



යටිතල පහසුකම් සහ උපාය මාර්ගික සංවර්ධනය පිළිබඳ ආංශික අධීක්ෂණ කාරක සභාව

වෙන යොමු කරන ලද

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සම්බන්ධයෙන්

යටිතල පහසුකම් සහ උපාය මාර්ගික සංවර්ධනය පිළිබඳ ආංශික අධීක්ෂණ කාරක සභාවේ වාර්තාව

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ගරු අජිත් පී. පෙරේරා මහතා, පා.ම. විසිනි

2025 ජූනි මස 04 වැනි බදාදා

உட்கட்டமைப்பு வசதிகள் மற்றும் மூலோபாய அபிவிருத்தி பற்றிய துறைசார் மேற்பார்வைக் குழுவிற்கு

ஆற்றுப்படுத்தப்பட்ட

தேசிய போக்குவரத்து ஆணைக்குழு (திருத்தச்) சட்டமூலம்

மீதான

உட்கட்டமைப்பு வசதிகள் மற்றும் மூலோபாய அபிவிருத்தி பற்றிய துறைசார் மேற்பார்வைக் குழுவின்

அறிக்கை

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தவிசாளர்

கௌரவ அஜித் பீ. பெரேரா, பா.உ. அவர்களால்

பாராளுமன்றத்திற்குச் சமர்ப்பிக்கப்பட்டது.

2025 யூன் 04, புதன்கிழமை.

Report of the
Sectoral Oversight Committee on Infrastructure and Strategic Development
on
National Transport Commission (Amendment) Bill
referred to
Sectoral Oversight Committee on Infrastructure and Strategic Development
Presented to Parliament by
Hon. Ajith P. Perera, M.P.
Chair of the
Sectoral Oversight Committee on Infrastructure and Strategic Development
Wednesday, 04 June 2025

Report of the Committee

The Sectoral Oversight Committee on Infrastructure and Strategic Development, at its meeting held on 27 May 2025 in Parliament, considered the following Bill:

- **National Transport Commission (Amendment) Bill**
(Presented to the Parliament on 8th May 2025 and referred to the Sectoral Oversight Committee on Infrastructure and Strategic Development)

Committee Members Participated

Hon. Ajith P. Perera, M.P. (Chair)
Hon. Nalin Bandara Jayamaha, M.P.
Hon. Manjula Suraweera Arachchi, M.P.
Hon. Danushka Ranganath, M.P.
Hon. Asitha Niroshana Egoda Vithana, M.P.
Hon. Jagath Vithana, M.P.
Hon. Shantha Pathma Kumara Subasingha, M.P.

Secretary to the Committee

Mrs. Chula Herath, Assistant Director (Administration)

Officials Participated

Ministry of Transport, Highways, Ports and Civil Aviation

Mr. E.M.S.B. Jayasundara, Additional Secretary (Administration)
Mrs. N.D.N.V. Jayawardena, Senior Assistant Secretary (Development)
Mrs. M.A. Priyanthi Gunasekara, Legal Officer

National Transport Commission

Eng. Mr. P.A. Chandrapala, Chairman
Mr. B.M. Iftikar, Director (Quality Assurance)
Mrs. K.A.C. Karunarathna, Director (Planning)
Mrs. S.D. Athukorala, Director (Operation)
Mrs. H.M.K. Maduwanthi, Assistant Director (Legal)
Mr. M.N. Chandrarathne, Legal Officer

Attorney General's Department

Mr. Nirmalan Wigneswaran, Deputy Solicitor General

Legal Draftsman's Department

Mrs. S. S. M. D. E. Weerakoon, Deputy Legal Draftsman
Mrs. H.S.A. Gunasekara, Assistant Legal Draftsman

Introduction

The primary purpose of this Bill is to introduce several new provisions into the National Transport Commission Act No. 37 of 1991 and to address various practical issues that the National Transport Commission (NTC) has been facing for an extended period.

In particular, this amendment grants the NTC new powers to regulate road passenger transport. While the original Act only covered passenger transport, the new Bill expands this scope to include the regulation of school vans, three-wheelers, and modes of office transportation. Additionally, the Bill also empowers the relevant Minister to regulate any other mode of transport.

The National Transport Commission is empowered by this amendment bill to perform the following functions:-

- Develop national-level guidelines for road passenger transport.
- Formulate and periodically revise a formula for calculating transport fares.

- Promote and regulate the use of modern technology systems.
- Facilitate the development of infrastructure related to transport services.
- Maintain a national information system for transport services.
- Monitor the performance of service providers.
- Issue directives to permit holders.
- Appoint sub-committees to assist the Commission in its work.

Observations of the Committee

1. Provincial transport is to be regulated by the Road Passenger Transport Authority (RPTA), while inter-provincial buses and other modes of transport are regulated by the National Transport Commission (NTC).
2. There is an existing mechanism to resolve conflicts among various passenger service providers, including the NTC, Sri Lanka Transport Board (SLTB), and provincial buses. The NTC has been vested with the authority to address these conflicts through this Act.
3. The overall passenger transport system in the country is currently in disarray due to the absence of unified timetables.
4. An evaluation of the operator's financial strength is conducted to assess the financial viability of applicants seeking inter-provincial bus licenses, this process involves examining documents such as income tax returns and bank statements.
5. The selection and training of drivers and conductors should be regulated by the NTC and RPTA to enhance contributions to the EPF/ETF and to ensure adherence to discipline among drivers and conductors.
6. The Minister has the authority to establish rules under Section 44 of the principal Act No. 37 of 1991. However, no rules have yet been presented to Parliament. Given the significant increase in penalties under the new Act, the need to develop these rules has become more crucial.
7. The minimum fine for driving a bus without a license is Rs. 250,000, and the maximum fine is Rs. 500,000 or imprisonment for up to five years. The penalties for other offenses will be specified in the rules.
(The Committee was of the opinion that the fines for minor offenses are excessive, and that offenses should be categorized and punished accordingly.)
8. The inspectors from the Road Passenger Transport Authority (RPTA) are currently unable to inspect buses licensed by the National Transport Commission (NTC). Due to lack of coordinated inspections, NTC buses are violating regulations. Therefore, it is advisable to establish a joint inspection team that can oversee both NTC and RPTA buses.
9. Since the amendment to the National Transport Commission Act in 2005, efforts have been made to implement integrated timetables for expressways and the Badulla-Colombo route. Although integrated timetables were previously developed for inter-provincial roads, they were unsuccessful due to implementation issues and a lack of follow-up. Currently, a new initiative is underway, which aims to focus on the main corridor using GPS technology (starting with the Puttalam corridor).
10. The 60:40 route timetable ratio (40% for the Sri Lanka Transport Board [SLTB] and 60% for private buses), established by a Cabinet decision in 2009, is impractical due to the insufficient number of buses available for the SLTB.
11. Passenger comfort and safety are major priorities under this Act. The National Transport Commission (NTC) has been empowered to enhance these aspects, and safety standards are currently being developed.

Decision of the Committee

After deliberation, the Committee agreed to the National Transport Commission (Amendment) Bill and decided that the Report of the Committee thereon be presented to Parliament by the Hon. Ajith P. Perera, Chair of the Committee, on Wednesday, 04 June 2025.