there were, 20 Project Steering Committee meetings were scheduled and conducted successfully within the year 2025.
- The division has Prepared 52 Cabinet Memorandums related to development projects and other administrative matters in year 2025.
- In addition, division was participating for 06 Public Investment Monitoring and Evaluation Committee Meetings (PIMEC) which was coordinated by Department of Project Management & Monitoring under the Co-Chairmanship of the Committee, Mr.K.M.G.S.N.Kaluwewa, the Secretary, Ministry of Higher Education, Education and Vocational Education and Mr. G.M.R.D.Aponsu, the Senior Additional Secretary, Presidential Secretariat to discuss and solve the issues of Large and Mega scale projects.
- Further, division has forwarded 31project proposals to Department of National Planning and Department ofExternal Resources after a thorough evaluation done scientifically.
- Other than those, quarterly progress reports of 2025, monthly progress reports and reports to be submitted to the department of national budget providing updated financial and

physical progress of projects were submitted efficiently with evaluating the progress. Further evaluation of progress reports submitted by project directors and conductance of activities mentioned under the functions of the division, were carried out efficiently and effectively as planned during 2025 also.

- 10 Cabinet observations were reviewed by the committee of Cabinet Memorandum Review Committee appointed to resolve the issues where Director General (planning) acts as the Secretary to the aforesaid committee.

- Organized and held 05 committee meetings to oversee the monitoring of Special Projects implemented under the purview of the Ministry of Transport, Highways, Ports and Civil Aviation chaired by the Hon. Minister to the Ministry.

- Conducted 04 Ministry Steering Committee meetings to monitor the matters that need urgent attention.

- Update the Ministry Performance Monitoring System (MPMS) online system quarterly reviewing the progress pertaining to the Sectors of the Ministry with the Presidential Secretariat.

1.5.1.8 Rural Road Development Division

Introduction

The development of rural roads network which is linked to the national roads and provincial road network is vital in the road development. Considering the importance of developed rural road network, a State Ministry for Rural Road and Other Infrastructure has been established in 2020 as per the extra ordinary gazette notification No218/27, dated 09.08.2020.

During 2022, again the subject of rural roads development has come under the purview of the Ministry of Transport and Highways. Accordingly, the rural roads/ bridges division now is performing under the purview of the Highways Sector of the Ministry of Transport, Highways, Ports and civil Aviation.

At the present, the rural road section is responsible for implementing rural road development, rural bridge development and structural improvements related to the rural road works.

1.6. OTHER STATUTORY INSTITUTIONS

1.6.1 Road Development Authority

Vision

"To be valued as the premier National institution of Multi-disciplinary excellence In highway engineering, Which meets the community's Expectations by Providing an excellent national highway Network"

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 an environment friendly manner, for the movement of people and goods paving way for the socio-economic development of the nation".

Road Development Authority is one of the Institutions under the Ministry of Roads and Highway which is the apex organization in Sri Lanka for highways sector. The Road Development Authority (RDA), incorporated as a statuary 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 the National Highway Network.

The RDA is the premier highway authority in the country and is responsible for the maintenance and development of the National Highway Network, comprising the Trunk (A class) roads, Main (B Class) Roads and Expressways and the planning, design and construction of new highways, bridges and expressways to augment the existing road network

1.7 HIGHWAY SECTOR INVESTMENT

As the Government of Sri Lanka expects to maintain the economic growth in a higher rate, it has been identified as keeping the road network in a proper condition is vital to achieve this development target. In spite of the heavy investment on uplifting the living standards of the people in all over the country, the government has allocated a substantial amount of provisions to this sector to cater to the demands arise within the Transport needs of the country. Further, it is highly noted that the investment in highway sector is very important due to reasons such as passengers can easily access to their destinations, saving fuel, reduce travel cost and vehicle cost and traffic volume. A summary of utilizations of investments made in Highways Sector since 2015 up to 2025 can be stated as follows.

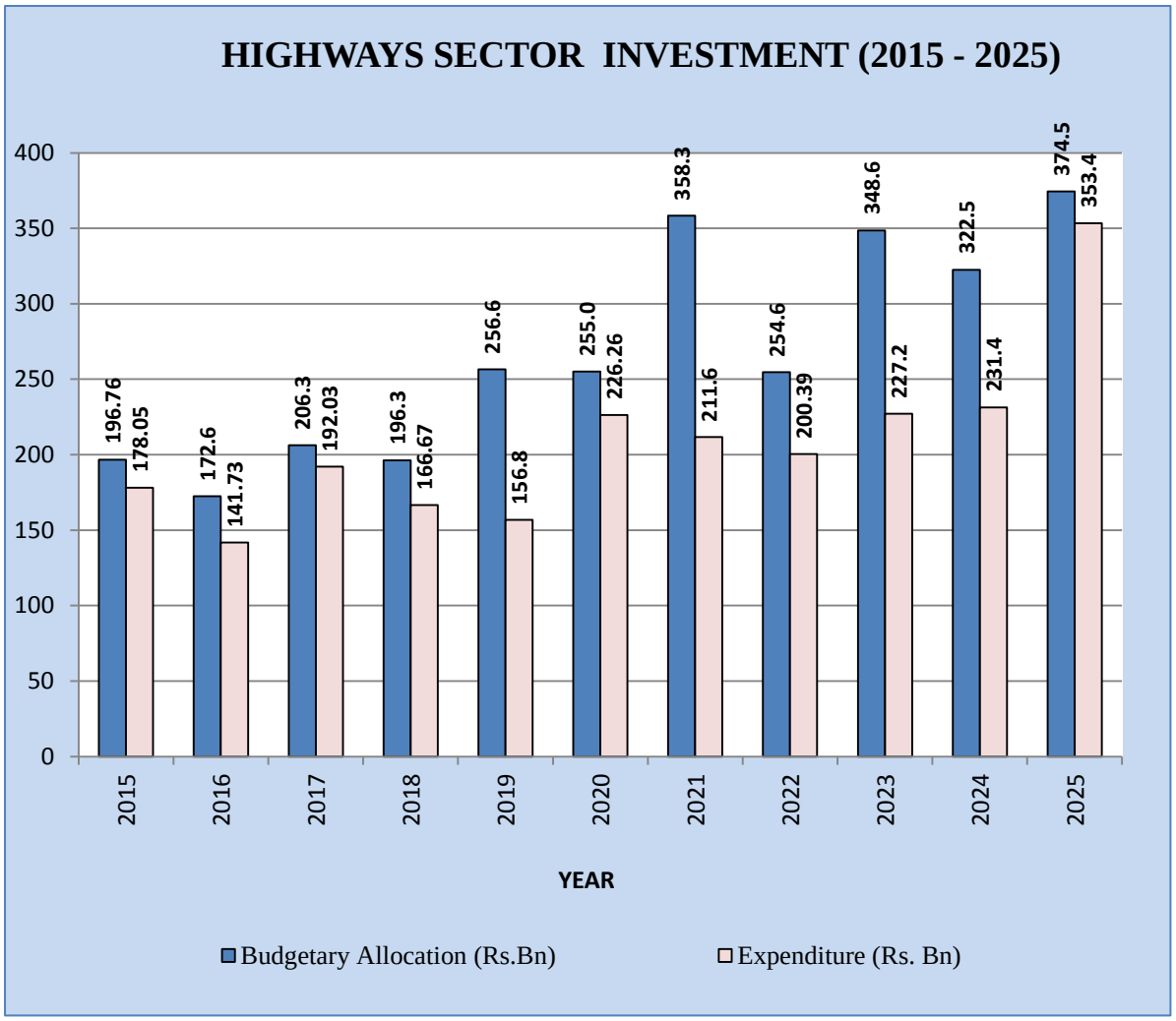
Table 1.7.1 – Highway Sector Investment (2015-2025)

Year	Budgetary Allocation (Rs.Bn)	Expenditure (Rs.Bn)	Cumulative Expenditure (Rs.Bn)
2015	196.8	178.0	776.85
2016	172.6	141.7	918.58
2017	206.3	192.0	1110.61
2018	196.4	166.7	1277.28
2019	256.6	156.8	1434.08
2020	255.0	226.3	1660.34
2021	358.3	211.6	1871.94
2022	254.61	200.39	2072.33
2023	348.6	227.2	2299.53
2024	322.5	231.4	2530.93
2025	374.5	353.4	2884.33

From the investment data given above, the highest value of investment was observed in 2025 and the least was observed in 2016. Within the time period of reporting the investment was shown a rapid growth except in 2016 due to the implementation of major nationally important development projects as Expressways, National Highways and Flyovers & Bridges constructed on National Highways to improve the mobility, connectivity and accessibility within the country.

Construction of Southern Expressway, Colombo Katunayaka Expressway, and Outer Circular Highway radiating the traffic along were initiated and completed successfully releasing the demands within townships and facilitated the connectivity of rural areas with economic centers of the country. Accordingly, regional development of those areas was also been augmented with time. Thus the provincial contribution of those areas to the National Gross Domestic Production has uplifted within the recent years.

In 2025, the original budgetary provision received under the budgetary head of 117 for the Highways sector of Ministry was Rs.374,922.27Mn and was down to Rs.374,583.24Mn under the budgetary head 117 to accomplish the endeavor. During the year 2025, the Highways sector of the Ministry was recorded 94% overall financial progress.


HIGHWAYS SECTOR INVESTMENT (2015 - 2025)
400
350
300
250
200
150
100
50
0
196.76
178.05
172.6
141.73
206.3
192.03
196.3
166.67
256.6
156.8
255.0
226.26
358.3
211.6
254.6
200.39
348.6
227.2
322.5
231.4
374.5
353.4
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
YEAR
Budgetary Allocation (Rs.Bn)
Expenditure (Rs. Bn)

Chapter 2

Progress and Future Outlook

2.1 NEW INITIATIVES

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

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

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

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

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

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

The Total Cost Estimate (TCE) for Phase 2 amounts to Rs. 130,039 Mn. The Ministry of Transport, Highways and Urban Development with collaboration of General Treasury is in the process of consideration to use appropriate fund source to implement the phase II of this expressway in 2026.

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

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

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

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

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

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

Under Package 3, the scope of work includes the construction of the Kadawatha System Interchange and a 500 m road towards Meerigama, ensuring smooth connectivity between expressway sections. The works

comprise concrete structures, earthworks, pavement works, road furniture installation, and two toll plazas, along with the completion of five expressway ramps (Ramps A–F).

2.1.4 Central Expressway project IV (Kurunegala Dambulla Section)

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

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

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

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

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

2.1.5 Ruwanpura Expressway project

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

The project has designed to complete under 3 sections and based on the Department of National Planning (NPD) recommendation as of now it has been decided to implement section 1.

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

The total length of this expressway section is 25.00km and the proposed section was designed with 3 interchanges located at Kahathuduwa, Horana and Ingiriya respectively.

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

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

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

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

Thus, by improving this road section the project contributes significantly to Urban decongestion and mobility improvement by eliminating level crossings and widening road capacity, thereby easing traffic and improving commuter reliability. Moreover, by relocating transport infrastructure to more stable and spacious alignments, the project enhances climate resilience and disaster risk reduction, ensuring long-term sustainability in the face of urban and environmental pressures. Currently, the project is under appraisal with Department of National Planning.

2.2 EXPRESSWAYS DEVELOPMENT

An efficient transport system is a pre-requisite for the rapid economic development of any country & for improving the quality of life of people. Although Sri Lanka possesses an extensive road network, the majority of national and provincial roads were constructed more than five decades ago, designed to accommodate the traffic volumes, vehicle types, and travel speeds prevailing at that time. Therefore, requirement of a high mobility network which connects all parts of the country has been identified as a priority. Thus, the development of an expressway network—envisaged to extend approximately 800 km and connect nearly all major economic centers—has been identified as a strategic priority to augment the national highway system and address these emerging challenges. As of now, following expressways can be stated as the identified components of the proposed high mobility expressway network.

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

Out of these, the Colombo–Katunayake Expressway; the Southern Expressway (Kottawa–Mattala), including the Andarawewa–Hambantota section; the Outer Circular Highway (Kottawa–Kerawalapitiya); and Section II of the Central Expressway (Meerigama–Kurunegala) are currently in operation.

In contrast, the remaining expressways of Port Access Elevated Highway Project is nearly completion and other two (02) expressways (Elevated Highways from New Kelani Bridge to Athurugiriya & Ruwanpura Expressway Project) were temporary suspended.

The map of ongoing and proposed expressway network can be illustrated by ***annexure- 02.***

2.2.1 Operation, Maintenance and Management of Expressways

Expressways Operation, Maintenance and Management Division of the Road Development Authority are responsible for smooth functioning of expressways under the purview of Highways Sector of Ministry of Transport, Highways, and Port & Civil Aviation.

Even though, as per the Cabinet Memorandum submitted on 26.06.2023 by the Minister of Finance, Economic Stabilization and National Policies of Sri Lanka, the management and the assets of expressways should be transferred to the "Sahasya Investment Company Limited" (SIL) which is fully owned government company establish under Ministry of Finance, Economic Stabilization and National Policies. This Cabinet Decision is not functioning yet.

Basic Planning, Management and Operation of traffic activities, tolling activities and maintenance activities together with budgeting and auditing activities of the

expressways were conducted by this division.

Status of Traffic Volume

Details of traffic volume of the Colombo-Katunayake Expressway, Outer Circular Highway, and Southern Expressway from Kottawa to Mattala and Andarawewa – Hambantota Highway section are shown in table 2.2.1.1

Table 2.2.1.1 – Average Daily Traffic Volume of Expressways as at 31.12.2025

Year	Average Daily traffic Volume of Outer Circular Highway, Southern Expressway & Andarawewa – Hambantota Highway	Average Daily traffic Volume of Colombo Katunayaka Expressway
2014	19,095	18,401
2015	27,736	20,782
2016	44,384	23,974
2017	52,977	25,844
2018	60,524	27,971
2019	65,246	27,640
2020	71,857	19,117
2021	77,056	21,762
2022	59,833.73	24,746.4
2023	80,416	29,434
2024	81,561	34,292
2025	103,211	30,724

After 2022, since the beginning of 2023 the traffic data of all the expressways at operational level were segregated and reported individually.

The average daily traffic volume of those as at end of 2025 can be stated as follows.

Table 2.2.1.2 – Average Daily Traffic Volume of Expressways in 2025

Name of the Expressway	Average daily traffic volume
Southern Expressway	37,732
Extension of Southern Expressway	9,528
Outer Circular Highway	40,971
Colombo Katunayaka Expressway	30,724
Central Expressway Section II (Meerigama – Kurunegala)	14,980

From the above expressways the highest traffic volume was observed in Outer Circular Highway and the least was observed in Extension of Southern Expressway.

From the data revealed in table 2.2.1.1 it can be expressed that the average daily traffic volume of Outer Circular Highway, Southern Expressway and Andarawewa – Hambantota Highway was increased by 21% than in 2024.

As the average daily traffic volume of Colombo Katunayaka Expressway has increased annually since it was opened for commuter usage, the average daily traffic volume has decreased by approximately 11% during 2025 than in 2024.

Monthly Traffic Volume of Expressways in 2025

In 2025, the highest monthly traffic volume was recorded in August for all expressways except Extension of Southern Expressway. Its highest was recorded in Month of December in year 2024. The least monthly traffic volume was observed in month of February.

A comparison of monthly traffic volume of expressways in 2025 is given in ***annexure 3 (A) and (B)***

Status of Toll Revenue

Table 2.2.1.3 – Toll Revenue of Expressways in 2025

Name of the Expressway	Toll Revenue (Rs. Mn)
Southern Expressway	5,039.95
Extension of Southern Expressway	1,921.11
Outer Circular Highway	4,356.95
Colombo Katunayaka Expressway	4,048.65
Central Expressway Section II (Meerigama –Kurunegala)	1,580.47

Accordingly, for the reporting year of 2025 the least toll revenue was earned from Central Expressway Section II where the highest was earned from Southern Expressway.

Furthermore, we observed that gradual increase of toll revenue has been reported except the year of 2020 and 2021 in the Colombo – Katunatyake Expressways specially, covid 19 pandemic has been affected for the decreasing of toll revenue.

Year	Toll Revenue of Southern Expressway , Andarawewa – Hambantot	Toll Revenue of Colombo Katunayaka Expressway (Rs.Mn)
2011	83.19	-
2012	1,017.02	-
2013	1,256.65	282.16
2014	2,141.35	1,887.73
2015	3,128.89	2,163.27
2016	4,550.89	2,496.81
2017	5,214.20	2,606.75
2018	5,893.92	2,821.78
2019	6,192.18	2,744.82
2020	5,811.61	1,461.55
2021	6,528.33	1,734.92
2022	6,239.04	2008.80
2023	9,079.84	2946.43
2024	11,404.12	3,588.21
2025	12,898.47	4,048.65

In 2025, the highest monthly toll revenue was recorded in August and least was recorded in February.

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

2.2.2 Central Expressway Project

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

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

Section 1: Kadawatha to Mirigama

Total Length : පැකේජය I සහ II
Package III – 0.506 km
Funding Agency : EXIM Bank of China

Total Estimated Cost: Rs. 186,572Mn

Revised Total Estimated Cost: Rs.267,976 Mn

Loan Amount : US $ 989.45 Mn

Date of Commencement:
Package I & II - 15.09.2020
Package III – 07.10.2025
Original Date of Completion :
Package I & II - 14.09.2024
Package III – 06.01.2027
Revised Date of Completion
Package I & II – 28.03.2027
Package III – 01.09.2028
Contract Amount : Package I & II – Rs.229 Bn
Package III – Rs. 10 Bn

This four lane expressway section included 4 interchanges at Kadawatha, Gampaha, Veyangoda & Mirigama – South and the following three-contract packages.

I. Contract package 1 - Construction of section from Kadawatha - Kossinna
II. Contact package 2 - Construction of section from Kossinna to Meerigama
III. Contract Package 3- Construction of section from Kadawatha Interchange to Kossinna

The loan agreement for the construction work was signed on 22 March 2020 with Export Import Bank of China whereas the civil work was commenced on 15 September 2020.

By the end of 2025, the construction work progress reported as 39.6 % and it was 36.14 % as at the end of 2024. The construction of the pilot road was completed up to 81% with 34.0 km of total length 42 km including the construction of 21 temporary bridges out of 26 as at the end of year 2024.

Whereas, the construction works of the of the pilot road was completed up to 89% with 37.47km of total length 42.1 km including the construction of 27 temporary bridges out of 29 including two bridge sin GIC Link road as at the end of reporting period.

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Provision 2025 (Rs.Mn.)	Expenditure (Rs. Mn)
117-02-03-18	2105 Land & Land Improvements	300.00	243.00
	2104 Buildings & Structures	70,465.00	70,453.92
	Total	**70,765.00**	**70,696.92**

The financial progress of the project was reported as 99.9% for the year 2025.

- **Section 2: Mirigama – Kurunegala**

Total Length	: 40.9 Km
Funding Agency	: Local Bank Loans
Total Estimated Cost	: Rs. 149,020 Mn
Revised Total Estimated Cost: Rs.149,020Mn	
Date of Commencement	: 16.01.2017
Date of Completion	: 31.12.2021
Contract Amount	:Rs.148,520Mn

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

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

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Provision 2025 (Rs.Mn.)	Expenditure (Rs. Mn)
117-02-03-19	2105 Land & Land Improvements	100.00	100.00
	2104 Building & Stuctures	1,090.00	960.87
	Total	**1,190.00**	**1,060.87**

The financial progress of the project was reported as 89% for the year 2025.

Section 3: Pothuhera to Galagedara

Total Length : 32.45 km

Funding Agency : GOSL

Total Estimated Cost:Rs. 129,897.64Mn

Revised Total Estimated cost : Rs.214,866 Mn

Contract Amount : Rs.214,866 Mn

Date of Commencement: 01.01.2021

Date of Completion : December 2024

Revised date of Completion : June 2029

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

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

In stage 1, this section is being constructed up to sub base top level by 17 Local contractors under 17 Contract packages. In order to expedite the construction, the Project management Unit has divided the section into 17 construction packages and awarded to 17 local contractors to construct expressway section up to sub base level. Construction work of these packages were initiated in August 2021and recommended in July 2023 after 15 months of suspension period due to economic crisis.

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

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

The cumulative progress of the civil works achieved by the Project as at end of year 2024 was 22.61% and it was 28.30 % as at the end of year 2025.

As at the end of reporting period land acquisition process of this project was in progress with 89.67% due to additional acquisitions while it was 90% as at end of year 2024.

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Provision 2025 (Rs.Mn.)	Expenditure (Rs. Mn)
117-02-03-20	2105 Land & Land Improvements	250.00	232.28
	2104 Buildings & Structures	15,155.31	15,110.21
	Total	**15,405.31**	**15,342.50**

The financial progress of the project was reported as 99.60% for the year 2025. And it was reported as 100% for the year 2024.

A map of Central Expressway is given in ***annexure 04.***

2.2.3 Port Access Elevated Highway Project

Total Length	: 5.27 km+0.6 km -6 km
Funding Agency	: Asian Development Bank (ADB)
Total Estimated Cost (Revised):	Rs.78,903.96 Mn
Revised Total Estimated Cost	: Rs.73,976.12 Mn
Contract Amount	: Rs.60,018.64 Mn
Loan Amount	: USD 300 Mn
Date of Commencement	: 27.09.2019
Completion Date	: December 2025

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

The expected outputs of the project will be,

- Construction of the Elevated Expressway section starts at New Kelani Bridge and ends at Galle-face.
- Construction of the maritime facilitation Centre

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

The civil work of the Port Access Elevated highway was commenced in September 2019 and the progress reported for the civil work by the end of December 2024 was 97.4% and as at the end of December 2025 it was recorded as 99%.

Other than that, piling work of Maritime Facilitation centre was completed up to 100% in 2021 and Construction of super structure of Maritime Facilitation centre was 48% as at the end of 2024 and by 2025 it was completed up to 64%.

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Provisions 2025 (Rs.Mn.)	Expenditure (Rs. Mn)
117-02-03-16	2104 Buildings & Structures	8,013.5	3,878.66
Total		**8,013.5**	**3,878.66**

The financial progress of the project was reported as 61% within 2024, whereas the reported value for 2025 was 48%.

Summary of Physical Progress of Ongoing Projects under Expressway Development Programme based on Revised Action Plan 2025

Although the projects under this programme was planned initially assuming the smooth functioning of activities could proceed, the targets were revised by the end of the year accordingly due to various internal and external factors. Thus the physical target achievements of each project with respect to the revised targets with original targets can be summarized as follows.

- **Central Expressway Project– Land Acquisition**

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual) %)**
Section I	15%	8.79	58%	7.21	7.21%	3.71	51%
Section III	9%	0.6%	6.6%	4%	4%	0.03	0.75%
Section IV	Project has been temporally suspended -						

- **Central Expressway – Civil work**

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual) %)**
Section I(Package I & II)	6.75%	0.19%	2.8%	-	1.44%	3.47%	100%>
Section 1 (Package III)	-	-	-	-	6.11%	7.06%	100%>
Section II	The civil work of the project was completed as at the end of 2021 and opened for general public and in the year 2022.						
Section III	25.6%	22.6%	88%	23.2%	9.08%	5.7%	63%

- **Port Access Elevated Highway Project**

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual) %)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual) %)**
Civil Work - PAEHP	17.4	14.8	85%	2.6%	10.35%	6.5%	63%

2.3 HIGHWAYS DEVELOPMENT

2.3.1 National Road Network

Highway sector of Ministry of Transport and Highways, Ports and Civil Aviation and Road Development Authority (RDA) are responsible to maintain and develop Expressways, 'A' and 'B' class highways which are included as the National Highways network in Sri Lanka. Road length of each road category is given below.

Table 2.3.1.1 National Highway Network in Sri Lanka's at end of 2025

Road category	Total Length (km)
'A' Class Highways	4,217.42
'B' Class Highways	**8,045.42**
Expressways	312.59
Total	**12,575.43**

Table 2.3.1.2 – Provincial Distribution of Expressways ('E' Class), 'A' Class & 'B Class Highways of National Road Network by end of 2025

Province	National Roads (km)			
	A' Class	B' Class	'E' Class	Total
Western	373.79	1242.70	113.24	**1,729.73**
Central	408.59	1,348.34	-	**1,756.93**
Southern	352.91	1,155.47	161.82	**1,670.19**
Northern	734.49	524.99	-	**1,259.48**
Eastern	619.55	557.74	-	**1,177.29**
North Western	352.80	1,010.89	35.67	**1,399.36**
North Central	491.19	708.81	-	**1200.00**
Uva	468.52	692.94	-	**1,161.46**
Sabaragamuwa	415.58	803.55	1.86	**1,220.98**
Total	**4,217.42**	**8,045.42**	**312.59**	**12,575.43**

The National Highways Network of the country was not changed in the year 2025 and remains same as year 2024.Therefore, the Provincial Distribution of National Road Network also recorded as not changed. As per the table the highest length of expressways was located in Southern province whereas the least was located in Sabaragamuwa province as at end of 2025.

The highest road length of A Class highways was located in Northern Province while the least was located in North Western Province. Similarly, the highest road length of B class highways was located in Central Province while the least was located in Northern Province.

The classification of National roads can be further illustrated as follows.

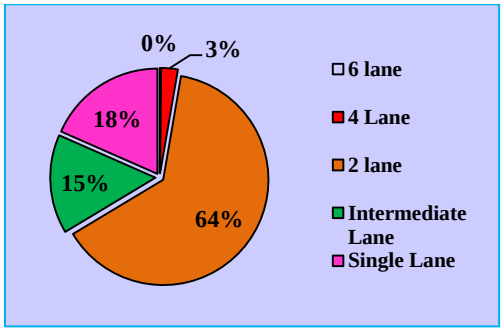


Figure 2.3.1 - Classification of National Highways Network by road width

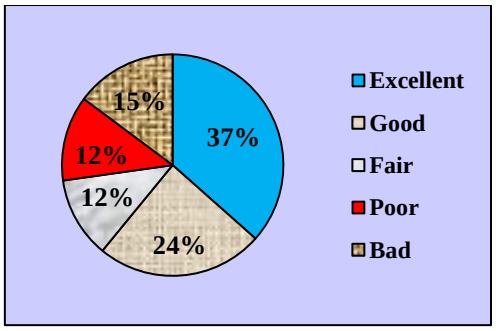


Figure 2.3.2 - Classification of National Highways Network by Roughness

Status of National Road Network:

Similar to 2024 during 2025, new lengths of expressways were not added to the expressway network since none of the ongoing expressway projects were not intended to be completed during 2025. Thus the total length of expressways reported at the end of 2024, was remained constant throughout the 2025at 312 km as well.

During 2025, improvement/rehabilitation of 1,300.40 km of national highways has been completed and additional 377.13km currently underway.

Similarly, during 2024, improvement/rehabilitation of 1,960.84 km has been completed.

Although, in year 2024 03 flyovers were completed in national roads including Kohuwela and two flyovers in Slave Island along Uttarananda Mawatha & Justice Akbar Mawatha and it was not any newly constructed flyover in year 2025. In addition during 2024, 20 bridges of the total were completed under the local funded weak bridge programme and in year 2025 it was reported as 31.

In year 2025, Cyclone Ditwah caused severe damage to roads and bridges across 22 districts. A total of 287 roads and 572 road sections were damaged. Through prompt debris clearance, temporary repairs, structural assessments and emergency restoration works, the Road Development Authority restored most of the national roads to a passable condition by the end of December 2025.The swift response ensured continuity of transport service, supported disaster response operations and minimized disruptions to economic activities permanent rehabilitation and reconstruction works are continuing in to 2026.

2.3.2 Maintenance of Roads & Bridges (RMTF)

The Road Development Authority (RDA) maintains approximately 12,575.4 km of national highways and 4,413 bridges all over the country. The Provincial Directors, Chief Engineers and Executive Engineers of Road Development Authority are carrying out routine, periodic and urgent improvement works under the annual road maintenance programme.Under this programme, wide range of maintenance activities such as sand sealing, pot hole patching, shoulder construction structures, road improvement, signal light and road markings etc. are being attended island wide.

Table 2.3.2.1 – Physical Progress of Road Maintenance - 2025

Province	Routine Maintenance	Recurrent maintenance	Periodic Maintenance	Urgent Maintenance	Flood Damage	Total
	Kms					
Western	1,616.48	230.5	139.70	62.40	12.50	2,061.58
Central	1,756.93	260.4	167.30	76.30	15.60	2,267.53
Southern	1,508.37	210.8	169.80	54.20	10.30	1,953.47
Northern	1,259.48	180.6	129.10	40.50	8.20	1,617.88
Eastern	582.99	120.4	75.80	20.60	4.10	803.89
Eastern (Akkaraipattu)	594.30	103.5	87.80	18.30	3.60	807.5
North Western	1,363.69	178.30	128.16	44.20	7.80	1,722.50
North Central	1,199.90	208.60	151.45	46.60	7.30	1,613.85
Uva	1,161.46	187.50	135.0	50.20	6.50	1,540.66
Sabaragamuwa	1,219.12	240.50	183.10	63.60	8.20	1,714.52
Total	12,262.72	1,921.1	1,367.21	476.90	84.1	16,112.03

In 2025 the highest length of 12,262.72 km was maintained under Routine maintenance and least was maintained under flood damage and it was 84.1 km.

And also, the highest length of 2,267.53 km of activities attendance in CentralProvince and least was recorded in Eastern (Akkaraipattu) Province.

Table 2.3.2.1 – Physical Progress of Sand Sealed, Rectified, and Resurfaced Road Length up to 31.12.2025

Province	Sand sealed, Rectified and Resurfaced Road length up to 31st Dec.2025 (km)
Western Province	115.40 km
Central Province	141.10 km
Southern Province	146.20 km
Northern Province	96.60 km
Eastern Province	64.5 0km
Eastern Province.(Akkaraipattu)	79.20 km
North Western Province	111.66 km
North Central Province	131.15 km
Uva Province	117.40 km
Sabaragamuwa Province	154.80 km
Total	**1,158.00 km**

From the reported length of rehabilitation highest value was reported in Sabaragamuwa Province with the least reported in Eastern Province.

In contrast to year 2023, the rehabilitation length was reduced in 2024, due to termination of 100,000 km programme in result of the economic crisis of the country.

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-01	2001 Buildings & Structures	26,151.87	26,091.15
Total		**26,151.87**	**26,091.15**

Financial Progress obtained by this programme as at 31st December 2025was 99.8% while 99 % of progress has recorded at the end of 2024.

The map of Completed, Ongoing & Committed Road Projects can be illustrates in ***annexure05.***

2.3.3. Infrastructure, Road Safety & Traffic Management

This is an annual program which is carried out with the purpose of improvement of road safety & better network planning. Under this programme, major consideration has given to the road safety due to the road accidents occurred in the highways network.

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

Under this several types of activities have been carried out on annual basis depending on the priorities immerged within the national road network and the requests made by both Traffic Police and General Public regarding road safety matters.

The main activities carried out by programme for 2025are as follows;

- Improvement of safety at Hazardous Locations
- Improvement of safety at High Pedestrian Areas
- Installation of flexible bollards at hazardous road segments

Table 2.3.3.1. Major Activities under Network Planning & Road Safety Programme in 2025

Item No.	Activity	Location	%
01	Safety Improvements of 'Executive Engineer - Pelmadulla' Division - Phase 1	Pelmadulla	100%
02	Safety Improvements of 'Executive Engineer - Embilipitiya' Division - Phase 1	Embilipitiya	100%
03	Safety Improvements of 'Executive Engineer - Badulla' Division	Badulla	100%
04	Executive Engineer - Hambantota - Driver advance warning blinker lights	Hambantota	100%
05	Executive Engineer - Kandy - Improvement of safety in high pedestrian areas(School zones at Poojapitiya central college & Sujatha Balika vidyalaya)	Kandy	100%
06	Safety Improvements of 'Executive Engineer - Nalanda' Division - Phase 1	Nalanda	100%
07	Safety Improvements of 'Executive Engineer – Nuwara Eliya' Division - Phase 1	N'Eliya	100%
08	Safety Improvements of 'Executive Engineer - Avissawella Division - Phase 1	Avissawella	100%
09	Executive Enginner – Gampaha- Improvement of safety in high pedestrian areas (School Zones at Seenrath Paranavithana school)	Gampaha	100%
10	Executive Engineer - Negambo - Installation of Guide Poles, Road studs and safety bollards	Hambantota	100%

The Overall progress achieved for the entire programme for 2025 can be presented as 100% at the end of the reporting period.

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-2-4-- 21	2104 – Buildings & Structures	1,250.00	149.70
Total		**1,250.00**	**149.70**

Financial Progress obtained by this programme as at 31st December 2025 was 12% while 98 % of progress has recorded at the end of 2024.

Although the project was achieved 100% physical progress it was achieved low financial progress and it was caused two main reasons such as, total Rs.1,000 Mn of allocation was received on 30th October 2025 and also due to 'Ditwah cyclone' bills of Badulla district was not reached.

2.3.4 Traffic Management

This project is implemented as an annual program to minimize traffic conflicts at junctions in national highways & to avoid accidents and for the safety of pedestrians near hospitals, schools, public places. This was carried out by Traffic management unit which comes under Highways Design Division of Road Development Authority.
But, with the establishment of Infrastructure, Road Safety and Traffic Management Division during 2022, thus programme was transferred to this division.

Following three major activities are carried out by this programme;

- Signalization of Junctions
- Installation of Pelican Crossings
- Upgrade to traffic light signal systems

The Overall progress achieved by each activity of this programme for 2025 can be presented as follows.

Table 2.3.4.1. Major Activities under Traffic management Programme in 2025

Item No.	Activity	Physical Progress (%)
01	Modification to Kiribathgoda junction on A1 road	100%
02	Modification to Thotalaga junction on AB10 road	100%
03	Installation of Pelican System at SwarnashailaBimbaramaVihaaraya on KatubeddaKospelana road on B 204 road	100%
04	Installation of Pelican Signal System at Puwakgashandiya, Kesbewa	100%
05	Installation of TLS system at Kaluwanchikudy Junction on A4 Road, Batticaloa	100%
06	Balance work of TLS at Piliyandala junction on B084 road	100%

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-2-4-22	2104 Building & Structures	250.00	93.77
	Total	**250.00**	**93.77**

Financial Progress obtained by this programme as at 31st December 2025 was 37.5% while 99 % of progress has recorded at the end of 2024.

2.3.5 Rehabilitation of Peradeniya – Badulla – Chenkaladi (A5) Project

Total Length :
147 km (Phase I). 136 km (Phase II)
Funding Agency : OPEC Fund for International Development & Saudi Fund for International Development
Total Estimated Cost: Phase I - Rs. 18,200 Mn
Phase II – Rs.15,963Mn

Revised Total Estimated Cost :
OFID - Rs. 16,950 Mn
SFD – Rs.17,201Mn

Contract Amount:
Phase I -OFID – Rs.7.44Bn,, SFD – Rs.7.52Bn
Phase II – OFID – Rs.7.5Bn ,SFD – Rs.8.3 Bn

Loan Amount :
OFID –USD 60 Mn, SFD - USD 60 Mn

Date of Commencement: 17.01.2017 (Phase I)
01.12.2022 (Phase I)
Date of Completion :
21.04.2021(Phase I) 31.05.2022 (Revised) – Phase II – 31.12.2025

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

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

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

All the above 06 road packages were fully completed as at the end of 2022.

Loan Savings Utilization and New Proposed projects

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

Table 2.3.5.2. Road Works under loan savings of SFD & OFID

Contract package	Length (Km)	Physical Progress as at 31.12.2025(%)	Physical Progress as at 31.12.2025 (%)
OFID			
Rehabiliation of Peradeniya-Badulla chenkaldi Road -Balance work of Lunugala to Yalkumbura Road Section	8.7 km	99.6	100
Rehabiliation of Peradeniya-Badulla chenkaldi Road - Balance work of Yalkumbura to Bibile Road Section	10.3 km	99.3	99.88
Climate Resilient/ Slope Protection from Badulla to Bibile		-	Waiting for the donor concurrence for re-tender
Improvements to Kandehandiya – Randenigala Road	8 km	-	Donor concurrence not received due to out of project scope and planned to expecting donor concurrence to re-instatement of damaged sections from Badulla to Bible due to ditwah cyclone

Contract package	Length (Km)	Physical Progress as at	Physical Progress as at 31.12.2025 (%)
SFD			
Ampara- Uhana Mahaoya Road – Keviliyamadu to Mangalama road section	12 km	86%	99.7%
Ampara- Uhana Mahaoya Road – Mangalama – Mahaoya Road section	13 km	81%	99.8%
Improvement of Chenkaladi Junction			Work transferred to MFAP project (Road Network Development Project – SFD)

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-41 (OFID)	2105 Land & Land improvement	12.00	10.50
	2104 Building & Structures	660.00	480.92
Sub Total (OFID)		**672.00**	**491.42**

In contrast, for OFID section 55% and 73% of financial progress have attained for 2024 and 2025years respectively.

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-23	2104 Building & Structures	2,750.00	2,333.04
	2105 Land & Land improvement	1.00	1.00
	Sub Total (SFD)	**2,751.00**	**2,334.04**

For the SFD section this project has achieved 16% financial progress for 2024 while 85% of progress has recorded at the end of 2025.

2.3.6 Road Network Development Project (SFD)

Total Length/ No. of Bridges: 83.58 km& 04 bridges

Funding Agency : Saudi Fund for International Development

Original Total Estimated Cost :Rs. 7,900Mn

Revised Total estimated Cost : Rs.10,798.15Mn

Contract Amount : Rs. 9,978.15 Mn

Loan Amount : USD 60 Mn

Date of Commencement: June 2013

Date of Completion : April 2023

Revised Date of Completion: May 2027

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

Construction works of the original scope of the project was totally completed in end of December 2015 &bill settlement process was carried out2016 for the roads which were completed by the end of 2015.

Other than to those road sections completed, following 4 activities were initiated utilizing the load balance of the above project in December 2018.

1. Rehabilitation/improvement of Kandy – Jaffna road section from 53+740 km to 58+ 000 km including Naula town development

2. Reconstruction of Bridge 4/3 on Orugodawatta -Ambathale Road

3. Reconstruction of Bridge 6/1 on Orugodawatta -Ambathale Road

4. Reconstruction of Bridge 6/2 on Orugodawatta -Ambathale Road

The first activity was completed by the end of 2020 whereas the progress achieved for the rest can be stated as follows.

Bridge Details	Cumulative Physical Progress		
	2021	2022	2023
Bridge No.4/3	100%	Completed	Completed
Bridge No.6/1	96%	100%	100%
Bridge No.6/2	48%	82%	100%

Remaining Balance Allocation and Progress

There was a remaining balance loan allocation and following projects were identified to implement using the balance allocation and the physical progress as at the end of year 2024 and 2025 of those were stated as follows;

- Reconstruction of Kurinchakerny Bridge– Awaiting donor concurrence to sign supplementary loan agreement to sign Letter of Acceptance (LOA) as at the end of year 2024 and it was recorded 8% physical progress as at end of year 2025.
- Rehabilitation of Homagama-Godagama Road Section – donor concurrence has not received for implement this road section under SFD funds and it was received cabinet approval for implement under GOSL Funds.

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-29	2104 Building & Structures	353.00	116.07
	2105 Land & land improvement	22.00	21.16
	Total	**375.00**	**137.22**

Financial progress of this project was 78% for year 2024 whereas it was recorded as 37% as at end of 2025.

2.3.7 Road Network Development Project (OFID - I)

Total Length : 159.47km & 03 Bridges

Funding Agency : OPEC Fund for International Development

Original Total Estimated Cost: Rs.6,625.32Mn

Revised Total Estimated Cost : Rs.7,035.38 Mn

Contract Amount :Rs. 5,378 Mn

Loan Amount : USD 40 Mn

Date of Commencement : June 2013

Date of Completion : February 2025

The objective of the project is to reduce vehicle operating cost to enhance the Highways capacity and to enhance level of service provided to community for the development in the areas. This will thereby contribute to the socio economic development of the country.

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

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

Utilization of Remaining Loan Allocation

After finalizing the allocation for the above mentioned projects, it has been decided to use balance loan allocation for reconstruction of bridge no.4/2 and widening of bridge no.3/1 at Orugodawatta – Ambatale road andboth projects were initiated during 2022. As at the end of 2024 both were recorded 99.5% physical progress and at the end of 2025 the construction work of both of these were fully completed.

Further, during the year 2024, it has been decided to use remaining balance loan allocation for the improvement of Piliyandala- Maharagama road section from 1+800 km to 3.700 km and preparation of bid document was in progress as at the end of year 2024 and it was pending the donor concurrence as at end of reporting period.

Although the project has achieved 17% of financial progress for 2025, it has attained 75% of financial progress for year 2024.

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-31	2104 Building & Structures	210.00	9.17
	2105 Land & land improvement	31.30	31.30
Total		**241.30**	**40.47**

2.3.8 Colombo District Road Development Project

Total Length	: 45.94 km
No of Bridges	: 01
Funding Agency	: OPEC Fund for International Development
Original Total Estimated Cost: Rs.13,526.27 mn	
Revised Total Estimated Cost: Rs. 25,041.15 Mn	
Loan Amount	: USD 50Mn
Contract Amount	: Rs.7,719 Mn
Revised Contract amount	: Rs. 10,224.30 Mn
Date of Commencement	: December 2013
Date of Completion	: April 2023
Revised Date of Completion	: October 2026

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

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

Under package I of this project, the following roads and bridges were implemented and physical progress can be shown as follows:

Table 2.3.8.1 Physical progress of Road and Bridges rehabilitated under Colombo District Road Development Project

Road Name	Length (km)	Physical Progress as at 31.12.2024 (%)	Physical Progress as at 31.12.2025(%)
Approach road to Sri Jayawardenapura Hospital	1.4 km	Completed in 2016	
Dematagoda – Wellampitiya Road	1.9 km		
Kolonnawa-Yakbedda Road	2.4 km		
Welikada-Kohilawatta Road	6 km		
Mattakkuliya Centre Road	1 km		
Kottawa – Talagala road	14.4	Completed in 2022	
Kotte – Bope road	11.3		
Orugodawatta – Ambatale road	**7.7**	Stage I 97.27 % Stage II – 96.84 %	Stage I 100% Stage II – 100%

In addition to the above roads and bridges, during the year 2024 the following two road sections were selected to improve under Colombo District Road Development project and the physical progress for the year 2024 & 2025 as follows:

- Improvement of (B367) Piliyandala-Maharagama Road (Section 0+000 km-1+800km) – 1.84% progress as at end of the year 2024 and 73.8% progress as at 31.12.2025
- Improvement of (B367) Piliyandala-Maharagama Road (Section 3+700 km-5+700) – 98% land acquisition progress as at end of year 2024 and it was 25.8% progress as at 31.12.2025

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-32	2104 Building & Structures	1651.70	1053.26
	2105 Land & land improvement	951.50	951.50
	Total	**2603.20**	**2004.76**

This project has achieved 87% financial progress in 2024 & 77% financial progress in 2025.

2.3.9 Integrated Road Investment Programme (iRoad) – Stage I

Total Length	: 3,130 km of rural Roads
	300 km of National roads
Funding Agency	: Asian Development Bank
Total Estimated Cost: Rs. 135,900 Mn	
Loan Amount	: USD 800 Mn
Date of Commencement	: 2015 May
Date of Completion	: 2024 March
Revised Date of Completion: 2024 September	

The Integrated Road Investment Program (iRoad Program) has been initiated to rehabilitate and to maintain the selected Rural and National Roads in selected Provinces with an objective of enhancing road accessibility between rural communities and socio economic centers. The long term impact will be the improved connectivity and the outcome will be the increased transport efficiency on selected Roads.

Accordingly, about 3,130 km of Rural Roads belongs to Local Government Authorities (Provincial Councils and PradeshiyaSabha) and about 300km of National Roads under the RDA within the above project are intended to be designed, improved and maintained over a period of five years and seven years respectively on completion of procurement of works in complying with the ADB Guidelines and safeguard policies.

This project commenced in May 2015 and completed in September 2024. USD 557 million was utilized from the planned USD 800 million and the balance amount was not received due to limitation in the borrowing capacity. Therefore, the original scope of civil work contracts could not be completed due to the reduction in the loan amount. However, tranche 4 of the Second Integrated Road Investment Program was utilized to complete the critical works of the partially completed road sections. Accordingly, identified critical works have been completed.

Phase I of the Integrated Road Investment Programme (iRoad) Programme was closed on 30th September 2024.

2.3.10 Second Integrated Road Investment Program (I Road 2)

Total Length	: 2,958 km of rural roads
	397km of national roads
Funding Agency	: Asian Development Bank (ADB)
Total Estimated Cost	: Rs. 162,600
Revised Total Estimated Cost	:Rs.184,382
Loan Amount	: USD 900 Mn
Date of Commencement	: 2017 June
Date of Completion	: 2027 September

This project will improve the accessibility of the road network in rural areas of Sri Lanka and thereby increase the involvement of the rural population in nationwide economic and social development.

It will upgrade and maintain about 3,400 km of rural roads & rehabilitate and maintain at a good condition about 350km of national roads in Northern, Eastern, Uva and Western Provinces; and improve the capacity of road agencies with respect to safeguards, road safety, maintenance, research capacity, and road design and construction. The Implementation period is 2018- 2027.

Rehabilitation and improvement works will be completed within the first two years of

each contract and thereafter 3 and 5 years Performance Based Maintenance period for rural and national road respectively.

As this project is programmed to implement during year 2018, in 2017 loan agreement was signed & bids for civil works contracts were invited on June 2017 for Uva Province.

Due to the re-scope of the project the other tranches of the project were closed and only tranche 5 roads rehabilitation continuing as at the end of December 2025.

Tranche 5 loan agreement for an amount of USD 102.41 million was signed on 31st October 2025.Under this trancheit is expected to complete 500 km and bids were calledfor 38 lots. Out of these, 8 lots in the Eastern province were awarded and the remaining lots were under evaluation and expected to be awarded in the first quarter of 2026.As at the end of year 2025, the cumulative progress of this tranche was 0.14%.

During 2024, the financial progress observed was 54% and it was 59% in 2025 for both Integrate Road Investment Programme phase I & II

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-63	2104 Building & Structures	3,130.00	3.12
117-02-04--64	2104 Building & Structures	4,947.18	4,792.02
	Total	**8,077.18**	**4,795.14**

2.3.11 Western Province National Highways Project

Total Length : 25.81km& 01 Bridge

Funding Agency : OPEC Funds for International Development

Original Total Estimated Cost: Rs.6,046.82Mn

Revised Total Estimated Cost: Rs.6,447.68 Mn

Loan Amount : USD 17 Mn

Contract Amount : Rs. 3,579.68

Date of Commencement: October 2017

Date of Completion : August 2019

Revised Date of Completion: August 2026

The scope of the project has included rehabilitation and Improvement of approximately 25.81 km of national highways.

Under this project, following roads were selected to widen and improved under two contract packages and all two contract packages were completed in year 2023.

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

From the remaining loan allocation of this project bridge no.9/1 at Orugodawatta – Ambatale road was selected for reconstruction during the year 2024 and the letter of Acceptance (LOA) was issued on 12th December 2024 and it was recorded 7% of cumulative physical progress as at end of December 2025.

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Provision 2024 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-40	2104 Building & Structures	240.00	165.93
	2105 Land & land improvement	115.00	114.91
	Total	**355.00**	**280.84**

For the year 2024, the overall financial progress obtained was 88% and during 2025, it was reported as 79%.

2.3.12 Marine Drive Extension up to Panadura

In late 90's the Marine drive was identified as an alternative road to reduce traffic congestion on Colombo - Galle Road. Construction of the Marine Drive (section 2) commenced in 1998 and implemented under different stages from Ranmuthu Hotel to Dehiwala urban side (0+520 km to 8+420 km).

To enhance connectivity and the accessibility with the proposed port city development, the existing Marine Drive has been proposed to extend up to Galle face. Due to the traffic volume on Colombo - Galle road is increasing rapidly and at present even beyond Dehiwala traffic congestion can be experienced during peak hours. One main reason for present traffic congestion is non- availability of an alternative route. In view of this, Marine drive has been proposed to extend up to Panadura. The activities conducted under this project were categorized under the following stages and the progress achieved by each can be stated as follows.

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

Cumulative physical progress of the stages of the project can be shown as follows;

Stage	Progress as at 31/12/2024	Progress as at 31/12/2025
Marine Drive Stage IV(Ramakrishna Road to Frazer Avanue)	**completed**	**completed**
Marine Drive Stage V- Road Works	**completed**	**completed**
Marine Drive Stage VI - Road Works	**completed**	**completed**
Construction of Bridge over Marine Drive	**99%**	**100%**

Feasibility study for the construction works of Marine Drive extension from Dehiwala to Panadura was in final stage as at end of December 2025.

Financial progress as at 31/12/2025

Budget Code	Object / Item Description	Revised vBudgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-49	2104 Building & Structures	40.00	40.00
	Total	**40.00**	**40.00**

The financial progress achieved by the project was 86% in 2024 whereas it was 100% as at the end of 2025.

2.3.13 Development of 100,000 km of Alternative Road Network

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

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

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

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. Hence in year 2023 and 2024 the construction works were carried out to make the roads motorable without causing inconvenience to the public.

Further, cabinet decisions had been granted to mutually terminate the project with a scope reduction.The process of signing Supplementary Agreements to mutually terminate the projects and handing over process of non-RDA roads for relevant Local Authorities were in progress. 2039 contracts were identified for signing supplementary agreements to terminate the packages. Number of signed Supplementary Agreements of 1,864 and 175 number of supplementary agreements are remained to be signed.

Due to the closer of projects for solving the recovery of balance mobilization advance and granting time extension a cabinet decision has been approved. Outstanding bill payments were settled during the year 2025.

As at the end of fourth quarter 2025, this programme was achieved 93.21% of Physical Progress under the reduced scope of work.

Financial Progress as at 31.12.2025

Budget Code	Object / Item Description	Revised budgetary Allocation2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-57	2104 Building & Structures	6,750.00	6,750.00
	Total	**6750.00**	**6750.00**

The financial progress achieved by the project was 100% in 2025 similar to year 2024.

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

Funding Agency	:OPEC Fund for International Development (OFID IV)
Total Estimated Cost	:Rs. 7,600 Mn
Revised Total Estimated Cost	: Rs.10,150 Mn
Contract Amount	: Rs.8,646.85 Mn
Date of Commencement	: September 2022
Date of Completion	: December 2026

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

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

The balance section from Deniyaya to Rakwana is 52.60 km.

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

The construction works of the stage I commenced in 2022 and the cumulative physical progress as at the end of 2024& 2025 were as follows;

Table 2.3.14.1 Physical progress of Suriyakana – Rakwana section of Galle-Deniyaya – Madampe Road Section

Road Section	Cumulative Physical Progress as at 31/12/2024 (%)	Cumulative Physical Progress as at 31/12/2025(%)
Section from 112+600 km – 118+600 km -	85.7	99.7
Section from118+600km-124+600 km	69.7	98.2
Section 124+600km-130+600 km	87.9	100

The overall land acquisition progress was reported for year 2024 was85% and it was 87% by the end of 2025.

Due to a loan balance the following road and bridge improvements will be carried out under this project and the physical progress as at the end of year 2024 & 2025 was as follows;

- Improvement of Walgama- Diyagama Road (0+000-7.06km) – Land Acquisition was in progress (96%) as at end of year 2024 and it was achieved 32% Cumulative physical progress for civil work as at end of year 2025.

- Reconstruction of Bridge no.3/2 at Orugodawatta – Ambatale Road – Letter

of Acceptance issued on 12th December 2024 and the cumulative physical progress as at end of December 2025 was 55%.

The financial progress achieved at the end of the year 2024 and 2025 were 79%.

Financial Progress as at 31.12.2025

Budget Code	Object / Item Description	Revised Budgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-56	2104 Building & Structures	3535.00	2778.14
	2105 Land and Land Development	5.00	4.04
	Total	**3540.00**	**2782.18**

2.3.15 World Bank funded Inclusive Connectivity and Road Development Project

Total Length/ No.of Bridges : 1,000 kms & Apprx.40 Bridges

Funding Agency : World Bank

Original Total Estimated Cost: Rs.54,300 Mn

Revised Total Estimated Cost : Rs.57,318 Mn

Loan Amount : USD 178.81Mn

Date of Commencement 03.11.2021

Date of Completion: 31.10.2026

Revised Date of Completion :31.10.2027

Total Lenth (Km/ No.of Bridges) :

Component 1- 1,066 Km of rural roads and 47 no.s of weak bridges

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

After restructuring scope of this project,

Component 1

There are 03 sub components under this component such as:

1.1 (a) Improving Road Transport Connectivity
(b) Improvement and rehabilitation of weak bridges (New)
1.2 Improving institutional and policy framework of the road sector
1.3 Road Sector and Community capacity enhancement

Under sub component 1.1(a) roads of 21 Districts(Rathnapura, Matale, Anuradhapura, Kurunegala, Monaragala,Puttalam, Hambantota, Kalutara, Batticaloa, Polonnaruwa, Colombo, Galle, Kandy, Matara, Vavuniya, Mullaitivu, Kilinochchi, Jaffna, Mannar) were selected and by the end of 2024, 47 no.s of contracts were awarded and length of 458 km were physically completed.

As at the end of December 2025, 741 km were completed with 76% cumulative progress.64 no.s of contracts were awarded and 1050 km of environmental screening were also completed as at the end of reporting period.

In addition to that, under sub component 1.1 (b) 47 weak bridges were identified to rehabilitate and as at the end of year 2024

preliminary screening process of above weak bridges were in progress and it was 1.14% of progress. As at the end of 31st December 2025, 16 no.of contracts were awarded and 31 procurement works were ongoing. The cumulative physical progress of this sub component was 9%.

The progress of improvement of Roads & Bridges under Inclusive Connectivity Development Project shown as Annexure 06.

Physical works of the component 1.2 & 1.3 were in progress as at the end of the year 2025 with 39% cumulative physical progress.

Component 2 of this project focused on implemented engaging local communities and local contractors to repair/ reconstruction market collection or small agriculture centre and responsible by the Ministry of Agriculture, Livestock, Land and Irrigation. But, due to the impacts caused by 'Ditwah' cyclone, funds were reallocated to the Contingency Emergency Response Component (CERC) and project restructuring was in progress to formalize the CERC as at the end of reporting period.

Financial Progress as at 31.12.2025

Budget Code	Object / Item Description	Revised Budgetary Allocation2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-58	2104 Building & Structures	11,966.00	9,688.33
	2102 Furniture & Office Equipment	18.00	16.08
	Total	**11,984.00**	**9,704.41**

The financial progress achieved at the end of the year 2024 was 51% and it was 86% as at the end of 2025.

2.3.16 Kandy Multimodal Transport Terminal Development Project

Total Estimated Cost : Rs.32,833.50Mn
Donor : World Bank (WB)
Commencement Date : 14.02.2022
Completion Date : 30.01.2029

Loan Amount : USD69.33 Mn

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

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

Current Status

The cumulative physical progress of main activities of the project for the year 2024& 2025 can be shown as follows;

Activity	Cumulative Physical Progress as at 31.12.2024	Cumulative Physical Progress as at 31.12.2025
Civil Works for KMTT	17.8%	27%
Supervision consultancy service for KMTT	3.2%	3.25%

Financial Progress as at 31.12.2025

Budget Code	Object / Item Description	Revised Budgetary Allocation2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-60	2104 Building & Structures	6,221.80	5,107.71
	2102 Furniture & Office Equipment	5.00	3.44
	2105 Land and Land Development	95.02	50.96
	Total	**6321.82**	**5162.12**

The financial progress achieved at the end of the year 2024 was 44% and it was 97% as at the end of 2025.

2.3.17 Enhancement of National Traffic Database and Capacity Building Project

Donor :Korea International Cooperation Agency
Commencement Date : 01.01.2022
Completion Date : 31.12.2025
Loan Amount : USD 4 Mn

The Project objective is to produce and implement traffic data analysis and management system at the national level to better transport infrastructure development in Sri Lanka. The duration of the Project is 5 years from 2021 to 2025 upon budget approval for the corresponding fiscal year by the Government of the Republic of Korea.
This project will cover Colombo District and the entire national road network in Sri Lanka. The Korean Government will provide grant aid of no more than USD 4 Mn (KRW 4,480 million), The Government of Sri Lanka will secure sufficient funding for its commitments.

The main scope of the project covers following outputs.

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

Current Status

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

Cumulative physical progress of the main activities of the project as at the end of 2024& 2025was as follows;

Project activity	Cumulative physical progress at 31.12.2024(%)	Cumulative physical progress at 31.12.2025 (%)	Progress during year 2025
Development of traffic DB Masterplan	100%	100%	0%
Capacity Building Training	100%	100%	0%
Standardized traffic & OD surveys	73%	100%	27%
Traffic Demand Forecasting system & utilizing	40%	90%	50%
Automatic Traffic DataBase System	92%	96%	4%
Business Management & Performance Management	58%	67%	9%

Financial Progress as at 31.12.2025

Budget Code	Object / Item Description	Revised Budgetary Allocation 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-59	2106 Software Development	15.00	3.17
	2509 Other	115.00	115.00
	Total	**130.00**	**118.17**

The financial progress achieved at the end of the year 2025 was 91% and it was 99% as at the end of 2024.

2.3.18 Rural Road Reawakening Programme

Rural road development has been implemented with a focus on prioritizing concrete paving and interlocking block paving as an annual programme. At present, the rural roads section is responsible for implementing rural road development, rural bridge development and structural improvements related to the rural road works.

For the year 2024, 2,742 projects were awarded and out of that 2,720 no of road projects was completed and 22 no. of road projects are in progress under the rural road re-awakening programme.Physical progress achieved by this project as at the end of 2024 was 99%.

As at the end of December 2025, 3189 projects were awarded and out of that 2,563 no.of road projects was completed with 80% cumulative progress.

Under this programme most of the projects commenced in year 2025 were delayed due to adverse 'Ditwah' cyclone weather condition and it was given focused to back to normal operation condition

Financial Progress as at 31.12.2025

Budget Code	Object / Item Description	Revised Budgetary Allocation2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-61	2104 Building & Structures	4000.00	2237.12
	Total	**4000.00**	**2237.12**

The financial progress achieved as at the end of 2025 and 2024for rural road re-awakening programme was 97%.

Summary of Physical Progress of ongoing projects under Highways Development Programme

Although the projects under this programme was planned initially assuming the smooth functioning of activities could proceed, the targets were revised by the end of the year accordingly due to various internal and external factors. Thus the physical target achievements of each project with respect to the revised targets with original targets can be summarized as follows.

Since Maintenance of roads and bridges, Network Planning in Road Safety, Traffic Management, are implemented as annual programmes target achievements cannot be precisely compared as the achievement is indirectly influenced by the amount of imprest received may varied within each year.

- **Rehabilitation of Peradeniya – Badulla – Chenkaladi (A5) Project**

		2024			2025			
		Revised Target (%)	Actual Progress (%)	Achievement (Target Vs Actual)(%)	Original Target (%)	Revised Target (%)	Actual Progress (%)	Achievement (Target Vs Actual)(%)
SFD	Keviliyamadu to Mangalagama	94	86	91	14	14	13.7	98
	Mangalama to Mahaoya	89	81	91	19	19	18.8	99
OFID	Lunugala – Yalkumbura	7.5	7.1	95	0.4	0.4	0.4	100
	Yalkumbura to Bibile	16.7	16.06	96	0.7	0.7	0.58	83

Cumulative progress of road package of OFID Phase I & SFD Phase I was completed in 2022.

- **Road Network Development Project (SFD)**

	2024			2025			
	Revised Target (%)	Actual Progress (%)	Achievement (Target Vs Actual)(%)	Original Target (%)	Revised Target (%)	Actual Progress (%)	Achievement (Target Vs Actual)(%)
Bridge No.4/3 Orugodawatta-Abmbatale Road	Completed			Completed			
Bridge No.6/1 Orugodawatta-Abmbatale Road	Completed			Completed			

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**
Bridge No.6/2 Orugodawatta-Abmbatale Road	Completed						
Reconstruction of Kurincherkerny Bridge on Kinniya-Kurincherkerny Road	0	0	0	25	15	7.92	53

The improvement work of bridge no.6/2 of Orugodawatta - Ambathale Road was completed during the year2024 whereas the reconstruction of Kurincherkerny Bridge was not commenced until receiving the donor concurrence.

- **Road Network Development Project (OFID I)**

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**
Improvement of Peradeniya- Badulla-Chenkalady Road Section	Completed						
Reconstruction of Bride 4/2 on OrugodawattaAmbathale Road	39.2	44.5	<100	0.5	0.5	0.5	100
Reconstruction of Bride 3/1 on OrugodawattaAmbathale Road	13	25.5	<100	0.5	0.5	0.5	100

Reconstruction of 2 bridges on Orugodawatta - Ambathale Road were initiated during 2022 and both were achieved cumulative physical progress of 99.5% as at the end of year 2024.

- **Colombo District Road Development Project**

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**
Kottawa-Thalagala Road	Completed						
Orugodawatta-Ambatale Road (Stage I)	1.41	1.5	<100	0.03	0.03	0.03	100
Orugodawatta-Ambatale Road (Stage II)	4.5	5.3	<100	0.5	0.22	0.103	47
Improvements to Piliyandala – Maharagama Road(0+000-1+800 km)	1.6	1.84	<100	90	91.12	71.98	79
Improvements to Piliyandala – Maharagama Road(3+700 - 5+700Km)	0	0	0	30	24	25.79	100>

Orugodawatta- Ambatale Road (Stage I) was recorded 97.27% and stage II recorded 96.84% cumulative physical progress as at the end of year 2024.

- **Integrated Road Investment Programme**

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**
Phase I	0.34	3%	<100	Completed			
Phase II	6.06	11.69	<100		14	0.14	1

As at the end of reporting period phase I achieved 91.8% cumulative physical progress and Phase II achieved 79.1% cumulative physical progress.

- **Western Province National Highway Project**

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**
Kaduwela – Athurugiriya Road	completed			Completed			
Reconstruction of Bridge No.9/1 on Orugodawatta-Ambatale Road	-			65	39.94	25.1	100>

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

	202			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**
Suriyakanda – Rakwana Section from112+600 - km – 118+600)	42.43	51.11	< 100	13.05	11	14.06	100>
Suriyakanda – Rakwana Section from118+600 - km – 124+600)	29.16	30.78	< 100	27.52	14.33	28.55	100>
Suriyakanda – Rakwana Section from124+600 - km – 130+600)	60.29	43.6	<100	9.55	9.81	10.15	100>
Improvement to Walgama – Diyagama Road	0	0	0	45	50.57	32.44	64
Reconstruction of 2/3 on Orugodawatta – Ambatale Road	0	0	0	65	80	54.8	68.5

Although the project of Improvement to Walgama – Diyagama Road and Reconstruction of 2/3 on Orugodawatta – Ambatale Road was planned to commence during the year 2024, but both were in preminary stage at the end of year 2024.

- **Inclusive Connectivity Development Project**

	2023			2024			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**
Rehabilitation / improvement and maintenance about 1000 km rural roads	33%	38%	<100%	31	20.46	15.58	76

- **Kandy Multimodal Transport Terminal Development Project**

	2023			2024			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual)(%)**
Design & Construction of KMTT	23%	9.34%	40.6%	17.74	13.03	13.03	100
Institutional Strengthening & Capacity Building	Commenced in year 2024			0.05%	1.01%	1.01	100
Construction of Seven Story Residential Building for Sri Lanka Railways	Commenced in year 2024			1.43%	0.003	0.003	100

2.4 WIDENING AND IMPROVEMENT OF ROADS

2.4.1 Widening & Improvement of Roads

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

In year 2025 targeted to improve 614.11 km. As at the end of reporting period 204.21km were improved from the targeted length, and it was achieved 33% target achievement. In addition to that there were 08 bridges were completely reconstructed under this programme as at the end of reporting period.

Similarly by the end of 2024 the improved length under this programme was 53.16 km pertaining to 92% of target achievement from the targeted length of 57.89km. Further to that 03bridges were also reconstructed under this programme in year 2024.

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

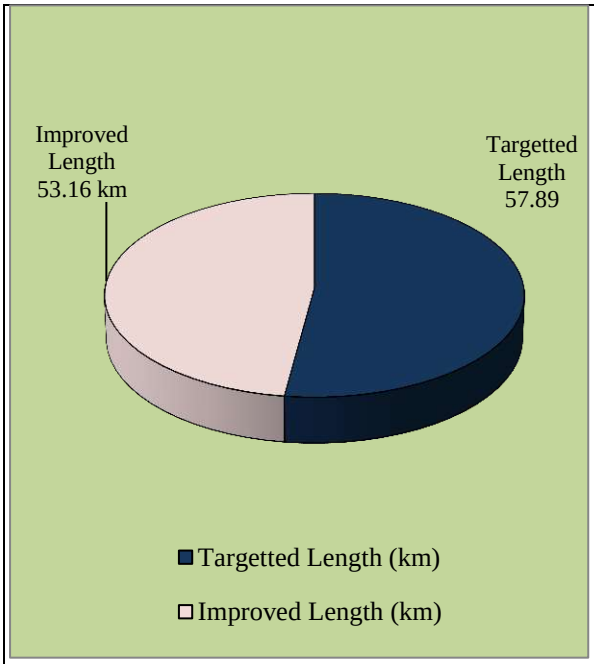


Figure 2.4.1.1–Improved Road Length in 2024

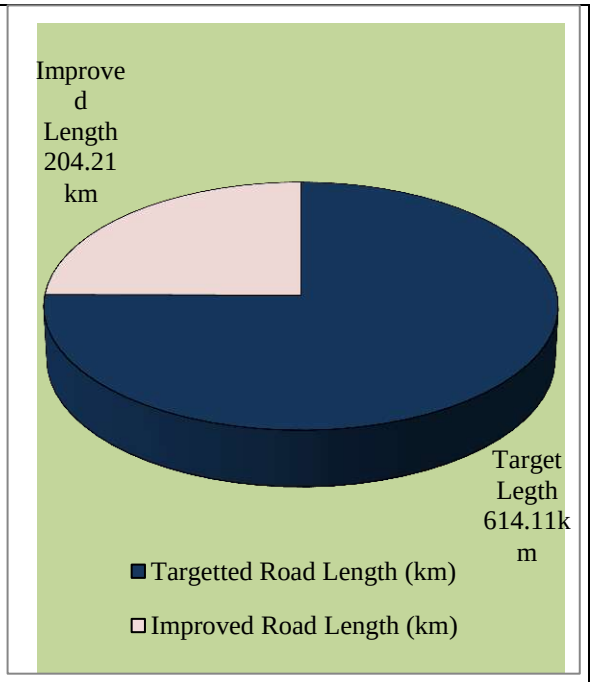


Figure 2.4.1.2–Improved Road Length in 2025

Table 2.4.1.1 Physical & Financial Progress of Widening & Improvements of Roads in2024

Budgetary Code	Name of the District	Physical Progress		Financial Progress		
		Overall physical target as at 31st Dec.2025(%)	Progress up to 31st Dec.2025 (%)	Revised Budgetary Allocation 2025	Expenditure as at 31st Dec.2025	Financial Progress (%)
117-02-05-01-2506-11	**Colombo**	**100**	**32%**	571.58	570.62	99.8%
117-02-05-02-2506-11	**Gampaha**	**100**	**39%**	1,048.92	1,048.91	99.9%
117-02-05-03-2506-11	**Kalutara**	**100**	**48%**	82.74	82.39	99.6%
117-02-05-04-2506-11	**Kandy**	**100**	**37%**	350.26	331.15	94.5%
117-02-05-05-2506-11	**Matale**	**100**	**31%**	167.47	151.75	91%
117-02-05-06-2506-11	**NuwaraEliya**	**100**	**52%**	193.21	185.23	96%
117-02-05-07-2506-11	**Matara**	**100**	**25%**	246.22	234.09	95%
117-02-05-08-2506-11	**Galle**	**100**	**76%**	448.24	446.47	99.6%
117-02-05-09-2506-11	**Hambanthota**	**100**	**49%**	806.07	805.73	99.9%
117-02-05-10-2506-11	**Jaffna**	**100**	**3%**	57.81	56.99	99%
117-02-05-11-2506-11	**Killinochchi**	**100**	**10%**	22.48	22.47	99.9%
117-02-05-12-2506-11	**Mannar**	**100**	**3%**	0.75	0.00	0%
117-02-05-13-2506-11	**Vavuniya**	**100**	**36%**	72.82	72.29	99.3%
117-02-05-14-2506-11	**Mullativu**	**100**	**50%**	33.04	32.94	99.9%

Budgetary Code	Name of the District	Physical Progress		Financial Progress		
		Overall physical target as at 31st Dec.20225(%)	Progress up to 31stDec.2025 (%)	Revised Budgetary Allocation 2025 (Rs.Mn)	Expenditure as at 31st Dec.2025 (Rs.Mn)	Financial Progress (%)
117-02-05-15-2506-11	**Batticaloa**	**100**	**33%**	7.25	6.06	83.5%
117-02-05-16-2506-11	**Ampara**	**100**	**26%**	277.19	276.81	99.9%
117-02-05-17-2506-11	**Trincomale**	**100**	**38%**	96.66	95.21	98.5%
117-02-05-18-2506-11	**Kurunegala**	**100**	**15%**	20.79	15.79	76%
117-02-05-19-2506-11	**Puttalam**	**100**	**53%**	102.86	98.25	95.5%
117-02-05-20-2506-11	**Anuradhapura**	**100**	**52%**	634.24	538.95	85%
117-02-05-21-2506-11	**Polonnaruwa**	**100**	**33%**	43.43	43.42	99.9%
117-02-05-22-2506-11	**Badulla**	**100**	**51%**	115.49	115.43	99.9%
117-02-05-23-2506-11	**Monaragala**	**100**	**10%**	15.19	15.18	99.9%
117-02-05-24-2506-11	**Kegalle**	**100**	**43%**	367.27	367.18	99.9%
117-02-05-25-2506-11	**Ratnapura**	**100**	**30%**	320.67	320.38	99.9%
Total				**6,102.65**	**5,933.71**	**97%**

Summary of Physical Progress during 2024 & 2025.

In 2024,07 districtsachived the 100% physical progress namely Galle, Hambantota, Jaffna, Batticaloa, Trincomalee, Kegalle and Rathnapura Districts and 06 districts achieved more than 90% of physical progressnamely Gampaha, Matara, Ampara, Puttalam, Anuradhapura and Polonnaruwa districts.

In 2025, none of the districts achieved either 100% or more than 90% of physical progress. Moreover in 2025 only one district has achieved more than 75% Physical target achievement (Galle District) and in 2024 Kalutara, Matale and Badulladistrictsachieved in between 75%-90% physical target achievement.

Within the year 2024, 09 out of 25 districts have recorded less than 75% of physical progress and Mulltive district has achieved the least physical performance.

As and the end of the reporting period 05 District were achived more than 50% of Physical progress and Jaffna and Mannar disticts have achived the least Physical progress in 2025.

The financial progress was achieved by each province in 2025 can be illustrated as follows;

Table 2.4.1.2 - A comparison of Provincial Financial Progress attained during 2024 & 2025

Name of the Province	Financial Progress (%) as at 31st Dec.2024)	Financial Progress (%) as at 31st Dec.2025
Western	81%	99.9%
Central	78%	94%
Southern	94%	99%
Northern	77%	99%
Eastern	98%	99%
North Western	79%	92%
North Central	71%	86%
Uva	70%	99.9%
Sabaragamuwa	69%	99.9%

Since widening and Improvement Programme was conducted as an annual programme, both physical targets and financial targets were planned with respective to requirements made and with respective to provisions of budgetary allocations made for each year.

Financial Progress as at 31/12/2025

Budget Code	Object/Item Description	Revised Budgetary Provision 2025(Rs.Mn)	Expenditure (Rs.Mn)
117-2-5	2104-Infrastructure Development	6,102.65	5,933.71
	Total	**6,102.65**	**5,933.71**

Under this programme, from the beginning of year 2025 it was essential to get the approval of the Departemnt of National Planning (NPD) for the projects which was exceed the total estimated cost of Rs. 1000Mn. Accordingly, 23 no. of project proposals was submitted to NPD for their approval and out of these project proposals, NPD has given their approval for 15 no. of project proposals and off those 03 projects were awarded as follows.

i. Mahaiyawa Tunnel and Road Section
ii. William Gopallawa mawatha Road Construction

iii. ABC overlay, Widening, Sholder and Asphalt laying work for Avarankal – Thondamanaaru Road (0+000-6+000km)

In addition to that NPD has instructed to Re-Design another 03 projects namely Widening & Improvement of Kandy –Jaffna Road (176+000-179+000km) including Build up drain with cover slabs, Matara – Akuressa Road (4+000-20+090km) and Peradeniya – Delthota – Rikillagaskada Road from 28+000-35+000km and 22+750-26+000km).

Furthermore, NPDapproval pending for another 04 project proposals and NPD has not given their approval for one proposal namely Maradankadawala – Habarana – Thirikondiyamadu Road section from 25+00- 31+000km as it was not fulfilled the triteria to be qualified as a high priority project. for rehabilitation or reconstruction at this juncture.

2.5 BRIDGES AND FLYOVERS

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

There are around 4,413 bridges in the National Road Network (A class & B class Highways) and the bridge classification according to span can be stated as follows.

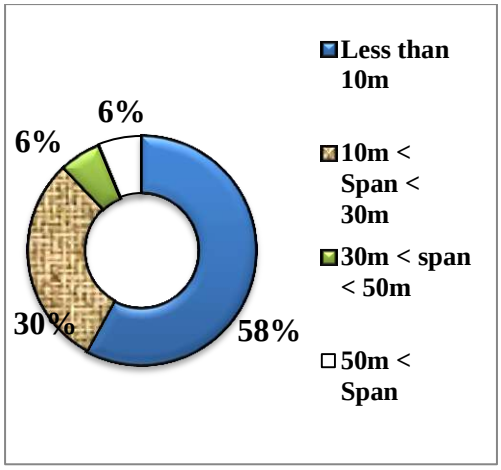


Figure 2.5.1– Summary of Bridges on National Highways

The highest group of bridges located in the National Road Network were consisted with less than 10m span where the least no. of bridges were with 30m < Span< 50m and 10m < Span< 30m. Since these bridges were located in A Class Highways and B class highways of the National road Network, the bridges constructed in Expressways were not included within these values.

2.5.1 Reconstruction of Damaged /Weak Bridges on National Highways

Under this programme, 58 no. of bridges improvement works were conducted in 2024. Out of 58, 35 were completed and physical works for 7 bridges were ongoing as at the end of 2024. During the year 2025 out of 128, 55 were completed and physical works for 07 bridges were at ongoing stage. Therefore, the progress achieved by the programme is relatively high in 2025 than in 2024.

Table 2.5.1.1The physical performance of Projects initiated during 2025

Province	Completed	On going	Total
Western	8	13	21
Central	10	11	21
Southern	9	9	18
Northern	1	3	4
Eastern	2	7	9
Eastern Province(APD - Akp)	5	3	8
North Western	7	13	20
North Central	3	2	5
Uva	1	6	7
Sabaragamuwa	9	6	15
Total	**55**	**73**	**128**

Financial progress of the project as at the end 2024 was 21% where as 40 % of financial progress was achieved by the project in 2025.

Financial Progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetory Provision 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-06-08	2001 Building and Structures	3,650.00	1,464.67
	Total	3,650.00	1,464.67

2.5.2 Construction of Rural Bridges using old bridge Component

Construction of low cost bridges in rural area and quick construction of temporary bridges in RDA roads under emergency situation such as flood damages are main responsibilities of Rural Bridge Construction Division. Basically the bridges are constructing in rural area with re-using old steel components removed from RDA bridges.

During the year 2024, reconstruction works of 06 bridges have been completed. Construction works of 08 bridges are ongoing stage.

As at the end of December 2025, reconstruction works of 22 bridges have been completed. Construction works of 144 bridges were at ongoing stage.

Financial progress of the project as at the end 2024 was 100% where as 93% of financial progress was achieved by the project in 2025.

Financial Progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetory Provision 2024 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-06-14	2104 Building and Structures	400.00	373.48
	Total	400.00	373.48

2.5.3 Reconstruction of 25 bridges on National Highways

No. of Bridges :
P I – 08 s, P II – 09, P III – 08, P IV –01

Funding Agency : Kuwait Funds for Arab Economic Development (KFAED)

Total Estimated Cost :Rs. 5,960 Mn

Revised Total Estimated Cost :Rs. 6,960 Mn

Contract Amount :
P I – Rs. 1,165.84Mn ,P II – Rs. 1,289.77Mn
P III – Rs. 2,057.61Mn, P IV – Rs. 441.03Mn

Loan Amount :Kuwait Dinar 10 Mn

Date of Commencement:
P I – 07.09.2015, P II – 23.01.2020
P III – 20.07.2020,P IV – 08.02.2022

Date of Completion :
P I – 05.09.2017, P II – 21.01.2022
P III – 19.01.2022 , P IV – 07.05.2023

Revised Date of Completion :
P I – 19.06.2020, P II– 03.02.2022
P III – 15.02.2025

Under this project 25 bridges were planned to be constructed on A & B class roads. This project was being implemented under four packages. Out of these, 8 bridges were awarded under contract package 1. Civil works of package 1 was commenced in 2015

& was completed and were handed over to Road Development Authority on 19th June 2020.

Civil works for 09 bridges under package II & 08 bridges under package III, were commenced in 2020 and the civil works of the package II had been alreadycompleted.

The list of the bridges and the progress attained for each bridge under package III of this project as at the end of reporting period was can be stated as follows.

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

Item no.	Bridge Name &	Length (m)	Cumulative physical progress (31st Dec. 2024)	Cumulative physical progress (31st Dec. 2025)
1	Bridge No. 75/1 on Katugastota – Kurunagala - Puttalam Road (A 010)	124.4	99%	100%
2	Bridge No. 76/1 on Katugastota – Kurunagala - Puttalam Road (A 010)	16.5	100%	100%
3	Bridge No. 16/1 on Thoppu – Madampe Road (B 419)	19	94%	100%
4	Bridge No. 78/5 on Navatkuli – Kerativu – Mannar Road (A 032)	57	99%	100%
5	Bridge No. 53/1 on Paranthan – Karachchi – Mullaitivu Road (A 035)	21.6	100%	100%
6	Bridge No. 31/3 on Colombo – Kandy Road (A 001)	25	97%	99%
7	Bridge No. 32/2 on Colombo – Kandy Road (A 001)	38	96%	99%
8	Bridge No. 3/5 on Battuluoya – Udappuwa - Andimunai Road (B 614)	38	99%	100%

As illustrated in the table above, by the end of 2024, two bridges of contract package III were substantially completed whereas remaining bridges of package III were in the final stage of construction.

As at the end of year 2024, 98% cumulative physical had been achieved for package III of the above project and in 2025 it was recorded as 99%.

Construction of bridge no.52/1 on Colombo –Galle – Hambanthota – Wellawaya Road (A002) under Package no.IV was planned to be implemented within the year 2022, but the construction works of the above bridge was temporary suspended on 21st July 2022 and project was terminate on 23rd May 2025.

Further 06 bridges which were initiated to implement as package no.V also not constructed due to expiration of the loan on 2024.12.31.

Financial progress of 2024 for this project was 9 %, whereas Progress for 2025 was recorded as 98%.

Financial Progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetory Provision 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-06-17	2104 Buildings and structures	250.00	245.91
	Total	**250.00**	**245.91**

2.5.4 Construction of 2 flyovers at Kohuwala and Gatambe

The RDA has identified the requirements to improve the capacity of many strategically important intersections and levels crossing with the aim of increasing the capacity of the overall road network. Accordingly, Ministry and RDA have taken many actions to

improve those intersections. So, Kohuwala and Gatambe are the newest flyovers which are going to be constructed in near future under Hungarian funds.

- **Kohuwala Flyover**

Total Length	: 297 m
Funding Agency	: Hungarian Funds
Total Estimated Cost:	Rs.2,134.6Mn
Loan Amount	:Euro 10.9 Mn
Project Period	: 22 months
Date of Commencement:	16.08.2021
Date of Completion	: 16.06.2023
Revised Completion Date :	31.10.2024

Kohuwala flyover is located at Kohuwala Junction, along Colombo - Horana (B84) road which is a one of the main artery roads leading to Colombo city and connecting densely populated suburban areas. When consider about this junction, it can be seen that most of the traffic goes straight through the junction along the B84 Colombo - Horana Road.

And that flow mainly disturbed by the vehicles coming along Etulkotte – Mirihana-Kohuwela road (B120) and Kohuwela-Dehiwela road (B229) and vehicles turning to (Colombo – Horana road) B84 roads from Kohuwela- Dehiwela road (B229) road. Therefore, construction of a flyover that can take all this straight traffic through the junction will resolve most of the conflicts in the junction while free flow of straight traffic along B84 road.

As at the end of December 2024 construction works of Kohuwala flyover were fully completed and opened to the general public on 17th July 2024.

- **Gatambe Flyover**

Total Length	: Main Flyover 374 m
	Branch Flyover 124 m
Funding Agency	: Hungarian Funds
Total Estimated Cost:	Rs.8,055.6 Mn
Revised Total Estimated Cost :	Rs. 8,186.77 Mn
Loan Amount	:Euro 41.1 Mn
Project Period	: 28 months
Date of Commencement:	16.08.2021
Date of Completion	: 16.10.2023
Revised Completion Date :	16.01.2024

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

The construction works of Gatambe flyovers are commenced on 2021. As at the end of reporting period Gatambe flyover recorded 36% cumulative physical progress respectively, the project is temporary terminated due to nonpayment of the IPCs.

Financial Progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Provision 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-2-06-26	2105 Land & Land Improvement	165.00	165.00
	2104 Buildings & Structures	20.00	10.24
	Total	**185.00**	**175.24**

As at the end of 2025 the project has achieved 95% financial progress and end of the 2024 the project has reported 11% financial progress.

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

Construction of two flyovers in Slave Island along Uththarananada Mawatha, Justice Akbar Mawatha over railway tracks

Total Length : 1.019 Km

UththaranandaMawatha Flyover - 410 m
Justice Akbar Mawatha Flyover – 350 m
Branch Flyover – 224 m

Funding Agency : GOSL Funds

Total Estimated Cost : Rs. 5,278.1 Mn

Contract Amount : Rs.5,278.1Mn

Project Period : 12 months

Date of Commencement : 07.06.2021

Date of Completion : 31.12.2022

Revised Date of Completion : 28.07.2024

Construction of a flyover connecting BaladakshaMawata and Sir Chiththampalam A Gardiner Mawatha over Railway Tracks and Beira Lake in Slave Island

Total Length : 0.32 m

Funding Agency : GOSL Funds

Total Estimated Cost:Rs. 2,981 Mn

Contract Amount : Rs.2,735Mn

Project Period : 12 months

Date of Commencement : 07.06.2021

Date of Completion : 31.12.2022

Revised Date of Completion : 13.04.2025

It is observed that improving road network, which is highly congested during peak hours, has become a key factor in achieving the optimum out come 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 Uththarananda Mawatha and Baladaksha Mawatha can be identified as the most critical roads that are necessary to be improved in enhancing the mobility in the area.

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

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

As at the end of fourth quarter 2024, construction work for the flyover at Baladaksha Mawatha recorded 77.5% cumulative physical progress and it was recorded as 87% as at the end of reporting period.

As such, by the end of year 2024, the construction work of flyover at Justice Akbar Mawatha and Uttarananada Mawatha was fully completed and opened to the general public on 11th July 2024 and 08th April 2024 respectively.

As at the end of the year 2024, the project has recorded 98% financial progress and end of the year 2025 it has achieved 93% financial progress.

Financial Progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Provision 2025 (Rs. Mn)	Expenditure (Rs. Mn)
117-2-06-27	2105 Land & Land Improvement	494.00	493.45
	2104 Infrastructure Development	4,085.00	3,770.31
	Total	**4,579.00**	**4,263.77**

2.5.6. Reconstruction of Vadduvakal Bridge in Mullativu

Reconstruction of Vadduvakal Bridge in Mullativu	
Total Length	: 300 m
Total Estimated Cost	: Rs. 1,575.42 Mn
Contract Amount	: Rs.1,379.57Mn
Date of Commencement	: 12.09.2025
Date of Completion	: 12.09.2027

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

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

The new bridge is designed to include two traffic lanes, a 7.4 m carriageway, a 1.5 m cycle lane, and 1.5 m footpaths on both sides, ensuring improved safety and capacity. The project is financed through Government of Sri Lanka (GOSL) funds as a Budget Proposal 2025.

As at the end of 31st December 2025 the project was recorded 4.8% cumulative physical progress and the detour construction was completed and opened for public traffic. Abutment and piers construction in Mullativu is scheduled to be commenced in January 2026.

2.5.7. Rehabilitation of Garagoda Bridge on Yatiyanthota- Magammana Road

The Garagoda Bridge is located on the provincial road called Yatiyanthoa-Magammana in Kegalle District in Sabaragamuwa province which connects with Avissawella- Hatton – Nuwaraeliya (A007) road just after river crossing. Yatiyanthota police station, five schools, two tea factories, tea estates are situated in Magammana area and around 6,500 people use this route for their daily activities.

The existing Garagoda bridge is having 118 km of overall length and 4.8 m overall width. It consists of 5 spans and has a carriageway width 4.3 m. Therefore, it was difficult to travel in two large vehicles at the same time with the existing Garagoda bridge and the bridge deck parts near to Magammna end was damaged due to the corroded and failure of cross grider. Further, the existing bridge was closed for heavy vehicles due to the danger of collapsing.

Therefore, in order to address those issues and also to facilitate social and economic development it is very much essential to provide continuous and risk- free transportation facilities. Hence, rehabilitation of this bridge was a prime requirement to maintain the smooth flow of traffic on the Yatiyanthota- magammna road at substantial level of service.

Accordingly, the rehabilitation of Garagoda Bridge was commenced in year 2023 and as at the end of reporting period it was achieved 62% cumulative physical progress.

Financial Progress as at 31/12/2025

Budget Code	Object / Item Description	Revised Budgetary Provision 2024 (Rs. Mn)	Expenditure (Rs. Mn)
17-02-06-28	2104 Infrastructure Development	300.00	57.68
	Total	**300.00**	**57.68**

As at the end of the year 2025 it was achieved 19% financial progress.

Summary of Physical Progress of Ongoing projects under Construction of Bridges and Flyovers Programme

Although the projects under this programme was planned initially assuming the smooth functioning of activities could proceed, the targets were revised by the end of the year accordingly due to various internal and external factors. Thus the physical target achievements of each project with respect to the revised targets with original targets can be summarized as follows.

Since Reconstruction of Damaged and Weak Bridges on National Highways and Construction of Rural Bridges using old bridges component, are implemented as annual programmes target achievements cannot be precisely compared as the achievement is indirectly influenced by the amount of imprest received may varied within each year.

- **Rehabilitation of 25 Bridges**

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**
Package III	9.5%	7.5%	79%	2%	2%	1%	50%

The cumulative progress of package III as at end of the year 2025 was 99%.

- **Construction of 2 flyovers at Kohuwala and Gatambe**

	2023			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**
Kohuwala	10.01	14.5%	100>%	Project was completed			
Gatambe	Project works have been suspended due to the non-payment of the IPC's by the donor (Hungary)			40%	0%	0%	-

Since civil works of these 2 were initiated in 2021, the cumulative progresses achieved can be stated as 100% and 36% respectively for Kohuwala and Gatambe Flyovers as at the end of year 2025.

- **Construction of three (03) Flyovers at Slave Island**

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**
Construction of two flyovers in Slave Island along Uththarananada Mawatha, Justice Akbar Mawatha over railway tracks	13.18%	16%	<100%	Project was completed			
Construction of a flyover connecting BaladakshaMawata and Sir Chiththampalam A Gardiner Mawatha over Railway Tracks and Beira Lake in Slave Island	1.7%	1.8%	<100%	23%	22.5	21	93%

The cumulative progresses achieved by Flyover at Justice Akbar Mawatha and Uththaranada Mawatha and Flyover at Baladaksha Mawatha can be stated as 100% and 98.5% respectively recorded as at the end of December 2025.

- **Reconstruction of Vadduvakal Bridge in Mullativu**

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**
Reconstruction of Vadduvakal Bridge in Mullativu	Initiated in 2025			12%	0.33%	4.86%	100%>

The cumulative progress of the project as at end of the year 2025 was 4.86% .

- **Rehabilitation of Garagoda Bridge on Yatiyanthota- Magammana Road**

	2024			2025			
	Revised Target (%)	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**	**Original Target (%)**	**Revised Target (%)**	**Actual Progress (%)**	**Achievement (Target Vs Actual) (%)**
Re- Decking of Garagoda Bridge across Kelani River on Yatiyanthota – Magammana Road in Kegalle District.	100%	39%	39%	60%	60%	23%	38%

The cumulative progress of the project as at end of the year 2025 was 62%.

2.7 Financial Progress Review

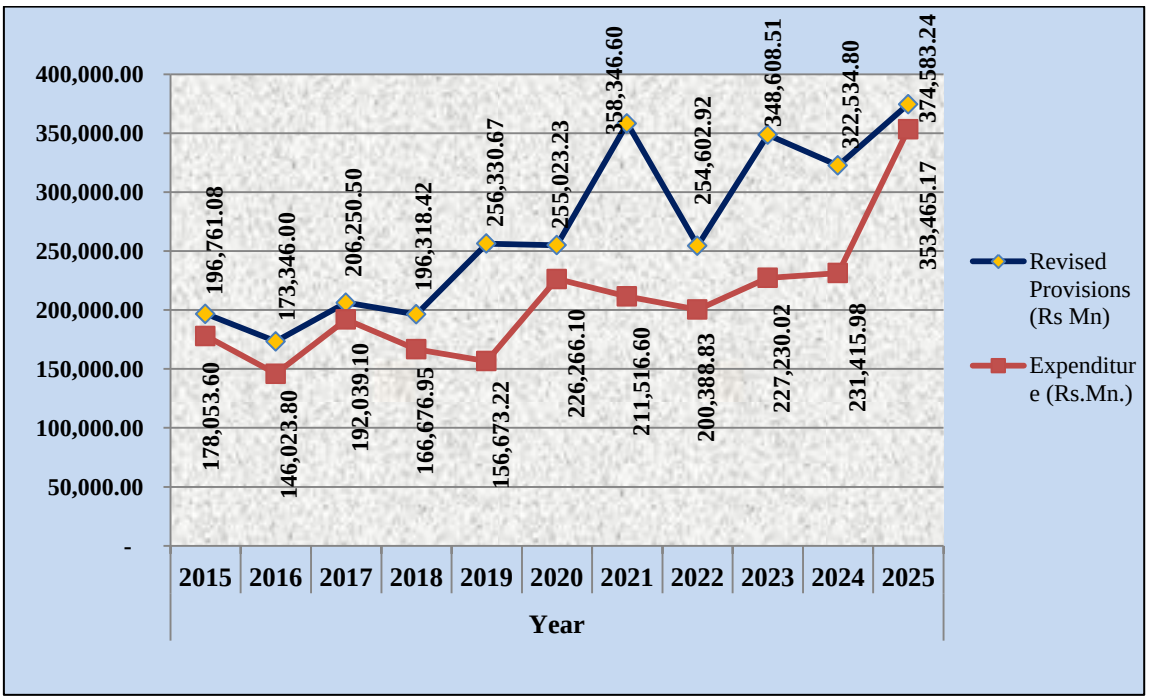
When considering the last decade, Highways sector has been allocated the highest budgetary provision for the year 2025 than the previous years and followed by the secondly highest provision allocated was for 2021. For the financial year of 2025, the revised allocation was reported as Rs. 374,583.24Mn.

Overall progress reviews of Highways Sector in 2025 with respective to the provisions given to each can be summarized as follows.

The Highways sector of Ministry of Transport, Highways, Ports and Civil Aviation has conducted 4 major development programs in 2025 similar to 2024.

From the utilizations of the Capital budgetary allocation 2025 Expressway Development programme, Highways Development Programme, Construction of Bridges & Flyovers and Widening & Improvement of Roads Programme which added at the end of the year were implemented.

Figure 2.7.1 Overall Financial Progress - Highways Sector

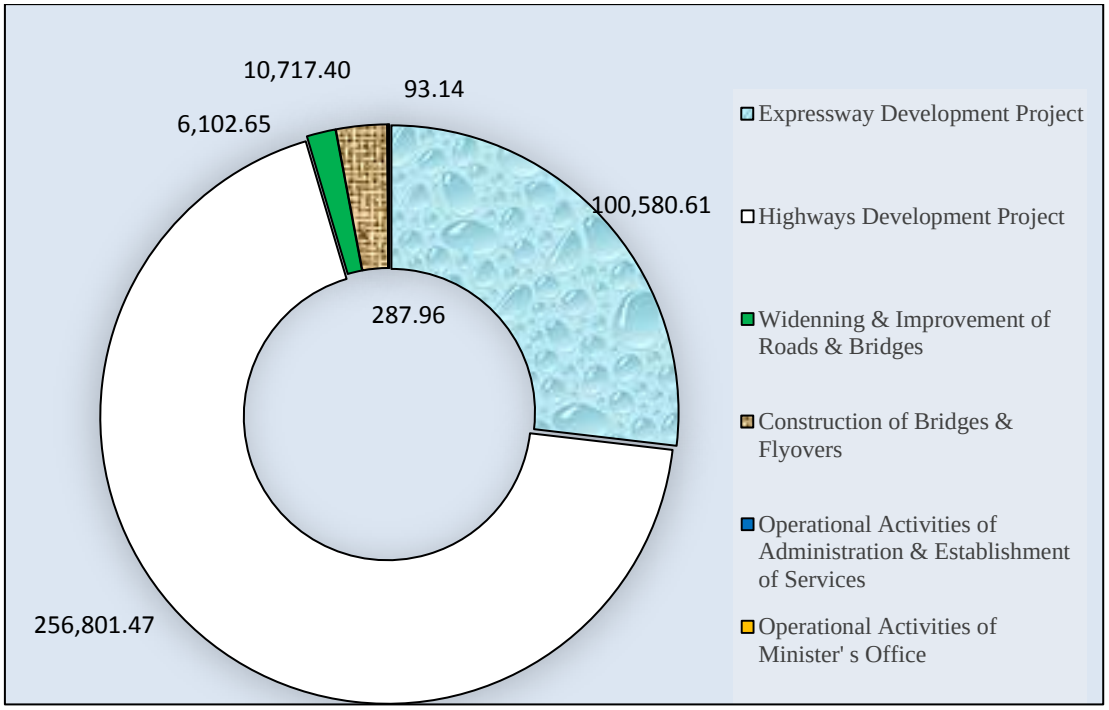


The Highways sector of the Ministry has allocated a sum of Rs. 374,922.27 Mn as the original budgetary allocation and the revised allocation was Rs. 374,583.24 Mn.

The ministry has utilized 94% of the provision during the year from the revised budgetary allocation as at the end of 2025.

When, we consider the last decade, the highest provision and the highest expenditure was recorded in 2025.

Figure 2.7.2. Composition of the Revised Budgetary Allocation 2025



From the composition summary as expressed above, the highest amount of composition was consists of provisions allocated for the Highways Development Programme whereas the least was provided for the operational activities of the Minister's Office in 2025.

2.7.1. Operational Activities

There are 2 categories Items under operational activities. They are,

- Operational Activities of Minister's office
- Operational Activities of Ministry General Administration

Financial progress for operational activities during 2024 & 2025 can be stated as follows.

Table 2.7.1.1. Financial progress of Operational Activities

Vote Particular	Item	2024			2025		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Financial Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Financial Progress %
117-1-1	Minister's Office	138.02	66.61	48%	93.14	60.42	64.9
117-1-2	Ministry General Administration	253.00	187.79	74%	287.96	209.31	72.7
	Total	**391.02**	**254.4**	**65%**	**381.10**	**269.73**	**71**

These are the provisions which are used for operational activities of Minister's Office and Ministry General Administration to operate effectively throughout the year. These Provisions are consisted with two main categories as Capital & Recurrent. Generally, Capital Provisions are given for Rehabilitation , Improvement & Acquisition of Capital Assets where Recurrent Provisions are given for Personal Emoluments, Travelling Expenses, Supplies, Maintenance & for other recurrent expenditures arise within the year

Always, ministry has been given larger portion of operational activities for smooth, effective & efficient functioning of the ministry & its' programs & projects. The Provisions for 2024 for operational activities were higher than that of 2025 in contrast the percentage of utilization of provisions is lower than that in 2024 than in 2025.

2.7.2. Development Activities

There were 4 categories/Items under development activities in 2025. The total number of development programmes carried under the Highways Sector of the Ministry can be listed as follows.

- Expressways Development
- Highways Development
- Widening & Improvement of Roads
- Construction of Bridges & Flyovers

A. Expressways Development

During year 2024, budgetary allocation was provided for only 10 projects under expressways development programme. The overall financial progress obtained by expressways development program were 95% & 45% as at end of 2025 & 2024 respectively. Utilization of budgetary provision as a percentage of utilization of Provisions was higher than by 50% in 2025 than in 2024.

Table 2.7.2.1. - Overall Financial Progress of Expressway Development Program

Program	2024 Financial Progress			2025 Financial Progress		
	Revised Provision Rs. Mn.	Expenditure Rs. Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
Expressways Development	102,990.29	46,245.98	45%	100,580.61	96,118.08	95.5%

Out of these 10 projects only 04 projects the allocation was given were at ongoing stage by the end of 2024 and an additional amount of allocation was given to Extension of Southern Expressway Project, Colombo-Rathnapura - Pelmadulla Expressway, Elevated Highway from New Kelani Bridge to Authurugiriya andCentral Expressway Project – Section IV for the settlement of bills.

Also, out of 10 projects which were given financial provisions, 02 projects were fully completed.

Table 2.7.2.2. - Financial Progress of Expressway Development Program

Vote code	Project Name	2024			2025		
		Revised Provision (Rs. Mn).	Expenditure (Rs.Mn.)	Progress %	Revised Provision (Rs.Mn.)	Expenditure (Rs.Mn.)	Progress %
117-2-3-9	Extension of Southern Expressway (section I - Godagama to Beliatta)	1,718.47	1,718.47	**100%**	712.50	712.20	**99.9%**
117-2-3-13	Colombo-Rathnapura - Pelmadulla Expressway	3,131.87	3,129.09	**99.9%**	1,500.00	1,500.00	**100%**

Vote code	Project Name	2024			2025		
		Revised Provision (Rs. Mn).	Expenditure (Rs.Mn.)	Progress %	Revised Provision (Rs. Mn).	Expenditure (Rs.Mn.)	Progress %
117-2-3-15	Elevated Highway from New Kelani Bridge to Authurugiriya	494.00	484.55	**98%**	983.30	952.30	**97%**
117-2-3-16	Port Access Elevated Highway Project	20,030.00	12,318.30	**61%**	8,013.50	3,878.66	**48%**
117-2-3-18	Central Expressway Project – Section I	50,904.46	1,889.44	**4%**	70,765.00	70,696.92	**99.9%**
117-2-3-19	Central Expressway Project – Section II	2,616.84	2,611.48	**99.79%**	1,190.00	1,060.88	**89%**
117-2-3-20	Central Expressway Project – Section III	23,908.00	23,908.00	**100%**	15,405.31	15,342.50	**99.6%**
117-2-3-21	Central Expressway Project – Section IV	1.65	1.65	**100%**	1,000.00	974.97	**97%**
117-2-3-22	Construcion of System Interchange at Kadawatha and 500m road towards Meerigama in Central Expressway Section I	-	-	-	1,000.00	999.67	**99.9%**
117-2-3-23	Construction of Pettah and Aluthmawatha Interchange with Ramp	-	-	-	11,000.00	0.00	-
	Total	**102,990.29**	**46,245.98**	**45%**	**100,580.61**	**96,118.08**	**96%**

From the reported data, only one expressway development project was fully utilized their budgetary allocation and six expressway development projects were reported more than 90% financial progress. The least financial progress was reported by Port Access Elevated Highway Project as the utilization of the project was reported as 48% in 2025 except Construction of Pettah and Aluthmawatha Interchange with Ramp which was not achieved any financial progress.

For 2024 highest financial progress was reported by Extension of Southern expressway project, Central Expressway Project Section III and Central Expressway Project Section IV and the second highest financial performance was recorded for Central Expressway project Section II. In contrast, the least was reported by Central Expressway Project Section I in year 2024.

B. Highways Development Program

Under highways development program budgetary provision was allocated for 27 projects/ programmes in 2025.

The total allocation for highways development has been increased in 2025 from about Rs.52,748.64Mn than in 2024 and the utilizations were increased by 9% in 2025 than in 2024.

Table 2.7.2.3- Overall Financial Progress of Highways Development

Program	2024 Financial Progress			2025 Financial Progress		
	Revised Provision Rs. Mn.	Expenditure Rs. Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
Highways Development	204,052.83	175,876.72	86%	256,801.47	243,306.28	95%

Out of all 27 projects, Baseline – Phase III, and Development of Alternative road network to access main roads and expressways and ease the Traffic Congestion, Marine Drive Extension up to Panadura and Land Acquisition for Completed & Ongoing Projects have been utilized 100% of provisions given for the year where another 07 projects were performed financial progress more than 90% during 2025. From the remaining projects, 09 were between 90% - 50% financial performance and 02 were reported continued with financial performance lower than 30%. Among those highway development programms, least financial performance was reported by Infrastructure, Road Safety and Traffic Management as 12% of financial progress. The secondary least financial performance of 17% was recorded by the Road Network Development Project (GOSL-OFID).

Similar to 2024 in 2025 also, all the annual programmes were carried out under Highways Development Program, and Rehabilitation and Improvement of Rural Roads new annual programmes was newly added as an annual programme within 2025 in to this category. The annual programmes conducted under Highways Development Programme can be stated as maintenance of

roads and bridges (RMTF), Infrastructure and Road Safety, Traffic Management in Greater Colombo Area, Gap financing of the Road Development Authority's Commitments, R&D, Survey & Invest, Training Provisions of Road Development Authority and Rural Road Reawakening Programme (Maganeguma) and Rehabilitation and Improvement of Rural Roads.

Table 2.7.2.4- Financial Progress of Highways Development Projects

Vote code	Project Name	2024			2025		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
117-2-4-1	Maintenance of roads and bridges (RMTF)	20,833.0	20,749.81	99.6%	26,151.87	26,091.16	99.8%
117-2-4-10	Baseline Extension – phase 3	874.46	874.46	100%	250.00	250.00	100%
117-2-4-21	Infrastructure Road Safety and Traffic Management	52.00	51.09	98.3%	1,250.00	149.70	12%
117-2-4-22	Traffic Management in Greater Colombo area	55.00	54.87	99.8%	250.00	93.77	37%
117-2-4-23	Peradeniya - Badulla Road from Badulla to Chenkalady(SFD)	2,906.44	456.81	16%	2,751.00	2,334.04	85%
117-2-4-29	Road Network Development Project (GOSL-SFD)	241.79	189.05	78%	375.00	137.22	37%
117-2-4-31	Road Network Development Project (GOSL-OFID)	461.48	344.14	75%	241.30	40.47	17%
117-2-4-32	Colombo District Road Development Project (GOSL-OFID)	2,011.00	1,759.45	87%	2,603.20	2,004.76	77%
117-2-4-40	Western Province National Highways(GOSL-OFID)	760.00	670.94	88%	355.00	280.84	79%

Vote code	Project Name	2024			2025		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
117-2-4-41	Peradeniya - Badulla Road from Badulla to Chenkalady(GOSL-OFID)	2,922.00	1,603.26	55%	672.00	491.42	73%
117-2-4-43	Southern Road Connectivity Project (GOSL-ADB)	0.065	0.064	99%	-	-	-
117-2-4-45	Widening & Improvement of Roads & Bridges in Central & Uva Provinces(GOSL, CDB-Hunan Branch)	3,565.00	0.00	0%	3,536.00	3,535.82	99.9%
117-2-4-48	Transport Connectivity & assets Mgt Project (GOSL -WB)	183.99	173.10	94%	-	-	-
117-2-4-49	Marine Drive Extension up to Panadura	18.00	15.52	86%	40.00	40.00	100%
117-2-4-51	Gap financing of the Road Development Authority's Commitments	77,025.04	77,024.22	99%	162,832.65	162,568.06	99.8%
117-2-4-52	Land Acquisition for Completed & Ongoing Projects	6,438.25	6,438.06	99.9%	7,500.00	7,500.00	100%
117-2-4-53	Survey, Investigation and Feasibility Study	105.26	93.49	89%	507.32	157.71	31%
117-2-4-56	Rehabilitation of the A17 Road Corridor from Deniyaya to Rakwana (GOSL – OFID)	2,213.00	1,748.32	79%	3,540.00	2,782.18	79%
117-2-4-57	Development of an Alternative road network to access main roads & expressways & ease the Traffic Congestion	36,073.76	36,073.76	100%	6,750.00	6,750.00	100%

Vote code	Project Name	2024			2025		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
117 2-4-58-	Inclusive Connectivity and Development Project	14,209.2	7,294.24	51%	11,984.00	9,704.41	86%
117 2-4-59-	Enhancement of National Traffic Database and Capacity Building Project	152.00	151.29	99.5%	130.00	118.17	91%
117 2-4-60	Kandy Multimodal Transport Terminal Development Project	9,491.96	4,134.11	44%	6,321.82	5,162.12	97%
117-2-4-61	Rural Road Reawakening Programme (Maganeguma)	7,350.33	7,141.09	97%	4,000.00	2,237.12	56%
117-2-4-63	Integrated Road Investment Programme -(I Road) (GOSL-ADB)	8,015.00	912.11	11%	3.13	3.12	99.7%
117-2-4-64	Second Integrated Road Investment Programme - (I Road - II) (GOSL-ADB)	7,832.01	7,710.55	98%	4,947.18	4,792.02	97%
117-2-4-65	Development of access roads to Kandy Multimodal Transport Center	262.80	212.88	81%	310.00	166.23	54%
117-2-4-67	Rehabilitation and Improvement of Rural Roads	-	-	-	9,500.00	5,915.91	62%
	Total	**204,052.83**	**175,876.72**	**86%**	**256,801.47**	**243,306.28**	**95%**

C. Widening & Improvement of Roads

The overall financial progress obtained for the programme for 2025 can be summarized as follows

Table 2.7.2.5 Overall Financial Progress of Widening & Improvement Program

Program	2024			2025		
	Revised Provision Rs. Mn.	Expenditure Rs. Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
Widening & Improvement	1,991.00	1,628.83	82%	6,102.65	5,933.71	97%

This program has allocated lower funds in 2024 than in 2025 and the utilization of funds was higher in 2025, than 2024.

Table 2.7.2.6. Provincial Financial Progress of Widening& Improvement Program

Vote code	Province	2024			2025		
		Revised Provision (Rs. Mn.)	Expenditure (Rs.Mn.)	Progress %	Revised Provision (Rs. Mn.)	Expenditure (Rs.Mn.)	Progress %
117-2-5-01,2,3	Western Province	337.00	271.61	81%	1,703.24	1,701.93	99.9%
117-2-5-04,5,6	Central Province	161.00	126.19	78%	710.94	668.13	94%
117-2-5-07,8,9	Southern Province	399.00	374.55	94%	1,500.53	1,486.29	99%
117-2-5-10,11,12,13,14	Northern Province	264.00	203.24	77%	186.90	184.69	99%
117-2-5-15,16,17	Eastern Province	171.00	167.77	98%	381.10	378.08	99%
117-2-5-18, 19	North Western Province	144.00	113.44	79%	123.65	114.04	92%
117-2-5-20,21	North Central Province	130.00	104.40	80%	677.67	582.37	86%
117-2-5-22,23	Uva Province	105.00	73.40	70%	130.68	130.61	99.9%
117-2-5-24,25	Sabaragamuwa Province	280.00	194.24	69%	687.94	687.56	99.9%
	Total	**1.991.00**	**1,628.83**	**82%**	**6,102.65**	**5,933.71**	**97%**

D. Construction of Bridges & Flyovers

Table 2.7.2.7. Overall Financial Progress of Construction of Bridges& Flyovers Program

Programme	2024			2025		
	Revised Provision (Rs. Mn.)	Expenditure Rs.Mn.	Progress %	Revised Provision (Rs. Mn.)	Expenditure (Rs.Mn.)	Progress %
Construction Of Bridges & Flyovers	13,109.66	7,410.05	57%	10,717.40	7,837.37	73%

Under this program 09 projects were allocated budgetary provisions in 2025. Although budgetary provisions for the programme were decreased in 2025 than in 2024 and the financial progress was increased by 16% as at the end of 2025 than in 2024.

Table 2.7.2.8. Financial Progress of Construction of Bridges & Flyovers Program

Vote code	Project Name	2024			2025		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
117-2-6-8	Reconstruction of Damaged / Weak bridges	1,000.00	208.16	21%	3,650.00	1,464.68	40%
117-2-6-14	Construction of Rural Bridges using old bridge component	788.00	787.99	99.99%	400.00	373.48	93%
117-2-6-17	Bridge Rehabilitation - 25 Bridges-Kuwait	2,413.00	211.98	9%	250.00	245.91	98%
117-2-6-21	Second New Kelani Bridge (GOSL-JICA)	4,727.24	4,132.39	87%	833.40	833.21	99.9%
117-2-6-26	Design and construction of flyover in Kohuwala and Gatambe (GOSL – Hungary)	2,262.00	254.25	11%	185.00	175.24	95%
117-2-6-27	Construction of Flyovers over the Railway Line at Uththarananda mawatha and near the slave island railway	1,769.42	1,747.07	99%	4,579.00	4,263.77	93%

Vote code	Project Name	2024			2025		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
117-2-6-28	Rehabilitation of Garagoda Bridge on Yatiyanthota – Magammana Road	150.00	68.19	45%	300.00	57.68	19%
117-2-6-29	Rehabilitation and Improvement of Rural Bridges	-	-	-	300.00	224.62	75%
117-2-6-30	Construction od Vadduvakal Bridge in Mullaitivu	-	-	-	220.00	198.67	90%
	Total	**13,109.66**	**7,410.05**	**57%**	**10,717.40**	**7,837.37**	**73%**

Under this program, there was 03 (Two) Annual projects as Reconstruction of Damaged / Weak bridges, Construction of Rural Bridges using old bridge component and Rehabilitation and Improvement of Rural Bridges. Out of all the ongoing projects Implemented in 2025, 06 bridge construction projects have achieved more than 90% financial progress during 2025. Among those bridge development projects, least financial performance was reported by Rehabilitation of Garagoda Bridge on Yatiyanthota – Magammana Road and the highest financial performance was reported by Second New Kelani Bridge.

2.8 Way forward to future

All line Ministries and Government bodies are responsible for implement the Government Manifesto, that preparing focusing its policy framework which is beyond 2025. In achieving of these objectives, each and every organization should have to plan their projects and programmes in line with the present Government‘s policy direction in accordance with the Government Manifesto which is called “A Thriving Nation, A Beautiful Life”

In line with the above objectives, the Highways Sector of Ministry of Transport and Highways intends to give high priority to execute following development projects and programmes, focusing on the Sustainable Development Goals, an internationally accepted developing concept.

- Construction of Central Expressway – Section I (Kadawatha – Mirigama)

The Ministry of Highways, together with the Road Development Authority (RDA) planned to complete the Central Expressway Project as three (03) sections. The Central Expressway Section I started in September 2020 and planned to complete 2024. But the project was temporary halted due to prevailed economic crisis in the country. The Ministry is discussing with Department of External resources to restart the reimbursement of Interim Payment Certificates (IPCs) in order to complete the project soon. The Civil works construction of section II from Meerigama to Kurunegala is already completed.

- Extension of Colombo – Katunayake Expressway up to “Port city.

This facility could be provided by completion of;

I. Port Access Elevate Highways

II. Construction of New Kelani Bridge

Construction of New Kelani Bridge was completed in 2021 and vested on people in 25th November 2021.

- **Rural Road Development Programme**

In the Budget Speech 2025, and a considerable amount Budget Estimate was allocated to implement a programme for rural road development in the country .The ministry has focused an executing successful island wide programme covering all electorates in Sri Lanka. This programme consists with following components.

- Implementation Special Rural Road Development Programme in Northern and Eastern Provinces.
- Implementation of Rural Road Improvement Programme covering other provinces in the country
- Construction of Rural Bridge Programme for entire country.

- **Other Special Development Programme – 2025 on words.**

  In addition to the above programme Highways Sector of Ministry of Transport, Highways, Ports and Civil Aviation is planning to execute following new programme in line with the government new policy directions.

  I. Identify rural and estate roads in need of immediate repair, prepare a priority list, and repair and maintain roads accordingly.

II. Ensure periodic maintenance of express roads (E) and highways (A,B)

III. Resolve issues and the completion of construction of presently stalled Central Expressway form Kadawatha to Meerigama.

IV. Construct safe cycling lanes within main cities and from nearby areas to main cities which have traffic congestion.

V. Provide required cycling infrastructure for the newly constructed roads wherever possible.

VI. Provide cycle parking facilities at main train and bus stations, institutions, and other public places.

VII. Construct pedestrian lanes on the sides of roads in main cities.

VIII. Plant trees on roadsides to provide shade for the pedestrians.

Chapter 3

Overall Financial Performance

Note: All the expenditure has reported as per the treasury printout which was published at the 10/02/2026 by the Department of Treasury Operations (Ministry of Transport, Highways, Ports & Civil Aviation – Transport & Highways Sectors Only)

3.1 **Statement of Financial Performance**

for the period ended 31st December 2025

Revised Budget Allocations 2025 Rs.		Note	Actual 2025 Rs.	2024 Rs.	
-	**Revenue Receipts**				
-	Income Tax	1	-	-	ACA-1
-	Taxes on Domestic Goods & Services	2	-	-	
-	Taxes on International Trade	3	-	-	
-	Non Tax Revenue & Others	4	53,476,861,627		
-	**Total Revenue Receipts (A)**		53,476,861,627	-	
	Non Revenue Receipts				
	Treasury Imprests		351,882,080,934	203,669,383,724	ACA-3
	Deposits		617,757,407	1,685,254,033	ACA-4
	Advance Accounts		45,219,964	28,816,285	ACA-5
	Other Main Ledger Receipts		-	-	
	Total Non Revenue Receipts (B)		352,545,058,305	205,383,454,043	
-	**Total Revenue Receipts & Non Revenue Receipts C = (A)+(B)**		406,021,919,932	205,383,454,043	
	Remittance to the Treasury (D)		6,315,019,828	1,693,402,713	
-	**Net Revenue Receipts & Non Revenue Receipts E = (C)-(D)**		399,706,900,103	203,690,051,330	
	Less: Expenditure				
-	**Recurrent Expenditure**				
502,500,000	Wages, Salaries & Other Employment Benefits	5	426,788,983	297,864,461	ACA-2(ii)
458,783,055	Other Goods & Services	6	334,190,018	273,394,184	
17,568,518,261	Subsidies, Grants and Transfers	7	17,328,564,807	14,032,074,254	
-	Interest Payments	8	-	-	
1,171,945	Other Recurrent Expenditure	9	591,990	423,561	
18,530,973,261	**Total Recurrent Expenditure (F)**		**18,090,135,797**	**14,603,756,459**	

Statement of Financial Performance

for the period ended 31st December 2025

Revised Budget Allocations 2025 Rs.		Note	Actual 2025 Rs.	2024 Rs.	
	Capital Expenditure				
17,263,320,000	Rehabilitation & Improvement of Capital Assets	10	13,211,688,428	2,723,984,358	
214,405,170,239	Acquisition of Capital Assets	11	184,149,204,269	156,120,706,970	
4,176,500,000	Capital Transfers	12	3,838,780,000	1,500,000,000	ACA-2(ii)
3,230,000,000	Acquisition of Financial Assets	13	3,000,000,000	-	
2,500,000	Capacity Building	14	1,650,200	1,001,058	
166,454,336,500	Other Capital Expenditure	15	166,186,510,756	79,427,105,020	
405,531,826,739	**Total Capital Expenditure (G)**		**370,387,833,653**	**239,772,797,406**	
	Deposit Payments		858,539,322	1,401,012,258	ACA-4
	Advance Payments		68,393,298	21,944,948	ACA-5
	Other Main Ledger Payments		-	-	
	Total Main Ledger Expenditure (H)		**926,932,620**	**1,422,957,206**	
	Total Expenditure I = (F+G+H)		**389,404,902,070**	**255,799,511,071**	
	Balance as at 31st December J = (E-I)		**10,301,998,033**	**(52,109,459,740)**	
	Balance as per the Imprest Adjustment Statement		10,300,421,803	(52,109,459,740)	ACA-7
	Imprest Balance as at 31st December		1,576,230	-	ACA-3
			10,301,998,033	**(52,109,459,740)**	

3-3 Statement of Financial Position
As at 31st December - 2025

	Note	Actual 2025 Rs	2024 Rs
Non Financial Assets			
Property, Plant & Equipment	ACA-6	598,488,160,298	459,965,018,179
Financial Assets			
Advance Accounts	ACA-5/5(a)	74,398,844	51,225,509
Cash & Cash Equivalents	ACA-3	1,576,230	-
Total Assets		**598,564,135,372**	**460,016,243,688**
Net Assets / Equity			
Net Worth to Treasury		(842,424,724)	(1,106,379,974)
Property, Plant & Equipment Reserve		598,488,160,298	459,965,018,179
Rent and Work Advance Reserve	ACA-5(b)	-	-
Current Liabilities			
Deposits Accounts	ACA-4	916,823,568	1,157,605,483
Unsettled Imprest Balance	ACA-3	1,576,230	-
Total Liabilities		**598,564,135,372**	**460,016,243,687**

Detail Accounting Statements in ACA format Nos. 1 to 7 presented in pages from 10 to 43 and Annexures to accounts presented in pages from 47 to 86 form an integral part of these Financial Statements. **The Financial Statements have been prepared in accordance with the Government Financial Regulations 150 & 151 and State Accounts Guideline No. 02/2025, dated 17.12.2025** and hereby certify that figures in these Finacial Statements, Notes to accounts and other relevant accounts were reconciled with the Treasury Books of Accounts and found in agreement.

We hereby certify that an effective internal control system for the financial control exists in the Reporting Entity and carried out periodic reviews to monitor the effectiveness of internal control system for the financial control and accordingly make alterations as required for such systems to be effectively carried out as per the Section 38(1)(C) of the National Audit Act No.19 of 2018

Chief Accounting Officer	Accounting Officer	Chief Financial Officer/ Chief Accountant
Name : Senior Professor K. Kapila C. K. Perera	Name :	Name : S. Parameswaran
Designation : Secretary	Designation :	Director (Finance)/ Commissioner (Finance) / Chief Financial Officer (Highways Sector)
Date : 2026-02-26	Date :	Date : 2026 02 26

Ministry of Transport, Highways and Urban Development
08th Floor, "Maganeguna Maharnedura"
No: 216, Denzil Kobbekaduwa Mawatha,
Koswatta, Battaramulla.

Ministry of Transport, Highways and Urban Development

3-4 Statement of Cash Flows
for the Period ended 31st December - 2025

		Actual	
		2025	2024
		Rs.	Rs.
Cash Flows from Operating Activities			
Total Tax Receipts		-	-
Fees, Fines, Penalties and Licenses		-	-
Profit		-	-
Non Revenue Receipts		-	-
Revenue Collected on behalf of Other Revenue Heads		2,067,022,944	2,004,197,593
Imprest Received		351,882,080,934	203,669,383,724
Recoveries from Advance		83,400,854	19,198,441
Deposit Received		617,757,432	1,685,254,033
Total Cash generated from Operations (A)		**354,650,262,164**	**207,378,033,792**
Less - Cash disbursed for:			
Personal Emoluments & Operating Payments		759,587,666	569,940,030
Subsidies & Transfer Payments		15,628,564,807	12,633,175,393
Rehabilitation & Improvements of capital Assets,Capital Transfer,Capacity Building and other Capital Expenditure		183,238,629,384	
Expenditure incurred on behalf of Other Heads		1,007,795,652	11,203,791
Imprest Settlement to Treasury		6,316,596,058	1,693,410,213
Advance Payments		97,807,122	21,075,166
Deposit Payments		858,539,347	1,401,012,258
Total Cash disbursed for Operations (B)		**207,907,520,036**	**16,329,816,852**
NET CASH FLOW FROM OPERATING ACTIVITIES(C)=(A)-(B)		**146,742,742,128**	**191,048,216,941**
Cash Flows from Investing Activities			
Interest		-	-
Dividends		-	-
Divestiture Proceeds & Sale of Physical Assets		534,950	46,000
Recoveries from On Lending		-	-
Total Cash generated from Investing Activities (D)	48	**534,950**	**46,000**

Statement of Cash Flows
for the Period ended 31st December - 2025

	Actual	
	2025	2024
Less - Cash disbursed for:		
Capital Assets Construction,Purchases and Other Investment Acquisitions	146,743,277,078	191,048,270,441
Total Cash disbursed for Investing Activities (E)	**146,743,277,078**	191,048,270,441
NET CASH FLOW FROM INVESTING ACTIVITIES(F)=(D)-(E)	**(146,742,742,128)**	(191,048,224,441)
NET CASH FLOWS FROM OPERATING & INVESTMENT ACTIVITIES (G)=(C) + (F)	-	(7,500)
Cash Flows from Financing Activities		
Local Borrowings	-	-
Foreign Borrowings	-	-
Grants Received	-	-
Total Cash generated from Financing Activities (H)	-	-
Less - Cash disbursed for:		
Repayment of Local Borrowings	-	-
Repayment of Foreign Borrowings	-	-
Total Cash disbursed for Financing Activities (I)	-	-
NET CASH FLOW FROM FINANCING ACTIVITIES (J)=(H)-(I)	-	-
Net Movement in Cash (K) = (G) + (J)	-	(7,500)
Opening Cash Balance as at 01st January	-	7,500
Closing Cash Balance as at 31st December	-	0.00

3.5 Basis of Reporting

1) Purpose of Preparation

The Financial Statements have been prepared in accordance with the Government Financial Regulations 150 & 151 and State Accounts Guideline No. 02/2025, dated 17.12.2025.

2) Reporting Period

The reporting period for these Financial Statements is from 01st January to 31St December 2025.

3) Basis of Measurement

The Financial Statements have been prepared on historical cost modified by the revaluation of certain assets and accounted on a modified cash basis, unless otherwise specified.

The figures of the Financial Statements are presented in Sri Lankan rupees rounded to the nearest rupee.

4) Recognition of Revenue

Exchange and non exchange revenues are recognised on the cash receipts during the accounting period irrespective of relevant revenue period.

5) Recognition and Measurement of Property, Plant and Equipment (PP&E)

An item of Property, Plant and Equipment is recognized when it is probable that future economic benefit associated with the assets will flow to the entity and the cost of the assets can be reliably measured.

PP&E are measured at a cost and revaluation model is applied when cost model is not applicable.

6) Property, Plant and Equipment Reserve

This reserve account is the corresponding account of Property Plant and Equipment.

7) Cash and Cash Equivalents

Cash & cash equivalents include local currency notes and coins on hand as at 31st December 2025.

8) **Utilization of RDA Premises.**

The Ministry of Highways is located in the 7th,8th and 9th floor of the Maganeguma Building belongs to the Road Development Authority (RDA).Since this building was transfered to RDA constructed using foreign loan obtained by the government & annual rent has not been paid.However,reimbursement of utility payment is made by the ministry for the above floors using allocated budgetory provisions.

9) **Accounting for Non-Financial Assets**

Since the costs of the development projects implemented through the Road Development Authority are included under fixed assets in the Road Development Authority's financial statements, they are not included under non-financial assets in the Ministry's financial statements.

10)

In 2024,This Ministry was operated as Ministry of Transport and Highways.But in 2025, Port and Civil Aviation Sector has been attached and Operated as Ministry Of Transport,Highways,Ports and Civil Aviation.Therefore closing and opening balance of Non financial Assets as at 1/1/2025 are not tallied

Summary of Expenditure by Programme for the period ended 31st December 2025

Expenditure Head No : 117 **Ministry / Department / District Secretariat/Provincial Council : Ministry of Transport,Highways, Ports & Civil Aviation**

Rs.

Programme Number given in Annual Estimates	Title of the Expenditure	Annual Budgetory Provision (1)	Supplementary Estimate Provision (2)	FR 66/69 Transfers (3)	Total Net Provision (4)=(1)+(2)+(3)	Total Expenditure (5)	Net Effect Savings / (Excesses) (6)=(4)-(5)
Programme (1)	(1) Recurrent	1,133,000,000	-	(29,400,000)	1,103,600,000	891,646,178	211,953,822
	(2) Capital	57,000,000	-	12,400,000	69,400,000	32,405,163	36,994,837
	Sub Total	**1,190,000,000**	**-**	**(17,000,000)**	**1,173,000,000**	**924,051,341**	**248,948,659**
Programme (2)	(1) Recurrent	16,070,000,000	1,870,000,000	(512,626,739)	17,427,373,261	17,198,489,620	228,883,641
	(2) Capital	402,036,000,000	2,896,800,000	529,626,739	405,462,426,739	370,355,428,490	35,106,998,249
	Sub Total	**418,106,000,000**	**4,766,800,000**	**17,000,000**	**422,889,800,000**	**387,553,918,110**	**35,335,881,891**
	Grand Total	**419,296,000,000**	**4,766,800,000**	**-**	**424,062,800,000**	**388,477,969,450**	**35,584,830,550**

Chief Financial Officer /Chief Accountant/Director (Finance)/
Commissioner (Finance)
Date : 26.02.2026

S. Parameswaran
Chief Financial Officer (Highways Sector)
Ministry of Transport, Highways and
Urban Development

Statement of Summary of Financing the Expenditure by Programme

Ministry / Department / District Secretariat : Ministry of Transport,Highways, Ports & Civil Aviation

Expenditure Head No : 117

	Financing	Programme 01 *		Programme 02 *		Grand Total		
Code	Description of Items	Net Provision **	Actual Expenditure	Net Provision **	Actual Expenditure	Net Provision **	Actual Expenditure	Percentage of Expenditure ***
		1	2	3	4	5	6	(6÷5)X100
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	%
11	Domestic Funds	1,173,000,000	924,051,341	363,825,270,000	351,516,622,965	364,998,270,000	352,440,674,306	97
12	Foreign Loans			53,275,800,000	33,726,606,524	53,275,800,000	33,726,606,524	63
13	Foreign Grants			3,340,000,000	115,000,000	3,340,000,000	115,000,000	
14	Reimbursable Foreign Loans			70,000,000	53,723,770	70,000,000	53,723,770	77
15	Reimbursable Foreign Grants							
16	Counterpart Funds							
17	Foreign Finance Associated Cost			2,378,730,000	2,141,964,850	2,378,730,000	2,141,964,850	90
18	Foreign Financing Related Domestic-Co-Financing							
21	Special law							
	Total	**1,173,000,000**	**924,051,341**	**422,889,800,000**	**387,553,918,110**	**424,062,800,000**	**388,477,969,450**	

Chief Financial Officer /Chief Accountant/Director (Finance)/
Commissioner (Finance)
Date : 26.02.2026

S. P...
Chief Financial Officer (Highways Sector)
Ministry of Transport, Highways and
Urban Development

Statement of Imprest Account for the year 2025

Ministry / Department / District Secretariat : Ministry of Transport,Highways, Ports & Civil Aviation
Expenditure Head No. : 117

Rs.

Imprest Account No.	Imprest Balance as at 1st January 2025			Imprest Received			Imprest Settlement			Imprest Balance as at 31st December 2025			Imprest Balance as at 31st December 2025 as per Entity Books	Imprest Balance as at 31st December 2025 as per Treasury Books
	1			2			3			4			*5	6
	Unsettled Sub Imprests	Unsettled Imprests (Excluding Unsettled Sub Imprests)	Total	Treasury	Other Sources	Total	Expenditure	Cash Remit to Treasury	Total	Unsettled Sub Imprest Balance	Unsettled Imprests	Total		
	1(i)	1(ii)	1(iii)	2(i)	2(ii)	2(iii)=2(i)+2(ii)	3(i)	3(ii)	3(iii)=3(i)+3(ii)	4(i)	4(ii)	4(iii)=4(i)+4(ii)	5=1(iii)+2(iii)-3(iii)	
A003.0000.00.0054/0025.000				178,740,000		178,740,000	177,163,770	1,576,230	178,740,000		-	-	-	1,576,230
A002.0000.00.0332/0025.000				351,703,340,934	2,487,377,041	354,190,717,975	347,875,698,147	6,315,019,828	354,190,717,975	-	-	-	-	0.00
	-		-	351,882,080,934	2,487,377,041	354,369,457,975	348,052,861,917	6,316,596,058	354,369,457,975	-	-	-	-	1,576,230

1. Please show reasons for difference between 4 and 6 above .

(1) Remitted to the Treasury but not updated cash book balance as at 31/12/2025 — 1,576,230.00

(2) Other reasons- ..... — 1,576,230.00

State if these balances were settled as at the date of signing the report and if not, reason for not settling the balances.

*Since the Treasury operating Department debited and credited an amount of 26,705,665,385.99 to the ministry imprest account error correction in july 2025.there is a difference between ministry imprest account in ministry books and treasury print outs as per the schedule no SA 72 to the Appropiation Accounts

Chief Financial Officer /Chief Accountant Director (Finance)
Commissioner (Finance)
Date : 26.02.2026

S. Parameswaran
Chief Financial Officer (Highways Sector)
Ministry of Transport, Highways and Urban Development

Statement of Deposit Accounts as at 31st December 2025

Expenditure Head No : 117 **Ministry/Department/District Secretariat: Ministry of Transport,Highways, Ports & Civil Aviation**

Rs.

Name o f Deposit Accounts	Deposit Number	Balance as at 1st January 2025	Credited during the year	Debited during the year	Balance as at 31st December 2025	Balance as per Treasury Book as at 31st December
Highways Section						
Tender Deposits	6000-0-0-002-0-176-0	-	5,375,000	5,375,000	-	-
Deposits Temporary Retained Payble to Third Parties	6000-0-0-013-0-135-0	2,511,666	83,412,238	11,880,067	74,043,837	74,043,837
Retention Money for Construction	6000-0-0-016-0-123-0	708,359,005	131,952,214	413,821,896	426,489,323	426,489,323
Compensation	6000-0-0-017-0-033-0	34,189,225	25,074,194	13,335,641	45,927,778	45,927,778
Temporary Retention for Statutory Payments	6000-0-0-018-0-114-0	10,275	94,137,107	94,135,182	12,200	12,200
Retention Money for Construction	6000-0-0-016-0-153-0	409,608,379	8,448,934	48,614,177	369,443,136	369,443,136
Temporary Retention for Statutory Payments	6000-0-0-018-0-166-0	25	-	25	-	-
Transport Section						
Tender Deposits	6000-0-0-002-0-159-0	300,000	9,702,500	9,852,500	150,000	150,000
Deposits Temporary Retained Payble to Third Parties	6000-0-0-013-0-112-0	2,626,908	44,644,661	46,514,274	757,294	757,294
Deposits Temporary Retained Payble to Third Parties	6000-0-0-013-0-195-0	-	13,763,615	13,763,615	-	-
Temporary Retention for Statutory Payments	6000-0-0-018-0-190-0	-	37,150	37,150	-	-
Ports & Civil Aviation Section						
Temporary Retention for Statutory Payments	6000-0-0-018-0-118-0	-	201,209,794	201,209,794	-	-
		1,157,605,483	**617,757,407**	**858,539,322**	**916,823,568**	**916,823,568**

Chief Financial Officer /Chief Accountant/Director (Finance)/
Commissioner (Finance)
Date : 26 . 02 . 2026

S. Parameswaran
Chief Financial Officer (Highways, Ports and Civil Aviation)
Ministry of Transport, Highways, Ports and Urban Development

Statement of Advance Accounts as at 31st December 2025

Expenditure Head No : 117 **Ministry/Department/District Secretariat:** **Ministry of Transport,Highways, Ports & Civil Aviation**

Rs.

Name of Advance Account	Advance Account Number	Balance as at 1st January 2025 (1)	Maximum Limits of Expenditure Rs.35,000,000		Minimum Limits of Receipts Rs.16,000,000		Maximum Limits of Debit Balance Rs.150,000,000	Maximum Limits of Liabilities Rs	Balance as per Treasury Books as at 31st December 2025
			Debits during the year (2)		Credits during the year (3)		Balance as 4=(1)+(2)-(3)		
			In Cash	Through Cross Entries	In Cash	Through Cross Entries			
(1) Advance to Public Officers	117011	51,225,509	35,139,514	33,253,785	20,733,245	24,486,719	74,398,843.73		74,398,844
(2) Other Advances									-
(3) Miscellaneous Advances									-
									74,398,844

Chief Financial Officer /Chief Accountant/Director (Finance)/
Commissioner (Finance)
Date : 26.02.2026

S. Parameswaran
Chief Financial Officer (Highways Sector)
Ministry of Transport, Highways and
Urban Development

Annexure-(i)

Statement of Losses and Waivers
(Losses under F.R. 106 and F.R. 113)

Expenditure Head No : 117 **Ministry / Department / District Secretariat : Ministry of Transport,Highways, Ports & Civil Aviation**
Programme No. & Title : 01 Operational Activities

(i) **Statement of Losses Recovered/Written off/Waived off during the year.**

	Value	No.of Cases	Total Amount (Rs.)
Below	Rs. 25,000.00		
Over	Rs. 25,000.01	1	121,945.00
	Total		**121,945**

Classification of the cases by nature of Losses.	No.of Cases	Value (Rs.)
1 Advance B Account	1	121,945
2		
Total		**121,945**

(ii) **Statement of Losses being held to be Written off/Waived off or recoverable so far**

	Value	No.of Cases	Total Amount (Rs.)
Below	Rs. 25,000.00	-	-
Over	Rs. 25,000.01	-	-
		-	-

Classification of the cases by Nature of Losses	No.of Cases	Value (Rs.)
1	-	-
Total	-	-

Age Analysis per (ii)

Less than five years	No.of Cases	1
	Amount	121,945.00
5-10 years	No.of Cases	
	Amount	
Over 10 years	No.of Cases	
	Amount	

Note- Details on losses under F.R.106 and waives under F.R. 113 accounted under object code no 1701 and such losses and waivers expected to be accounted in coming years should be included.

Chief Financial Officer /Chief Accountant/Director (Finance)/
Commissioner (Finance)
Date : 26.09.2026

(Chief Finance Officer (Ports & Aviation))
Ministry of Transport, Highways and
Urban Development

Annexure-(i)

Statement of Losses and Waivers

(Losses under F.R. 106 and F.R. 113)

Expenditure Head No : 117 **Ministry / Department / District Secretariat : Ministry of Transport,Highways, Ports & Civil Aviation**

Programme No. & Title : 02 Development Activities

(i) **Statement of Losses Recovered/Written off/Waived off during the year.**

Value			No.of Cases	Total Amount (Rs.)
Below	Rs.	25,000.00	NIL	
Over	Rs.	25,000.01		
		Total		-

Classification of the cases by nature of Losses.	No.of Cases	Value (Rs.)
1 Advance B Account	-	-
2		
Total		-

(ii) **Statement of Losses being held to be Written off/Waived off or recoverable so far**

Value			No.of Cases	Total Amount (Rs.)
Below	Rs.	25,000.00	-	-
Over	Rs.	25,000.01	-	-
			-	-

Classification of the cases by Nature of Losses	No.of Cases	Value (Rs.)
1		-
2		-
Total		-

Age Analysis per (ii)

Less than five years	No.of Cases	
	Amount	Rs.
5-10 years	No.of Cases	
	Amount	Rs.
Over 10 years	No.of Cases	
	Amount	Rs.

Note- Details on losses under F.R.106 and waives under F.R. 113 accounted under object code no 1701 and such losses and waivers expected to be accounted in coming years should be included.

Chief Financial Officer /Chief Accountant/Director (Finance)/
Commissioner (Finance)
Date : 26.02.2026

S. Parameswaran
Chief Financial Officer (Highways Sector)
Ministry of Transport, Highways and
Urban Development

Statement of write off from books

Expenditure Head No : 117 **Ministry / Department / District Secretariat : Ministry of Transport,Highways, Ports & Civil Aviation**
Programme No. & Title : 01 Operational Activies

1 Statement of losses and waivers under F.R. 109 during the year

Value	No. of Cases	Value (Rs.)
(i) Below Rs. 25,000.00		
(ii) Over Rs. 25,000.01		
Total		

2 Statement of write off from the book and recoveries under F.R. 109 during the year

	Nature of Loss	Opening balance which was not written off	Value of loss	Recoveries	Value written off from the book	Balance carried forward which was not written off	Reference No. of Approval for write off from the book
		Rs	Rs.	Rs.	Rs.	Rs	
Transport Section							
1	**PD-9186	38,230	-	5,250	-	32,980	
2	KQ - 2412	79,875	-	-	-	79,875	
4	PF - 6319	369,957		-	-	369,957	
5	KY - 7563	1,300,255	-	-	-	1,300,255	
8	KH - 6098	56,722	-	-	-	56,722	
9	PF- 6323	-	184,000	184,000	-	-	
11	PE - 1729	-	22,100	22,100	-	-	
12	PD - 9186	-	440,825	440,825	-	-	
13	NB - 2589	-	179,000	-	-	179,000	
Highway Section							
12	KX - 5322	5,030,193	-	-	-	5,030,192.58	
13	KR - 5447	6,200,000.00		-	-	6,200,000	
14	CAU - 8608	-	384,847.40	327,861.03	-	56,986	
	Total	**13,075,232**	**1,210,772**	**980,036**	-	**13,305,968**	

**PD-9186 Rs. 30,000 was recovered on this vehicle in the previous year 2024 but it was incorrectly recorded as Rs. 3000. The balance carried forward in 2024 is incorrect. Therefore the opening balance in this year should be Rs. 38,230

.....
Chief Financial Officer /Chief Accountant/Director (Finance)/Commissioner (Finance)

Date : 20 - 02 - 2026

S. Parameswaran
Chief Financial Officer (Highways Sector)
Ministry of Transport, Highways and
Urban Development

Annexure-(ii)

Statement of write off from books

Expenditure Head No : 117 **Ministry / Department / District Secretariat : Ministry of Transport,Highways, Ports & Civil Aviation**
Programme No. & Title : 02 Development Activies

1

1 Statement of losses and waivers under F.R. 109 during the year

Value	No. of Cases	Value (Rs.)
(i) Below Rs. 25,000.00	.....	.....
(ii) Over Rs. 25,000.01	.....	.....
Total		-

2 Statement of write off from the book and recoveries under F.R. 107 during the year

	Nature of Loss	Opening balance which was not written off	Value of loss	Recoveries	Value written off from the book	Balance carried forward which was not written off	Reference No. of Approval for write off from the book
		Rs.	Rs.	Rs.	Rs.	Rs.	
1							
2							
3							
4			**NIL**				
5							
6							
Total							

Chief Financial Officer /Chief Accountant/Director (Finance)/Commissioner (Finance)
Date : 26.02.2026

S. P[illegible]
Chief Financial Officer (Highways Sector)
Ministry of Transport, Highways and
Urban Development

Annexure-(viii)

The Status Report as at 31/12/2025 on Bank Accounts opened in terms of Treasury Operation Circular No. 3/2015 of 23.10.2015

Expenditure Head No. : 117 **Ministry / Department / District Secretariat : Ministry of Transport and Highways**

Serial No.	Name of Bank	Account No.	Balance as per Bank Statement as at 31/12/2025	Balance as Per Cash Book as at 31/12/2025	Total Value of Cheques not yet Presented to Bank as at 31/12/2025 (if exceeds 6 months)	Month of Last Bank Reconciliation Prepared
			(Rs.)	(Rs.)		
	Highway Section					
1	Bank of Ceylon -Taprobane	7040330	193,984,597.18	-	-	December
2	Bank of Ceylon - Battaramulla	7040370	9,984,565.01	-	-	
3	Bank of Ceylon - Battaramulla	7042211	-	-	-	
4	Bank of Ceylon	7042823	382,801,726.48	-	-	
	Transport section					
5	Bank of Ceylon - Battaramulla	7040312	321,200,000.00	-	-	December
6	Bank of Ceylon - Battaramulla	7040316	40,399,937.50	-	-	
7	Bank of Ceylon - Battaramulla	7040307	214,937,592.71	213,784,309.48	-	
8	Bank of Ceylon - Battaramulla	7040317	50,000.00	-	-	
9	Bank of Ceylon - Battaramulla	7040556	108,996,248.38	-	-	
10	Bank of Ceylon - Battaramulla	7042656	3,386,158,999.63	-	-	
	Ports Section					
11	Bank of Ceylon -Taprobane	7040298	14,918,834.47			December

Chief Financial Officer / Chief Accountant/Director (Finance)/
Commissioner (Finance)

Date : 26 . 02 . 2026

S. Parameswaran
Chief Financial Officer (Highways Sector)
Ministry of Transport, Highways and
Urban Development

3.6 Performance of the Revenue collection is not applicable for the Ministry of Transport, Highways, Ports & Civil Aviation (Highways Sector) due to that the Highways sector is not income earning one.

3.7 Performance of the Utilization of Allocation

Rs. ,000

Type of Allocation	Allocation		Actual Expenditure	Allocation Utilization as a % of Final Allocation
	Original	Final		
Recurrent	354,906,650	351,206,650	259,099,848.50	73.77%
Capital	374,569,500,000	374,232,033,739	353,206,071,856.74	94.38%

3.7 In terms of F.R.208 grant of allocation for expenditure to this Department/ District Secretariat/ provincial Council as an agent of the other Ministries/ Departments

Rs. ,000

Serial No	Allocation Received from which Ministry/ Department	Purpose of the Allocation	Allocation		Actual Expenditure	Allocation Utilization as a % of Final Allocation
			Original	Final		
01.	Ministry of Foreign Affairs	Reimbursement of expenses for the air tickets of the Hon. Minister Bimal Ratnayake's trip to china	925,500.00	925,500.00	925,500.00	100%

3.8 **Performance of the Reporting of Non-financial Assets**

Rs. ,000

Asset Code	Code Description	Balance as per Board of Survey Report as at 31.12.2025	Balance as per Financial Position Report as at 31.12.2025	Yet to be Accounted	Reporting Progress as at 31.12.2025 %
9151	1.1 Dwellings	-	730,000.00	-	-
9152	1.3 other structures	-	5,155,728,004.78	-	-
9153	1.4 WIP Building & Structures	-	526,739,213,485.01	-	-
9154	2.1 Transport Equipment	-	1,969,666,153.75	-	-
9155	2.2 Other Machinery & Equipment	-	356,611,408.51	-	-

Asset Code	Code Description	Balance as per Board of Survey Report as at 31.12.2024	Balance as per Financial Position Report as at 31.12.2024	Yet to be Accounted	Reporting Progress as at 31.12.2024 %
9160	5.3 Other non Financial Intangible	-	217,229,364.35	-	-
9180	4.1 Land	-	31,439,669,209.69	-	-

3.9 Auditor General's Report

The Auditor General's Report has annexed as Annexure 07.

Chapter 4

Performance Indicators

4.0 Performance Indicators

Introduction

As the pioneer organization in Road Sector, the Ministry of Transport & Highways has contributed a major part within the Transport Sector of the country. Accordingly, the performance of the sector has to be monitored by forming key performance indicators within the reporting period of time. Thus following key performance indicators were formed and monitored annually at the end of each financial year recently.

- Completed length of Highways (km)
- Completed Length of Expressways (km)
- Completed Length of Rural Roads(km)
- Completed No. of Rural Bridges
- Completed No. of Bridges (on National roads)
- Average Network Roughness (IRI)

4.1 Progress of Performance Indicators of the Ministry

- During 2025, none of the expressways at the ongoing stage were targeted to be completed. Thus, the target achievement of the expressways was not considered under the Key Performance indicators of the Ministry for 2025.

- The Completed length of Highways was around 920.76 km, pertaining to a performance of 78%.

- From the targeted length of rural roads, around 800 km was completed as at the end of 2025, resulting in 49% of target achievement.

- From the targeted number of Bridges on National Highways, 60 Bridges were completed as at the end of 2025, pertaining to 73% of performance by the end of the reporting period.

- From the no. of rural bridges targeted only 92 were competed as at the end of 2025, showing 53% of progress within the year.

- For the average network roughness, the targeted value was to maintain roughness at 4.11 per km for highways and 1.33m/km for expressways. This value was being able to keep at static magnitude for the entire National Road Network within the 2025 also. Thus the achievement was as expected.

Specific Indicators	Actual output as a percentage (%) of the expected output			
	100%-90%	75%-89%	50%-74%	50%>
Completed Length of Highways (km)		√		
Completed Length of Expressways (km)	*Not considered as a KPI in 2025 as completion dates of none of the ongoing expressways were not within 2025.*			
Completed Length of Rural Roads(km)				√
Completed No. of Bridges (on National roads)			√	
Completed No. of rural Bridges			√	
Average Network Roughness (IRI)	√			

Chapter 5

Performance of achieving Sustainable Development Goals

5.1 Performance of the Achieving Sustainable Development Goals (SDGs)

The 17 SDGs which adopted as important are integrated and serve as a landmark for multilateralism and international policy shaping among all United Nations member countries around the world.

Accordingly, Sri Lanka has declared its allegiance to this transformation and pledged commitment to implementing the 17 Sustainable Development goals with 169 targets adhered to with 244 indicators. Achievement of these goals should be directly linked with budgeting, identified projects and programmes, conducted under each institution.

Thus the institutions are advocated and guided to mainstream the SDGs with the projects carried out and aligned with national budgetary allocation.

In view of the above, Planning and Monitoring Division of Highways Sector of the Ministry of Transport, Highways, Ports and Civil Aviation has identified Sustainable Development Goals along with targets and indicators that directly come under roads sector and the 3 Goals identified can be expressed as below. Other than these 3, most of the other goals that goes with socioeconomic development of the country can be considered as indirectly link with the enhancement given through road development to the overall sustainable development of the country.







As the Progress of those indirectly linked sustainable development goals cannot be measured directly through road development projects, those were not included in this document as targets.

5.2Progress of Identified Respective Goals

Goal	Target	Indicators of Achievement	Progress as at 31.12.2025		
			0-%49%	50% - 74%	75% - 100%
9	9.1 Develop quality, reliable, sustainable and resilient infrastructure including regional and trans border infrastructure to support economic development and human wellbeing with a focus on affordable and equitable access for all.	No. of Road or no. of bridges improved/rehabilitated annually	-	-	90%
11	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, children, persons with disabilities and older persons.	No. of projects implemented to reduce road accidents	-	-	100%
12	By 2030 achieve the environmentally sound management of chemicals and all wastes throughout their life cycle in accordance with agreed international frameworks and significantly reduce their release to air, water and soil in order to minimize their adverse impacts on human health and the environment.	No. of projects implemented environmentally friendly	-	-	70%

It is notable to mention that the goals identified under the subject areas come with the functional scope of the ministry. Thus the

targets selected solemnly depend on those selected goals only. Furthermore since the development projects comes under the Ministry and have incorporated the components of SDGs inclusion of separate targets is unnecessary.

5.2 – Achievements and Challenges of the SDGs in Road Sector

- Unlike to 2024 during 2025 the target 9.1 has attained almost 90% of physical Progress since some of the road and bridge projects under the Ministry achieving the ultimate target of developing quality, reliable, sustainable and resilient infrastructure were not implemented as initially planned. Thus the target achievement was observed as above by the end of the year.
- Under target 11.2, only 2 major annual programmes have been implemented by the Road Development Authority under the guidance of Ministry of Highways and those two can be stated as follows.

Infrastructure & Road Safety
Traffic Management

From the above two programmes Network Planning and Road Safety programme has completed all its originally planned major activities with 100% of completion. Thus the overall progress of the project can be stated as 100%.

As for the Traffic Management in Greater Colombo Area, According to the revised action Plan 2025 there are only 06 activities were planned to implement. As at the end of the year 2025 all the activities are completed. and the physical progress of the above progarmme can be stated as 100%.

Therefore the overall progress of the above indicator can be stated as 100%. Thus the overall progress of the goal can be stated as 100%.

- With reference to The National Environmental Act No. 56 of 1988 (Amended) Sri Lanka all important projects implemented which could have effect on the environment should have conducted either Environmental Impact Assessment, Initial Environmental Examinations or other types of assessments and taken approval from the Central Environmental Authority prior to the commencement of civil work and conducted all activities without any violations to the act mentioned above.

In the year 2025 the list of completed EIA and IEE of the ongoing projects under Road Development Authority can be stated as follows.

Ongoing projects which are taken approval from the CEA prior to the commencement

Name of the Project	Nature of the report EIA/IEE/SEIA
Kadawatha Interchange	SEIA
Central Expressway Project Phase I,II,IV (Kadawatha to Dambulla)	EIA
Rehabilitation of Deniyaya to Rakwana Section of A017 Road	IEE
Central Expressway Gampaha Interchange	SEIA

Name of the Project	Nature of the report EIA/IEE/SEIA
Kurikkadduwan Jetty Project	Preliminary information document was submitted.
Vadduvakal bridge on Paranthan – Kachchai Mullativ (A035) Road	Preliminary information document was submitted.

Projects which are in progress of obtained approval from the CEA prior to the commencement

Name of the Project	Nature of the report EIA/IEE/SEIA	Current Status of the Work
Kandy Tunnel Construction Project	EIA	EIA report has been submitted to the CEA and stakeholder comments are yet to be received.
Rathnapura Bypass Road	IEE	The draft IEE report has been submitted to CEA.
Widening and Improvement of Katugastota – Galagedara section of A10 Road (0.000-13.500 km)	EIA	ESDD will commence the EIA after the feasibility study is completed.
Proposed Padirippu Bridge Project	BIQ	The process of obtaining the Environmental Recommendations is in progress.
Kokilai Bridge Project	Yet to be decided.	The design drawings are under revision and the assessment will be commenced based on the amended drawings

Chapter 6

Human Resource Profile

6.1 Cadre Management

	Approved Cadre	Existing Cadre	Vacancies/ (Excess)
Senior	35	25	10
Territory	4	2	2
Secondary	118	86	32
Primary	36	21	15
Sub Total	**193**	**134**	**59**

6.2 Influence of Human Resources for the performance of the Ministry

- The post of Additional Secretary (Special Projects), a Special Grade post in the Sri Lanka Administrative Service, has remained vacant since 04.11.2025 following the retirement of the officer who previously held the post. The Ministry of Public Administration has not yet appointed a suitable officer to fill the vacant post and, an officer has been appointed to act in that post from 10.11.2025 to 09.11.2026, subject to the covering approval of the Public Service Commission. It is observed that a suitable officer should be permanently appointed to the post without delay to obtain the necessary approvals and authorizations for Rural Road and Bridge Development Project and other rural road development activities as well as to ensure proper supervision of such activities.

- As of 31.12.2025, two Grade I posts and one Grade III/II Assistant/Deputy Director post in the Sri Lanka Engineering Service are vacant. Since the Engineering Division is entrusted with a wide range of technical duties, including supervising and directing engineering work related to the construction of the National Highway System, conducting technical audits, monitoring the progress of road projects, upgrading roads, and preparing the annual highways schedule of rates, human resources can be managed more effectively by assigning appropriate officers to carry out these duties efficiently within the relevant time frames.

- As of 31.12.2025, two Assistant Secretary posts in Grade III /II and one Assistant/ Deputy Director post remain vacant in the Sri Lanka Administrative Service. The long-standing vacancy of these 03 executive positions continues to be a significant obstacle to achieving the objectives of the Ministry as these positions are responsible for directing and supervising the institutional and administrative activities assigned to the Ministry, including overseeing and managing administrative activities of nearly 140 staff members, managing institutional

activities related to staff appointments of highway and expressway development projects implemented under the Ministry, supervising the administrative activities of the Project Management Unit, managing administrative activities of land acquisition and relocation for the said development projects, and coordinating effectively with other institutions in carrying out these functions and responsibilities.

- As of 31.12.2025, in the Highways Sector, one Internal Auditor post of Grade III/II of the Sri Lanka Accounting Service is vacant. It is essential to maintain adequate staff to implement internal audit procedures on the financial and administrative practices of the eight large and medium-scale development projects implemented under the Project Management Unit of the Highways Sector with the assistance of local and foreign loans, and to further strengthen the implementation of these audits, ensuring that the provisions allocated for the Highways Sector through the Annual Appropriation Act are utilized economically and transparently. Since the management and supervision of audit activities in these projects, including those of the Ministry, are directly assigned to the Chief Internal Auditor, said activities can be completed within the prescribed time frames with the assistance of an internal auditor.

- Furthermore, as of 31.12.2025, one post of English-Tamil Translator - Class I/Special Grade, in the Government Translator Service is vacant. 7-10 Cabinet Memoranda and Notes to the Cabinet are submitted to the Cabinet Office each month in relation to the 08 development projects currently underway under the Project Management Unit, State Development and Construction Corporation, Road Development Authority, and Highways Sector. Also, answers to parliamentary questions addressed to the Hon. Minister, reports of Public Petitions/Consultative Committees, and the Ministry's annual performance reports must be prepared and submitted in all three languages. Due to this vacancy, it has been necessary to find professionally qualified external resource persons to translate documents, including Cabinet Memoranda, Notes to the Cabinet, and reports of Public Petitions/Consultative Committees, from English into Tamil. Several practical difficulties were encountered in obtaining the relevant translations by them within the required time frame.

- Similarly, as of 31.12.2025, two posts have been approved for the Highways Sector, namely Information Technology Communication Officer and Information Technology Communication Assistant, and both posts are currently vacant. Fulfilling the Ministry's IT requirements has become a significant challenge, and officers from other related institutions are currently being assigned to these tasks. However, due to their existing official duties,

these tasks are not being carried out efficiently. As the Ministry's website is not being updated as scheduled, it is essential that these two vacancies be filled urgently

- As of 31.12.2025, there are 21 vacant posts in the Development Officer Service, 07 Management Service Officer posts, 10 Driver posts in the Combined Service, and 04 Office Employee Service. These vacancies should be filled urgently in accordance with service requirements.

6.3 Human Resource Development						
Programme Name	**Number of Trained employees**	**Time period**	**Total investment (Local) (Rs'000)**		**Nature of the programme**	**Out put**
			Local	**Foreign**		
Awareness programme "Towards a prosperous country" for government officials	30	03 Hours	2, 800.00	-	Local	Raising awareness to eliminate bribery from public service
Training programme on Part 2 of the Establishments Code	24	04 Hours	8,750.00		Local	Awareness on disciplinary procedures
Initial investigation	01	08 Hours	6,500.00	-	Local	How to conduct preliminary investigations
Training programme on Fundamental Rights, Administrative Law and Writ Petitions for Staff Officers	05	05 Hours	0.00	-	Local	Fundamental Rights, Administrative Law and Writ Petitions
Maintaining a personal file effectively	02	08 Hours	13,000.00	-	Local	Maintaining a personal file effectively
Diploma in Language Translation and Interpretation	01	02 Years	30,000.00	-	Local	Language translation and interpretation
Procurement process and practising	02	08 Hours	36,000.00	-	Local	Procurement process

Programme Name	Number of Trained employees	Time period	Total investment (Local) (Rs'000)		Nature of the programme	Out put
			Local	Foreign		
Writing official letters and minutes	02	09 Hours	13,000.00	-	Local	Writing official letters and minutes
Postgraduate Degree in Law	01	02 Years	100,000.0	-	Local	related to Law
Application for training programme on new procurement guidelines 2024	01	16 Hours	6,000.00	-	Local	new procurement guidelines
Training workshop on government vehicle maintenance	04	08 Hours	26,000.00	-	Local	Government vehicle maintenance
Public Accounting and Financial Regulations	31	03 Hours	7,200.00	-	Local	Public Accounting and Financial Regulations
Writing minutes	02	08 Hours	13,000.00	-	Local	Writing minutes
New procurement process	01	16 hours	6,000.00	-	Local	New procurement process
Road safety	13	08 hours	-	-	Local	Road safety
New procurement process	02	24 hours	36,000.00	-	Local	New procurement process

Programme Name	Number of Trained employees	Time period	Total investment (Local) (Rs'000)		Nature of the programme	Out put
			Local	Foreign		
Role and responsibility of the officer -in -charge of leave	01	08 hours	6,500.00	-	Local	Role and responsibility of the officer -in -charge of leave
Food and Beverage Serving Training Programme	17	09 hours	110,500.00	-	Local	Food and Beverage Serving Training
Skill development of development officers and management service officers	01	16 hours	12,000.00	-	Local	Skill development of development officers and management service officers
Tamil language	02	100 hours	10,000.00	-	Local	Tamil language
Diploma in Professional English	01	02 Years	92,000.00	-	Local	English Language
Seminar on Construction and Management of Development Zone for Sri Lanka	01	15 Days	-	USD 375 GBP 75	Foreign	Globalization and China's Experience with Reforms, Global Spcial Economic Zones, Progress and Experience in the Development of Pilot Free Trade Zones
Capacity Building Programme on Strategic leadership and Governence II for the Civil Servents of SL	01	12 Days	-	USD 375	Foreign	strategic leadership, leadership in governance, innovation and change management, accountability in governance

Programme Name	Number of Trained employees	Time period	Total investment (Local) (Rs'000)		Nature of the programme	Out put
			Local	Foreign		
Seminar on experience in the field of Economic Development and Poverty Alleviation between China and Sri Lanka	02	15 Days	-	USD 750 GBP 75	Foreign	Knowledge on Economic Development, Statregies to ellivate poverty
Knowledge Exchange Event on Efficient and Resilient Urban Transportation	01	05 Days	-	USD 125	Foreign	Management and operations of bus transport, use of technology, innovation and private sector involvement in public transport, disaster response mechanism, disaster prevention mechanism
Seminar on Public Financial Management for Sri Lanka	01	15 Days	-	USD 375	Foreign	China's financial management system and financial reforms, contribution of private enterprises to the national economy, analysis of new technologies

Chapter 7

Compliance Report

Chapter 07 – Compliance Report

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
1	**The following Financial statements/accounts have been submitted on due date**			
1.1	Annual financial statements	Complied.		
1.2	Advance to public officers account	Complied.		
1.3	Trading and Manufacturing Advance Accounts (Commercial Advance Accounts)	-		
1.4	Stores Advance Accounts	-		
1.5	Special Advance Accounts	-		
1.6	Others	-		
2	**Maintenance of books and registers (FR445)**			
2.1	Fixed assets register has been maintained and update in terms of Public Administration Circular 267/2018	Complied.		
2.2	Personal emoluments register / Personal emoluments cards has been maintained and update	Complied.		
2.3	Register of Audit queries has been maintained and update	Complied.		
2.4	Register of Internal Audit reports has been maintained and update	Complied.		
2.5	All the monthly account summaries (CIGAS) are prepared and submitted to the Treasury on due date	Complied.		
2.6	Register for cheques and money orders has been maintained and update	Complied.		
2.7	Inventory register has been maintained and update	Complied		
2.8	Stocks Register has been maintained and update	Complied		
2.9	Register of Losses has been maintained and update	Complied		
2.10	Commitment Register has been maintained and update	Complied		
2.11	Register of Counterfoil Books (GA –N20) has been maintained and update	Complied		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
3	**Delegation of functions for financial control (FR 135)**			
3.1	The financial authority has been delegated within the institute	Complied		
3.2	The delegation of financial authority has been communicated within the institute	Complied		
3.3	The authority has been delegated in such manner so as to pass each transaction through two or more officers	Complied		
3.4	The controls has been adhered to by the Accounts in terms of State Account Circular 171/2004 dated 11.05.2014 in using the Government Payroll Software Package	Complied		
4	**Preparation on Annual Plans**			
4.1	The annual action plan has been prepared	Complied.		
4.2	The annual procurement plan has been prepared	Complied.		
4.3	The annual Internal Audit Plan has been prepared	Complied.		
4.4	The annual estimate has been prepared and submitted to the NBD on due date	Complied.		
4.5	The annual cash flow has been submitted to the Treasury Operations Department on time.	Complied.		
5	**Audit Queries**			
5.1	All the audit queries has been replied within the specified time by the Auditor General	Not Complied	Extensions of time have been obtained for some audit queries. Responses have been provided on the relevant date.	

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
6	**Internal Audit**			
6.1	The internal audit plan has been prepared at the beginning of the year after consulting the Auditor General in terms of Financial Regulation 134 (2) DMA/1-2019	Complied.		
6.2	All the internal audit reports has been replied within one month	Not Complied.	Response was given by one month later.	Actions will be taken to obtain the answers by reminding the appropriate section
6.3	Copies of all the internal audit reports has been submitted to the Management Audit Department in terms of sub-section 40(4) of the National Audit Act No.19 of 2018	Complied.		
6.4	All the copies of internal audit reports has been submitted to the Auditor General in terms of Financial regulation 134(3)	Complied.		
7	**Audit and Management Committee**			
7.1	Minimum 04 meetings of the Audit and Management Committee has been held during the year as per the DMA Circular 1 – 2019	Complied.		
8	**Asset Management**			
8.1	The information about purchases of assets and disposals was submitted to the Comptroller General's Office in terms of Paragraph 07 of the Asset management Circular No.01/2017	Complied.		
8.2	A suitable liaison was appointed to coordinate the implementation of the provisions of the circular and the details of the nominated officer was sent to the Comptroller General's Office in terms of Paragraph 13 of the aforesaid circular	Complied.		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
8.3	The boards of survey was conducted and the relevant reports submitted to the Auditor General on due date in terms of Public Finance Circular No. 05/2016	Complied.		
8.4	The excesses and deficits that were disclosed through the board of survey and other relating recommendations, actions were carried out during the period specified in the circular	Complied.		
8.5	The disposal of condemn articles had been carried out in terms of FR 7022	Complied.		
9	**Vehicle Management**			
9.1	The daily running charts and monthly summaries of the pool vehicles had been prepared and submitted to the Auditor General on due date	Complied		
9.2	The condemned vehicles had been disposed of within a period of less than 6 months after condemning	Not Complied	Delays occur in dealing with insurance companies regarding vehicles condemned due to vehicle accidents and it is observed that with the time taken for investigations of Finacial Regulations 104, it is not practical to dispose these vehicles within a period of 6 months.	Increasing the sufficient number of staff so that the work can be done expeditiously in case of an emergency.
9.3	The vehicle logbooks had been maintained and updated	Complied		
9.4	The action has been taken in terms of F.R. 103, 104, 109 and 110 with regards to every vehicle accident	Complied		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
9.5	The fuel consumption of vehicles has been re-tested in terms of the provisions of Paragraph 3.1 of the Public Administration Circular Mo. 30/2016 of 29.12.2016.	Not Complied	The institution is unable to supply fuel to the reserve vehicles to fill the full tank and the attached officer is not doing so either. It is planned to test the fuel combustion of the reserve vehicles in the year 2026.	
9.6	The absolute ownership of the leased vehicle log books has been transferred after the lease term	Complied	No leased vehicles are available.	
10	**Management of Bank Accounts**			
10.1	The bank reconciliation statements had been prepared, got certified and made ready for audit by the due date	Complied.		
10.2	The dormant accounts that had existed in the year under review or since previous years settled.	Complied.		
10.3	The action had been taken in terms of Financial Regulations regarding balances that had been disclosed through bank reconciliation statements and for which adjustments had to be made, and had those balances been settled within one month	Complied.		
11	**Utilization of Provisions**			
11.1	The provisions allocated had been spent without exceeding the limit	Complied.		
11.2	The liabilities not exceeding the provisions that remained at the end of the year as per the FR 94(1)	Complied.		
12	**Advances to public Officers Account**			
12.1	The limits had been complied with	Complied.		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
12.2	A time analysis had been carried out on the loans in arrears	Complied.		
12.3	The loan balances in arrears for over one year had been settled	Not Complied.	Steps have been taken to resolve the issue. However, due to various issues it has not been possible to resolve it so far	
13	**General Deposit Account**			
13.1	The action had been taken as per F.R. 571 in relation to disposal of lapsed deposits	Complied		
13.2	The control register for general deposits had been updated and maintained	Complied.		
14	**Imprest Account**			
14.1	The balance in the cash book at the end of the year under review remitted to TOD	Complied.		
14.2	The ad-hoe sub imprests issued as per FR 371 settled within one month from the completion of the task	Complied.		
14.3	The ad-hoe sub imprests had been issued exceeding the limit approved as per F.R. 371	Complied.		
14.4	The balance of the imprest account had been reconciled with the Treasury books monthly	Complied.		
15	**Revenue Account**			
15.1	The refunds from the revenue had been reconciled with the Treasury books monthly	Complied.		
15.2	The revenue collection had been directly credited to the revenue account without credited to the deposit account	Complied.		
15.3	Returns of arrears of revenue forward to the Auditor General in terms of FR 176	Complied.		
16	**Human Resource Management**			
16.1	The staff had been paid within the approved cadre	Complied		
16.2	All members of the staff have been issued a duty list in writing	Complied		
16.3	All reports have been submitted to MSD in terms of their circular no.04/2017 dated 20.09.2017	Complied		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
17	**Provision of information to the public**			
17.1	An information officer has been appointed and a proper register of information is maintained and updated in terms of Right To Information Act and Regulation	Complied		
17.2	Information about the institution to the public have been provided by Website or alternative measures and has it been facilitated to appreciate / allegation to public against the public authority by this website or alternative measures	Complied		
17.3	Bi – Annual and Annual reports have been submitted as per section 08 and 10 of the RTI Act	Complied		
18	**Implementing citizens charter**			
18.1	A citizens charter / Citizens client's charter has been formulated and implemented by the Institution in terms of the circular number 05/2008 and 05/2018(1) of Ministry of Public Administration and Management	Complied		
18.2	A methodology has been devised by the Institution in order to monitor and assess the formulation and the implementation of Citizens Charter / Citizens client's charter as per paragraph 2.3 of the circular	Complied		
19	**Preparation of the Human Resource Plan**			
19.1	A human resource plan has been prepared in terms of the format in Annexure 02 of Public Administration Circular No.02/2018 dated 24.01.2018	Complied		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
19.2	A minimum training opportunity of not less than 12 hours per year for each member of the staff has been ensured in the aforesaid Human Resource Plan	Complied		
19.3	Annual performance agreements have been signed for the entire staff based on the format in Annexure 01 of the aforesaid Circular	Complied		
19.4	A senior officer was appointed and assigned the responsibility of preparing the human resource development plan, organizing capacity building programs and conducting skill development programs as per paragraph No. 6.5 of the aforesaid Circular	Complied		
20	**Responses Audit Paras**			
20.1	The shortcomings pointed out in the audit paragraphs issued by the Auditor General for the previous years have been rectified	Complied		

Photo Gallery

Expressways



End diaphragm concreting VD 7 - Central Expressway Project (Section 01)



Construction of Central Expressway Project Section 03



Road Construction works of Port Access Elevated Highway Project



Maritime Facilitation Centre of Port Access Elevated Highway Project

Highways



Widening &Improvements to Galle - Deniyaya - Madampe Road section from Sooriyakanda to Rakwana - Soil Nailing Work at 8th Bend(Package B)



Balance work of Badull- Chenkldi Road Improvement Project, Lunugala to YalkumburaRoad section



Inclusive Connectivity and Development Project-Road Marking – Anuradhapura District (LK-RDA-251199-CW-LOT 01)



Improvement of Walgama – Diyagama Road (Completed Binder Course - Ch. 6+485-6+960 LHS)



Road Network Development Project (SFD II) - Construction of Kurinchernkerny Bridge in Kinniya



Balance work of Badull- Chenkldi Road Improvement Project, Mangalagama to Mahaoya road section



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



Development of the Upper Omatta-Haldolahena road by paving it with concrete

Bridges



Reconstruction of 25 bridges Project – Construction of Br.53/1 on Paranthan – Karachchi- Mullativu Road



Reconstruction of 25 bridges Project – Construction of Br.75/1 on Katugasthota – Kurunegala – Pullatam Road



Widening & Improvement of 1/3 Bridge on Orugodawatta – Ambatale Road- OFID I



Rural Road Development, Dambewela, Udapola Road

Flyovers



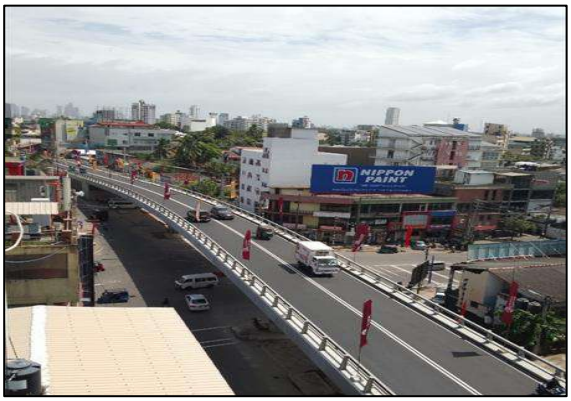


Design and Construction of flyover connecting Baladaksha Mawatha and Sir Chithampalam A Gardiner Mawatha over Railway Tracks and Beira lake in Slave Island





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





Kohuwala Flyover

ANNEXES

Annexure – 01

Procurement Awarded in 2025

S / No	Description of the procurement	Level of the Procurement Committee CAPC/ MPC	Award price (Excluding VAT)
1	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement of 14.40 km of Rural Roads in Chavakachcheri, and Vadamaradchi East -Maruthankery Divisional Secretariat Jaffna District in Northern Province - LK-RDA-405500-CW-RFB – LOT 01	MPC	608,068,451.28
2	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement of 6.20 km of Rural Roads in Tellippalai, Uduvil, Point Pedro and Karaveddi Divisional Secretariat in Jaffna District in Northern Province - LK-RDA-405500-CW-RFB – LOT 02	MPC	330,864,617.59
3	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement of 17.00 km of Rural Roads in Karachchi, and Poonakary Divisional Secretariat in Kilinochchi District and Manthai East Divisional Secretariat in Mullative District in Nothern Province - LK-RDA-405500-CW-RFB – LOT 03	MPC	730,501,644.00
4	Reconstruction of Kurinchakerny Bridge on Kinniya - Kurinchakerny Road in Trincomalee District - Con. No.RDA/MFAP/ICB/SFD-2/12	SCAPC	1,044,051,106.25
5	Improvement & Rehabilitation of B367 Piliyandala-Maharagama Road Section from (3+700km-5+700km) Contract No: RDA/MFAP/ICB/OFID-2/08©	MPC	880,468,419.65
6	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/Improvement of 13.90 km of Rural Roads in Puththukuduiruppu, Maritaimpattu and Maritaimpattu Divisional Secretariat in Mullativu District in Northern Province - LK-RDA-418325-CW-RFB – LOT 1	MPC	542,702,597.95
7	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement of 4.60 km of Rural Roads in Musali, Nanaddan Divisional Secretariat in Mannar District in Northern Province - LK-RDA-418325-CW-RFB – LOT 02	MPC	209,609,493.55

S / No	Description of the procurement	Level of the Procurement Committee CAPC/ MPC	Award price (Excluding VAT)
8	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement of 8.9 km of Rural Roads in Vavuniya Divisional Secretariat in Vavuniya District in Northern Province- LK-RDA-418325-CW-RFB – LOT 03	MPC	317,127,002.54
9	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement of 11.60 km of Rural Roads in Vengalacheddikulam and Vavuniya South Divisional Secretariat in Vavuniya District in Northern Province - LK-RDA-418325-CW-RFB – LOT 04	MPC	387,845,948.38
10	Kandy Multimodal Transport Terminal Development Project (KMTTDP) - Consultancy services for Feasibility Study for Construction of Flyover Over the Railway Line at the Entrance to KMTT near the Kandy Post Office	CPCM	45,364,000.00
11	Reconstruction of Bridge No.52/2 on Colombo-Galle-Hambantora-Wellawaya Road (A002)	MPC	379,953,114.05
12	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation Imporvement of 14.55km of Rural Roads in P Divisional Secretariat in Kandy District in Central Province -LK-RDA-353946-CW-LOT 2	MPC	546,605,646.00
13	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation Imporvement of 14.90km of Rural Roads in Harispatthuwa, Poojapitiya & Thumpane Divisional Secretariat in Kandy District in Central Province -LK-RDA-353946-CW-LOT 4	MPC	487,420,430.16
14	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement of 11.60 km of Rural Roads in Vengalacheddikulam and Vavuniya South Divisional Secretariat in Vavuniya District in Northern Province - LK-RDA-418325-CW-RFB – LOT 04	MPC	388,030,425.40
15	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement and Maintenance of 17.5km Rural Roads in Seethawaka Divisional Secretariat in Colombo District, Western Province LK-RDA-446907-CW-LOT1	MPC	441,306,524.29
16	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement of 11.90km of Rural Roads in Pasgoda Divisional Secretariat in Matara District in Southern Province - LK/RDA-353945-CW-LOT 2	MPC	357,269,263.56

S / No	Description of the procurement	Level of the Procurement Committee CAPC/ MPC	Award price (Excluding VAT)
17	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement of 9.90km of Rural Roads in Pasgoda Pitabeddara & Mulatiyana Divisional Secretariat in Matara District in Southern Province - LK/RDA-353945-CW-LOT 3	MPC	343,347,067.15
18	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement of 7.00km of Rural Roads in Akurrassa Divisional Secretariat in Matara District in Southern Province - LK/RDA-353945-CW-LOT 4	MPC	331,514,022.00
19	Rehabilitation/ Improvement of 17.85km of Rural Roads in Weligama, Welipitiya, Thihagoda, Dickwella & Kamburupitiya Divisional Secretariat in Matara District in Southern Province - LK/RDA-353945-CW-LOT 5	MPC	782,300,172.10
20	Reconstruction of Bridge No.9/2 on Puttalam - Marachchikade Road (B379) - RDA/DC/NWP/GOSL/2025/23	MPC	374,375,117.31
21	Central Expressway Project - I (CEP-I) - Construction of Kadawatha System interchange & 500m road towards Mirigama in Central Expressway Project (Section -1 (Package 3)	SHLPC	8,692,383,547.66
22	Reconstruction of Bridge No.50/1 on the Paranthan-Karachchi -Mullativu Road (A035)	SHLPC	1,379,565,626.71
23	Rehabilitation, Rectification of Base Failures and Resurfacing of Southern Expressway Construction of Package 1 Ch.19+000km to Ch.34+000km)	SHLPC	1,210,011,595.33
24	Central Expressway Project-III (CEP-III) - Pothuhera to Galagedara)32.450km) - CEP 3 Construction Package 1T (Ch.0+000km to 4+920km)	SHLPC	3,348,892,387.03
25	Central Expressway Project-III (CEP-III) - Pothuhera to Galagedara)32.450km) - CEP 3 Construction Package 1U (Ch.4+920km to 9+900km)	SHLPC	2,523,676,316.48
26	Central Expressway Project-III (CEP-III) - Pothuhera to Galagedara)32.450km) - CEP 3 Construction Package 1V (Ch.9+900km to 13+800km)	SHLPC	2,727,985,145.68
27	Widening & Improvments of Kandehanisya - Adhikarigama-Randenigala-Loggaloya Road (B492) from 7+000km to 11+000km (RDA/DC/CP/GOSL/2025/70)	MPC	458,174,339.45

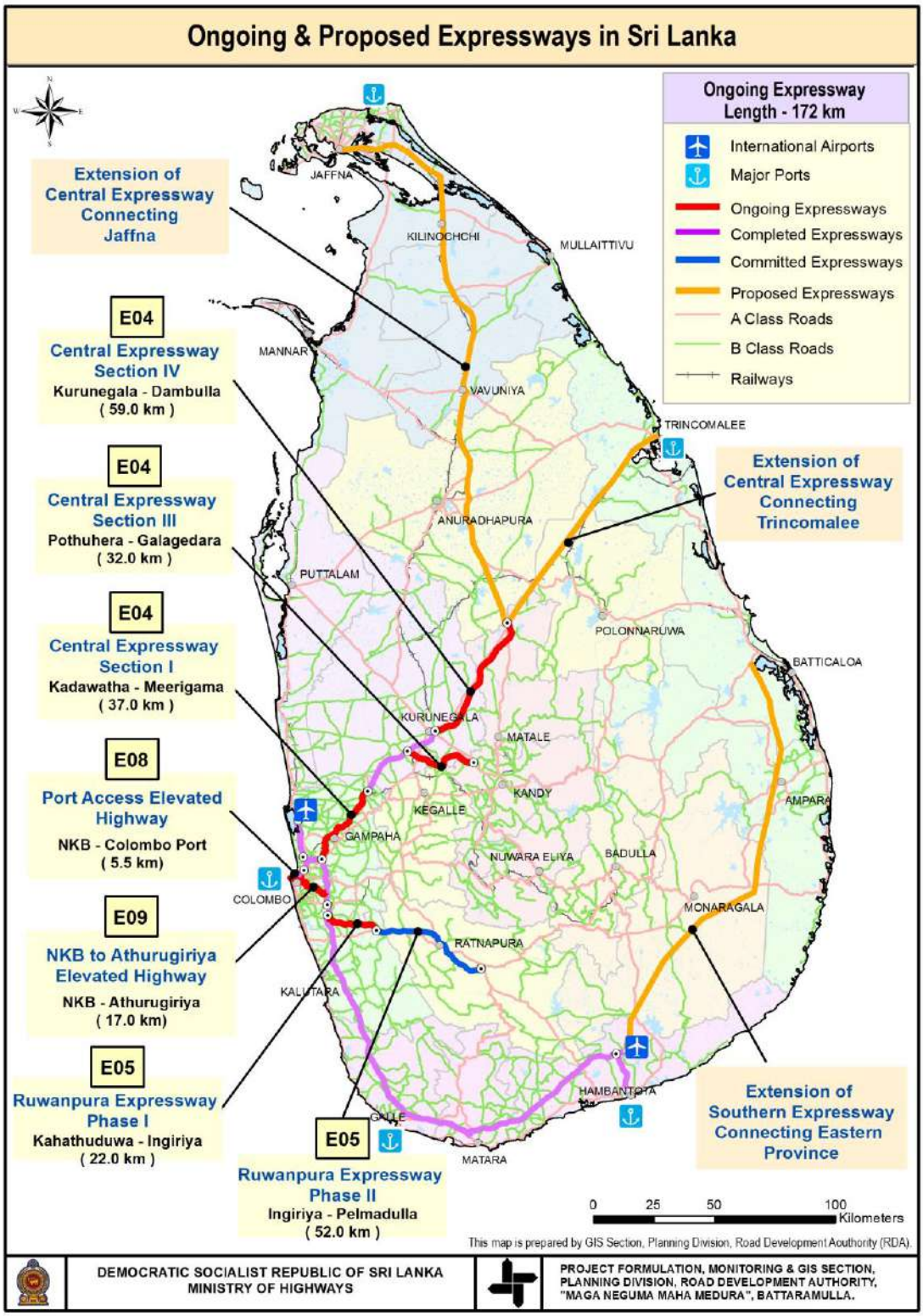
S / No	Description of the procurement	Level of the Procurement Committee CAPC/ MPC	Award price (Excluding VAT)
28	Widening & Improvments of Beliatta - Kirinda Road From 0+440 to 1+940km, from 2+300 to 3+840, from 8+470 to 8+640) (B630) (RDA/DC/SP/GOSL/2025/45)	MPC	349,861,539.15
29	Rehabilitation/ Improvment of 11.30km of Rural road in Udunuwara, Yatinuwara, Pasbagekorale Divisional Secretariat in Kandy District in Central Province (LK-RDA-500094-CW-LOT1)	MPC	568,441,894.32
30	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvment of 6.5km of Rural raods in Kundasale & Medadumbara Divisional Secretariat in Kandy District in Central Province (LK-RDA-500094-CW-LOT1)	MPC	290,702,706.00
31	Widening & Improvments of Hatton Maskeliya Delhouse Road (B149) from 17+930 to 22+074 km (RDA/DC/CP/GOSL/2025/64	MPC	501,468,783.96
32	Rehabilitation, Rectification of Base Failure and Resurfacing of Southern Expressway-Construction of Package 02 - (Ch.00+000km to Ch.19+000km) RDA/EOM&M/SE/kott-Dod/Sur-Corr/2025/15	SHLPC	1,490,960,698.75
33	Widening & Improvement of Upper Gampola Road (AB 037) from 0+000 to 2+282km - RDA/DC/CP/GOSL/2025/48	MPC	411,677,586.90
34	Rehabilitation and Improvement of 19.50 km Rural Roads in the Eastern Province - Integrated Road Investment Program (iRoad - 2) (Contact No.: RDA/ADB/iROAD-2/OCB/EP/LOT/01)	MPC	838,342,819.67
35	Rehabilitation and Improvement of 14.21 km Rural Roads in the Eastern Province - Integrated Road Investment Program (iRoad - 2) (Contact No.: RDA/ADB/iROAD-2/OCB/EP/LOT/02)	MPC	865,946,288.81
36	Rehabilitation and Improvement of 11.10 km Rural Roads in the Eastern Province - Integrated Road Investment Program (iRoad - 2) (Contact No.: RDA/ADB/iROAD-2/OCB/EP/LOT/03)	MPC	594,453,567.4
37	Rehabilitation and Improvement of 15.20 km Rural Roads in the Eastern Province - Integrated Road Investment Program (iRoad - 2) (Contact No.: RDA/ADB/iROAD-2/OCB/EP/LOT/04)	MPC	626,349,629.95
38	Rehabilitation and Improvement of 13.50 km Rural Roads in the Eastern Province - Integated Road Investment Program (iRoad - 2) (Contact No.: RDA/ADB/iROAD-2/OCB/EP/LOT/05)	MPC	718,976,586.93

S / No	Description of the procurement	Level of the Procurement Committee CAPC/ MPC	Award price (Excluding VAT)
39	Rehabilitation and Improvement of 12.01 km Rural Roads in the Eastern Province - Integated Road Investment Program (iRoad - 2) (Contact No.: RDA/ADB/iROAD-2/OCB/EP/LOT/06)	MPC	594,938,478.20
40	Improvement to Ekala – Kotadeniyawa – (B 111) Road (21+000 – 27+000km) Contract No. RDA/DC/WP/GOSL/2025/76	MPC	436,159,587.98
41	Improvement of Murunkan Chilawathurai Road (B299) from 0+000 to 6+200km Contract No. RDA/DC/NP/GOSL/2025/39	MPC	404,638,357.70
42	Improvment of Katugastota-Kurunegala-Puttalam Road (16+320km - 19+175km) RDA/DC/NWP/GOSL/2025/06	MPC	299,282,755.71
43	Improvements to Pitakotte – Thalawathugoda from 0+000 to 4+230km (B368) Contract No. RDA/DC/WP/GOSL/2025/54	MPC	367,896,973.41
44	Improvment of Ekala -Kotadeniyawa Road (B111) from (3+400km to 9+000km) RDA/DC/WP/GOSL/2025/75	MPC	473,306,465.06
45	Widening & Improvment of William Gopallawa Mawatha from 2+900 -3+736km(4 Lane Standard) RDA/DC/GOSL/2025/30	MPC	696,750,000.00
46	Rehabilitation/ Improvement of Passara - Higurukaduwa - Palwatta Road (9+000 - 15-000)km RDA/DC/UVA/GOSL/2025/58	MPC	392,003,071.16
47	Rehabilitation and Improvment from 5+000 to 10+000km on Balangoda - Rassagala - Uwella Road (B-603.) RDA/DC/SAB/GOSL/2025/49	MPC	516,888,434.90
48	Kandy Multimodal Transport Terminal Development Project (KMTTDP) - Construction of proposed Seven Storied Residential Building for Sri Lanka Railways Kandy - RDA/GOSL/KMTT/LCB/7S/W/01	MPC	1,802,848,328.19
49	Widening & Improvments of William Gopallawa Mawatha (4 Lane Standard CH.2+900 - 3+736km - RDA/DC/CP/GOSL/2025/30	MPC	696,750,000.00
50	Rehabilitation & Improvement from 0+650km - 0650km Avissawella-Hatton -Nuwaraeliya Road (AA007) - RDA/DC/SAB/GOSL/2025/74	MPC	489,339,889.40
51	Widening & Improvments of Louis Peiris Mawatha (B551) Kandy from Dharmaraja Junction to Ampitiya Road Junction from Ch. 0+000 - Ch. 0654 km - RDA/DC/CP/GOSL/2025/33	MPC	539,055,393.83

S / No	Description of the procurement	Level of the Procurement Committee CAPC/ MPC	Award price (Excluding VAT)
52	Widening & Improve of Matale Illukkumbura Laggala Road (B274) from 18+000 to 25+000km - RDA/DC/CP/GOSL/2025/71	MPC	545,903,121.50
53	Inclusive Connectivity and Development Project (ICDP) - Rehabilitation/ Improvement of 13.90km of Rural Roads in Kotapola & Pasgoda Divisional Secretariats in Matara District in Southern Province - LK-RDA-506887-CW-LOT1	MPC	638,664,192.96
Total			**46,021,021,173.39**

Annexure – 02

Ongoing and Proposed Expressways Network in Sri Lanka



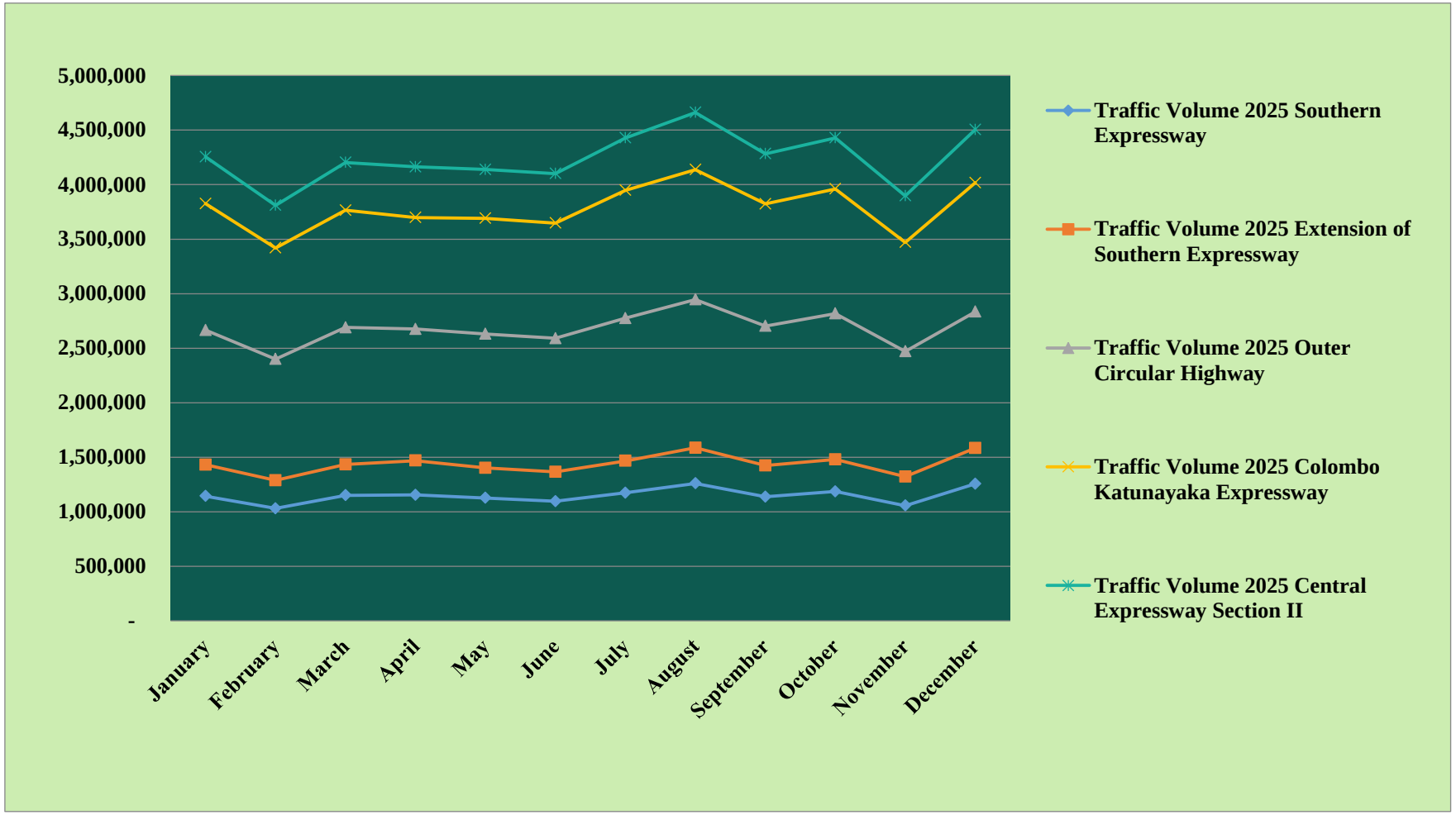
Annexure - 03

Traffic Volume &Toll Revenue of Expressways

3 (A) – A comparison of Monthly Traffic Volume of Expressways - 2025

Month	Monthly Traffic Volume of Expressways - 2025				
	Southern Expressway	Extension of Southern Expressway	Outer Circular Highway	Colombo - Katunayake Expressway	Central Expressway - Phase II
January	1,144,145	286,891	1,235,407	1,159,777	429,622
February	1,030,728	256,989	1,112,704	1,018,482	390,721
March	1,150,326	283,635	1,255,994	1,075,841	436,994
April	1,154,695	313,719	1,207,626	1,022,240	464,670
May	1,126,201	275,640	1,229,566	1,059,785	447,425
June	1,096,398	268,874	1,225,534	1,056,907	453,287
July	1,173,853	292,658	1,309,045	1,172,419	480,577
August	1,260,377	325,707	1,360,572	1,191,192	523,541
September	1,137,522	286,062	1,279,647	1,120,659	459,685
October	1,186,013	293,929	1,338,200	1,142,719	467,476
November	1,055,908	265,537	1,148,967	999,703	427,033
December	1,255,849	328,072	1,251,264	1,182,830	486,648
Total	**13,772,015**	**3,477,713**	**14,954,526**	**13,202,554**	**5,467,679**

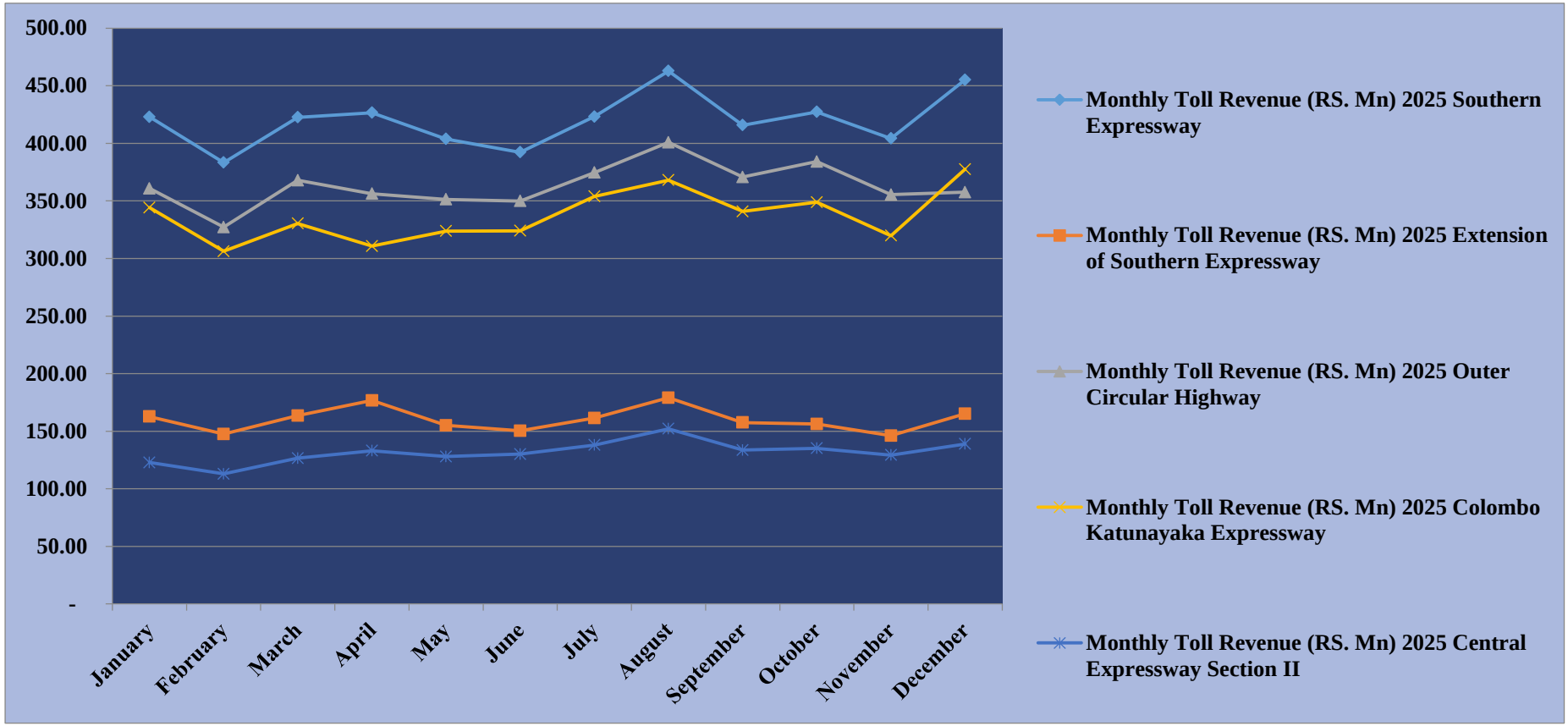
3 (B) – A graphical comparison of Monthly traffic volume of Expressways - 2025



3(C) – Monthly Toll Revenue of Expressways - 2025

Month	Monthly Toll Revenue of Expressways (Rs.Mn) (Including Tolling. Towing and Accident Claims) - 2025				
	Southern Expressway	Extension of Southern Expressway	Outer Circular Highway	Colombo - Katunayake Expressway	Central Expressway - Phase II
January	422.93	162.65	360.87	344.18	122.84
February	383.28	147.51	327.24	306.22	112.93
March	422.57	163.52	367.95	330.42	126.60
April	426.57	176.68	356.31	310.80	133.07
May	403.82	155.00	351.31	323.81	127.99
June	392.30	150.33	349.93	324.08	130.05
July	423.16	161.36	374.65	353.93	137.92
August	462.77	178.98	400.86	368.00	152.06
September	415.74	157.51	370.73	340.91	133.66
October	427.29	156.26	384.08	348.89	135.13
November	404.26	146.09	355.41	319.79	129.30
December	455.22	165.19	357.58	377.59	138.91
Total	**5,039.95**	**1,921.11**	**4,356.94**	**4,048.64**	**1,580.47**

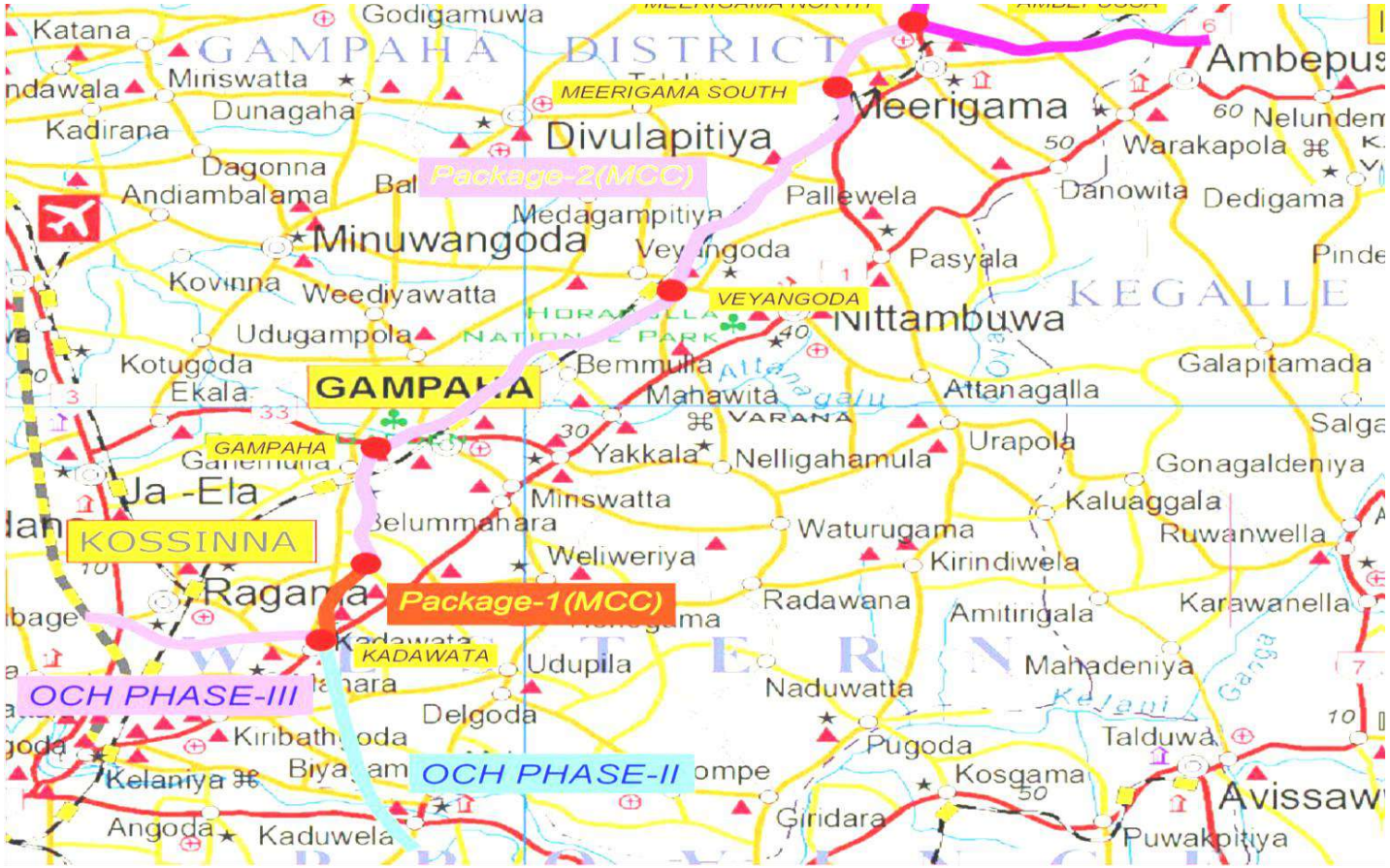
3(D) – Graphical Comparison Monthly Toll Revenue of Expressways – 2025



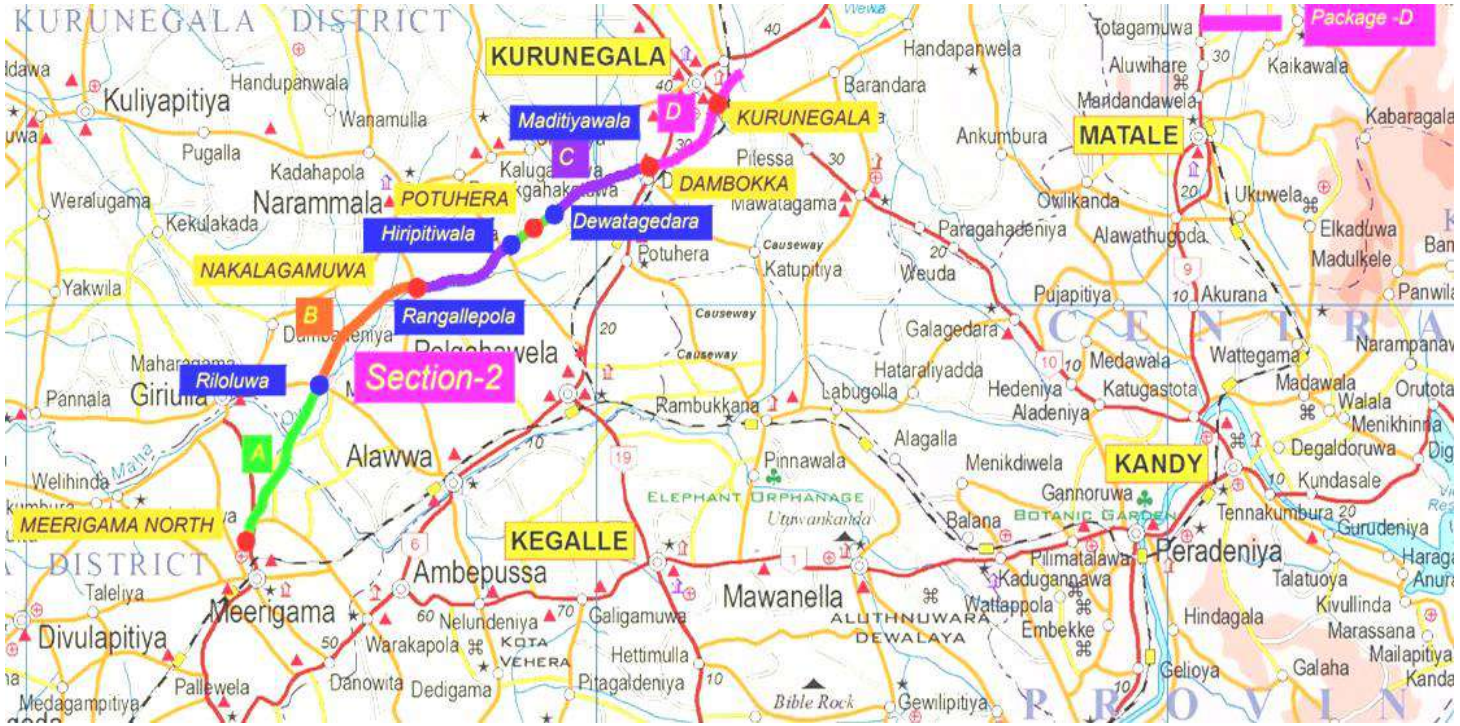
Annexure –04

A Map of Central Expressway

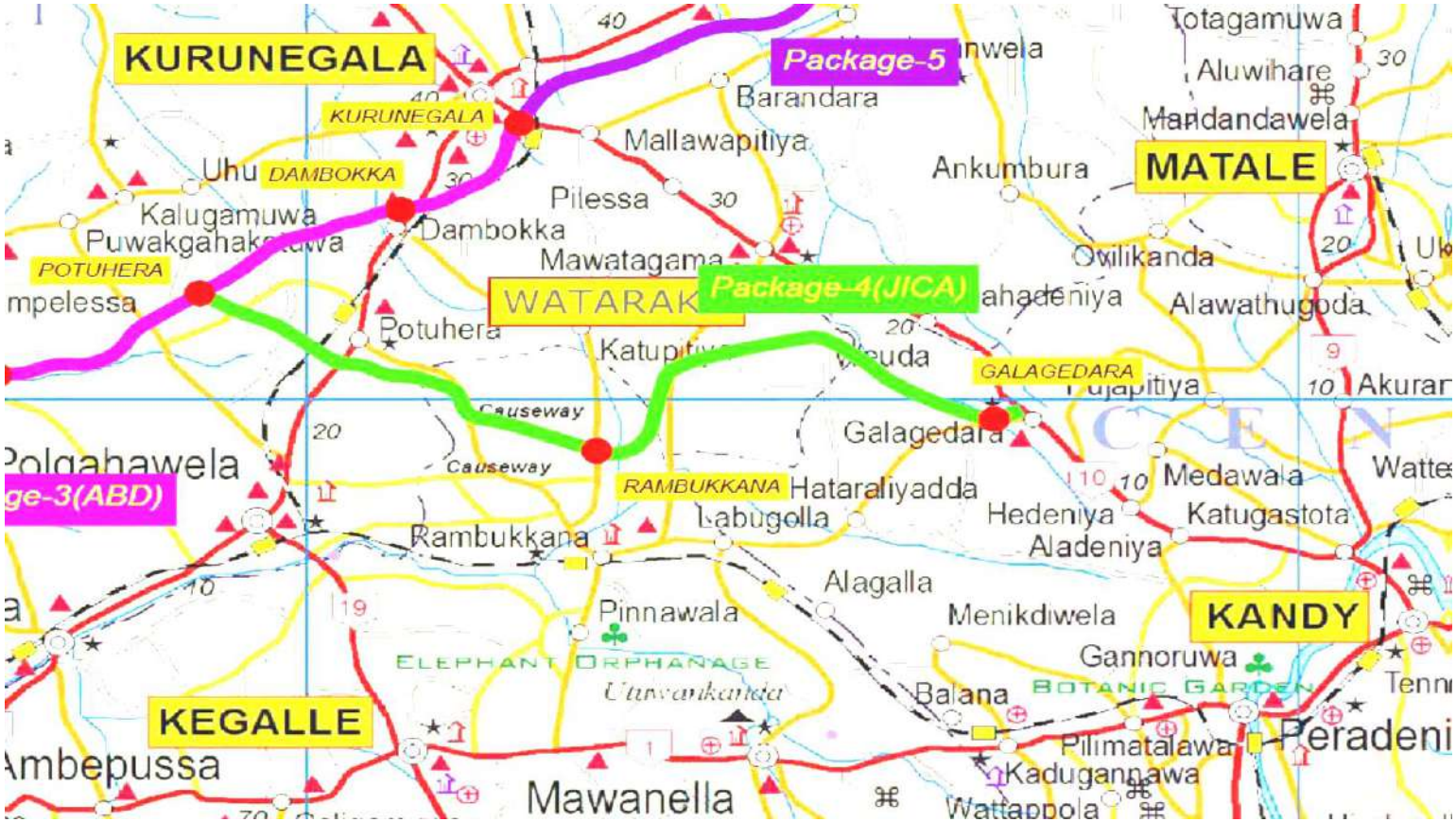
(A) Section I: Kadawatha to Mirigama



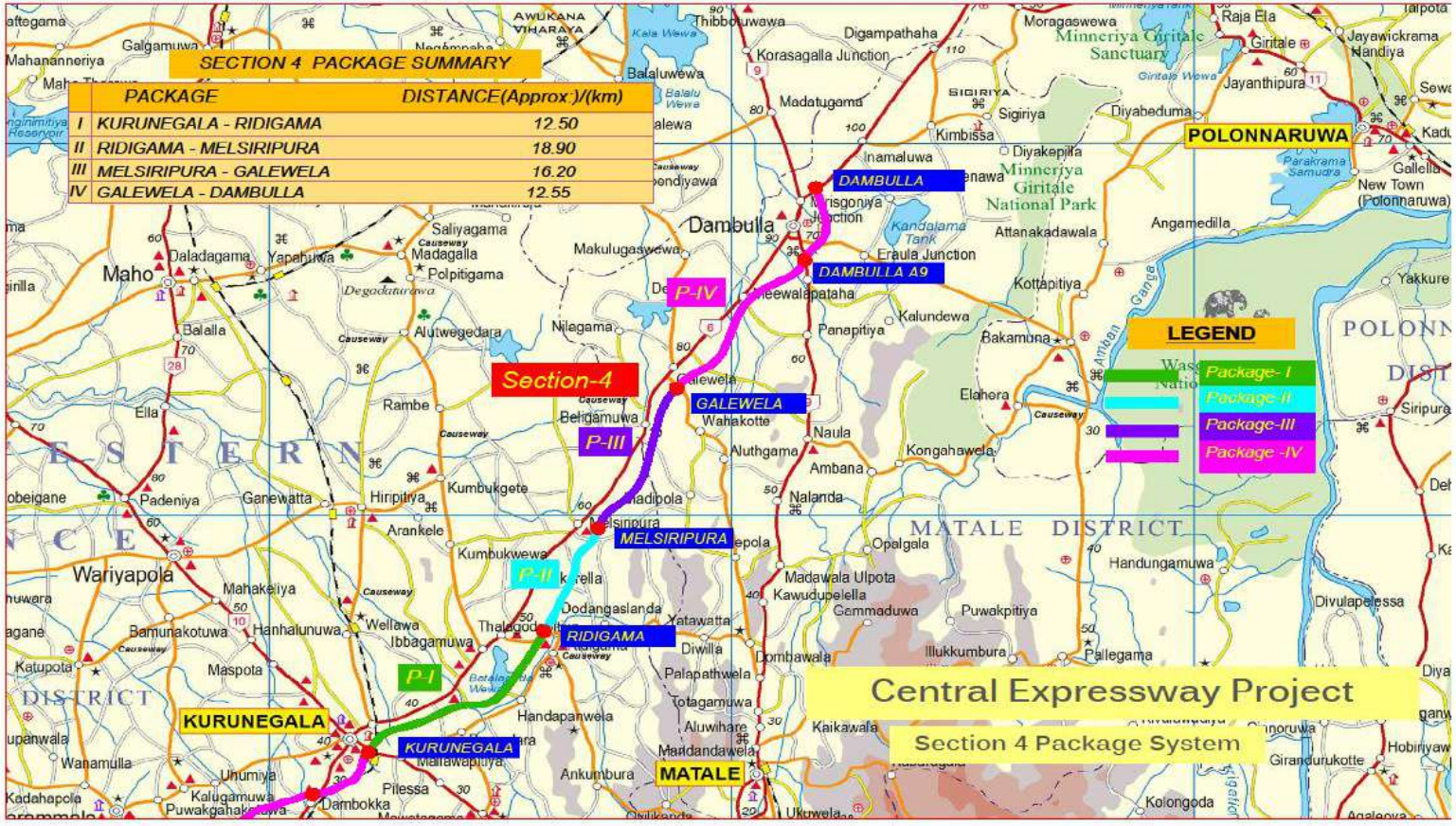
(B) Section II: Mirigama to Kurunegala with Ambepussa



(C) Section III: Pothuhera to Galagedara

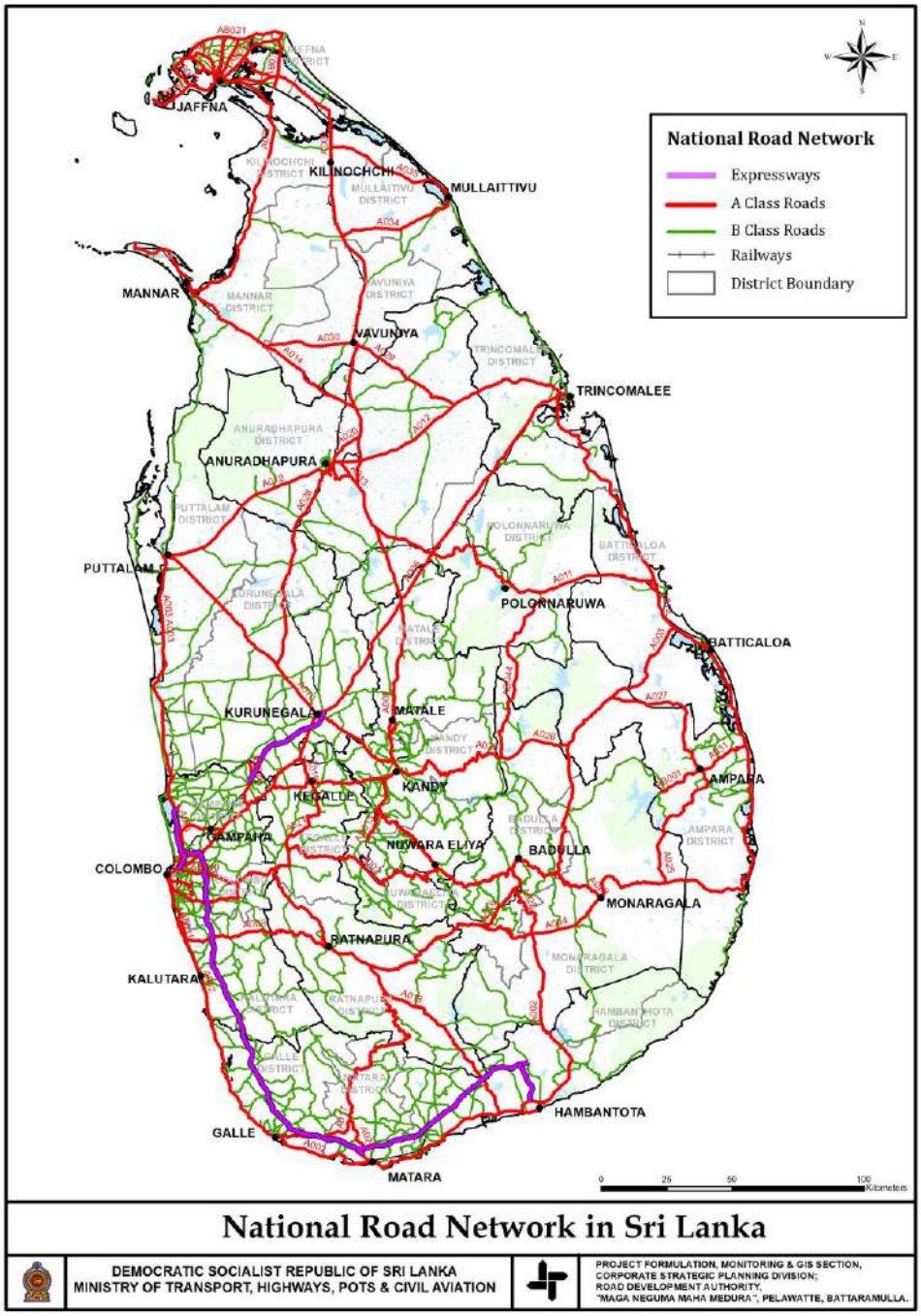


(D) Section IV: Kurunegala to Dambulla



Annexure 05

Completed, Ongoing & Committed Road Projects



Annexure 06

Progress of Improvement of Roads under Inclusive Connectivity development Project (ICDP)

District	No of Packages	Length		Present Status
Cpmponent 1.1a – Improvement of Rural Roads				
Ratnapura	04	76.608	100%	Roads completed and handed over to ownership
Matale	04	88.873	100%	Roads completed and handed over to ownership
Anuradhapura	04	83.432	100%	Roads completed and handed over to ownership
Kurunegala	04	111.34	83.78%	95.42km completed & balance work is in progress.
Monaragala	03	43.703	100%	Roads completed and handed over to ownership
Puttalam	03	53.132	100%	Roads completed and handed over to ownership
Hambantota	05	91.28	99.72%	90.65km completed & balance work is in progress.
Kalutara	01	20.16	100%	Roads completed and handed over to ownership
Batticoloa	07	85.771	89.75%	69.00km completed & balance work is in progress
Polonnaruwa	03	51.05	89.80%	48.50km completed & balance work is in progress
Colombo	05	70.369	54.05%	29.40km completed & balance work is in progress
Galle	04	56.113	73.71%	48.29km completed & balance work is in progress
Vavuniya	02	20.5	27.01%	4.47km completed & balance work is in progress
Jaffna	02	26.56	76.08%	work is in progress
Kilinochchi	01	16.97	44.90%	work is in progress
Mannar	01	4.6	30.88%	work is in progress
Mullaitivu	01	13.9	28.55%	1.45km completed & balance work is in progress
Kandy	04	47.35	7.24%	work is in progress
Matara	04	59.65	4.12%	work is in progress

Progress of Improvement and Rehabilitation of Weak Bridges under Inclusive Connectivity development Project (ICDP)

Description	No. of Bridges		Present Status
Reconstruction of Bridge No. 52/1 & Construction of Culvert No. 52/2 on Colombo- Galle - Hambantota - Wellawaya Road (A002) (LK-RDA-462585-CW)	1 Bridge	44%	Works Ongoing
Reconstruction of Bridge No. 27/1 on Jaffna - Manipay - Karainagar Road (AB017) in Jaffna District, Northern Province (LK-RDA-474042-CW-LOT 1)	1 Bridge	30%	
Reconstruction of Bridge No. 51/1,53/1 & 55/2 on Jaffna - Ponnalal- Point Pedro Road (AB021) in Jaffna District, Northern Province (LK-RDA-474042-CW-LOT2)	3 Bridges	5%	
Rehabilitation of Bridge No.4/1 on Thondaimamaru Vallai Thunnalal road and Bridge No. 14/2 on Chavakachchiri- Puloly Road in Jaffna District,Northern Province (LK-RDA-474042-CW-LOT3)	2 Bridge	20%	
Rehabilitation of Bridge No.4/2 Ekala Kotadeniyawa Road in Gampaha District Western Province (LK-RDA-489537-CW-LOT1)	1 Bridge	1%	Mobilization, GRC Establishment & Initial inspection for utility shifting work is in progress
Rehabilitation of Bridge No.1/2 on Dunagaha Nilpanagoda road & Bridge No.17/1 on NegamboGiriulla roadin Gampaha District Western Provins (LK-RDA- 474051-CW-LOT 1)	2 Bridge	0%	
Rehabilitaion of Bridge no. 11/2 and Bridge no. 11/3 on Weliwariya – Kirindiwela Road (b 472) in Gampaha District, Western Province. (LK-RDA-474051-CW-LOT 2)	2 Bridge	-	LOA Issued on 10.12.2025
Rehabilitaion of Bridge no. 11/3 on Udugampola – Divulapitiya road (b- 430) and Bridge no. 25/6 on Negambo – Mirigama road (B- 324) in Gampaha District, Western Province. (LK-RDA - 462606-CW-LOT 1)	2 Bridge	-	Just Commenced
Rehabilitaion of Bridge no. 24/3 on Benthara – Uragaha – Elpitiya road (b- 055) in Galle District, Southern Province. (LK-RDA - 474056-CW-LOT 1)	1 Bridge	-	
Rehabilitaion of Bridge no. 52/12 on Maradankadawala –Habarana – Thirukkondimadu road (a- 001) Polonnaruwa District, North Central Province. .(LK-RDA - 510180-CW-LOT 3)	1 Bridge	-	

Annexure 07

Auditor General's Report

ජාතික විගණන කාර්යාලය
தேசிய கணக்காய்வு அலுவலகம்
NATIONAL AUDIT OFFICE

මගේ අංකය / எனது இல. / My No. ආර්ඒඑව්/ඒ/එම්ඔටීඑච්/එෆ්ඒ/02/25/13 ඔබේ අංකය / உமது இல. / Your No. දිනය / திகதி / Date 2026 ජූනි 30 දින

01 JUL 2026

ප්‍රධාන ගණන්දීමේ නිලධාරී
ප්‍රවාහන, මහාමාර්ග සහ නාගරික සංවර්ධන අමාත්‍යාංශය

ශීර්ෂය 117 - ප්‍රවාහන, මහාමාර්ග, වරාය සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශයේ 2025 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය ප්‍රකාශන පිළිබඳව 2018 අංක 19 දරන ජාතික විගණන පනතේ 11(1) වගන්තිය ප්‍රකාරව විගණකාධිපති සම්පිණ්ඩන වාර්තාව.

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1. මූල්‍ය ප්‍රකාශන

1.1 තත්වාගණනය කළ මතය

ශීර්ෂය 117 - ප්‍රවාහන, මහාමාර්ග, වරාය සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශයේ 2025 දෙසැම්බර් 31 දිනට මූල්‍ය තත්ත්වය පිළිබඳ ප්‍රකාශය, එදිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය කාර්යසාධන ප්‍රකාශය හා මුදල් ප්‍රවාහ ප්‍රකාශනය සහ ප්‍රමාණාත්මක ගිණුම්කරණ ප්‍රතිපත්තිවලට අදාළ තොරතුරු ද ඇතුළත් මූල්‍ය ප්‍රකාශනවලට අදාළ සටහන් වලින් සමන්විත 2025 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය ප්‍රකාශන 2018 අංක 19 දරන ජාතික විගණන පනතේ විධිවිධාන සමඟ සංයෝජිතව කියවිය යුතු ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ ආණ්ඩුක්‍රම ව්‍යවස්ථාවේ 154(1) ව්‍යවස්ථාවේ ඇතුළත් විධිවිධාන ප්‍රකාර මාගේ විධානය යටතේ විගණනය කරන ලදී. 2018 අංක 19 දරන ජාතික විගණන පනතේ 11(1) වගන්තිය ප්‍රකාරව ප්‍රවාහන, මහාමාර්ග, වරාය සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශය වෙත ඉදිරිපත් කරනු ලබන මෙම මූල්‍ය ප්‍රකාශන පිළිබඳව මාගේ අදහස් දැක්වීම් හා නිරීක්ෂණයන් මෙම වාර්තාවේ සඳහන් වේ. 2018 අංක 19 දරන ජාතික විගණන පනතේ 11(2) වගන්තිය ප්‍රකාරව ප්‍රධාන ගණන්දීමේ නිලධාරී වෙත වාර්ෂික විස්තරාත්මක කළමනාකරණ විගණන වාර්තාව යථා කාලයේදී නිකුත් කරනු ලැබේ. ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ ආණ්ඩුක්‍රම ව්‍යවස්ථාවේ 154(6) ව්‍යවස්ථාව සමඟ සංයෝජිතව කියවිය යුතු 2018 අංක 19 දරන ජාතික විගණන පනතේ 10 වගන්තිය ප්‍රකාරව ඉදිරිපත් කළ යුතු විගණකාධිපති වාර්තාව යථා කාලයේදී පාර්ලිමේන්තුව වෙත ඉදිරිපත් කරනු ලැබේ.

මෙම වාර්තාවේ 1.6 ඡේදයේ දක්වා ඇති කරුණුවලින් වන බලපෑම හැර, ප්‍රවාහන, මහාමාර්ග, වරාය සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශයේ 2025 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය ප්‍රකාශනවලින්, මූල්‍ය තත්ත්වය, මූල්‍ය කාර්යසාධනය හා මුදල් ප්‍රවාහ මූල්‍ය ප්‍රකාශන වලට අදාළ සටහන් 1 හි සඳහන් මූල්‍ය ප්‍රකාශන සකස් කිරීමේ පදනමට අනුකූලව සියලුම ප්‍රමාණාත්මකතාවයන් සම්බන්ධයෙන් සාධාරණ තත්ත්වයක් පිළිබිඹු කරන බව මා දරන්නා වූ මතය වේ.

අංක 306/72, පොල්දූව පාර, බත්තරමුල්ල, ශ්‍රී ලංකාව | இல. 306/72, பொல்துவ வீதி, பத்தரமுல்லை, இலங்கை. | No. 306/72, Polduwa Road, Battaramulla, Sri Lanka.
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1.2 **තත්ත්වාගණනය කළ මතය සඳහා පදනම**

මෙම වාර්තාවේ 1.6 ඡේදයේ දක්වා ඇති කරුණු මත පදනම්ව මාගේ මතය තත්ත්වාගණනය කරනු ලැබේ. ශ්‍රී ලංකා විගණන ප්‍රමිතිවලට (ශ්‍රී.ලං.වි.ප්‍ර) අනුකූලව මා විගණනය සිදු කරන ලදී. මෙම විගණන ප්‍රමිති යටතේ වූ මාගේ වගකීම, මෙම වාර්තාවේ මූල්‍ය ප්‍රකාශන විගණනය සම්බන්ධයෙන් විගණකගේ වගකීම යන කොටසේ තවදුරටත් විස්තර කර ඇත. මාගේ මතය සඳහා පදනමක් සැපයීම' උදෙසා මා විසින් ලබා ගෙන ඇති විගණන සාක්ෂි ප්‍රමාණවත් සහ උචිත බව මාගේ විශ්වාසයයි.

1.3 **කරුණක් අවධාරණය කිරීම - මූල්‍ය ප්‍රකාශන සකස් කිරීමේ පදනම**

(අ) මෙම මූල්‍ය ප්‍රකාශන සකස් කිරීමේ පදනම විස්තර කරන මූල්‍ය ප්‍රකාශනවලට අදාල සටහන් **1** කෙරෙහි අවධානය යොමු කරවමි. මූල්‍ය ප්‍රකාශන රජයේ මුදල් රෙගුලාසි 150 හා 151 සහ 2025 දෙසැම්බර් 17 දිනැති රාජ්‍යය ගිණුම් මාර්ගෝපදේශ අංක 02/2025 අනුව ප්‍රවාහන, මහාමාර්ග, වරාය සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශයේ, මහා භාණ්ඩාගාරයේ සහ පාර්ලිමේන්තුවේ අවශතාවය සඳහා සකස් කර ඇත. එම නිසා, මෙම මූල්‍ය ප්‍රකාශන වෙනත් අරමුණු සඳහා සුදුසු නොවිය හැක. මගේ වාර්තාව ප්‍රවාහන, මහාමාර්ග, වරාය සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශය, මහා භාණ්ඩාගාරයේ සහ ශ්‍රී ලංකා පාර්ලිමේන්තුවේ භාවිතය සඳහා පමණක් අරමුණු කර ඇත. මෙම කරුණ සම්බන්ධයෙන් මගේ මතය විකරණය කරනු නොලැබේ.

(ආ) 2024 වර්ෂයේ ප්‍රවාහන හා මහාමාර්ග අමාත්‍යාංශය ලෙස පැවති මෙම අමාත්‍යාංශයට ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ 2024 නොවැම්බර් 25 දිනැති අති විශේෂ ගැසට් පත්‍ර අංක 2412/08 අනුව වරාය හා සිවිල් ගුවන් සේවා අමාත්‍යාංශයද අනුයුක්ත කිරීම නිසා ඉහත වැය ශීර්ෂය සඳහා 2025 වර්ෂයේ මූල්‍ය ප්‍රකාශ ප්‍රවාහන, මහාමාර්ග, වරාය සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශය ලෙස පිළියෙල කර තිබුණි. ඒ අනුව මූල්‍ය ප්‍රකාශණවල 2024 සහ 2025 වර්ෂවල ශේෂයන් අනුරූපී වී නොතිබුණි.

(ඇ) ව්‍යාපෘති ආරම්භයේදී කොන්ත්‍රාත්කරුවන්ට ලබාදී තිබූ වැඩ ආරම්භ කිරීමේ අත්තිකාරම් වටිනාකම අමාත්‍යාංශය විසින් අදාල වැය ශීර්ෂවල වියදම් ලෙස වාර්තා කර තිබුණද 2025 දෙසැම්බර් 31 දිනට පහත ව්‍යාපෘතිවල තවදුරටත් අයකර ගතයුතු වැඩ ආරම්භ කිරීමේ අත්තිකාරම් වටිනාකම රු.මිලියන 45,477.14 ක් විය.

ව්‍යාපෘතිය	**2025** දෙසැම්බර් **31** දිනට අයකර ගැනීමට ඇති වැඩ ආරම්භ කිරීමේ අත්තිකාරම් වටිනාකම
	රු.මිලියන
ඒකාබද්ධ මාර්ග ආයෝජන වැඩසටහන	2,892.72
දෙවන ඒකාබද්ධ මාර්ග ආයෝජන වැඩසටහන	4,399.13
මධ්‍යම අධිවේගී මාර්ගය- 01 කොටස	38,185.29

එකතුව	45,477.14

1.4 **මූල්‍ය ප්‍රකාශන සම්බන්ධයෙන් ප්‍රධාන ගණන්දීමේ නිලධාරීගේ හා ගණන්දීමේ නිලධාරීගේ වගකීම**

රජයේ මුදල් රෙගුලාසි 150 හා 151 සහ 2025 දෙසැම්බර් 17 දිනැති රාජ්‍යය ගිණුම් මාර්ගෝපදේශ අංක 02/2025 ට අනුකූලව සියලුම ප්‍රමාණාත්මකතාවයන් සම්බන්ධයෙන් සාධාරණ තත්ත්වයක් පිළිබිඹු කෙරෙන පරිදි මූල්‍ය ප්‍රකාශන පිළියෙල කිරීම හා වංචා සහ වැරදි හේතුවෙන් ඇති විය හැකි ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන්ගෙන් තොරව මූල්‍ය ප්‍රකාශන පිළියෙල කිරීමට හැකි වනු පිණිස අවශ්‍යවන අභ්‍යන්තර පාලනය තීරණය කිරීම ප්‍රධාන ගණන්දීමේ නිලධාරීගේ වගකීම වේ.

2018 අංක 19 දරන ජාතික විගණන පනතේ 16(1) වගන්තිය ප්‍රකාරව අමාත්‍යාංශය විසින් වාර්ෂික හා කාලීන මූල්‍ය ප්‍රකාශන පිළියෙල කිරීමට හැකිවන පරිදි ස්වකීය ආදායම්, වියදම්, වත්කම් හා බැරකම් පිළිබඳ නිසි පරිදි පොත්පත් හා වාර්තා පවත්වා ගෙන යා යුතුය.

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

1.5 **මූල්‍ය ප්‍රකාශන විගණනය පිළිබඳ විගණකගේ වගකීම**

සමස්ථයක් ලෙස මූල්‍ය ප්‍රකාශන, වංචා හා වැරදි හේතුවෙන් ඇතිවන ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශයන්ගෙන් තොර බවට සාධාරණ තහවුරුවක් ලබාදීම සහ මාගේ මතය ඇතුළත් විගණන වාර්තාව නිකුත් කිරීම මාගේ අරමුණ වේ. සාධාරණ සහතිකවීම උසස් මට්ටමේ සහතිකවීමක් වන නමුත්, ශ්‍රී ලංකා විගණන ප්‍රමිති ප්‍රකාරව විගණනය සිදු කිරීමේදී එය සෑම විටම ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශයන් අනාවරණය කර ගන්නා බවට වන තහවුරු කිරීමක් නොවනු ඇත. වංචා සහ වැරදි තනි හෝ සාමූහික ලෙස බලපෑම නිසා ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන් ඇති විය හැකි අතර, එහි ප්‍රමාණාත්මකභාවය මෙම මූල්‍ය ප්‍රකාශන පදනම් කර ගනිමින් පරිශීලකයන් විසින් ගනු ලබන ආර්ථික තීරණ කෙරෙහි වන බලපෑම මත රඳා පවතී.

ශ්‍රී ලංකා විගණන ප්‍රමිති ප්‍රකාරව විගණනයේ කොටසක් ලෙස මා විසින් විගණනයේදී වෘත්තීය විනිශ්චය සහ වෘත්තීය සැකමුසුබවින් යුතුව ක්‍රියා කරන ලදී. මා විසින් තවදුරටත්,

- ප්‍රකාශ කරන ලද විගණන මතයට පදනමක් සපයා ගැනීමේදී වංචා හෝ වැරදි හේතුවෙන් මූල්‍ය ප්‍රකාශනවල ඇති විය හැකි ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශයන් ඇතිවීමේ අවදානම් හඳුනාගැනීම හා තක්සේරු කිරීම සඳහා අවස්ථාවෝචිතව උචිත විගණන පරිපාටි සැලැසුම් කර ක්‍රියාත්මක කරන ලදී. වරදවා දැක්වීම් හේතුවෙන් සිදුවන ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශයන්ගෙන් සිදුවන බලපෑමට වඩා වංචාවකින් සිදුවන්නා වූ බලපෑම ප්‍රබල වන්නේ

ඒවා දුස්සන්ධානයෙන්, ව්‍යාජ ලේඛන සැකසීමෙන්, චේතනාන්විත මඟහැරීමෙන්, වරදවා දැක්වීමෙන් හෝ අභ්‍යන්තර පාලනයන් මඟ හැරීමෙන් වැනි හේතු නිසා වන බැවිනි.

- අභ්‍යන්තර පාලනයේ සඵලදායිත්වය පිළිබඳව මතයක් ප්‍රකාශ කිරීමේ අදහසින් නොවුවද, අවස්ථාවෝචිතව උචිත විගණන පරිපාටි සැලසුම් කිරීම පිණිස අභ්‍යන්තර පාලනය පිළිබඳව අවබෝධයක් ලබා ගන්නා ලදී.

- හෙළිදරව් කිරීම් ඇතුළත් මූල්‍ය ප්‍රකාශනවල ව්‍යුහය සහ අන්තර්ගතය සඳහා පාදක වූ ගනුදෙනු හා සිද්ධීන් උචිත හා සාධාරණ අයුරින් මූල්‍ය ප්‍රකාශනවල ඇතුළත් බව අගයන ලදී.

- මූල්‍ය ප්‍රකාශනවල ව්‍යුහය හා අන්තර්ගතය සඳහා පාදක වූ ගනුදෙනු හා සිද්ධීන් උචිත හා සාධාරණව ඇතුළත් වී ඇති බව සහ හෙළිදරව් කිරීම් ඇතුළත් මූල්‍ය ප්‍රකාශනවල සමස්ථ ඉදිරිපත් කිරීම අගයන ලදී.

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

1.6 මූල්‍ය ප්‍රකාශන පිළිබඳ අදහස් දැක්වීම

1.6.1 මූලධන වියදම්

(අ) වාර්ෂික අයවැය ලේඛණය මඟින් 2023 වර්ෂය දක්වා වැය ශීර්ෂ 117 වැඩසටහන් අංක 02 සංවර්ධන වැඩසටහන , ආයතනික සහාය (08) මාර්ග සංවර්ධන අධිකාරිය සඳහා දායකත්වය-මූල්‍ය ආයතන (117-2-08-001-2201) යටතේ මාර්ග සංවර්ධන අධිකාරියේ සේවක වැටුප් හා පුනරාවර්තන වියදම් සඳහා ප්‍රතිපාදන වෙන්කර තිබුණි. 2025 වර්ෂය සඳහා වූ 2025 අංක 03 දරන විසර්ජන පනත මඟින් ඒ සඳහා ප්‍රතිපාදන සලසා නොතිබුණි. වැඩසටහන් අංක 02 සංවර්ධන වැඩසටහන , ව්‍යාපෘති අංක 04 මාර්ග සංවර්ධන ව්‍යාපෘතිය යටතේ උප ව්‍යාපෘති අංක 001 මාර්ග නඩත්තුව සහ වැඩි දියුණු කිරීම වැය විෂය අංක 2001 හා 2104 ගොඩනැගිලි සහ ඉදිකිරීම් සඳහා සලසා තිබූ රු.මිලියන 31,135 ක ප්‍රතිපාදනයෙන් 2025 දෙසැම්බර් 31 දිනට රු.මිලියන 25,735.40 ක වියදමක් දරා තිබුණු අතර, ඉන් රු.මිලියන 11,500 ක් එනම් සියයට 45 ක් මාර්ග සංවර්ධන අධිකාරියේ වැටුප් හා චේතන වෙනුවෙන් දරා තිබුණි.

වැය විෂය	වැය විස්තරය	2025 දෙසැම්බර් 31 දිනට මුළු වියදම	2025 දෙසැම්බර් 31 දිනට වැටුප් හා චේතන සඳහා දරන ලද වියදම
		රු.මිලියන	රු.මිලියන
117-2-04-001-2001	ගොඩනැගිලි සහ ඉදිකිරීම්	11,323.53	3,795
117-2-04-001-2104	ගොඩනැගිලි සහ ඉදිකිරීම්	14,411.87	7,705
එකතුව		25,735.40	11,500

මේ අනුව 2025 අංක 3 දරන විසර්ජන පනත මඟින් 2025 වර්ෂය සඳහා වියදම් දැරීමට අනුමත කර තිබූ අරමුණු නොසලකා මූලධන ප්‍රතිපාදන මඟින් පුනරාවර්තන ස්වභාවයේ වියදමක් වන වැටුප් හා වේතන ගෙවීම් සිදු කිරීම සඳහා අමාත්‍යාංශය විසින් ප්‍රතිපාදන සලසා තිබුණි. මූල්‍ය නොවන වත්කම් පිළිබඳ ප්‍රකාශනයේ වැය ශීර්ෂ 117 වැඩසටහන් අංක 02 සංවර්ධන වැඩසටහන , ව්‍යාපෘති අංක 04 මාර්ග සංවර්ධන ව්‍යාපෘතිය යටතේ උප ව්‍යාපෘති අංක 001 මාර්ග නඩත්තුව සහ වැඩි දියුණු කිරීම වැය විෂය අංක 2104 ගොඩනැගිලි සහ ඉදිකිරීම් යටතේ 2025 වර්ෂය තුල ගොඩනැගිලි හා ඉදිකිරීම් වත්කම් අත්පත්කර ගැනීම් ලෙස රු.මිලියන 14,411.87 ක් ගිණුම්ගතකර තිබූ අතර, ඒ තුල මාර්ග සංවර්ධන අධිකාරියේ වැටුප් හා වේතන ලෙස ගෙවන ලද රු.මිලියන 7,705 ක පුනරාවර්තන වියදම් ප්‍රාග්ධනිත කර තිබුණි.

(ආ) මාර්ග සංවර්ධන අධිකාරියේ බැඳීම් වල මූල්‍ය පරතරය පියවීම (117-2-04-051-2506)

ප්‍රවාහන, මහාමාර්ග, වරාය සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශයේ 2025 දෙසැම්බර් 31 දිනට මූල්‍ය ප්‍රකාශ අනුව වැඩසටහන් අංක 02 සංවර්ධන වැඩසටහන , ව්‍යාපෘති අංක 04 මාර්ග සංවර්ධන ව්‍යාපෘතිය යටතේ උප ව්‍යාපෘති අංක 051 මාර්ග සංවර්ධන අධිකාරියේ බැඳීම් වල මූල්‍ය පරතරය පියවීම යටතේ සලසා තිබූ රු.මිලියන 162,832.65 ප්‍රතිපාදනයෙන් ප්‍රවර්තන වර්ෂය තුල රු.මිලියන 162,568.06 ක් වැය කල බව වාර්තා කර තිබුණි. මාර්ග සංවර්ධන අධිකාරිය විසින් ව්‍යාපෘති සඳහා වර්ෂ 2011 සිට 2021 දක්වා බැංකු වලින් සෘජුව ලබාගත් ණය සඳහා වාරික හා පොළි ලෙස පහත දැක්වෙන පරිදි ගෙවීම් කර තිබුණි.

ණය පහසුකම ලබාගත් මූල්‍ය ආයතනය	**2025** වර්ෂය තුල ගෙවා තිබූ ණය වාරික හා පොළී මුදල (රු.මිලියන)
.....	.....
ලංකා බැංකුව	34,855.66
ජාතික ඉතිරිකිරීම් බැංකුව	58,297.02
මහජන බැංකුව	28,894.19
කොමර්ෂල් බැංකුව	5,497.18
HNB බැංකුව	23,313.57
NDB බැංකුව	7,338.67
DFCC බැංකුව	1,952.49
සම්පත් බැංකුව	2,419.28
	162,568.06

මේසම්බන්ධයෙන් මූල්‍ය ප්‍රකාශනවල ලබාගත් ණය මුදල, ණය ලබාගත් දිනය, පොළී අනුපාතය හා තව දුරටත් ගෙවීමට ඇති ණය මුදල ආදි තොරතුරු හෙළිදරවු කර නොතිබුණි.

(ඇ) මහනුවර බහුවිධ ප්‍රවාහන පර්යන්තය ඉදිකිරීම-ගොඩනැඟිලි සහ ඉදිකිරීම -විදේශ ණය (117-2-4-60 -2104 -12) යටතේ අමාත්‍යාංශයේ 2025 දෙසැම්බර් 31 දිනට වියදම රු.මිලියන 4,170.88 ක් වුවද එම ව්‍යාපෘතිය මගින් 2025 දෙසැම්බර් 31 දිනට ඉදිරිපත් කල මූල්‍ය ප්‍රකාශන අනුව වියදම රු.මිලියන 4,205.98 ක් විය. ඒ අනුව රු.මිලිනය 35.10 ක් වෙනසක් නිරීක්ෂණය විය.

(ඈ) වරාය හා සිවිල් ගුවන් සේවා අංශයේ 2025 දෙසැම්බර් 31 දිනට වියදම් ප්‍රකාශය (ACA – 2 (ii)) අනුව ප්‍රාග්ධන වැය විෂයයන් 02 ක් වෙනුවෙන් මුළු ශුද්ධ ප්‍රතිපාදන වටිනාකම පිළිවෙලින් රු.මිලියන 1,250 ක් හා ශූන්‍ය අගයක් දක්වා තිබුණද භාණ්ඩාගාර පිටපත් අනුව එම වටිනාකම් පිළිවෙලින් රු. මිලියන 1,944.51 ක් හා රු. මිලියන 400 ක් වූයෙන් මුළු ශුද්ධ ප්‍රතිපාදන වටිනාකම පිළිවෙලින් රු. මිලියන 694.51 ක් හා රු.මිලියන 400 ක වෙනසක් පැවතුණි. තවද එක් ප්‍රාග්ධන වැය විෂයක් සඳහා තත්‍ය වියදම අමාත්‍යාංශයේ වියදම් ප්‍රකාශය (ACA – 2 (ii)) අනුව දක්වා නොතිබුණු අතර භාණ්ඩාගාර පිටපත් අනුව එය රු. මිලියන 1,524.01 ක් විය.

(ඉ) භාණ්ඩාගාර පිටපත් අනුව 117-2-29-6-2104 දරන වැය විෂයය සඳහා මුළු ශුද්ධ ප්‍රතිපාදනය රු.මිලියන 3,225 ක් විය. එසේ වුවද 117-2-29-2-2302 දරන වැය විෂයයට අදාළ ශුද්ධ ප්‍රතිපාදනය වන රු.මිලියන 230 ක් මූල්‍ය ප්‍රකාශන පිලියෙල කිරීමේදී 117-2-29-6-2104 දරන වැය විෂයය තුල වරදවා දැක්වීම හේතුවෙන් වරාය හා සිවිල් ගුවන් සේවා අංශයේ ACA – 2 (ii) ප්‍රකාශනය අනුව 117-2-29-6-2104 දරන වැය විෂයය සඳහා මුළු ශුද්ධ ප්‍රතිපාදන ලෙස රු.මිලියන 3,455 ක් දක්වා තිබුණි.

(ඊ) ශ්‍රී ලංකා රාජ්‍ය අංශයේ ගිණුම්කරණ ප්‍රමිත අංක 7 (SLPSAS7) ට අනුව වත්කමක් වශයෙන් ගිණුම්ගත කිරීම සඳහා, වත්කම හා සම්බන්ධ අනාගත ආර්ථික ප්‍රතිලාභ ආයතනය වෙත ගලා ඒම, පිරිවැය විශ්වාසදායක ලෙස මැනිය හැකි වීම යන නිර්ණායක සපුරාලිය යුතු වුවද, ත්‍රිරෝද රථ පරිවර්තන ව්‍යාපාතිය ක්‍රියාත්මක කිරීම සඳහා එක්සත් ජාතීන්ගේ ප්‍රදානයක් වශයෙන් ලැබී මෙරටට ආනයනය කරන ලද භෞතිකව අමාත්‍යාංශය සතුව නොපැවතියදී උපකරණවල වටිනාකම අමාත්‍යාංශයේ වත්කම් ගිණුමෙහි අනාවරණය කිරීමකින් ඊට අදාලව දරන ලද රු.මිලියන 16.76 ක බදු මුදල් හා ප්‍රමාද ගාස්තු පමණක් වත්කමක් ලෙස ගිණුම්ගත කර තිබුණි.

1.6.2 අත්තිකාරම් ගෙවීම්

වර්ෂ 2004 සිට 2025 කාලසීමාව තුළ අමාත්‍යාංශ, දෙපාර්තමේන්තු හා පළාත් සභා ආයතන අතර ස්ථාන මාරුවීම් ලබාගිය නිලධාරීන්ගෙන්, මිය ගිය, විශ්‍රාම ගිය, වැඩ තහනමට ලක්වූ සහ සේවය අතහැර ගොස් තිබුණු නිලධාරීන් 15 දෙනෙකුගෙන් 2025 දෙසැම්බර් 31 දිනට අයවිය යුතු රු.මිලියන **3.09** ක ණය ශේෂ අයකර ගැනීමට අමාත්‍යාංශය අපොහොසත් වී තිබුණි.

1.6.3 වෙනත් ප්‍රධාන ලෙජර් ගිණුම් ගෙවීම්

(අ) 2025 දෙසැම්බර් 17 දිනැති අංක 02/2025 දරණ රාජ්‍ය ගිණුම් මාර්ගෝපදේශයෙහි 7.7 අනුව මුදල් ප්‍රවාහ ප්‍රකාශනය පිළියෙල කිරීමේදී මුදල් හා හරස් සටහන් යොදාගත යුතු බව දක්වා තිබුණද වරාය සහ සිවිල් ගුවන් සේවා අංශය විසින් සමාලෝචිත වර්ෂයේ මුදල් ප්‍රවාහ ප්‍රකාශනය පිළියෙල කිරීමේදී අත්තිකාරම් ගෙවීම් ලෙස දක්වා තිබූ රු.මිලියන 69.7 ක වටිනාකම් තුළ රු. මිලියන 15.29 ගැලපුම්ද ඇතුළත්ව තිබුණි.

(ආ) වරාය සහ සිවිල් ගුවන් සේවා අංශයේ මූල්‍ය ප්‍රකාශනවල ඇතුලත් මුදල් ප්‍රවාහ ප්‍රකාශනය පිළියෙල කිරීමේදී අත්තිකාරම් ගෙවීම් ලෙස රු. මිලියන 69.7 ක් සටහන් කර තිබුණද ඒසිඒ-5 ආකෘතිය අනුව එම වටිනාකම රු. මිලියන 68.31 ක් වූයෙන් රු. මිලියන 1.39 ක වෙනසක් පැවතුණි.

1.6.4 අග්‍රිම සැසඳුම් ප්‍රකාශයේ ශේෂය

අමාත්‍යාංශයේ 2025 දෙසම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා අග්‍රිම ගැලපුම් ප්‍රකාශයෙහි අනෙකුත් ශීර්ෂ වෙනුවෙන් වාර්තා කරන ආයතනය විසින් සිදු කරන ලද වියදම රු.මිලියන 1,007.80 ක් විය. ඒ සඳහා ඉදිරිපත් කර ඇති උප ලේඛණයෙහි වැය විෂයය අංක 020-1-01-007-1409-11 (මැතිවරණ කොමිෂන් සභාව) වෙනුවෙන් අමාත්‍යාංශය විසින් සිදු කළ ශුද්ධ වියදම රු.මිලියන 1.47 ක් මහහැරී තිබුණි.

1.6.5 මූල්‍ය නොවන වත්කම්

(අ) 2024 වර්ෂය තුළ මූලධන වියදම් ලෙස වැයකර තිබුණු රු.මිලියන 8,648.82 කට අදාල මූල්‍ය නොවන වත්කම් එම වර්ෂය අවසානයේ හඳුනාගෙන ගිණුම්ගත කර නොතිබුණි. 2025 වර්ෂය සඳහා පිළියෙල කර ඉදිරිපත් කරන ලද මූල්‍ය ප්‍රකාශනයෙහි මූල්‍ය නොවන වත්කම් පිළිබඳ ප්‍රකාශනය - 2025 (ඒසිඒ-6) තුළ ආරම්භක ශේෂයට එකතුකිරීම් (Opening Balance Addition) ලෙස නොනිමි වැඩ-ගොඩනැගිලි හා ඉදිකිරීම් (කේත අංක 9160-1.4) යටතේ රු.මිලියන 27.92 ක්ද ප්‍රවාහන උපකරණ (කේත අංක 9152 – 2.1) යටතේ රු.මිලියන 16.76 ක්ද වෙනත් යන්ත්‍ර හා උපකරණ(කේත අංක 9152 – 2.2) යටතේ රු.මිලියන 5.93 ක්ද ඉඩම් (කේත අංක 9153 - 4.1) යටතේ රු.මිලියන 1,498.99 ක්ද වශයෙන් එකතුව රු.මිලියන 1,549.60 ක ශේෂයක් පමණක් ඇතුළත් කර තිබුණි. ඒ අනුව, සමාලෝචිත වර්ෂය අවසන් වන විටත් මාර්ග සංවර්ධන ව්‍යාපෘති වෙනුවෙන් පෙර වර්ෂයේ දරන ලද මූලධන වියදම් ගිණුම්ගත කිරීම අවසන් කර නොමැති බව නිරීක්ෂණය විය.

(ආ) රාජ්‍ය ගිණුම් දෙපාර්තමේන්තුවේ 2013 ජූලි 12 දිනැති අංක එස්ඒ/ඒඑස්/ඒඒ/චක්‍රලේඛය ප්‍රකාරව මූල්‍ය නොවන වත්කම් හඳුනාගෙන ගිණුම්ගත කළ යුතු වුවද, සමාලෝචිත වර්ෂය තුළ වැය විෂය අංක 2101 (වාහන), 2102 (ගෘහභාණ්ඩ සහ කාර්යාල උපකරණ), 2103 (යන්ත්‍ර හා යන්ත්‍රෝපකරණ), 2104 (ගොඩනැගිලි සහ ඉදිකිරීම්), 2105 (ඉඩම් හා ඉඩම් වැඩිදියුණු කිරීම්), 2106 (මෘදුකාංග සංවර්ධනය) හා 2506 (යටිතල පහසුකම් සංවර්ධනය) යටතේ එකතුව රු.මිලියන 347,749.79 ක් අමාත්‍යාංශය විසින් දේශීය හා විදේශීය මූල්‍යනයන් මඟින් වැය කර තිබුණද, 2025 වර්ෂයේ වරාය හා සිවිල් ගුවන් සේවා අංශයේ රු. මිලියන 71.85 ක් මූල්‍ය නොවන වත්කම් ලෙස ගිණුම්ගත කර නොතිබුණි.

(ඇ) 2026 ජනවාරි 28 දිනැති අංක MOH/09/2026 දරන අමාත්‍ය මණ්ඩල සංදේශයට අනුව 2025 නොවැම්බර් මස ඇති වූ දිට්වා සුළිකුණාටුව නිසා හානියට පත් ජාතික මාර්ග කොටස් ප්‍රමාණය 437ක් වූ සහ හානියට පත් පාලම් ගණන 33 ක් බව දක්වා තිබුණි. මෙම හානියට පත් මාර්ග කොටස් හා පාලම් යථාතත්වයට පත්කිරීමට පිළිවෙලින් රු.මිලියන 64,500 ක් හා රු.මිලියන 13,800 ක් ඇස්තමේන්තු කර තිබුණි. නමුත් මේ පිළිබඳ 2025 දෙසම්බර් 31 න් අවසන් වර්ෂය සඳහා අමාත්‍යාංශය විසින් ඉදිරිපත් කරන ලද මූල්‍ය ප්‍රකාශයන්හි කිසිදු හෙලිදරව් කිරීමක් සිදු කර නොතිබුණි.

(ඈ) මහා මාර්ග අංශයේ වත්කම් ලේඛණයේ හා 2025 දෙසැම්බර් 31 දිනට ඒසීඒ - 6 - මූල්‍ය නොවන වත්කම් ප්‍රකාශනයේ සඳහන් සිගාස් වැඩසටහනේ වත්කම් ලේඛණයන්හි සඳහන් වත්කම් කේත අංක අමාත්‍යාංශය විසින් වාර්ෂික භාණ්ඩ සමීක්ෂණ පැවැත්වීමේදී උපයෝගී කර ගැනීමකින් තොරව අදාල සමීක්ෂණ කටයුතු සිදු කර තිබුණු බැවින් 2025 දෙසැම්බර් 31 දිනට ඒසීඒ - 6 - මූල්‍ය නොවන වත්කම් ප්‍රකාශනයේ සඳහන් රු.මිලියන 5,206.88 ක වාහන, වෙනත් යන්ත්‍ර හා උපකරණ නිවැරදිව සත්‍යාපනය කර ඇති බව තහවුරු නොවිය.

(ඉ) ප්‍රවාහන, මහාමාර්ග, වරාය සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශයේ මහා මාර්ග අංශයට අදාල වාහන සම්බන්ධ තොරතුරු විමසීමට අදාලව ඉදිරිපත් කර තිබූ 2026 මැයි 08 දිනැති අංක MOH/HWY/ADM-19/AUDIT/2020(iii) දරන ලිපිය ප්‍රකාරව වාහන 06ක් අමාත්‍යාංශය නමින් ලියාපදිංචි අයිතිය පවතින බව සඳහන් වුවද, එම වාහන වත්කම් ලේඛණය තුළ ඇතුළත් කර නොතිබුණි.

(ඊ) මහා මාර්ග අංශයට අදාල වාහන සම්බන්ධ තොරතුරු විමසීමට අදාලව ඉදිරිපත් කර තිබූ 2026 මැයි 08 දිනැති අංක MOH/HWY/ADM/-19/AUDIT/2020(iii) දරන ලිපිය ප්‍රකාරව වාහන 04ක් 2025 වර්ෂයේ වෙනත් ආයතන වෙත පවරා තිබුණද, 2025 දෙසැම්බර් 31 දිනට වත්කම් ලේඛණයෙන් ඉවත් කර නොතිබුණි.

(උ) 2025 අප්‍රේල් 07 දින සහ 2025 අප්‍රේල් 16 දින අපහරණය කරන ලද අමාත්‍යාංශයේ මහාමාර්ග අංශයට අයත් වාහන 02ක් 2025 දෙසැම්බර් 31 දිනට වත්කම් ලේඛණයෙන් ඉවත් කිරීමට කටයුතු කර නොතිබුණි.

(ඌ) අමාත්‍යාංශයේ 2025 දෙසැම්බර් 31 දිනට ඒසීඒ - 6 - මූල්‍ය නොවන වත්කම් ප්‍රකාශනයේ සඳහන් ප්‍රවාහන උපකරණ වටිනාකම රු.මිලියන 4,657.66 ක් වූ අතර ඉන් මහාමාර්ග අංශයේ ප්‍රවාහන උපකරණ වටිනාකම වත්කම් ලේඛණය අනුව රු.මිලියන 501.2 කි. අපහරණය කරන ලද වාහන 02 ක පොත් අගය රු.මිලියන 30 ක් හා වර්ෂයේ වෙනත් ආයතන වෙත පවරා තිබුණු වාහන 04 ක පොත් අගය රු.මිලියන 31.9 ක් වශයෙන් එකතුව රු.මිලියන 61.9 ක් මූල්‍ය ප්‍රකාශනයන්හි ඒසීඒ - 6 - මූල්‍ය නොවන වත්කම් ප්‍රකාශනයේ අපහරණයන් යටතේ දක්වා නොතිබුණි. එමෙන්ම අමාත්‍යාංශය වෙත සමාලෝචිත වර්ෂය තුල පවරාගෙන තිබූ තක්සේරු වටිනාකම රු.මිලියන 103 ක් වූ වාහන 06 ක වටිනාකම මූල්‍ය නොවන වත්කම් යටතේ ගිණුම්ගතකර නොතිබුණි.

(එ) අමාත්‍යාංශය යටතේ ලියාපදිංචි අයිතිය හා භෞතික පැවැත්ම පවතින Nissan Shylphy වර්ගයේ කාර් රථයක් මහාමාර්ග අංශයේ වත්කම් ලේඛණය අනුව ඩිජිටල් යටිතල පහසුකම් සහ තොරතුරු තාක්ෂණ අමාත්‍යාංශය යටතේ පවතින බව සඳහන් කර තිබුණි.

(ඒ) ප්‍රවාහන හා මහාමාර්ග අමාත්‍යාංශයේ මූල්‍ය නොවන වත්කම් තුළ වාර්තා කර තිබුණු මාර්ග සංවර්ධන ව්‍යාපෘතිවලට අයත් වත්කම් එම ව්‍යාපෘති අවසන් කිරීමෙන් පසු මාර්ග සංවර්ධන

අධිකාරිය වෙත පවරා දීමේදී CIGAS පද්ධතිය මඟින් වාර්තා කිරීම සිදු කළද, එම වත්කම් පවරාදීම සඳහා අනුගමනය කරනු ලබන ක්‍රියාපටිපාටීන් (Handing over Procedures) හා ඒ සඳහා අභ්‍යන්තර පාලන පද්ධතියක් අමාත්‍යාංශය සතුව නොපවතින බව විගණනයට නිරීක්ෂණය වූ අතර 2025 දෙසැම්බර් 31 දිනට එසේ පවරා දෙන ලද වත්කම් සම්බන්ධ තොරතුරු ඇතුළත් ලිපිගොනුවක් හෝ ලේඛණ විගණනයට ඉදිරිපත් කර නොතිබුණි.

(ඔ) මහාමාර්ග අංශයේ 2025 දෙසැම්බර් 31 දිනට භාණ්ඩ සමීක්ෂණ වාර්තාව පරීක්ෂා කිරීමේදී පහත කරුණු අනාවරණය විය.

I. 2025 දෙසැම්බර් 31 දිනට භාණ්ඩ සමීක්ෂණ වාර්ථාවේ ආයතන ශාඛාවේ අයිතම 07 ක හා ගිණුම් ශාඛාවේ අයිතම 02 කට අදාල ලැජරය අනුව ශේෂය ද, ගිණුම් ශාඛාවේ අයිතම 03 ක තත්‍ය ශේෂයද සඳහන් කර නොතිබුණි. එම නිසා එම අයිතමයන්ට අදාළ ඌනතාවයන් හෝ අතිරික්තයන් අනාවරනය වී නොතිබුණි.

II. මහාමාර්ග අංශයේ 2025 භාණ්ඩ සමීක්ෂණ වාර්තාවේ ලැජරය අනුව ශේෂය හා තත්‍ය ශේෂය අනුව ගිණුම් ශාඛාවේ අයිතම 12 ක්, සංවර්ධන ශාඛාවේ අයිතම 10 ක්, සහකාර ලේකම් (ඉංජිනේරු) කාර්යාලයේ එක් අයිතමයකද සහ අමාත්‍ය කාර්යාලයේ අයිතම 06 ක් ඌනතා සහ අතිරික්ත පැවතිය ද එම ඌනතා හෝ අතිරික්ත සඳහන් කර නොතිබුණි.

(ඕ) මුල්‍ය නොවන වත්කම් අපහරණය කිරීමේදී සිගාස් පරිශීලක අත්පොතෙහි 27.6 ප්‍රකාරව සිගාස් පද්ධතිය තුළ අදාළ වත්කම් අපහරණය සිදු කළ යුතු වුවද, අමාත්‍යාංශයේ වරාය හා සිවිල් ගුවන් සේවා අංශය විසින් අපහරණය කරන ලද වාහනවල විස්තර විගණිත දිනය වූ 2025 නොවැම්බර් වන විටත් සිගාස් පද්ධතිය තුළ යාවත්කාලීන කර නොතිබුණි.

1.6.6 මූල්‍ය වත්කම්

2025 දෙසැම්බර් 31 දිනට වරාය හා සිවිල් ගුවන් සේවා අංශයේ නිලධාරීන් තිදෙනෙකුගෙන් අයවිය යුතු ආපදා ණය වටිනාකම සාමාජික ණය ලේඛනය (CC 10 ලේඛනය) අනුව රු. මිලියන 0.63 ක් වුවද අත්තිකාරම් "බී" ගිණුම අනුව ශේෂය රු. මිලියන 0.60 ක් වූයෙන් රු. මිලියන 0.03 ක වෙනසක් පැවතුණි. තවද 2014 වර්ෂයේ වැඩ තහනම් කරන ලද නිලධාරියෙකුගෙන් අයවිය යුතු රු. මිලියන 0.29 ක ආපදා ණය ශේෂය 2025 දෙසැම්බර් 31 දින වන විට වසර 21 ක් ගත වී තිබුණද නිරවුල් කර ගැනීමට කටයුතු කර නොතිබුණි.

1.6.7 දේපළ පිරියත හා උපකරණ සංචිතය

අමාත්‍යාංශයේ වත්කම් වාර්තා කිරීමේ පදනම අනුව වත්කමට අදාළ අනාගත ආර්ථික ප්‍රතිලාභ ආයතනයට ලැබෙන බවට තහවුරුවක් ඇති විට හා එම වත්කම් විශ්වාසනීයව මැනිය හැකි නම් එම වත්කම් දේපළ, පිරියත හා උපකරණ ලෙස හඳුනාගන්නා බව සඳහන් වුවද අතරමගදී අතහැර දමා තිබූ කොළඹ - රත්නපුර - පැල්මඩුල්ල අධිවේගී මාර්ග ව්‍යාපෘතිය, නව කැළණි පාලමේ සිට අතුරුගිරිය දක්වා කුළුණු මත ඉදිකෙරෙන අධිවේගී මාර්ග ව්‍යාපෘතිය, මධ්‍යම අධිවේගී මාර්ගය - **04** කොටස - කුරුණෑගල සිට දඹුල්ල ව්‍යාපෘතිය සහ බෙස්ලයින් මාර්ගයේ තෙවන අදියර ව්‍යාපෘතිය සඳහා පිලිවෙලින් රුපියල් මිලියන 6,638.38ක්, 2454.99ක්, 2,622.99ක් හා 3,334.28ක් ලෙස සමාලෝචිත වර්ෂය අවසානය දක්වා සිදු කරන ලද රු.මිලියන 15,050.62 ක් වූ සමස්ථ වියදම ඉඩම් (කේත අංක 9152-4.1) යටතේ ප්‍රාග්ධනීත කර, මාර්ග සංවර්ධන අධිකාරිය වෙත පවරා තිබුණි.

1.6.8 තැන්පතු ගිණුම් ශේෂ

(අ) ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ මුදල් රෙගුලාසි 571 අනුව ඉකුත් වූ සියළුම තැන්පතු අදාළ ක්‍රියාපටිපාටීන් අනුගමනය කිරීමෙන් පසු රාජ්‍ය ආදායමට බැර කල යුතු වුවත් 2025 දෙසැම්බර් 31 දිනට අමාත්‍යාංශය යටතේ වූ තැන්පතු ගිණුම් 04 ක පවතින වර්ෂ 02 ක ඉක්ම වූ රු.මිලියන 427.24 ක තැන්පතු ශේෂයන් සම්බන්ධයෙන් මුදල් රෙගුලාසි ප්‍රකාරව කටයුතු කර නොතිබුණි.

(ආ) මු.රෙ. 427 ප්‍රකාරව එක් එක් මාසය සඳහා වන සම්පූර්ණ වියදම, එකී දෙපාර්තමේන්තු විසින් අදාළ මාසය යටතේ අනුරූප භාණ්ඩාගාර පොත් වල දැක්වෙන ගණන් සමඟ නොකඩවා සැසඳිය යුතු වුවත්, වරාය හා සිවිල් ගුවන් සේවා අංශයේ පොදු තැන්පත් ගිණුමේ මාසිකව ඉදිරියට ගෙන යන ලද ශේෂය දක්වමින් මාසිකව තුලනය කොට නොතිබුණු අතර වර්ෂය අවසානයේ දී පොදු තැන්පත් ගිණුම තුලනය කොට ශේෂය දක්වා නොතිබුණි.

1.6.9 විගණනය සඳහා සාක්ෂි නොවීම

(අ) 2025 ඔක්තෝබර් 03 දිනැති අංක RAH/A/MOTH/2025/38 දරන ලිපිය මගින් විගණනය විසින් මහා මාර්ග අංශයේ උප ව්‍යාපෘති 178 ක් සම්බන්ධයෙන් විමසන ලද ලිපියට පිලිතුරු වශයෙන් 2025 ඔක්තෝබර් 13 දිනැති අධ්‍යක්ෂ ජනරාල් (සැලසුම්) ගේ අංක MPH/HWY/PLM//Do.3/02 දරන ලිපිය ප්‍රකාරව ව්‍යාපෘති 145 ක් පිළිබඳව පමණක් තොරතුරු ඉදිරිපත් කර තිබුණද උප ව්‍යාපෘති 33 ක් පිළිබඳ අදාල තොරතුරු විගණනයට ඉදිරිපත් නොවීය.

(ආ) මධ්‍යම අධිවේගී මාර්ග 1 ව්‍යාපෘති ගිවිසුම් ප්‍රකාරව 2021 අප්‍රේල් 30 දින රු.මිලියන 33,025 ක අත්තිකාරම් මුදලක් කොන්ත්‍රාත්කරුට ලබාදී තිබුණි. නමුත් 2025 දෙසැම්බර් 31 වන විට ඉන් රු.මිලියන 8,371 ක් එනම් සියයට 25 ක් පමණක් කොන්ත්‍රාත්කරුගෙන් අයකර ගෙන තිබුණි. ඒ අනුව කොන්ත්‍රාත්කරුට ලබාදී ඇති අත්තිකාරම් මුදලින් සියයට 75 ක් අයකර ගැනීමට තිබියදී 2023 සිට 2025 අතර කාලය තුල අවස්ථා 12 කදී නැවතත් රු.මිලියන 6,500 ක මුදලක් කොන්ත්‍රාත්කරුගේ ඉල්ලීම මත ගිවිසුම් කොන්දේසි වලින් බැහැරව අත්තිකාරම් ලෙස ලබාදී තිබුණි. මේ සඳහා අත්තිකාරම් ඇපකරයක් කොන්ත්‍රාත්කරුගෙන් ලබාගෙන නොතිබුණු අතර අදාල ගෙවීම් සඳහා විගණනයට ඉදිරිපත් කරන ලද වවුචර් වල ගෙවීම් සම්බන්ධ කිසිදු ලියවිල්ලක් අමුණා නොතිබුණි. තවද ඉහත පරිදි කොන්ත්‍රාත්කරු වෙත ලබාදී තිබුණු රු. මිලියන 6,500 ක මුදලින් රු. මිලියන 3,500 ක මුදලක් 2026 මැයි මස බිල්පත්වලින් අඩුකර ඇති බවත් කාර්යසාධන ඇපකරයක් නාමමාත්‍රිකව ලබාගත් බවත් ප්‍රධාන ගනන්දීමේ නිලධාරී විසින් දන්වා තිබුණි.

1.6.10 ලේඛන හා පොත්පත් පවත්වා නොතිබීම

ආරවුල් නිරවුල් කිරීමේ ක්‍රියාමාර්ගවලට එළඹීම

කොන්ත්‍රාත් ගිවිසුම් සම්බන්ධයෙන් සේවායෝජක හා කොන්ත්‍රාත්කරු අතර ඇතිවන ආරවුල් නිරවුල්කරණය සඳහා විධිමත් වාර්තා පවත්වාගෙන යාම ප්‍රධාන ගණන්දීමේ නිලධාරීගේ හා ගණන්දීමේ නිලධාරීන්ගේ වගකීමක් වුවද, මහාමාර්ග අංශය විසින් 2005-2024 කාලසීමාව තුළ ක්‍රියාත්මක කරන ලද මාර්ග සංවර්ධන ව්‍යාපෘතීන්වල ආරවුල් නිරවුල්කරණය

සම්බන්ධව එවැනි විධිමත් වාර්තා පවත්වා නොගැනීම හේතුවෙන් ආරවුල් නිරවුල්කරණය සම්බන්ධව පැන නැගිය හැකි වගකීම වල ප්‍රමාණය හා ස්වභාවය පිළිබඳ හඳුනාගැනීමට නොහැකි වී තිබුණි.

එසේම කොන්ත්‍රාත්කරුවන්ගේ අයිතිවාසිකම් හා ආරවුල් විසඳීමේ කාර්යය වෙනුවෙන් එම කටයුතු වල නිරත වීම අමාත්‍යාංශයේ ඉංජිනේරු අංශයේ ප්‍රධාන කාර්යයක් ලෙස හඳුනාගෙන තිබුණද ආරවුල් නිරවුල් කිරීමේ කාර්යයන් සඳහා අදාල අංශය විසින් සෘජු මැදිහත් වීමක් සිදුකර නොතිබීමෙන් මහාමාර්ග අංශයේ මෙම ක්ෂේත්‍රයට අදාල අභ්‍යන්තර පාලනය සහ කොන්ත්‍රාත් ආරවුල් විසඳීමේ කාර්යය වෙනුවෙන් මැදිහත් වීම දුර්වල මට්ටමක පවතින බව නිරීක්ෂණය විය.

2. වෙනත් නෛතික අවශ්‍යතා පිළිබඳ වාර්තාව

2018 අංක 19 දරන ජාතික විගණන පනතේ 6(1)(ඇ) වගන්තිය ප්‍රකාරව පහත සඳහන් කරුණු මා ප්‍රකාශ කරමි.

(අ) විගණනය වෙත ඉදිරිපත් කරන ලද මූල්‍ය ප්‍රකාශන පහත සඳහන් විගණන නිරීක්ෂණ අනුව ඉකුත් වර්ෂයේ මුල්‍ය ප්‍රකාශන සමඟ අනුරූපී වී නොතිබුණි.

විගණන නිරීක්ෂණය	මෙම වාර්තාවේ ඡේදයට යොමුව
2024 වර්ෂයේ ප්‍රවාහන හා මහාමාර්ග අමාත්‍යාංශය ලෙස පැවති මෙම අමාත්‍යාංශයට ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ 2024 නොවැම්බර් 25 දිනැති අති විශේෂ ගැසට් පත්‍ර අංක 2412/08 අනුව වරාය හා සිවිල් ගුවන් සේවා අමාත්‍යාංශයද අනුයුක්ත කිරීම නිසා ඉහත වැය ශීර්ෂය සඳහා 2025 වර්ෂයේ මූල්‍ය ප්‍රකාශ ප්‍රවාහන, මහාමාර්ග, වරාය සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශය ලෙස පිළියෙල කර තිබුණි. ඒ අනුව මූල්‍ය ප්‍රකාශණවල 2024 සහ 2025 වර්ෂවල ශේෂයන් අනුරූපී වී නොතිබුණි.	1.3(ආ)

(ආ) ඉකුත් වර්ෂයට අදාළ මූල්‍ය ප්‍රකාශන පිළිබඳව මා විසින් කර තිබුණු නිර්දේශ ක්‍රියාත්මක කර නොතිබුණි.

ඉකුත් වර්ෂයට අදාළ වාර්තාවේ ඡේද යොමුව	ක්‍රියාත්මක කර නොතිබුණු නිර්දේශය	මෙම වාර්තාවේ ඡේද යොමුව
1.6.3 මූල්‍ය නොවන වත්කම් (එ)	2018 අංක 18 දරණ ජාතික විගණන පනතේ 38(1)(ඇ) වගන්තිය යටතේ වූ පද්ධති සමාලෝචනයේදී විශේෂ අවධානය යොමු කර ලේඛණගත වත්කම් නිරවුල්ව හා පහසුවෙන් හඳුනාගැනීමට සුදුසු වැඩපිළිවෙලක් සකස්කර ලිඛිත උපදෙස් නිකුත් කළ යුතුය.	1.6.5 මූල්‍ය නොවන වත්කම් (ඉ)

3. මූල්‍ය සමාලෝචනය

3.1 ආදායම් කළමනාකරණය

පහත සඳහන් නිරීක්ෂණයන් කරනු ලැබේ.

(අ) වරාය හා සිවිල් ගුවන් සේවා අංශයේ 2024 වර්ෂයේ හිඟ ආදායම් පිළිබඳ ප්‍රකාශනය (ඒසිඒ - 1 (i)) අනුව වර්ෂ අවසාන ශේෂය රු.මිලියන 36,449.19 ක් වුවද, 2025 වර්ෂයේ ආරම්භක ශේෂය ලෙස දක්වා ඇත්තේ රු.මිලියන 27,702.4 කි. ඒ අනුව 2025 වර්ෂයේ හිඟ ආදායම් ආරම්භක ශේෂය රු.මිලියන 8,746.79 කින් ඌණ ගණනය වී තිබුණි.

(ආ) 2025 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වරාය හා සිවිල් ගුවන් සේවා අංශයේ ආදායම් ප්‍රකාශනය (ඒසිඒ - 1) අනුව හිඟ අදායම් රැස් කිරීම රු.මිලියන 5,558.38 ක් ලෙස වාර්තා වුවද, හිඟ ආදායම් පිළිබඳව ප්‍රකාශනයේ (ඒසිඒ - 1(i)) කිසිදු හිඟ අදායම් අයකර ගැනීමක් සටහන් කර නොතිබුණි.

3.2 වියදම් කළමනාකරණය

පහත සඳහන් නිරීක්ෂණයන් කරනු ලැබේ.

(අ) සමාලෝචිත වර්ෂය සඳහා අමාත්‍යාංශ වැය ශීර්ෂය යටතේ සැපයීම් නඩත්තු වියදම්, මාරු කිරීම් සහ වෙනත් පුනරාවර්තන වියදම් වශයෙන් පුනරාවර්තන වැය විෂයන් 06 ක එකතුව රු.මිලියන 3.60 ක මුළු ශුද්ධ ප්‍රතිපාදනයම උපයෝජනය කිරීමකින් තොරව ඉතිරි වී තිබුණි.

(ආ) කන්කසන්තුරේ වරාය ප්‍රතිසංස්කරණය (ගොඩනැගිලි සහ ඉදිකිරීම් සහ ප්‍රතිණය දීම්), පිටකොටුව සහ අලුත් මාවත සඳහා බැවුම් සහිත අන්තර් භුවමාරු මධ්‍යස්ථාන 02 ක් ඉදිකිරීම (ගොඩනැගිලි සහ ඉදිකිරීම්), ඇ.ඩො.මිලියන 318 ණය මාලාවේ ශේෂව ඇති අරමුදල් මඟින්

ශ්‍රී ලංගමය සඳහා බස් රථ 600 ක් මිලදී ගැනීම (වාහන), සමුද්‍ර වරායක් සහ ගුවන්තොටුපොළ සංවර්ධන (යන්ත්‍රාගාර,යන්ත්‍ර සහ උපකරණ) ඇතුළු මූලධන වැය විෂයන් 13 ක් වෙනුවෙන් වෙන්කර තිබූ එකතුව රු.මිලියන 7,072.55 ක මුළු ශුද්ධ ප්‍රතිපාදනයම උපයෝජනය කිරීමකින් තොරව ඉතිරිවී තිබුණි.

(ඇ) මෙහෙයුම් වැඩසටහන අමාත්‍ය කාර්යාලය (01 – 01) යටතේ ගමන් වියදම් -දේශීය, විදේශීය, සේවා වියදම්- ප්‍රවාහන, යන්ත්‍ර හා කාර්යාල උපකරණ සේවා ගිවිසුම්, වාහන රක්ෂණය සහ මෙහෙයුම් වැඩසටහන පරිපාලනය හා ආයතනික සේවා (01-02) යටතේ නඩත්තු වියදම්- මෘදුකාංග නඩත්තු,මාරු කිරීම්- සම්මාදම් සහ දායක මුදල්, සැපයීම්-වෙනත් සහ මාරුකිරීම්- වෙනත් ඇතුලු පුනරාවර්ථන වැය විෂයන් 20 ක් සඳහා සලසා තිබුණු රු.මිලියන 122.35 ක ප්‍රතිපාදනයෙන් රු.මිලියන 72.44 ක ප්‍රතිපාදන ඉතිරි වී තිබුණි. එම ඉතිරිවීම් සියයට 50 සිට සියයට 99 දක්වා පරාසයක විය.

(ඈ) මෙහෙයුම් වැඩසටහන (117 – 01) මූලධන වියදම් යටතේ මූලධන වත්කම් පුනරුත්ථාපනය හා වැඩිදියුණු කිරීම- යන්ත්‍ර සහ යන්ත්‍රෝපකරණ, මූලධන වත්කම් පුනරුත්ථාපනය හා වැඩිදියුණු කිරීම- වාහන, මූලධන වත්කම් අත්පත්කර ගැනීම -ගෘහභාණ්ඩ හා කාර්යාලීය උපකරණ යටතේ මූලධන වැය විෂයන් 08 ක් සඳහා සලසා තිබුණු රු.මිලියන 28.40 ක ප්‍රතිපාදනයෙන් රු.මිලියන 20.39 ක ප්‍රතිපාදන ඉතිරිවී තිබුණි. එම ඉතිරිවීම් සියයට 50 සිට සියයට 99 දක්වා පරාසයක විය.

(ඉ) සංවර්ධන වැඩසටහන (117 -02) යටතේ රථවාහන කළමනාකරණය (ගොඩනැගිලි සහ ඉදිකිරීම්), ග්‍රාමීය මාර්ග පුනරුත්ථාපනය සහ වැඩිදියුණු කිරීම (ගොඩනැගිලි සහ ඉදිකිරීම්) - උතුරු පළාත සහ බටහිර බහළුම් පර්යන්ත II සඳහා බටහිර දිය කඩනය දිගු කිරීම පිණිස වන විස්තරාත්මක සැලසුම- කොළඹ වරාය පුළුල් කිරීමේ ව්‍යාපෘතියේ අදියර II ඇතුළු මූලධන වැය විෂයන් 17 ක් සඳහා සලසා තිබුණු රු.මිලියන 30,979.43 ක ප්‍රතිපාදනයෙන් රු.මිලියන 18,400.58 ක ප්‍රතිපාදන ඉතිරි වී තිබුණි. එම ඉතිරිවීම් සියයට 50 සිට සියයට 99 දක්වා පරාසයක විය.

(ඊ) වැය විෂයයන් 95 ක් සඳහා මූලික වියදම් ඇස්තමේන්තුව රු.මිලියන 213,418.35 ක් වූ අතර සංශෝධිත වියදම් ඇස්තමේන්තුව රු.මිලියන 232,858.26 ක් විය. ඒ අනුව මූලික වියදම් ඇස්තමේන්තුව හා සංශෝධිත වියදම් ඇස්තමේන්තුව අතර රු.මිලියන 209,897.98 ක විචලනයක් වූ අතර එය මූලික වියදම් ඇස්තමේන්තුවේ ප්‍රතිශතයක් ලෙස සියයට 50 සිට 687 ක පරාසයක් ගෙන තිබුණි.

(උ) වරාය හා සිවිල් ගුවන් සේවා අංශයේ පුනරාවර්තන වැය විෂයන් 12 ක්, මූලධන වැය විෂයන් 4 ක් හා උප ව්‍යාපෘති 2 ක් සම්බන්ධයෙන් ශුද්ධ ප්‍රතිපාදනය රු.මිලියන 2,150.43 ක් වූ අතර තත්‍ය වියදම රු.මිලියන 993.69 ක් වූයෙන් ඉතිරිවීම් රු.මිලියන 1,156.74 ක් විය. වර්ෂය තුල උපයෝජනය කල පසු ඉතිරිය ශුද්ධ ප්‍රතිපාදනයෙන් සියයට 7 සිට සියයට 99 අතර පරාසයක ප්‍රතිශතයක් ගෙන තිබුණි.

(ඌ) වරාය හා සිවිල් ගුවන් සේවා අංශයේ පුනරාවර්තන වැය විෂයක් හා මූලධන වැය විෂයන් 3 ක් වෙනුවෙන් වෙන්කර තිබූ ශුද්ධ ප්‍රතිපාදන මුදල රු.මිලියන 3,855.50 ක් වුවද, වර්ෂය තුලදී කිසිදු වියදමක් එම වැය විෂයයන් වලින් නොදැරීම මත සමස්ත ප්‍රතිපාදනයම ඉතිරි වී තිබුණි.

(එ) මූලික වියදම් ඇස්තමේන්තුව හා සංශෝධිත වියදම් ඇස්තමේන්තුව පරීක්ෂා කිරීමේදී වරාය හා සිවිල් ගුවන් සේවා අංශයේ පුනරාවර්තන වැය විෂයයන් 03 ක හා ප්‍රාග්ධන වැය විෂයයන් 02 ක විචලතාවය සියයට 50 සිට සියයට 720 අතර පරාසයකින් වෙනස් වී තිබුණි.

(ඒ) පරිපූරක ඇස්තමේන්තු ප්‍රතිපාදන

වැය ශීර්ෂ 117 යටතේ 2025 වර්ෂය තුල වැය විෂයයන් 05 ක් සඳහා පරිපූරක ඇස්තමේන්තු ප්‍රතිපාදන මගින් එකතු වටිනාකම රු.මිලියන 38,879 ක් වෙන් කර තිබුණු අතර ඉන් මූලික ඇස්තමේන්තුව මගින් ප්‍රතිපාදන වෙන් කිරීම් සිදු නොකළ වැය විෂයයන් 03 ක් සඳහා එකතුව රු.මිලියන 620 ක ප්‍රතිපාදන පරිපූරක ඇස්තමේන්තු මගින් වෙන් කර තිබුණි. එම ප්‍රතිපාදන වලින් රු.මිලියන 414.91 ක් සමාලෝචිත වර්ෂය අවසානය වන විට ඉතිරිව තිබුණි.

(ඔ) මු.රෙ 66 යටතේ ප්‍රතිපාදන මාරු කිරීම්

පහත සඳහන් නිරීක්ෂණයන් කරනු ලැබේ.

(i) වැය විෂයන් 8 ක් සඳහා මූලික ප්‍රතිපාදනයකින් තොරව රු.මිලියන 4,763.48 ක ප්‍රතිපාදනයක් මාරුකර ඇති අතර ඉන් වැය විෂයයන් 03ක මු.රෙ 66 ප්‍රතිපාදනයට සාපේක්ෂව සියයට 15 සිට සියයට 45 ක් දක්වා ඉතිරිවීම් තිබුණි.

(ii) වැය විෂයන් 06 ක එහි මූලික ප්‍රතිපාදනය ඉක්මවා මු.රෙ 66 යටතේ ප්‍රතිපාදන මාරු කිරීම් සිදු කර ඇති අතර එම වැය විෂයන්හි ප්‍රතිපාදන ඉතිරිවීම් මු.රෙ.66 යටතේ ප්‍රතිපාදන මාරුකිරීම් වලට සාපේක්ෂව සියයට 24 සිට 105 ක පරාසයක පැවතුණි. එසේම වැය විෂයන්හි ප්‍රතිපාදන ඉතිරිවීම මු.රෙ. 66 යටතේ ප්‍රතිපාදන මාරු කිරීම් වටිනාකම ඉක්මවා පැවතිණි. ඒ අනුව මූලික ඇස්තමේන්තුව හා මු.රෙ.66 මාරු කිරීම් නිසි ඇගයීමකින් යුතුව පිළියෙල කිරීමට කටයුතු කර නොතිබුණි.

3.3 **සීමා ඉක්මවීම්**

පහත සඳහන් නිරීක්ෂණයන් කරනු ලැබේ.

(අ) මු.රෙ 503 (2) අනුව අත්තිකාරම් ගිණුම් සඳහා නියමිත සීමාවන් ඉක්මවීම් හෝ පහත වැටීම් ඇතිවීම වලක්වාලීමට කටයුතු කළ යුතු අතර එසේ සීමාවන් ඉක්මවීමට ඉඩ ඇති බව දැනගත් විට මුදල් අමාත්‍යවරයාගෙන් එම සීමා ඉක්මවීමට මත්තෙන් අදාළ නියෝගය ලබා ගත යුතුය. වරාය සහ සිවිල් ගුවන් සේවා අංශයේ උපරිම වියදම් සීමාව රු.මිලියන 8 ක් වුවද CC 10 ලේඛනය අනුව වර්ෂය තුළ ලබා දී තිබූ මුළු ණය ප්‍රමාණය රු.මිලියන 8.083 ක් වූයෙන් උපරිම අත්තිකාරම් වියදම් සීමාව රු.මිලියන 0.083 කින් ඉක්මවා තිබූ අතර මෙම ඉක්මවීම සම්බන්ධයෙන් මුදල් අමාත්‍යවරයාගෙන් අනුමැතිය ලබාගෙන නොතිබුණි.

(ආ) වරාය සහ සිවිල් ගුවන් සේවා අංශයේ උපරිම වියදම් සීමාව රු.මිලියන 8 ක් වූ අතර මූල්‍ය ප්‍රකාශයන්හි ඒසීඒ-5 ආකෘතිය අනුව මුදලින් කරන ලද හර කිරීම් රු.මිලියන 23.24 ක් ලෙස දක්වා තිබුණි.ඒ අනුව අත්තිකාරම් හි උපරිම වියදම් සීමාව ඉක්මවීම රු.මිලියන 15.34 ක් වශයෙන් නිරීක්ෂණය විය. මු.රෙ. 503 (1) යටතේ සිදුවූ ගැළපුමක් බව හඳුනාගැනීම සඳහා ප්‍රමාණවත් තොරතුරු ඉදිරිපත් කල යුතු බව අත්තිකාරම් "බී" ගිණුමෙහි වාර්ෂික සැසඳුම් ප්‍රකාශනයෙහි සඳහන් කර තිබුණද, මෙම නිරීක්ෂණය වූ වෙනසට අදාළව ගණනයට ගතයුතු

නැති ගනුදෙනු සම්බන්ධයෙන් වූ ගැලපීම් ඉදිරිපත් කර තිබුනේ රු.මිලියන 1.61 ක් සඳහා පමණි.

(ඇ) වරාය සහ සිවිල් ගුවන් සේවා අංශයේ උපරිම වියදම් සීමාව රු.මිලියන 8 ක් ද, අවම ලැබීම් සීමාව රු.මිලියන 3.2 ක වටිනාකමක්ව පැවතියද, උපරිම හර ශේෂ සීමාව රු.මිලියන 53 ක් වීමෙන් 2025 දෙසැම්බර් 31 දිනට පිළියෙල කරන ලද ඇස්තමේන්තු අධි තක්සේරු වී තිබුණි.

3.4 **බැරකම් හා බැඳීම්වලට එළඹීම**

පහත සඳහන් නිරීක්ෂණයන් කරනු ලැබේ.

(අ) අමාත්‍යාංශය යටතේ අධිවේගී මාර්ග සංවර්ධන ව්‍යාපෘති 09 ක්ද, මාර්ග සංවර්ධන ව්‍යාපෘති 25 ක්ද, මාර්ග පුළුල් කිරීම හා වැඩි දියුණු කිරීමේ ව්‍යාපෘති 25 ක්ද සහ පාලම් හා ගුවන් පාලම් ඉදිකිරීමේ ව්‍යාපෘති 09 ක්ද වශයෙන් ව්‍යාපෘති 68 කට 2025 වර්ෂයේ ප්‍රතිපාදන සලසා ක්‍රියාත්මක කර තිබුණි. ක්‍රියාත්මක ව්‍යාපෘති වල පැන නැඟ ඇති ආරවුල් සම්බන්ධයෙන් අමාත්‍යාංශය විසින් ආරවුල් 14 ක් පිළිබඳ තොරතුරු ඉදිරිපත් කර තිබුණු අතර විගණනයට ඉදිරිපත් කළ ව්‍යාපෘති මූල්‍ය ප්‍රකාශන මඟින් හා අමාත්‍ය මණ්ඩල සංදේශ මඟින් පිළිවෙලින් ආරවුල් 11 ක් සහ ආරවුල් 05 ක් සම්බන්ධ තොරතුරු විගණනයට අනාවරණය විය. ව්‍යාපෘති මූල්‍ය ප්‍රකාශන මඟින් අනාවරණය කරගත් ආරවුල් සඳහා බැරකම් වටිනාකම රු.මිලියන 4,083.89 ක් ඒකාබද්ධ මාර්ග ආයෝජන වැඩසටහන් මූල්‍ය ප්‍රකාශනවල ගලපා තිබුණු නමුත් එම ආරවුල් සම්බන්ධයෙන් අමාත්‍යාංශ මූල්‍ය ප්‍රකාශනවල කිසිදු ගැලපීමක් හෝ අනාවරණයක් සිදු කර නොතිබුණි.

(ආ) මූල්‍ය ප්‍රකාශනයන්හි බැඳීම් හා බැරකම් පිළිබඳ ප්‍රකාශනය -ඇමුණුම (iii) හා බැරකම් පිළිබඳ ප්‍රකාශය-(i), -ඇමුණුම -(iv) පිළිබඳ පරීක්ෂාවේදී පහත කරුණු නිරීක්ෂණය විය.

(i) මු.රෙ. 128(1)(ඒ) අනුව දරන ලද කිසියම් වියදමක් හෝ වගකීම් බැඳීමක් වුවද, තම වැය විෂය පථය හෝ සීමාවන් හෝ වෙනත් බලය දෙනු ලැබූ මූල්‍ය ප්‍රතිපාදනයක ඇතුළත වැටෙන බවට හා එය ප්‍රමාණවත් තරම් අධිකාර බලයෙන් ආවරණය වන බවටද තහවුරු කර ගැනීම ප්‍රධාන ගණන්දීමේ නිලධාරීන්ගේ වගකීම වුවත්, අමාත්‍යාංශය යටතේ ක්‍රියාත්මක ව්‍යාපෘති සඳහා ප්‍රතිපාදන නිකුත් කිරීමේදී හා පියවීමේදී කොන්ත්‍රාතවල ගිවිසුම්ගත වටිනාකම, මේ දක්වා දරා ඇති පිරිවැය, ගෙවනු ලබන වටිනාකම, සහතික කළ වැඩවල වටිනාකම හා මු.රෙ.94 ප්‍රකාරව එළඹ ඇති බැඳීම් හා බැරකම් තොරතුරු ඇතුළත් සාරාංශගත වාර්තා කැඳවීමකින් තොරව අක්මුදල් නිදහස් කර තිබුණි. ඒ හේතුවෙන් අමාත්‍යාංශයේ ලේඛණ අනුව ව්‍යාපෘතීන්හි බැරකම් හා බැඳීම් පිළිබඳ සංඛ්‍යා හඳුනාගත නොහැකි විය. ඒ අනුව, මූල්‍ය ප්‍රකාශනයන්හි ඇමුණුම (iv) හි දැක්වෙන බැරකම් පිළිබඳ ප්‍රකාශයේ-(i) ඇතුළත් සංඛ්‍යාවල සංසන්දනාත්මක තොරතුරුද අමාත්‍යාංශයේ ලේඛණ හා පොත්පත්වලින් හඳුනාගැනීමට නොහැකි විය.

(ii) මූල්‍ය ප්‍රකාශනවල බැඳීම් හා බැරකම් ප්‍රකාශය - (ඇමුණුම-iv) අනුව,2025 දෙසැම්බර් 31 දිනට මු.රෙ. 94 (2) හා (3) ප්‍රකාරව බැඳීම් හා බැරකම්වල සමස්ථ වටිනාකම රු.මිලියන 249,525.46 ක් විය. අමාත්‍යාංශය විසින් 2025 වර්ෂයේ ප්‍රතිපාදන සලසා

තිබූ අධිවේගී මාර්ග සංවර්ධන ව්‍යාපෘති 09 කින්ද, මාර්ග සංවර්ධන ව්‍යාපෘති 25 කින්ද සහ පාලම් හා ගුවන් පාලම් ඉදිකිරීම් ව්‍යාපෘති 09 ක් ඇතුළු ව්‍යාපෘති 43 කින් තෝරාගත් ව්‍යාපෘති 13 ක මූල්‍ය ප්‍රකාශන අනුව 2025 දෙසැම්බර් 31 දිනට බැරකම් රු.මිලියන 40,964.64 ක් වූ අතර අමාත්‍යාංශයේ මූල්‍ය ප්‍රකාශනවල, ඇමුණුම-(iv) බැඳීම් හා බැරකම් ප්‍රකාශය අනුව එම ව්‍යාපෘතින්ට අදාලව හඳුනාගත් බැරකම් හා බැඳීම් රු.මිලියන 50,693.05 ක් විය. ඒ අනුව අමාත්‍යාංශය විසින් 2025 දෙසැම්බර් 31 දිනට ව්‍යාපෘති 06 ක රු.මිලියන 21,537.76 ක් අඩුවෙන්ද ව්‍යාපෘති 07 ක රු.මිලියන 40,266.18 ක් වැඩියෙන්ද බැරකම් ශේෂ හඳුනාගෙන තිබුණි.

(iii) මූල්‍ය ප්‍රකාශනයන්හි බැඳීම් හා බැරකම් පිළිබඳ ප්‍රකාශනයෙහි -ඇමුණුම (iii) ගෙවීම්ලාභියා නිශ්චිතව හඳුනාගත හැකි පරිදි බැඳීම් හා බැරකම් පිළිබඳ තොරතුරු ඉදිරිපත් කර නොතිබුණි.

(iv) මු.රෙ.94(2) සහ (3) ප්‍රකාරව, බැඳීම් හා බැරකම් පිළිබඳ ප්‍රකාශනයේ (ඇමුණුම iv), ඇතැම් ව්‍යාපෘතිවල මු.රෙ.94 (3) අනුව මුළු පිරිවැය ඇස්තමේන්තුව සහ බැඳීම් හා බැරකම් වටිනාකම සමාන අගයක් වී තිබුණු අතර බැඳීම් හා බැරකම් පිළිබඳ ප්‍රකාශනයෙහි -ඇමුණුම (iii) අනුව ඇතැම් ව්‍යාපෘති වල 2025 දෙසැම්බර් 31 දිනට බැඳීම හඳුනා ගෙන තිබුණද, ඒ හා සම්බන්ධ බැරකම හඳුනාගෙන නොතිබුණි.

(ඇ) වරාය හා සිවිල් ගුවන් සේවා අංශයේ සමාලෝචිත වර්ෂයේ මූල්‍ය ප්‍රකාශනයන්හි බැරකම් පිළිබඳ ප්‍රකාශය - (i) (ඇමුණුම iv) තුළ 2026 වර්ෂයේ ජනවාරි මාසය තුලදී ගෙවා තිබූ වවුචර් 15 කට අදාළ රු. මිලියන 1.96 ක බැරකම් ඇතුළත් කර නොතිබුණි.

(ඈ) 2025 වර්ෂයට අදාළව වරාය හා සිවිල් ගුවන් සේවා අංශය විසින් බැරකම් සඳහා බැඳීම් ඇතිකර ගැනීමේදී අදාළ වැය විෂයන්වල ඉතිරිවීම් සම්බන්ධයෙන් සලකා බැලීමෙන් තොරව කටයුතු කිරීම හේතුවෙන් පුනරාවර්තන වැය විෂයයන් 02 ක රු. මිලියන 0.22 ක ප්‍රතිපාදන ඉතිරිවීම් වටිනාකම රු. මිලියන 0.27 ක බැරකම් තිබූහෙයින් රු. මිලියන 0.05 ක් ප්‍රතිපාදන ඉක්මවා බැරකම් සඳහා එළඹී තිබුණි.

3.5 ප්‍රධාන ගණන්දීමේ නිලධාරී විසින් සිදු කළ යුතු සහතිකවීම්

2018 අංක 19 දරන ජාතික විගණන පනතේ 38 වගන්තියේ විධිවිධාන අනුව ප්‍රධාන ගණන්දීමේ නිලධාරී විසින් පහත සඳහන් කරුණු සම්බන්ධයෙන් සහතික වීම් කළ යුතුව තිබුණත්, ඒ අනුව කටයුතු කර නොතිබුණි.

(අ) විගණකාධිපතිවරයාට අවශ්‍ය වන පරිදි නිශ්චිත කාලසීමාවන් තුළ සියළුම විගණන විමසුම්වලට පිළිතුරු සැපයීම සිදු වන බවට ප්‍රධාන ගණන්දීමේ නිලධාරී හා ගණන්දීමේ නිලධාරී විසින් සහතික විය යුතු වුවත්, වාර්තාවේ 3.6 (අ) I ඡේදය ප්‍රකාරව විගණන විමසුම් යොමුකර දින 33 සිට දින 145 ක කාලයක් පිලිතුරු එවීම සඳහා ලබාගෙන තිබුණි.

3.6 නීති, රීති හා රෙගුලාසිවලට අනුකූල නොවීම

පහත සඳහන් නිරීක්ෂණයන් කරනු ලැබේ.

නීති, රීති හා රෙගුලාසිවලට යොමුව	අනුකූල නොවීම
(අ) 2018 අංක 19 දරන ජාතික විගණන පනත	
I. 38(1)(ඉ) වගන්තිය	සමාලෝචිත වර්ෂය තුල විගණකාධිපති විසින් ඉදිරිපත් කරන ලද විගණන විමසුම් සඳහා මාසයක් ඇතුළත පිළිතුරු ඉදිරිපත් නොකරන ලද අවස්ථා 11 ක් නිරීක්ෂණය විය. එම විගණන විමසුම් සඳහා පිළිතුරු ලබාදී තිබුණද, එසේ පිළිතුරු ලබා දීමේදී විගණන විමසුම යොමුකර දින 33 සිට දින 145 ක කාලයක් පිලිතුරු එවීම සඳහා ලබාගෙන තිබුණි.
(ආ) ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ මුදල් රෙගුලාසි සංග්‍රහය	
I. මුදල් රෙගුලාසි 104 (3) හා (4)	i. මහා මාර්ග අංශය සතු වාහනයක් 2025 ඔක්තෝබර් 21 දින හදිසි අනතුරුකට ලක් වී තිබුණු අතර 2026 අප්‍රේල් 30 වන විටත්, මුදල් රෙගුලාසි අනුව පූර්ණ වාර්තාව විගණනය වෙත ඉදිරිපත්කර නොතිබුණි. ii. හදිසි අනතුරකට ලක්වී තිබූ ග්‍රාමීය මාර්ග අංශය සතු මෝටර් රථයක් අමාත්‍යංශය විසින් රු.මිලියන 6.15 ක් වැය කරමින් අලුත්වැඩියා කර තිබුණද, එම වියදම රක්ෂණ සමාගමෙන් ප්‍රතිපූරණය කර ගැනීමට 2025 දෙසැම්බර් 31 වන විටත් අමාත්‍යාංශය කටයුතු කර නොතිබුණි. iii. මුදල් රෙගුලාසි 104(3),(4)ප්‍රකාරව අලාභයන් සම්බන්ධයෙන් ප්‍රාරම්භක වාර්තාව සකස් කර විගණකාධිපතිට පිටපතක් සහිතව රාජ්‍ය මුදල් දෙපාර්තමේන්තුව වෙත යොමු කළ යුතු නමුත් අමාත්‍යාංශයේ ප්‍රවාහන අංශයේ වාහන අනතුරු සම්බන්ධයෙන් ප්‍රාරම්භක වාර්තා පිළියෙළ කිරීම නිවැරදිව සිදුකර නොතිබුණු අතර, මුදල් රෙගුලාසි 110 ප්‍රකාරව පවත්වා ගෙන යායුතු හානි පාඩු ලේඛනයක් යාවත්කාලීනව පවත්වාගෙන ගොස් නොතිබුණි.
II. මුදල් රෙගුලාසි 373	2025 වර්ෂයේ දෙසැම්බර් 31 දිනට පවතින අග්‍රිම ශේෂය එදිනම භාණ්ඩාගාරයේ රාජ්‍ය ගිණුම් දෙපාර්තමේන්තුව වෙත භාරදිය යුතු වුවද, අමාත්‍යාංශයේ ගිණුම් අංක 7003/0000/00/0054/0025/000 හි පැවති 2025 දෙසැම්බර් 31 දිනට වූ මුදල් ශේෂය රු.මිලියන 1.58 ක් එදිනම භාණ්ඩාගාර වෙත යවා නොතිබුණි.
III. මුදල් රෙගුලාසි 396 (ඈ)	මු.රෙ. 396 (ඈ) අනුව චෙක්පත නිකුත් කරන දිනය, එය වලංගු කළ දිනය යන දෙකින් පසුව එළඹෙන දින සිට මාස 6 කට වැඩි

		කාලයක් එය මුදල් නොකර තිබුණහොත්ද, එය අවලංගු කරනු ලැබුවා සේ සලකා මු.රෙ. 394 (ඇ) ප්‍රකාරව අවලංගු කල චෙක්පතෙහි වටිනාකම ආයතනයට ලැබුණ මුදලක් සේ සලකා අදාළ ක්‍රියාමාර්ග ගත යුතු වුවත්, වරාය හා සිවිල් ගුවන් සේවා අංශය විසින් නිකුත් කරන ලද වටිනාකම රු. 35,360 ක් වූ චෙක්පත් 3 ක් සම්බන්ධයෙන් එසේ කටයුතු කර නොතිබුණි.
IV.	මුදල් රෙගුලාසි 392 (ඇ) (IV)	මු.රෙ.392 (ඇ) (IV) ප්‍රකාරව නිකුත් කරන ලද අලුත් චෙක්පත පිළිබඳ විස්තරද, මුල් චෙක්පතට හරස් යොමු සහිත අලුත් සටහනක්ද, අලුත් චෙක්පත නිකුත් කළ දිනය, ව්‍යවහාරයෙහි පවත්නා මුදල් පොතෙහි රතු තීන්තෙන් සටහන් කළ යුතු අතර, මුදල් පිළිබඳ තීරු නිස්ව තැබිය යුතු වුවත් සිදුකරන ලද නියැදි පරීක්ෂණයට අනුව වරාය හා සිවිල් ගුවන් සේවා අංශයේ රු. මිලියන 24.33 ක චෙක්පත් 09 ක් අවලංගු කර ඇති අතර එම චෙක්පත් අවලංගු කළ බව පමණක් සඳහන් කර තිබුණු අතර නිකුත් කරන ලද නව චෙක්පත පිළිබඳ සඳහන් කිරීමක් සිදුකර නොතිබුණි.
V.	මුදල් රෙගුලාසි 264	මු.රෙ 264 ප්‍රකාරව සෑම ගෙවීමකදීම වවුචරයේ සඳහන් දළ මුදල ලද බවට ආදායකයාගෙන් ලබාගත් කුවිතාන්සියකින් තහවුරු විය යුතු අතර මු.රෙ 263 (1) ප්‍රකාරව ගෙවීම් ලබා ගැනීම සඳහා ආදායකයා නොපැමිණෙන්නේ නම් අත්සන තබා ආපසු එවීම පිණිස කාරණයට අදාළ වවුචරය ප්‍රේෂණය හා සමඟ නොයැවිය යුතුය. එහෙත් ප්‍රේෂණය වෙනුවෙන් කුවිතාන්සියක් ලබාගෙන එය පහසුවෙන් නොගැලවෙන සේ වවුචරයට අමුණා හෝ අලවා තැබිය යුතුය. නමුත් වරාය හා සිවිල් ගුවන් සේවා අංශයේ නියැදි වවුචර් පරීක්ෂා කිරීමේදී ජනවාරි, පෙබරවාරි, මාර්තු හා අප්‍රේල් මාසවලදී නිකුත් කරන ලද රු.387,802 ක්වූ වවුචර් 5 කට අදාළව කුවිතාන්සි ලබාගෙන නොතිබුණි.
VI.	මුදල් රෙගුලාසි 262 (2)	මු.රෙ 262 (2) යටතේ "ගෙවන ලදී" මුද්‍රාව ගෙවන ලද සියලුම වවුචර්වලත් ඒවා තහවුරු කරන ලියවිලිවලත් යෙදීමෙන් සෑම අවස්ථාවකදීම වරක් ගෙවූ වවුචර් නැවත වරක් ගෙවීම සඳහා ඉදිරිපත් කිරීමේ අවදානම අවම කර ගත හැකි වුවද වරාය හා සිවිල් ගුවන් සේවා අංශයේ විසින් මාර්තු හා අප්‍රේල් මාස වලදී නිකුත් කරන ලද රු.606,791 ක්වූ වවුචර් 06 කට අදාළව ගෙවීම් තහවුරු කිරීමේ ලියවිලි වල "ගෙවන ලදී" මුද්‍රාව යොදා නොතිබුණි.
VII.	මුදල් රෙගුලාසි 262 (3)	මු.රෙ 262 (3) ප්‍රකාරව ගෙවීම කෙරෙන්නේ චෙක්පතකින් නම් චෙක්පතට අත්සන් තබන අවස්ථාවේ ගෙවන නිළධාරියා විසින් සිය අත්සන හෝ කෙටි අත්සන හෝ වවුචර් වලත් තහවුරු කරන ලියවිලි වලත් යෙදිය යුතු වුවත්, අවස්ථා 8 කට අදාළව එකතුව රු.මිලියන 7.38 ක්වූ වවුචර්වල හා තහවුරු කරනු ලබන ලියවිලිවල කෙටි අත්සන් යොදා නොතිබුණි.
VIII.	මුදල් රෙගුලාසි 371	මුදල් රෙගුලාසි 371 සංශෝධනය කරමින් මුදල් අමාත්‍යාංශය විසින් 2015 ජූලි 14 දින නිකුත් කරන ලද චක්‍රලේඛ අංක 03/2015 හි 371 (2) ප්‍රකාරව සුළු මුදල් අග්‍රිමයෙන් ගෙවීම් සිදු

		කිරීමේදී එක් බිල්පතකට රු. 5,000 ඉක්මවා ගෙවීම් සිදු කළ නොහැකි වුවත්, වරාය හා සිවිල් ගුවන් සේවා අංශයේ නියැදි වවුචර්පත් පරීක්ෂා කිරීමේදී සුළු මුදල් ප්‍රතිපූර්ණය කිරීමේ ගෙවීම් එකතුව රු. 36,463 ක් තුළ රු. 5,000 ඉක්මවූ බිල්පත් 4 ක් පැවතුණි.
IX.	මුදල් රෙගුලාසි 1645	මුදල් රෙගුලාසි 1645 ප්‍රකාරව ප්‍රවාහන අංශයේ වාහන සම්බන්ධයෙන් පවත්වාගෙන යායුතු ලොග් සටහන් පොත් යාවත්කාලීනකර පවත්වා නොතිබුණු අතර, මුදල් රෙගුලාසි 1646 ප්‍රකාරව ධාවන සටහන් සහ මාසික ධාවන සාරාංශ විගණකාධිපති වෙත ඉදිරිපත් කර නොතිබුණි.
(ඇ)	1992 අගෝස්තු 19 දිනැති අංක 26/92 දරන රාජ්‍ය පරිපාලන චක්‍රලේඛය	නිල වාහනයක් ලෙස පරිහරණය කිරීමට වෙන්කල වාහන හැර, අනෙකුත් සියළුම රජයේ වාහනවල රාජ්‍ය ලාංඡනය යෙදිය යුතු වුවද, මහාමාර්ග අංශය සතු වාහන 40 ක රාජ්‍ය ලාංඡනය යොදා නොතිබුණි.
(ඈ)	2024 දෙසැම්බර් 18 දිනැති අංක 05/2024 දරන වත්කම් කළමනාකරණ චක්‍රලේඛය	රාජ්‍ය ආයතනවල පවතින විශාල වැය බරක් වන සුඛෝපභෝගී වාහන රජයේ ප්‍රසම්පාදන ක්‍රමවේදයට අනුව අපහරණය කිරීම සඳහා වූ මෙම චක්‍රලේඛය ප්‍රකාරව අමාත්‍යාංශය සතු වාහන 10 ක් අපහරණය කිරීමට හඳුනාගෙන තිබුණු අතර අපහරණ කටයුතු නිමකර 2025 මාර්තු 01 දිනට පෙර රජයේ මූල්‍ය නොවන වත්කම් කළමනාකරණ පද්ධතියේ වාර්තා කළ යුතු බව සඳහන් වුවද, 2025 වර්ෂයේ ඉන් වාහන 02 ක් පමණක් අපහරණය කර තිබුණු අතර අනෙක් වාහන 08 සඳහා මේ වන විටත් අපහරණ කටයුතු අවසන් කර නොතිබුණි. තවද, අපහරණය කිරීම සඳහා හඳුනාගත් වාහන 04ක් තවදුරටත් අමාත්‍යාංශය විසින් පරිහරණය කිරීමට තීරණය කර තිබුණද, ඒ සඳහා භාණ්ඩාගාර ලේකම්ගේ අනුමැතිය ලබාගෙන නොතිබුණි.
(ඉ)	2017 දෙසැම්බර් 21 දිනැති අංක 02/2017 දරන වත්කම් කළමනාකරණ චක්‍රලේඛය	රජයේ සෑම ආයතනයක් විසින්ම භාවිතා කරන රජයට අයත් සෑම වාහනයක්ම එම ආයතනය නමින්ම ලියාපදිංචි කර තිබීමේ අවශ්‍යතාවය අවධාරණය කරන අතර මෙම චක්‍රලේඛයේ 02.i ඡේදය ප්‍රකාරව ලියාපදිංචි අයිතිය නොමැතිව පරිහරණය කරන වාහන, ලියාපදිංචි අයිතිය ඇති ආයතනයේ එකඟතාවය මත තම ආයතනය නමින් ලියාපදිංචි කරගැනීමට හෝ ලියාපදිංචි අයිතිය ඇති ආයතනය වෙත විධිමත්ව පවරාදීමට කටයුතු කළ යුතු වුවද, අමාත්‍යාංශයේ මහාමාර්ග අංශය සතු වාහන 09 ක හිමිකාරිත්වය පැවරීමකින් තොරව වෙනත් ආයතන වෙත මාරු කර තිබුණි.
(ඊ)	2024 ඔක්තොම්බර් 24 දිනැති අංක DMA/02/2024 දරන කළමණාකරන විගණන චක්‍රලේඛය	කළමණාකරන විගණන මාර්ගෝපදේශයේ උපවගන්ති 5 ප්‍රකාරව වැඩසටහන නිමකිරීමෙන් පසු භාණ්ඩ සමීක්ෂණයට අනුව පැවරිය යුතු වත්කම් එකී වත්කම් වල භාරකාරිත්වය,වර්තමාන තත්ත්වය හා වටිනාකම නිශ්චය කොට ප්‍රධාන ගණුන්දීමේ නිලධාරි වෙත පැවරිය යුතු වුවද, ඒකාබද්ධ මාර්ග ආයෝජන වැඩසටහන ඇවර කිරීමේදී එහි වත්කම් භාණ්ඩ සමීක්ෂණය මගින් භෞතිකව හඳුනාගැනීමෙන් තොරව දෙවන ඒකාබද්ධ මාර්ග ආයෝජන වැඩසටහන වෙත මාරු කර තිබුණි.

(උ) 2016 දෙසැම්බර් 29 දිනැති අංක 30/2016 දරන රාජ්‍ය පරිපාලන චක්‍රලේඛයේ 3.1 වගන්තිය

සෑම ඉන්ධන පරීක්ෂාවකටම පසු මාස 12 ක කාලසීමාවකින් පසුව හෝ කි.මී. 25,000 ක දුර ප්‍රමාණයක් ධාවනය කිරීමෙන් පසුව හෝ එන්ජිමට සම්බන්ධ ප්‍රධාන අළුත්වැඩියාවකට පසුව හෝ යන කාරණා අතරින් මුලින්ම යෙදෙන අවස්ථාවට පසුව නැවත ඉන්ධන පරීක්ෂාවක් කළ යුතු වුවද, මහා මාර්ග අංශය සතු වාහන 36 ක සමාලෝචිත වර්ෂය තුල ඉන්ධන දහනය පරීක්ෂා කර නොතිබුණි.

3.7 බැංකු ගිණුම් මෙහෙයවීම

සිගාස් පරිශීලක අත්පොතෙහි 16 ප්‍රකාරව බැංකු සැසඳුම් ප්‍රකාශය සිගාස් පද්ධතිය භාවිතයෙන් වෙනම පරිශීලක නාමයක් හා මුර පද භාවිතයෙන් පිළියෙළ කළයුතු වුවද, වරාය හා සිවිල් ගුවන් සේවා අංශය විසින් සිගාස් පද්ධතිය භාවිතා නොකර බැංකු සැසඳුම් ප්‍රකාශය පිළියෙළ කර තිබුණි.

4. මෙහෙයුම් සමාලෝචනය

4.1 කාර්යසාධනය

4.1.1 කාර්යභාරයන් ඉටු නොකිරීම

පහත සඳහන් නිරීක්ෂණයන් කරනු ලැබේ.

(අ) ඉංජිනේරු අංශය

ක්‍රියාත්මක ව්‍යාපෘති අධීක්ෂණය, ප්‍රගතිය, සමාලෝචනය කිරීම හා ව්‍යාපෘති වල තාක්ෂණික විගණනයන් සිදු කිරීම අමාත්‍යාංශයේ ඉංජිනේරු අංශයේ ප්‍රධාන කාර්යයන් වුවද, එම කාර්යභාරයන් අතරින් ව්‍යාපෘතිවල තාක්ෂණික විගණනයන් සිදු කිරීම සමාලෝචිත වර්ෂය තුල මෙම අංශය විසින් සිදුකර නොතිබුණි.

(ආ) විෂය භාර අමාත්‍යවරයා වෙත උපදෙස් ලබා දීම සඳහා 2008 අංක 40 දරන ජාතික මංමාවත් පනතේ 6 (1) වගන්තිය යටතේ මාර්ග පද්ධති සංවර්ධන උපදේශක සභාවක් පිහිටුවිය යුතු අතර, මෙම කමිටුව විසින් උසස් මහා මාර්ග ප්‍රතිපත්තියක් සකස් කිරීම, මාර්ග තත්ත්වය වැඩිදියුණු කිරීම, මාර්ග පිළිබඳ පර්යේෂණ, මාර්ග සැලසුම්, මාර්ග සංවර්ධන තාක්ෂණය සහ ආරක්ෂණ පියවර සම්බන්ධයෙන් අමාත්‍යවරයාට උපදෙස් ලබාදිය යුතුය. නමුත් 2008 වසරේ මංමාවත් පනත ක්‍රියාත්මක වන දින සිට මේ දක්වා වසර 17 ක් ගත වී ඇතත් මෙම උපදේශන සභාව සඳහා සාමාජිකයින් පත්කිරීම හා අදාල කාර්යභාරය ඉටුකිරීම සිදු වී නොතිබුණි. ඒ අනුව මාර්ග සම්බන්ධ ප්‍රතිපත්ති තීරණ ගැනීමේදී උක්ත සභාවේ අනුමැතිය ලබාගත යුතු වුවත්, පාර්ලිමේන්තුව විසින් නියම කර ඇති පටිපාටි පිළිපැදීමකින් තොරව මාර්ග සම්බන්ධයෙන් වූ උක්ත කරුණු වලට අදාළ ප්‍රතිපත්තිමය තීරණ ගෙන තිබුණි.

(ඇ) 2008 අංක 40 දරන ජාතික මංමාවත් පනතේ 7(1) වගන්තිය යටතේ දිවයිනේ එක් එක් දිස්ත්‍රික්ක සඳහා දිස්ත්‍රික් මාර්ග පද්ධති සම්බන්ධීකරන කමිටු පත්කළ යුතු අතර මාර්ග පද්ධති සංවර්ධනය හා නඩත්තුව සඳහා ක්‍රියාකාරී සැලැස්මක් සකස් කිරීම, සංවර්ධනය හා නඩත්තු

කටයුතු සම්බන්ධීකරණය සහ නඩත්තුව, ව්‍යාපෘති යම් පාර්ශවයකට භාර කිරීම සහ අධීක්ෂණය, මාර්ග සංවර්ධන ව්‍යාපෘති භාරගෙන ක්‍රියාත්මක කිරීමට නිර්දේශ කිරීම ආදී කර්තව්‍යන් මෙම කමිටුව විසින් ඉටුකල යුතු නමුත් මෙම කමිටු සඳහා සාමාජිකයින් පත්කිරීම හා අදාල කාර්යභාරය ඉටු කිරීම සිදු වී නොතිබුණි.

(ඈ) මාර්ග සංවර්ධන අධිකාරියේ අධීක්ෂණය යටතේ ක්‍රියාත්මක මාර්ග පුනරුත්ථාපන ව්‍යාපෘති සඳහා අත්පත් කරගතයුතු ඉඩම් සම්බන්ධයෙන් ඉඩම් අත්පත් කරගැනීමේ පනත ප්‍රකාරව ඉදිරි ක්‍රියාමාර්ග අධීක්ෂණය, ඉඩම් අත්පත් කරගැනීමේ හා නැවත පදිංචි කිරීමේ කමිටු සමඟ සාකච්ඡා පැවැත්වීම, නැවත පදිංචි කිරීම සඳහා ඉඩම් අත්පත් කරගැනීම සඳහා අවශ්‍ය ක්‍රියාමාර්ග ගැනීම හා ඉඩම් අවසතු කිරීම හා සම්බන්ධ ක්‍රියාමාර්ග ගැනීම ආදිය අමාත්‍යාංශයේ ඉඩම් අංශයේ කාර්යභාරය වේ. නමුත් ව්‍යාපෘති මගින් අත්පත් කරගනු ලබන ඉඩම් සම්බන්ධයෙන් යාවත්කාලීන දත්ත පද්ධතියක් පවත්වා නොගැනීම හේතුවෙන් මෙම අංශයෙන් අපේක්ෂිත කාර්යභාරය ඵලදායීව ඉටුනොවන බව නිරීක්ෂණය විය.

4.1.2 ව්‍යාපෘති නිම නොකර අත්හැර දැමීම්

පහත සඳහන් නිරීක්ෂණයන් කරනු ලැබේ.

(අ) **කොළඹ - රත්නපුර - පැල්මඩුල්ල අධිවේගී මාර්ගය - (117-02-03-013)**

I. කහතුඩුව සිට ඉංගිරිය හා රත්නපුර හරහා පැල්මඩුල්ල දක්වා රුවන්පුර අධිවේගී මාර්ගය ඉදිකිරීම "සෞභාග්‍යයේ ඉදිරි දැක්ම" ප්‍රතිපත්ති ප්‍රකාශය යටතේ වූ ව්‍යාපෘතියකි. 2024 මාර්තු 6 දින ඉදිරිපත් කළ අමාත්‍ය මණ්ඩල සංදේශය අනුව මෙම ව්‍යාපෘතිය වෙනුවෙන් ඉඩම් අත්පත් කර ගැනීම සඳහා රු.මිලියන 3,350 ක් සහ ඉදිකිරීම් කටයුතු සඳහා රු.මිලියන 7,478 ක් වශයෙන් එකතු වටිනාකම රු.මිලියන 10,828 ක වියදමක් දරා තිබුණි. වර්ෂ 2015 සිට 2025 දක්වා කාල සීමාව තුල රු.මිලියන 7,682.58 ක වියදමක් දරා තිබුණු බව අමාත්‍යාංශයේ ඇස්තමේන්තු පරීක්ෂාවේදී විගණනයට අනාවරණය වුවද මෙම ව්‍යාපෘතියේ ඉදිකිරීම් කටයුතු 2022 වර්ෂයේදී අතරමඟ අතහැර දමා තිබුණි.

II. 2014 වර්ෂයේදී මහනැහුම උපදේශන සේවා (පුද්ගලික) සමාගම විසින් ශක්‍යතා අධ්‍යයනයක් සිදුකර ඒ අනුව කහතුඩුව, ඉංගිරිය, කිරිඇල්ල, කුරුවිට, රත්නපුර හරහා පැල්මඩුල්ල දක්වා අධිවේගී මාර්ගයේ මාර්ග අනුරේඛණය අවසන් කර තිබියදීත් එම මාර්ගයේ අතර මැද කොටසක්වූ ඉංගිරිය සිට ගොරකාඇල දක්වා මාර්ග කොටස සඳහා විකල්ප මාර්ග අනුරේඛණයක් හා සවිස්තරාත්මක ශක්‍යතා අධ්‍යයනයක් සිදු කිරීම සඳහා රු.මිලියන 68 ක අමතර පිරිවැයක්ද දරා තිබුණි.

(ආ) **නව කැළණි පාලමේ සිට අතුරුගිරිය දක්වා කුළුණු මත ඉදිකෙරෙන අධිවේගී මාර්ගය (117-02-03-015)**

I. 2025 අප්‍රේල් 07 දින නිකුත් කරන ලද අමාත්‍ය මණ්ඩල සංදේශ අංක 14/2025 අනුව මෙම ව්‍යාපෘතිය රාජගිරිය සිට අතුරුගිරිය දක්වා වන II වන අදියර යෝජිත මාර්ග පථය තලංගම පාරිසරික ආරක්ෂක කළාපය මතින් යාම සම්බන්ධව අධිකරණ නඩු කටයුතු පැවතීම හේතුවෙන් ව්‍යාපෘතිය ක්‍රියාත්මක කිරීම වාරණය කරමින් නියෝගයක් අභියාචනාධිකරණය මඟින් නිකුත් කර තිබුණි. තවද ව්‍යාපෘතියේ II අදියරට අදාල පාරිසරික බලපෑම් ඇඟයීමට

අසමත් වී ඇති අතර ඒ සම්බන්ධව යොමු කල අභියාචනය ද ප්‍රතික්ෂේප වී තිබුණි.ඒ අනුව මෙම ව්‍යාපෘතියේ II අදියර ක්‍රියාත්මක කිරීමට හැකිවී නොතිබුණි.

II. මෙම ව්‍යාපෘතිය වෙනුවෙන්, වර්ෂ 2017 සිට 2025 දක්වා කාල සීමාව තුල අමාත්‍යාංශයේ වැය ශීර්ෂය යටතේ රු.මිලියන 3,118.77 ක සමස්ථ වියදමක් දරා තිබුණි. ව්‍යාපෘතිය නිසා බලපෑමට ලක්වන අනවසර පදිංචිකරුවන් සිටින පවුල් සහ අනුපවුල් සඳහා නිවාස 1100 ක් ලබාදීමට නියමිතව තිබුණි. ඒ සඳහා මාර්ග සංවර්ධන අධිකාරිය හා නාගරික සංවර්ධන අධිකාරිය අතර අවබෝධතා ගිවිසුමක් මගින් නිවාස 1100 ක් වෙන් කර ගෙන ඇති අතර වාරික 5 ක් යටතේ රු.මිලියන 2,388.85 ක් නාගරික සංවර්ධන අධිකාරිය වෙත ගෙවිය යුතු බැවින් ඒ වෙනුවෙන් රු.මිලියන 480 ක් බැගින් වූ වාරික 3 ක් යටතේ රු.මිලියන 1,440 ක් නාගරික සංවර්ධන අධිකාරිය වෙත ගෙවා තිබුණු අතර නිවාස අත්පත්කර ගැනීමේ ක්‍රියාවලියද අතරමඟ ඇණහිට තිබුණි.

(ඇ) **මධ්‍යම අධිවේගී මාර්ගය - 04 කොටස - කුරුණෑගල සිට දඹුල්ල (117 -02-03-021)**

2016 සැප්තැම්බර් 02 දිනැති අමාත්‍ය මණ්ඩල සංදේශය අනුව කුරුණෑගලින් ආරම්භ වී දඹුල්ල දක්වා දිවෙන කි.මී.60 ක දිගින් යුත් මධ්‍යම අධිවේගී මාර්ගයේ 04 වන කොටස මේ යටතේ ක්‍රියාත්මක කිරීමට හඳුනාගෙන තිබුණි එහිදී 2022 අගෝස්තු 22 දිනැති අංක:අමප/ 22/1168/608/012 අමාත්‍ය මණ්ඩල තීරණය අනුව මෙම ව්‍යාපෘතිය යටතේ ඉඩම් අත්පත්කර ගැනීමේ වත්මන් තත්ත්වය සැලකිල්ලට ගනිමින් වන්දි මුදල් ගෙවීමට අනුගමනය කලහැකි උපාය මාර්ග හඳුනාගැනීම සඳහා කමිටුවක් පත්කර තිබුණි. එම කමිටු වාර්තාව අනුව මෙම ව්‍යාපෘතිය සඳහා හෙක්ටයාර් 475 ක් පමණ වූ භූමි ප්‍රමාණයට අදාල ඉඩම් කැබලි සියල්ල 2016,2017,2018 වර්ෂවල ඉඩම් අත්පත්කර ගැනීමේ පනතේ 38 (අ) වගන්තිය යටතේ පවරාගෙන ඇති බවත්, ඒ අනුව ඉඩම් අත්පත්කර ගැනීමේ ක්‍රියාවලියේ ප්‍රගතිය සියයට 73 ක් බවත් සඳහන් විය. තවද එම කමිටු වාර්තාව අනුව මෙම මාර්ග පථයට අයත් මුළු ඉඩමේ කැබලි 5055 අතරින් ඉඩම් කැබලි 3505 ක් පෞද්ගලික ඉඩම් කැබලි වූ අතර, ඒම ඉඩම් කැබලි 266 ක් සඳහා රු.මිලියන 334.5 ක් ගෙවා ඇති බවත් තවත් රු.මි.108 ගෙවීමට ඇති බවත් සඳහන් කර තිබුණි. එම කමිටුව මඟින් අත් කරගත් ඉඩම් අවසතු කිරීමට නිර්දේශ කර තිබුණි. තවද, එම කමිටු වාර්තාව ප්‍රකාරව මෙම ව්‍යාපෘතිය වෙනුවෙන් වර්ෂ 2022 වන විට වැය කර තිබූ වටිනාකම රු.මි.982 කි. මෙම ව්‍යාපෘතිය මේ වන විට නිම කිරීමකින් තොරව අත්හැර දමා තිබුණි.

(ඈ) බේස්ලයින් මාර්ගයේ තෙවන අදියර - (117-02-04-010)

I. 2004 අගෝස්තු 04 දිනැති අමාත්‍ය මණ්ඩල තීරණය ප්‍රකාරව මෙම ව්‍යාපෘතියේ තෙවන අදියර ක්‍රියාත්මක කිරීම සඳහා අනුමැතිය ලැබී තිබුණු අතර මෙම ව්‍යාපෘතිය අවසන් කිරීම සඳහා හයිලෙවල් මාර්ගයේ සිට ගාලු පාරේ රත්මලාන මැලිබන් හන්දිය දක්වා (කි.මී.7.4) මාර්ග කොටස දීර්ඝ කිරීමට අපේක්ෂිතව තිබුණි එහිදී කොළඹ හා අවට වාසස්ථාන අධික වූ ප්‍රදේශයක් හරහා ගමන්ගන්නා වූ මෙම ව්‍යාපෘතිය ක්‍රියාත්මක වීම නිසා විශාල නිවාස ප්‍රමාණයක් කඩා දැමීමට සිදුවීම හේතුවෙන් 2009 මැයි 13 දිනැති අමාත්‍ය මණ්ඩල තීරණය අනුව කොළඹ හොරණ මාර්ගයේ සිට කොළඹ ගාල්ල මාර්ගයේ රත්මලාන දක්වා වූ මාර්ග කොටසේ ඉඩම් අත්කර ගැනීම හා ඉදිකිරීම් අතහැර දැමීමටත්, පවරාගත් සියළු ඉඩම් මුදාහැරීමටත් කටයුතු කර තිබුණි.

II. මෙම ව්‍යාපෘතිය නිසා අවතැන්වන පවුල් සඳහා නිවාස ඒකක 45 ක් නාගරික සංවර්ධන අධිකාරිය මගින් ක්‍රියාත්මක කාලිංග මාවතෙහි පිහිටි නිවාස යෝජනා ක්‍රමයෙන් ලබාදීමට සහ එක් නිවාස ඒකකයක් සඳහා රු.මිලියන 4 බැගින් නිවාස 45 ක් සඳහා රු.මි. 180 ක් 2021 අයවැය ප්‍රතිපාදන මඟින් දැරීමට 2021 ඔක්තෝබර් 26 දිනැති අමාත්‍ය මණ්ඩල තීරණය මඟින් අනුමැතිය ලබාදී තිබුණි. 2015 සිට 2025 දක්වා මෙම ව්‍යාපෘතිය වෙනුවෙන් දරා ඇති මුළු වියදම රු.මිලියන 3,519.43 ක් වන අතර, ඉන් සියයට 98 ක් එනම් රු.මිලියන 3,469.73 ක් ඉඩම් සහ ඉඩම් වැඩිදියුණු කිරීම සඳහා දරා තිබුණි.

(ඉ) මහනුවර උමඟ ඉදි කිරීමේ ව්‍යාපෘතිය - (117-02-04-054)

I. මහනුවර නාගරික ප්‍රදේශයේ රථවාහන තදබදය අවම කිරීම සහ ප්‍රදේශයේ ගමනාගමනය වැඩිදියුණු කිරීම සඳහා උපාය මාර්ගික මැදිහත්වීමක් වශයෙන් යෝජනා කෙරුණු මහනුවර උමං මාර්ගික ව්‍යාපෘතිය 2017 අප්‍රේල් මස 26 දිනැති අමාත්‍ය මණ්ඩල තීරණය මඟින් අනුමැතිය ලැබී තිබුණු අතර, ව්‍යාපෘතියේ ඇස්තමේන්තුගත පිරිවැය ඇ.ඩො. මිලියන 252.3 ක් විය. නමුත් මෙය ප්‍රමුඛ අවශ්‍යතාවයක් නොවන බව සඳහන් කරමින් ආර්ථික කළමණාකරණය සඳහා වන අමාත්‍ය මණ්ඩල කමිටුව 2017 අගෝස්තු 21 දින මෙම ව්‍යාපෘතිය නතර කර තිබුණි.

II. මෙම ව්‍යාපෘතිය නැවත ආරම්භ කිරීමට අනුමැතිය ලබා ගැනීම පිණිස 2019 දෙසැම්බර් 24 දින ඉදිරිපත් කරන ලද අමාත්‍ය මණ්ඩල සංදේශය සඳහා 2020 ජනවාරි 23 දිනැති අමාත්‍ය මණ්ඩල තීරණය ප්‍රකාරව, මෙම ව්‍යාපෘතිය ආරම්භ කිරීමට ප්‍රථම සවිස්තරාත්මක පාරිසරික අධ්‍යයනයක් සිදුකර එහි ප්‍රතිඵල මත පදනම්ව කටයුතු කරන ලෙස තීරණය කර තිබුණි. උමං කැනීම් කටයුතු හේතුවෙන් භූගත ජල මට්ටම සහ මතුපිට ජල සම්භාරය යන ද්විත්වය කෙරෙහි සැලකියයුතු බලපෑමක් සිදුවන බවත් පාෂාණ ස්ථරයක් හරහා කනිනු ලබන දෙවන උමඟ ඩොවින් ජලාශය (Dorwin Reservoir) යටින් ඇති පාෂාණ ස්ථරයේ දිගු ප්‍රදේශයකට නිරාවරණය වීම හේතුවෙන් ජලාශයෙන් උමග වෙත ජලය කාන්දුවීමේ අවදානමක් ඇති බව පාරිසරික බලපෑම් ඇඟයීමෙන් අණාවරණය වී තිබුණි.

III. 2020 ජනවාරි 23 දිනැති අමාත්‍ය මණ්ඩල තීරණය ප්‍රකාරව ව්‍යාපෘතිය නැවත ආරම්භ කිරීමට තීරණය කළද පාරිසරික බලපෑම මත 2025 නොවැම්බර් 11 දිනැති අමාත්‍ය මණ්ඩල තීරණය ප්‍රකාරව මෙම ව්‍යාපෘතිය අවලංගු කිරීමට තීරණය කර තිබුණි. මෙම ව්‍යාපෘතිය වෙනුවෙන් වර්ෂ 2021 සිට 2023 දක්වා විදේශ මූල්‍යකරණය ආශ්‍රිත පිරිවැය ලෙස රු.මි.70.18 ක් හා දේශීය අරමුදලින් රු.මි.19.99 ක් වශයෙන් එකතුව රු.මි.90.17 ක වියදමක් දරා තිබුණි.

(ඊ) ප්‍රධාන මාර්ග හා අධිවේගී මාර්ග වෙත ප්‍රවේශය සඳහා සහ මාර්ග තදබදය අවම කිරීම සඳහා විකල්ප මාර්ග පද්ධතියක් සංවර්ධනය කිරීම-කි.මී.100,000 ව්‍යාපෘතිය (117 -02-04-057)

I. "සෞභාග්‍යයේ ඉදිරි දැක්ම" ප්‍රතිපත්ති ප්‍රකාශය අනුව ප්‍රධාන මහා මාර්ග හා අධිවේගී මාර්ගයන් වෙත ඉහළ මට්ටමේ ප්‍රවේශයක් සඳහා පහසුකම් සැලසීම පිණිස කි.මී.100,000 ක "විකල්ප මාර්ග ජාලයක්" සංවර්ධනය කිරීමේ ව්‍යාපෘතිය සඳහා 2020 ජනවාරි 03 දිනැති අමාත්‍ය මණ්ඩල තීරණය මඟින් අනුමත ලැබී තිබුණි. මෙම ව්‍යාපෘතිය වෙනුවෙන් වර්ෂ 2020 සිට 2023 දක්වා වූ කාල සීමාව තුල වැය ශීර්ෂ අංක 2506-යටිතල පහසුකම් සංවර්ධනය යටතේ රු.මිලියන 127,770.94 ද, 2024 වර්ෂයේ වැය ශීර්ෂ අංක 2104- ගොඩනැගිලි සහ ඉදිකිරීම් යටතේ රු. මිලියන 36,073.76 ක වියදමක්ද දරා තිබුණි. තවද, 2025 වර්ෂයේ වැය

ශීර්ෂ අංක 2104- ගොඩනැඟිලි සහ ඉදිකිරීම් යටතේ රු. මිලියන 6,750 ක වියදමක්ද දරා තිබුණි. එසේ වුවද 2022 අප්‍රේල් 26 දිනැති "ජාතික අයවැය වක්‍රලේඛ 03/2022" අනුව වැඩ කටයුතු සීමා කර තිබුණි.

II. මෙම ව්‍යාපෘතිය යටතේ වැඩ සිදු කරමින් පැවති කි.මී.11,550 කින් කි.මී.1,610 ක මාර්ග දුර ප්‍රමාණයක් අවම පිරිවැයකින් ආරක්ෂිතව ගමනාගමනයට සුදුසු අයුරින් පුනුරුත්ථාපනය කිරීම සඳහා ප්‍රමුඛතාවය ලබාදී තිබුණි. නමුත් 2025 නොවැම්බර් 25 දිනැති අංක 61/2025 අමාත්‍ය මණ්ඩල සංදේශය අනුව කි.මී.17,550 ආවරණය වන පරිදි කොන්ත්‍රාත් කටයුතු ආරම්භ කර පැවතිය ද ඉතිරි මාර්ග ප්‍රමාණයේ කාර්යසාධනය සම්බන්ධ තොරතුරු විගණනයට ඉදිරිපත් නොවීය.

(උ) **මුලතිව් - කෝකිලායි - පුල්මුඩේ මාර්ගයෙහි කෝකිලායි කළපුව හරහා නව පාළමක් ඉදිකිරීම**

වෙරළ තීරය ඔස්සේ නැගෙනහිර පළාත සහ උතුරු පළාත අතර ගොඩබිම මතින් අඛණ්ඩ සම්බන්ධතාවයක් සැපයීම පිණිස මුලතිව් - කෝකිලායි - පුල්මුඩේ මාර්ගයෙහි කෝකිලායි කළපුව හරහා නව පාළමක් ඉදිකිරීම සඳහා වූ කොන්ත්‍රාත්තුව යූරෝ මිලියන 48.88 ක (වැට් රහිත) ගිවිසගත් කොන්ත්‍රාත් මුදලකට වෙක් ජනරජයේ Bilffinger MCE slang s.r.o. වෙත ප්‍රදානය කිරීමට 2014 ජූලි 10 දිනැති අංක.අමප/14/0830/505/021/ටීබීආර් දරණ අමාත්‍ය මණ්ඩල තීරණය මඟින් අනුමැතිය ලබා දී තිබුණි. 2021 හා 2022 වර්ෂවල පිළිවෙළින් රු.මිලියන 1,015 ක් හා රු.මිලියන 5 ක ප්‍රතිපාදන වෙන් කිරීමක් සිදුකර තිබුණද මෙම ව්‍යාපෘතිය මේ දක්වා ක්‍රියාත්මක වී නොතිබුණි.

4.1.3 වාර්ෂික කාර්යසාධන වාර්තාව

(අ). ග්‍රාමීය මාර්ග අංශය

I. ග්‍රාමීය මාර්ග අංශය යටතේ ග්‍රාමීය මාර්ග සංවර්ධනය, ග්‍රාමීය පාලම් සංවර්ධනය හා ග්‍රාමීය මාර්ග වලට අදාළ ව්‍යුහයන් වැඩි දියුණු කිරීම් සිදු කරන අතර මෙම අංශය සඳහා ග්‍රාමීය මාර්ග පුනර්ජීවන වැඩසටහන (117-2-4-61-2104) හා ග්‍රාමීය මාර්ග පුනරුත්ථාපන හා වැඩිදියුණු කිරීම් වැඩසටහන (117-2-4-67-2104) යටතේ සමාලෝචිත වර්ෂය තුල රු.මිලියන 13,500 ක ප්‍රතිපාදන සලසා තිබුණි. සමාලෝචිත වර්ෂය අවසන් වන විට ඉහත ප්‍රතිපාදන මුදලින් රු.මිලියන 5,347 ක් ඉතිරිව තිබුණු අතර ඒ අනුව ප්‍රතිපාදන උපයෝජනය සියයට 60ක් පමණ විය.

II. කාර්යසාධන වාර්තාව අනුව ග්‍රාමීය මාර්ග අංශය විසින් සමාලෝචිත වර්ෂය තුල ග්‍රාමීය මාර්ග ව්‍යාපෘති 3,189 ක් පිරිනමා තිබුණි. එයින් ව්‍යාපෘති 2,702 ක් දිස්ත්‍රික් ලේකම් කාර්යාල යටතේ ප්‍රාදේශීය ලේකම් කාර්යාල මඟින් පිරිනමා තිබුණු අතර අනුමැතිය ලබාදී මාස 02 සිට මාස 07 දක්වා කාලයක් ගතවී තිබුණු එකතුව රු.මිලියන 746.7 ක් වූ ව්‍යාපෘති 198 ක වැඩ සමාලෝචිත වර්ෂය අවසන් වන විටත් ආරම්භ කර හෝ නොතිබුණි. මේ සම්බන්ධයෙන් අමාත්‍යාංශය විසින් ප්‍රමාණවත් පසු විපරම් ක්‍රියාමාර්ගද ගෙන නොතිබුණි.

4.2. විදේශ ආධාර ව්‍යාපෘති

4.2.1. කොළඹ තදාසන්න දුම්රිය කාර්යක්ෂමතා වැඩිදියුණු කිරීමේ ව්‍යාපෘතියේ (CSREIP) විෂය පථය වෙනස්වීම 2019 - 2025

(අ) ව්‍යාපෘති අරමුණු හා ප්‍රමුඛතා සැලසුම් අනුව කටයුතු නොකිරීම

ආසියානු සංවර්ධන බැංකු ණය අරමුදල් යටතේ 2019 වර්ෂයේදී එ.ජ.ඩො. මිලියන160 ක් වූ ව්‍යාපෘති ප්‍රතිපාදනය 2021 වර්ෂයේදී පැවති ආර්ථික අර්බුදය හේතුවෙන් එ.ජ.ඩො. මිලියන 125 දක්වා අඩුකර තිබුණි. ව්‍යාපෘතියේ කාර්යභාරය සැලසුම්කළ පරිදි 2024 දෙසැම්බර් 31 දිනට අවසන් නොවීම හේතුවෙන් ව්‍යාපෘති කාලය 2026 දෙසැම්බර් 31 දක්වා දීර්ඝකර තිබුණි. මේ සම්බන්ධයෙන් පහත සඳහන් කරුණු නිරීක්ෂණය කරනු ලැබේ.

I. ව්‍යාපෘතිය යටතේ සැලසුම් කරන ලද කාර්යයන් සැලසුම් කරන ලද කාලය තුළ ඉටු නොකිරීම මත ව්‍යාපෘති කාලය වර්ෂ 2 කින් දීර්ඝ කිරීම හේතුවෙන් ව්‍යාපෘති ණය පොලිය එ.ජ.ඩො. මිලියන 7.96 සිට එ.ජ.ඩො. මිලියන 16 දක්වා සියයට 100 න්ද, ප්‍රයාපන ගාස්තු එ.ජ.ඩො. මිලියන 0.74 සිට එ.ජ.ඩො. මිලියන 1.03 දක්වා සියයට 40 ක් ද, වශයෙන් ව්‍යාපෘතියෙහි සමස්ථ මූල්‍ය පිරිවැය (Financial Charges) එ.ජ.ඩො.මිලියන 8.71 සිට එ.ජ.ඩො. මිලියන 17.03 දක්වා සියයට 96 කින් ඉහළ යනු ඇතැයි ඇස්තමේන්තු කර තිබුණි. ඒ අනුව 2019 වර්ෂයට සාපේක්ෂව මූල්‍ය පිරිවැය එ.ජ.ඩො. මිලියන 8.32 ක අමතර පිරිවැයක් දැරීමට සිදුව ඇති බවත්, ඒ අනුව ව්‍යාපෘතියේ මූල්‍ය පිරිවැය මුළු ණය මුදලෙන් සියයට 7 සිට සියයට 14 ක් දක්වා ඉහළ යාම හේතුවෙන් සංවර්ධන කටයුතු සඳහා යෙදවීමට ඇති අරමුදල් මූල්‍ය පිරිවැය ආවරණය කිරීම සඳහා යෙදවීමට සිදුවී තිබුණි.

II. 2019 වර්ෂයේ ව්‍යාපෘතිය ආරම්භයේදී ක්‍රියාවට නැංවීමට සැලසුම් කර තිබූ දුම්රිය නඩත්තු ධාරිතාවය ඉහළ නැංවීම, දුම්රිය ධාවනය හා මගී ආරක්ෂාව ඉහළ නැංවීම සහ පුහුණු මධ්‍යස්ථාන වැඩිදියුණු කිරීම, කාර්යමණ්ඩල පුහුණු හා සංවර්ධනය කිරීමේ වැඩ සඳහා එ.ජ.ඩො. මිලියන 30.58 ක් වෙන්කර තිබුණද, 2025 දෙසැම්බර් 31 වනවිට එම දිගුකාලීන ප්‍රතිලාභ ලැබිය හැකි ප්‍රාග්ධන වත්කම් ප්‍රසම්පාදනය හා මානව සම්පත් සංවර්ධන කටයුතු සම්පූර්ණයෙන් ඉවත් කර කෙටිකාලීන ප්‍රග්ධන නඩත්තු සඳහා එ.ජ.ඩො. මිලියන 2.06 ක්ද, වැඩිවූ මූල්‍ය පිරිවැය ආවරණය සඳහා එ.ජ.ඩො. මිලියන 8.32 ක්ද, උපදේශන සේවා සඳහා එ.ජ.ඩො. මිලියන 9.6 ක්ද වශයෙන් එ.ජ.ඩො. මිලියන 19.98 ක් යොදවා තිබුණි.

III. නිමවුම් 5 යටතේ එ.ජ.ඩො. මිලියන 6.30 ක් යොදා ගනිමින් 2019 නොවැම්බර් 28 දින සිට මාස 18 ක කාලයකින් නිම කිරීමට සැලසුම් කරන ලද මහනුවර තදාසන්න දුම්රිය මාර්ග සංවර්ධනය සඳහා වූ විස්තරාත්මක සැලසුම් සකස් කිරීමේ උපදේශන සේවාව සඳහා 2025 දෙසැම්බර් 31 දිනට වසර 5 ක කාලයක් ගත කර රු. මිලියන 694.35 ක් වැයකර තිබියදී ක්‍රියාත්මක වීම 2023 වර්ෂයේදී උපදේශක සමාගම විසින් අත්හිටුවා තිබුණි. උඩරට දුම්රිය මාර්ගය සංවර්ධනය කිරීම තුළින් මහනුවර නගරාශ්‍රිත වාහන තදබදයට තිරසර විසඳුම් ලබාදීමෙන් ප්‍රවාහන ක්ෂේත්‍ර සංවර්ධනට දායකවීම සඳහා වූ අරමුණු කරගනිමින් ව්‍යාපෘතිය යටතේ සැලසුම් කළ මෙම උප ව්‍යාපෘතිය අපේක්ෂිත අරමුණු ඉටුකර ගැනීමකින් තොරව නැවතී තිබුණු අතර ඒ සඳහා දරන ලද සෘජු පිරිවැය

මෙන්ම ප්‍රමාදයන් හේතුවෙන් දරන ලද මූල්‍ය පිරිවැයද මෙතෙක් නිශ්කාර්ය වියදමක් වී තිබුණි.

IV. 2025 පෙබරවාරි 21 දිනැති ආසියානු සංවර්ධන බැංකු මෙහෙවර (ADB Mission) වාර්තාව හා 2025 ව්‍යාපෘති මෙහෙයුම් අත්පොත අනුව ව්‍යාපෘතිය යටතේ දුම්රිය දෙපාර්තමේන්තුවේ මූල්‍ය තිරසාරභාවය හා මෙහෙයුම් කාර්යක්ෂමතාවය සඳහා නව උපදේශන සේවා දෙකක් ක්‍රියාත්මක කිරීමට තීරණය කර තිබුණද, 2025 වර්ෂයේ ප්‍රසම්පාදන සැලැස්ම ඒ අනුව සංශෝධනය කර නොතිබුණි.

(ආ) කොළඹ තදාසන්න දුම්රිය කාර්යක්ෂමතා වැඩිදියුණු කිරීමේ ව්‍යාපෘතිය

I. ශ්‍රී ලංකා දුම්රිය සේවයේ මෙහෙයුම් කාර්යක්ෂමතාව වැඩි දියුණු කිරීම සහ දුම්රිය මාර්ග ආශ්‍රිත දේපල උපරිම ඵලදායීතාවයකින් යුතුව කළමනාකරණය කිරීමේ උපායමාර්ගික අරමුණු ළඟාකර ගැනීම සඳහා දුම්රිය මාර්ග ආශ්‍රිත "ප්‍රවාහනය පාදක කරගත් සංවර්ධන" (Transit Oriented Development - TOD) සැලසුම් සකස් කිරීම සහ ඉඩම් අත්පත් කර ගැනීමේ ක්‍රියාවලිය විධිමත් කිරීමට 2019.04.10 දින සිට 2020.04.09 දක්වා මාස 12 ක කාලසීමාවක් සඳහා උපදේශන සේවාවක් ලබාගෙන තිබුණු අතර, එහි මූලික අපේක්ෂාව වූයේ ව්‍යාපෘතියේ දුම්රිය දෙපාර්තමේන්තුවේ දේපල කළමනාකරණය සහ ප්‍රවේශ පත්‍ර නොවන ආදායම් උත්පාදනය සඳහා අවශ්‍ය තාක්ෂණික වාර්තා සහ උපායමාර්ගික රාමුවක් සකස් කිරීමයි. එහිදී 2015.09.09 සිට 2017.09.09 දක්වා ප්‍රවාහන අමාත්‍යාංශයේ ලේකම් හා ව්‍යාපෘති මෙහෙයුම් කමිටු සභාපති ලෙස කටයුතු කරමින් සිටි ප්‍රධාන නිලධාරියෙකු 2019.04.10 දින ව්‍යාපෘතිය විසින් උපදේශකයෙකු ලෙස බඳවාගෙන තිබුණි. මෙම නිලධාරියා ADB Consultant Guidelines 1.11 (c) ප්‍රකාරව "අයුතු තරහකාරී වාසියක්" සහිත පුද්ගලයකු ලෙස හඳුනාගත යුතු වුවත් එසේ හඳුනාගෙන නොතිබුණි. තවද, ව්‍යාපෘති ඒකකය විසින් විනිවිදභාවය පවත්වා ගැනීම සඳහා මෙම උපදේශකවරයාගේ සුවිශේෂී තත්ත්වය පිලිබඳව ආසියානු සංවර්ධන බැංකුව වෙත එම බඳවා ගැනීම සඳහා වූ (ADB) අනුමැතිය (NOL) ලබාගැනීමේදී හෙළිදරව් කළ යුතුව තිබූ බව ආසියානු සංවර්ධන බැංකුව විසින් දන්වා ඇතත්, එම තොරතුරු අනාවරණය කිරීමකින් තොරව ලබාගත් අනුමැතියක් මත සිදුකළ මෙම ප්‍රසම්පාදනයය හරහා, 2019 ව්‍යාපෘති පරිපාලන අත්පොතේ (PAM - VI පරිච්ඡේදය) සඳහන් "සර්වසාධාරණත්වය" සහ "පාරදෘශ්‍යභාවය" පිලිබඳව මූලධර්මයන්ද ඉටු වී නොමැති වීම බව නිරීක්ෂණය විය.

II. මෙම ගිවිසුම 2023 දෙසැම්බර් 27 වන දින කොන්ත්‍රාත්කරු සමග අත්සන් කළද රජයේ ප්‍රසම්පාදන මාර්ගෝපදේශ සංග්‍රහයේ 2.3.1(ආ) ප්‍රකාරව ව්‍යාපෘතිය බාධාවකින් තොරව ක්‍රියාත්මක කිරීම සඳහා අවශ්‍ය සියළු කටයුතු ඉටුකර ඇති බවට ප්‍රසම්පාදන අස්ථිත්වය විසින් සහතික වියයුතු වුවද යෝජිත ඉදිකිරීම් භූමිය සඳහා ඉඩම පිරිසිදු කිරීමේ කාර්යයද නිසි පරිදි සිදු නොවීම හා ප්‍රමාද වීම හේතුවෙන් කොන්ත්‍රාත්කරුට ඉදිකිරීම් කටයුතු සම්පූර්ණ කිරීම සඳහා බාධා වී තිබුණි.

තවද, කර්මාන්ත ශාලාව සඳහා උඩිස් දොඹකර (Overhead crane) දෙකක් සැපයීම සඳහා දුම්රිය දෙපාර්තමේන්තුවේ අනුමැතිය සහිතව විදේශීය නිෂ්පාදකයින් 5 දෙනෙකු නිර්දේශකර තිබුණි. ඉන් එක් නිශ්පාදකයෙකුගෙන් මිලදී ගැනීම සඳහා කොන්ත්‍රාත්කරු 2025 ජනවාරි 21 දින අනුමැතිය ඉල්ලා තිබුණද, ඒ සඳහා අනුමැතිය ලබා දීමට 2025 ජුනි 24 දින දක්වා ප්‍රමාද වී තිබීම හේතුවෙන් එම දොඹකර සපයා ස්ථාපිත කිරීමේ කටයුතු ප්‍රමාද වී තිබුණි.

III. කොන්ත්‍රාත්කරු සමග වූ ගිවිසුම ප්‍රකාරව වටිනාකම රු.මිලියන 2,040.69 ක සම්පූර්ණ කාර්යභාරය 2024 දෙසැම්බර් 27 වන විට සම්පූර්ණකර තිබිය යුතු වුවත් ව්‍යාපෘති කළමනාකරණය, දුම්රිය දෙපාර්තමේන්තුව, සහ කොන්ත්‍රාත්කරුගේ ප්‍රමාදයන් හේතුවෙන් අවස්ථා ගණනාවකදී කොන්ත්‍රාත් කාලය දීර්ඝ කර වසර 2 ½ ක(මාස 30) කාල දිගුවක් ලබා දී 2026 ජූලි 27 දින වන විට කොන්ත්‍රාත්තුව සම්පූර්ණ කළ යුතුව තිබුණද, 2026 පෙබරවාරි වන විට ව්‍යාපෘතියේ අපේක්ෂිත භෞතික ප්‍රගතිය සියයට 85 ක් වුවද තත්‍ය භෞතික ප්‍රගතිය සියයට 63 ක් පමණක් වී තිබුණි.

4.2.2. කොළඹ තදාසන්න දුම්රිය ව්‍යාපෘතිය- ව්‍යාපෘතිය යටතේ නැවත පදිංචි කිරීමේ ක්‍රියාවලියෙහි වර්තමාන කාර්යසාධනය

(අ) නාගරික සංවර්ධන අධිකාරිය වෙතින් නිවාස ලබා ගැනීම

කැලණිවැලි දුම්රිය මාර්ගයේ සංවර්ධන කටයුතු හේතුවෙන් බලපෑමට ලක්වන පවුල් වලින් වැඩි ප්‍රමාණයක් අනවසර පදිංචිකරුවන් බවත්, ඔවුන් ප්‍රතිෂ්ඨාපනය කිරීම ආසියානු සංවර්ධන බැංකුවේ ආරක්ෂණ ප්‍රතිපත්තියට සහ ශ්‍රී ලංකා රජයේ ස්වේච්ඡාවෙන් තොරව නැවත පදිංචි කිරීමේ ජාතික ප්‍රතිපත්තිය (NIRP) අනුව සිදු කළයුතු බවත් තීරණය කර තිබුණි. ඒ අනුව එම දුම්රිය මාර්ග අයිතියේ (RoW) පදිංචි පවුල් ඒකක 1244 ක් නැවත පදිංචි කිරීමට අවශ්‍ය නිවාස රු.මිලියන 5,412 කට මිලදි ගැනීම සඳහා නාගරික සංවර්ධන අධිකාරිය (UDA) සහ ප්‍රවාහන අමාත්‍යාංශය (MOT) 2017 හා 2018 වර්ෂවලදී අවබෝධතා ගිවිසුම්වලට එළඹ තිබුණු අතර ගිවිසුම්ගත දින සිට වසර 2 ක් ඇතුළත ඒම නිවාස ඉදිකර භාරදියයුතු විය. ඒ අනුව නාවල 01 අදියරෙන් නිවාස සංකීර්ණයෙන් නිවාස ඒකක 406 ක් ද, නාවල 02 අදියර නිවාස සංකීර්ණයෙන් නිවාස ඒකක 144 ක් ද වශයෙන් මුළු නිවාස ඒකක 550 ක් මෙතෙක් භාරදී නොතිබුණු අතර මේ සම්බන්ධයෙන් පහත කරුණු නිරීක්ෂණය කරනු ලැබේ.

I. නාවල 01 අදියර නිවාස සංකීර්ණයේ ඉදිකිරීම් වල භෞතික ප්‍රගතිය සියයට 39 ක්වන අතර එහි ඉදිකිරීම් කටයුතු වසර 03 කට වැඩි කාලයක් තිස්සේ තාවකාලිකව නතර කර තිබීම හේතුවෙන්, ඉදිකිරීම් නැවත ආරම්භ කිරීමෙන් පසු නිවාස ඒකකයක ගිවිසුම්ගත වටිනාකම රු.මිලියන 5 සිට රු.මිලියන 10 දක්වා වැඩිවන බවත් මේ හේතුවෙන් නිවාස ඒකක 406 වෙනුවට නිවාස 100 ක් සඳහා රු.මිලියන 10 බැගින් ගෙවීම සඳහා අමාත්‍ය මණ්ඩල අනුමැතිය 2025 මාර්තු 17 දිනැතිව හිමිවී තිබුණද, එම අනුමැතිය ලැබී මාස 06 කට පසුව එම අවබෝධතා ගිවිසුම කෙටුම්පත් කර 2025 නොවැම්බර් 06 දින ප්‍රවාහන අමාත්‍යාංශය වෙත යොමු කර ඇතත් 2026 පෙබරවාරි මස වන විටත් අවබෝධතා ගිවිසුමකට එළඹීමට කටයුතු කර නොතිබුණි.

II. නාවල අදියර 02 නිවාස සංකීර්ණයේ නිවාස සඳහා ගෙවිය යුතු රු.මිලියන 576 ක වටිනාකමින් රු.මිලියන 544.32 ක් එනම් සියයට 95 ක් සමාලෝචිත වර්ෂය අවසන් වන විට ගෙවා තිබුණද, අප ජලනල පද්ධති සවිකර නොතිබීමෙන් නිවාස ඒකක 144 ක් මෙතෙක් ව්‍යාපෘතිය වෙත භාරදී නොතිබුණි.

III. බලපෑමට ලක්වන පවුල් අතුරින් සමාලෝචිත වර්ෂය අවසන් වන විටත් ආර්ථික ප්‍රතිලාභ කමිටුව (EAC) මඟින් පවුල් 219 ක ප්‍රතිලාභ නිර්ණය කර නොතිබූ අතර පවුල් 05 ක ප්‍රතිලාභ වටිනාකම් තක්සේරු කර නොතිබුණි.

IV. අදියර 1 හි 4 කොටසේ සංවර්ධන පිරිවැය ලබා දීමට තීරණය කරන ලද පවුල් 06 ක් සහ ස්වයං ප්‍රතිෂ්ඨාපනය සඳහා එකඟ වූ පවුල් ඒකක 04 ක් ඉවත් කිරීම සම්බන්ධයෙන් සමාලෝචිත වර්ෂය අවසාන වන විටත් කටයුතු කර නොතිබුණි.

V. නඩු කටයුතු හේතුවෙන් පවුල් ඒකක 14 ක්ද, ජාතික නිවාස සංවර්ධන අධිකාරිය (NHDA) විසින් ඉදිකරන ලද නිවාස 66 ක් සහ ඉඩම් අයිතිය කොළඹ මහ නගර සභාව සහ දුම්රිය දෙපාර්තමේන්තු යන ආයතන දෙකටම අයත් වීම හේතුවෙන් නිවාස 9 ක්ද වශයෙන් නිවාස ඒකක 101 කට අදාලව මෙතෙක් නොවිසඳුණු ගැටලු පැවතීමෙන් නැවත පදංචි කිරීමේ හා ඉඩම් නිදහස්කර ගැනීමේ කටයුතු සමාලෝචිත වර්ෂය අවසන් වන විටත් නිම වී නොතිබුණි.

VI. නාගරික සංවර්ධන අධිකාරිය විසින් ගිවිසුම් ප්‍රකාරව කටයුතු නොකිරීම සම්බන්ධයෙන් අමාත්‍යාංශය විසින් සුදුසු පියවර ගෙන නොතිබුණු බවත්, 2018 වසරේ සිට නිවාස ව්‍යාපෘතිවල වැඩ අවසන් කිරීමේ දිනය අවස්ථා ගණනාවක දී දීර්ඝ කර නව අවබෝධතා ගිවිසුම් වලට එළඹ තිබුණද, 2025 වසර අවසන් වන විටත් කැලණිවැලි මාර්ග අයිතිය තුළ සිටින පවුල් නැවත පදිංචි කිරීමේ කටයුතු නිම කිරීමට නොහැකිවී තිබුණි.

VII. බලපෑමට ලක්වන පුද්ගලයින්ගේ ප්‍රතිස්ථාපන කිරීමේ කටයුතු ප්‍රමාද වීම හේතුකොට ගෙන දුම්රිය මාර්ගය සංවර්ධන කටයුතු තවදුරටත් ප්‍රමාද වී තිබුණු අතර එසේම වන්දි ගෙවා නිදහස් කර ගත් දුම්රිය රක්ෂිතය තුල නැවතත් අනවසර ඉදිකිරීම් ඇතිවීමේ අවධානමක් පවතින බවත්, තක්සේරු කිරීම් හා පවරාගැනීම් ප්‍රමාදවීම අමතර පිරිවැය ඇතිවීමටත්, අඛණ්ඩව ව්‍යාපෘති පරිපාලන පිරිවැය ඉහළ යාමටත් හේතු වී තිබුණි.

(ආ) කැලණිවැලි දුම්රිය මාර්ගයේ පැගිරිවත්ත, පාදුක්ක කොටස තුළ ජීවත්වූ පවුල් නැවත පදිංචි කිරීම.

I. කොළඹ තදාසන්න දුම්රිය කාර්යක්ෂමතාවය ඉහළ නැංවීමේ ව්‍යාපෘතියට අදාලව හදුනාගත් ප්‍රධාන නිමවුමක් ලෙස ආසියානු සංවර්ධන බැංකුවේ ණය ප්‍රතිපාදන උපයෝගි කරගෙන කැලණිවැලි දුම්රිය මාර්ගයේ පැගිරිවත්ත, පාදුක්ක කොටස තුළ දුම්රිය මාර්ගයට ඉතා ආසන්නව ජීවත්වූ පවුල් 120 කට මාලපල්ලෙහි සහාධිපත්‍යක් ඉදිකර ප්‍රතිස්ථාපනය කිරීම සඳහා නිවාස ඒකක 120 ක් රු.මිලියන 1,317.01 ක කොන්ත්‍රාත් වටිනාකමකට 2021 ජුනි 21 සිට 2024 ජුනි 04 දක්වා කාලය තුළ ඉදිකිරීම සඳහා පෞද්ගලික සමාගමක් සමග ගිවිසුම්වලට එළඹ තිබුණි. එම ඉදිකිරීම් ප්‍රමාද වීම හේතුවෙන් කොන්ත්‍රාත් වටිනාකම රු.මිලියන 2,175.53 ක් ලෙස සංශෝධනය කර කොන්ත්‍රාත් කාලය 2024 දෙසැම්බර් 10 දක්වා දීර්ඝ කර තිබූ බැවින් නිවාස ඒකකයක මිල රු.මිලියන 18.13 ක් වී තිබුණි.

II. නැවත පදිංචිකිරීමේ සැලැස්මට අනුව ප්‍රතිලාභීන් සඳහා නිවාස ලබා දීමේදී ඔවුන් පදංචිව සිටි නිවසේ බිම් ප්‍රමාණය හා පවුලේ සාමාජිකයින් සංඛ්‍යාව සැලකිල්ලට ගනිමින් ලකුණු ලබාදීමේ ක්‍රමවේදයක් යටතේ වර්ග අඩි 400 හා 500 ප්‍රමාණයේ නිවාස ලබා දීමට තීරණය කර තිබුණද, මාලපල්ල නිවාස සංකීර්ණයේ නිවාස ඒකකයක වර්ග අඩි ප්‍රමාණය 550 ක් වීමෙන් නැවත පදිංචිකිරීමේ සැලැස්මට අනුව තිබියයුතු වර්ග අඩි ප්‍රමාණය අනුව ඉදිකිරීම් සිදු වී නොතිබුණි.

4.3 ප්‍රසම්පාදනයන්

(අ) 2024 ප්‍රසම්පාදන මාර්ගෝපදේශ සංග්‍රහයෙහි 2.3(i) මාර්ගෝපදේශය අනුව ප්‍රසම්පාදන කළමනාකරණ අංශයක් (Procurement Management Division) පිහිටු වීම ප්‍රසම්පාදන අස්තිත්වයේ කාර්යභාර්යක් සහ වගකීමක් වුවද, වරාය හා සිවිල් ගුවන් සේවා අංශය විසින් ප්‍රසම්පාදන කළමනාකරණ අංශයක් පිහිටුවා නොතිබුණි.

(ආ) 2024 ප්‍රසම්පාදන මාර්ගෝපදේශ සංග්‍රහයෙහි 2.5 (අ) මාර්ගෝපදේශය අනුව ප්‍රසම්පාදන අස්තිත්වය වෙනුවෙන් භාණ්ඩ, වැඩ සහ උපදේශන නොවන සේවා ප්‍රසම්පාදනයන් නිසි පරිදි භාරගැනීම හා වාර්තා කිරීමට ප්‍රධාන ගණුන්දීමේ නිලධාරී/ ගණුන්දීමේ නිලධාරී විසින් භාරගැනීමේ කමිටුවක් (Acceptance Committee) පත්කළ යුතු වුවද වරාය හා සිවිල් ගුවන් සේවා අංශය විසින් භාරගැනීමේ කමිටුවක් පත්කර නොතිබුණි.

(ඇ) 2024 ප්‍රසම්පාදන මාර්ගෝපදේශ සංග්‍රහයෙහි 8.5.3.(ඇ) අනුව අදාළ ප්‍රසම්පාදන ක්‍රියාවලියට සම්බන්ධ වන කිසිදු නිලධාරියෙකු, අමාත්‍යාංශ ප්‍රසම්පාදන අභියාවන කමිටුවක/ කමිටුවල සේවය සඳහා පත්නොකල යුතු වුවද 2025 සැප්තැම්බර් 17 දිනැති ප්‍රධාන මූල්‍ය නිලධාරීගේ අංක MPS/ACC/01/02/AUDIT දරන ලිපිය මඟින් වරාය හා සිවිල් ගුවන් සේවා අංශයේ ප්‍රධාන ගණකාධිකාරිවරයා අමාත්‍යාංශ සුළු ප්‍රසම්පාදන කමිටුවේ සභාපති ලෙස පත්කර තිබූ අතර එම නිලධාරියා අමාත්‍යාංශ ප්‍රසම්පාදන අභියාවන කමිටු සමාජිකයකු ලෙස පත්කර තිබුණි.

4.4 වත්කම් කළමනාකරණය

(අ) 2024 වර්ෂය සඳහා සිදු කරන ලද භාණ්ඩ සමීක්ෂණ වාර්තා තොග පොත් හා ලේඛන සම්බන්ධව කරන ලද නියැදි විගණන පරීක්ෂාවේදී, බඩු වට්ටෝරු පොත අනුව ශේෂය හා භාණ්ඩ සමීක්ෂණය අනුව භෞතිකව අනාවරණය වූ ශේෂයන් අතර පැවති වෙනස්කම් සම්බන්ධයෙන් වරාය හා සිවිල් ගුවන් සේවා අංශය මු.රෙ 757 (2) ප්‍රකාරව කටයුතු කර නොතිබුණි.

(ආ) 2020 අගෝස්තු 28 දිනැති අංක 01/2020 දරන රාජ්‍ය මුදල් චක්‍රලේඛයේ 11.1 ඡේදය මඟින් හඳුන්වා දෙන ලද මු.රෙ 756 (6) ප්‍රකාරව ඉදිරි මුදල් වර්ෂයේ මාර්තු 15 ට පෙර පොදු 47 වාර්තාවෙහි සඳහන් භාණ්ඩ සම්බන්ධයෙන් අවශ්‍ය කටයුතු සිදුකළයුතු වුවත් වරාය හා සිවිල් ගුවන් සේවා අංශය විසින් එම කටයුතු විගණිත දිනය වන 2025 අගෝස්තු 15 වන විටත් සිදුකර නොතිබුණි.

(ඇ) පැරණි බඩු වට්ටෝරු පොතෙන් නව බඩු වට්ටෝරු පොතකට ශේෂයන් රැගෙන යාමේදී පැරණි පොතෙහි පවතින අයිතම ශේෂයන් සියල්ල මහහැරීමකින් තොරව නව බඩු වට්ටෝරු පොතට රැගෙන යා යුතු වුවත් වරාය හා සිවිල් ගුවන් සේවා අංශයේ මාධ්‍ය අංශයේ පැරණි බඩු වට්ටෝරු පොතෙහි පවතින අයිතම 22 ක් නව බඩු වට්ටෝරු පොත වෙත රැගෙන ගොස් නොතිබුණු අතර පැරණි බඩු වට්ටෝරු පොතෙන් නව බඩු වට්ටෝරු පොතට ගෙනයාමේදී පැරණි බඩු වට්ටෝරු පොතෙහි අවසාන ශේෂය හා නව බඩු වට්ටෝරු පොතෙහි ආරම්භක ශේෂය අසමාන වන අවස්ථා පැවතුණි.

(ඉ) මුදල්, ආර්ථික ස්ථායීකරණ සහ ජාතික ප්‍රතිපත්ති අමාත්‍යාංශයේ 2023 අගෝස්තු 24 දිනැති වත්කම් කළමනාකරණ චක්‍රලේඛ අංක 06/2023 හි 04 (iii) (ඇ) ප්‍රකාරව කොම්ප්ට්‍රෝලර් ජනරාල් කාර්යාලය විසින් වාහන මොඩියුලය සඳහා නිකුත් කර ඇති අත්පොතෙහි 4.1.2 අනුව වාහනයේ අයිතිය පිළිබඳව නොසලකා, ආයතනය විසින් භාවිතා කරන සියලුම වාහන ඇතුළත් කළ යුතු බව දක්වා තිබුණද වරාය හා සිවිල් ගුවන් සේවා අංශය විසින් භාවිතා කරනු ලබන මෝටර් රථ දෙකක් මූල්‍ය නොවන වත්කම් කළමනාකරණ පද්ධතිය තුළ ඇතුළත් කර නොතිබුණි.

(ඊ) මුදල්,ආර්ථික ස්ථායීකරණ සහ ජාතික ප්‍රතිපත්ති අමාත්‍යාංශයේ 2024 අප්‍රේල් 30 දිනැති වත්කම් කළමණාකරණ චක්‍රලේඛ අංක 02/2024 හා මූල්‍ය නොවන වත්කම් කළමනාකරණ පද්ධතියෙහි වාහන මොඩියුලය සඳහා වන අත්පොතෙහි 4.4.1 අනුව වාහන වල වටිනාකම තක්සේරු කිරීම සිදු කළ යුතු අතර 2023 දෙසැම්බර් 31 දිනට පෙර තක්සේරුව සිදුකර නිවැරදි අගය මූල්‍ය නොවන වත්කම් කළමනාකරණ පද්ධතියෙහි ඇතුළත් කළ යුතු වුවද වරාය හා සිවිල් ගුවන් සේවා අංශයේ වාහන 21 කට අදාළව එසේ තක්සේරු කරන ලද නව වටිනාකම් පිළිබඳව විස්තර විගණනයට ඉදිරිපත් කර නොතිබුණි.

(උ) අංක 04/2018, 02/2019 සහ 05/2021 දරන වත්කම් කළමනාකරණ චක්‍රලේඛය මඟින් නිකුත් කර ඇති මාර්ගෝපදේශයෙහි සඳහන් පරිදි සෑම වර්ෂ 05 කට වරක් මූල්‍ය නොවන වත්කම් තක්සේරු කල යුතු වුවද, ප්‍රවාහන අංශය සතු මූල්‍ය නොවන වත්කම් සම්බන්ධයෙන් එසේ කටයුතු කර නොතිබුණි.

(ඌ) ප්‍රවාහන අංශය සතු වටිනාකම සඳහන් නොවන අස්ථානගත වාහන 09 ක් වූ අතර, මාතර බෙලිඅත්ත දුම්රිය ව්‍යාපෘතිය සඳහා ආනයනය කරන ලද අමාත්‍යාංශය විසින් ආනයන බදු හා ගාස්තු වශයෙන් රු.මිලියන 23.33 ක් ගෙවා තිබුණු එම ව්‍යාපෘති කටයුතු අවසන් වීමේදී අමාත්‍යාංශය වෙත පවරා නොගත් වෙනත් පාර්ශවයන් විසින් පරිහරණය කරනු ලබන කැබ් රථ 06 ක් විය.

4.5 මූල්‍ය අක්‍රමිකතා ස්වරූපයේ ගනුදෙනු

(අ) දක්ෂිණ ප්‍රවාහන සංවර්ධන ව්‍යාපෘතිය - පළමු පැකේජය කොට්ටාව සිට දොඩංගොඩ

කොට්ටාව සිට දොඩංගොඩ දක්වා වන දක්ෂිණ අධිවේගී මාර්ගයේ පළමු පැකේජය සඳහා වූ කොන්ත්‍රාත්තුව 2005 සැප්තැම්බර් 08 දින China Harbour Engineering Company (Group) වෙත රු.මිලියන 9,585.87 ක මුදලකට පිරිනමා තිබුණි. මෙහි මූලික කොන්ත්‍රාත් කාලය 2009 සැප්තැම්බර් 18 දින අවසන් වීමට නියමිතව තිබුණි. මේ සම්බන්ධයෙන් පහත නිරීක්ෂණයන් විය.

I. කාල දීර්ඝ කිරීම් (EOT) සහ කොන්ත්‍රාත් විෂය පථයේ වෙනස්කම් කිහිපයකින් පසු 2011 නොවැම්බර් 23 දින අවසන් කිරීමේ සහතිකය (Certificate of Substantial Completion) නිකුත් කර තිබුණි. කොන්ත්‍රාත්කරු විසින් ඔහුගේ නිම කිරීමේ ප්‍රකාශයේදී (Statement at Completion) රු.මිලියන 15,221.24 ක් වූ බිල්පත් ඉදිරිපත් කර තිබුණි. මේ සම්බන්ධයෙන් පත් කළ ව්‍යාපෘති කමිටුව ලබාදී තිබුණු නිර්දේශය වූ අවසන් බිල්පත් වටිනාකම වූ රු.මිලියන 4,646.23 ක අගයට එකඟ වන බව 2023 ඔක්තෝබර් 24 දින කොන්ත්‍රාත්කරු විසින් දන්වා තිබුණි. කොන්ත්‍රාත් කොන්දේසි ප්‍රකාරව කොන්ත්‍රාත්කරුට එම අවස්ථාවේ ගෙවීම් කර නොතිබුණි.

කොන්ත්‍රාත්කරු විසින් 2018 ජනවාරි 22 දින අවසන් ප්‍රකාශ බිල්පත ඉදිරිපත් කර තිබියදීත් එම ගෙවීම් කොන්ත්‍රාත් කොන්දේසි ප්‍රකාරව සිදුනොකිරීම සම්බන්ධව හා මාර්ග සංවර්ධන අධිකාරිය විසින් මෙම වගකීම් පැහැරහැර ඇති බවත් එමගින් රජයට අධික මූල්‍ය පිරිවැයක් දැරීමට සිදුවිය හැකි බවත් සඳහන් කර තිබුණි. 2024 ජුනි 30 දිනැති අංක 31/2024 දරන අමාත්‍ය මණ්ඩල සංදේශයෙහි අවධාරණය කර තිබුණි.

II. අමාත්‍යාශය විසින් ඉදිරිපත් කළ ඉහත අමාත්‍ය මණ්ඩල සංදේශය සඳහා ලද 2024 ජූලි 30 දිනැති අමාත්‍ය මණ්ඩල අනුමැතිය ප්‍රකාරව ස්ථාවර තාක්ෂණික ඇගයීම් කමිටු නිර්දේශය පරිදි කොන්ත්‍රාත්කරුට ගෙවීමට නිර්දේශිත රු.මිලියන 7,912.06 ක වටිනාකම ගෙවීම සඳහා මුළු ව්‍යාපෘති පිරිවැය රු. මිලියන 21,978.07 සිට රු. මිලියන 29,890.13 දක්වා නිසි ක්‍රමවේදය අනුගමනය කරමින් සංශෝධනය කිරීමට අනුමැතිය ලබාදී තිබුණද ඊට පටහැනිව ගෙවීම් කිරීම සඳහා 2024 වර්ෂය තුල පරිපූරක ඇස්තමේන්තුවක් ඉදිරිපත් කර තිබුණි.

III. කොන්ත්‍රාත්කරුගේ හිඟ ගෙවීම් විමර්ශණය සඳහා පත්කළ කමිටුවේ 2024 දෙසැම්බර් මස ලබාදී තිබුණු වාර්තාව ප්‍රකාරව අමතර ගෙවීම් සිදුකිරීමට 2024 සැප්තැම්බර් 06 දින කොන්ත්‍රාත්කරු සමග අත්සන් කළ නිරාකරණ ගිවිසුම නිසි ක්‍රියා පටිපාටිය උල්ලංඝනය කිරීමක් හා වගකීම් පැහැරහැරීමක් බවට තීරණය කර තිබුණි එසේම ස්ථාවර ප්‍රසම්පාදන කමිටු නිරීක්ෂණ ප්‍රකාරව මීට අදාලව පවතින තොරතුරු සීමිත බව දක්වා තිබුණි. මෙවැනි බැරකම් නිරවුල් නොවූ ව්‍යාපෘතියක අදාල වගකීම් නිරවුල්වන තුරු ලිපි ලේඛණ ආරක්ෂා කිරීමට විධිමත් පියවර ගෙන නොතිබුණි.

IV. FIDIC පොදු කොන්දේසි 14.12 වගන්තිය ප්‍රකාරව අවසාන ගෙවීම් සහතිකය (Final Payment Certificate) නිකුත් කිරීමට ප්‍රථම හිමිකම්පෑමේ අයිතිය අවසන් කිරීමේ ලිපියක් (Discharge Letter) කොන්ත්‍රාත්කරුගෙන් ලබාගැනීම අදාල වගකිවයුතු නිලධාරීන් පැහැරහැරීම නිසා ව්‍යාපෘතිය අවසන්වී සැලකියයුතු කාලසීමාවකින් පසුව වුවද ඉහත පරිදි විවිධ හිමිකම්පෑම් කොන්ත්‍රාත්කරුවන්ගෙන් ඉදිරිපත්වීමේ හැකියාව බැහැර නොවන බව විගණනයේදී නිරීක්ෂණය වූ අතර 2024 වර්ෂයේ විගණකාධිපති වාර්තාවෙන් ලබා දී තිබූ නිර්දේශ ප්‍රකාරව වගකීම් පැහැර හැර ඇති නිලධාරීන්ට විරුද්ධව පරීක්ෂණයක් පවත්වා විනය ක්‍රියාමාර්ග ගැනීමට මේ දක්වා කටයුතු කර නොතිබුණි.

(ආ). අධිවේගී මාර්ග පද්ධතියේ පරිශීලක ගාස්තු රැස්කිරීම

2019 නොවැම්බර් මස සිට 2024 ජූලි දක්වා වූ වර්ෂ 04 මාස 09 ක් තුළ ප්‍රවේශ ටිකට් පත් (Entry Tickets) 133,840,213 ක් නිකුත් කර තිබුණු අතර ඉන් වාහන 18,291,430 ක් සඳහා පිටවීමේ ටිකට් පත් (Exit Ticket) නිකුත් කර නොතිබීම හේතුවෙන් එම කාලය තුළ අධිවේගී මාර්ගයන්හි ගමන්කළ වාහනයකින් අයකළ සාමාන්‍ය ගාස්තුව පදනම් කරගෙන සිදු කළ ගණනය කිරීම් අනුව, අධිකාරියට අහිමි වූ ආදායම දළ වශයෙන් රු. මිලියන 4,614.47 ක් පමණ වන අතර දෛනික ආදායම් අහිමි වීම රු.මිලියන 01 කට ආසන්න වී තිබුණි. එමගින් අධිවේගී මාර්ග ආදායම් විවිධ උපක්‍රම භාවිතාකර සාවද්‍ය පරිහරණයට හා වංචාවන්ට ලක්කර තිබුණු නමුත්, වගකිව යුතු මුදල් අයකැමියන් හඳුනාගෙන විනයානුකූලව කටයුතු කිරීමට හා ඒම

අඩුපාඩු වලක්වා ගැනීමට අවශ්‍ය ක්‍රියාමාර්ග ගැනීමට අධිවේගී මාර්ග කළමනාකරණය කටයුතු කර නොමැති බව නිරීක්ෂණය විය. තවද, වරාය පිවිසුම් ව්‍යාපෘතිය යටතේ විදුලුත් ගාස්තු රැස්කිරීමේ පද්ධතියක් සකස්කිරීමට රු. මිලියන 176.48 දරා තිබුණද, පසුව එය 2023 වර්ෂයේදී අවලංගු වී තිබුණි. සමාලෝචිත වර්ෂය අවසාන වන විටත් මෙවැනි තත්ත්වයන් වළක්වා ගැනීමට අවශ්‍ය ක්‍රියාමාර්ග ගෙන නොතිබුණි.

2019 වර්ෂයේ සිට වසර 04 මාස 09 ක කාල සීමාව තුළ ප්‍රවේශ වීමේ කවුළුවේ සිටි අයකැමිවරුන් විසින් තම අභිමතය පරිදි හෝ නොසැලකිල්ල හේතුවෙන් වාහනයේ වර්ගය (Category) වැරදියට සටහන් කළ ඇතුල් වීමේ ප්‍රවේශ පත්‍ර නිකුත් කිරීම හෝ වාහන පිටවීමේ කවුළුවේ සිටින අයකැමිවරුන් විසින් තම අභිමතය පරිදි වාහනයේ වර්ගය වෙනස් කිරීම හේතුවෙන් වර්ගීකරණය වෙනස් කරන (Category Change) ලද ටිකට්පත් 241,964 ක් වාර්තා වී තිබුණි. මෙවැනි අවස්ථා පාලනය කිරීම සඳහා අවශ්‍ය අභ්‍යන්තර පාලනයක් හඳුන්වා දී නොතිබීම හේතුවෙන් 2019 වර්ෂයේ සිට මේ දක්ව එවැනි දෝෂ වාර්තා වීමේ ප්‍රවණතාවය (Trend) වර්ධනය වී තිබුණි.

මෙම අක්‍රමිකතා අවම කර ගැනීම සඳහා අමාත්‍යාංශය විසින් නිසි අධීක්ෂණයක් සිදුකර නොතිබුණු බවද නිරීක්ෂණය විය.

4.6 පාඩු හා හානි

(අ). කොළඹ - කටුනායක අධිවේගී මාර්ගයෙහි උපාංග සොරකම් කිරීම හා විදුලි රැහැන් නැවත ක්‍රියාකාරී තත්ත්වයට පත්කිරීම.

I. කොළඹ කටුනායක අධිවේගී මාර්ගය 2020 වර්ෂයේ සිට මහජනයාට විවෘත කර තිබූ අතර අධිවේගී මාර්ගයන්හි වැටෙහි මධ්‍ය තීරුවේ තඹ කම්බි කැපීම, විදුලි පහන් කණු කපා ගෙන යාම ආදී සොරකම් සිදු වී තිබූ බව වාර්තා වී තිබුණි. 2021,2022,2023 යන වර්ෂ 03 හි සිදුවී ඇති සොරකම් 100 න් සොරකම් 11 ක වටිනාකම රු.මිලියන 580 ක් ලෙස ගණනය කර තිබුණි. වාර්තා වී ඇති අනෙකුත් සොරකම් 89 ක වටිනාකම හඳුනා ගත නොහැකි සොරකම් ද පවතින බව නිරීක්ෂණය විය. මෙම මාර්ගයේ මාර්ග විදුලි රැහැන් සැලසුම් කිරීමේ දී මධ්‍ය තීරුවේ එලා ඇති විදුලි රැහැන් පද්ධතිය සම්පූර්ණ කොන්ක්‍රීට් ආවරණයකින් තොරව අඩි 03 ක අඩකව විෂ්කම්භය සහිත හියුම් පයිප්පයක් මගින් (Hume Pipe) අර්ධ වශයෙන් ආවරණය කර තිබූ අතර එම සැලසුම් අනුව ඉතා පහසුවෙන් එම විදුලි රැහැන් කපා ඉවත් කර ගැනීමේ හැකියාවක් පැවතුණි. එම සැලසුම් කිරීමේ දෝෂය ද මෙසේ විදුලි රැහැන් සොරකම් කිරීමට හේතුවක් වී ඇති බව ක්ෂේත්‍ර පරීක්ෂාවේ දී නිරීක්ෂණය විය. පළමු සොරකම සිදුවූ 2021 වර්ෂයේ දී සුදුසු ආරක්ෂිත ක්‍රමවේදයක් හඳුන්වා නොදීම තුලින් හා වගකිව යුතු අධීක්ෂණ නිලධාරීන් ක්‍රියාමාර්ග නොගැනීම හේතුවෙන් මාර්ගයේ විදුලි රැහැන් හා උපාංග සොරකම අඛණ්ඩව වර්ධනය වීමට හේතු වී තිබූ බව නිරීක්ෂණය විය. පළමු කි.මී.10 සඳහා සිදුකර ඇති ඇස්තමේන්තුව සමඟ සැසඳීමේදී සම්පූර්ණ මාර්ගයේ හානි පූර්ණ පිරිවැය රු.මිලියන 1770 ක් ඉක්මවන නමුත් ඒ සඳහා වගකිව යුත්තන් හඳුනාගෙන ප්‍රමාණවත් ක්‍රියාමාර්ග ගෙන නොතිබුණි. 2024 අගෝස්තු 13 දිනැති අංක MPH/HWY/ADM/06/30/05/3 දරන ප්‍රවාහන

මහා මාර්ග අමාත්‍යාංශ ලේකම්ගේ ලිපිය අනුව විදුලි පහන් වලින් සියයට 15ක පමණ ප්‍රතිශතයක් බවත්, එසේම රැහැන් විශාල ප්‍රමාණයක් සහ විදුලි කණු කිහිපයක් අස්ථානගත වී ඇති බවත් සඳහන් කර තිබුණි.

II. අමාත්‍යාංශ ලේකම්ගේ උක්ත ලිපියෙහි 05 , 06 සහ 07 වගන්තීන්ට අනුව පිළිවෙළින් අධිවේගී මාර්ග මෙහෙයුම් හා නඩත්තු අංශය විසින් වටිනාකම හඳුනා ගත් හා හඳුනා නොගත් සොරකම්වල ඇතැම් සිද්ධි පිළිබඳ පොලිසියට වාර්තා කර තිබුණද, ඒ පිළිබඳ පසු විපරම් කටයුතු සිදු වී නොතිබීම, දේපළ අවභාවිතා වීමට ඉඩ හැරීම සම්බන්ධයෙන් මාර්ග සංවර්ධන අධිකාරියේ වගකිවයුතු නිලධාරීන් වෙතින් ගෙන ඇති ක්‍රියාමාර්ග පිළිබඳව කරුණු විමසා සුදුසු අයුරින් ඔවුන් සම්බන්ධයෙන් පියවර ගැනීමට උපදෙස් ලබා දී තිබුණද, 1982 අංක 12 දරන පොදු දේපළ විෂයයෙහි ලා සිදු කරනු ලබන වැරදි පිළිබඳ පනත යටතේ ක්‍රියාමාර්ග ගැනීම සඳහා යොමු කර නොතිබීම සහ හානි සම්බන්ධයෙන් පොලිස් ස්ථාන වෙත පැමිණිලි කිරීමට අමතරව මාර්ග සංවර්ධන අධිකාරිය වෙත හා අමාත්‍යාංශය වෙතද කඩිනමින් දැනුම් දීමට සුදුසු ක්‍රමවේදයක් සැකසීම සහ මුදල් රෙගුලාසි 104 යටතේ පරීක්ෂණයක් ආරම්භ කරද නොතිබුණි.

(ආ) 2025 දෙසැම්බර් 31 දිනට පොත්වලින් කපාහැරීම පිළිබඳ ප්‍රකාශනයෙහි වූ කපා නොහල ඉදිරියට ගෙන යන රු. මිලියන 13.3 ක ශේෂයෙහි ඇතුළත් පාඩු හා අත්හැරීම් සම්බන්ධයෙන් පහත නිරීක්ෂණ කරනු ලැබේ.

(i) ග්‍රාමීය මාර්ග සංවර්ධන අංශය සතු මෝටර් රථයක් 2023 අප්‍රේල් 03 දින අනතුරකට ලක් වී තිබුණු අතර එහි අලාභය රු.මිලියන 6.2 ක් ලෙස හඳුනාගෙන තිබුණි. මෙම ගර්හිත තත්ත්වයට පත් වූ වාහනය අදාළ රක්ෂණ සමාගමට භාර දී රක්ෂණ වන්දි ලබා ගැනීමට සමාලෝචිත වර්ෂය අවසන් වන විටත් කටයුතු කර නොතිබුණි.

(ii) ග්‍රාමීය මාර්ග අංශය සතු 2022 අගෝස්තු 10 දින සිට ජනාධිපති කාර්යාලයට අනුයුක්ත කර තිබූ මෝටර් රථයක් කි.මී. 75129 පමණක් ධාවනය කර තිබියදී හදිසි අනතුරකට ලක්වී තිබූ අතර මේ සඳහා අමාත්‍යාංශය විසින් රු.මිලියන 6.15 ක් වැය කරමින් අලුත්වැඩියා කර තිබුණි. එම වියදම රක්ෂණ සමාගමෙන් හෝ අදාළ වගකිව යුතු නිලධාරීන්ගෙන් ප්‍රතිපූරණය කර ගැනීමට 2025 දෙසැම්බර් 31 වන විටත් කටයුතු කර නොතිබුණි.

(ඇ) ඒකාබද්ධ මාර්ග ආයෝජන වැඩසටහන - අදියර I යටතේ වූ කේඑල්-01 කොන්ත්‍රාත් පැකේජය මගින් රු. මිලියන 7.47 ක පිරිවැයක් දරා මිලදීගෙන තිබුණු WP-PH-6328 ඩබල් කැබ් රථයක් අදාළ පැකේජයේ මාර්ග ප්‍රතිසංස්කරණය අවසන් කර මාර්ග සංවර්ධන අධිකාරියට භාරදීමට පෙර 2019 දෙසැම්බර් 07 දින අනතුරට ලක්ව තිබුණි. උපදේශන සමාගම සමඟ එකඟ වූ කොන්ත්‍රාත් ගිවිසුමෙහි ඇතුලත් පිරිවිතර ප්‍රකාරව මෙම රථය රියදුරෙකු සමඟ ලබාදීමට එකඟ වී තිබුණද උපදේශන සමාගමේ ඉංජිනේරුවරයා විසින් පදවාගෙන යන අවස්ථාවේ අනතුරට ලක්ව තිබුණි. කෙසේ වෙතත් මේ සම්බන්ධව උපදේශන සමාගමේ ඉංජිනේරුවරයාට හෝ සමාගමට එරෙහිව ව්‍යාපෘතිය විසින් කිසිදු නෛතික ක්‍රියාමාර්ගයක් ගෙන නොතිබුණි. අදාල අලුත්වැඩියාව සඳහා රු. මිලියන. 6.92 ක මූලික ඇස්තමේන්තුවක් ඉදිරිපත් කර තිබුණද රක්ෂණ සමාගමෙන් ලබා දීමට එකඟ වූ රු. මිලියන 4 ක මුදලින් අලුත්වැඩියාව සිදුකර තිබුණි. මෙම කැබ් රථය මාර්ග සංවර්ධන අධිකාරිය සතු බැවින් අලුත්වැඩියාව හා රක්ෂණ මුදල් ලබාගැනීමට මාර්ග සංවර්ධන

අධිකාරිය හෝ ව්‍යාපෘතිය විසින් කටයුතු කල යුතු වුවද ඊට පටහැනිව ඒ සඳහා කොන්ත්‍රාත් සමාගම මැදිහත් වී මෙම කැබ් රථයේ අලුත්වැඩියාව සිදුකර 2024 ඔක්තොම්බර් 29 දින ව්‍යාපෘතිය විසින් අඩුපාඩු සහිතව භාර ගෙන තිබූ බව අනාවරණය වූ අතර එය සුදුසුකම් ලත් නිලධාරියකුගේ තත්ත්ව ඡරික්ෂණයකින් තොරව මාර්ග සංවර්ධන අධිකාරියට භාරදී තිබූ බවද නිරීක්ෂණය විය.

4.7 කළමනාකරණ දුර්වලතා

(අ) චෙක්පත් අතින් ලිවීමේදි ඇතිවිය හැකි දෝෂ අවම කර ගැනීම, පැහැදිලි බව, කාර්යක්ෂම ලෙස ඉටු කර ගැනිම හා වවුචරයේ විස්තර ස්වංක්‍රියව චෙක්පතෙහි සටහන් වන බැවින් ගෙවීම සම්බන්ධ නිරවද්‍යතාවය ඉහළ මට්ටමක පවත්වා ගැනීම සඳහා සිගාස් පද්ධතිය මඟින් චෙක්පත් මුද්‍රණය කිරීම හඳුන්වා දී ඇති නමුත් වරාය හා සිවිල් ගුවන් සේවා අංශයේ මේ දක්වා එය භාවිතයට නොගෙන චෙක්පත් ලිවීම අතින් සිදු කරනු ලබයි.

(ආ) වරාය හා සිවිල් ගුවන් සේවා අංශයේ සිගාස් පද්ධතිය මඟින් හඳුන්වා දී ඇති ගෙවීම් වවුචර හා රිසිට් පත්වල ගෙවීම් හා ලැබීම් වලට අදාළව විස්තර ඇතුළත් කරනු ලබන තීරුව සම්පූර්ණ කර නොමැති බැවින් ගෙවීම් හා ලැබීම් සිදුකර ඇත්තේ කුමක් සඳහාද යන්න හඳුනාගැනීම අපහසු වන අතර මු.රෙ.128 (1) ප්‍රකාරව මුල්‍ය පරිපාලනයක් පවත්වාගෙන යාම හා මනා අභ්‍යන්තර පාලනයක් හඳුන්වා දීමට පිළියෙල කර ඇති සිගාස් පද්ධතියට ඇතුළත් කල යුතු විස්තර ඇතුළත් නොකිරීම මහහැරීම මත ඉදිරි කළමනාකරණ තීරණ ගැනීම සඳහා අවශ්‍ය විශ්ලේෂණාත්මක තොරතුරු ලබා ගැනීම ගැටළු සහගත විය හැකි බව නිරීක්ෂණය විය.

(ඇ) ඉන්ධන දහනයෙන් ධාවනය වන ත්‍රිරෝද රථ විදුලි බලයෙන් ධාවනය වන ත්‍රිරෝද රථ බවට පරිවර්තනය කිරීමේ නියමු ව්‍යාපෘතිය

(I) මධ්‍යම හා කුඩා පරිමාණ ව්‍යවසායන් සහ අත්‍යාවශ්‍ය සේවාවන්හි පුනර්ජීවනය උදෙසා ප්‍රවාහන පහසුකම් ඉහළ නැංවීමේ මාධ්‍යයක් ලෙස විද්‍යුත් ටුක් ටුක් (E- TUK TUK) රථවල තාක්ෂණික, සමාජීය සහ මූල්‍යමය ශක්‍යතාව වේගවත් කිරීම,ආර්ථිකය යථා තත්වයට පත් කිරීමේ ක්‍රියාවලිය තුළ අඩු කාබන් විමෝචනයක් සහිත සියලු දෙනා ඇතුළත් සාධාරණ සංවර්ධන මාවත් වේගවත් කිරීමේ අරමුණින් ඒ යටතේ අවිධිමත් ආර්ථිකය සඳහා තිරසර සංචලන ක්‍රමයක් ලෙස විද්‍යුත් ටුක් ටුක් රථවල තාක්ෂණික, මුල්‍ය සහ සමාජීය ශක්‍යතාව පරීක්ෂා කිරීම, ප්‍රදර්ශනය කිරීම,විද්‍යුත් ත්‍රිරෝද රථ ලියාපදිංචි කිරීම සඳහා පවතින වේදිකාව යාවත්කාලීන කිරීමට මෝටර්රථ ප්‍රවාහන දෙපාර්තමේන්තුවට සහාය වීම,පරිවර්තිත විද්‍යුත් ත්‍රිරෝද රථ සඳහා අවම ප්‍රමිති අවශ්‍යතා සකස් කිරීම, පෞද්ගලික සහ රාජ්‍ය අංශයේ පුළුල් පරාසයක පාර්ශවකරුවන් අතර පුනර්ජනනීය ප්‍රවාහන විකල්පයන් වෙත වර්යාත්මක වෙනසක් ඇති කිරීම සඳහා දැනුවත් කිරීම්, සහ දැනුම ව්‍යාප්ත කිරීමේ වැඩසටහන් ක්‍රියාත්මක කිරීම, ත්‍රිරෝද රථ සහ බස්රථ සඳහා විද්‍යුත් සංචලනය වර්ධනය සඳහා සංකල්ප සංවර්ධනය යන කාර්යයන් ඉටු කිරීමට අපේක්ෂා කරන ලදී. ගිවිසුම ප්‍රකාරව මෙම ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමට අවශ්‍ය USD 989,661 ක් වටිනා ප්‍රතිපාදන වලින් USD 57,000 ක් ශ්‍රී ලංකා රජය විසින් දැරීමට හා ඉතිරිය ප්‍රදානයක් ලෙස එක්සත් ජාතීන්ගේ සංවර්ධන වැඩසටහන මඟින් ලබාදීමට ප්‍රවාහන අමාත්‍යාංශය සහ එක්සත් ජාතීන්ගේ සංවර්ධන වැඩසටහන එකඟ වී තිබුණු අතර

මෙම අරමුදල් යොදා ගනිමින් ඉන්ධන දහනයෙන් ධාවනය වන ත්‍රිරෝද රථ 208 ක් විදුලි බලයෙන් ධාවනය වන ත්‍රිරෝද රථ බවට පරිවර්තනය කිරීම 2022 ජූලි 22 සිට 2024 ජනවාරි 22 දක්වා කාලය තුළ ඉටු කිරීමට අපේක්ෂිත විය. මෙම ව්‍යාපෘතිය පිළිබඳව පහත කරුණු නිරීක්ෂණය කෙරේ.

(i) මෙම ත්‍රිරෝද රථ පරිවර්තන ව්‍යාපෘතිය සඳහා 2023 වර්ෂයේදී අමාත්‍යාංශයේ වැය ශීර්ෂයේ සංවර්ධන වැඩසටහන් - නව දුම්රිය මාර්ග සංවර්ධනය කිරීම (වැය විෂය අංක 117-2-26-005-2103-(17)- යටතේ රු.මිලියන 20.2 ක ප්‍රතිපාදන සලසා ගෙන ඉන් රු.මිලියන 15.57 ක් ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමට UNDP ප්‍රදාන යොදාගෙන ආනයනය කරන ලද උපකරණ සඳහා බදු මුදල් වශයෙන්ද රු.මිලියන 1.19 ක් එකී භාණ්ඩ නිදහස් කර ගැනීමේ ප්‍රමාද ගාස්තු වශයෙන්ද එකතුව රු.මිලියන 16.76 ක් වැයකර තිබුණි.

(II) ව්‍යාපෘතිය ක්‍රියාත්මක කිරීම සඳහා ගිවිසුම්ගත වීම ප්‍රවාහන අමාත්‍යාංශයේ කාර්යභාරය

(i) ව්‍යාපෘතිය සඳහා සේවා සපයන්නෙකු ලෙස පෞද්ගලික සමාගමක් තෝරා ගෙන අත්සන් කරන ලද ගිවිසුම ප්‍රකාරව ව්‍යාපෘතියේ ප්‍රධාන තාක්ෂණික හවුල්කරු වශයෙන් ප්‍රවාහන අමාත්‍යාංශය කටයුතු කරනු ලැබුවද අමාත්‍යාංශය විසින් ඉහත බදු හා ප්‍රමාද ගාස්තු ගෙවීම හැර මෙම ව්‍යාපෘතියේ ප්‍රසම්පාදන කටයුතු සම්බන්ධයෙන් වෙනත් අධීක්ෂණයක් සිදු කර නොතිබුණු අතර, ගිවිසුමෙහි ඇමුණුම 02 පරිදි සේවා සපයන්නා විසින් සපුරාලිය යුතු අවශ්‍යතා වන පරිවර්තන කට්ටල තාක්ෂණික පිරිවිතරයන්ට අනුකූලද, මෙම පරිවර්තන කට්ටල සඳහා පිළිගත් ප්‍රමිති ආයතනයකින් ලබා ගත් ආරක්ෂණ සහතික තිබේද සහ අනෙකුත් සේවා සම්බන්ධ අවශ්‍යතා, සේවා සපයන ආයතනය විසින් සම්පූර්ණ කර ඇත්ද යන්න පිළිබඳ සොයා බැලීමට අවශ්‍ය පියවරයන් ප්‍රවාහන අමාත්‍යාංශය විසින් සිදු කර නොතිබුණි.

(ii) එක්සත් ජාතීන්ගේ සංවර්ධන වැඩසටහනේ (UNDP) ප්‍රතිපාදනය යොදා ගනිමින් ප්‍රවාහන අමාත්‍යාංශය නමින් USD 422,942 ක් වටිනා උපාංග මෙරටට ආනයනය කර තිබුණු අතර ඒවා ප්‍රවාහන අමාත්‍යාංශය විසින් විධිමත්ව භාර ගත් බවට හෝ ඉහත සේවා සැපයුම්කාර සමාගම හෝ මෝටර් රථ ප්‍රවාහන දෙපාර්තමේන්තුව වෙත විධිමත් පරිදි භාරදුන් බවට සාක්ෂි විගණනයට ඉදිරිපත් නොවූද, මෙම උපාංග ආනයනය සඳහා වැටිබදු හා ප්‍රමාද ගාස්තු ලෙස රු. මිලියන 16.76 ක පිරිවැයක් අමාත්‍යාංශ වැය ශීර්ෂය යටතේ දරා තිබුණි.

III. ව්‍යාපෘතියේ කාර්යසාධනය

(i) විද්‍යුත් මෝටර් ට්‍රයිසිකල් ලියාපදිංචිය සඳහා ප්‍රතිපාදන සැලසීමට මෝටර් වාහන පනත සංශෝධනය කිරීම යන මැයෙන් ප්‍රවාහන අමාත්‍යාංශය විසින් ඉදිරිපත් කරන ලද අමාත්‍ය මණ්ඩල සංදේශයේ යෝජිත පරිදි මෝටර් වාහන පනත සංශෝධනය කිරීම සඳහා අමාත්‍ය මණ්ඩල අනුමැතිය

අමප/22/1076/608/005 හා 2022 අගෝස්තු 08 දිනැති අමාත්‍ය මණ්ඩල තීරණය අනුව හිමි වී තිබුණද, ඒ සඳහා අවශ්‍ය නීතිරීති මෙතෙක් සම්පාදනය කර නොතිබුණි. තවද, ව්‍යාපෘතිය ක්‍රියාත්මක කිරීම සඳහා ප්‍රවාහන අමාත්‍යාංශය 2023.12.06 දිනැතිව එක්සත් ජාතීන්ගේ සංවර්ධන වැඩසටහන සමඟ එකඟ වී ගිවිසුම ප්‍රකාරව ව්‍යාපෘතියේ අරමුණු ලගාකර ගනිමින් 2024 ජනවාරි 22 වන විට ත්‍රිරෝද රථ 208 ක පරිවර්තන කටයුතු අවසන් කළ යුතුව පැවතුනද, ත්‍රිරෝද රථ 160 ක පරිවර්තන කටයුතු පමණක් සිදුකර ඇතත්, මෙතෙක් එකී අරමුණු සාක්ෂාත් කරගනිමින් අදාල කටයුතු සම්පූර්ණයෙන් අවසන් කර නොතිබුණි.

(ii) සේවා සැපයුම්කරු විසින් පරිවර්තනය කරනු ලැබ මෝටර් රථ ප්‍රවාහන දෙපාර්තමේන්තුව වෙත පරීක්ෂාව සඳහා යොමු කරන ලද රථ පරිවර්තනය සම්බන්ධයෙන් සෑහීමකට පත් වීමට නොහැකි වීම හා මෙම පරිවර්තිත රථය පරිශීලක හිතකාමී නොවීම ආදී දෝෂ නිවැරදි කර දෙපාර්තමේන්තු පරීක්ෂණය හා ජාතික ඉංජිනේරු සහ පර්යේෂන සංවර්ධන මධ්‍යස්ථානයේ (NERDC) පරීක්ෂණ වාර්තාව ලැබුණු පසු අදාල ලියාපදිංචිය සඳහා තීරණය ලබා දෙන තුරු කිසිදු ත්‍රිරෝද රථ විද්‍යුත් පරිවර්තනය සිදු නොකරන ලෙසටත්, ඒ සඳහා සිදුකළ සාකච්ඡා වලදී එකඟවූ පරිදි පමණක් ත්‍රිරෝද රථ පරිවර්තනය සිදු කල යුතු බවටත් මෝටර් රථ ප්‍රවාහන දෙපාර්තමේන්තුව සේවා සැපයුම්කරු වෙත දන්වා තිබුණු අතර, මෙම පරිවර්තනය සඳහා අදාල වන තාක්ෂණික පිරිවිතර හා පරිවර්තිත රථ ලියාපදිංචි කිරීමේ ක්‍රමවේදය අනුමත කර ගැනීම විධිමත් පරිදි සම්පූර්ණ වන තෙක් ත්‍රිරෝද රථ පරිවර්තනය කර ලියාපදිංචි කිරීමේ කටයුතු තාවකාලිකව නවතන ලෙස ප්‍රවාහන අමාත්‍යාංශයේ ලේකම් විසින් මෝටර් රථ ප්‍රවාහන දෙපාර්තමේන්තුව වෙත උපදෙස් ලබා දී තිබුණි. UNDP 2025 ඔක්තෝබර් මස නිකුත් කරන ලද ප්‍රගති වාර්තාවට අනුව මේ වන විට ත්‍රිරෝද රථ 160 ක් පරිවර්තනය කර එයින් ත්‍රිරෝද රථ 21 ක් පමණක් ලියාපදිංචි කර තිබුණු බවත්, අනෙකුත් ත්‍රිරෝද රථ ලියාපදිංචියකින් තොරව ධාවනයේ යෙදෙන්නේද යන්න පිළිබඳව මෙන්ම පරිවර්තිත රථ සම්බන්ධයෙන් ඉහත උපදෙස් අනුගමනය කළේද යන්න හා එසේ ධාවනය කිරීමේදී පරිවර්තනය කිරීමේ දෝෂයක් හේතුවෙන් සිදුවිය හැකි අනතුරක් හෝ සිද්ධියක් සම්බන්ධයෙන් මෙම ව්‍යාපෘතියට අදාල ගිවිසුම්ගත ප්‍රධාන පාර්ශවකරු වශයෙන් ප්‍රවාහන අමාත්‍යාංශයට වගකීමක් පැවතියද, ඒ සම්බන්ධයෙන් පසුවිපරම් කිරීම හා සුදුසු නියාමනයන් අමාත්‍යාංශය විසින් මෙතෙක් සිදුකර නොතිබුණි.

(iii) මෙම නියමු ව්‍යාපෘතිය සඳහා ප්‍රතිලාභීන් තෝරා ගැනීමේදී ගිවිසුම් ප්‍රකාරව සලකා බලනු ලැබියයුතු නිර්ණායක අනුව ප්‍රතිලාභීන් හා ත්‍රිරෝද රථ තෝරා ගැනීමට කටයුතු කර නොතිබුණි.

(iv) ව්‍යාපෘතියට අදාල පළමු උපාංග කට්ටල වරායට පැමිණීමෙන් පසුව ප්‍රවාහන මහාමාර්ග සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශය විසින් ගිවිසුම් සඳහා 2023.12.06 දිනැතිව අත්සන් තබා ඇති බව නිරීක්ෂණය වූ අතර, මෙම ව්‍යාපෘතිය ප්‍රදානයක් වශයෙන් ලැබුණද, ව්‍යාපෘතිය යටතේ ආනයනිත

උපාංග සඳහා බදු නිදහස් කිරීම් නොලැබීම හේතුවෙන් එම බදු හා අනෙකුත් ගාස්තු අමාත්‍යාංශ වැය ශීර්ෂය යටතේ වැය කිරීමට කටයුතු කර තිබුණු බවත් නිරීක්ෂණය වේ. මේ අනුව ව්‍යාපෘතියට අදාල ගිවිසුමෙහි එක් එක් පාර්ශවයන් සතු වගකීම සහ කාර්යභාර්යය නිසි පරිදි දක්වා නොතිබීම, නිසි ශක්‍යතා අධ්‍යයනයකින් තොරව හා ඊට අදාල නීතිමය රාමුව සකස් කර ගැනීමකින් තොරව ව්‍යාපෘතියේ කටයුතු ක්‍රියාත්මක කිරීම, ව්‍යාපෘතියට සම්බන්ධ පාර්ශවකරුවන් අතර නිසි සන්නිවේදනයක් නොමැති වීම, අරමුදල් කළමනාකරණය සම්බන්ධයෙන් නිසි ක්‍රමවේදයක් නොමැති වීම, ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමේදී අමාත්‍යාංශය නියාමනය අවම මට්ටමක පැවතීම යනාදී කරුණු හේතුවෙන් ව්‍යාපෘතියේ අරමුණු මේ වන තෙක් ළඟා කර ගැනීමට නොහැකි වී තිබුණු අතර එක්සත් ජාතීන්ගේ සංවර්ධන වැඩසටහන් (UNDP) ආධාර මෙන්ම ඒ සඳහා දරන ලද දේශීය අරමුදල්ද නිශ්කාර්ය වී තිබුණි.

(ඇ) **දීප ව්‍යාප්ත දුම්රිය සන්නිවේදන පද්ධතිය නවීකරණය කිරීමේ ව්‍යාපෘතියෙහි වර්තමාන භාවිතය**

වඩාත් කාර්යක්ෂම දුම්රිය ප්‍රවාහන සේවයක් පවත්වාගෙන යාම සඳහා වේගවත් හා ඵලදායී දුම්රිය සන්නිවේදන පද්ධතියක් ස්ථාපිත කිරීමේ අවශ්‍යතාවය සපුරා ගැනීම සඳහා දුම්රිය සන්නිවේදන පද්ධතිය නවීකරණය සඳහා වූ ව්‍යාපෘතිය ක්‍රියාත්මක කර තිබුණි. ඒ සඳහා 2020 නොවැම්බර් 16 දිනැතිව ප්‍රවාහන අමාත්‍යාංශය හා දේශීය බද්ධ ව්‍යාපාරයක් අතර එ.ජ.ඩො.මිලියන 7.49 ක් වටිනා කොන්ත්‍රාත්තුවක් ක්‍රියාත්මක කර එ.ජ.ඩො.මිලියන 7.18 කට සමාන රු.මිලියන 1,878.04 ක පිරිවැයක් දරා තිබුණි. එම පද්ධතියෙහි මෙහෙයුම්, නඩත්තු හා සේවා අවශ්‍යතා සඳහා දුම්රිය දෙපාර්තමේන්තුව, ප්‍රවාහන අමාත්‍යාංශය සහ කොන්ත්‍රාත්රු අතර වසර 09 ක මෙහෙයුම් සහ නඩත්තු සේවා අවශ්‍යතා සඳහා ගිවිසුමක් 2022 අගෝස්තු 01 දින සිට ක්‍රියාත්මක වන පරිදි 2031.07.31 දක්වා වසර 03 වගකීම් කාලයක්ද සහිතව ක්‍රියාත්මක කර ඒ සඳහා රු.මිලියන 376.38 ක් ගිවිසුමෙහි 7.1 ඡේදය ප්‍රකාරව මාසිකව රු.මිලියන 3.48 බැගින් කොන්ත්‍රාත්රුට ගෙවීමට ඒකග වී තිබුණි. එම ගිවිසුම් ප්‍රකාරව කොන්ත්‍රාත්කාර ආයතනය විසින් මාසිකව පද්ධතියේ මෙහෙයුම් සහ කාර්යසාධන තත්ත්වය පිළිබඳ වාර්තාවක් සැපයිය යුතු අතර මෙම වාර්තාව සමඟ ඉදිරිපත් කරන නඩත්තු සහ සේවා වියදම් ඉන්වොයිසිය මත මාසික ගෙවීම් සිදු කරනු ලබයි. ගිවිසුම් ප්‍රකාරව සේවා සැපයුකරු විසින් මාසිකව මෙහෙයුම් සහ කාර්යසාධන තත්ත්වය පිළිබඳ දත්ත වාර්තාවක් සැපයිය යුතු අතර මෙම වාර්තාව සමඟ ලබා දෙන නඩත්තු සහ සේවා වියදම් ඉන්වොයිසිය මත මාසිකව ගෙවීම් සිදු කරනු ලබයි. ඒ අනුව 2025 දෙසැම්බර් 31 දිනට පද්ධතියට අදාල මෙහෙයුම් සහ නඩත්තු සේවා ගිවිසුම ප්‍රකාරව ව්‍යාපෘතිය විසින් ගෙවා තිබුණු රු.මිලියන 118.49 ක් විය. පද්ධතියෙහි ක්‍රියාකාරිත්වය සහ මෙහෙයුම් හා නඩත්තු සේවා කටයුතු පරීක්ෂා කිරීමේ දී පහත කරුණු නිරීක්ෂණය විය.

I. ජනවාරි සිට මැයි දක්වා මාසිකව ඉදිරිපත් කර තිබුණු වාර්තා අනුව හා නියැදි විගණන ක්ෂේත්‍ර පරීක්ෂාවේදී නිරීක්ෂණය වූ පරිදි දුම්රිය සන්නිවේදන පද්ධතියට අදාල පරිශීලකයින්ගෙන් කොටසක් විසින් මෙම පද්ධතිය අවම මට්ටමකින් භාවිතයට ගන්නා බවත්, ඇතැම් පරිශීලකයින් කිසිසේත්ම භාවිතා නොකරන බවත්, භාවිතයට ගනු ලබන්නන් එය සාමාන්‍ය ස්ථාවර දුරකථනයේ කාර්යභාරය ඉටුකර ගැනීම සඳහා පමණක් භාවිතා කරන බවත්, නිරීක්ෂණය වූයෙන් සමාලෝචිත වර්ෂය අවසන්වන

විට රු.මිලියන1,996.54 ක පිරිවැයක් දරන ලද එම පද්ධතිය තවදුරටත් ඌණ උපයෝජිතව පැවතුණි.

II. තවද, මෙම පද්ධතිය ක්‍රියාත්මක කිරීමේදී සිදුවන බාධාවන් ඉවත් කර ගැනීම සඳහා අමාත්‍යාංශය විසින් 2024 අප්‍රේල් 25 දිනැතිව පත් කරන ලද කමිටුව විසින් 2024 ජුනි 18 දිනැතිව ඉදිරිපත් කරන ලද යෝජිත විසඳුම් ක්‍රියාත්මක කරමින් සුදුසු පසුවිපරම් කටයුතු සිදුකර නොතිබුණු අතර ඒ අනුව සමස්ථ පද්ධතිය කාර්යක්ෂමව භාවිතයට ගැනීම සඳහා සියළුම පාර්ශවයන්ගේ සාමූහික වගකීම තවදුරටත් ඉටුවී නොතිබුණි.

(ඉ) **කුරුණෑගල - හබරණ දුම්රිය ව්‍යාපෘතිය යටතේ ඉඩම් සම්බන්ධයෙන් කටයුතු කිරීම**

රු.මිලියන 26,860 ක පිරිවැය ඇස්තමේන්තුවක් සහිතව 2018 ජුලි 04 සිට 2023 ජුලි 03 දක්වා කාලය තුල ක්‍රියාත්මක කර අවසන් කරමින් කුරුණෑගල සිට හබරණ දක්වා ද්විත්ව දුම්රිය මාර්ගයක් ඉදිකිරීම සඳහා මෙම ව්‍යාපෘතිය ක්‍රියාත්මක කර තිබුණු අතර, ව්‍යාපෘතිය සඳහා රු.මිලියන 880 ක් වැය කර ව්‍යාපාති කාර්යභාරය අවසන් කිරීමකින් තොරව කටයුතු වසා දැමීමට පියවර ගෙන තිබුණි. මේ සම්බන්ධයෙන් පහත කරුණු නිරීක්ෂණය විය.

I. මෙම ව්‍යාපෘතිය යටතේ දරන ලද පරිපාලන වියදම් සහ අනෙකුත් වියදම් (ප්‍රා/ලේ හා ප්‍රා/ලේ කාර්ය මණ්ඩල වෙත ලබා දෙන ලද දීමනා ඇතුළුව) සම්බන්ධයෙන් තොරතුරු විගණනය සඳහා ඉදිරිපත් කර නොතිබීම හේතුවෙන් ව්‍යාපෘතිය වෙනුවෙන් දරන ලද බවට 2023 මාර්තු 03 දිනැති අමාත්‍ය මණ්ඩල සන්දේශයේ ඇතුළත් කර තිබුණු රු.මිලියන 880 ක වියදම් විගණනයේදී පරීක්ෂා කළ නොහැකි විය.

II. ව්‍යාපෘතිය යටතේ ප්‍රාදේශීය ලේකම් කොට්ඨාශ 09 කින් ඉඩම් ඒකක 4400 ක් රු.මිලියන 7,000 ක් වන්දි වශයෙන් වැය කර පවරා ගැනීමට සැලසුම් කර ඉන් ඉඩම් ඒකක 149 ක් සඳහා රු.මිලියන 298.04 ක් වන්දි වශයෙන් ගෙවා තිබුණි. කෙසේ නමුත් ව්‍යාපෘති කටයුතු නවතා දැමීමට තීරණය කිරීම හේතුවෙන් එසේ වන්දි ගෙවන ලද ඉඩම් සම්බන්ධයෙන් ඉදිරි කටයුතු සිදුකර රජය වෙත විධිමත්ව පවරාගැනීමට සිදුකර නොතිබුණු අතර තව දුරටත් වන්දි ලැබූවන් විසින් එම ඉඩම් පරිහරණය කෙරෙමින් පවතී.

III. ව්‍යාපෘතිය අවසන් කිරීම සඳහා ඉදිරිපත් කරන ලද අමාත්‍ය මණ්ඩල සංදේශයේ යොජනා සඳහා ඉදිරිපත් කරන ලද අංක MT/22/2023 හා 2023 මාර්තු 03 දිනැති අමාත්‍ය මණ්ඩල සංදේශය ප්‍රකාරව මෙම ව්‍යාපෘතිය අවසන් කිරීම සඳහා ඉදිරිපත් කරන ලද යෝජනා සඳහා අමාත්‍ය මණ්ඩල අනුමැතිය 2023 මාර්තු 28 දිනැතිව හිමිව තිබුණද, අමාත්‍යාංශය විසින් එම තීරණ මෙතෙක් ක්‍රියාත්මක කර නොතිබුණු බවත්, වන්දි මුදල් ගෙවා රජයට අත්පත් කරගෙන නොමැති ඉඩම් සම්බන්ධයෙන් අවසතු /ප්‍රත්‍යදිෂ්ඨ කිරීමේ ඒකාබද්ධ අමාත්‍ය මණ්ඩල සංදේශයක් කෙටුම්පත් කර දුම්රිය දෙපාර්තමේන්තුව වෙත ඉදිරිපත් කර නිර්දේශ කැඳවා ඇති බව විගණනයට වාර්තා කර තිබුණු අතර, ව්‍යාපෘති කටයුතු නවතා දැමීමට තීරණය කර මෙවන විට වසර 03 ගතවී ඇතත් ඊට අදාල කටයුතු මෙතෙක් අවසන් කර නොතිබුණි.

(ඊ) වාහන අනතුරු සම්බන්ධයෙන් කටයුතු කිරීම

2025 වර්ෂයට අදාළව ප්‍රවාහන අංශයට අයත් හදිසි අනතුරුවලට ලක්වී තිබුණු තක්සේරු හානි වටිනාකම රු.438,100 ක් වූ වාහන 3 ක අනතුරු සම්බන්ධයෙන් පහත කරුණු නිරීක්ෂණය විය.

I. PE- 1729 කැබ් රථය රථය අනතුරට පත්වූවිට මුදල් රෙගුලාසි 103 (1) හා මුදල් රෙගුලාසි 104 (3) ප්‍රකාරව කටයුතු කර නොතිබුණු අතර, රාජ්‍ය පරිපාලන චක්‍රලේඛ 30/2016 යටතේ අංක 4.3 ප්‍රකාරව රථය අලුත්වැඩියා කිරීමට මිල ගණන්වල සාධාරණත්වය තාක්ෂණික නිලධාරී වෙතින් ලිඛිතව සහතික කර ගැනීම සිදුකර නොතිබුණු බවත්, අළුත්වැඩියා ඇස්තමේන්තුවට තාක්ෂණික නිලධාරී නිර්දේශය ලද විට එම ඇස්තමේන්තුගත මුදලට අලුත්වැඩියාව සිදු කිරීම සඳහා මූල්‍ය බලය ඇති ආසන්නතම මාණ්ඩලික නිලධාරියාගෙන් අනුමැතියක් ලබා ගෙන නොතිබීම, වාහනයක් අනතුරට ලක් වූ මෝටර් රථයේ අනන්‍යතාවය හා අනතුරේ ස්වභාවය නිරූපනය වන පරිදි ගොනු ගත කළයුතු ඡායාරූපය වාහනයේ අංකය රහිතව ලබා ගෙන තිබුණු බවත්, අනතුර සම්බන්ධයෙන් රියදුරුගේ ප්‍රකාශය අවස්ථාවන් දෙකකදී ලියවිලි 2 ක් ලෙස ලබා ගැනීම, හිමිකම් පෑමේ රක්ෂණ අයදුම් පත්‍රයෙහි ඇතුළත් තොරතුරුවල පරස්පරතා නිරීක්ෂණය වීම, අළුත්වැඩියාව සඳහා මිල ගණන් ලබාගැනීමේදී රාජ්‍ය පරිපාලන චක්‍රලේඛ 30/2016 හි 4.3 ඡේදය ප්‍රකාරව කටයුතු නොකිරීම, හානිය හඳුනා ගැනීමටත් පෙර අදාල මිල කැඳවීම් සිදු කිරීම, මුදල් රෙගුලාසි 110 (1) හා 102 අමාත්‍යාංශය විසින් මෙම අනතුර සම්බන්ධයෙන් හානි හා පාඩු ලේඛනයෙහි තොරතුරු ඇතුළත් කර නොතිබීම,වාහන ලොග් සටහන් පොතෙහි අනතුර සම්බන්ධයෙන් තොරතුරු ඇතුළත් කර නොතිබීම සහ අනතුර සම්බන්ධයෙන් ඉල්ලුම් කර තිබුණ විමර්ශනය මෙතෙක් අවසන් කරද නොතිබුණි.

II. තවද, රු.55,900 ක් වටිනා අළුත්වැඩියා ඇස්තමේන්තුවක් එක් ගරාජයකින් පමණක් ලබාගෙන ඇති අතර රක්ෂණ ආයතනය විසින් රු.22,500 ක් පමණක් ප්‍රතිපූර්ණය කිරීමට එකඟ වීම හේතුවෙන් එම වටිනාකමට රථය අලුත්වැඩියා කිරීමට ගරාජය එකඟවී තිබීමත් එම එකඟවූ වටිනාකම ගරාජයේ හානි ඇස්තමේන්තුවට වඩා සියයට 60 කින් අඩුවීමත් හේතුවෙන් මෙම අලුත්වැඩියාව සම්බන්ධයෙන් ලබාගත හැකිව තිබුණු ප්‍රශස්ත මිල හා සේවාව ලබා ගැනීමට අමාත්‍යාංශය විසින් කටයුතු කර නොතිබුණි.

III. රාජ්‍ය පරිපාලන චක්‍රලේඛ 30/2016 හි 4.3 වගන්තිය ප්‍රකාරව වාහනය කොටස්වලට ගැල වූ ගරාජයේ මිල ගණන් පිළිගැනීමේදී එම මිල ගණන්වල සාධාරණත්වය සම්බන්ධයෙන් රාජ්‍ය අංශයේ දෙපාර්තමේන්තුවක, සංස්ථාවක හෝ මණ්ඩලයක සුදුසුකම් සහිත යාන්ත්‍රික ඉංජිනේරුවරයෙකුගේ වාර්තාවක් ලබාගත යුතු වුවත්, අනතුරට පත් PD-9186 කැබ් රථයේ අලුත්වැඩියා වාහනය කොටස්වලට ගැලවූ ගරාජයෙන් ලබාගත් අළුත්වැඩියා ඇස්තමේන්තුව සඳහා එම සහතික ලබාගෙන නොතිබුණි. තවද, අණතුරට පත් PF-6323 කැබ් රථය අණතුරට පත් වීමේදී, මුදල් රෙගුලාසි 103 (1) ප්‍රකාරව අනතුර සිදු වූ විගස ලබාගතයුතු පොලිස් පැමිණිල්ලේ පිටපතක් ලබා ගැනීමට කටයුතු කර නොතිබුණි.

මේ අනුව වාහන අනතුරු සම්බන්ධයෙන් ක්‍රියා කිරීමේදී මුදල් රෙගුලාසි, චක්‍රලේඛ විධිවිධාන ආදී නිතිරීති හා අභ්‍යන්තර පාලන ක්‍රම මනා නිවැරදිතාවයකින් හා විනිවිදභාවයකින් යුතුව අනුගමනයකර නොතිබුණු බව විගණනයේදී වැඩිදුරටත් නිරීක්ෂණය විය.

5 යහපාලනය

5.1 විගණන හා කළමනාකරණ කමිටුව

2025 අප්‍රේල් 28 දිනැති අංක DMA/01/2025 දරණ කළමනාකරණ විගණන චක්‍රලේඛයෙහි 2.2 (i) ඡේදය අනුව සෑම කාර්තුවක් තුළම එක් රැස්වීමක් වන පරිදි අවම වශයෙන් විගණන හා කළමනාකරණ කමිටු රැස්වීම් 04 ක් ප්‍රවර්තන වර්ෂයට අදාළව පැවැත්විය යුතු වුවද 2025 වර්ෂය සඳහා ප්‍රවාහන අංශය විසින් විගණන හා කළමනාකරණ කමිටු රැස්වීම් 03 ක් පමණක් පවත්වා තිබුණි.

6. මානව සම්පත් කළමනාකරණය

6.1 අනුයුක්ත කාර්ය මණ්ඩලය, තථ්‍ය කාර්ය මණ්ඩලය

අමාත්‍යාංශයේ මහා මාර්ග අංශය, ප්‍රවාහන අංශය සහ වරාය හා සිවිල් ගුවන් සේවා අංශයේ සමාලෝචිත වර්ෂය අවසාන දිනට කාර්ය මණ්ඩල සංයුතිය පහත පරිදි වේ.

සේවක වර්ගය	අනුමත කාර්ය මණ්ඩලය	තත්‍යය කාර්ය මණ්ඩලය	පුරප්පාඩු/අතිරික්තය
ජ්‍යෙෂ්ඨ මට්ටම	94	63	31
තෘතීය මට්ටම	13	07	06
ද්විතීය මට්ටම	347	242	105
ප්‍රාථමික මට්ටම	126	79	47
එකතුව	580	391	189

මේ සම්බන්ධයෙන් පහත නිරීක්ෂණ කරනු ලැබේ.

(අ) 2025 දෙසැම්බර් 31 දිනට අමාත්‍යාංශයේ අනුමත කාර්ය මණ්ඩලය හා තත්‍ය කාර්ය මණ්ඩලය පිළිබඳව නිරීක්ෂණය කිරීමේදී තනතුරු 56 ක පුරප්පාඩු 190 ක්ද, එක් තනතුරක අතිරික්තතාවයක්ද, නිරීක්ෂණය විය. එම තොරතුරු පරිදි ජ්‍යෙෂ්ඨ මට්ටමේ තනතුරු 28 ක පුරප්පාඩු 32 ක්ද, එක් තනතුරක අතිරික්තයක්ද තෘතීය මට්ටමට අයත් තනතුරු 05 ක පුරප්පාඩු 06 ක්ද, ද්විතීයක මට්ටමට අයත් තනතුරු 14 ක පුරප්පාඩු 105 ක්ද, ප්‍රථමික මට්ටමට අයත් තනතුරු 09 ක පුරප්පාඩු 47 ක්ද පවතින බව නිරීක්ෂණය විය. පුරප්පාඩු පවතින තනතුරුවල අවශ්‍යතාවය ඇගයීමකට ලක්කර තවදුරටත් අවශ්‍ය නොවන තනතුරු යටපත් කිරීමට කටයුතු කර නොතිබුණි.

(ආ) 2018 ජනවාරි 24 දිනැති හා අංක 02/2018 දරණ රාජ්‍ය පරිපාලන චක්‍රලේඛයේ 6.1 ඡේදය පරිදි කාර්ය මණ්ඩලයේ සෑම සාමාජිකයකු සඳහාම වසරකට අවම වශයෙන් පැය 12 කට නොඅඩු පුහුණු අවස්ථාවක් මානව සම්පත් සංවර්ධන සැලැස්ම තුලින් සහතික විය යුතු අතර, 6.3 ඡේදය ප්‍රකාරව ධුරාවලියේ එක් එක් තලය සඳහා අනන්‍ය වූ නිපුණතා ඉලක්ක සපුරා ගැනීම පිණිස සුදුසු ධාරිතා සංවර්ධන වැඩසටහන් පැවැත්වීම සිදුකල යුතුය. අමාත්‍යාංශයේ මානව සම්පත් සංවර්ධන සැලැස්ම තුලින් එක් එක් මට්ටමේ තනතුරු සඳහා අවම පැය 12 ක පුහුණු කාලයක් සහතික වන පරිදි පුහුණු වැඩසටහන් සැලසුම් කර නොතිබුණු අතර යෝජිත නිපුණතා ඉලක්ක සපුරා

ගැනීම පිණිස එක් එක් තලය සඳහා අවශ්‍ය පුහුණු වැඩසටහන් වාර්ෂික පුහුණු සැලැස්මට ඇතුළත් කර නොතිබුණි.

(ඇ) තවද එම චක්‍රලේඛයේ 6.5 ඡේදය ප්‍රකාරව මානව සම්පත් සංවර්ධන සැලැස්ම යාවත්කාලීන කිරීම අවම වශයෙන් වසර දෙකකට වරක් සිදුවිය යුතු වුවත්, 2022-2025 සඳහා පිළියෙළ කර තිබුණු ප්‍රවාහන අංශයේ මානව සම්පත් සංවර්ධන සැලැස්ම 2025 වර්ෂය වන විට චක්‍රලේඛ ප්‍රකාරව යාවත්කාලීන කර නොතිබුණි.

(ඈ) අමාත්‍යාංශයේ මහාමාර්ග අංශයේ කාර්ය මණ්ඩලය සඳහා තෝරාගත් පුහුණු වැඩසටහන් 29 ක් යටතේ පැය 256 ක පුහුණු වැඩසටහන් පැවැත්වීමට සැලසුම් කර තිබුණු අතර 2025 දෙසැම්බර් 31 දිනට කාර්ය මණ්ඩල පුහුණු සැලැස්ම ක්‍රියාත්මක කිරීමේ ප්‍රගතිය සියයට 48 ක් විය. උක්ත ප්‍රතිශතය ගණනය කිරීමේදී මානව සම්පත් සංවර්ධන සැලැස්මෙහි ඇතුලත් නොවූ පුහුණු වැඩසටහන් 04 ක්ද ඇතුළත් කර තිබුණි.



වී.ඩී. සීතා
නියෝජ්‍ය විගණකාධිපති
විගණකාධිපති වෙනුවට

Planning & Monitoring Division

Ministry of Transport, Highways, Ports and Civil Aviation

(Highways Sector)



PERFORMANCE REPORT

2025

MINISTRY OF TRANSPORT, HIGHWAY, PORTS AND CIVIL AVIATION

PORTS AND CIVIL AVIATION SECTION

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ANNUAL PERFORMANCE REPORT FOR THE YEAR 2025

NAME OF THE INSTITUTE: MINISTRY OF TRANSPORT, HIGHWAY, PORTS AND CIVIL AVIATION

PORTS AND CIVIL AVIATION SECTION

Expenditure Head No. 176

Contents **Page No.**

Chapter 01	-	Institutional Profile/ Executive Summary	1-4
Chapter 02	-	Progress and the Future Outlook	5-6
Chapter 03	-	Overall Financial Performance for the year	7-14
Chapter 04	-	Performance indicators	15-16
Chapter 05	-	Performance of the achieving Sustainable Development Goals (SDG)	17-18
Chapter 06	-	Human Resource Profile	19-22
Chapter 07	-	Compliance Report	23-30
Chapter 08	-	Other	31-76
		8.1 Merchant shipping Secretariat	32-40
		8.2 Sri Lanka Ports Authority	41-53
		8.3 Ceylon Shipping Corporation	54-56
		8.4 Jaya Container Terminals Ltd	57-59
		8.5 Civil Aviation Authority of Sri Lanka	60-64
		8.6 Airport and Aviation Services (Sri Lanka) (Private) Ltd	65-76
		8.7 Annexure -I (Organizational Structure) Ministry Of Transport, Highwats, Ports and Civil Aviation	77
		8.8 Annexure -II (Organizational Structure) Merchant Shipping Secretariat	79

CHAPTER 01

INSTITUTIONAL PROFILE/ EXECUTIVE SUMMARY

CHAPTER 01

INSTITUTIONAL PROFILE/ EXECUTIVE SUMMARY

1.1 Introduction

This sector is entrusted with the responsibility of developing Sri Lanka as a premier maritime and aviation hub in the Indian Ocean.

Contributing directly to the country's Gross Domestic Product (GDP), entities such as the Merchant Shipping Secretariat, Sri Lanka Ports Authority, Ceylon Shipping Corporation Ltd., Jaya Container Terminals Ltd., Civil Aviation Authority of Sri Lanka, and Airport and Aviation Services (Sri Lanka) (Private) Limited, engage in policy formulation and operational activities necessary to maintain international trade and passenger transport efficiently. The primary objective is to revitalize global trade and the tourism industry by enhancing the efficiency of ports and airports, which function as the gateways to the nationThe main function of this division is to formulate, implement and follow up on policies, programs and projects related to statutory institutions in the ports and civil aviation sectors in accordance with the existing policies of the government.

1.2 Legal Framework within which the Institution is Established

Duties assigned by the Extraordinary Gazette No. 2412/08 and dated 25.11.2024

- Formulation, implementation, monitoring and evalution of policies, strategies, programmes and projects, in relation to the subjects of ports and civil aviation sector, and those subject that come under the purview of Departments, Statutory Institutions and Public Corporations.
- Provision of public services under the purview of the Ministry in an efficient and people friendly manner.
- Reforming all systems and procedures using modern management techniques and technology, thus ensuring that the fulfilled which eliminating corruption and waster.
- Development and management of commercial harbours and expansion of their investment opportunities.
- Development of container yards.
- Development and sdministration of port oil installations, light houses and beacons, other than those belonging to Admiralty.
- Aebitration of disputes between shipping service providers and users.
- Establishment of rules of competitions for shipping service.
- Ensuring and facilitating consultative coordination between shipping service providers and users.
- Receiving wrecks and ocean salvages.

- Facilitating freight and Shipping Services and coast-wise passenger traffic
- Ship owing Operating, Ship Managing, Ship Brokering and Agency Services.
- Custom House Agency and total Logistics Solution.
- Development and regulation International and Domestic Airports.
- Regulating levy of chargers and quality of service delivery by airpots.
- Emtering into agreements with other countries for expansion of international air services and adoption of other requisite measures.
- Promotion and regulation of functions relating to use of airpots in Sri Lanka by foreign countries.
- Expansion of air cargo facilities.
- Promotion of domestic air travel.
- Regulation of private air services.
- Registration of Aircrafts.
- All other subject that come under the purview of Insitutions and supervision of the Institutions.

1.3 Vision, Mission, Objectives of the Institution

Vision

"Provision of high quality and user-friendly Marine services by developing Sri Lanka as the most competitive hub of maritime activities in the South Asian Region" and "positioning Sri Lanka as the premier air transport hub in the region".

Mission

"Formulation of a more appropriate policy framework and an efficient mechanism that will lead to the provision of competitive and qualitative port and shipping services in order to fulfill the local and international requirements in the field of maritime activities for national economic development" and "to make air transport services efficient, safe and user friendly with a view of improving the efficiency of the relevant economic sectors"

Objectives

To act as a facilitator, policy formulator, coordinator and progress reviewer of the development activities implemented by the institutions comes under the purview of the ministry in order to achieve its ultimate vision and mission

1.4 Main Functions

- Formulation of policies in related to the affiliated agencies
- Coordinating and monitoring the programs and projects implemented by the institutions under the purview of the Ministry.
- Introducing the legal framework to provide better services to clients related to port, shipping and aviation activities.

- Formalizing a proactive mechanism to implement a National Policy on ports, shipping and aviation activities.
- To create more efficient and business-friendly regulation and supervision of shipping agents, container terminal operators, freight forwarders, unlicensed public transport service providers, travel agents and other service providers.
- Development of international airports in Sri Lanka to provide air traffic services (air traffic control services, aeronautical communication services, aeronautical information services), firefighting services and air security services to ensure the safety of aircraft and passengers efficiently. maintenance and operation.
- To introduce a legal framework that requires the activities of the institutions under the purview of the ministry to be conducted in an orderly manner

1.5 Organizational Chart

Annexure I

1.6 Information on Project Received Foreign Funded

1. a) Name of the Project - Port Access Elevated Highway Project (Relocation of Technical Workshop)

b) Funding Source- ADB

c) Revised Allocation - Rs.2,039.00Mn

d) Project Duration – Sep. 2021 – Dec. 2023

2. a) Name of the Project - Rehabilitation of Kankasanthurei harbaur Project

b) Funding Source- Exime Bank India

c) Revised Allocation - Rs.18,326.9 Mn

d) Project Duration – Started 12.10.2020

3. a) Name of the Project - Detail Design for the Extension of Western Breakwater for West Container Terminal II (GOSL-ADB) Land &Land improvements

b) Funding Source- ADB

c) Revised Allocation - USD 5.00Mn

d) Project Duration – Apr.2025 – Apr. 2027

1.7 Institution under this Ministry (Ports and Civil Avition Section)

1. Merchant shipping Secretariat
2. Sri Lanka Ports Authority
3. Civil Aviation Authority of Sri Lanka
4. Ceylon Shipping Corporation Ltd.
5. Airport and Aviation Services (Sri Lanka) (Private) Ltd.
6. Jaya Container Terminals Ltd.

CHAPTER 02

PROGRESS AND THE FUTURE OUTLOOK

CHAPTER 02
PROGRESS AND THE FUTURE OUTLOOK

2.1 Achievements , Challenges and Future Goals

Achievements

- According to the Ministry's vision, the basic tasks are to present the Cabinet papers regarding new policy issues and get approvals for them, to monitor the development activities and to check the progress. 64 Cabinet Papers were submitted till 31.12.2025 out of which 60 papers have been approved. Approval is expected for 04 Cabinet Papers.
- Observations have been submitted for 09 Cabinet Memoranda to the Cabinet of Ministers which submitted by other line Ministries.
- 2024 Preparation of Annual Performance Report in tri language and submitting it to Parliament.
- Preparation of the Annual Action Plan for the year 2025 and submission the same to the Department of National Planning, Department of National Budget and other relevant institutions.
- Taking action to present to Parliament the progress report of the Ministry for the year 2024 and the report prepared for the Budget Committee Session which includes the programme for the year 2025.
- Conducting progress review meetings. Preparation of monthly / quarterly / annual progress reports, performing progress review and submission to relevant institutions.

Challenges

- To find suitable investors for development activities.
- To find the financial support from funding agencies.

Future Goals

- To Provide better efficient service to overcome the issues in the institutions comes under the perview of the Ministry
- Lead the organizations to achieve the goals identified at the beginning of the year
- Identifying Sustainable Development Goals and identifying and implementing Programs/Projects to achieve those Goals.
- Contribute to upgrading the present Global Index of the Port of Colombo
- Increasing the contribution of the other regional ports to Cargo Passenger Transport.

CHAPTER 03

OVERALL FINANCIAL PERFORMANCE

CHAPTER 03

OVERALL FINANCIAL PERFORMANCE

3.1 Statement of Financial Performance

Statement of Financial Performance -For the period ended 31st December 2025

ACA-F

Budget (Current Year - 2025) Rs.		Note	Actual		
			Current Year- 2025 Rs.	Current Year- 2024 Rs.	
	Revenue Receipts		-	-	ACA - 1
	Income Tax	1	-	-	
	Taxes on Domestic Goods & Services	2	-	-	
	Taxes on International Trade	3	-	-	
	Non-Tax Revenue & Others	4	52,642,052,085	38,311,806,768	
	Total Revenue Receipts (A)		**52,642,052,085**	**38,311,806,768**	
	Non-Revenue Receipts		-	-	
	Treasury Imprests		2,922,055,359	**1,005,670,781**	**ACA - 3**
	Deposits		201,209,819	1,174,474	**ACA - 4**
	Advanced Accounts		67,099,020	7,340,612	**ACA - 5**
	Other Receipts		-	-	
	Total Non-Revenue Receipts (B)		**3,190,364,198**	**1,014,185,867**	
	Total Revenue Receipts & Non-Revenue Receipts C=(A)+(B)		**55,832,416,283**	**39,325,992,635**	
	Remittance to the Treasury (D)		**191,048,168**	-	
	Net Revenue receipt &Not Revenue Receipts E=(C-D)		**55,641,368,114**	**39,325,992,635**	
	Less: Expenditure				
	Recurrent Expenditure		-	-	
	Wages, Salaries & Other Employment Benefits	5	91,544,402	111,650,205	
	Other Goods & Services	6	65,440,528	115,514,691	ACA-2(ii)

	Subsidies, Grants and Transfers	**7**	125,804,685	420,929,172	
	Interest Payments	**8**	-	-	
	Other Recurrent Expenditure	**9**	-	466,057	
	Total Recurrent Expenditure (F)		**282,789,615**		
	Capital Expenditure				
	Rehabilitation & Improvement of Capital Assets	**10**	6,447,215	30,046,342	
	Acquisition of Capital Assets	**11**	8,042,235	787,564,503	ACA 2(ii)
	Capital Transfers	**12**	-	-	
	Acquisition of Financial Assets	**13**	-	-	
	Capacity Building	**14**	541,500	498,000	
	Other Capital Expenditure	**15**	2,749,046,825	329,238,238	
	Total Capital Expenditure(G)		**2,764,077,774**	**1,147,347,083**	
	Deposit Payments		**201,209,819**	**1,174,474**	ACA-4
	Advance Payments		**68,307,611**	**7,699,535**	ACA-5
	Other Main Ledger payments		-	-	
	Total Main Ledger Expenditure (H)		**269,517,430**	**8,874,010**	
	Total Expenditure I=(F+G+H)		**3,316,384,819**	**1,804,781,488**	
	Balance as at 31st December J= (E -I)		**52,324,983,294**	**37,521,211,147**	
	Balance as per the Imprest Reconciliation statement		**52,324,983,294**	**37,521,211,147**	ACA-7
	Imprest Balance as at 31st December		**-**	**-**	ACA-3
			52,324,983,294	**37,521,211,147**	

Statement of Financial Position

Statement of Financial Position as at 31st December 2025

6 ACA-P

Statement of Financial Position
As at 31st December 2025

	Note	Actual 2025 Rs	2024 Rs
Non Financial Assets			
Property, Plant & Equipment	ACA-6	295,774,697	430,298,544
CWIP		4,189,350,769	-
Financial Assets			
Advance Accounts	ACA-5	15,258,308	14,049,717
Cash & Cash Equivalents	ACA-3	-	-
Total Assets		4,500,383,774	444,348,261
Net Assets / Equity			
Net Worth to Treasury		15,258,308	14,049,717
Property, Plant & Equipment Reserve		4,485,125,466	430,298,544
Current Liabilities			
Deposits Accounts	ACA-4	-	-
Unsettled Imprest Balance	ACA-3	-	-
Total Liabilities		4,500,383,774	444,348,261

Detail Accounting Statements in ACA format Nos. 1 to 7 presented in pages from ..... to..... and Annexures to accounts presented in pages from ..... to ..... form an integral part of these Financial Statements. The Financial Statements have been prepared in complying with the Generally Accepted Accounting Principles whereas most appropriate Accounting Policies are used as disclosed in the Notes to the Financial Statements and hereby certify that figures in these Financial Statements, Notes to accounts and other relevant accounts were reconciled with the Treasury Books of Accounts and found in agreement.

We hereby certify that an effective internal control system for the financial control exists in the Reporting Entity and carried out periodic reviews to monitor the effectiveness of internal control system for the financial control and accordingly make alterations as required for such systems to be effectively carried out.

Chief Accounting Officer
Name :
Designation :
Date : 27/1/26

W.W.S.Mangala
Secretary
Ministry of Ports and Civil Aviation
No.19, Chaithya Road, Colombo 01.

Accounting Officer
Name :
Designation :
Date :

Chief Financial Officer/ Chief Accountant/
Director (Finance)/ Commissioner (Finance)
Name :
Date : 26/01/2026

Jayantha R. Randeniya
Chief Accountant
Ministry of Ports and Civil Aviation
No.19, Chaithya Road, Colombo 01

Statement of Cash Flows

Statement of Cash Flows for the Period ended 31st December 2025

ACA – C

	Actual	
	Year 2025 Rs.	**Year 2024 Rs.**
Cash Flows from Operating Activities		
Total Tax Receipts	-	-
Fees, Fines, Penalties and Licenses	-	-
Profit	-	-
Non-Revenue Receipts	-	-
Revenue collected on behalf of Other Revenue Heads	202,201,588	5,434,829
Imprest Received	2,922,055,359	1,005,670,781
Recoveries from Advance	67,099,020	5,638,492
Deposit Received	201,209,819	1,174,474
Total Cash generated from Operations (A)	**3,392,565,786**	**1,017,918,577**
Less – Cash Disbursed for:		
Personal Emoluments & Operating Payments	156,984,930	226,681,586
Subsidies & Transfer Payments	125,804,685	420,929,172
Expenditure on Other Heads	15,030,950	**31,860**
Imprest Settlement to Treasury	34,239,179	-
Advance Payment	191,048,168	7,645,907
Deposit Payment	69,701,445	1,174,474
Total Cash disbursed for Operations (B)	201,209,819	**656,472,003**
Net Cash Flow from Operating Activities (C)=(A)-(B)	**794,019,177**	**361,446,574**
Cash flows from Investing Activities		
Interest	-	-
Dividends	-	-
Divestiture Proceeds & Sale of Physical Assets	**192,925,424**	-
Recoveries from on lending		-
Total Cash generated from investing Activities (D)	**192,925,424**	-
Less: Cash disbursed for:		
Capital Expenditure	2,598,546,609	**361,446,574**
Total cash disbursed for investing activities (E)	**2,598,546,609**	**361,446,574**
Net Cash Flow From Investing Activities (F) = (D) – (E)	**(2,598,546,609)**	**(361,446,574)**
Net Cash Flows from operating & investment activities (G) = (C) + (F)		
Cash flows from Financing Activities		
Local Borrowings	-	-
Foreign Borrowings	-	-
Grants Received	-	-
Total Cash generated from Financing Activities (H)	-	-
Less- Cash disbursed for:		
Repayment of local borrowings	-	-
Repayment of foreign borrowings	-	-

Total cash disbursed for Financing Activities (I)	**-**	**-**
Net Cash Flow from Financing Activities (J) =(H)– (I)	**-**	**-**
Net Movement in cash (K) = (G) + (J)	**-**	**-**
Opening Cash balance as at 01st January	**-**	**-**
Closing cash balance as at 31st December	**-**	**-**

Notes to the Financial Statements

1. Reporting Period

   The period from 01st January to 31st December 2025 is the reporting period.

2. Basis of Measurement

   The Financial Statements have been prepared on historical cost basis and the historical cost of certain assets has been upgraded to the revaluation, unless otherwise specified the accounts are prepared on an improved cash basis.

   The figures of the Financial Statements are presented in Sri Lankan rupees to the nearest rupee.

3. Recognition of revenue

   Exchange and non-exchange revenues are recognized as cash receipts during the accounting period regardless of their taxable period.

4. Identification and Measurement of Property, Plant and Equipment (PP&E)

   Assets are recognized as Property, Plant and Equipment when there is certainty that future economic benefits related to the asset will flow to the entity and the asset can be measured reliably. PP&E are measured at a cost and revaluation model is applied when cost model is not applicable.

5. Property, Plant and Equipment Reserve

   This reserve account is the corresponding account of PP&E.

6. Cash and Cash Equivalents

   Cash & cash equivalents consist local currency notes and coins on hand as at 31st December 2025.

3.2 Performance of the Utilization of Allocation

Rs.

Type of Allocation	Allocation		Actual Expenditure	Allocation utilization as a % of Final Allocation
	Original	Final		
Recurrent	360,460,127.00	42,210,503.32	318,249,623.68	88%
Capital	8,919,650,000.00	5,252,061,349.59	3,667,588,650.41	41%

3.3 Performance on donations and other receipts

Donor Organization	Perposes of Donation	Donation Amount
-	-	-

3.4 Performance of the Reporting of Non-Financial Assets

Rs.

Assets Code	Code description	Balance as per Board of Survey Report as at 31.12.2024	Balance as per financial position report as at 31.12.2024	Yet to be accounted	Reporting progress as %
9151	Building and Structures	-	-	-	-
9152	Machinery and Equipment	-	-	-	-
9153	Land	-	-	-	-
9154	Intangible Assets	-	-	-	-
9155	Biological Assets	-	-	-	-
9160	Work in Progress	-	-	-	-
9180	Lease Assets	-	-	-	-

3.5 Auditor General's Report

Attached to the Performance Report of the Highways Division.

CHAPTER 04

PERFORMANCE INDICATORS

CHAPTER 04
PERFORMANCE INDICATORS

4.1 Performance indicators of the Institute (Based on the Action Plan)

Specific Indicators	Actual output as a percentage (%) of the expected output		
	100 - 90%	75 - 89%	50 - 74%
Conducting 04 nos. of quarterly progress review meetings	√		
Submission of progress reports on due date	√		
Preparation of Annual Action Plan, Procurement Plan and Audit Plan	√		
Preparation of Performance report in tri-language & submission to the Parliament on due date	√		
Submission of the Progress Report in tri language for the Committee Stage of the Budget discussion	√		
Submission of cabinet memorandum to the Cabinet of Ministers in tri-language for the approval	√		
Submission of observations for the Cabinet Memorandums on due date	√		
Coordination among institutions and other line Ministries when necessary	√		
Handling of Cabinet and Ministry level procurements	√		
Conducting 04 nos. (quarterly) of Audit and Management Committee meetings		√	
Conducting internal Audits – Ministry and affiliated agencies	√		
Responding to the Audit quarries	√		
Submission of monthly, quarterly and annual reports to the relevant agencies	√		
Preparation of Budget estimates	√		
Maintenance of fixed asset register	√		
Conduction of Board of Survey and reporting	√		
Supply management	√		
Preparation of Cash forecast	√		
Payments (Salary & wages, OT, Loans)	√		
Responding to the Parliamentary questions	√		
Legal Matters related to the institutions under the purview of the Ministry	√		
Maintenance of Vehicle	√		
Administrative matters of the institutions	√		
Training and scholarship	√		
Employees welfare	√		
Participation for Human Rights committee, Public Petition committee, Parliamentary Consultative Committee and COPE	√		

CHAPTER 05

PERFORMANCE OF THE ACHIEVING SUSTAINABAL DEVELOPMENT GOALS (SDG)

CHAPTER 05
PERFORMANCE OF THE ACHIEVING SUSTAINABAL DEVELOPMENT GOALS (SDG)

5.1 Indicate the Identified respective Sustainable Development Goals

Goal / Objective	Targets	Indicators of the achievement	Progress of the Achievement to date		
			0 - 49%	50 - 74%	75 - 100%
End Poverty in all its Forms Everywhere	To facilitate the affiliated agencies for policy development	No. of policy concepts developed			√
Build resilient infrastructure promote including and sustainable industrial nation and foster innovation	Passenger and freight volume transport by Sea	No of Passengers transport by Sea			√
		Volume of freight transport by Sea			√
	Passenger and freight volume transport by Air	No of Passengers transport by Air			√
		Volume of freight transport by Air			√
Strengthen the means of implementation and revitalize the global partnership for sustainable development	provide better facilities for the stakeholders of the port and maritime sector	Port and Maritime policy			√
	Seafarer registration	No of Seafarers registered			√
Ensure inclusive and equinity quality education and promote lifelong learning opportunities for all	Training for cadet sea farers	No of cadets trained			√
	Providing training opportunities for the young school leavers at Mahapola Training institute of Sri Lanka Ports Authority	No. of training opportunities provided in port and maritime sector		√	

5. 2 Briefly explain the achievements and challenges of the Sustainable Development Goals

- Even if programs are implemented to achieve the Sustainable Development Goals, it is difficult to provide basic data on which to base the calculation of results/progress.
- Need for sector-based training / workshops.

CHAPTER 06

HUMAN RESOURCE PROFILE

CHAPTER 06

HUMAN RESOURCE PROFILE

6.1 Cadre Management

Category	Approved Card	Existing Cadre 31.12.2025	Category 31.12.2025
Senior	29	16	13
Territory	04	01	3
Secondary	62	46	16
Primary	33	21	12

6.2 ** Briefly state how the shortage or excess in human resources has been affected to the performance of the organization.

It is very important to take swift action to fill above essential vacancies as they directly affect the overall performance of the organization.

6.3 Human Resource Development

Name of the Program	No. of Staff trained	Duration of the program	Total Investment (Rs.)	Name of the Program (Local / Forign)	No. of Staff trained
Procurement Guidelines Training Program	02	01 Day	None	Local	Procurement Guidelines Training
Investigation on Losses and Damages under F.R. 104	02	01 Day	Rs. 13,000.00	Local	Investigation on Losses and Damages under F.R. 104 Training
Professional Development of Office Aides and Drivers for a Quality Work Environment	02	01 Day	Rs. 13,000.00	Local	Professional Development Training of Office Aides and Drivers for a Quality Work Environment
Role and Responsibilities of the Leave Granting Officer	01	01 Day	Rs. 6,500.00	Local	Role and Responsibilities of the Leave Granting Officer
Scientific, Economical and Safe Driving	05	01 Day	Rs. 30,000.00	Local	Scientific, Economical and Safe Driving
Maintaining a Personal File Effectively	04	01 Day	Rs. 26,000.00	Local	Maintaining a Personal File Effectively Training
Duties of Office Aide	02	02 Days	Rs.	Local	Duties of Office Aide

Service			24,000.00		Service Training
Procurement Documents (Tender Documents)	09	01 Day	Rs. 112,500.00	Local	Procurement Documents (Tender Documents) Training
Secretary Practice	01	01 Day	Rs. 14,000.00	Local	Secretary Practice Training
Office Note Writing and Official Correspondence	01	01 Day	Rs. 6,500.00	Local	Office Note Writing and Official Correspondence Training
Preparation of Salaries of Public Officers According to the New Salary Circular	01	01 Day	Rs. 6,500.00	Local	Preparation of Salaries of Public Officers According to the New Salary Circular
Project Management	03	02 Days	Rs. 36,000.00	Local	Project Management
Certificate Program in ICT & Artificial Intelligence (AI) for Office Productivity	07	05 Days	Rs. 21,000.00	Local	Certificate Program in ICT & Artificial Intelligence (AI) for Office Productivity
Preliminary Investigations	02	01 Day	Rs. 13,000.00	Local	Preliminary Investigations Training
Professional Development of Quality Office Aides and Drivers	01	01 Day	Rs. 6,500.00	Local	Professional Development of Quality Office Aides and Drivers
Office Procedures	01	02 Days	Rs. 12,000.00	Local	Office Procedures Training
Duties Training of Office Aide Service – Public and Semi-Government Sector	01	02 Days	Rs. 12,000.00	Local	Duties Training of Office Aide Service – Public and Semi-Government Sector

*** Briefly state how the training program contributed to the performance of the institution**

- Improving the knowledge and skills of the officers
- Fulfilling the motivation requirement of the officers
- Making duties more efficient
- Contribute to the Government service of efficient officers with professional maturity

CHAPTER 07

COMPLIANCE REPORT

CHAPTER 07

COMPLIANCE REPORT

No.	Applicable Requirement	Compliance status (Complied / Not Complied)	Brief explanation for Noncompliance	Corrective actions proposed to avoid non-compliance in future
1	**The following financial statements/ accounts have been submitted on due date**			
1.1	Annual financial statements	Complied		
1.2	Advance Account to public officers	Complied		
1.3	Business and manufacturing advance accounts (Commercial Advance Accounts)	Not applicable		
1.4	Stores Advance Accounts			
1.5	Special Advance Accounts			
1.6	Others			
2	**Maintenance of books and registers (FR 445)**			
2.1	Fixed assets register has been maintained and update in terms of Public Administration Circular 267/2018	Complied		
2.2	Personal emoluments register/ personal emoluments cards have been maintained and update	Complied		
2.3	Register of Audit queries has been maintained and update	Complied		
2.4	Register of Internal Audit reports has been maintained and update	Complied		
2.5	All the monthly accounts summaries (CIGAS) are prepared and submitted to the treasury on due date	Complied		
2.6	Register for cheques and money orders has been maintained and update	Complied		
2.7	Inventory register has been maintained and update	Complied		
2.8	Stocks registers has been maintained and update	Complied		
2.9	Register of losses has been maintained and update	Complied		
2.10	Commitment Register has been maintained and update	Complied		
2.11	Register of Counterfoil Books (GA – N20) has been maintained and update	Complied		

3	**Delegation of function for financial control (FR 135)**			
3.1	The financial authority has been delegated within the institute	Complied		
3.2	The delegation of financial authority has been communicated within the institute	Complied		
3.3	The authority has been delegated in such manner so as to pass each transaction through two or more officers	Complied		
3.4	The controls have been adhered to by the accountants in terms of state Accounts Circular 171/2004 dated 11.05.2014 in using the Government Payroll Software Package	Complied		
4	**Preparation of Annual Plans**			
4.1	The Annual action plan has been prepared	Complied		
4.2	The annual procurement plan has been prepared	Complied		
4.3	The annual Internal Audit plan has been prepared	Complied		
4.4	The annual estimate has been prepared and submitted to the NBD on due date	Complied		
4.5	The annual cash flow has been submitted to the Treasury Operations Department on time	Complied		
5	**Audit Queries**			
5.1	All the audit queries have been replied within the specified time by the Auditor General	Complied		
6	**Internal Audit**			
6.1	The internal audit plan has been prepared at the beginning of the year after consulting the Auditor General in terms of Financial Regulation 134(2) DMA/I – 2019	Complied		
6.2	All the internal audit reports have been replied within one month	Complied		
6.3	Copies of all the internal audit reports has been submitted to the Management Audit Department in terms of Sub-section 40(4) of the National Audit Act No. 19 of 2018	Complied		

6.4	All the copies of internal audit reports have been submitted to the Auditor General in terms of Financial Regulation 134(3)	Complied		
7	**Audit and Management Committee**			
7.1	Minimum 04 meetings of the Audit and Management committee has been held during the year as per the DMA Circular 1-2019	03	Change of Ministries, Secretaries and change of Ministry scope.	
8	**Asset Management**			
8.1	The information about purchases of assets and disposals was submitted to the Comptroller General's Office in terms of paragraph 07 of the Asset Management Circular No.01/2017	Not applicable		
8.2	A suitable liaison officer was appointed to coordinate the implementation of the provisions of the circular and the details of the nominated officer was sent to the Comptroller General's Office in terms of paragraph 13 of the aforesaid circular	Not applicable		
8.3	The boards of survey were conducted, and the relevant reports submitted to the Auditor General on due date in terms of Public Finance Circular No. 05/2016	Complied		
8.4	The excesses and deficits that were disclosed through the board of survey and other relating recommendations, actions were carried out during the period specified in the circular.	Complied		
8.5	The disposal of condemn articles had been carried out in terms of FR 772	Complied		
9	**Vehicle Management**			
9.1	The daily running charts and monthly summaries of the pool vehicles had been prepared and submitted to the Auditor General on due date	Complied		
9.2	The condemned vehicle had been disposed of within a period of less than 6 months after condemning	Complied		
9.3	The vehicle logbooks had been maintained and updated	Complied		

9.4	The action has been taken in terms of FR 103,104,109 and 110 with regard to every vehicle accident	Complied		
9.5	The fuel consumption of vehicles has been re-tested in terms of the provisions of paragraph 3.1 of the Public Administration Circular No. 30/2016 of 29.12.2016	Complied		
9.6	The absolute ownership of the leased vehicle logbooks has been transferred after the lease term	Complied		
10	**Management of Bank Accounts**			
10.1	The bank reconciliation statements had been prepared, got certified and made ready for audit by the due date	Complied		
10.2	The dormant accounts that had existed in the year under review or since previous years settled	Complied		
10.3	The action had been taken in terms of Financial Regulations regarding balances that had been disclosed through bank reconciliation statements and for which adjustments had to be made and had those balances been settled within one month	Complied		
11	**Utilization of Provisions**			
11.1	The provisions allocated had been spent without exceeding the limit	Complied		
11.2	The liabilities not exceeding the provisions that remained at the end of the year as per the FR 94 (I) after utilizing the provisions	Complied		
12	**Advances to Public Officers Account**			
12.1	The limits had been complied with	Complied		
12.2	A time analysis had been carried out on the loans in arrears	Complied		
12.3	The loan balances in arrears for over one year had been settled	Complied		
13	**General Deposit Account**			
13.1	The action had been taken as per FR 571 in relation to disposal of lapsed deposits	Complied		
13.2	The control register for general deposits had been updated and maintained	Complied		

14	**Imprest Account**			
14.1	The balance in the cash book at the end of the year under review remitted to TOD	Complied		
14.2	The ad-hoc sub Imprests issued as per FR 371 settled within one month from the completion of the task	Complied		
14.3	The ad-hoc sub Imprests had been issued exceeding the limit approved as per FR 371	Complied		
14.4	The balance of the Imprest account had been reconciled with the Treasury books monthly	Complied		
15	**Revenue Account**			
15.1	The refunds from the revenue had been made in terms of the regulations.	Complied		
15.2	The revenue collection had been directly credited to the revenue account without credited to the deposit account	Complied		
15.3	Returns of arrears of revenue forward to the Auditor General in terms of FR 176	Complied		
16	**Human Resource Management**			
16.1	The staff had been paid within the approved cadre	Complied		
16.2	All members of the staff have been issued a duty list in writing	Complied		
16.3	ALL reports have been submitted to MSD in terms of their circular No. 04/2017 dated 20.09.2017	Complied		
17	**Provision of information to the public**			
17.1	An information officer has been appointed and a proper register of information and maintained and updated in terms of Right to Information Act and Regulation.	Complied		
17.2	Information about the institution to the public have been provided by website or alternative measures and has it been facilitated to appreciate/ allegation to public against the public authority by this website or alternative measures.	Complied		
17.3	Bi- Annual and Annual reports have been submitted as per section 08 and 10 of the RTI Act.	Complied		

18	**Implementing citizens charter**			
18.1	A citizens charter/ Citizens client's charter has been formulated and implemented by the Institution in terms of the circular number 05/2008 and 05/2018(I) of Ministry of Public Administration and Management	Complied		
18.2	A methodology has been devised by the institution in order to monitor and assess the formulation and the implementation of Citizens charter/ Citizens client's charter as per paragraph 2.3 of the circular	Complied		
19	**Preparation of the Human Resource Plan**			
19.1	A human resource plan has been prepared in terms of the format in Annexure 02 of Public Administration Circular No. 02/2018 dated 24.01.2018	Complied		
19.2	A minimum training opportunity of not less than 12 hours per year for each member of the staff has been ensured in the aforesaid Human Resource Plan	Complied		
19.3	Annual performance agreements have been signed for the entire staff based on the format in Annexure 01 of the aforesaid Circular	Complied		
19.4	A senior officer was appointed and assigned the responsibility of preparing the human resource development plan, organizing capacity building programs and conducting skill development programs as per paragraph No. 6.5 of the aforesaid circular	Complied		
20	**Responses Audit Paras**			
20.1	The shortcomings pointed out in the audit paragraphs issued by the Auditor General for the previous years have been rectified	Complied		

CHAPTER 08

INSTITUTION BELONGING TO THEPORTS AND CIVIL AVIATION SECTION

8.1 Merchant Shipping Secretariat

8.1.1 Introduction

Merchant Shipping Secretariat deals with ensuring safety of life and property at sea, maritime education, training, examination and certification, registration of ships under Sri Lanka flag, Licensing of Shipping Agents, Container Depot Operators, Container Terminal Operators, Container Freight Stations, Freight Forwarders or a Non Vessel Operating Common carriers and implementing provisions of all applicable international Maritime conventions and national regulations.

8.1.2 Vision, Mission, Objectives

"Recognition by the global shipping industry through maritime excellence"

8.1.3 Key Functions

- Enforcement of laws and regulations to regulate Sri Lankan shipping industry and also drafting of national laws on IMO conventions ratified by Sri Lanka.
- Issuance of Continuous Discharge Certificate (CDC) to Sri Lankan Seafarers and looking after the welfare activities of them.
- Issuance of Certificate of Competency (COC) up to the rank of Master/ Chief Engineer upon conducting examinations in terms of international conventions.
- Setting standards for granting approvals, supervision and auditing of Nautical Colleges of Sri Lanka.
- Supervision of classification societies, issuance of statutory certificates, "Port State Control" (PSC) activities, and revenue collection from ships registered under Sri Lanka and foreign flags.
- Conducting inquiries on complaints made by foreign ship crew members in respect of seafarers' conditions of work such as wages, water, food, health facilities etc.
- Removal of all obstacles for safe navigation in Sri Lankan waters and preparation of route maps indicating such obstacles and publishing the same.
- Conducting inquiries on emergency situations encountered by Sri Lankan flag ships or foreign flag ships, pursuant to the provisions of international conventions and preparation of reports with recommendations.
- Act as the chief receiver of ship wrecks in Sri Lankan waters and taking appropriate actions to remove the same in suitable manner.
- In terms of Indian Ocean Memorandum of Understanding (IOMoU) in respect of Port State Control, to inspect at least 10% of the vessels calling at Sri Lanka ports for sea worthiness in terms of

international conventions and to detain ships that are not in compliance with these requirements.

- Issuance of licenses and regulating of activities of Shipping Agents, Freight Forwarders, NVOCC operators and Container Deports Operators.
- Carry out all functions relating to the arresting of ships, detaining, sale on public auction and releasing of such ships as conferred by the Admiralty Jurisdiction Act No. 40 of 1913 and Admiralty rules of 1991.
- Introducing, updating and restructuring quality systems to provide transparent and efficient service to the public.
- Establishing the necessary regulations in accordance with the new global trends in the shipping/maritime industry.

8.1.4 Organizational Chart

Annexure II

8.1.5 Progress and the Future Outlook

Future Plans

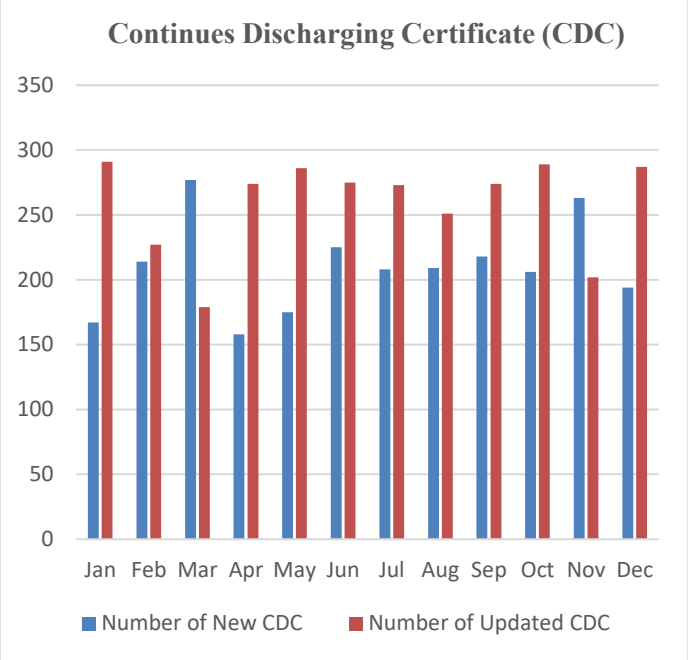
- Formulation of local regulations in accordance with the IMO and ILO conventions and updating as necessary.
- Implementation of E-government Project.
- Promotion of Ship Registration under the Sri Lankan Flag.
- Signing of MoUs with appropriate foreign states for issuance of certificates of equivalency to sailors to serve in foreign flagged ships.
- Preparation of regulations pertaining to coastal shipping activities.

Operational Progress

Issuance of Certificates - 2025

Continues Discharging Certificate (CDC)

Month	Number of New CDC	Number of Updated CDC
Jan	167	291
Feb	214	227
Mar	277	179
Apr	158	274
May	175	286
Jun	225	275
Jul	208	273
Aug	209	251
Sep	218	274
Oct	206	289
Nov	263	202
Dec	194	287
Total	**2,514**	**3,108**



Source: Internal Statistics, Merchant Shipping Secretariat

Certificates (Certificate of Competency/Watch Keeping)

I. Navigation Section

Type of Certificates	No of Certificates issued
Master (Class 1)	29
Chief Mate (Class 2)	42
Second Officer (Class 3)	126
Watch Keeping – Deck Ratings (Officer/Rating)	605
Certificate of Proficiency	248

Source: Internal Statistics, Merchant Shipping Secretariat

II. Engineering Section

Type of Certificates	No of issued Certificate
Chief Engineer	30
Second Engineer	52
Officer In Charge of an Engineering Watch	62
Watch Keeping – Engine (Officer/Ratings)	255
Certificate of Proficiency	103

Source: Internal Statistics, Merchant Shipping Secretariat

Annual Licenses issued for shipping Agents, FF & NVOCC Operators, Container Operators, Vessel wise licenses & Inclusions – 2025

Type of License	No of license Issued
Shipping Agents	220
Container Operators	26
Freight Forwarders	545
Freight Forwarders & NVOCC	86
Vessel Wise (Shipping) License	507
Inclusion (Shipping) License	54

Source: Internal Statistics, Merchant Shipping Secretariat

Licenses issued under VGM Certification – 2025

Type of License	No of License issued
Weigh Bridge	27
Shipper	61
Prime Mover	09
Trailer	19
Lorry	01

Source: Internal Statistics, Merchant Shipping Secretariat

Seafarer Identity Documents (SID) Issued - 2025

Month	Number of SID's issued
Jan	189
Feb	304
Mar	301
Apr	230
May	227
Jun	280
Jul	269
Aug	257
Sep	235
Oct	297
Nov	303
Dec	309
Total	**2292**

Monthly Revenue of Merchant Shipping Secretariat is as follows

Month	Number of SID's issued
January	14,732,428.79
February	12,328,362.18
March	15,183,102.94
April	12,425,945.08
May	11,866,354.50
June	15,016,294.40
July	16,586,882.95
August	18,664,459.31
September	13,713,969.08
October	15,242,281.25
November	37,970,278.85
December	31,167,884.93
Total	**215,198,244.26**

8.1.6 Overall Financial Performance for the Year

8.1.6.1 Fianncial Statements for the Year ended 31st December 2025

Statement of Financial Performance

Statement of Financial Performance for the period ended 31.12.2025

ACA -F

Budget (Year -2025)		Note	Actual		
			Year -2025 Rs.	Year -2024 Rs.	
	Revenue Receipts				
	Income Tax	1	-	-	ACA-1
	Taxes on Domestic Goods & Services	2	-	-	
	Taxes on International Trade	3	-	-	
	Non-Tax Revenue & Others	4	215,198,244	224,984,808	
	Total Revenue Receipts (A)		215,198,244	224,984,808	
	Non-Revenue Receipts				
	Treasury Imprests		148,416,000	171,714,000	ACA - 3
	Deposits		1,334,258	976,750	ACA- 4
	Advance Accounts		3,570,543	2,617,002	ACA - 5
	Other Main Ledger Receipts		-	-	
	Total Non-Revenue Receipts (B)		**153,320,801**	**175,307,752**	
	Total Revenue Receipts & Non-Revenue Receipts C = (A)+(B)		**368,519,045**	**400,292,561**	
	Remittance to the Treasury (D)		**148,416,000**	**225,907,101**	
	Net Revenue Receipts & Non-Revenue Receipts E = (C)-(D)		**220,103,045**	**174,385,460**	
	Less: Expenditure				
	Recurrent Expenditure				ACA-2 (II)
	Wages, Salaries & Other Employment Benefits	5	66,138,572	60,511,170	
	Other Goods & Services	6	73,632,330	78,193,023	
	Subsidies, Grants and Transfers	7	6,793,462	10,983,163	
	Interest Payments	8	-	-	
	Other Recurrent Expenditure	9	74,960	63,000	

	Total Recurrent Expenditure (F)		**146,639,324**	**149,750,356**	
	Capital Expenditure				ACA-2 (II)
	Rehabilitation & Improvement of Capital Assets	10	645,335	184,600	
	Acquisition of Capital Assets	11	1,691,875	20,574,167	
		12	-	-	
	Capital Transfers	13	-	-	
	Acquisition of Financial Assets	14	722,900	470,770	
	Capacity Building	15			
	Other Capital Expenditure		**3,060,110**	**21,229,537**	
	Deposit Payments		**1,062,622**	**728,811**	ACA - 4
	Advance Payments		**5,594,147**	**5,890,673**	ACA- 5
	Other Main Ledger Payments		**-**	**-**	
	Total Main Ledger Expenditure (H)		**6,656769**	**6,619,484**	
	Total Expenditure I = (F+G+H)		**156,356,203**	**177,599,377**	
	Balance as at 31st December J = (E-I)		**(4,266,377)**	**(3,213,917)**	
	Balance as per the Imprest Reconciliation Statement Imprest Balance as at 31st December		**(4,266,377)** **-**	**(3,523,357)** **309,441**	ACA - 7 ACA- 3
			(4,266,377)	**(3,213,917)**	

Statement of Financial Position

Statement of Financial Position as at 31st December 2025

ACA-P

		Actual	
	Note	**2025 Rs.**	**2024 Rs.**
Non-Financial Assets			
Property, Plant & Equipment	**ACA-6**	118,872,047	118,872,047
Financial Assets			
Advance Accounts	**ACA-5/5(a)**	**9,639,782**	**7,616,178**
Cash & Cash Equivalents	**ACA-3**	**-**	**309,441**
Total Assets		**128,511,829**	**126,797,666**
Net Assets / Equity			

Net Worth to Treasury		8,872,207	7,120,239
Property, Plant & Equipment Reserve		118,872,047	118,872,047
Rent and Work Advance Reserve	**ACA-5(b)**	-	-
Current Liabilities			
Deposits Accounts	**ACA-4**	767,575	495,939
Unsettled Imprest Balance	**ACA-3**	-	309,441
Total Liabilities		**128,511,829**	**126,797,666**

Statement of Cash Flows

Statement of Cash Flows for the Period ended 31st December 2025

ACA-C

	Actual	
	Year 2025 Rs.	**Year 2024 Rs.**
Cash Flows from Operating Activities		
Total Tax Receipts	-	-
Fees, Fines, Penalties and Licenses	**215,198,244**	**224,984,808**
Profit	-	-
Non-Revenue Receipts	-	-
Revenue Collected on behalf of Other Revenue Heads	3,756,765	3,011,852
Imprest Received	172,980,236	205,777,042
Recoveries from Advance	4,535,322	3,061,377
Deposit Received	1,344,258	976,750
Total Cash generated from Operations (A)	**397,804,825**	**437,811,829**
Less - Cash disbursed for:		
Personal Emoluments & Operating Payments	139,845,862	138,805,078
Subsidies & Transfer Payments	6,793,462	10,983,163
Expenditure incurred on behalf of Other Heads	1,368,235	311,126
Imprest Settlement to Treasury	509,754	259,970,143
Advance Payments	208,323,576	5,945,301
Deposit Payments	32,431,028	728,811
Total Cash disbursed for Operations (B)	**6,087,851**	**416,743,621**
Net Cash Flow From Operating Activities (C)=(A)-(B)	**1,062,622**	**21,068,208**

Cash Flows from Investing Activities		
Interest	-	-
Dividends	-	-
Divestiture Proceeds & Sale of Physical Assets	-	-
Recoveries from On Lending	-	-
Total Cash generated from Investing Activities (D)	-	-
Less - Cash disbursed for:		
Purchase or Construction of Physical Assets & Acquisition of Other Investment	1,691,875	20,758,767
Total Cash disbursed for Investing Activities (E)	**1,691,875**	**20,758,767**
Net Cash Flow From Investing Activities (F)=(D)-(E)	**(1,691,875)**	**(20,758,767)**
	(309,441)	**309,441**
Net Cash Flows from Operating & Investment Activities (G)= (C) + (F)		
Cash Flows from Financing Activities	-	-
Local Borrowings	-	-
Foreign Borrowings	-	-
Grants Received	-	-
Total Cash generated from Financing Activities (H)		
Less - Cash disbursed for:	-	-
Repayment of Local Borrowings	-	-
Repayment of Foreign Borrowings	-	-
Total Cash disbursed for Financing Activities (I)	-	-
Net Cash Flow from Financing Activities (J)=(H)-(I)	**(309,441)**	**309,441**
Net Movement in Cash (K) = (G) + (J)	**309,441**	**-**
Opening Cash Balance as at 01st January	-	-

Performance of the Utilization of Allocation

Rs.

Type of Allocation	Allocation		Actual Expenditure	Allocation utilization as a % of Final Allocation
	Original	Final		
Repetitive	166,000,000	162,800,000	146,639,324	90.07%
Capital	25,000,000	28,200,000	3,060,110	10.85

Performance on donations and other receipts

Donor Organization	Perposes of Donation	Donation Amount
-	-	-

Performance of the Reporting of Non-Financial Assets

Rs.

Assets Code	Code description	Balance as per Board of Survey Report as at 31.12.2024	Balance as per financial position report as at 31.12.2024	Yet to be accounted	Reporting progress as %
9151	Building and Structures	33,802,055.01	33,802,055.01	-	
9152	Machinery and Equipment	85,069,992.22	85,069,992.22	-	
9153	Land	-	-	-	
9154	Intangible Assets	-	-	-	
9155	Biological Assets	-	-	-	
9160	Work in Progress	-	-	-	
9180	Lease Assets	-	-	-	

8. 2 Sri Lanka Ports Authority

8. 2.1 Introduction

Envisioning the future of Sri Lankan Ports, the Sri Lanka Ports Authority (SLPA) is making a paradigm shift from being a container hub to becoming a global logistics hub, anticipating a boom in international trade that will open up a range of opportunities as well as challenges. The Ports Authority plans to strengthen its complex logistic approaches with a "one touch" information flow of all processes, while benchmarking National and International best practices at every level, in order to improve the overall economic environment of Sri Lanka

8.2.2 Progress and the Future Outlook

1. East Container Terminal – Phase II

1.1 Civil Works Component

- **Physical Progress**

The construction of the jetty wall under the civil works component of this project has been fully completed, and the overall physical progress stands at 71.9%

- **Financial Progress**

Total project Cost	USD 69.5 Mn and LKR 58.5 Bn
Payment Progress	USD 45.4 Mn and LKR 29.28 Bn (with tax LKR 34.53 Bn)

1.2 Procurement Of Equipment For Ect

All STS and ARMG cranes have been received. Six STS cranes have been commissioned and released for operations. The remaining six STS cranes and forty ARMG cranes will be commissioned after the completion of yard construction and power supply. The remaining payment of USD 28.256 Mn to be paid.

1.3 ECT Terminal Operating System (TOS)

To implement a robust Terminal Management System / Terminal Operating System (TMS/TOS) for the Semi-Automated ECT to support vessel operations, yard planning, gate operations, and integration with equipment control systems.

The following tasks related to this project have been completed.

- System configurations and operational workflow setups were completed for the ECT TOS in alignment with semi-automated terminal operational requirements.

- Functional testing was conducted for key operational modules including vessel operations, yard operations, and terminal workflow processes.

- Initial integration activities were initiated between TOS and the Equipment Control System (ECS) to support automation requirements.

- Required IT infrastructure readiness activities including server environment preparation and network facilitation were progressed to ensure system availability and operational readiness.

- Coordination was carried out with relevant operational stakeholders to validate business requirements and align system functionalities.

The final readiness and operational commissioning of the ECT TOS is planned in line with civil works completion, expected by 30th June 2026.

1.4 Construction of Operation Building for ECT - Civil Works

In view of commencing operation of ECT, a four story operation building has been planned to accommodate operation & other staff and to house operation infrastructure. Total floor area is approximately 4500 m^2 .

The total estimated cost for this project is LKR 1,600 million. As of December 31, 2025, the cumulative financial progress of all contracts, including VAT, stands at LKR 1,409 million (97.5%).

2. West Container Terminal–I (WCT-I)

West Container Terminal–I (WCT-I) of the Colombo South Harbour envisages 1400m long quay to accommodate 3 Ultra Large Container Carriers (ULCC), which have a length of 400m or more at -20 m deep berths with a back yard area. The approximately terminal area is 65 ha, and the annual capacity of the terminal is 3.0 million TEUs.

The development of the WCT-I is being undertaken as a Public-Private Partnership (PPP) investment, with a total estimated project cost of USD 762 million.

Total Construction Period is Five Years from 26.02.2022 to 26.02.2027. Accordingly, the overall construction progress of the project is 89.5%, and the operations have been commenced in the first 600m length of the terminal and Quay wall.

3. Colombo North Port Development Project

At present, SLPA has commenced implementation of ECT Phase II and WCT-I in view of increasing the projected volume of cargo. After completion of the above two terminals, construction works of WCT-II will commence in the year 2029-2030, and as per the Colombo port container volume forecast entire port will be saturated by the year 2030. Considering the above, SLPA has initiated the development of a new port on the northern side of the existing Colombo Port. The proposed Colombo North Port (CNP) may spread from the Kelani River in the

Modara area, up to the existing northern breakwater of the Colombo Port. SLPA intends to use the proposed Colombo North Port Development Project for liquid bulk, dry bulk, Ro-Ro and containers

The Colombo North Port Development Project has been planned to be implemented in stages, depending on the demand. SLPA focused on providing infrastructure facilities and port services well ahead of the demand.

Considering the importance of the above concept, the SLPA has conducted a feasibility study and the Environmental Impact Assessment (EIA) for the Colombo North Port Development Project. In addition, SLPA has planned to conduct additional studies to assess the possible effect of the project to the Kelani River due to the closed proximity of the project.

As identified by the above Feasibility study, the development timeline is as follows.

Development Stage	Initial Operation year	
	Base	High
Western Breakwater Extension	2027	2027
WCT II	2029	2029
Logistic Facility	Depend on demand	
CNP Breakwater	2029-2031	
ECT - Phase 2	2032	2030
SAGT - Phase 2	2036	2033
CNP – Ph1, 1400m	2044	2034
CNP – Ph2, 1400m	-	2038
CNP – Ph3, 1400m	-	2043-2048

4. West Container Terminal (WCT) – II

4.1 Extension of Breakwater

In line with the National Port Master Plan – 2019, the next proposed development plan is to extend the western breakwater of the Colombo South Port to create a WCT-II, extending the quay wall of WCT – I.

WCT - II incorporates extension of the existing western breakwater further to the deep sea there and pushing westwards to enclose a minimum of 50–70 hectare land behind WCT - II and creating a south harbour basin to have a 1200m-1400m quay wall at 20 m depth, having a capacity of 3.5 million TEUs adjoin WCT I terminal. Once this Project is completed, the Port of Colombo will have a 2600-2800m straight quay wall at 18-20m depth as WCT - I and WCT - II with a 50-70ha land area behind the WCT - II terminal for the logistics facility.

4.2 Consultancy Services for Detailed Design for the Extension of Western Breakwater for WCT – II

Project	Consultancy Services for Detailed Design for the Extension of Western Breakwater for West Container Terminal II – Colombo Port Expansion Project (CPEP) Phase II
Commencement Date	21.04.2025
Expected Completion Date	21.04.2027
Allocation for 2025	LKR 550 Mn
Expenditure within 2025	LKR 90.51 Mn

SLPA entered into a Consultancy agreement with Dohwa Engineering Co. Ltd on 06.03.2025 for the preparation of detailed designs for the proposed works. The estimated contract amount is USD 5 million.

5. Projects being carried out by SLPA under Port Access Elevated Highway Project

Port access elevated highway project commences from Ingurukade Junction to Galle face traversing through SLPA premises. It is a 4 lane elevated highway with 5.3km length. This project cost is 300 USD Mn and is being funded by ADB.

5.1 Maritime Facilitation Centre (SLPA Head Office Building)

- In order to facilitate the affected staff of SLPA due to PAEH project, it was planned to construct 17 storied building at Canal Yard Premises and the construction work is in progress at present.
- Project cost is LKR 4.9 Bn (excluding USD price escalation) and funded by ADB and the project is being under taken by RDA.
- 71% of physical progress has been achieved up to now.

5.2 Purchasing the Furniture for SLPA Head Office Building

- The required furniture for MFC building will be purchased using SLPA funds.

5.3 New Workshop Building Complex

- The Project has been completed and currently is in the defect notification period.
- Total expenditure up to now is LKR 1,731.19 Mn and only the Final Payment is yet to be released to the contractor.

5.4 Chairman office building renovation balance work

The renovation works are being carried out with contributions from the Electrical and Civil divisions, funded by SLPA. To date, 70% of the physical progress has been achieved.

6. Rehabilitation of Kankesanthurai Port

S/N	Project	Commencement Date	Expected Completion Date	Allocation for 2025	Expenditure within 2025
01	Rehabilitation of KKS Port – Consultancy Contract	12.10.2020	31.12.2024	LKR 3,455 Mn	-
02	Rehabilitation of KKS Port – Construction Contract	Not yet commenced	-		-

To fund this project, the GOSL has entered into a Dollar Credit Line Agreement with Export-Import Bank of India on 10.01.2018 and obtained financial assistance of USD 45.27 Mn to perform the work.

This project is comprised of 2 contracts, namely the Consultancy Contract and the Construction Contract.

Consultancy Contract

- An amount of LKR 197 Mn payment, including 20% Advance Payment, has been released to the Consultant up to now.
- Up to now nearly 47% of consultancy work has been completed, including preparation of the Detail Project Report (DPR) -2021, the Pre-Qualification (PQ) Document, Tender Documents, Specifications and Drawings.
- The consent for the DPR had been received by the EXIM Bank, India.
- As per the Detail Project Report (DPR) 2021, it was observed that the project cost has experienced an increase, with the estimated cost rising from USD 45.27 Mn to USD 61.5 Mn. However, the approval for the loan amount extension and the Pre-Qualification Document from Ex-Im Bank, India, has been pending for the past four years.
- It has been proposed to provide a USD 63.65 Mn grant by the Indian Government to commence the construction work of this project. A Cabinet Approval has been obtained by the Ministry of Finance, Economic Stabilization and National Policies on 29.04.2024 to sign a Memorandum of Understanding with the Government of

India to obtain above mentioned grant and to make a request to the Government of India to cancel the existing Dollar Credit Line agreement.

- The draft Memorandum of Understanding (MOU) from the Government of India has been forwarded through the Ministry of Ports Shipping and Aviation to the relevant authorities and ministries including the Department of External Resources and SLPA for comments to proceed further.

- The MOU was reviewed and scrutinized by a committee under the chairmanship of then Secretary, Ministry of Ports, Shipping and Aviation and forwarded for Cabinet Approval. Accordingly, the Cabinet Approval has been granted in principle to sign the MOU and to decide the role of the Project Implementing Agency (PIA) through discussions/negotiations between the Government of Sri Lanka and Government of India. Indian High Commissioner has sent the revised draft MOU in which the role of PIA has been defined, for comments through the line Ministry. Several stake holding ministries have sent their comments for the revised draft MOU. Line Ministry conducted a meeting on 16.10.2024 in this regard with all stakeholders Then, SLPA submitted the comments regarding the revised draft MOU to the line Ministry and a Cabinet paper regarding the draft MOU has also been prepared and forwarded to the Line Ministry for further consideration.

- The issues related to MOU were discussed in a meeting held on 04.03.2025 between Indian High Commissioner and Chairman, SLPA. Both agreed to negotiate after having discussions with relevant experts. India is expecting to sign the MOU in near future.

- Two meetings were held on 22nd & 31st October, 2025, chaired by the Hon. Minister and the Deputy Minister of the Line Ministry, respectively. The purpose of these meetings was to review the draft MOU for the KKS Port grant. Another meeting was held on 23.12.2025, chaired by Hon. Minister of the Line Ministry with the participation of all relevant stakeholders During the meeting, most stakeholders provided their observations and comments on the proposed MOU for the grant and line Ministry is expected to take necessary further action after receiving comments of Ministry of Foreign Affairs.

Construction Contract

The construction contract can commence without delay once the financial assistance is finalized.

Kankesanthurai Port (SLPA Funded)

Infrastructure Development Projects

To facilitate the rehabilitation of KKS Port major project, the following activities are being carried out by SLPA by its own funds and their progress is as follows.

Construction of new gate complex, Boundary fence around 16 Acres land, Construction of Water sump, Elevated water tank and Road works and Renovation of the house purchased for Project Administration Work had been completed.

(i) Construction of Boundary Wall and Fence for Balance Land at KKS

The total estimated cost is LKR 40 Mn.

The design and engineering estimates have been finalized, and authorization for procurement along with tender board approval has been obtained.

(ii) Construction of Security Rest Room at Gate in KKS

The total estimated cost is LKR 30 Mn.

The tender was opened on 12.12.2025, and the bid evaluation by BEC is currently in progress.

(iii) Modifications to the Passenger Terminal Building at KKS

The total estimated cost is LKR 30 Mn.

Design and Engineering Estimate, Authorization for procurement work and scrutinizing the bidding document have been completed. Tender Board approval is pending.

7. Development of Port of Oluvil

The Oluvil Port currently has a sand sedimentation issue in the port entrance and there is no possibility for ships to enter the Commercial Harbour and the fishery harbour. An Engineering Study has been carried out with collaboration of Danish Hydraulic Institute (DHI) and their recommendation includes an immediate solution and also the method to maintain the port in a workable condition which incurs significant amount of finance. Due to financial and technical constraints, none of those methods were implemented.

The Cabinet Decision CP/211574/311/023 dated 22.09.2021 has been received to implement the programme for developing the Oluvil harbour as a fishery harbour in stages and as the first stage the Ice plant and related facilities have been handed over to the Ministry of Fisheries.

In addition to the fishery harbour premises being handed over to the Ministry of Fisheries, the commercial harbour consists of lands and an administration building, canteen, building for Engineering staff, R.M. quarters and Engineer's quarters are still under the purview of SLPA.

The Approval has been granted by Cabinet of Ministers on 22.11.2022 to call EOI/RFP for Investment Opportunities for Port of Oluvil by appointing a Special Project Evaluation Committee (SPEC) to select suitable investor/investors.

Accordingly, the Expression of Interest (EOI) has been invited for long term lease of lands and buildings at the commercial harbour at port of Oluvil for the development of port-related industries. Three project proponents submitted their interest with initial proposals and SPEC has decided to call RFP to select a suitable project proponent/proponent to develop port related industries at port of Oluvil.

Accordingly, a successful bidder was selected on 21.03.2025. Although a Letter of Intention was issued based on the Cabinet decision, the bidder did not respond within the stipulated time period. Consequently, the EOI/RFP process was unsuccessful.

At present, the Ministry of Fisheries is conducting a study to identify a sustainable solution for the sand accumulation issue in the Oluvil Port area. Upon receiving the recommendation of this study, it is planned to carry out a Feasibility Study to identify the measures required for the development of Oluvil Port based on the Cabinet decision CP/25/2048/814/103 dated 11.11.2025.

8. Development of Thalaimannar North Pier at Port of Mannar

In line with the GOSL decision to develop the Port of Mannar to enhance the economic and social background of the region, the port boundary has been gazetted and decided to carry out a feasibility study to assess the technical, financial, market, economic and environmental aspects of developing the Thalaimannar pier.

Accordingly, SLPA is in the process of carrying out a feasibility study.

9. Construction of Engineering Workshop Building at Port of Trincomalee

It has been decided to take all Engineering Section staff and other related facilities to one location close to port operational building of Port of Trincomalee to avoid unnecessary movements and delays during their daily operations.

Work under this contract will mainly comprise Ground preparation, Earth work, Construction of three story reinforced concrete building with masonry, metal, water proofing, tiling, painting works and steel workshop (garage) building connected RC building with steel columns, steel trusses, roof, wall claddings, roller doors etc. and service such as electrical, plumbing and drainage system with other required facilities and services for the smooth functioning of building and port operations. Total floor area is approximately 1800 m^2.

The tender has been awarded to the Sri Lanka Land Development Corporation to an initial Contract sum of LKR 252,851,266.93 without taxes. Construction works has been commenced on 03rd April 2023. Project has been substantially completed and handed over to the Trincomalee Port by SLPA on 15.08.2024.

Now, the final payment and retention release has been made from the Budget allocation for 2025 (revised) of LKR 104 Mn. Total project cost at completion is LKR 304,205,791.30 inclusive taxes.

10. Construction of Water Supply Sump and Pump Station – Port of Trincomalee – Installation of Pumps

A water sump having a capacity of 500m^3 was constructed in 2020/2021 to cater the water demand of the Port of Trincomalee and the necessary pressurized pumping system and the piping network to be installed under the above project in order to operate the water sump constructed.

This contract mainly comprise Supply and installation of pumps for ship hydrants and laying pipeline to Ashraf Jetty and service such as electrical, plumbing and drainage system with other required facilities and services for the smooth functioning of port operations.

The Contract was awarded to the contractor, M/s Puritas (Pvt.) Ltd to an initial Contract sum of LKR 44,040,795.80 without taxes. Construction works has been commenced on 02.12.2023. Project was substantially completed on 15.08.2024.

Now, the final payment and retention release has been made from the Budget allocation for 2025 (revised) of LKR 1.3 Mn. Total project cost at completion is LKR 51,968,138.53 inclusive taxes.

11. Enhancing Deep Berth Capacity of Jaya Container Terminal (JCT)-V Project Civil Works Component

The SLPA had planned to extend the existing Jaya Container Terminal IV Quay Wall to accommodate two medium size container vessels and to develop the yard area behind to increase the yard capacity. This development had been planned in two phases, (i). The extension of the existing quay wall together with the reclamation work required for the yard area and (ii). Paving work of the reclaimed yard area and connection to the existing yard.

Having called bids under International Competitive Bidding (ICB), the maritime construction work, the first phase of the development was executed with the approval of the Cabinet of Ministers and was completed. This Project included the extension of JCT IV Quay wall with an additional length of 120m and reclamation of additional yard area of 2.6 ha. The reclamation of the yard has been completed up to +1.8 m LWOST level.

The Contract was awarded to the contractor M/s China Harbour Engineers Company

Limited for an initial contract sum of LKR 5,035 Mn without taxes and completed substantially on 15.05.2024. Current total project cost is LKR 4,901,281,238.76 without taxes and the project is under defect liability period. Budget allocated for 2025 (revised) is LKR 1,141.38 Mn and for 2026 it is LKR 128.6 Mn.

12. Paving Works of Yard Area in JCT V at the Port of Colombo

In view of completing the balance development work of JCT V for functioning the entire JCT terminal together. SLPA included JCT V Paving work in its Action Plan 2025 and has allocated a budgetary allocation of LKR 500 Mn for this year and for 2026 it is LKR 520 Mn with an estimated cost of LKR 1,020 Mn.

This Contract comprises mainly construction of yard and road. The total yard area is approximately 26,000 m^2 and the total road area is approximately 5,250 m^2 including construction of stacking plates and RTG tracks and some paving works at JCT IV.

Accordingly, the Contract has been awarded to the contractor M/s MAGA Construction (Pvt) Ltd on 30.06.2025 for an initial contract sum of LKR 844.93 Mn with VAT. The project has been commenced on 16.07.2025, while the project period is 365 days and the expected date of completion is 15.07.2026. The physical progress and cum. financial progress of the project as at 31.12.2025 is 17.3% and 26.01% (LKR 194,275,332.58) respectively.

13. Paving Works at Prince Vijaya Quay – Phase II

The contractor, M/s Maga Neguma Construction Equipment Company has informed that their company to be restructured as per a Cabinet Decision and requested for a release them from the contract.

Hence it is decided to terminate the contract and re-tender the project. Ministry Procurement committee approved to award the Balance construction works to M/s Sanguine – Sri Ram Joint Venture. The contract has been commenced on 30.10.2023 and completed substantially on 30.06.2025. Now the project is under defect liability period. Cum.

Financial Progress as at 31/12/2025 (Excluding VAT) is LKR 144,192,268.74 (97.5%).

14. Port Community System (PCS)

To establish a nationally integrated Port Community System to enable a single-window digital platform connecting SLPA with key external stakeholders such as Sri Lanka Customs, shipping agents, freight forwarders, regulatory authorities, and terminal operators.

Key Achievements in 2025

- A revised Cabinet Memorandum was submitted with an updated concept paper and draft legislative enactment proposal to empower the designated PCS Regulator.
- Stakeholder consultations and system concept development activities were continued to align PCS framework requirements.
- Preliminary technical and operational planning was initiated for integration of PCS with port operational systems and external stakeholder systems.
- Legal and regulatory groundwork was strengthened to ensure the long-term sustainability of PCS implementation.

Pending Activities / Challenges

- Finalization of legislative approval and regulatory framework is required for implementation.
- Formal stakeholder onboarding and system integration planning will be progressed after obtaining policy-level clearances.

Expected Completion

- PCS implementation is planned as a phased rollout subject to regulatory approval, with initial implementation targeted during 2026–2027.

Operational Performance

Port of Colombo - Ship Arrivals

Description	2024	2025	%
Cargo Ships			
Container	3,522	3,604	2.3
Conventional	54	38	-29.6
Other Cargo	230	272	18.3
Ships for repairs	46	45	-2.2
Ships for bunkering	74	104	40.5
Other Ships	42	39	-7.1
Total ships arrived	**3,968**	**4,102**	**3.4**

Container Throughput (TEUs)

Description	2024	2025	%
Imports	**589,927**	**670,073**	13.6
Laden	541,155	641,052	18.5
Empty	48,772	29,021	-40.5
Exports	**579,328**	**659,473**	13.8
Laden	301,094	308,943	2.6
Empty	278,234	350,530	26.0
Transshipment	**6,315,195**	**6,587,218**	**4.3**
Re-stowing	**307,619**	**384,446**	**25.0**
Total TEUs	**7,792,069**	**8,301,210**	**6.5**
% of transshipment	**81**	**79**	**-2.1**

Containers (TEUs) Handled by

Description	2024	2025	%
Sri Lanka Ports Authority	2,413,163	2,383,139	-1.2
South Asia Gateway	2,025,839	1,948,935	-3.8

Terminal			
Colombo International Container Terminal	3,353,067	3,251,910	-3.0
Colombo West International Terminal	0	717,226	-
Colombo West International Terminal	0	8,050,998	-
Ceylon Petroleum Corporation	4,019,619	4,544,219	13.1
Other Quays	3,350,362	3,554,949	6.1

* Including Estimated Tonnage for SAGT and CICT

Port of Colombo - Cargo Handled (Tonnes)

Description	2024	2025	%
Containerized *	107,223,929	107,262,453	0.0
Break bulk	593,815	781,488	31.6
Dry bulk	1,473,873	1,414,734	-4.0
Liquid bulk	5,302,293	5,902,946	11.3
Total Cargo Handled	**114,593,910**	**115,361,621**	**0.7**

Tonnage Handled by

Description	2024	2025	%
Sri Lanka Ports Authority	36,487,633	32,131,582	-11.9
South Asia Gateway Terminal	25,563,582	24,615,913	-3.7
Colombo International Container Terminal	45,172,714	42,463,960	-6.0

Container Throughput (TEUs) by Terminals/ Quay

Description	2024	2025	%
Sri Lanka Ports Authority			
Domestic	285,204	390,003	36.7
Transshipment	2,042,577	1,853,448	-9.3
Re-stowing	85,381	139,688	63.6
Total	**2,413,162**	**2,383,139**	**-1.2**
South Asia Gateway Terminal			
Domestic	229,291	221,041	-3.6
Transshipment	1,757,097	1,697,180	-3.4
Re-stowing	39,452	30,714	-22.1
Total	**2,025,840**	**1,948,935**	**-3.8**
Colombo International Container Terminal			
Domestic	654,760	658,802	0.6
Transshipment	2,515,521	2,467,189	-1.9
Re-stowing	182,786	125,919	-31.1
Total	**3,353,067**	**3,251,910**	**-3.0**
Colombo West			

International Terminal			
Domestic	0	59,700	-
Transshipment	0	569,401	-
Re-stowing	0	88,125	-
Total	**0**	**717,226**	**-**
Port of Colombo			
Domestic	1,169,255	1,329,546	13.7
Transshipment	6,315,195	6,587,218	4.3
Re-stowing	307,619	384,446	25.0
Total	**7,792,069**	**8,301,210**	**6.5**

ALL PORTS

Port Operations of Port of Colombo, Port of Hambanthota, Port of Trincomalee, Port of Galle, Ports of Kankasanthurai, Myliddy, Point Pedro and Karainagar

Description	**Total**
No. of Ships	**5,293**
Cargo Discharged (Tonnes)	**69,933,472**
Cargo Loaded (Tonnes)	**56,421,955**
Cargo Handled (Tonnes)	**126,355,427**

2.2.3 Financial Performance

Description	**2025 Rs. Mn**
Revenue	
Operational Revenue	81,768.49
Other Revenue	33,801.97
Total Revenue	**115,570.46**
Expenditure	
Personnel Emoluments	21,860.42
Overtime	7,823.45
Fuel, Electricity, Water & Other Lubricants	5,348.58
Maintenance of Assets	3,340.44
Other Expenditure (External hire charges, Contract Work, Travelling etc.,)	17,346.96
Sub Total	**55,719.85**
Profit/(Loss) before Foreign Loan interest & (FEL)/FEG	**59,850.61**
Foreign Loan interest	2,869.72
Profit/(Loss) before (FEL)/FEG & after Foreign Loan Interest	**56,980.89**
Foreign Exchange (Loss)/ Gain	265.34
Profit/(Loss) after (FEL)/FEG & Foreign Loan Interest & before Tax	**57,246.23**
Contribution to Consolidated Fund	(5,000.00)
Income Tax Expenses	(14,311.90)
Differed Tax	48.88
Profit for the Year	**37,983.20**
Re-measurement of retirement benefit obligation	688.18
Change in Value of Financial Assets at FVOCI on Listed Investments	243.98
Provision for Impairment on Unlisted Shares	3,417.57
Total Other Comprehensive Income for the year	**4,349.73**
Total Comprehensive Income for the year	**42,332.93**

8.3 Ceylon Shipping Corporation Limited

8.3.1 Introduction

Ceylon Shipping Corporation Limited being the National Sea Carrier of Sri Lanka acts as a Shipping Service Provider in achieving the country's economic objectives while supporting the national economic growth. Ceylon Shipping Corporation also handles ship acquisition, chartering, managing, brokerage, shipping and maintenance of shipping agents.

8.3.2 Vision, Mission, Objectives

Key Objectives

Towards the Trade and Customers

- Acting as a facilitator of nation's economic development by capitalizing on booming economies of the region.
- To satisfy Customers' needs at the least cost and time with the highest degree of reliability.

Towards the Country and Society

- To facilitate developing the country as a Navel Hub as envisaged in the National Development agenda for the future;
- To provide competitive charges for shipping needs of customers;
- Saving of foreign exchange in carriage of government import cargoes on FOB basis;
- To continue to be a shipping and logistics partner in country's Thermal Electric Power Generation Sector;
- To become a shipping partner in country's Energy / Petroleum sector.

Towards the Owners

- Highest contribution to the Government offers by maximizing profit and saving much needed foreign exchange.

8.3.3 Key Functions

- Ship Owning, Operating, Managing, Chartering and Brokering
- Sea Transportation of Container Cargo on NVOCC basis
- Sea Transportation of Bulk cargo
- Logistics Services & Customs Clearance (inward & outward)
- Shipping Agency Services
- Ship brokering services
- Ship chartering services
- Transportation of coal to the Lakvijaya Power plant
- Maritime training for national youth

8.3.4 Progress and Outlook

Financial & Physical Progress of ongoing Business Activities year 2024 & 2025 for the period of 01st April – 31st December

	Activity	Sub Activity	Physical Performance		Revenue (Rs. Mn)	
			2025	2024	2025	2024
1.1	Transport of cargo – NVOCC operation (None Vessel Operating Common Carrier)	Carriage of cargo in full container load (FCL)	818	* Vessel 793	298.70	*368.75
1.2		Carriage of cargo in less than container load (LCL)	2,091.39	*2,033.84 F/T		
2	Logistics services	Clearing & forwarding, door delivery & pick up	305	**Jobs 345	30.55	124.02
3	Agency Services	Fertilizer Transport Vessels	-	Vessel 2	-	-
		Coal Transport Ship Agents Shipping Agent Services in Colombo and Trincomalee Ports	Vessel 15	*** Vessel 20	6.47	24.90
		Vessels carried fertilizer	Vessel 10	Vessel 02	2.72	2.37
		Port Agent for coal vessels				
4	Transportation of coal for Lakvijaya Power Plant	Address commission on freight	-	-	-	-
		Address commission on lightering	MT 0.90Mn	MT 1.27Mn	91.70	337.45
5	Deployment of CSC 02 vessels	Freight income own vessels (Transportation of coal)	-	-	294.30	-
		Charter hire income own vessels	537.18 days	***** 530 days	1,651.86	***** 2,408.31
6	Maritime Training	No. of cadet / officers on 3rd party vessels	1cadets	****** 1 cadets	0.05	0.11
	*******Total Revenue**				**2,376.34**	**3,265.91**

Source: Financial Performance -Draft Accounts/Physical Performance – Departments' records

Presently onboard as at 31.12.2025

Rank	MV. Ceylon Princess	MV. Ceylon Breeze
Deck	01	-
Engine	10	07
Electrical	01	01
Ordinary Seaman (OS)	11	17
Total	**23**	**25**

Source – CSC Technical Department

8.3.5 Overall Financial Progress

Statement of Profit & Loss of For the Period of 01st April to 31st December

	Year 2025 Rs. Mn	Year 20234 Rs. Mn
Revenue	2,376.34	3,265.91
Direct Operational Expenses	(1,589.68)	(1,718.94)
Gross Profit	**786.66**	**1,546.97**
Other Income	48.83	71.10
Administration Expenses	(187.70)	(174.50)
Operational Profit	**647.79**	1,443.57
Finance Expenses		
Interest Expenses- Vessel Loan	(1,149.20)	(1,236.63)
Exchange Loss	(651.15)	(40.56)
Exchange Gain –Vessel Loan (Nominal Entry)	-	388.21
Profit/(Loss) before Tax	**(1,152.56)**	**554.59**

8.4 Jaya Container Terminals Ltd

8.4.1 Introduction

The Jaya Container Terminals Limited (JCT Limited), also known as the Colombo Oil Bank is a fully owned subsidiary Company of Sri Lanka Ports Authority, and is a premier oil bunkering storage entity in the region. Jaya Container Terminals Limited (PB 960) was incorporated under the Companies Act No. 17 of 1982 on 21 February 2002 and reregistered on 25 April 2008 under the Companies Act No. 07 of 2007 as a company 100% owned by the Sri Lanka Ports Authority.

8.4.2 Vision, Mission, Objectives

Vision

"To become the Bunkering Hub in the Asian region"

Mission

"To maximize country's value by developing infrastructure/storage facilities to Bunker License Holders."

Objectives

- Develop infrastructure facilities for storage of Marine fuel oil
- Managing Colombo Oil Bank in an efficient and effective way as the center of the Bunkering Business
- Ensure financial stability and sustainability through maximizing of revenue generation, effective cost management systems and continue as a vital contributor to the economic development of Sri Lanka
- Ensure safety of the products store at the premises
- Improve and maintain high level of productivity among all employees
- Introduce health, safety and environmentally friendly measures in Operations
- To provide an efficient and effective services to customers

8.4.2 Progress and Outlook

Financial & Physical Progress of Ongoing Development projects from 2025

Activity	Funding Source	Expected Cost (Rs.)	Physical Performance
Construction of 01 Nos. of 12000MT capacity fuel tanks.	Long term lease basis /SLPA /JCT Ltd	900 Mn	Development permits have been obtained.
Supply & installation of Heat detectors for Boiler, Generator & Engine Rooms.	JCT Funds	2 MN	Completed.

Operational Performance

New developments in Operations

Total Loading and Discharging in 2025

PRODUCT	LOADING		DISCHARGING	
	M.T.	%	M.T.	%
LSFO 380 Cst	522,984.865	88.47%	524,075.149	88.88%
MGO	68,143.798	11.53%	65,587.736	11.12%
TOTAL	**591,128.663**		**589,662.885**	

According to the total loading and discharging quantities and corresponding percentages presented in the table above, Jaya Container Terminals Ltd. handled a total loading volume of 591,128.663 MT in 2025. Of this, Low Sulphur Fuel Oil (LSFO) 380 Cst accounted for 88.47%, while Marine Gas Oil (MGO) contributed 11.53% of the total loading. During the same period, the total discharging volume amounted to 589,662.885 MT, comprising 88.88% LSFO 380 Cst and 11.12% MGO. These figures clearly indicate that LSFO 380 Cst remained the dominant product in both loading and discharging operations in 2025, reflecting sustained market demand and the operational focus of bunkering activities at JCT.

Operational Performance

Comparison of Operations in 2025 with 2024

PRODUCT	LOADING		DISCHARGING	
	2024 M.T.	**2025 M.T.**	**2024 M.T.**	**2025 M.T.**
LSFO 380 Cst	487,642.826	522,984.865	492,791.987	524,075.149
MGO	76,694.246	68,143.798	75,913.226	65,587.736
TOTAL	**564,337.072**	**591,128.663**	**568,705.213**	**589,662.885**

According to the table above, a comparison of loading and discharging operations between 2024 and 2025 indicates a continued growth in overall bunker fuel handling. Total loading increased from 564,337.072 MT in 2024 to 591,128.663 MT in 2025, recording an increase of 26,791.591 MT, which represents a growth of approximately 4.7%. This indicates stronger demand concentration in LSFO bunkering operations and improved throughput efficiency in that segment.

8.4.3 Financial Performance

Comparison of financial performance with 2024 and 2025

	2024 (Rs.)	**2025(Rs.)**
Revenue	**719,870,640**	**538,200,787**
Gross Profit	**431,564,505**	**275,573,777**
Net Profit	**243,415,111**	**128,474,646**

8.5 6. Civil Aviation Authority of Sri Lanka

8.5.1 Instruction

The Civil Aviation Authority of Sri Lanka (CAASL) was established under the Civil Aviation Authority of Sri Lanka Act No. 34 of 2002 and the Civil Aviation Act No. 14 of 2010. Its primary mandate is to ensure the safety, security, efficiency, and sustainability of civil aviation operations, maintaining the industry's integrity and reliability.

8.5.2 Vision, Mission, Objectives

Vision

"To be an adept and credible aviation safety regulator assuring safe skies for all"

Mission

"To facilitate through strategic planning and effective regulation, the operation of a safe, secure, efficient, regular and environmentally friendly national civil aviation system that conforms to International Standards and Recommended Practices and national legislative requirements"

8.5.3 Key Objectives

- Communicating with the Hon. Minister in charge of the subject of civil aviation and other government stakeholders to ensure their views are reflected in the planning of the country's civil aviation sector.
- Setting policies and goals in the field of civil aviation and monitoring organizational performance towards achieving the objectives of the CAASL and updating the CAASL Corporate Plan to reflect the government's objectives in the civil aviation sector, as applicable.
- Delegating responsibility for the achievement of specific objectives of the Director General of Civil Aviation who is also the Chief Executive Officer, CAASL – ex officio.
- Employing qualified and skilled personnel and determine their terms and conditions of service including remuneration to be able to perform CAASL's functions and duties.
- Being accountable to the Hon. Minister in charge of the subject of civil aviation on plans and progress towards the implementation of the CAASL Corporate Plan

8.5.4 Progress and Outlook

Achievements

- The year 2025 marked a strong recovery and expansion in overall air traffic, particularly in the international passenger segment. International passenger traffic

recorded notable growth across all categories. Embarked passengers increased by 15% to 5.08 million, while disembarked passengers rose by 16% to 5.06 million, reflecting sustained demand for both outbound and inbound travel.

- Transit passenger movements demonstrated the highest growth at 18%, reaching 915,495, indicating improved connectivity and the country's growing role as a regional transit hub.

- Aircraft movements showed a positive trend, aligned with passenger growth. Scheduled flight movements increased by 15% to 62,056, highlighting enhanced airline operations and route frequencies. Charter movements recorded a modest growth of 2%, totaling 2,000 flights.

- Domestic traffic remained relatively stable, with passenger numbers recorded at 14,473. Aircraft movements increased to 5,366, indicating improved operational activity despite flat passenger demand. The number of domestic airlines rose by 25% to five operators. Charter flight activity showed strong growth of 50%, albeit from a low base, while scheduled domestic flights remained unchanged.

- Overall, 2025 can be characterized as a year of strong recovery in passenger traffic, strengthening connectivity and operational expansion, despite modest declines in cargo volumes and some restructuring within scheduled airline services.

- The Civil Aviation Authority of Sri Lanka (CAASL) maintained safety as its highest priority, strengthening a risk-based & proactive oversight approach through enhanced State Safety Programme (SSP) & Safety Management Systems (SMS). Surveillance & corrective actions were improved using risk indicators, data analysis & preventive measures to ensure effective safety outcomes.

- A balanced approach was upheld between aviation security & passenger facilitation, focusing on strong security controls while improving passenger flow, reducing delays & enhancing coordination among stakeholders.

- Oversight of air navigation services emphasized operational safety, system resilience & effective

coordination, with strong performance in Search and Rescue readiness. Licensing and certification processes were further enhanced to ensure consistency, compliance and professional integrity.

- CAASL continued alignment with ICAO Standards and Recommended Practices (SARPs), strengthening audit readiness, regulatory updates, and quality assurance processes. Digital transformation initiatives improved efficiency, transparency & data-driven decision-making.

- Key progress was made in finalizing the National Civil Aviation Master Plan (NCAMP), aligning aviation development with national priorities & sustainability goals. Sri Lanka also reaffirmed its commitment to ICAO's Long-Term Aspirational Goal (LTAG) of achieving net-zero carbon emissions by 2050.

- The Authority invested in staff competency, professional standards and institutional resilience, while strengthening governance, financial discipline, and accountability. A passenger-centric approach was promoted through improved communication, complaint handling, and service delivery.

- Through active international & regional collaboration, CAASL enhanced regulatory capability, adopted best practices & contributed to aviation safety, Security, efficiency & sustainability.

Challenges Faced

- Service-Oriented Reforms (SOR), Implementation barriers & alignment with organizational goals.
- Salary Anomalies, Discrepancies in compensation structures affecting staff morale & equity.
- Cadre Requirements, Inadequate staffing levels.
- Retention of Professionals & Technical Allowance, Difficulty retaining skilled personnel due to delays or inconsistencies in the payment of technical allowances.
- Delay in processing of amendments to Legislative enactments.
- Delay in obtaining approvals for organizational recruitment.

Future Plans

- Strengthen preparations for a successful outcome in the upcoming ICAO Safety Audit.

- Implement the National Civil Aviation Master Plan.
- Construct the CAASL Training Center at Kapungoda to provide aviation training for professionals and make Sri Lanka regional training hub.
- Establishment of MRO village at Mattala.
- Development of licensing system for drones.
- Development of advanced air mobility regulations to facilitate the development of Unmanned Aircraft Systems (UAS) & Advanced Air Mobility (AAM) technologies –
- Certification of water aerodromes to improve connectivity.
- Development of helicopter operations in Sri Lanka.
- Development of offshore goods transportation by AAM's.
- Establish the CAASL Sub Office in Jaffna International airport in alignment with the National Civil Aviation Master Plan.
- Develop the CAASL inspector quarters at Kandapola, Nuwara Eliya, to support operational & staff needs at Piduruthalagala and Kandapola radio stations.
- Promote research & development initiatives to support future aviation growth.
- Expand domestic aviation networks to improve connectivity.
- Implementation of Phase 1 of the Sri Lanka Air Navigation Plan.
- Replacement of PIDURU MSSR and implementation of ADS - B Surveillance services below FL290 within non-exclusive ADS-B airspace of Colombo FIR.
- Implementation of ATM sectorization within Colombo TMA Control position.
- Enact legislation to establish an independent Aircraft Accident Investigation Bureau.
- Amend civil aviation laws to align with international conventions & local industry requirements.
- Achieving net-zero carbon emissions from international aviation by 2050.
- Develop aviation-related IT systems in line with the Government's digitalization policy (AI, Cyber Security, etc.)
- Complete the restructuring process of CAASL to improve efficiency & governance.
- Plan for the effective management of properties vested under Gazette notifications.

8.5.5 Overoll Financial Performance for the Year

Income	Budgeted Income - 2025 Rs. Million	Actual Income - 2025 Rs. Million	Financial Progress %
Overseas Sales Surcharge	1,080	1,080	100%
Service Charge of Embarkation Levy	460	495	107%
Income earned from Regulatory Services	150	157	105%
Interest Income	545	579	106%
Other non-operating income	5	37	740%
Total Income	**2,240**	**2,348**	**104**

Expenditure	Budgeted Expenditure - 2025 Rs. Million	Actual Expenditure - 2025 Rs. Million	Financial Progress %
Recurrent Expenditure	812	946	116%
Capital Expenditure	102	30	25%
Total Expenditure	932	379	104%

8.5.6 Human Resources Performance

The CAASL continued to invest in Human Resources Development and implement effective workforce aligned around its vision to ensure that the employees are developing the skills and knowledge required for the future success of the Authority. Information about the training programs provided to the employees of the Authority for this purpose is as follows.

From 1st January 2025 to 31st December 2025

	No of Trainings	No of Trainees
In-house trainings programmes	9	95
Foreign meetings/conferences/ Symposiums	21	21
Foreign Training/ seminar/ workshop	33	52
Local trainings/ Seminars/ workshops	15	33
Online trainings/ seminars/ workshops	08	11
Total	86	212

8.6 Airport & Aviation Services (Sri Lanka) (Private) Limited

8.6.1 Instruction

Airport & Aviation Services (Sri Lanka) (Private) Limited (AASL) is a fully government-owned entity, incorporated under the Companies Act No. 7 of 2007, to perform statutory duties as mandated by the Civil Aviation Act No. 14 of 2010. AASL continues to serve as the sole statutory service provider of specific aeronautical services in Sri Lanka.

8.6.2 Vision, Mission, Objectives

Vision

"Friendliest aviation partner in global connectivity towards a sustainable economy".

Mission

"To provide competitive, safe aviation services and superlative guest experience with best practices and latest technology to ensure stakeholder satisfaction"

Key Functions of the Institute

The main activities of the company are providing aeronautical services such as the development, operation and maintenance of the International Airports in Sri Lanka, the provision of Air Navigational Services (Air traffic services, Aeronautical Communication services, Aeronautical Information Services), provision of aeronautical aids for communication, navigation or surveillance firefighting and rescue Services and Aviation Security Services which ensure safety of aircraft and passengers in the air within the Sri Lankan FIR (Flight Information Region), as well as on ground. In addition to that AASL acts as the ground handling service provider for the remote airports like Jaffna International Airport (JIA).

Major Capital Projects' Performance in 2025

1. **Upgrade the departure baggage makeup facility**

This project aims to enhance the departure baggage handling capacity at Bandaranaike International Airport (BIA) by approximately 45%. The scope of work includes the refurbishment and extension of the departure baggage make-up carousel, along with associated civil works at the BIA departure terminal. The total estimated cost of the project is Rs. 937 million. The project was completed in July 2025.

2. **Import Cargo Terminal Building – Stage I**

The construction of the Import Cargo Terminal building is expected to enhance the cargo handling capacity of Bandaranaike International Airport (BIA) by 150,000 metric tons per annum. The

LKR 4.6 billion project includes a three-storey building, road widening, and a 1,620 sq. ft. parking area. Construction commenced in January 2021 and was completed in January 2026.

3. Visual Docking Guidance System (VDGS) Upgrade at BIA

The upgrade project for the Visual Docking Guidance System (VDGS) at BIA was successfully completed in October 2025 at a cost of LKR 400 million. This system assists pilots in accurately positioning the aircraft during the final parking phase.

4. Construction of Airport Facility Complex-CIAR

To enhance the operational capacity of CIAR, the construction of a new airport facility complex is expected to begin in January 2026 and be completed by July 2027. The total estimated cost of this project is Rs. 4.6 billion.

5. Master Plan for BIA

The BIA Master Plan preparation process commenced in the fourth quarter of 2025 for the planning period 2026–2055. It will serve as a major milestone for the aviation industry, as its outcomes will guide the enhancement of existing infrastructure and the development of future facilities over the next three decades, outlining the long-term infrastructure development strategy for BIA. This assignment is scheduled to be finalized by mid-2026.

6. Security screener systems upgrade

AASL successfully implemented thirteen advanced X-ray baggage scanners received through a grant from the International Organization for Migration (IOM), further strengthening airport screening capabilities. This includes 07 cabin baggage scanners with ECAC C1 capabilities, 04 advanced cabin baggage scanners with ECAC C2 capabilities, and 02 dual-view hold baggage scanners.

The above-mentioned developments have collectively improved operational efficiency, strengthened national border security, and enhanced passenger safety, aligning airport operations with global best practices in aviation security and facilitation.

7. Automated Border Control (ABC) Gates at BIA

Strengthening BIA through the introduction of contactless border control measures, the installation of 04 Automated Border Control (ABC) gates (referred to as ‘E-Gates’) at the arrival terminal of BIA took place in June 2025, marking the first implementation of E-Gates at a civil airport in Sri Lanka. These were received through a grant from the International Organization for Migration (IOM) and are expected to enhance passenger processing efficiency and reduce waiting times. The pilot

implementation was successfully carried out during the last quarter of 2025.

8. Construction of Landside Public Washroom Facility

Under this project, essential washroom facilities were constructed at the Departure Terminal, covering approximately 213 m². The scope includes male and female washrooms, ablution areas, an accessible washroom for persons with disabilities, storage, and janitorial facilities. Additionally, at Cargo Terminal 5, a landside washroom facility of approximately 35 m² is being developed, including male and female washrooms with shower cubicles. The budget allocation for the project in 2025 was Rs. 178 million, while the contract price was Rs. 137 million. The project was completed in October 2025.

9. Refurbishment of Lotus lounge

The scope of work includes the refurbishment of the Lotus Lounge, covering an approximate floor area of 310.0 sq. m. The project involves carpeting, parquet flooring, timber cladding, partitioning, and the supply of furniture and kitchen equipment. The contract price of the project is Rs. 273.3 million, with Rs. 350 million allocated for 2025. By the end of 2025, 95% of the work had been completed, and the expected completion date is September 2026.

10. Development of Facilities for Aviation Security Services at BIA

This project includes the construction of a three-story building to provide accommodation for 210 male and female security personnel. The contract was awarded in August 2025, with a total contract value of Rs. 555 million. By the end of 2025, 6% of the construction work had been completed, and the expected completion date is June 2026.

11. Remodeling of existing check-in counters & baggage belts at BIA

This project involves resizing the existing 58 check-in counters to accommodate 14 additional counters and installing new baggage belts. The contract was awarded in October 2025 at a value of Rs. 588 million. Physical progress reached 5% by the end of 2025, and the project is expected to be completed by June 2026.

12. Expansion & modification to passenger terminal building at JIA

As the existing passenger terminal and associated facilities were developed to meet minimum requirements, there is a significant need to upgrade the terminal to improve passenger comfort. This project aims to enhance terminal facilities to accommodate an annual passenger capacity of 200,000 passengers. The project is being implemented in two packages. Package A was awarded in November 2025 and is expected to be completed by June 2026,

with a contract value of Rs. 311 million. The tender for Package B has been called and is expected to be awarded in February 2026.

13. 14 New Check-in Counters Introduced at BIA

To ensure smooth airport operations and provide a hassle-free experience for passengers during the winter season, 14 new check-in counters were introduced on a trial basis at the newly constructed marquee at Bandaranaike International Airport (BIA). The facility was officially inaugurated on 10 November 2025. AASL plans to expand operations further based on passenger demand, marking a significant step forward in enhancing the travel experience in Sri Lanka.

14. Enhancement of Air Navigational Infrastructure

i) **Air Traffic Management System (ATM):** A new ATM system was established and has been operational since the end of 2023 to enhance air traffic control operations. The system is designed for a lifespan of at least 10 years, with potential for extension depending on regulatory requirements. The total cost of the project is Rs. 1.15 billion, and it was completed in October 2025.

ii) **Instrument Landing System (ILS) for Runway 04 at BIA:** The project for the supply, installation, and commissioning of the Instrument Landing System commenced in 2023 and has progressed successfully. It is currently awaiting inspection by the Civil Aviation Authority of Sri Lanka (CAASL) prior to being released for operational use. AASL has invested LKR 1.2 billion in this system, which is essential for ensuring safe aircraft landings under low visibility conditions.

iii) **Automatic Weather Observation System (AWOS):** In 2024, AASL completed the installation of an Automatic Weather Observation System, providing real-time weather data required by pilots and air traffic controllers for safe landing and take-off operations. The AWOS and Airport Terminal Information System (ATIS) at BIA were fully completed and made operational in 2025 at a total cost of LKR 307 million.

iv) **Secondary Surveillance Radar at Pidurutalagala:** This project, with an estimated total cost of Rs. 1.71 billion, commenced in 2018. By the end of 2025, equipment had been delivered to the site and civil works were in progress, achieving 77% physical progress. Financial progress

as of 2025 amounted to Rs. 576 million.

Operational Forformance

1. Bandaranaike International Airport (BIA)

In 2025, BIA handled a total of 66,875 aircraft movements, comprising 62,432 international and 4,443 domestic movements. The airport served 10,008,052 international passengers and 7,181 domestic passengers, while cargo handled amounted to 190,255 metric tons. Compared to 2024, passenger movements recorded a 15% growth, while aircraft movements increased by 13%. However, cargo volumes declined by 1% compared to 2024. BIA currently operates a flight network with thirty-three scheduled carriers, exceeding its pre-COVID network coverage of twenty-nine carriers.

2. Mattala Rajapaksa International Airport (MRIA)

In 2025, MRIA handled a total of 733 aircraft movements, comprising 703 international and 30 domestic movements. The airport facilitated 140,614 passenger movements, all of which were international. Cargo handling remained minimal, with only 25 metric tons recorded during the year. Compared to 2024, passenger movements increased by 6%, aircraft movements increased by 3%, and cargo movements increased by 7% in 2025. During the year, Redwings Airlines commenced scheduled operations to and from MRIA, connecting Moscow, Russia.

3. Jaffna International Airport (JIA)

JIA handled 1,392 aircraft movements in 2025, including 1,138 international and 254 domestic flights (including training flights). Passenger movements increased by 33% to 54,074, of which 53,443 were international passengers. Aircraft movements increased by 20% compared to 2024. IndiGo Airlines is currently the only scheduled operator at JIA, operating ten weekly flights between Jaffna and Chennai, and Jaffna and Tiruchirappalli. Alliance Air ceased operations to and from JIA following the commencement of IndiGo Airlines services in September 2024.

4. Colombo International Airport, Ratmalana (CIAR)

CIAR handled a total of 25,913 aircraft movements (including training flights) and facilitated 2,634 passenger movements during 2025. This included 67 international aircraft movements with no international passenger movements, indicating that the airport primarily functions as a technical stop or parking hub rather than a passenger destination. Domestic aircraft movements, including training flights—which form a significant portion of CIAR operations—remained stable, recording a marginal increase of 1% in 2025. However,

domestic passenger movements declined by 18% compared to 2024. This decline is mainly attributed to operational license issues faced by certain domestic carriers, which restricted their ability to conduct operations.

5. Batticaloa International Airport (BTIA)

In 2025, BTIA facilitated 716 domestic aircraft movements and 1,836 domestic passenger movements. The level of operations remained consistent with 2024. There have been no international operations at BTIA since its reopening in 2018.

Aircraft, Passenger and Cargo Movements of all Airports in 2025

Airport	Total Aircraft Movements	Total Passenger Movements	Total Cargo Movements MT
BIA	66,875	10,015,233	190,255
MRIA	733	140,614	25
JIA	1,392	54,074	-
BTIA	716	1,836	-
CIAR	25,913	2,634	-
Total	**95,629**	**10,214,391**	**190,280**

8.6.3 Financial Performance

Rs. Mn

Item	2024	2025
Revenue	43,897	50,148
Operational expenses	(24,317)	(23,380)
Operating profit / (loss)	19,580	26,767
Net finance income / (cost)	9,091	6,891
Loan Interest	(2,516)	(2,249)
Exchange (Gain)/ Loss	3,864	1,783
Net Profit / (loss) before tax	**28,671**	**33,658**

8.6.4 Future projects and Programs

1. Restructuring and Remodeling of Existing Passenger Terminal Building (PTB) of BIA

To effectively utilize the existing capacity of the Passenger Terminal Building (PTB) and address overcapacity issues at BIA, several restructuring and remodeling works are planned for 2026.

i) **Departure Terminal Expansion:** This is a major expansion project planned for 2026, involving the addition of thirty-six (36) airline check-in counters and six (06) remote gate lounges, together with all necessary ancillary

facilities to ensure efficient passenger processing and smooth operational functionality. The estimated investment is LKR 6 billion.

ii) **Departure Lobby Expansion:** The departure lobby will be expanded by approximately 1,700 square meters to improve passenger circulation flow. This project is planned for completion in 2026 at an estimated cost of LKR 1.7 billion. It includes the addition of a large entrance lobby (for passengers and visitors) and two dedicated pathways for Sri Lankan and other airline passengers.

iii) **Establishment of an Arrival Immigration Holding Area:** An arrival immigration holding area will be established at an estimated cost of Rs. 700 million. This plan includes revising earlier proposals to utilize vacated space for commercial purposes by relocating electronic shops to the upper floor. The number of immigration counters will be increased from 25 to 36, and the queue length will be expanded from 12 meters to 16.6 meters. Additionally, commercial space for duty-free operations will be further enhanced.

iv) **Arrival Lobby Expansion:** To enhance the arrival passenger experience and create a more welcoming atmosphere, the arrival lobby will be reorganized at an estimated cost of LKR 720 million. This includes relocating money exchange and banking counters towards the end of the hall and introducing structural features such as mushroom columns to support tourism and country promotion activities.

v) **Enhancing the baggage handling efficiency at Arrival Terminal:** Recognizing the need to increase baggage belt capacity, this project involves the extension of Arrival Baggage Carousel No. 01 and the complete refurbishment of Carousel No. 03 at the Arrival Terminal. The initiative aims to improve baggage handling efficiency, enhance passenger convenience, and upgrade facilities to meet increasing demand. The estimated investment is LKR 200 million.

2. Proposed new projects for enhancement of Air Navigational Infrastructure

i) **Four numbers of MW Links for AASL & IP Migration in E&ANE Network:** This project aims to enhance air safety through a highly reliable communication infrastructure and improve airspace efficiency by

supporting modern high-throughput technologies. It involves replacing four existing legacy microwave links (RMA–PID, PID–KDP, PID–NYB, and NYB–MRIA) with MW packet radio links, deploying core IP routers at each station, and replacing outdated multiplexers. The total estimated cost is Rs. 340 million, with expected completion by March 2027.

ii) **Upgrading of HF Receiver System at KDP:** This project involves upgrading the High-Frequency (HF) Receiver System to enhance signal reception, improve reliability, and ensure compliance with current communication standards. The upgraded system will support efficient long-range communication essential for aviation operations. The estimated investment is LKR 200 million.

iii) **Upgrade and Supply Installation and Commissioning of Mode-S Approach Control Radar for BIA:** This project aims to enhance air traffic monitoring and control capabilities through the implementation of a modern radar system. Currently, 30% of the procurement process has been completed, and technical specifications have been finalized. The project is scheduled for completion by January 2028, with an estimated cost of LKR 1 billion.

iv) **TETRA Ground Radio Communication System for BIA**: This project involves implementing an advanced TETRA communication system to improve network stability, coverage, and voice clarity, enabling faster decision-making and more efficient coordination among operational units. The system will enhance emergency response capabilities by ensuring reliable and prioritized communication, even during high-traffic or crisis situations. It will also align BIA's communication infrastructure with ICAO standards and future operational demands. The project is expected to be completed by February 2028, with an estimated cost of Rs. 500 million.

3. ERP Project

An Enterprise Resource Planning (ERP) system is currently being implemented at AASL to integrate organizational information systems and align operations with the organization's vision, strategic goals, and the national aviation roadmap. The project will be implemented in two phases.

In Phase I, Finance and Supply Chain Management modules were successfully implemented. This phase went live on July

15, 2021, and the final acceptance certificate was issued at the end of 2023. Prior to commencing Phase II, the existing modules are planned to be migrated from on-premises infrastructure to a cloud-based system by 2026. Phase II of the ERP project is expected to be implemented in 2027. The total estimated implementation cost is Rs. 400 million, with an annual subscription cost of Rs. 200 million.

4. Solar Power Generation Project at BIA

AASL has initiated steps to increase the use of renewable energy in response to challenges in the power and energy sector, while supporting sustainable development goals. As part of this initiative, a 1300 kWp distributed solar photovoltaic system will be implemented across BIA, RMA, and MRIA in 2026, at an estimated cost of Rs. 200 million. In addition, a 600 kWp rooftop solar system is expected to be commissioned in 2026, with an estimated cost of Rs. 120 million at BIA.

5. Construction of Airport Operational Building at BIA

The proposed Airport Operational Building is a 09-story structure, including two spilt level semi-basement parking floors of the total floors, 07 are allocated for administrative offices.

Stage I of the project will involve completing the full structural framework of the building, along with fully finishing the parking levels and the four administrative floors. Stage II will focus on completing the remaining floors. The total estimated cost of the Stage 1 project is Rs. 5.2 billion, with Stage I expected to be completed by May 2029.

Challenges

- **BIA Operation**

In 2025, BIA handled approximately 10.2 million passengers, and annual passenger movements are expected to reach 11.3 million by the end of 2026. The existing terminal was originally designed to accommodate 6 million passengers; however, modifications to Terminal 1 have helped to alleviate congestion to some extent. Nevertheless, the construction of Terminal 2 has been delayed until 2029, while passenger movements are projected to increase to 12.5 million by 2027. Accordingly, the key challenge for BIA is managing the growing passenger volumes until Terminal 2 (T2) becomes operational. The delay in construction has further intensified congestion pressures and achieving the ambitious tourism targets of the country will be challenging with the delay in construction completion of the balance T2.

- **MRIA Operation**

AASL is currently in the process of calling for Expressions of Interest (EOI) for identified investment opportunities in

aviation-related business activities, both on the airside and landside, subject to Cabinet approval. Selecting suitable investor(s) remains a significant challenge faced by AASL.

MRIA also faces challenges related to the presence of wild animals within the airport premises, particularly due to low operational activity and other environmental factors. In response, AASL has given special attention to this risk since early 2025 and has initiated discussions with the Department of Wildlife Conservation, Civil Defense Force, and the National Engineering Research and Development Centre (NERD) to implement sustainable solutions. These include strengthening perimeter security while adopting research-based measures to prevent animals from adapting to implemented controls over time. Measures already taken include clearing shrubs and jungle areas within the airport and improving illumination along both inner and outer perimeter fences to enhance visibility and security. Implementing these measures in its full scale in a sustainable manner is a huge challenge, owing to the wild animal's behavior in adopting to changes with the time.

- **JIA Development**

A decision on whether Jaffna International Airport (JIA) will be further expanded to accommodate larger aircraft is yet to be made, pending the outcome of a comprehensive feasibility study. An allocation of Rs. 625 million has been made in the 2026 budget for JIA development to support identified infrastructure improvements, including road construction, terminal modifications, and aerodrome upgrades required for regulatory compliance. Non-availability of a feasibility study is a challenge at present in deciding major expansions to be done at JIA.

- **Domestic Aviation**

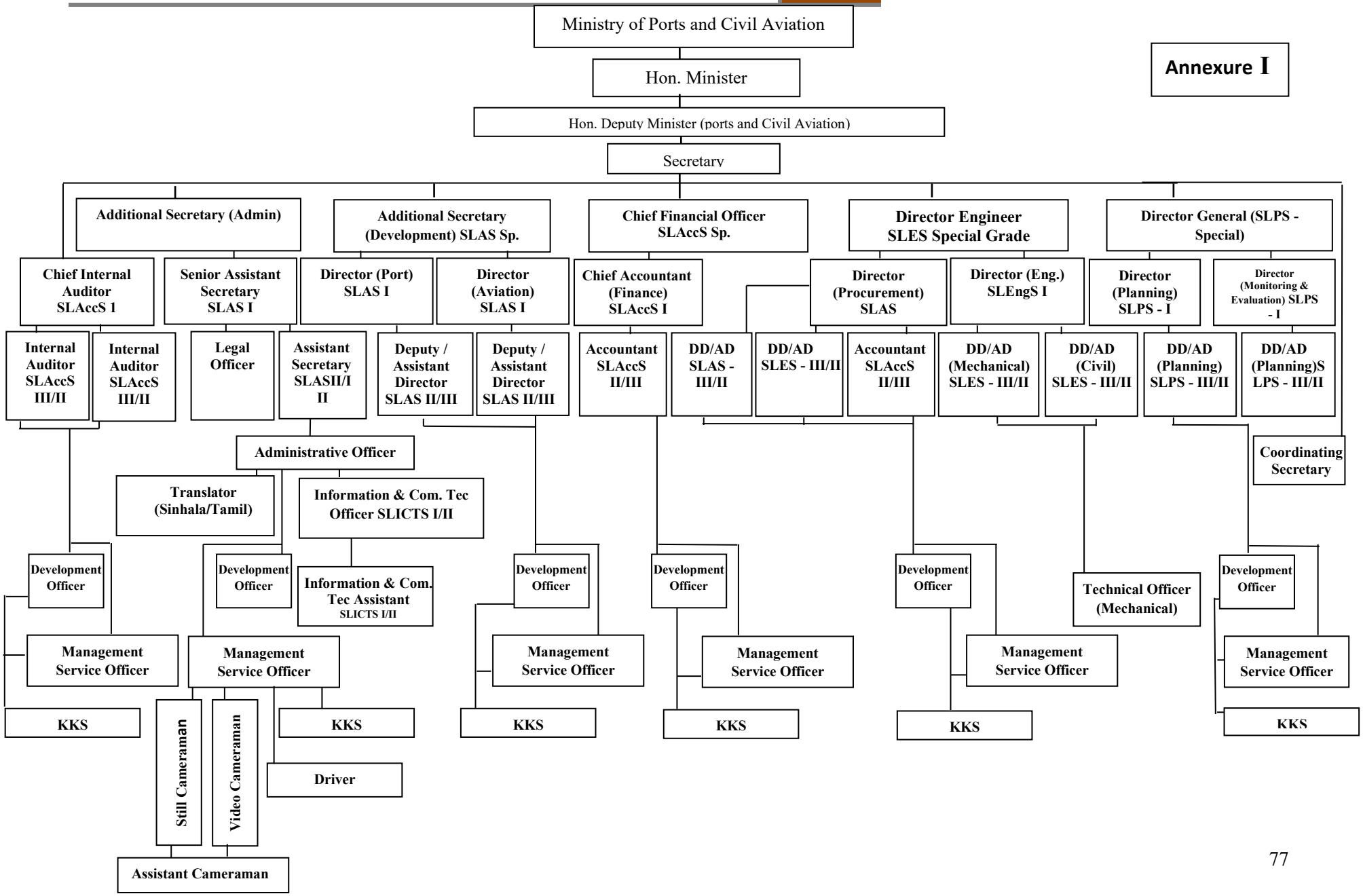
Several rounds of discussions have been conducted to identify issues affecting the domestic aviation sector and to address root causes. Proposed measures include easing regulatory requirements, which are currently aligned with international aviation standards, introducing Government fuel subsidies, and addressing human resource constraints that affect compliance with mandatory operational requirements. However, these measures are yet to be implemented and letting the sector to struggle with the said challenges. With the Middle-Eastern war impacts the jet fuel cost will be a huge challenge in improving the sector as it is a price determining factor. Further, the challenge mentioned in the 2.4.5 below affects adversely in domestic sector, as the fuel cost accounts for 60% of the cost structure of the domestic carriers.

8.6.5. Human Resource Performance

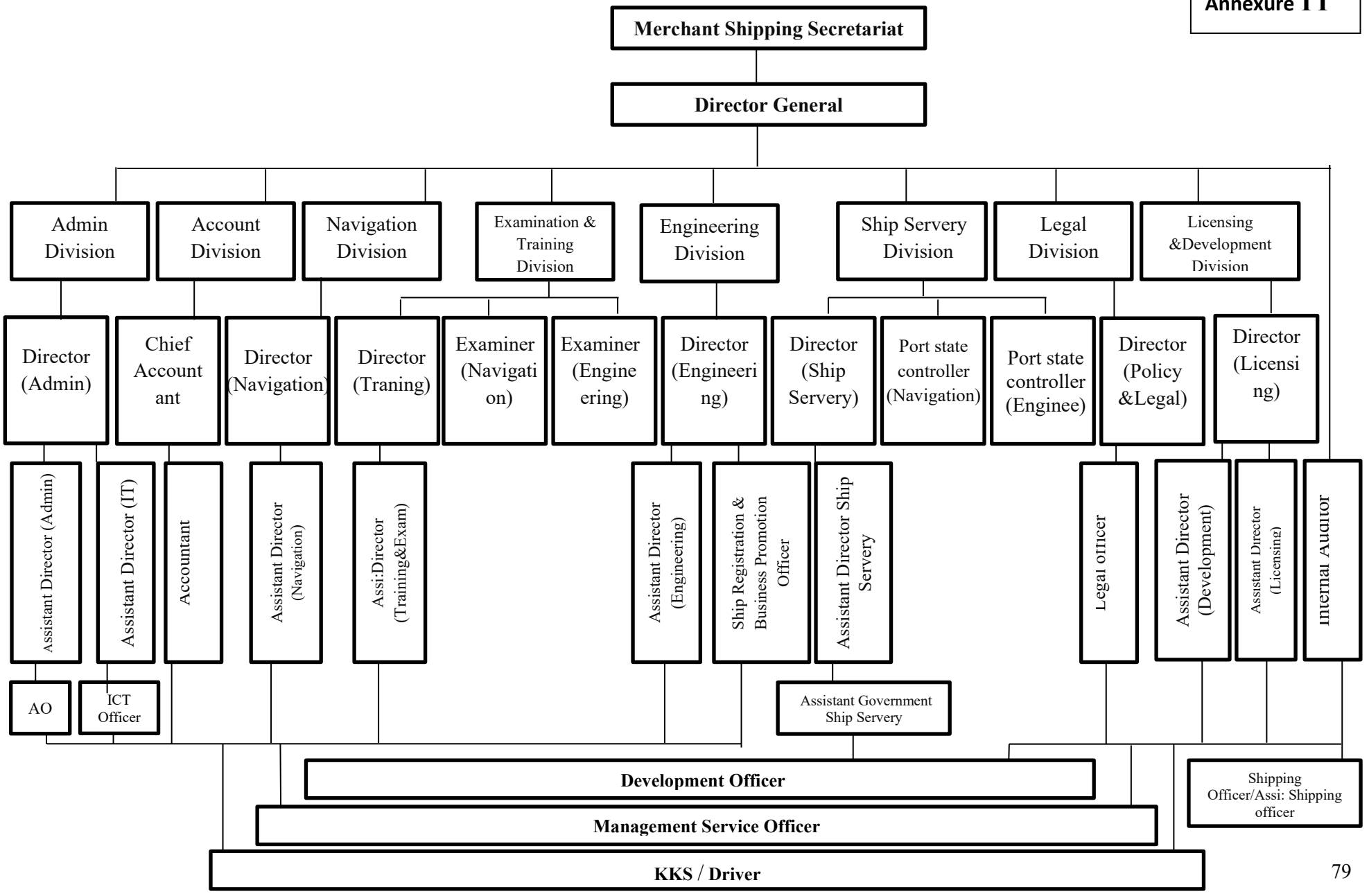
A total of 7,342 employees were participated for 22 domestic training programs, while 198 employees participated in 74 foreign training programs.

The training programs conducted by the Company directly contribute to enhancing corporate performance by fostering employee commitment, upgrading technical skills, and driving operational efficiency through specialized development. Specifically, the specialized training provided by the Airport and Aviation Academy of Sri Lanka develops core competencies compliant with ICAO standards, ultimately reinforcing operational safety and efficiency. Moreover, meeting other local and international training needs empowers employees to effectively realize the ultimate strategic objectives of the organization.

Annexure I


Ministry of Ports and Civil Aviation
Hon. Minister
Hon. Deputy Minister (ports and Civil Aviation)
Secretary
Additional Secretary (Admin)
Additional Secretary (Development) SLAS Sp.
Chief Financial Officer SLAccS Sp.
Director Engineer SLES Special Grade
Director General (SLPS - Special)
Chief Internal Auditor SLAccS 1
Senior Assistant Secretary SLAS I
Director (Port) SLAS I
Director (Aviation) SLAS I
Chief Accountant (Finance) SLAccS I
Director (Procurement) SLAS
Director (Eng.) SLEngS I
Director (Planning) SLPS - I
Director (Monitoring & Evaluation) SLPS - I
Internal Auditor SLAccS III/II
Internal Auditor SLAccS III/II
Legal Officer
Assistant Secretary SLASII/I II
Deputy / Assistant Director SLAS II/III
Deputy / Assistant Director SLAS II/III
Accountant SLAccS II/III
DD/AD SLAS - III/II
DD/AD SLES - III/II
Accountant SLAccS II/III
DD/AD (Mechanical) SLES - III/II
DD/AD (Civil) SLES - III/II
DD/AD (Planning) SLPS - III/II
DD/AD (Planning)S LPS - III/II
Administrative Officer
Coordinating Secretary
Translator (Sinhala/Tamil)
Information & Com. Tec Officer SLICTS I/II
Development Officer
Development Officer
Information & Com. Tec Assistant SLICTS I/II
Development Officer
Development Officer
Development Officer
Technical Officer (Mechanical)
Development Officer
Management Service Officer
Management Service Officer
Management Service Officer
Management Service Officer
Management Service Officer
Management Service Officer
KKS
KKS
KKS
KKS
KKS
KKS
Still Cameraman
Video Cameraman
Driver
Assistant Cameraman

Annexure I I


Merchant Shipping Secretariat
Director General
Admin Division
Account Division
Navigation Division
Examination & Training Division
Engineering Division
Ship Servery Division
Legal Division
Licensing &Development Division
Director (Admin)
Chief Account ant
Director (Navigation)
Director (Traning)
Examiner (Navigati on)
Examiner (Engine ering)
Director (Engineeri ng)
Director (Ship Servery)
Port state controller (Navigation)
Port state controller (Enginee)
Director (Policy &Legal)
Director (Licensi ng)
Assistant Director (Admin)
Assistant Director (IT)
Accountant
Assistant Director (Navigation)
Assi:Director (Training&Exam)
Assistant Director (Engineering)
Ship Registration & Business Promotion Officer
Assistant Director Ship Servery
Legal officer
Assistant Director (Development)
Assistant Director (Licensing)
Internal Auditor
AO
ICT Officer
Assistant Government Ship Servery
Development Officer
Management Service Officer
KKS / Driver
Shipping Officer/Assi: Shipping officer



ප්‍රවාහන, මහාමාර්ග, වරාය සහ සිවිල් ගුවන් සේවා අමාත්‍යාංශය

போக்குவரத்துஇ நெடுஞ்சாலைகள்இ துறைமுகங்கள் மற்றும் சிவில் விமான சேவைகள் அமைச்சு

MINISTRY OF TRANSPORT, HIGHWAYS, PORTS AND CIVIL AVIATION