



Sri Lanka Railways

**Performance Report
2019**

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Chapter 01

1.1 Introduction

In 2019 also, Sri Lanka Railways (SLR) continued its service as a main transport service provider contributing to the economic development and involved passenger and freight transport services as a environmental friendly and economical transport mode.

SLR operates under the Ministry of Transport Services Management as a Key Department. This department subjects to the rules and regulations of Railway Ordinance and General Manager is the head of the Department. SLR. Administration of SLR has been decentralized among 14 Nos. of sub departments and units. Sub department heads perform delegated responsibilities.

SLR provides Passenger and Freight transport service using 1,479.51 rail track Km. which spread over 21 out of 25 districts with 418 nos. of railway stations. SLR dedicated to fulfill the main objective of providing efficient passenger and freight transport service economically and environmental friendly ensuring security, reliability and punctuality. SLR could continue its service in the year 2019 also facing various obstacles and challengers.

Decrease of the revenue was the main set back faced by SLR in 2019 due to the Easter Sunday Attack and several railway strikes.

SLR could take actions to provide efficient and comfortable train transport service amidst the above set backs and SLR promptly took steps to operate long distance train services and introduced new train services with newly procured rolling stocks from India and China for fulfillment of the people's needs.

Vision

To be the most efficient transport provider of
Southern Asia

Mission

To provide a safe, reliable and punctual,
economical & efficient train transport system for
passenger and goods transportation

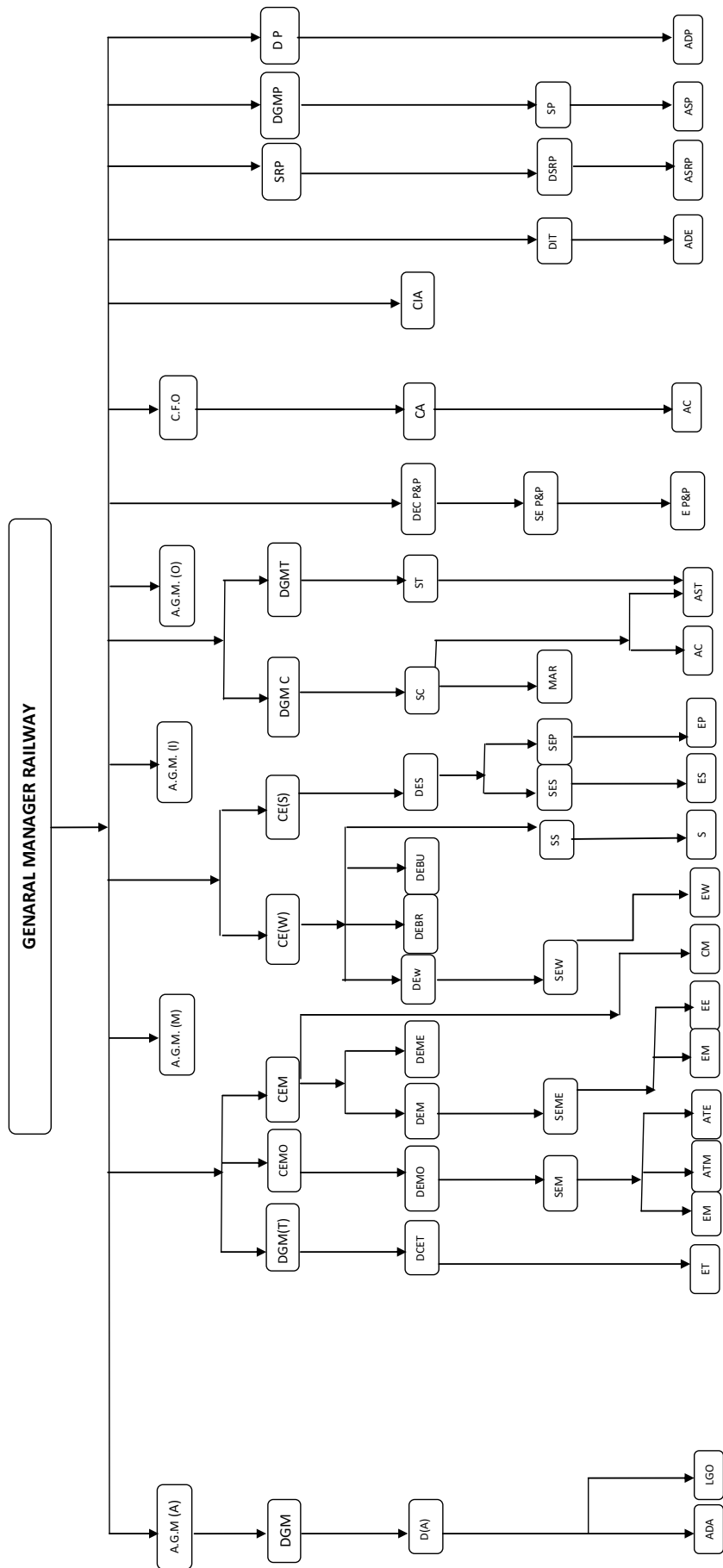
1.2 Objectives

- Increasing the contribution of Railway Passenger transport and freight transport
- Ensuring the safety of train operations
- Enhancing the quality of passenger train services
- Increasing management efficiency
- Increasing Railway income
- Developing of human resources
- Enhancing the Railway infrastructure facilities

1.3 Main Activities

- Provide passenger Transport Service
- Provide Freight Transport Service
- Provide Special Train Service

1.4. Organizational Chart



Level 1	G.M.R – General Manager railway
Level 2	AGM(A) – Addl. General Manager(Admin) , AGM(M) - Addl. General Manager(Mechanical), A.G.M. (M) - Addl. General Manager(Infrastructure), A.G.M. (O) - Addl. General Manager(Operation), C.F.O – Chief Finance officer ,
Level 3	DGM -Deputy General Manager (Admin) , DGM(T) - Deputy General Manager (Training & HR) , CEM – Chief Engineer (Motive Power), CME - Chief Mechanical Engineer, CE(W) Chief Engineer (Way & works), CSTE - Chief Engineer (Signal & Telecommunication) , , DGM(C) - Deputy General Manager (Commercial) , DGMT - Deputy General Manager (Transport) , CIA - Chief Internal Auditor , CA - Chief Accountant , SRP - Superintendent(RP) , DGMP - Deputy General Manager (Procurement) , DP – Director (Planning)
Level 4	D(A) -Director (Admin) , DCET - Deputy Chief Engineer (Training & HRB), DEMO - Deputy Chief Engineer (Motive Power), DEM - Deputy Chief Engineer (Mechanical), DEME - Deputy Chief Engineer (Electrical) , DEW - Deputy Chief Engineer (Way & Works) , DEBR - Deputy Chief Engineer (Way & Bridges), DEBU - Deputy Chief Engineer (Property Development & Building) , DES - Deputy Chief Engineer (Signal & Telecommunication) , SC – Superintendent Commercial , ST – Superintendent Transportation , DEC (P&P) - Deputy Chief Engineer (Project & Plan)
Level 5	SEM – Superintendent Engineer (Motive Power), SEME - Superintendent Engineer (Mechanical), SEW - Superintendent Engineer (Way & works), SS – Surveyor Superintendent , SES - Superintendent Engineer (Signal & Telecommunication), SEP - Superintendent Engineer (Planning Project) , MAR – Deputy Superintendent (Sales & Marketing) , DIT - Deputy Director (Information Technology) , DSRP - Deputy Superintendent (R.P) , SP – Superintendent (Procurement) , SE (P&P) - Superintendent Engineer (Project & Plan)
Level 6	ADA – Assistant Director (Admin) / Deputy Director (Admin), LGO – Legal Officer , ET – Engineer (Training & HRB) , EM – Engineer (Motive Power), ATM – Asst. Transportation Superintendent (Mechanical) , ATE - Asst. Transportation Superintendent (Energy Conservation) , EM – Engineer (Mechanical), EE – Engineer (Electrical) , CM – Chemist & Methodologist , EW – Engineer (Way & Works) , S – Surveyor , ES – Engineer (Signaling & Telecommunication) , EP – Engineer (Planning & Project) , AC – Asst. Director / Deputy Director (Cost) , AST – Asst. Superintendent (Transportation / Commercial) , AC – Accountant , ADE – Asst. Director (Information Technology) , ASRP -Asst. Superintendent (R.P). ASP – Asst. Superintendent (Procurement), ADP – Asst. Director (Planning), E (P&P) - Engineer (Project & Plan)

1.5 SubDepartments and Units Heads, Units and track net work

Sub Departments and Units

#	Sub departments/Units	Sub departments/Units heads
1	General Manager's office	
2	Chief Mechanical Engineer's Sub Department	Chief Mechanical Engineer (Mechanical)
3	Chief Engineer Way & Works Sub Department	Chief Engineer (Way & Works)
4	Chief Engineer Motive power Sub Department	Chief Engineer (Motive Power)
5	Chief Engineer Signal & Telecommunication sub Department	Chief Engineer (Signal & Telecommunication)
6	Chief Accountant Sub Department	Chief Financial Officer
7	Commercial Superintendent Sub department	Commercial Superintendent
8	Operating Superintendent Sub department	Operational Superintendent
9	Superintendent of Railway stores sub department	Store Superintendent
10	Sri Lanka Railway Protection Service	Security Superintendent
11	Sri Lanka German Technical Training Centre	Deputy General Manager
12	Principal Costing Officer's office	Principle Costing Officer
13	Planning Unit	Director (Planning)
14	Data Processing Unit	Manager (Data Processing)

Table -01

Rail Track Network

No.	Line	Distance KM	Railway Stations	Sub Railway Stations	Train Halts
01	Coastal Line (Fort to Beliatte)	186	41	33	0
02	Main Line From (Fort to Badulla)	292.38	45	33	26
03	Matale Line (Peradeniya Junction to Matale)	33.75	06	06	12
04	Puttalam Line (Ragama to Puttalam)	119.57	19	25	0
05	Puttalam Aruwakkalu Line	37.00	1	0	0
06	Kelanivalley line (Fort to Avisawella)	59.27	11	19	7
07	Harbour Line	7.00	1	-	-
08	Kolonnawa Line	3.18	1	-	-
09	Northern Line (Polgahawela to Kankasanthurei)	339.47	31	26	17
10	Thallaimannar line (Madawachchiya to Thallaimannar)	106.06	07	04	0
11	Mihintale Line (Anuradhapura to Mihintale)	13.50	01	0	2
12	Batticaloa Line (From Maho to Batticaloa)	211.11	14	17	05
13	Trincomalee line (Galoya Junction to Trinco)	70.23	04	02	02
	Total	1,479.51	182	165	71

Table - 2

1.6 Funds and Subsidiaries controlled by Sri Lanka Railways

No Funds and Institutions controlled by Sri Lanka Railways.

1.7 Details of Foreign Funded Projects

#	Name of the Project	Estimated Cost USD Mn.	Time Period	Remarks
1	Procurement of 6 Nos. of Power Sets (Indian Line of Credit)	58.04	2017.12.28 219.10.28(22 Months)	Completed
2	Procurement of 10 Nos. of Locomotives (Indian Line of Credit)	42.50	2018.05.14 2020.05.14 (24 Months)	Completed
3	Procurement of 160 Nos. of passenger carriages(Indian Line of Credit)	86.00	2018.09.07 2020.12.07 (27 Months)	80 Nos. passenger carriages scheduled to be received in December 2020
4	Procurement of 30 Nos. Oil Tanks(Indian Line of Credit)	2.57	2018.01.30	Completed
5	Procurement of 20 Nos. Container Wagons (Indian Line of Credit)	1.69	219.07.30 (18 Months)	
6	Procurement of 12 Nos Locomotive	48.67	-	Project is in progress
7	Procurement of 9 Nos. Power sets (China)	93.86	September in 2018 May in 2020 (20 Months)	
8	Installation of 200 Nos. protected level crossings systems	6.47	2016.10.26 2019.01.27	Completed
9	Rehabilitation of 200 Nos. of passenger carriages	Rs.2,745.02 Mn.	2017.05.17 2020.09.17	140Nos. of carriages rehabilitated
10	Construction of Double track from Polgahawela to Kurunegala (21.45 Km)	52.00	Two Years	Project is in progress
11	Rehabilitation of rail track from Maho to Omanthei (129 Km)	91.268	Three Years	Project is in progress

Table 03

Chapter 02

Progress and Future Vision

Rail Transport has been accepted as a profitable and environmental friendly transport mode. SLR as a key transport service provider involved in passenger & Freight Transport Service in Sri Lanka. SRL currently, operates office trains, long distance trains, intercity trains, special tourist and religious train services. SRL contributes to increase share of the service sector of GDP in Sri Lanka economy by providing continuous efficient train service facing various challenges.

SLR operates nearly 411 Nos. of passenger trains and transports approximately 400,000 nos. of passengers and operates nearly 23 Nos. of freight and oil trains daily. SLR involved to procure 10 Nos. of locomotives, 6 Nos. of power sets, 160 Nos. of passenger coaches, 30 Nos. of oil tanks and 20 Nos. of container wagons with expect of improving passenger and freight transport service. In parallel to the above procurements, SLR involved to procure 12 Nos. engines, 9 Nos. of power sets for the improvement of the upcountry train service. Rehabilitation of 200 Nos. of passenger carriages which were removed from the service and installation of 200 Nos. of protected railway crossings were the main railway development projects implemented for the betterment of the train service. And also, to enhance the train service and passenger comfort, feasibility studies were carried out for the improvement of Colombo Suburban Train Service under the financial assistance of Asian Development Bank and preparation of Railway Master Plan which aimed to improve the railway sector was implemented under the financial assistance of Asian Development Bank.

And also, to enhance the quality of passenger and freight train service, rehabilitation works of rail line from Maho to Omanthei, initial works of double tracking the railway track from Polgahawela to Kurunegala were commenced and new track constructed from Matara to Beliatte were the main projects implemented in 2019 for the development of train service.

Activities such as initialization works of double lining the track from Palayagala South to Aluthgama and double lining the track from Katunayake in Puttlam line was implemented. In addition to that, 6 Nos. of DMUs, 30Nos.oil tanks and 20 Nos. container wagons were procured under the Indian Line of Credit and put into service. 8 nos. out of 10 nos. locomotives were procured and put into service. 5Nos. out of 9 Nos. DMUs were procured and added to the upcountry service during the year 2019.

Vesting 26.09 km length of Matara – Beliatte new rail track to the public was a main achievement of SLR in 2019 in order to provide efficient and comfortable train service.

128.47 Mn. passengers were transported and 7,309.56 of passenger km were operated and freight tons of 1.80 Mn. were transported and 115.62 Mn freight ton km were operated during the year 2019.

Following several new train services could be introduced to expand the passenger transport service by using newly procured Locomotives and Power Sets, and through this more passengers could be attracted towards train service.

- Commenced a new train service from Colombo Fort to Badulla (Denuwara Menike)
- Commenced a new train service from Colombo Fort to Polonnaruwa (Pulathisi Intercity Train)
- Commenced a new train service from Maradana to Beliatte (Dakshina)
- Commenced a new train service from Beliatte to Matara
- Commenced a new train service from Galle to Aluthgama
- Commenced a new train service from Galle to Beliatte
- Commenced a new train service from Colombo Fort to Homagama
- To enhance the passenger comfort, extended the daily Maradana – Wadduwa train to Kaluthara South.
- Extended the Maradana - Matara train to Beliatte.
- Changed the Matara –Maradana train to Beliatte to Maradana
- Extended the Colombo Fort – Vauniya train to Jaffna

Transportation of Cement and Fuel was continued and also Flour transport expected to be commenced by procuring the train fleet according to the agreement signed with Prima Company. Accordingly, it is expected to commence transportation of Prima flour by train.

Future Vision

Main objective of present transport policy is to provide solution to road traffic congestion. Therefore, main expectation is to shift road passenger and freight transport to rail transport. In the “Vision of Prosperity” it is emphasized to develop the infrastructure facilities in order to provide economical and efficient train service. Accordingly, It is expected to prepare railway future plans focusing on this objective. In this view, it is expected to expedite the following developments in railway sector as attractive and economically friendly transport service.

- Operate an efficient and comfortable train service
- Introduce an electrified train transport system for Panadura, Colombo, Veyangoda, Ragama, Katunayake, Negambo, Maradana and Homagama and in addition to normal office train service, it is expected to introduce a luxury office and intercity train service.
- Implementing of online service for issuing tickets and seat reservation introducing modern technology and digital system in parallel with implementing E-ticketing system and automatic gate system for the modernization of the train service.
- Procurement of Locomotives for freight transport and produce flat wagons locally and upgrade the freight transport facilitating at ports in Colombo, Hanbantota, Trincomale, Kankasanthurei.
- Increase railway revenue by utilizing railway land, establishing shopping complex, financial services, Hotels, Offices, Film Halls, Recreational places and residences at Stations located near towns.

Future Development Projects

1. Double tracking the track from Payagala South to Aluthgama
2. Colombo Suburban Railway Developments implemented under the financial assistance of Asian Development Bank.
3. Continue the procurement process of Locomotives and power sets to increase the train fleet.
4. Rehabilitation of the railway track from Maho to Omanthei
5. Double tracking of the railway track from Polgahawela to Kurunegala
6. Double tracking of the railway track from Kurunegala to Maho
7. Double tracking of the railway track up to Kochchikade in Puttlam line
8. Installation of new Kelaniya Bridge
9. Preparation a Railway Master Plan
10. Introducing of Electronic ticketing system
11. Manufacturing of passenger carriages locally
12. Installation of new railway communication system
13. Installation of protected railway level crossing system.
14. Rehabilitation of passenger carriages

Financial Progress

Revenue

Revenue and expenditure details in 2019 are as follows.

No	Revenue category	Revenue Rs.Mn	
		2018	2019
01	Passenger	5,933.28	6,386.97
02	Parcels & Mails	209.82	125.68
03	Freight & live stocks	418.23	435.02
04	Miscellaneous	851.11	953.65
Total		7,412.51	7,901.32

Table 4

Expenditure

No	Expenditure	Expenditure Rs.Mn	
		2018	2019
01	Recurrent	14,380.54	15,463.53
02	Capital	15,248.63	20,402.25
Total Expenditure		29,629.17	35,865.78

Table 5

2.2 Train fleet

Procurement process was continued to procure the 6 Nos. of Power Sets and 10Nos. locomotives from INDA under the Indian line of credit.



M11 engine imported from India in 2019

In addition to that, 2 Nos. of S14 power Sets procured from China for the upcountry service, were operated from Colombo Fort to Badulla at the end of 2019.



S14 Powerset imported from China in 2019

And also, procurement process of 20 Nos. of Container wagons and 30 Nos. of Oil Tanks under the Indian line of credit were completed in 2019. All oil tanks are used for the oil transport service. This train fleet was very useful to provide a better train service in 2019 and train fleet used for the service in 2019 are as follows.

Train fleet used in 2019.

#	Category	Nos.
01	Locomotives	79
02	Power Sets	92
03	Carriages	579
04	Wagons	1008

Table 06

With continuous repairs and maintenance to carriages and locomotives, 39,642 Nos. of minor repairs and 1,612 Nos. of major repairs were done in 2019. And also, it could to be put 16 nos. of rehabilitated passenger carriages into service.

In addition to that 140 Nos. of passenger carriages were rehabilitated which removed from the service by the end of 2019 under the rehabilitation of 200 Nos. passenger carriages project Through this project, 108 Nos. of Romanian Carriages and 32 Nos. of S - 8 Power Sets. Were completed and released to the service.

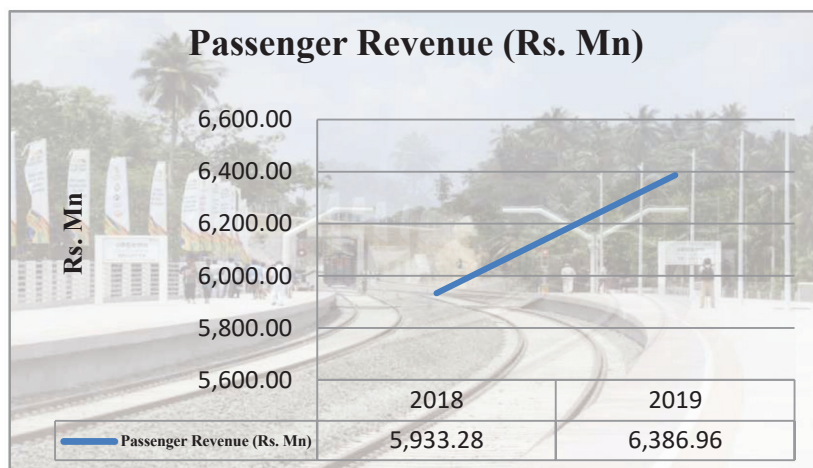
2.3 Passenger and Freight Transport

In year 2018 , 137.52 Mn. of passengers were travelled and 128.47 Mn. were travelled in 2019. It shows a decrease comparison with year 2018. Easter Sunday attack and continuous railway sticks were the main reasons for above situation. Though the Nos. of passenger dropped, it shows a 7% increase in Passenger revenue. The fare increase made on 1st October 2018. Was the main reason for the increase of passenger revenue.

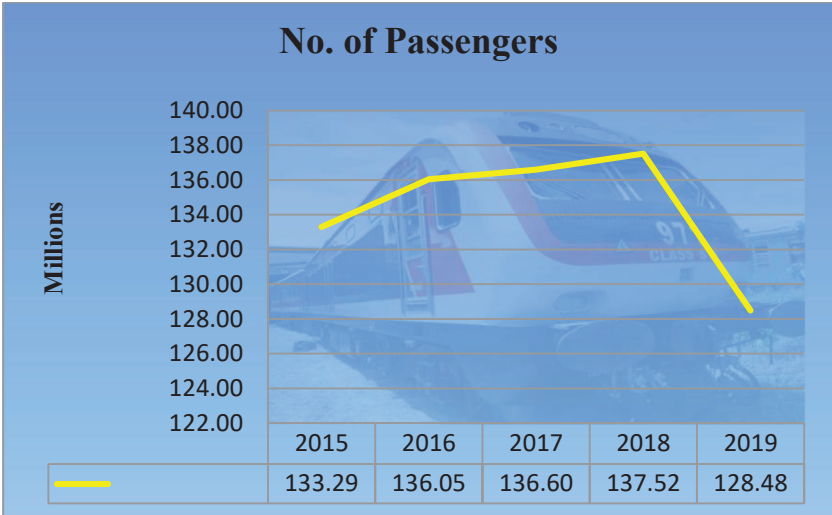
No. of Passenger Traveled and Passenger Revenue

Year	No. of Passenger traveled (Mn)	Passenger Revenue Rs.Mn)	Passenger Km (Mn)
2018	137.52	5,933.28	7,709.50
2019	128.47	6,386.96	7,309.56

Table 07



Graph No. 01

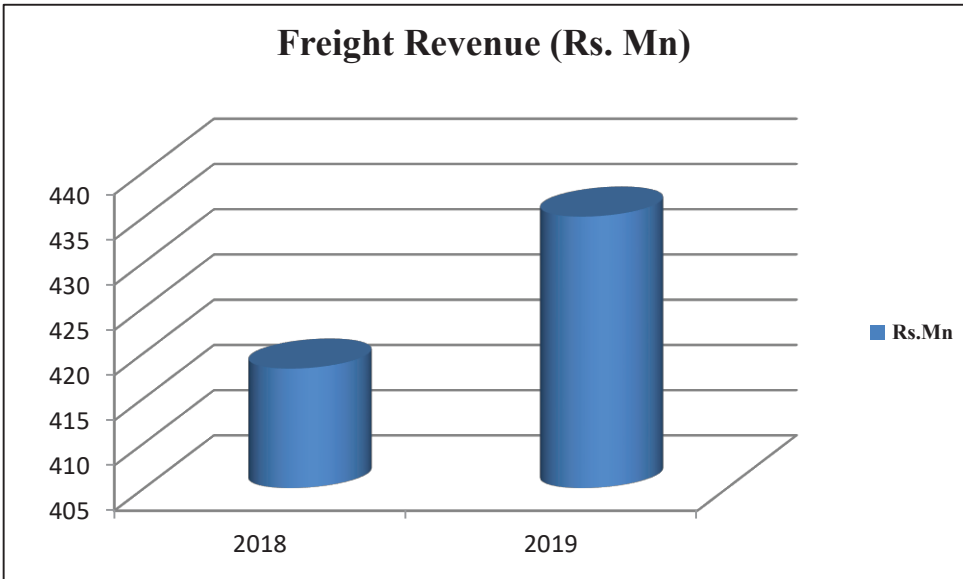


Graph No. 02

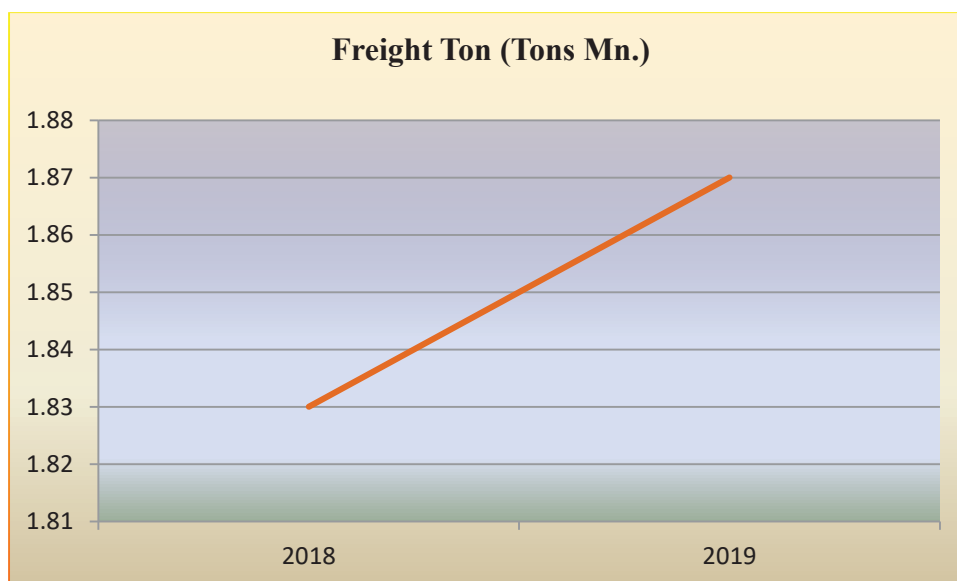
2.4 Freight Revenue and Freight Tons

Year	Freight Revenue (Mn)	Nos. of tonsRs.Mn)	Ton Km (Mn)
2018	418.22	1.83	119.78
2019	435.02	1.80	115.62

Table 08



Graph No. 03



Graph No. 04

2.5 Performance Indicators

No	Performance Indicator	2019
01	Total Revenue (Rs.Mn)	7,901.02
02	Number of passengers travelled (Mn)	128.47
03	Passenger KMs (Mn)	7,309.56
04	Number of freight tons (Mn)	1.87
05	Freight ton KMs (Mn)	115.62

Table 09

2.6 Overall Train operation

Train Service	Scheduled No. of Trains	No. of Trains operated
Suburban	70,001	65,759
Local	28,090	24,803
Distant and Intercity	22,095	20,770
Rail Buses	4,764	3,900
1.Passengers	124,950	115,232
11. Freight	8,913	6,659
Total	133,863	121,891

Table 10

According to the table no.10, Nos. of scheduled trains in 2019 were 133,863 and Nos. of operated trains were 121,891. As a percentage it was 90%. Easter Sunday attack and few railway strikes were directly effected for the decrease in passenger and freight transport.

2.7 Fuel Consumption

Fuel usage for the Locomotive and Power Sets are as follows

Details	2018	2019
Diesel Liter Mn.	37.57	33.92
Fuel Expenditure (Rs.Mn)	3,858.08	4,315.60

Table 11

Fuel usage in 2019 was 33.92Mn. liters and expenditure was Rs.4,315.60 Mn. A reduction of 3.65 Mn.. liters can be seen in 2019 with compared to the previous year. limited train operations were due to the railway strikes and Easter Sunday attack were the main reasons for this situation. And also, with this limitations, all weekend trains operated for destinations were not summoned to the yards and they operated with passengers from these destinations at the beginning of the week.

Though there was a reduction in fuel usage, the expenditure incurred on fuel usage was exceeded by Rs. 465.52 Mn. over the last year. The reason for this increase was the fuel price increased during the year 2019.

2.8 Permanent ways and Constructions

Upgrading and maintaining activities were continued to the permanent way and 205,673Nos. of rails , 49,561 Nos. of Concrete sleepers and 70,183Nos.of wooden sleepers were laid and 30,308Nos.of ballast put into the track during the year.

Material utilized for maintenance Rail Line Maintenance.

Material	Quantity (Nos.)
Rails (feet)	205,673
Wooden Sleepers	70,183
Steel sleepers	1,047
Concrete sleepers	49,561
Ballast cubes	30,308

Table -12

Completing the Construction of double lines from Katunayake to Kurana in Puttlam line , commencing rehabilitation of rail track from Maho to Omanthei, initiating works of double tracking from Kurunagala to Polgahawela, rehabilitation works in Kandy-Peradenya – Kadugannawa railway line, initial works of construction of double line from Payagala South to Aluthgama were carried out during the year. In addition to that repairs and maintenance activities at railway stations were continued during the year. And also, cabinet approval was granted for installation of new Kelaniya bridge financed by Austrian Government and initial works are in progress.

Sanitary facilities were improved with the financial assistance of the Ministry of Finance at Peradeniya, Haton, Matale, Chilaw, Aluthgama, Ambalangoda, Ahungalla, Matara, Trincomalee, Baticaloa, Puttlam, Katunayake, Kadugannawa, Rabukkana, Polgahawela, Moratuwa, railway stations.

Upgrading and Infrastructure developments were continued with the financial assistance of Ceylon Tourist Board at Hikkaduwa, Unawatuna, Bentota, Kaluthara South and Negambo railway stations.

In the year 2019, actions were taken to remove cautions to ensure an efficient train service as follows.

#	Districts	Nos. of Cautions removed
01	Central District	21
02	Lower District	11
03	Upper District	17
04	Northern District	38
05	Eastern District	53
	Total	140

Table 13

2.9 Signal and Telecommunication system

Proper function of the Signaling & Telecommunication System is very important to provide a safe and efficient train service. The key responsibility of Signaling and Telecommunication sub Department is to maintain all signaling system properly. There are over 500 Nos. of protected railway crossings over the track network and they should be maintained properly and keeping in active condition.

Proper maintenance and upgrading of the Signaling & Telecommunication System is a very supportive to enhance the efficiency of the train service. During the year, this sub department has done the maintenance activities continuously to keep the signaling & Telecommunication system active though out the year 2019.

Priority was given to the following improvement works to enhance the productivity of the service in addition to the daily maintenance activities to the signaling system..

In order to provide efficient and effective train service it was installed a signaling system in the double track from Seeduwa to Katunayake constructed by Way & Works Department. It was a considerable achievement that gained by SLR to install a Signalling System minimizing obstacles during the train operations completing in short period comparing with the other activities.

Expediting the project of converting signaling system into colour light system of all railway stations and yards from Polgahawela to Maho, it was completed installation of bell & light system at railway crossings from Pothuhera to Polgahawela for unprotected railway crossing during the year 2019 as follows.

- ❖ Wagolla- Katukurunda Road
- ❖ Railway crossing of Nyleeya Pahalagama Road
- ❖ Railway crossing near the Nyleeya railway station.

And also, following level crossing systems were installed and upgraded in providing signaling systems to double tracking of Katunayake – Seeduwa and other railway tracks.

- Katunayake Temple road
- Katunayake station road
- Nugagaha road
- Katunayake road
- Liyanagemulla church road
- Railway crossing of Thalawaththegedara
- Wadduwa Bodhiraja mawatha
- Railway crossing at Katukurunda
- Railway crossing at Pelpolawatte
- Samagimawatha

Special attention was paid to fix mirrors for visibility of upcoming trains at selected railway crossings.

Block sections were introduced up to Ragama from Maradana to reduce the train traffic for office trains and new block system was established for efficiency of train operations Was a special step achieved in year 2019.

Installation of 200 Nos of protected level crossings project was continued and in addition to that action were done to installed new 200 Nos. protected level crossing system

2.10 Passenger Comfort and other development activities

- Development of facilities for disables (Wheel chairs, separate passages , sanitary facilities, access facilities etc.
- Commencing of a new train service from Beliatte to Matara

- Commencing of a new train service from Galle to Aluthgama
- Commencing of a new train service from Beliatte to Galle
- Commencing of a new train service from Colombo Fort to Homagama.
- To enhance the passenger comfort, extended the daily train operated between Maradana and Wadduwa to Kaluthara,
- Extended the train run between Maradana and Matara to Beliatte.
- Train started from Matara to Maradana, extended from Belatte to Maradana.
- Upgrading of rest rooms at railway stations an introduce new systems to reserve them conveniently.
- Introduction of new train services.
- Upgrading of ticket reservation facilities of intercity trains.
- Provide additional services by establishing stalls, shops and parking facilities at railway premises.
- Continued land leasing activities.

2.11 Sri Lanka German Technical Training Institution (SLGTTI)

SLGTTI is continued its purpose with aim of creating quality technician in year 2019 also, providing infrastructure facilities for practical examination of training students giving facilities for professional examination , evaluating of task of apprentices who training in Engineering Technology Institute and supervising of work site training of university students.

Training courses conducted by SLGTTI mainly as follows. Full Time Courses at the level of National Vocational Qualification (NVQ) are continued under this level.

Nos.of students who passed out in 2019 are shown in the following table .

Details of training Courses conducted by SLGTTI

No	Course	No of trainees
01	Diesel Engine Mechanic	26
02	Machiners	19
03	Electrician	29
04	Welders	18
	Total	92

Table 14

Following table shows the details of on the job training given for related institutions

#	Institution	No. of student
01	EUG	03
02	Institute of Engineering Technology	54
03	CINEC	03
04	SLIIT	01
05	Technical College	03
06	Institute of Advance Technology	06
07	NDT	08
08	Kothalawala Defense Academy	01
09	UNIVOTEC	04
10	BET	08
	Total	91

Table 15

2.11 Railway Security Service

Railway security continued its task to protect passengers and railway properties in 2019.

Following duties performed in this regard during the year

- Railway security force escorted nearly 350 trains per week and In addition to that over 150 nos. of security personals were deployed in office train without uniforms
- Collected considerable revenue on behalf of the department by launching special ticket checking at crowded railway station premises during the year.
- Beggars And unauthorized sellers being a harass to the passenger were taken into custody by deploying security officers in civil uniform.
- Issuing weapons for those officers in patrol duties in trains.
- Colombo Fort – Kankasanthurei, Colombo Fort – Badulla, Colombo Fort – Batticaloa , Colombo Fort – Trinco, Colombo Fort – Thalaimannar and Colombo Fort – Kandy destinations were escorted .
- Providing protection for passengers as well as the railway property.
- 32 Nos. suspects were taken into custody under Penal Code by establishing Special Criminal Units at Colombo and Peradeniya railway stations.

Performance Report - 2019

- Legal action were taken for 195 Nos. of unauthorized sellers .
- Legal action were taken for 24 Nos. of beggars

The following table shows the summary of the performances achieved by Railway protection Service.

No.	The implemented task	No	The collected amount Rs
1	Ticketless travel	1,588	4,831,244.00
2	Travel in upper classes	488	1,746,150.00
3	Over load transport	57	21,412.00
4	Charge by courts	110	162,000.00
5	Charge of department	104	4,173,889.00
6	Unauthorized sellers	208	253,160.00
7	beggars	27	5,000.00
8	Tax areas	11	205,870.00
	Total	2,593	11,398,725.00

Table 16

CHAPTER 03

Overall financial performance for the year ending 31st December, 2019

3.1 Statement Financial Performance

Financial performance for the year ending as at 31st December, 2019

ACA-F

Budget (current year)		Note	Factual Rs.		
			2019	2018	
	Income				
-	Income Tax	1			
-	Local goods and services Tax	2			} ACA-1
	Taxes on international trade	3			
7,600,000,000	Non-tax revenue and other	4	7,901,325,666		
7,600,000,000	Total Revenue Receipt (A)		7,901,325,666	7,412,515,777	
	Non-revenue receipts				
23,020,267,000	Treasury Imprest		13,749,403,000	11,348,876,000	} ACA-3
	Deposits		2,651,384,875	2,056,680,388	} ACA-4
2,235,000,000	Advance accounts		2,329,361,190	2,275,428,919	} ACA-5/5A
	Other receipts				
25,255,267,000	Non-revenue total income (B)		18,730,149,065	15,680,985,307	
32,855,267,000	Total Income Receipts and Non -Revenue receipts C = (A) + (B)		26,631,474,731	23,093,501,084	

Performance Report - 2019

Budget (current year)		Note	Factual		
			2019 Rs.	2018 Rs	
	Less Expenditure				
	Recurring expenditure				
10,000,000,000	Wages, salaries and other employee benefits	5	9,887,549,759	9,078,028,510	} ACA-2(ii)
5,576,450,000	Other goods and service	6	5,540,688,008	5,268,660,313	
48,500,000	Subsidiary, Grants and transfers	7	35,296,835	33,860,345	
	Interest payments	8		-	
	Other recurring expenditure	9		-	
15,624,950,000	Total incurring Expenditure (D)		15,463,534,602	14,380,549,168	} ACA-2(ii)
	Capital Expenditure				
5,092,600,000	Rehabilitation and Improvements Capital Assets	10	5,053,043,416	4,449,379,837	
19,812,238,000	Acquisition of Capital Assets	11	15,338,622,686	10,789,770,705	
1,200,000	Capital Transfers	12	649,063	1,191,478	
	Acquisition of Financial assets	13	-	-	
10,000,000	Capacity Building	14	9,937,107	8,294,189	
	Other Capital Expenditures	15	-	-	
24,916,038,000	Total Capital Expenditures (E)		20,402,252,272	15,248,636,209	
2,630,000,000	Main Ledger Expenditure (F)		5,470,806,756	4,982,606,888	
	Deposit payments		2,674,925,328	2,097,450,698	ACA-4
2,630,000,000	Advance Payments		2,795,881,428	2,885,156,190	
43,170,988,000	Total Expenditure G=(D+E+F)		41,336,593,630	34,611,792,265	ACA-5/5(A)
(10,315,721,000)	Balance Imprest as at 31st December 2019 H= (C+G)		(14,705,118,899)	(11,518,291,181)	


3.2 Statement of Financial Status:

ACA-P

Statement of Financial Status as at 31st December,2019

	Note	Factual	
		2019 Rs.	2018 Rs
Non-financial Assets			
Property, Supplies and Equipment	ACA - 6	214,788,832,515	199,450,209,828
Financial Assets			
Advance Accounts	ACA 5/5 (A)	8,750,495,736	8,288,153,303
Monetary and alike monetary	ACA3	2,756,091	2,244,010
Total Assets		223,542,084,342	207,740,607,141
Net Assets/Mass			
Net Assets		8,288,936,234	7,803,053,349
Property, Supplies and Equipment		214,788,832,515	199,450,209,828
Rent, work Advance pool	ACA-5(B)		
Current Liabilities			
Deposit Accounts	ACA-4	461,559,502	485,099,954
Imprest balance	ACA - 3	2,756,091	2,244,010
Total Responsibilities		223,542,084,342	207,740,607,141

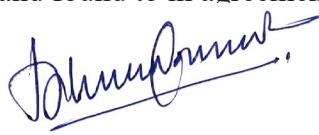
Detail Accounting Statements in above ACA format Nos. 1 to 6 presented in pages from 23 to 29 and Notes to accounts presented in pages from 23 to 28 form an integral parts of these Financial Statements. The Financial Statements have been prepared in complying with the Generally Accepted Accounting Principles 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 to in agreement.


 Chief Accounting Officer

Name :N.B.M. Ranathunga
 Position: Secretary

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Date : 10.2020


 Financial Officer

Name M.J.D. Fernando
 Position :General Manager
 Sri Lanka Railways

M. J. D. FERNANDO
 General Manager's Office
 Colombo 10.

Date: 10/2020


 Chief Accountant
 Director (Finance)/

Name : P.D.R.M.Divamany
 Position: Chief Financial
 Officer

Commissioner (Finance)
 P. D. R. M. DIWAMANI
 Chief Financial Officer
 Chief Accounts Office
 Colombo - 10.

Date: 10/2020

3.3 Cash Flow Statements:

ACA-C

Cash Flow Statements for the year ending as at 31st of December, 2019

	Factual	
	2019 Rs.	2018 Rs
Cash Flows generated from operational activities		
Total tax receipts		
Charges, Surcharges, Penalties and Licenses	7,003,591,048	7,967,189,523
Profits	-	-
Non-revenue receipts		
Imprest receipts	13,749,403,000	11,348,876,000
Sore advance received	4,765,785	1,775,691,927
R.N.A Receipt	10,885,507	493,193,734
Receipt from Deposits	788,105,473	2,056,680,388
Cash Flows generated from operational activities (a)	21,556,750,813	23,641,631,572
Reduced: Cash Expenditure		
Personal Emoluments & Operating Payments	10,572,723,544	9,077,993,566
Subsidies and Transfer payments	773,711,875	2,097,450,698
Other recurrent payments	914,935,884	1,380,011,973
Capital & Recurrent payments to other Departments	8,337,069	752,921,159
Capital maintenance cost	1,510,046,203	-
Store Imprest paid to Treasury	1,912,349,332	1,808,148,602
Revenue paid to treasury	10,796,304	-
Financial cost of imprest paid to treasury	1,001	94,061
Imprest paid to treasury for last year	2,244,010	-
Cash Flows generated from operational activities (B)	15,705,145,222	15,116,620,059
Net Cash Flow generated from operational activities (C)=(A) –(B)	5,851,605,591	8,525,001,513
Cash Flow generated from Investment activities		
Interest		
Dividends		
Removal of title, provisions and material assets sale		
Recovery of sub-loans		
Recovery of advances		

Cash Flow generated from Investment activities (D)		
Reduced- Cash Expenditures		
Acquisition of physical assets construction or purchases and other investments	3,220,480,104	7,827,309,864
R.N.A payments	370,650,788	695,457,639
Total Cash Flow spent on investment operational activities (E)	3,591,110,892	8,522,767,503
Net Cash Flow disbursed from investment activities (F)=(D)-(E)	(3,591,110,892)	(8,522,767,503)
Total Cash Flow spent on investment operational activities (G) =(C) + (F)	2,260,494,699	2,244,010
Net Cash Flow from Financial Activities		
Local Borrowings	-	-
Foreign Borrowings	-	-
Grants received	-	--
Cash Flow generated from Financial Activities (H)		
Less : Cash Expenditures		
Repayment of Local Borrowings	-	-
Repayment of Foreign Borrowings	-	-
Change in Deposit Accounts and Other Liabilities	-	-
Total Cash Flow disbursed for Financial Activities (I)	-	-
Cash Flow created from Financial Activities (J)=(H)-(I)		
Net changes in the monetary (i)=(g)+(j)	2,260,494,699	2,244,010
Initial Cash Balance as at January 01		
Final Cash balance as at December 31		

3.4 Financial Statements

3.5 Revenue Collection Performance

Rs. ,000

Revenue Code	Description of the Income Code	Revenue Estimate		Collected Income	
		Original	Final	Amount (Rs.)	Final Revenue Estimate as a %
2001.01.00	Railway	8,600,000	7,600,000	7,901,326	104%

3.6 Performance of Utilization of Allocated Provisions:

Rs.,000

Type of Allocation	Allocated Provisions		Actual Expenditure	Allocations utilized as % of final allocation
	Initial	Final		
Recurrent	16,070,450	15,624,950	15,463,535	99%
Capital	21,129,200	24,916,038	20,402,252	82%

3.7 As per F.R.208 Allocations made to other Ministries / as a departmental representative to this department /district Secretariat / Local government

Rs.,000

S/ No.	Allocation received from which Ministry / Department	Purpose of the allocation	Provisions		Actual expenditure	Utilized allocation, as% of the final allocation
			Original	Final		
-	-	-	-	-	-	-
-	-	-	-	-	-	-

3.8 Performance of Reporting Non-financial asset

Rs.,000

Asset Code	Code description	Balance as per Board Survey Report as at 31.12.2019	Balance as per Financial position Report as at 31.12.2019	Yet to be accounted	Reporting progress as%
9151	Buildings structures	144,797,456	144,797,456	-	100%
9152	Machinery	69,931,385,531	69,931,385,531	-	100%
9153	Lands	-	-	-	-
9154	Intangible Assets	-	-	-	-
9155	Biological assets	-	-	-	-
9160	Work in progress	-	-	-	-
9180	Leased assets	-	-	-	-

3.9 Report of the Auditor General

Final Audit Report issued by Auditor General is attached in Annexure 1.

CHAPTER 04

4.1 Institutional Performance Indicators (Based on Action Plan)

Specific Indicators	Actual output as a percentage (%) of the expected output		
	100% - 90%	75% - 89%	50% - 74%
Nos. of trains operated per day	√		
Nos. of goods trains operated per day	√		
Nos. .of railway projects	√	√	
Railway track constructed (Km)	√		

CHAPTER 05

Performance in achieving the Sustainable Development Goals (SDGs)

5.1 Relevant Sustainable Development Objectives identified

Goal/ Objectives	Target	Indicator of the achievement	Progress of the Achievement to date		
			100% - 90%	75% - 89%	50% - 74%
I n d u s t r y , innovation & Infrastructures	Develop infrastructure facilities for efficient railway service by constructing new railway line, rehabilitation of existing railway line and establishing new signaling system. And also, Adding required power sets and carriages for passenger and freight transport to provide efficient and safe passenger and freight transport service	01.Nos. of goods transported		√	
		02.Nos. of train operated per day		√	
		03.Nos. of Main railway projects		√	
		04. Length of rail track constructed		√	

5.2 Sustainable Development Goals Identified

With the hope of achieving sustainable development in 2030, SLR initiated steps to provide maximum quantitative and qualitative service for people.

Accordingly, Trains were procured from India and China to introduce luxury train services and these trains were used long distance services such as Jaffna, Badulla and Beliatte.

The double tracking to Kochchikade in Puttalam to be completed and commenced the rehabilitation of railway line Maho to Omanthei . And plan to construct double line Polgahawela to Kurunegala ,Kurunegala to Maho and Payagala South to Aluthgama and up gradation of Kelanivelly line is in progress.

Steps have been taken to install solar power units at selected railway stations and thereby generate electricity and expected to release excess electricity to National Electricity System. SLR is working toward to provide environmental friendly transport service to ensure the future generation a polluted free environment. Therefore, SLR procured and put into services the Locomotives and power sets which has less carbon dioxide emission. In the path of achieving the goals of Sustainable Development Goals by introducing Electric Trains service from Panadura to Veyangoda. And also, establishment of new system is in process introducing new technology.

Initial activities have been commenced to introduce train service for Upcountry and Northern Line based on tourist industry and commenced initial activities to improve container transport and oil transport as a solution to the road traffic.

SLR is facing challenges in implementing projects . those challenges can be summarized as follows.

01. Limitation of finance facility for major development project.
02. Encroaches within railway reservations
03. Large no of railway unions and strikes
04. Issues in staff
05. Issues in railway reservation
06. Limitation in researches and development activities.

CHAPTER 06

Human Resource Profile

6.1 Manpower Management

	Approved number of employees	Existing Number of Employees	Vacancies / (Excess) **
Senior	212	125	87
Tertiary	415	125	290
Secondary	11,215	5,814	5,401
Primary	8,601	7,064	1,537

6.2 How the shortage or excess of human resources will affect the performance of the organization

It is vital to have a required staff to achieve the Vision and the Mission of the Sri Lanka Railways. It is difficult to achieved desired target with a staff with vacancies.

6.3 Capacity Development of the staff

Name of the Programme	No. of employees trained	Duration of the Programs	Total Investment (Rs.)		Nature of the Program Local/ Foreign	Outputs/ Knowledge gained
			Local	Foreign		
Resource Management	02	01 day	15,000.00		Giving Theory training	To maintain an efficient office works
Personal file management	90	14 days	330,000.00		Giving Theory training Batch training	
Courses for Procurement procedure	20	05 days	388,000.00		Giving Theory training	
Technology of Air-conditioning & construction technology	05	05 days	60,000.00		Giving Theory / practical training	To do relevant works under a proper management

Explain concisely how training programs helps to the performance of the institution

It could obtain an efficient and productive service with a low cost by giving proper training to the staff of the department.

Chapter 07

Compliance Report

No.	Requirement to be applied	Compliance Status (Compliant/ Not Compliant)	If Not Compliant, short explanation for same	To avoid Not Compliance in the future, accurate decision making process proposed
01.0	The following financial statements/ accounts have been submitted on the due date			
01.1	Annual Financial Statement	Compliant		
01.2	Advance Account of Public Officers	Compliant		
01.3	Trading & Manufacturing Advance Accounts (Commercial Advance Accounts)	Not Compliant		
01.4	Stores Advance Accounts	Compliant		
01.5	Special Advance Accounts	Not Compliant		
01.6	Other			
02.0	Maintenance of Books & registers (M R 445)			
02.1	Updating & maintaining the Fixed Asset Register according to the Public Administration Circular No.267/2018	Compliant		
02.2	Personal emoluments register/ Personal emoluments cards has been maintained and update	Compliant		
02.3	Register of Audit queries has been maintained and update	Compliant		
02.4	Register of Internal Audit reports has been maintained and update	Compliant		
02.5	Prepare all monthly account summaries (CIGAS) and submit to the Treasury on the due date	Compliant		

02.6	Register for cheques and money orders has been maintained and update	Compliant		
02.7	Inventory register has been maintained and update	Compliant		
02.8	Stocks Register has been maintained and update	Compliant		
02.9	Register of Losses has been maintained and update	Compliant		
02.10	Commitment Register has been maintained and update	compliant		
02.11	Register of Counterfoil Books (GA – N20) has been maintained and update	Compliant		
03.0	Delegation of functions for financial control (FR 135)			
03.1	The financial authority has been delegated within the institute	Compliant		
03.2	The delegation of financial authority has been communicated within the institute	Compliant		
03.3	The authority has been delegated in such manner so as to pass each transaction through two or more officers	Compliant		
03.4	The controls has been adhered to by the Accountants in terms of State Account Circular 171/2004 dated 11.05.2014 in using the Government Payroll Software Package	Compliant	the Government Payroll Software Package is used in selected sub departments and expected to expand to the other departments.	
04.0	Preparation of Annual Plans			
04.1	The annual action plan has been prepared	Compliant		
04.2	The annual procurement plan has been prepared	Compliant		
04-3	The annual Internal Audit plan has been prepared	Compliant		

Performance Report - 2019

04.4	The annual estimate has been prepared and submitted to the NBD on due date	Compliant		
04.5	The annual cash flow has been submitted to the Treasury Operations Department on time	Compliant		
05.0	Audit Inquiries			
05.1	All the audit queries has been replied within the specified time by the Auditor General	Compliant		
06.0	Internal Audit			
06.1	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	Compliant		
06.2	All the internal audit reports has been replied within one month	Not compliant		
06.3	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	Compliant		
06.4	All the copies of internal audit reports has been submitted to the Auditor General in terms of Financial Regulation 134(3)	Compliant		
07.0	Audit Management Committees			
07.1	According to DMA Circular 1-2019, at least 04 Audit and Management Committees should be maintained in the relevant category	Compliant		
08.0	Assets Management			
08.1	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	compliant		

08.2	As per the 13th Chapter of the above mentioned Circular, appoint a suitable liaison officers to coordinate the execution of the provisions of the said circular and report the details of that officer to the Controller General's Office.	compliant		
08.3	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.	Compliant		
08.4	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	Compliant		
08.5	Having done the Disposal of despicable goods under F R 772	compliant		
09.0	Vehicle Management			
09.1	The daily running charts and monthly summaries of the pool vehicles had been prepared and submitted to the Auditor General on due date	Compliant		
09.2	The condemned vehicles had been disposed of within a period of less than 6 months after condemning	Compliant		
09.3	The vehicle logbooks had been maintained and updated			
09.4	The action has been taken in terms of F.R. 103, 104, 109 and 110 with regard to every vehicle accident	Compliant		
09.5	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	Compliant		
09.6	The absolute ownership of the leased vehicle log books has been transferred after the lease term	Compliant		
10.0	Bank Account Management			

Performance Report - 2019

10.1	The bank reconciliation statements had been prepared, got certified and made ready for audit by the due date	Compliant		
10.2	The dormant accounts that had existed in the year under review or since previous years settled	Compliant		
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	Compliant		
11.0	Utilization of Provisions			
11.1	The provisions allocated had been spent without exceeding the limit	Compliant		
11.2	The liabilities not exceeding the provisions that remained at the end of the year as per the FR 94(1)	Compliant		
12.0	Advance Accounts of Public Officers			
12.1	The limits had been complied with	Compliant		
12.2	A time analysis had been carried out on the loans in arrears	Compliant		
12.3	The loan balances in arrears for over one year had been settled	Compliant		
13.0	General Deposit Account			
13.1	The action had been taken as per F.R.571 in relation to disposal of lapsed deposits	Compliant		
13.2	The control register for general deposits had been updated and maintained	Compliant		
14.0	Imprest Account			
14.1	The balance in the cash book at the end of the year under review remitted to TOD	Compliant		
14.2	The ad -hoc sub imprests issued as per F.R. 371 settled within one month from the completion of the task	Compliant		
14.3	The ad -hoc sub imprests had not been issued exceeding the limit approved as per F.R. 371	Compliant		

14.4	The balance of the imprest account had been reconciled with the Treasury books monthly	Compliant		
15.0	Income Account			
15.1	The refunds from the revenue had been made in terms of the regulations	Compliant		
15.2	The revenue collection had been directly credited to the revenue account without credited to the deposit account	Compliant		
15.3	Returns of arrears of revenue forward to the Auditor General in terms of FR 176	Compliant		
16.0	Human Resources Management			
16.1	The staff had been paid within the approved cadre	Compliant		
16.2	All members of the staff have been issued a duty list in writing	Compliant		
16.3	All reports have been submitted to MSD in terms of their circular no.04/2017 dated 20.09.2017	Compliant		
17.0	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	Compliant		
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	Compliant		
17.3	Bi - Annual and Annual reports have been submitted as per section 08 and 10 of the RTI Act	Compliant		

Performance Report - 2019

18.0	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	Compliant		
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	Compliant		
19.0	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.	Compliant		
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	Compliant		
19.3	Annual performance agreements have been signed for the entire staff based on the format in Annexure 01 of the aforesaid Circular	Compliant		
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.	Compliant		
20.0	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	Compliant		

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இணைப்பு 01
Annexure No 1



ජාතික විගණන කාර්යාලය
தேசிய கணக்காய்வு அலுவலகம்
NATIONAL AUDIT OFFICE



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My No. }

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உமது இல. }
Your No. }

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திகதி } 2020 මැයි 29 දින
Date }

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ශ්‍රී ලංකා දුම්රිය දෙපාර්තමේන්තුව.

ශ්‍රී ලංකා දුම්රිය දෙපාර්තමේන්තුවේ 2019 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය ප්‍රකාශන පිළිබඳව 2018 අංක 19 දරන ජාතික විගණන පනතේ 11(1) වගන්තිය ප්‍රකාරව විගණකාධිපති සම්පිණ්ඩන වාර්තාව.

යටේපත් වාර්තාව හා මූල්‍ය ප්‍රකාශනයේ මුල් පිටපත් (සිංහල, ඉංග්‍රීසි) මේ සමඟ එවා ඇත.

S.P. Renuka
එස්.පී.රත්නායක

සහකාර විගණකාධිපති
විගණකාධිපති වෙනුවට

CPD
no ngn
Imperium

පිටපත : රාජ්‍ය ගිණුම් අධ්‍යක්ෂ ජනරාල් - රාජ්‍ය ගිණුම් දෙපාර්තමේන්තුව



ජාතික විගණන කාර්යාලය

தேசிய கணக்காய்வு அலுவலகம்

NATIONAL AUDIT OFFICE



07

මගේ අංකය
எனது இல. } CTP/B/உ.உ/19/40
My No.

ඔබේ අංකය
உமது இல. }
Your No.

දිනය
திகதி } 2020 මැයි 29 දින
Date

දුම්රිය සාමාන්‍යාධිකාරී
ශ්‍රී ලංකා දුම්රිය දෙපාර්තමේන්තුව.

ශ්‍රී ලංකා දුම්රිය දෙපාර්තමේන්තුවේ 2019 දෙසැම්බර් 31 දිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය ප්‍රකාශන පිළිබඳව 2018 අංක 19 දරන ජාතික විගණන පනතේ 11(1) වගන්තිය ප්‍රකාරව විගණකාධිපති සම්පිණ්ඩන වාර්තාව.

1. මූල්‍ය ප්‍රකාශන
1.1 තත්ත්ව විගණනය කළ මතය

ශ්‍රී ලංකා දුම්රිය දෙපාර්තමේන්තුවේ 2019 දෙසැම්බර් 31 දිනට මූල්‍ය තත්ත්වය ප්‍රකාශය, එදිනෙන් අවසන් වර්ෂය සඳහා වූ මූල්‍ය කාර්යසාධන ප්‍රකාශය හා මුදල් ප්‍රවාහ ප්‍රකාශවලින් සමන්විත 2019 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 ශ්‍රී ලංකා දුම්රිය දෙපාර්තමේන්තුව වෙත ඉදිරිපත් කරනු ලබන මෙම මූල්‍ය ප්‍රකාශන පිළිබඳව මාගේ අදහස් දැක්වීම් හා නිරීක්ෂණයන් මෙම වාර්තාවේ සඳහන් වේ. 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, 2019 දෙසැම්බර් 03 දිනැති අංක 271/2019 දරන රාජ්‍ය ගිණුම් චක්‍රලේඛයේ විධිවිධාන ප්‍රකාරව පිළියෙල කළ එම මූල්‍ය ප්‍රකාශනවලින් 2019 දෙසැම්බර් 31 දිනට ශ්‍රී ලංකා දුම්රිය දෙපාර්තමේන්තුවේ මූල්‍ය තත්ත්වය සහ එදිනෙන් අවසන් වර්ෂය සඳහා එහි මූල්‍ය කාර්යසාධනය හා මුදල් ප්‍රවාහය පොදුවේ පිළිගත් ගිණුම්කරණ මුලධර්මවලට අනුකූලව සත්‍ය හා සාධාරණ තත්ත්වයක් පිළිබිඹු කරන බව මා දරන්නා වූ මතය වේ.





ජාතික විගණන කාර්යාලය
ජාතික ගණකාගාර අධ්‍යක්ෂවරයාගේ කාර්යාලය
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1.2 තත්වගණනය කළ මතය සඳහා පදනම

ශ්‍රී ලංකා විගණන ප්‍රමිතිවලට (ශ්‍රී.ලං.වි.ප්‍ර) අනුකූලව මා විගණනය සිදු කරන ලදී. මූල්‍ය ප්‍රකාශන සම්බන්ධයෙන් මාගේ වගකීම, විගණකගේ වගකීම යන වගන්තියේ 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 මූල්‍ය ප්‍රකාශය සම්බන්ධයෙන් ප්‍රධාන ගණන්දීමේ නිලධාරීගේ හා ගණන්දීමේ නිලධාරීගේ වගකීම.

පොදුවේ පිළිගත් ගිණුම්කරණ මූලධර්මවලට අනුකූලව හා 2018 අංක 19 දරන ජාතික විගණන පනතේ 38 වගන්තියේ සඳහන් විධිවිධානවලට අනුකූලව සත්‍ය හා සාධාරණ තත්වයක් 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 ගණන්දීමේ නිලධාරීගේ වගකීම වේ. 2018 අංක 19 දරන ජාතික විගණන පනතේ 16(1) වගන්තිය ප්‍රකාරව දෙපාර්තමේන්තුව 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 දෙපාර්තමේන්තුවේ මූල්‍ය පාලනය සඳහා සඵලදායී අභ්‍යන්තර පාලන පද්ධතියක් සකස් කර පවත්වා ගෙන යනු ලබන බවට ප්‍රධාන ගණන්දීමේ නිලධාරී සහතික විය යුතු අතර එම පද්ධතියේ සඵලදායීත්වය පිළිබඳව කලින් කල සමාලෝචනයක් සිදු කර ඒ අනුව පද්ධතිය ඵලදායී ලෙස කරගෙන යාමට අවශ්‍ය වෙනස්කම් සිදු කරනු ලැබිය යුතුය.

1.4 මූල්‍ය ප්‍රකාශන විගණනය පිළිබඳ විගණකගේ වගකීම.

සමස්ථයක් ලෙස මූල්‍ය ප්‍රකාශන, වංචා හා වැරදි හේතුවෙන් ඇතිවන ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන්ගෙන් තොර බවට සාධාරණ තහවුරුවක් ලබාදීම සහ මාගේ මතය ඇතුළත් විගණකාධිපති 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 අවප්‍රකාශනයන්ගෙන් තොර බවට තහවුරු කිරීමක් නොවනු ඇත. වංචා සහ වැරදි තනි හෝ සාමූහික ලෙස බලපෑම නිසා ප්‍රමාණාත්මක අවප්‍රකාශනයන් ඇති විය හැකි



අතර, මෙම මූල්‍ය ප්‍රකාශන පදනම් කර ගනිමින් පරිශීලකයන් විසින් ආර්ථික තීරණ ගැනීමේදී ඒ පිළිබඳව සැලැකිලිමත් විය යුතුය.

වෘත්තීය විනිශ්චය සහ වෘත්තීය සැකමුසුබවින් යුතුව ශ්‍රී ලංකා විගණන ප්‍රමිති ප්‍රකාරව විගණනය කරන ලදී. මා විසින්,

- වංචා හෝ වැරදි හේතුවෙන් මූල්‍ය ප්‍රකාශනවල ඇති විය හැකි ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශයන්ගේ අවදානම් හඳුනාගැනීමේදී හා තක්සේරු කිරීමේදී අවස්ථාවෝචිතව උචිත විශේෂණ පරිපාටි සැලැසුම් කිරීමෙන් වංචා සහ වැරදි හේතුවෙන් ඇතිවන්නා වූ අවදානම් මඟ හරවා ගැනීමට, ප්‍රමාණවත් සහ සුදුසු විගණන සාක්ෂි ලබා ගැනීම මාගේ මතයට පදනම් වේ. ප්‍රමාණාත්මක සාවද්‍ය ප්‍රකාශනයන්ගෙන් සිදුවන බලපෑමට වඩා වංචාවකින් සිදුවන්නා වූ බලපෑම ප්‍රබල වන අතර, දුස්සන්ධානය, ව්‍යාජ ලේඛන සැකසීම, වේතනාන්විත මහඟුරීම, හෝ අභ්‍යන්තර පාලනයන් මඟ හැරීම වංචාවක් ඇතිවීමට හේතුවේ.
- අවස්ථාවෝචිතව උචිත විගණන පරිපාටි සැලසුම් කිරීම පිණිස දෙපාර්තමේන්තුවේ අභ්‍යන්තර පාලනයේ සඵලදායීත්වය පිළිබඳ මතයක් ප්‍රකාශ කිරීමට අදහස් නොකරයි.
- හෙළිදරව් කිරීම් ඇතුළත් මූල්‍ය ප්‍රකාශනවල ව්‍යුහය සහ අන්තර්ගතය සඳහා පාදක වූ ගනුදෙනු හා සිද්ධීන් උචිත හා සාධාරණ අයුරින් මූල්‍ය ප්‍රකාශනවල ඇතුළත් බව ඇගයීම.
- සමස්ථයක් ලෙස මූල්‍ය ප්‍රකාශන ඉදිරිපත් කිරීමේදී, මූල්‍ය ප්‍රකාශනවල ව්‍යුහය හා අන්තර්ගතය සඳහා පාදක වූ ගනුදෙනු හා සිද්ධීන් උචිත හා සාධාරණව ඇතුළත් වී ඇති බව,

මාගේ විගණනයෙන් හඳුනාගත් වැදගත් විගණන සොයාගැනීම් ප්‍රධාන අභ්‍යන්තර පාලන දුර්වලතා හා අනෙකුත් කරුණු පිළිබඳව ගණන්දීමේ නිලධාරී දැනුවත් කරන ලදී.

1.5 වෙනත් නෛතික අවශ්‍යතා පිළිබඳ වාර්තාව.

2018 අංක 19 දරන ජාතික විගණන පනතේ 6 (ඇ) වගන්තිය ප්‍රකාරව පහත සඳහන් කරුණු මා ප්‍රකාශ කරමි.

පසුගිය වර්ෂයේ ශ්‍රී ලංකා දුම්රිය දෙපාර්තමේන්තුවේ මූල්‍ය ප්‍රකාශන පිළිබඳ නිර්දේශ ක්‍රියාත්මක කර නොතිබුණි.





1.6 මූල්‍ය ප්‍රකාශන පිළිබඳ අදහස් දැක්වීම.

- (අ) 2019 දෙසැම්බර් 31 දිනට දුම්රිය දෙපාර්තමේන්තුවේ මූල්‍ය නොවන වත්කම් පිළිබඳ සංවලන වාර්තාව අනුව 2019 වර්ෂයේදී රු. 15,338,622,687 ක් වටිනා වත්කම් මිලදීගත් බවට වාර්තා කර තිබුණ ද භාණ්ඩාගාර පරිගණක මුද්‍රිත අනුව එම වටිනාකම රු. 4,868,024,578 ක් විය. ඒ අනුව රු.10,470,598,109 ක වෙනසක් නිරීක්ෂණය විය.
- (ආ) ඉදිරිපත් කර ඇති මූල්‍ය ප්‍රවාහ ප්‍රකාශය අනුව සමාලෝචිත වර්ෂයේ මුදලින් රැස්කළ ආදායම රු. 7,003,591,048 ක් වුවත් මාසික ගිණුම් සාරාංශ අනුව එම වටිනාකම රු. 6,975,267,205 ක් වූ විය. ඒ අනුව රු. 25,923,843 ක් වූ වෙනස විගණනයට පැහැදිලි නොකෙරුණි.
- (ඇ) භාණ්ඩාගාරය විසින් නිකුත් කරන ලද එස්.එස්. 92 දරන බැරකම් පිළිබඳ ඒකාබද්ධ ප්‍රකාශය හා විසර්ජන ගිණුමේ බැරකම් අතර රු. 302,198,949 ක වෙනසක් පැවතුණි.

2. මූල්‍ය සමාලෝචනය.

2.1 හිඟ ආදායම්.

- (අ) 2019 දෙසැම්බර් 31 දිනට දෙපාර්තමේන්තුවේ හිඟ ආදායම රු. 1,707,694,480 ක් වූ අතර පහත කරුණු අනාවරණය විය.
 - (i) දුම්රිය දෙපාර්තමේන්තුව සතු ඉඩම් හා ගොඩනැගිලි මත අය විය යුතු බදුකුලී ඉහත හිඟ ආදායම් තුළ ඇතුළත්ව නොතිබුණු අතර එම හිඟ ආදායම් නිශ්චිතව හඳුනාගෙන නොතිබුණි.
 - (ii) දුම්රිය මගින් භාණ්ඩ ප්‍රවාහනය වෙනුවෙන් සමාලෝචිත වර්ෂයේ දෙසැම්බර් 31 දිනට ආයතන 31 කින් රු. 84,430,855 ක මුදලක් අයවිය යුතු අතර ඉන් සියයට 25 ක් වසර 18 කට වැඩි වූ අතර සියයට 3.6 ක් වසර 04 කට වැඩි ශේෂයන් විය.
 - (iii) සමාලෝචිත වර්ෂයේ දෙසැම්බර් 31 දිනට දුම්රිය ස්ථාන වලින් අයවිය යුතු හිඟ මගී ආදායම රු. 11,924,340 ක්ද, පාර්සල් හා භාණ්ඩ ප්‍රවාහන හිඟ ආදායම රු. 5,422,538 ක්ද, විවිධ හිඟ ආදායම රු. 891,079 ක්ද වශයෙන් මුළු හිඟ ආදායම රු. 18,237,958 ක් විය. හිඟ ආදායම් කාල විශ්ලේෂණය පහත දැක්වේ.

කාලපරිච්ඡේදය	මගී හිඟ ආදායම	පාර්සල් හිඟ ආදායම	විවිධ හිඟ ආදායම
	රු.	රු.	රු.
2017 වර්ෂය හා ඊට පෙර	6,168,933	4,930,953	884,534
2018 වර්ෂය	384,434	99,462	3,617
2019 වර්ෂය	5,370,973	392,123	2,929
	<u>11,924,340</u>	<u>5,422,538</u>	<u>891,080</u>

(iii) සමාලෝචිත වර්ෂයේ දෙසැම්බර් 31 දිනට දුම්රිය බලපත්‍ර හිඟ ආදායම රු.1,053,616,309ක් විය. එම අයවිය යුතු මුදලින් සියයට 45 ක් වර්ෂ 05 ඉක්මවූ හිඟ ණය ශේෂ වූ අතර එම හිඟ ශේෂ අයකර ගැනීමට සමාලෝචිත වර්ෂයේදී අපොහොසත්වී තිබුණි. තවද එම ශේෂය තුළ වසර 21 කට වඩා පැරණි රු.769,194 ක ශේෂයක්ද විය. හිඟ ආදායම සම්බන්ධයෙන් කේවල ශේෂ වර්ගීකරණයක්ද පිළියෙළ කර නොතිබුණි.

වත්කම්/අමතර උපකරණ	සංඛ්‍යාව	පිරිවැය
		රු.
• දුම්රිය එන්ජින්	31	263,066,803
• බොහෝ සහ වීල්	595	95,873,764
		<u>358,940,567</u>

(ආ) එලදායි ජීවිත කාලය ඉක්ම වූ රු. 358,940,567 ක් වටිනා පහත දැක්වෙන දුම්රිය එන්ජින් හා අමතර උපකරණ පිළිබඳ සමීක්ෂණයක් සිදුකර ඉවත් කිරීමට කටයුතු කර නොතිබුණි.



2.2 වියදම් කළමනාකරණය.

පහත නිරීක්ෂණ කරනු ලැබේ.

- (අ) 306-2-1-1404 වැය විෂය යටතේ රු. 1,781,866 ක එනම් ශුද්ධ ප්‍රතිපාදනයෙන් සියයට 38 ක් ඉතිරි වී තිබූ අතර එයට හේතු ලෙස දක්වා තිබුණේ පළාත් පාලන ආයතන විසින් නිසි වෙලාවට වරිපනම් බිල්පත් ඉදිරිපත් නොකිරීම බව වුවද, එය පිළිගත නොහැකිවිය.
- (ආ) යන්ත්‍ර හා යන්ත්‍රෝපකරණ මිලදී ගැනීම සඳහා 306-2-2-2002 වැය විෂය යටතේ ශුද්ධ ප්‍රතිපාදනයෙන් සියයට 76 ක් එනම් රු. 1,215,222 ක් ඉතිරි කර තිබුණද පැහැදිලි හේතු ඉදිරිපත් කර නොතිබුණි.
- (ඇ) 306-2-4-2101 (45) යටතේ රු. 1,600,000 ක් වූ සම්පූර්ණ ප්‍රතිපාදනයම භාණ්ඩාගාර බල අංක 131 මගින් 306-2-4-2101 (39) ට හර කර තිබුණි.
- (ඈ) අංක 306-2-4-2104 (46) හා 306-2-2104(47) යන මූලධන ප්‍රතිපාදන වලින් සියයට 15 ක් ඉතිරි කළ යුතු වුවද, මෙම වැය විෂයයන් වල ඇස්තමේන්තු ගත ප්‍රතිපාදනය වූ පිළිවෙලින් රු. 300,000,000 ක් හා රු 200,000,000 ම අවුරා තබා තිබුණි.

2.3 නීති, රීති හා රෙගුලාසිවලට අනුකූල නොවීම.

විගණන පරීක්ෂණයේ දී නිරීක්ෂණය වූ නීති, රීති රෙගුලාසි හා කළමනාකරණ තීරණවලට අනුකූල නොවූ අවස්ථා පහත දැක්වේ.

යොමුව	නීති, රීති රෙගුලාසි හා කළමනාකරණ තීරණ වලට අනුකූල නොවීම
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- (අ) ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ මුදල් රෙගුලාසි සංග්‍රහය.

තවදුරටත් අයකර ගැනීමට, කපා හැරීමට හෝ අත්හැරීමට ඇති හානි වල මුළු වටිනාකම රු. 315,342,974 ක් වූ අතර ඉන් සියයට 90 ක් එනම් රු. 263,438,424 ක් ම වර්ෂ 10 ට වැඩි හානි බව නිරීක්ෂණය විය. එම වසර 10 ට වැඩි අලාභ හානිවල වටිනාකම රු. 263,438,724 ක් හානිවලින් සියයට 90 ක්ම ගිනි හානි නිසා වූ බව නිරීක්ෂණය විය.

Sri Lanka Railways

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(i) මු.රෙ. 102 - 109

• S 11 - 902 දරන බලවේග එන්ජිම 2014 අප්‍රේල් 30 දින පොතුහැර දී සිදු වූ අනතුරෙන් උද්ගත වූ රු. මිලියන 48 ක අලාභය සම්බන්ධයෙන් වගකිව යුත්තන්ට එරෙහිව විනයානුකූල ක්‍රියාමාර්ග ගැනීමට කටයුතු කර නොතිබුණි. කවද එම දුම්රිය එන්ජිම අපහරණය කිරීම සඳහා භාණ්ඩාගාර අනුමැතිය ලබා ගැනීමටද කටයුතු කර නොතිබුණි.

CMB

• රු. මිලියන 162 ක පිරිවැයකට මිලදී ගෙන තිබූ M9 868 දරන එන්ජිම 2009 අප්‍රේල් 29 දින ගිනිගෙන භානියට පත් වී ඇතත් භානිය සම්බන්ධ මුදල් රෙගුලසි ප්‍රකාරව කටයුතු කර නොතිබුණි.

CMB

(ii) මු.රෙ 110

රු.23,514,105 ක් සම්බන්ධයෙන් හානි පිළිබඳ ලේඛනය විධිමත්ව හා යාවත්කාලීනව පවත්වා නොතිබුණි.

3. මෙහෙයුම් සමාලෝචනය හා කාර්යසාධනය

ඉදිරිපත් කරනු ලබන මූල්‍ය ප්‍රකාශනවල සඳහන් ආදායම්, වියදම්, වත්කම් හා වගකීම් සම්බන්ධයෙන් මෙහෙයුම් සමාලෝචනය, තිරසාර සංවර්ධනය, යහපාලනය හා මානව සම්පත් කළමනාකරණයට අදාළ විගණන නිරීක්ෂණ ඉහත 1.1 ඡේදයේ දක්වා ඇති 2018 අංක 19 දරන ජාතික විගණන පනතේ 10 වගන්තිය ප්‍රකාරව ඉදිරිපත් කරනු ලබන වාර්තාවට ඇතුළත් කරනු ලැබේ.

S/7312/2019
එස්.වී.බී.රත්නායක

සහකාර විගණකාධිපති
විගණකාධිපති වෙනුවට

පිටපත : රාජ්‍ය ගිණුම් අධ්‍යක්ෂ ජනරාල් - රාජ්‍ය ගිණුම් දෙපාර්තමේන්තුව

