National Transport Commission (NTC)

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NTC/PL/Annual Report / 2022 20.03.2022

Hon. Minister of Transport,
Ministry of Transport & Highways,
7th Floor,
Sethsiripaya Stage II,
Battaramulla.

Annual Report - 2022

In terms of Section 14 (1) of the Finance Act No. 38 of 1971, of the Public Enterprises Guidelines, the National Transport Commission has the honor to forward herewith the Performance Review, the Annual Report Financial Statement and Auditor General's Report of the National Transport Commission for the year ending 31st December 2022.

Shashi Welgama,
Chairman,
National Transport Commission.

Content

01.

National Transport Commission

1.01 Introduction

The National Transport Commission has been established by the National Transport Commission Act No. 37 of 1991 to advise the Government on the National Policy related to passenger transport by buses and to implement it.

The Commission is a corporation inextricably linked to its name by an unbroken existence and a common seal that consists of three ex officio members who are, namely, a senior official of the Minister's Ministry who is not below the rank of a Senior Assistant Secretary appointed by the Minister, a senior official who is not below the rank of a Director from the Ministry of Policy Planning appointed by the Minister after consulting Minister in charge of the subject of the Ministry of Policy Planning and a senior official who is not below the rank of a Director from the Ministry of Finance appointed by the Minister after consulting the Minister in charge of the subject of the Ministry of Finance and another five members appointed by Hon. Minister of Transport on the approval of the Cabinet.

04 Departments, viz., Planning, Operations, and Services Monitoring, Quality Assurance and External Relations, and Finance and Procurement, and 03 Divisions, viz., Administration, Internal Audit, and Legal are functioning under the National Transport Commission to carry out the duties and powers assigned by the said Act and the head office of the National Transport Commission is located at 241, Park Road, Colombo 5. Interprovincial private bus terminals at Bastian Mawatha and Vavuniya main bus terminals are functioning as branch offices under the inspection of the National Transport Commission.

The approved cadre of the Commission is 224 employees and the senior management of the Commission constitutes the Chairman, Director General, and four Directors in charge of the 04 main Departments.

1.02 Our Vision and Mission

Our Vision...

To ensure a qualitative, cost-effective, and safe integrated transport system and services that will provide for the socio-economic development throughout the island and fulfill the different mobility requirements of every citizen of Sri Lanka.

Our Mission ...

To advise the Government of Sri Lanka on the National Policy related to passenger transport and to establish the required regulatory framework in order to ensure an efficient bus transportation system that meets the transport needs of the public.

1.03 Our Goal

Our Goal

Allow access to public transport service for all with ensured safe, comfort, reliable, and equal opportunities at optimum level

1.04 Our Objectives

- *Establishing a reliable and friendly public passenger transport service on the island*
- *Providing public passenger transportation facilities to people in areas with minimal transportation or no transportation facilities*
- *Introducing an amiable transportation service based on modern technology*
- *Developing infrastructure facilities related to passenger transportation*
- *Establishing necessary facilities in the public passenger transport service for people with special needs*
- *Providing reliable and friendly passenger transport services as well as cargo transport service facilities in the public modes of passenger transportation*
- *Developing human resources related to passenger transport service*
- *Introducing an affordable fare system for every individual for public passenger transportation services*
- *Taking measures to minimize environmental pollution by vehicles*
- *Minimizing road accidents.*
- *Providing public transport services needed for social welfare.*

1.05 Our Values

Teamwork – We collaborate to deliver results

Resilience – We ready to recover from the troublous situations quickly

Integrity – We maintain the utmost level of honesty & integrity

Caring –We display kindness and concern for stakeholders

Excellence –We provide excellence performance in our deliverables

Progressive –We uphold innovative & conductive progress

Safety –We ensure safe secure & healthy environment

1.06 Chairman’s Message

Transport has a unique role in the process of achieving development goals. Whichever country, the transport network has a strong impact on the efficiency of the transport network, economic development, and social advancement. Accordingly, the National Transport Commission is responsible, for the formalization of the transportation needs of the country, compiling the statutory functions necessary for the formal, qualitative, and efficient public transport system in Sri Lanka.

The National Transport Commission established under the National Transport Commission Act number 37 of 1991 in terms of the functions assigned under the said Act, including advising the Government on the National Policy on Passenger Transport by buses, in par with that policy it is important to provide necessary support and advice for overviewing whether there are bus services of acceptable quality to meet the passenger transport needs of the public and determining the minimum level to be maintained, issuing permits for buses to transport passengers, while doing so setting the relevant conditions, determining whether those conditions are being acted upon, determining fees for permits, and providing school services for school students on concessionary fare scheme, ensuring that buses operate on uneconomical routes and subsidizing such service providers, determining fees, providing inter-provincial bus services and issuing passenger service permits related to that, providing management expertise support required for authorized officers and carrying out duties relevant to deploying buses.

The National Transport Commission has introduced many projects to fulfill aforesaid tasks. Among those some bus services have been initiated and operated, such as, “Sisu Seriya” bus service with the aim of providing facilities for the school children to attend school on time devoid of any mental or physical inconvenience and return home safely, “Gami Seriya” bus service with the aim of providing reliable transport service to the people living in remote areas that are without transportation facilities, and “Nisi Seriya” bus service to avoid the difficulties faced by the passengers due to the shortage of bus services in the nights and early mornings.

In addition, many projects and programmes were implemented to improve the quality of public bus passenger transport service. Accordingly, some key projects and programmes are, a programme to introduce an electronic card for payment of public passenger transport bus fares by adopting modern technology methods to reduce irregularities and passenger complaints in bus fare collection, a project of preparation of scientific and combined rotational timetables implemented in order to offer equal opportunity to all the bus service operators to fulfill their business expectations, management of transport authorities, awareness programmes regarding transport sector for inter-provincial bus owners, various stakeholders in the passenger transport sector including the school traffic control groups, installing GPS devices in public buses adopting GPS technology to regulate buses efficiently and to investigate passenger complaints and provide information, publishing National Transport Statistics covering a wide scope of all the data on transport, managing bus runs and operational activities at Colombo Bastian Mawatha Main Bus Station and Vavuniya Main Bus Station.

In the year 2022, due to the COVID pandemic and the economic crisis triggered in the whole world and in Sri Lanka, Steps were taken to provide an efficient public bus service enhancing the quality of the public passenger transport services by implementing the best possible projects.

I would like to express my heart-filled thanks to the Honourable Minister of Transport and Highways, all officials of the Ministry including the State Minister and the Secretaries to the Ministry, the Board of Directors and the entire staff of the National Transport Commission, private bus owners and their crews who cooperated in various ways, the staff including the Chairman of the Sri Lanka Transport Board and Road Passenger Transport Authorities and to all the other stakeholders who have extended their support in various ways to achieve the development goals that are expected to be achieved by making more use of modern technology to improve the efficiency and productivity of the public transport industry by following the state policy properly.

Shashi Welgama,
Chairman,
National Transport Commission

1.07 Members of the Commission

From January 2022 to April 2022

1.	Mr. Shashi Welgama Chairman, National Transport Commission	-Chairman
2.	Mr. T.M.J. Bandara Additional Director General, Department of Public Enterprises	- Member *(ex officio)*
3.	Mrs. S. Jaladeepan Senior Assistant Secretary (Administration), Ministry of Finance	- Member *(ex officio)*
4.	Mr. J.A.M.R. Jayasinghe Senior Assistant Secretary (Administration), Ministry of Transport	- Member *(ex officio)*
5.	Mr. M.V.M.D.B. Dhanushka Mudalige Management Director, Sandamali Tours (Pvt) Ltd.	- Member
6.	Mr. S.R. Godamune Director, Nishanees (Pvt) Ltd	- Member
7.	Mr. K. Buddhadasa Former Acting Director, National Transport Commission	- Member
8.	Mr. B.A.D.A. Sampath Ranasinghe Chairman, Podujana Private Bus Association	- Member

From July 2022 to August 2022

1.	Mr. Shashi Welgama Chairman, National Transport Commission	-Chairman
2.	Mr. T.M.J. Bandara Additional Director General, Department of Public Enterprises	- Member *(ex officio)*
3.	Mrs. S. Jaladeepan Senior Assistant Secretary (Administration), Ministry of Finance	- Member *(ex officio)*
4.	Mrs. Nayomi Jayawardana Senior Assistant Secretary (Administration), Ministry of Transport	- Member *(ex officio)*
5.	Mr. M.V.M.D.B. Dhanushka Mudalige Management Director, Sandamali Tours (Pvt) Ltd.	- Member
6.	Mr. S.R. Godamune Director, Nishanees (Pvt) Ltd	- Member
7.	Mr. K. Buddhadasa Former Acting Director, National Transport Commission	- Member
8.	Mr. B.A.D.A. Sampath Ranasinghe Chairman, Podujana Private Bus Association	- Member

From November 2022 to December 2022

1.	Mr. Shashi Welgama Chairman, National Transport Commission	-Chairman
2.	Mr. T.M.J. Bandara Additional Director General, Department of Public Enterprises	- Member *(ex officio)*
3.	Mrs. S. Jaladeepan Senior Assistant Secretary (Administration), Ministry of Finance	- Member *(ex officio)*
4.	Mrs. Nayomi Jayawardana Senior Assistant Secretary (Administration), Ministry of Transport	- Member *(ex officio)*
5.	Mr. M.V.M.D.B. Dhanushka Mudalige Management Director, Sandamali Tours (Pvt) Ltd.	- Member
6.	Mr. S.R. Godamune Director, Nishanees (Pvt) Ltd	- Member
7.	Mr. Ranjith G. Rubasinghe Chairman, Sri Lanka Technological Campus	- Member
8.	Mr. Amila Ranmandala Member of the Director's Board, Sri Lanka Institute of Local Governance	- Member

1.08 Senior Management of the National Transport Commission

1.	Mr. Shashi Welgama	-	Chairman
2.	Dr. Nilan Miranda	-	Director General
3.	Mrs. K.A.C. Karunaratna	-	Director (Planning)
4.	Mr. B.M. Ifthikar	-	Director (Operations & Service Inspection)
5.	Mrs. S.D. Athukorala	-	Director (Quality Assurance & External Relations)
6.	Mr. D.M.K. Disanayaka	-	Director (Finance & Procurement)
7.	Mr. P.G.C. Karunaratna	-	Asst. Director (planning)
8.	Mr.P.R.A.T.N. Ranathunga	-	Asst. Director (Planning)
9.	Mr. H.B.C. Kumara	-	Asst. Director (Operations & Service Inspection)
10.	Mr. R.A. Indika Lal	-	Asst. Director (Operations & Service Inspection)
11	Mr. Muditha Navaratna	-	Asst. Director (Quality Assurance & External Relations)
12.	Mrs. L.S. Wijendra	-	Asst. Director (Quality Assurance & External Relations)
13.	Mrs. P.A.N. Fernando	-	Asst. Director (Procurement)
14.	Mrs. D.N. Weerathunga	-	Asst. Director (Finance)
15.	Mrs. A.A.H.N. Munasingha (Up to 27.10.2022)	-	Asst. Director (Legal)
16.	Mrs. S.N. Perera	-	Asst. Director (Transport Engineer)
17.	Mrs. T.D.H.T. Thenuwara	-	Asst. Director (Admin.)
18.	Mrs. A.L. Nelka	-	Asst. Director (Internal Audit)

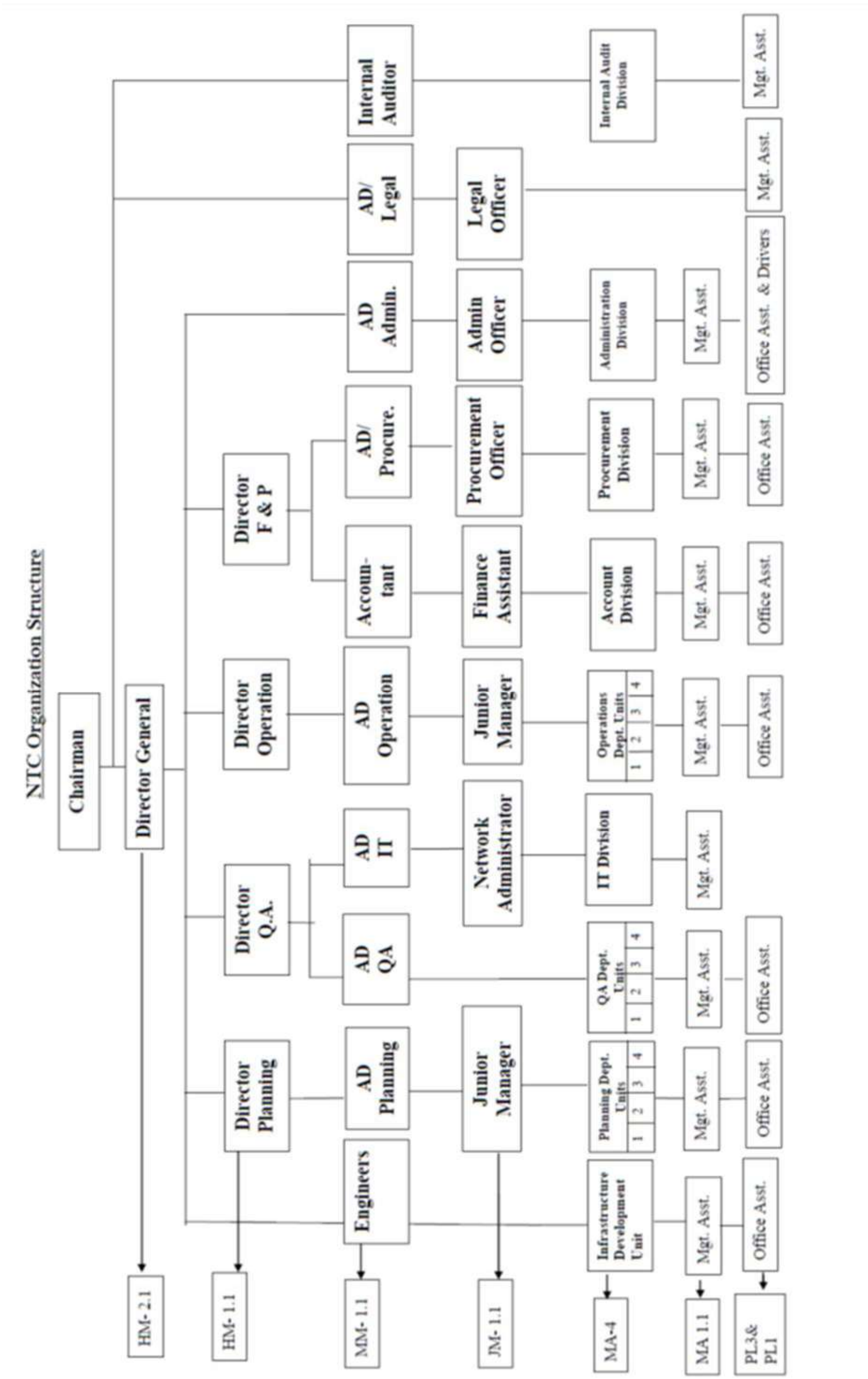
1.09 Composition of the Commission

The approved cadre of the Commission was 224 employees whereas the number of permanent staff was 176 by the end of the year 2022.

Number of Employees of the National Transport Commission by 31.12.2022.

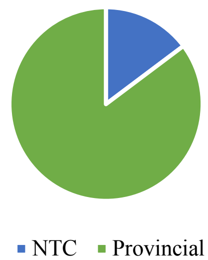
Se.No.	Designation	Employee Category	Approved Cadre	Staff engaged in service by 31.12.2022	Vacancies as at 31.12.2022	Staff engaged in service on a contract basis by 31.12.2022
01	Director General	HM 2 -1	01	01	-	-
02	Director	HM 1-1	04	04	-	-
03	Assistant Director	MM 1-1	17	11	6	-
04	Junior Manager	JM 1-1	21	19	2	-
05	Transport System Analyst	MA 4	36	34	2	-
06	Management Assistant	MA 2-1	03	0	3	-
07	Management Assistant	MA 1-1	81	65	16	6
08	Driver	PL 3	13	13	0	-
09	Office Assistant	PL 1	48	29	19	2
	Total		**224**	**176**	**48**	**8**

Source –Department of Administration, NTC

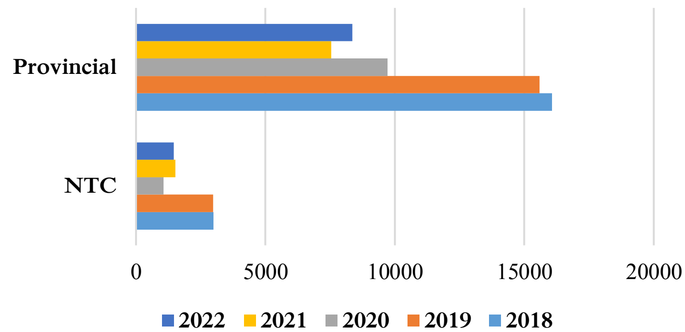

NTC Organization Structure
Chairman
Director General
Director Planning
Director Q.A.
Director Operation
Director F & P
Engineers
AD Planning
AD QA
AD IT
AD Operation
Accoun-tant
AD/ Procure.
AD Admin.
AD/ Legal
Internal Auditor
Junior Manager
Network Administrator
Junior Manager
Finance Assistant
Procurement Officer
Admin Officer
Legal Officer
Infrastructure Development Unit
Planning Dept. Units
1 2 3 4
QA Dept. Units
1 2 3 4
IT Division
Operations Dept. Units
1 2 3 4
Account Division
Procurement Division
Administration Division
Internal Audit Division
Mgt. Asst.
Office Asst.
Office Asst. & Drivers
HM- 2.1
HM- 1.1
MM- 1.1
JM- 1.1
MA-4
MA 1.1
PL3& PL1

Some Statistics of Private Bus Industry

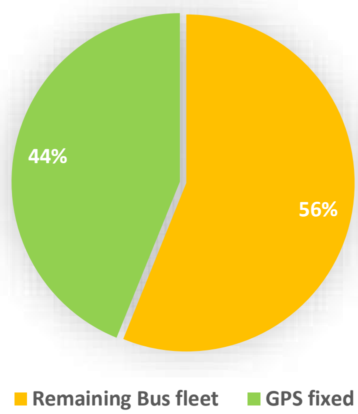
Private Bus fleet regulated by NTC and PTAs 2022



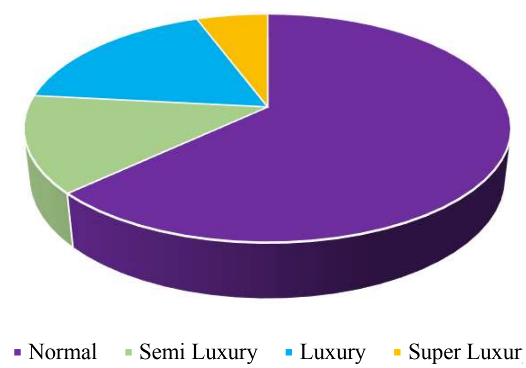
No of Operated Bus Regulated by NTC & PTAs



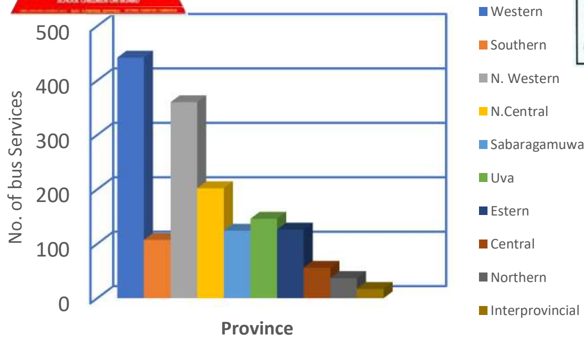
Interprovincial Private Buses with GPS Vs Bus Fleet

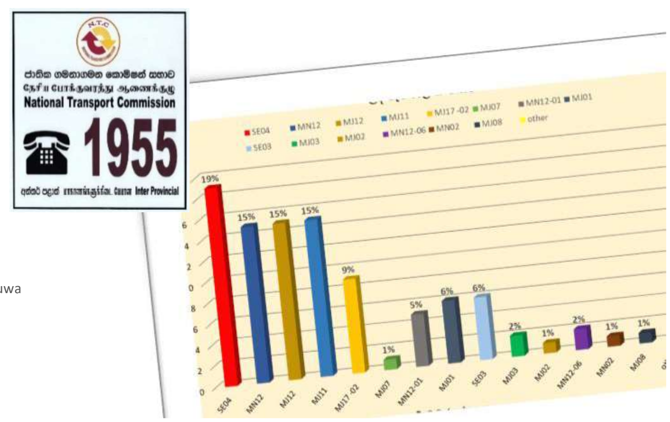


Inter-provincial Private Bus Services

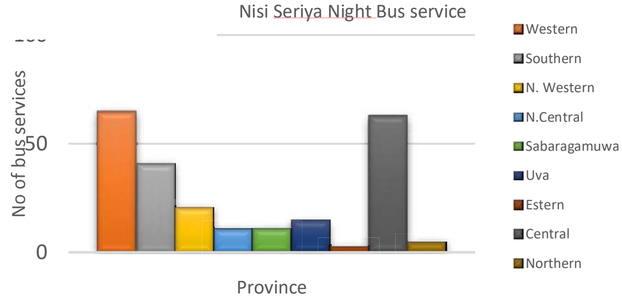


Sisu Seriya School Bus service





Nisi Seriya Night Bus service



02.

Performance of the year 2022

The National Transport Commission has been established by the National Transport Commission Act No. 37 of 1991 to advise the Government on the National Policy related to passenger transport by buses and to implement it.

National Transport Commission Act No. 37 of 1991 has been revised by the National Transport Commission (Amendment) Act No. 30 of 1996, Sri Lanka Transport Board Act No. 27 of 2005, and National Transport Commission (Amendment) Act No. 6 of 2017 respectively.

In line with the powers and functions of the National Transport Commission vested in it and in accordance with the Cabinet approvals obtained on special functions, the National Transport Commission has implemented several projects such as creating a modern approach to transport and providing efficient, high quality, environmentally friendly, and comfortable service to the citizens of Sri Lanka.

Serial No.	Recurring Projects
01.	**Providing Bus Services Prioritized on Social Welfare**
	i. 'Sisu Seriya' Project
	ii. 'Gami Seriya' Project
	iii. 'Nisi Seriya' Project
02.	**Renovations for Private Bus Industry**
	i. Operations and Renovations of Bus Terminals
	ii. Surveys on Demand and Service Quality
03.	**Quality and Fare Regulation**
	i. Training of Bus Crew
	ii. Timetables and Service Monitoring
	iii. Determination and Amendments of Bus Fare
	iv. Information Technology System
	v. Signal Boards for Long Distance Service
	vi. Maintenance of GPS Equipment and Operation Room
	vii. Preparation of National Transport Act
04.	**Training the Officials of organizations directly related to the transport sector and NTC Staff**
05.	Preparing and Publishing the National Transport Statistics
06.	Awareness Programmes for Stakeholders related to Transportation

Serial No.	Capital Projects
01.	**Introducing Electronic Fare Collection /e-Ticket**
02.	**Developing Bus Terminals and Infrastructure**
03.	**Institutional Renovation and Development of Infrastructure**

The progress of those projects for the period from 01st January 2022 to 31st December 2022 is as follows.

2.01 Project of Providing Bus Services Prioritized on Social Welfare

According to the National Transport Commission Act, under the bus services projects prioritized on social welfare have been operated such as the "Sisu Seriya" bus services, as per the task of providing school services on a concessionary fare scheme for school children and for students of universities, technical institutes, and other similar institutions, and "Gami Seriya" and "Nisi Seriya" bus services as per the tasks of ensuring that bus services are provided on non-profitable routes and, where necessary, providing financial support to those providing such services.

School Bus Service Project – "Sisu Seriya"

The "Sisu Seriya" School Bus Project operated under a concessionary fare scheme was launched in 2005 with the aim of providing a more reliable and safer school bus service reserved for students. SLTB and private buses are operated under this project and it's a special feature that school students traveling by these buses are charged only half the normal bus fare. Thereby, the Government pays a subsidy per kilometer in transporting school children up to a maximum distance of 110 km (for two trips viz. morning and evening) to compensate for the financial loss to the operator.

Physical Progress

For the year 2022, 52 new services were started by 30.04.2022, and the start of new Sisu Seriya services was suspended since May 2022. That is, it was decided not to start new services but to maintain only the existing bus services as the allocation by the General Treasury for the Sisu Sariya project in the year 2022 was sufficient to maintain only the existing services, and due the subsidy paid for Sisu Seriya buses has been revised in line with the increase in running cost per kilometer of a bus due to an increase in the fuel price and spare parts of buses from time to time since March 2022. But, since the running cost of buses increased rapidly due to the increase of fuel prices repeatedly, a letter was sent to the Director General of Budget by the Secretary of the Ministry of Transport and Highways requesting another Rs. 566.00 in addition to the allocated Rs. 650.00 to maintain the continuity of the bus operation under this project. Accordingly, Rs. 900 was allocated for these projects through the inter-budget for the year 2022.

Many requests were directed daily to the National Transport Commission by parents as well as principals of schools to deploy buses under the Sisu Seriya project due to the increase in fuel prices rapidly there was a huge increase in the fees charged by private school vans and buses.

Considering the daily increase in demands and to provide transportation facilities to school children, Private buses engaged in regular passenger transport services within the provinces are being deployed as per the advice of the Minister under the supervision of the National Transport Commission by the Provincial Road Passenger Transport Authorities as an alternative to the Sisu Seriya service to operate in the morning school turn and in the turn at the end of the school under the name of 'School Services', charging the normal bus fares with a set of special conditions in addition to the conditions imposed by the relevant Road Passenger Transport Authorities.

The number of such 'School Service' buses deployed by 31.12.2022 was 53. Accordingly, the following table shows the number of 'Sisu Seriya' and 'School Service' bus services that are operational province-wise up to 31.12.2022.

Serial No.	Province	'Sisu Seriya' Bus Service	'School Service'
01	Western	442	53
02	Southern	107	-
03	Northwestern	360	-
04	Northcentral	202	-
05	Sabaragamuwa	124	-
06	Uva	146	-
07	Eastern	126	-
08	Central	56	-
09	Northern	37	-
10	Inter-Provincial	17	-
	Total	**1617**	**53**

The following table shows the number of requests for new Sisu Seriya services received province-wise by 31.12.2022.

Serial No.	Province	Number of requests
1	Western	251
2	Central	06
3	Southern	23
4	Northwestern	03
5	Northcentral	10
6	Sabaragamuwa	18
7	Uva	01
	Total	**312**

Rural Bus Service Project - "Gami Seriya"

The National Transport Commission has launched the "Gami Seriya" project in 2005 in order to provide transport facilities to people living in rural areas where no bus service is operational and operators do not carry out passenger transport due to unprofitable routes although bus services are socially necessary.

The selection of operators for the 'Gami Seriya' bus service is conducted via an open tender procedure where the lowest bidder per kilometer is selected. The selected operator is then issued a passenger service permit for rural transport by the relevant Transport Authority. Thereafter, the relevant bus owner is entered into the 'Gami Seriya' project, and the agreement is signed by the National Transport Commission based on the permit and the recommendation of the Provincial Transport Authority.

According to this agreement, subsidies will be paid by the National Transport Commission for a maximum of three years. Subsidies will then be suspended after three years as the route could become economically viable. Accordingly, many 'Gami Seriya' services initiated by the National Transport Commission are now economically viable and are being operated to provide services to the rural public.

Physical Progress

At the beginning of the year 2022, the subsidy period for 8 out of 09 bus services operated receiving subsidy under this project has expired since August.

The Southern Province Road Passenger Transport Authority has been directed to start a new Gami Sariya service for the year 2022 and the board of directors of the National Transport Commission has given the approval to start with Gami Seriya services one per each in Eastern and Uva provinces. Further, requests have been received to start 5 new Gami Seriya services as shown below. But the commencement of new services under this project after May 2022 has been suspended because of the rapid increase in running costs of buses as explained above and the subsidy amount of the bus services started under this project also increased.

Serial No.	Province	Number of requests
1	Eastern	2
2	Uva	2
3	Southern	1
	Total	**5**

Night Bus Service Project – "Nisi Seriya"

This project was introduced by the National Transport Commission to encourage the continuation of public bus services during the night and early morning. The primary objectives of this project are to minimize the inconvenience caused to the public due to the non-operation of public buses at night and in the early morning by providing them with a regular public transport service and to reduce the high cost and time spent on finding alternative means of transport (viz. three-wheelers, taxis).

Accordingly, an amount as a subsidy is borne by the government for the last journey of the night and the first journey of the morning under this project, while the public is only charged the due bus fare.

Physical Progress

For the year 2022, 10 new services were started by 30.04.2022, and as per the approval of the Directors Board the commencement of new Nisi Seriya services was suspended in May 2022 as the allocation allocated for this project from the national budget had to be spent on maintaining the existing services.

Accordingly, the valid 'Nisi Seriya' bus services that are operational province-wise as of 31.12.2022 are shown below.

Serial No.	Province	'Nisi Seriya' Bus Services
01	Western	64
02	Southern	43
03	Northwestern	21
04	Northcentral	6
05	Sabaragamuwa	14
06	Uva	11
07	Eastern	1
08	Central	51
09	Northern	5
	Total	**216**

Further, Sri Lanka Transport Board has submitted requests for starting 305 new Nisi Seriya services as shown below.

Serial No.	Province	Number of requests
1	Western	67
2	Central	55
3	Southern	48
4	Northwestern	41
5	Northcentral	11
6	Sabaragamuwa	51
7	Uva	22
8	Eastern	4
9	Northern	6
	Total	**305**

Financial Progress of 'Sisu Seriya', 'Gami Seriya' and 'Nisi Seriya' Projects

An amount of Rs. 650 million was allocated from the National Budget under recurrent projects to pay subsidies for 1,565 'Sisu Seriya' services, 9 'Gami Seriya' Services, and 194 'Nisi Seriya' Services which were launched by the beginning of 2022 and to pay subsidies for new services planned to start in 2022. But the amount was revised to 900.0 million rupees in the interim budget of 2022.

However, Rs. 725.0 million was provided to the National Transport Commission by the General Treasury for the year 2022, and Rs. 725.0 million have been paid as subsidies by 31.12.2022. According to the data of January 2023, especially, a large number of 'Sisu Seriya' school bus service providers have decided to abandon the project due to providing less funding.

2.02 Project of Maintenance of Bus Stands and Operation of Bus Terminals

The following activities were planned to be implemented under this project in the year 2022.

- Operating and maintaining the Bastiyan Mawatha Private Bus Stand for long-distance buses and the Vavuniya Bus Station under the administration of the National Transport Commission.
- Operating buses on expressways that function from Makumbura, Kaduwela and Kadawatha bus stations managed by the National Transport Commission.
- Conducting mobile programmes for quality inspections of buses.
- Conducting awareness programmes for the officers of the Transport Authority regarding the specifications of the buses.
- Operating bus services as required by the passengers for Sinhala New Year and other special occasions.

Accordingly, the Sinhala New Year bus service was successfully operated in the year 2022 and 5,186 bus trips were deployed from the Bastian Mawatha Bus Terminal and bus stations carrying out expressway bus services under the management of the National Transport Commission during the period of the Sinhala New Year (2022.04.08 -2022.04.13).

Bus terminal	**Number of bus journeys**
Bastian Mawatha	4,557
Makumbura	309
Kadawatha	205
Kaduwela	115
Total	**5,186**

02 standard testing programmes were carried out on buses and 65 buses were inspected during the programme. Thereby, non-standard buses were identified, and at the same time, those buses have been adjusted to the required standard.

Financial progress

An amount of Rs. 5.7 million was allocated from the NTC Fund under recurrent projects out of which Rs. 2.62 million has been spent as of 31.12 .2022. Accordingly, the financial progress of this project was 45.9 percent in the year 2022.

2.03 Registration and Training of Bus Crew

The main objective of this project is to provide vocational training to the crew of inter-provincial private buses in various fields aiming to provide a quality passenger transport service to the commuters.

Special attention was paid to providing the necessary knowledge and training for a quality passenger transport service and these training workshops were implemented in the year 2022 with a modern approach focusing on the following areas.

Accordingly, lectures were conducted on the following topics with the participation of experienced lecturers from institutions such as the Sri Lanka Police, the Women and Children's Bureau, the National Dangerous Drugs Control Board, the National Authority on Tobacco and Alcohol, and the National Productivity Secretariat.

- Minimizing road accidents and complying with traffic rules
- Terms and conditions imposed on passenger service permits by the National Transport Commission
- Strategies for providing customer care services
- Consequences of the use of dangerous drugs
- Prevention of violence against women and children on buses
- How to act in the event of an accident and provide first aid

The training was conducted under the following categories in the year 2022.

- Training for amateur drivers and conductors
- Training given to in-service employees every three years
- Specialized training for drivers and conductors involved in disciplinary actions

It was planned to conduct 45 such workshops with a maximum of 120 participants per training session and to train 5400 persons in the year 2022.

Accordingly, 29 training programmes were conducted by 31.12.2022 and 3268 drivers and conductors were trained.

The physical progress of the trained drivers and conductors under this project was 65 percent and according to the number of training programmes, it was 64 percent.

Although 45 training programmes were planned for 2022, only 29 programmes could be completed by the middle of 2022 due to the financial crisis triggered in the country.

In this background, only 29 programs had to be conducted as the allocated funds are insufficient for the driver, bus conductor registration, and the training project due to the prices of all stationery items, including plastic cards, printing tapes, and laminating required for printing, which are used for printing ID cards for training programs, have increased by 300%, and due to the increase in food prices by a significant percentage.

Financial progress

An amount of Rs. 4.7 million was allocated under the recurrent projects, out of which Rs. 4.63 million has been spent as of 31.12.2022. Accordingly, the financial progress of this project was 98.5 percent in the year 2022.

2.04 Surveys on Transport Demand and Service Quality

Reviewing the standards of bus services to meet the passenger transport needs of the public and determining the minimum standard at which such services should be maintained are functions of the National Transport Commission as per the provisions of the National Transport Commission Act No. 37 of 1991.

Accordingly, the main objective of this project is to collect data required for providing reliable, qualitative, and safe public bus services at affordable prices as required by the public, and to direct the data to relevant parties for analysis and decision making processes.

Surveys are conducted with a focus on the following areas.

- House Hold Surveys conducted to identify the transport needs of the public and launch new bus services catering to those needs
- Passenger Demand Surveys conducted to prepare and revise the schedules of existing bus services
- Passenger Interview Surveys conducted to ensure public satisfaction with the quality of the existing bus services and thereby provide qualitative services to the public
- Travel Time Surveys conducted to determine the running time of buses.

Physical progress

Although it was planned to conduct 17 surveys in the year 2022, only 14 surveys were conducted by 31.12.2022, since it was decided to carry out only essential surveys due to the non-continuance of bus operation, and restrictions on spending of the funds allocated for projects as a result of fuel crisis triggered in the year 2022.

Under that, a survey on passenger demand on the Kandy – Kurunegala route, 3 surveys under Sisu Seriya project, and 5 surveys on the running time of buses plying along the High-level and Low-level routes were conducted. In addition, a survey on introducing "Bus Priority Lane", and a survey on introducing "Park & Ride" in Katubedda, Piliyandala, Kadawatha, and Makumbura have been conducted.

A survey was conducted covering all five days of the week to identify the passenger load of all buses plying on highways under permanent and temporary permits of the National Transport Commission, and identifying loads of the buses operated, determining the information to be adjusted for charging the technical value accordingly, updating the timetables identifying the changes to be done in the time tables were also done. Surveys were conducted in the places such as Colombo, Kottawa, kaluaggala, Opanayake, and Badulla to identify passenger demand on Colombo – Badulla route and the routes parallel to it. In addition, Surveys were conducted on passenger loads of the buses on the Panadura – Matara highways.

Financial progress

An amount of Rs. 5.0 million was allocated in the year 2022 for this project under the recurrent project, out of which Rs. 2.57 million has been spent for this project as of 31.12 .2022. Accordingly, the financial progress of this project was 51.4 percent in the year 2022.

2.05 Installation of Signal Boards for Long Distance Service


The main objective of this project is to introduce limited bus stops for long-distance buses in order to avoid unhealthy competition with short-distance buses as inter-provincial long-distance buses stop at every bus stop and carry short-distance commuters too. This new signal was published by Gazette No. 2128/9 dated 18.06.2019.

Physical progress

The locations for the installation of limited bus stop signals are identified specifically by conducting an inspection physically by a committee consisting of the Road Development Authority, Colombo Municipal Council, Sri Lanka Police, and the relevant Provincial Road Passenger Transport Authority.

It was planned to install limited bus stop signals covering the 05 main access routes to Colombo in the year 2022. Accordingly, Information on the locations for the installation of limited bus stop signals was obtained by 31.12.2022 up to Colombo – Katharagama, Colombo – Embilipitiya (covering high-level road and low-level road), Colombo – Ampara, Colombo – Jaffna, and Colombo – Batticaloa. But, 10 signal boards on the Hanwella - Kirindiwela road and 32 signal boards on the Colombo - Kataragama road from Bentara Bridge to Magalla have been installed due to the restriction of office activities as a result of the fuel crisis. furthermore, the installation of 42 signal boards from Colombo to Aluthgama has been completed by Western Province Road Passenger Transport Authority. The activities of this project were temporarily suspended according to National Budget Circular No. 03/2022 and State Business Circular No. 04/2022, although it was planned to install 300 signal boards during this year including the installation of 85 signal boards from Mahamodara to Katharagama on Benthara –Katharagama route.

Financial progress

An amount of Rs. 5.0 million was allocated from the National Transport Commission Fund under the recurrent projects, out of which Rs. 0.82 million has been spent as of 31.12 .2022. Accordingly, the financial progress of this project was 16.4 percent in the year 2022.

2.06 Preparation of Combined Time Tables for SLTB and Private buses

The National Transport Commission formulates common timetables for both Sri Lanka Transport Board and private buses as per the Sri Lanka Transport Commission Act No. 37 of 1991 revised by Sri Lanka Transport Board Act No. 27 of 2005 with the aim of "obtaining a competent public bus service or private bus service to meet the actual passenger demands on a scientifically determined common timetable".

It is expected to provide a reliable, safe and comfortable bus service to the public by minimizing the unfavorable competition between buses and creating favorable competition by allocating a specific market share to each party.

Physical progress

The goal of the year 2022 was to prepare and complete combined timetables for all inter-provincial routes starting from the Western Province.

Accordingly, 24 new time tables and 71 revisions of timetables were carried out by 31.12.2022.

But, only the buses that received fuel were deployed to meet the needs of the passengers as the buses were not dispatched as per the timetables due to the lack of sufficient fuel as a result of the triggered fuel crisis in the country. Therefore, it has not been possible to move towards the planned goal of this year.

Financial progress

An amount of Rs. 0.2 million was allocated under the recurrent projects, out of which Rs. 0.03 million has been spent as of 31.12.2022. Accordingly, the financial progress of this project was 15 percent in the year 2022.

2.07 Amendments of Bus Fare and Rectification of Bus Fare Anomalies

Annual bus fare revision is carried out by the National Transport Commission in accordance with the National Bus Fare Policy in force since 2002. As per this bus fare policy, if it appears that the determination of bus fare needs to be revised based on the cost component then the bus fare revision should be carried out on 1st July every year, and in addition, interim bus fares will be revised when fuel prices contribute to a 4% or more increase in the total cost of a kilometer.

Physical Progress

In 2022, it was planned under this project to revise annual bus fares, remove bus fare anomalies, and update the existing bus fare policy to suit the present context.

In the year 2022, due to the increase in fuel prices, interim bus fare revisions were made on several occasions. Accordingly, bus fares were revised as 17.44%, 15%, 35%, and 19.49% on 05.01.2022, 14.03.2022, 19.04.2022, and 25.05.2022 respectively. The annual bus fare revision of 01.07.2022 was implemented and the percentage of bus fare increase was 22%. After that interim bus fare revisions were made by -2.23% and -11.14% on 20.07.2022 and 05.08.2022 respectively due to the revision of fuel prices by the government on two occasions.

It has not been possible to implement the revision of the bus fare policy this year as the surveys scheduled to revise the bus fare policy were not conducted this year as well due to the buses were not operated as scheduled as a result of the fuel crisis.

Financial Progress

An amount of Rs. 2.0 million was allocated for this project in the year 2022 under the recurrent projects, out of which Rs. 0.64 million has been spent as of 31.12.2022. Accordingly, the financial progress of this project was 32.0 percent in the year 2022.

2.08 Awareness Programmes for Stakeholders related to Transportation

With the objective to prepare the environment for the establishment of a qualitative passenger transport service, it was planned in the year 2022 to carry out the following 8 awareness programmes island-wide at selected locations centered in different provinces.

- making school children aware of road safety;
- transport planning,
- formulating timetables
- making officials of Provincial Road Passenger Transport Authorities aware of office procedures
- making bus operators aware of bus operation, staff management, and conditions of passenger permits
- making passengers, bus drivers conductors aware of passenger rights

- making the drivers and owners of the buses aware that violated the prescribed speed limits monitoring by the control room through GPS technology.

Physical Progress

The programmes of making passengers, bus drivers conductors aware of passenger rights and making the drivers and owners of the buses aware of who drove at high speed were only conducted as gathering people has been disrupted as a result of the fuel crisis prevailed in this year, and thereby 05 programmes were conducted by 31.12.2022. Accordingly, the physical progress of this project was 62.5 percent.


Financial Progress

An amount of Rs. 1.5 million was allocated for this project, out of which Rs. 0.63 million has been spent as of 31.12.2022. Accordingly, the financial progress of this project was 42 percent in the year 2022.

2.09 Introduction of New Technology to the Public Transport Sector

The National Transport Commission in the year 2022 has paid special attention and implemented many projects to introduce new technology to office activities and public transport buses in order to make the services provided by the National Transport Commission to the general public more efficient and productive, to provide a reliable, safe and comfortable bus service, and to attract the passengers who leave the public transport buses day by day back to the public transport bus services.

- **Project for Automation of Processes of National Transport Commission**

The main functions of the Information Technology Unit of the National Transport Commission are to develop and install hardware and software systems of the instituion, and carry out necessary technical interventions to facilitate the work of the institution .There are a number of projects being implemented through this Information Technology Unit and the progress of those projects in the year 2022 is as follows.

<u>Project for Automation of Institutional Processes</u>

The objective of the project was to automate institutional processes using the software. The work done in the existing Departments of Operation, Planning and Quality Assurance of the institute was identified and the automation of the work was done under 03 categories in this project. The objective of this project was to provide faster service to the public and to establish a more reliable, secure, and efficient methodology for filing institutional documents through an electronic system.

During the implementation of each of these systems, necessary training was provided to the officers using these systems to help adapt to the project and operate the systems in a user-friendly manner. In the year 2022, more time was allocated to make the changes requested by the respective departments which were required for the smooth use of this software. Works for issuance of an NFC card as a replacement for the passenger service permit had begun and the background needed for its further implementation was created. In the year 2022, the problems encountered during the operation of this software were identified and necessary measures were taken to make the processes smoother. Accordingly, the first phase of the automation of the institution was completed and the minor changes identified during the operation are being done and in progress. It is being studied regarding the commencement of the development of the second phase supporting processes system.

- **Introducing General Transit Feed Specification (GTFS) through Google Technology**

The inclusion of public transport service into Google Maps was carried out in 2019 and preliminary work was conducted to include the bus routes of all the Provincial Road Passenger Transport Authorities as another extension of this project, and accordingly 259 routes of the Western Provincial Transport Authority, 117 routes of the Southern Provincial Transport Authority and, information of Sri Lanka Transport Board and railway routes were included in the Google map.

In the latter half of 2022, development activities related to GTFS-real-time has been initiated to provide real-time information with the sponsorship of the United Nations Development Programme and its activities are currently being carried out.

- **Project on Online Seat Reservation of Buses**

Necessary action is being taken by 31.12.2022 to enhance the modes of payment for seat reservation through this system, and to choose a suitable organization to perform maintenance and development of the system.

Financial Progress of the Project on Introducing New Technology for the Public Transport Bus Sector

An amount of Rs. 7.3 million was allocated for this project in the year 2022, out of which Rs. 2.82 million has been spent as of 31.12.2022. Accordingly, the financial progress of this project was 38.6 percent in the year 2022.

2.10 Installation of GPS for the Buses

In the year 2022, 232 GPS sim cards were issued and GPS equipment was installed in 73 buses. Accordingly, overall 1,365 buses are being regulated through GPS unit as of 31.12.2022, and fixing of GPS to 44% of all the buses was completed. Accordingly, bus passengers are allowed to access to view live information on all GPS-enabled buses through the MyBus-SL app.

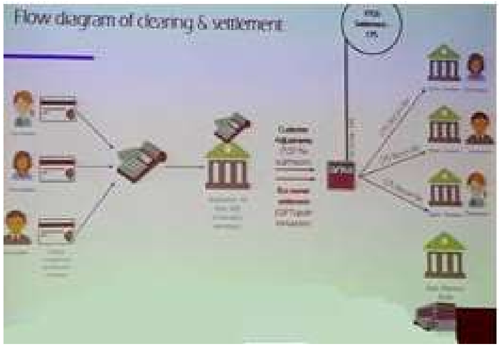
Service Type	Number of Buses	Number of GPS-fixed buses
Super Luxury	169	146
Luxury	560	510
Semi Luxury	438	331
Noraml service	1945	378
Total	3,112	1,365

Source – Department of Quality Assurance and External Relations, NTC

Financial Progress

An amount of Rs. 6 million was allocated for this project in the year 2022, out of which Rs. 8.10 million has been spent as of 31.12.2022. Accordingly, the financial progress of this project has exceeded 100 percent in the year 2022.

2.11 Electronic Fare Collection

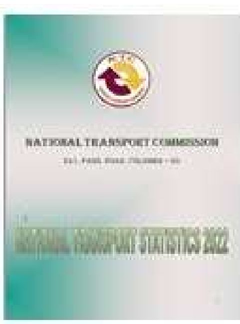


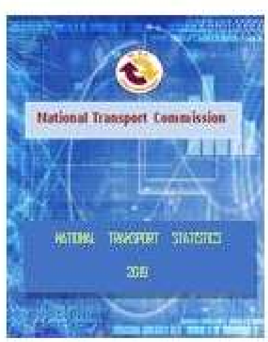
It was planned in the year 2021 to introduce an e-ticketing system that could be used on any bus. To act accordingly, an organization was selected and the relevant software was developed in the year 2022 via an appropriate procurement process to acquire the backend software to activate an online prepaid travel card introduced for use in transportation under the National Card Scheme introduced by the Central Bank of Sri Lanka. This prepaid card system was implemented in buses on the Galle-Makumbura highway to check how the process is going as a pilot project and the accuracy of this system is being tested. Also, the feasibility of providing e-tickets in addition to the Sri Lanka prepaid card, is under study through this software via other payment modes currently used (QR code, use of VISA & Master card, and use of Virtual card).

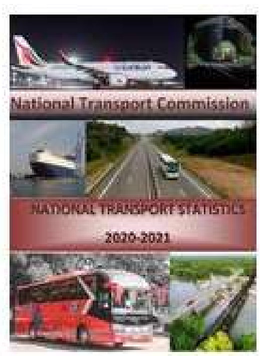
Financial Progress

An amount of Rs. 7 million was allocated for this project in the year 2022, out of which Rs. 0.012 million has been spent as of 31.12.2022. Accordingly, the financial progress of this project was 0.17 percent in the year 2022.

2.12 Preparing and Publishing the National Transport Statistics







'National Transport Statistics' is published every year as an attractively printed book in three languages collecting information and data from the institutions such as the Central Bank of Sri

Lanka, Road Development Authority, Sri Lanka Transport Board, Sri Lanka Railway Department, Department of Motor Traffic, Sri Lanka Ports Authority and National Transport Medical Institute, including CILT Sri Lanka, a transportation-related institution, and thereby analyzing on different aspects by means of the collected data.

This report can be referred to by institutions and scholars engaged in formulating policies and conducting research on transport and for those who are studying pertaining to transport as a source of information from a single place on all the transport operations carried out across the land, water, and air.

Physical Progress

It was planned to prepare the report related to the two years of the transport statistics report 2020/2021 as one report and publish it through the Internet and to complete all the other tasks from collecting data for the 2022 report to publishing it through the Internet. Accordingly, the 2020/2021 report was released through the Internet and the release of the 2022 report was carried out by 31.12.2022. Accordingly, the physical progress of this project in the year 2022 is 100 percent.

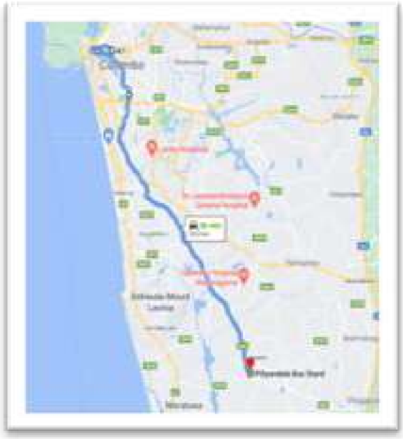
Financial Progress

Although an amount of Rs. 3.3 million was allocated from the NTC Fund under the recurrent projects for this project in the year 2022 the publication of the report was suspended due to the triggered economic crisis. Therefore, as on 31.12.2022, only 0.085 million rupees i.e. 1.45 percent of the allocated amount was spent.

2.13 Urban Transport Planning

It is expected under this project to reduce the number of private vehicles (motorcycles and cars) traveling to Colombo city and its suburbs during office hours (Peak hours) to reduce the heavy traffic around Colombo city, by operating a comfortable, safe, and hygienic public transport bus service and the following projects are planned to be implemented,

- Preparing plans for the implementation of Park and Ride / Car Pooling system
- Introducing Bus Priority Lane (BPL)
- Preparing a report on the restructuring of the bus transport system



Physical Progress

- Preparing plans for the implementation of Park and Ride / Car Pooling system

Concept paper has been prepared for introducing Vehicle Sharing (Car Pooling) system to reduce urban traffic congestion and after getting the approval of the Board of Directors, it has been forwarded for procurement.

- Introducing Bus Priority Lane (BPL)

A discussion was held with the participation of the respective parties for the implementation of BPL in Galle Road. Accordingly, obstacles were removed on the road from Wellawatta to Kollupitiya.

Financial Progress

An amount of Rs. 1 million was allocated from the NTC Fund under the recurrent projects for this project in the year 2022, out of which Rs. 0.002 million has been spent as of 31.12.2022. Accordingly, the financial progress of this project was 0.2 percent in the year 2022.

2.14 Development and Renovations of Infrastructure of the Institution

Renovation, maintenance of the buildings belonging to the National Transport Commission, and maintenance of bus terminals are carried out by this project under capital projects.

Physical Progress

Only a small part of the renovation of the main building, which was planned for the year 2022, was carried out and capital expenditure and projects have been suspended as informed by National Budget Circular No. 03/2022 and State Business Circular No. 04/2022.

Financial Progress

An amount of Rs. 3 million was allocated from the NTC Fund under the recurrent projects for this project in the year 2022, out of which Rs. 0.60 million has been spent as of 31.12.2022. Accordingly, the financial progress of this project was 20 percent in the year 2022.

3.

Non-Project Activities

- **Public Complaints**

Public response to passenger transport services is very important as a means by which the conduct of the public transport service can be closely monitored in order to provide a qualitative service to the public.

Accordingly, a Public Complaint Unit has been set up at the institution to report any problems that may arise in connection with the service received by the passengers in the buses and the conduct of the bus crew. An opportunity has been provided for the passengers to file complaints on problems faced by them in the buses facilitated by public passenger transport services and in case of unfair and unjust actions by the bus crew.

Accordingly, in addition to the submission of complaints to the 1955 hotline calling center, complaints can also be lodged via letters, fax, e-mails, the official website of the National Transport Commission, the MyBus-SL app, WhatsApp, and social media (Facebook Page). There, the 1955 hotline unit, which operates 24 hours a day, 7 days a week, provides the necessary information to the passengers, and the complaints on bus services received are immediately referred to the investigation unit and thereby the inquiry number related to the complaint will be sent via SMS to the complainant's mobile number as soon as the complaint is added to the automation system and further investigations will be carried out by the Public Complaints Investigation Unit.

Out of the complaints received, the complaints on inter-provincial buses are inquired in the National Transport Commission itself while the complaints on buses of the provincial commissions are referred to relevant commissions. Accordingly, the complaints received on the buses of the Sri Lanka Transport Board are referred to the head office of the Sri Lanka Transport Board.

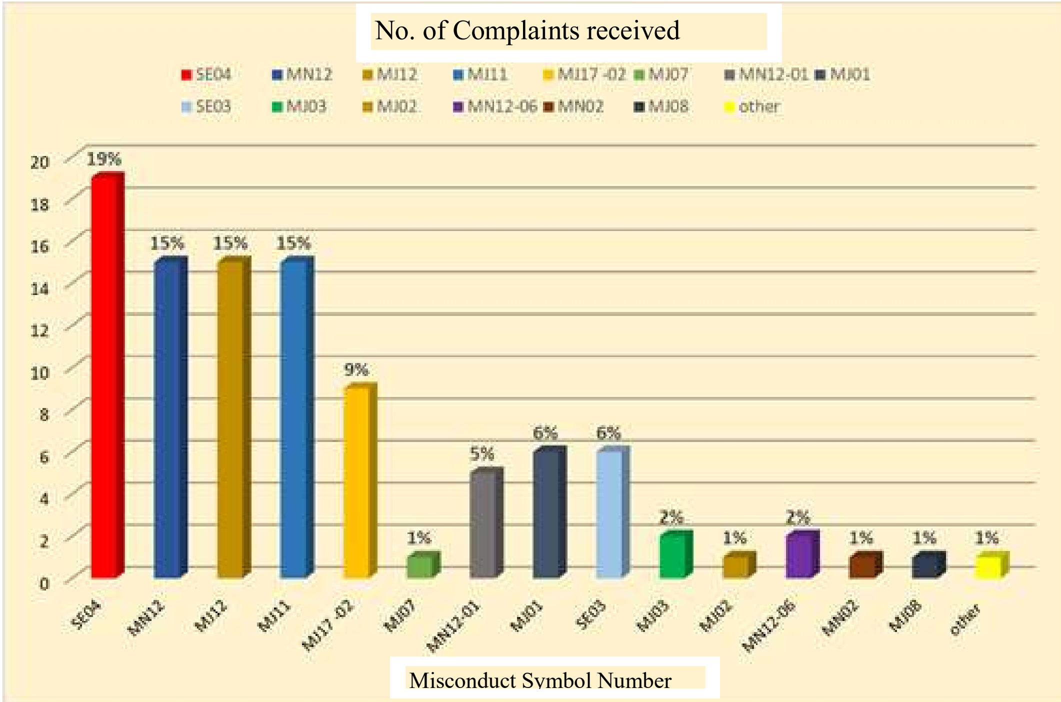
All complaints lodged with the National Transport Commission regarding inter-provincial buses are thoroughly investigated, and actions such as obtaining information by contacting complainants over the phone for complaints that require further information, calling the relevant parties for the complaints to be called according to the investigations, giving Verbal reprimand, written reprimand for the complaints to be reprimanded to the bus owner/bus crew depending on the nature and gravity of the offense, referral to driver/conductor penalty training, charging administrative fines, suspension of services of the crew, black listing the driver/conductor Proficiency Card, suspension of route permits and, in some cases, the revocation of passenger permits are processed.

The hotline of the National Transport Commission was operational from home during 24 hours a day. The statistical information table of receiving complaints for the year 2022 is as follows.

Complaints received from 01 January 2022 to 31 December 2022 by type of misconduct

Source – Department of Quality Assurance and External Relations, NTC

Se. No.	Discription	Symbol No.	No. of complaints received	Percentage
1	Charging extra fare / Not returning the balance	SE04	762	19
2	Being discourteous to passengers	MN12	589	15
3	Carrying more than the approved number of passengers	MJ12	601	15
4	Not issuing tickets appropriately	MJ11	590	15
5	Reckless driving/over speed/ using mobile phone/ competitive driving/ minor accidents	MJ17 -02	339	9
6	Engage in service without a Driver / Conductor Proficiency Card	MJ07	35	1
7	Collecting passengers at midway points by halting the bus in an unnecessary manner	MN12-01	191	5
8	Violation of the assigned timetable	MJ01	228	6
9	Not beginning from the assigned place and not traveling up to the destination	SE03	237	6
10	Unsuitable condition of the bus for passenger transport	MJ03	76	2
11	Not operation of air conditioners properly	MJ02	52	1
12	Malfunction GPS equipment	MN12-06	95	2
13	Playing cassettes/radio in unbearable volume/unsuitable video displays	MN02	50	1
14	Not displaying the bus fares	MJ08	51	1
15	others	other	25	1
	Total		**3921**	**100**



Accordingly, 3487 complaints were received based on various problems faced by passengers in the inter-provincial private buses up to 31 December 2021, most of which were related to charging extra fare / not returning the balance. Statistically, this amounts to 762 complaints.

Furthermore, the National Transport Commission takes serious action on the fatal accidents committed by inter-provincial private buses. When a fatal accident is reported, the operation of the bus is suspended and investigations are started and the permit will be revoked based on the court reports and the police report and the service registration of the bus driver who committed the fatal accident will be revoked preventing them from serving as drivers in public transport services and they will be black listed.

- **Inquiry Unit of facts identified by mobile investigations**

Permits are issued for inter-provincial passenger transport in accordance with the authority vested by the National Transport Commission Act. A series of conditions are imposed for the buses operating under that passenger service permit and the Mobile Inspection Units of Bastian Mawathe bus terminal and Vavuniya bus terminal carry out the supervision of whether the buses are operating in adherence to those conditions. If it is found through the inspection that the inter-provincial buses are operated violating the conditions stipulated in the permit, appropriate actions are instituted after conducting inquiries on the relevant bus. The main aim of this service is to provide a quality service to the passengers and attract more passengers to public transportation.

Progress

Charging administrative fines, referring drivers/conductors violating the conditions for in-service training, and suspending as well as canceling passenger service permits are carried out by this Unit for the violations identified from the buses after inspecting those en route by the Mobile Inquiry Unit. The number of violations investigated in 2022 was 4237.

Se.No.	Discription	Symbol No.	complaints received	Percentage
1	Not beginning from the assigned place and not traveling up to the destination	SE03	272	15
2	Charging extra fare / Not returning the balance	SE04	108	6
3	Violation of the assigned timetable	MJ01	13	1
4	Driving the bus in defiance of orders	MJ04	47	3
5	Engage in service without a Driver / Conductor Proficiency Card	MJ07	642	35
6	Not displaying the bus fares	MJ08	95	5
7	Not issuing tickets appropriately	MJ11	181	10
8	Carrying more than the approved number of passengers	MJ12	76	4
9	Using expired Driver Conductor ID cards	MN07	169	9
10	Tardy Participation in investigations	MN11	220	12
	Total		**1823**	**100**

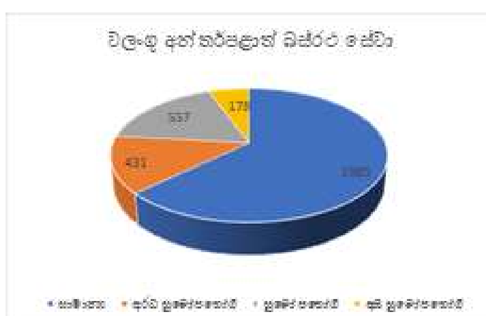
Source – Department of Quality Assurance and External Relations, NTC

Accordingly, the investigation was carried out and actions were taken such as warning the persons who violated the conditions and charging administrative fines.

- **Issuance of Inter-Provincial Passenger Service Permits**

The number of valid passenger service permits in the National Transport Commission by 31.12.2022 are given in the following Table.

Serial No.	Service Category	No. of Buses
1	Normal	1,985
2	Semi Luxury	431
3	Luxury	557
4	Super Luxury	178
Total		**3,151**



- **Enhancement of Bus Services at Makumbura Multimodal Transport Center**

It is planned to temporarily deploy the excess buses for which passenger service permits are issued under the luxury service category to run from Makandura to 16 main cities in the country from 01.02.2022 with the approval of the board of directors of the National Transport Commission considering the aim of ensuring the infrastructure at Makumbura Multimodal Transport Center is utilized maximum for the benefit of the general public.

- **Formulating a Methodology to Issue Permanent Passenger Service Permits**

A committee of experts was appointed by the Cabinet of Ministers to formulate a methodology to issue permanent passenger service permits for the inter-provincial routes by revoking all the approvals given by the Cabinet of Ministers to issue passenger service permits in 2005, 2015, 2016, and 2017. The report of the committee of experts was prepared accordingly and submitted to the Ministry. A Cabinet paper proposing to issue passenger service permits by a committee was presented to the Cabinet of Ministers by the former Hon. Minister.

It has been mentioned to take further action by taking into consideration the points raised in the observations presented by the Minister of Finance while giving the decision of the Cabinet in this regard. According to the observations of the Minister of Finance, if there are complex issues in the proposed methodology in the report prepared by the expert committee, then the report should include a simple methodology for those complex issues to ensure transparency and accountability with the agreement of all relevant stakeholders based on and covered by the criteria and facts indicated in the proposal, that report should be revised and resubmitted to the Cabinet within 2 months.

Accordingly, the relevant report is being prepared by the line Ministry.

- **Issuing Permanent Permits to the Bus Operators who were Operating along the Southern Expressway with Temporary Passenger Service Permits since 2015**

When the facts on the above matter were reported to the board of directors, it was instructed to take necessary actions to get the approval of the Cabinet of Ministers to issue permanent passenger service permits after the court cases filed by the passenger service permit holders are settled. Accordingly, the approval of the Cabinet of Ministers is received and the passenger service permit holders were informed to get the court cases settled. After the settlement of the cases, according to the decision of the Cabinet of Ministers, the technical value of the relevant road has been charged, and actions have been taken to issue permanent passenger service permits through the expressway.

- **Amendment of the National Transport Commission Act**

Even though the draft of the amended act is already sent to the Attorney General's Department by the Legal Draftsman's Department for further action and as the 2021 budget proposal to establish an authority for three-wheelers was not implemented, a Cabinet paper has been forwarded to the Ministry of Transport again including allocations related to the formulation of regulations for the three-wheelers, the school buses, and vans that are used to transport school children and office transport services, determination of standards, and issuance of guidelines that were included in this amendment of the National Transport Commission

- **Progress of Staff Meetings and Audit and Management Meetings in the year 2022**

The number of meetings held by the Commission during the year 2022	13
The number of Audit and Management meetings held during the year 2022	04

Annual Accounts

NATIONAL TRANSPORT COMMISSION

(Expressed in Sri Lankan Rupees)

STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER	Note	2022	2021
ASSETS			
Non-Current Assets			
Property, Plant & Equipment	4	366,737,349.24	385,284,936.64
Work in Progress		30,502,154.10	30,502,154.10
Library Books		1,364,973.81	1,269,973.81
Total Non-Current Assets		**398,604,477.15**	**417,057,064.55**
Current Assets			
Receivables, Deposits and Advances	5	11,267,911.70	12,038,356.05
Staff Receivables	6	34,170,500.00	27,806,515.00
Investment in Term Deposits	7	47,167,553.63	44,842,369.40
Investment in Treasury Bills	8	16,442,375.00	15,645,319.00
Interest Receivable		11,423,878.44	1,601,883.32
Cash and Cash Equivalents	9	645,816,144.11	382,818,404.76
Total Current Assets		**766,288,362.88**	**484,752,847.53**
TOTAL ASSETS		**1,164,892,840.03**	**901,809,912.08**
LIABILITIES			
Non-Current Liabilities			
Government Grants	10	199,801,150.37	221,338,847.15
Retirement Benefits Obligation	11	58,167,667.00	55,905,538.50
Total Non-Current Liabilities		**257,968,817.37**	**277,244,385.65**
Current Liabilities			
Payables	12	2,092,191.14	1,572,067.70
Refundable Tender Deposits		51,793,404.00	55,608,904.00
Provision & Accrued Expenses	13	199,240,223.88	91,769,582.11
Total Current Liabilities		**253,125,819.02**	**148,950,553.81**
Accumulated Surpluses / (Deficits)		**653,798,203.64**	**475,614,972.62**
TOTAL LIABILITIES		**1,164,892,840.03**	**901,809,912.08**

It is certified that the Financial Statements of National Transport Commission have been prepared and presented in compliance with Sri Lanka Public Sector Accounting Standards (SLPSAS).

....

Director (Finance & Procurement)

The Accounting policies on pages 05 to 08 and Notes on pages 09 to 16 form an integral part of these Financial Statements. The Board of Directors is responsible for the preparation and presentation of these Financial Statements. These Financial Statements were approved by the Board of Directors and signed on their behalf.

.... **Chairman**

.... **Member of the Commission**

Date : 27/02/2023

Figures in brackets indicate deductions.

NATIONAL TRANSPORT COMMISSION

(Expressed in Sri Lankan Rupees)

STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31 DECEMBER	Note	2022	2021
Revenue			
Revenue	14	391,793,781.41	87,924,167.99
Other Income	15	85,921,825.20	45,782,225.01
Total		**477,715,606.61**	**133,706,393.00**
Expenses			
Operational Expenses	16		
Personnel Emoluments	16.1	166,986,938.21	147,693,919.90
Transportation	16.2	19,682,034.37	12,145,986.55
Travelling & Subsistence	16.3	3,143,060.00	948,000.50
Establishment Expenses	16.4	41,495,248.71	34,610,830.70
Repairs & Maintenance of Fixed Assets	16.5	3,654,588.82	1,933,901.07
Staff Welfare	16.6	11,515,135.67	6,890,333.11
Staff Development	16.7	397,141.53	216,610.00
Legal & Other Fees	16.8	2,504,645.00	1,240,819.00
Information	16.9	957,866.90	572,145.55
Depreciation	16.10	19,424,465.52	20,385,908.04
Financial Charges	16.11	98,087.30	44,171.20
Other Expenses	16.12	775,975.50	829,885.14
Total Operational Expenses		**270,635,187.53**	**227,512,510.76**
Operational Surplus/(Deficit) for the Year		**207,080,419.08**	**(93,806,117.76)**
Non Operating Revenue	17	**4,664,658.92**	**13,749.19**
Net Operational Surplus/(Deficit) for the Year		**211,745,078.00**	**(93,792,368.57)**
Government Grants For Projects	18	**725,000,000.00**	**271,000,000.00**
Special Project Expenses on Government Grants	19.1	**725,000,000.00**	**271,000,000.00**
Special Project Expenses on NTC Funds	19.2	**23,561,846.98**	**12,583,877.94**
Net Surplus/(Deficit) for the Year		**188,183,231.02**	**(106,376,246.51)**

Figures in brackets indicate deductions.

Notes to the Financial Statements on Pages 5 to 16 form an integral part of these Financial Statements.

NATIONAL TRANSPORT COMMISSION

(Expressed in Sri Lankan Rupees)

STATEMENT OF CHANGES IN NET ASSETS / EQUITY FOR THE YEAR ENDED 31 DECEMBER 2022

	Accumulated Surpluses/ (Deficits)
Balance as at 01 January 2021	581,991,219.13
Surplus / Deficits for the Year	(106,376,246.51)
Balance as at 31 December 2021	475,614,972.62
Funds Return to Treasury	10,000,000.00
Surplus / Deficits for the Year	188,183,231.02
Balance as at 31 December 2022	653,798,203.64

Figures in brackets indicate deductions.

CASH FLOW STATEMENT FOR THE YEAR ENDED 31 DECEMBER	Note	2022	2021
Cash Flows from Operating Activities			
Surplus/(Deficit) for the Year		188,183,231.02	(106,376,246.51)
Non Cash Movements			
Depreciation		19,424,465.52	20,385,908.04
Disposal of Assets		(4,664,658.92)	(13,749.19)
Amortization of Government Grants		(21,537,696.78)	(22,167,003.87)
Gratuity Charge for the Year		5,163,951.00	5,248,909.50
Interest Income		(64,384,128.42)	(23,615,221.14)
Operating Surplus/(Deficit) Before Changes in Working Capital		**122,185,163.42**	**(126,537,403.17)**
Changes in Working Capital			
Receivables, Deposits and Advances		770,444.35	(4,869,211.45)
Staff Receivables		(6,363,985.00)	(1,904,175.00)
Interest Receivable		(9,821,995.12)	992,079.46
Payables		520,123.44	(298,417.23)
Refundable Tender Deposits		(3,815,500.00)	(1,622,500.00)
Provision & Accrued Expenses		107,470,641.77	(17,091,876.51)
Cash Generated from / (used in) Operations		**210,944,892.86**	**(151,331,503.90)**
Gratuity Paid		(2,901,822.50)	(2,470,872.50)
Cash Received from Disposal of Assets		4,699,752.00	44,050.00
Net Cash Flow from / (used in) Operating Activities		**212,742,822.36**	**(153,758,326.40)**
Cash Flows from Investing Activities			
Acquisition of Property, Plant and Equipment		(911,971.20)	(802,289.20)
Acquisition of Library Books		(95,000.00)	-
Net Investment in Term Deposits Treasury Bills		(3,122,240.23)	(3,498,915.99)
Interest Received		64,384,128.42	23,615,221.14
Net Cash Flow from / (used in) Investing Activities		**60,254,916.99**	**19,314,015.95**
Cash Flows from Financing Activities			
Funds Transfer to the Treasury		(10,000,000.00)	-
Net Cash Flow from / (used in) Financing Activities		**(10,000,000.00)**	-
Net Changes in Cash and Cash Equivalents During the Year		**262,997,739.35**	**(134,444,310.45)**
Cash and Cash Equivalents at Beginning of the Year		382,818,404.76	517,262,715.21
Cash and Cash Equivalents at End of the Year	Note 9	**645,816,144.11**	**382,818,404.76**

Figures in brackets indicate deductions.

1 CORPORATE INFORMATION

1.1 REPORTING ENTITY

National Transport Commission was established under the National Transport Commission Act No. 37 of 1991. The office and the principal place of business of the commission is situated at No.241 Park Road, Colombo 05.

The financial statements of the commission for the year ended 31 December 2022 comprise the financial information of the commission.

1.2 Principal Activities and Nature of Operations

The functions of the Commission shall be advice to the Government on the National Policy relating to passenger transport services by omnibuses and grant passenger services permits for omnibus services in the specified area.

1.3 The commission had 176 employees as permanent carder and 8 employees on contract basis at the end of the financial year.

1.4 Reporting Date

The commission's financial reporting period ends on 31st December.

1.5 Date of Authorization for Issue

The Financial Statements were authorized for issue by the members of the commission on 27/02/2023.

2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

2.1 Basis of Preparation

The financial statements of National Transport Commission have been prepared in accordance with Sri Lanka Public Sector Accounting Standards (SLPSASs) and Government Grants have been recognized and measured in compliance with Generally Accepted Accounting Principles – LKAS 20 – Accounting for Government Grants and Disclosure of Government Assistance. The financial statements have been prepared under the historical cost convention. The preparation of financial statements in conformity with Sri Lanka Public Sector Accounting Standards (SLPSASs) requires the use of certain critical accounting estimates. It also requires management to exercise its judgment in the process of applying the accounting policies. The areas involving a higher degree of judgments or complexity, or areas where assumptions and estimates are significant to the financial statements are disclosed in note 3.

2.2 Changes in Accounting Policies

The changes in accounting policies set out below have been applied consistently to the periods presented in the financial statements unless otherwise indicated.

The presentation and classification of the financial statements of the previous year have been amended, where relevant, for better presentation and to be comparable with those of the current year.

2.3 Foreign Currency Translation

2.3.1 Functional and Presentation Currency

Transactions and balances included in the financial statements are measured using the currency of the primary economic environment in which the entity operates. The financial statements are presented in Sri Lanka Rupees (LKR), which is the commission's presentation currency.

2.3.2 Transactions and Balances

Foreign currency transactions are translated into the functional currency using the exchange rates prevailing at the dates of the transactions.

2.4 Property, Plant and Equipment

Property, plant and equipment are initially recognized at cost including any costs directly attributable to bringing the assets to the location and condition necessary for it to be capable of operating in the manner intended by the management.

Notes to the Financial Statements Continued

Property, plant and equipment are stated at historical cost less accumulated depreciation and any accumulated impairment losses.

Subsequent costs are included in the asset's carrying amount or recognized as an asset, only when it is probable that future economic benefits associated with the item will flow to the commission and the cost of the item can be measured reliably. All other repairs and maintenance are charged to the statement of comprehensive income during the financial period in which they are incurred.

Land is not depreciated, depreciation on other assets is calculated using the straight-line method to allocate their cost over their estimated useful lives, as follows:

Assets Category	Years
Motor Vehicle	05 Years
Furniture & Fittings	10 Years
Office Equipment	05 Years
Miscellaneous Equipment	05 Years
Computer & Printers	04 Years
Machinery	05 Years
Building	20 Years
Digital Display Boards (LED)	03 Years

An asset's carrying amount is been written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.
Depreciation has not been provided on Library Books

2.5 Investments in Term Deposits and Treasury Bills

Investments in term deposits and treasury bills are stated at maturity value.

2.6 Receivables

Receivables are amounts due for services rendered. Collection is expected in the normal operating cycle (within one year or less) and the receivables are classified as current assets. Receivables are recognized and measured at transacted value.

2.7 Cash and cash equivalents

In the statement of cash flows, cash and cash equivalents include cash in hand, term deposits held at call with banks, other short-term highly liquid investments with original maturities of three months or less.

2.8 Payables

Payables are obligations to pay for goods or services that have been acquired from suppliers and service providers. Payables are classified as current liabilities if payment is due in the normal operating cycle of the business (within one year or less). If not, they are classified as non -current liabilities.

Payables are recognized initially at transaction price and subsequently measured at the transaction price as they are expected to pay in the normal operating cycle of the business.

2.9 Government Grants

Grants from the government including non-monetary grants are recognized at their fair value where there is a reasonable assurance that the grant will be received and the commission will comply with all attached conditions.

Government grants relating to property, plant and equipment are included in non-current liabilities as deferred government grants and are recognized in the statement of financial performance on a straight- line basis over the expected lives of the related assets.

Non-monetary grants are measured at carrying value of the non-monetary asset and account for both grant and asset at the carrying value.

Notes to the Financial Statements Continued

2.10 Borrowing Costs

Borrowing costs are recognized in the statement of financial performance in the period in which they are incurred.

2.11 Employee benefits

The commission has both defined benefit and defined contribution plans.

(a) Defined Contribution plan

A defined contribution plan is a post employment benefit plan under which the commission pays fixed contributions into a separate entity. The commission has no legal or constructive obligations to pay further contributions. The contributions are recognized as employee benefit expense when they are due.

The commission contributes 15% on gross emoluments of employee to Employee Provident Fund (EPF) and 3% on gross emoluments of employee to Employee Trust Fund (ETF).

(b) Defined benefit plan

Provision has been made for retiring gratuity from the first year of service of the employee at half (1/2) month's salary for each year of service. However, according to the payment of Gratuity Act No 12 of 1983, the liability for gratuity to an employee arises only on completion of five years continued service.

(c) Short-term employee benefit

Short-term employee benefit obligations are measured on an undiscounted amount expected to be paid for related services provided by the employees.

2.12 Provisions and Contingent Liabilities

Provisions for operational expenses are recognized when the commission has a present legal or constructive obligation as a result of a past event, it is probable that an outflow of economic resources will be required from the commission and amounts can be estimated reliably.

Provisions are measured at the estimated expenditure required to settle the present obligation, based on the most reliable evidence available at the reporting date, including the risks and uncertainties associated with the present obligation.

All contingent liabilities are disclosed as a note to the financial statements unless the possibility of an outflow of resources is remote.

2.13 Revenue recognition

Revenue is measured at the fair value of the consideration received or receivable in the commission's activities. The commission recognizes revenue when the amount of revenue can be reliably measured and when it is probable that future economic benefits will flow to the commission.

The commission applies the revenue recognition criteria set out below to each identifiable major types of revenue.

(a) Permit Revenue

Revenue arises from route permits is recognized when it is probable that future economic benefits will flow to the commission.

(b) Gain and Losses on Disposal of Property, Plant and Equipment

Gains and losses on disposals are determined by comparing the proceeds with the carrying amount and are recognized in the statement of financial performance.

2.14 Expenses

Expenditures incurred in the running of the operation are to income in arriving at the profit for the reporting period.

Notes to the Financial Statements Continued

2.15 Events Occurring after the Reporting Period

All material events after the reporting period have been considered and where appropriate adjustments or disclosures have been made in the respective notes to the financial statements.

2.16 Commitments

All material commitments at the reporting period end have been identified and disclosed in the notes to the financial statements.

3. Significant Accounting Estimates and judgments

When preparing the financial statements, management undertakes a number of judgments, estimates and assumptions about the recognition and measurement of assets, liabilities, income and expenses.

Information about estimates and assumptions that have the most significant effect on recognition and measurement of assets, liabilities, income and expenses is provided below:

(a) Useful life time of depreciable assets

Management reviews its estimate of the useful life time of depreciable assets at each reporting date, based on the expected economic utility of the assets. Uncertainties in these estimates relate to technical obsolescence that may change the utility of certain software and IT equipment.

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2022

4 Property, Plant and Equipment

Freehold Assets - Cost

No	Asset Class	Cost				Rate of Depreciation	Depreciation				Net Carrying Values 2022	Net Carrying Values 2021
		Balance as at 01 January 2022	Disposal	Additions during the Year	Balance as at 31 December 2022		Balance as at 01 January 2022	Disposal	Charge for the Year	Balance as at 31 December 2022		
1	Land	245,000,000.00	-	-	245,000,000.00	-	-		-	-	245,000,000.00	245,000,000.00
2	Building	195,683,739.57	-	-	195,683,739.57	5%	88,467,424.67	-	8,969,967.98	97,437,392.65	98,246,346.92	107,216,314.90
3	Motor Vehicles	75,547,270.00	4,682,400.00	-	70,864,870.00	20%	69,477,906.63	4,682,400.00		64,795,506.63	6,069,363.37	6,069,363.37
4	Furniture & Fittings	35,146,231.11	196,786.23	116,208.00	35,065,652.88	10%	27,480,483.97	161,693.15	1,909,571.29	29,228,362.11	5,837,290.77	7,665,747.14
5	Office Equipment	24,729,283.63	474,878.00	85,053.20	24,339,458.83	20%	19,157,809.82	474,878.00	2,819,494.00	21,502,425.82	2,837,033.01	5,571,473.81
6	Miscellaneous Equipment	9,239,644.55	20,700.00		9,218,944.55	20%	6,613,019.48	20,700.00	919,592.02	7,511,911.50	1,707,033.05	2,626,625.07
7	Computers & Printers	66,064,121.12	622,407.69	710,710.00	66,152,423.43	25%	54,928,708.77	622,407.69	4,805,840.23	59,112,141.31	7,040,282.12	11,135,412.35
8	Machinery	1,775,637.00	-	-	1,775,637.00	20%	1,775,637.00	-	-	1,775,637.00	-	-
9	Digital Display Boards	62,415,360.00	-	-	62,415,360.00	33.33%	62,415,360.00	-	-	62,415,360.00	-	-
Total		715,601,286.98	5,997,171.92	911,971.20	710,516,086.26		330,316,350.34	5,962,078.84	19,424,465.52	343,778,737.02	366,737,349.24	385,284,936.64

Figures in brackets indicate deductions.

Notes to the Financial Statements Continued

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER

		2022	2021
5 Receivables, Deposits and Advances			
Receivables	Note 5.1	8,870,638.36	9,018,152.93
Deposits and Advances	Note 5.2	2,397,273.34	3,020,203.12
		11,267,911.70	**12,038,356.05**

	2022	2021
5.1 Receivables		
Income Receivable	8,654,662.30	8,887,029.25
Other Receivable	215,976.06	131,123.68
	8,870,638.36	**9,018,152.93**

	2022	2021
5.2 Deposits and Advances		
Deposits	686,500.00	686,500.00
Advance for Projects	55,000.00	25,000.00
Advance - NTC	101,547.50	101,602.52
Payment in Advance	1,554,225.84	2,207,100.60
	2,397,273.34	**3,020,203.12**

	2022	2021
6 Staff Receivables		
Distress Loans	28,645,050.00	27,338,315.00
Advances for Cloths	4,711,200.00	330,200.00
Festival Advances	814,250.00	138,000.00
	34,170,500.00	**27,806,515.00**

	2022	2021
7 Investment in Term Deposits		
Term Deposits	47,167,553.63	44,842,369.40
	47,167,553.63	**44,842,369.40**

The investments in term deposits amounts to Rs. 46,247,553.63 (2021-43,922,369.40) are maintained separately for the gratuity commitments.

	2022	2021
8 Investment in Treasury Bills		
Treasury Bills	16,442,375.00	15,645,319.00
	16,442,375.00	**15,645,319.00**

The investments in term deposits amounts to Rs.16,442,375.00 (2021-15,645,319.00) are maintained separately for the gratuity commitments.

		2022	2021
9 Cash and Cash Equivalents			
Cash in Hand	Note 9.1	541,744.50	684,693.48
Cash at Bank	Note 9.2	2,817,699.41	2,894,852.88
Short Tem Deposits	Note 9.3	642,456,700.20	379,238,858.40
Cash and Cash Equivalents for the Purpose of Cash Flow Statement		**645,816,144.11**	**382,818,404.76**

	2022	2021
9.1 Cash in Hand		
Cash in Hand - Cash	466,744.50	609,693.48
Petty Cash Imprest	75,000.00	75,000.00
	541,744.50	**684,693.48**

Figures in brackets indicates deductions.

Notes to the Financial Statements Continued

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER

	2022	2021
9.2 Cash at Bank		
People's Bank - Narahenpita	2,766,229.03	2,797,382.50
People's Bank - Narahenpita (Seat Reservation)	51,470.38	97,470.38
	2,817,699.41	**2,894,852.88**

	2022	2021
9.3 Short Term Deposits		
Investment in Short Term & Call Deposits	641,978,981.19	68,800,941.09
Investment in REPO	-	310,000,000.00
Savings Account - National Saving Bank	477,719.01	437,917.31
	642,456,700.20	**379,238,858.40**

The saving deposits amounts to Rs.477,719.01 (2021-437,917.31) are maintained separately for the gratuity commitments.

	2022	2021
10 Government Grants		
Balance at 01 January	221,338,847.15	243,505,851.02
Grants Received During the Year	-	-
Amortization of Govemment Grants	-21,537,696.78	(22,167,003.87)
Balance at 31 December	**199,801,150.37**	**221,338,847.15**

	2022	2021
11 Retirement Benefits Obligation		
Balance at 01 January	55,905,538.50	53,127,501.50
Expenses recognized for the year	5,163,951.00	5,248,909.50
Payments made During the year	-2,901,822.50	-2,470,872.50
Balance at 31 December	**58,167,667.00**	**55,905,538.50**

	2022	2021
12 Payables		
Hire Purchases	47,071.79	47,071.79
Union Contribution	8,200.00	8,200.00
Stamp Fees	13,725.00	14,100.00
Payee Tax	58,800.00	418.00
Sundry Creditors	161,000.00	-
Other Payables	581,460.19	561,460.19
EPF Payable	67,127.50	67,246.75
ETF payable	8,055.30	8,069.61
Payable for Bus Owners for Ticket Booking	103,711.36	103,711.36
Refundable GPS Unit Payment	281,250.00	-
BIA Gateway Project	761,790.00	761,790.00
	2,092,191.14	**1,572,067.70**

		2022	2021
13 Provision & Accrued Expenses			
Accrued Expenses - Projects	**Note 13.1**	175,706,820.33	71,445,218.70
Accrued Expenses - Recurrent	**Note 13.2**	22,608,377.55	18,348,337.41
Provision For Audit Fees		925,026.00	1,976,026.00
		199,240,223.88	**91,769,582.11**

Figures in brackets indicates deductions.
Notes to the Financial Statements Continued

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER

	2022	2021
13.1 Accrued Expenses - Projects		
Recurrent		
Contribution of Socially Obligatory Transport Services	174,391,106.70	69,892,536.00
Reform of the Private Bus Industry	193,028.00	735,752.70
Quality & Fare Regulation	760,551.55	816,930.00
Annual National Transport Statistics	37,696.25	
	175,382,382.50	**71,445,218.70**
Capital		
Institutional Reforms & Infrastructure Development	324,437.83	-
	324,437.83	-
	175,706,820.33	**71,445,218.70**

	2022	2021
13.2 Accrued Expenses - Recurrent		
Bonus	187,500.00	30,000.00
Cleaning Service	1,078,963.72	869,283.58
Communication	210,247.94	176,104.98
Electricity & Power	713,067.74	661,824.20
Employee Welfare	6,725,989.01	4,882,777.60
Employee Medical Scheme	7,500.00	5,000.00
Fuel & Lubricants	538,851.30	196,247.21
Holiday Pay - Executive	45,351.00	35,955.50
Legal Fee	325,700.00	-
Local Travelling	144,150.00	70,963.00
Maintenance of office equipment	244,201.35	117,261.00
Membership Fee for Professional Bodies	7,500.00	4,000.00
Meals & Refreshment for Meetings	16,277.50	3,040.00
Miscellaneous Expenses	27,000.00	14,092.00
Newspapers & Periodicals	25,770.00	15,880.00
Office requisites	293,055.30	240,904.40
Over Time & Holiday Pay - Non Executive	1,214,288.00	963,161.00
R & M of Motor Vehicle	1,057,950.00	274,429.79
Salaries & Wages	346,529.99	257,586.97
Security Service	2,545,948.15	1,419,277.05
Staff Training	44,336.74	48,031.74
Transport & Hiring Charges	151,800.00	133,920.00
Water	83,834.49	45,089.49
Stamp for Receipts	12,800.00	4,100.00
Encashment of Un-Utilized Medical Leave	6,559,765.32	7,879,407.90
	22,608,377.55	**18,348,337.41**

Figures in brackets indicates deductions.

Notes to the Financial Statements Continued

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER

		2022	2021
14	**Revenue**		
	14.1 Permit Revenue		
	Route Permit Income	127,574.00	1,500.00
	Permit Renewal Income	26,554,715.00	11,555,148.00
	Route Tendering Income	194,316,814.62	27,180,283.05
		220,999,103.62	**38,736,931.05**
	14.2 Other Revenue		
	Administrative Revenue	60,976,199.00	27,763,304.00
	Bastian Mw. Lavatory Income	17,594,454.66	6,687,276.75
	Miscellaneous	92,224,024.13	14,736,656.19
		170,794,677.79	**49,187,236.94**
	Total Revenue	**391,793,781.41**	**87,924,167.99**
15	**Other Income**		
	15.1 Interest Income		
	Interest on Deposits	63,216,258.42	22,536,193.14
	Interest on Distress Loan	1,167,870.00	1,079,028.00
		64,384,128.42	**23,615,221.14**
	15.2 Others		
	Amortization of Government Grants	21,537,696.78	22,167,003.87
		21,537,696.78	**22,167,003.87**
		85,921,825.20	**45,782,225.01**
16	**Operational Expenses**		
	16.1 Personnel Emoluments		
	Salaries & Wages	101,413,997.00	87,621,949.10
	Cost of Living Allowance	16,936,734.06	16,809,095.09
	Professional Allowance	749,612.90	711,677.00
	Language Allowance	331,740.00	318,925.00
	Employees Provident Fund	16,187,532.43	15,635,389.01
	Employees Trust Fund	3,237,506.49	3,127,077.80
	Holiday Pay - Executive	753,390.00	277,973.50
	Over Time & Holiday Pay - Non Executive	11,402,755.00	7,202,291.00
	Encashment of Un-Utilized Medical Leave	6,492,219.33	8,046,632.90
	Gratuity	5,163,951.00	5,248,909.50
	Bonus	4,317,500.00	2,694,000.00
		166,986,938.21	**147,693,919.90**
	16.2 Transportation		
	Repair & Maintenance of Motor Vehicles	5,940,025.59	4,250,922.44
	Fuel & Lubricants	9,383,548.56	3,564,886.89
	Transport & Hiring Charges	3,081,345.38	3,346,465.78
	License & Insurance	1,277,114.84	983,711.44
		19,682,034.37	**12,145,986.55**
	16.3 Travelling & Subsistence		
	Local Travelling	3,143,060.00	948,000.50
		3,143,060.00	**948,000.50**

Figures in brackets indicates deductions.

Notes to the Financial Statements Continued

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER	2022	2021
16.4 Establishment Expenses		
Office Requisites (Stationary & Printing)	5,838,154.18	3,167,765.92
Cleaning Service	9,252,568.45	6,013,153.32
Rates	374,220.00	374,220.00
Security Services	12,802,424.29	13,039,661.74
Electricity & Power	7,134,811.49	6,575,994.55
Water	696,535.85	480,886.72
Board Members' Fees	1,109,000.00	1,112,200.00
Meals & Refreshment for Meetings	312,523.15	251,062.10
Insurance-Cash in Transit	35,753.11	31,284.41
Communication	3,939,258.19	3,564,601.94
	41,495,248.71	**34,610,830.70**
16.5 Repairs & Maintenance of Fixed Assets		
Maintenance of Buildings	373,452.64	341,783.00
Maintenance of Office Equipment	3,240,379.86	1,504,087.38
Maintenance of Computer Equipment	40,756.32	88,030.69
	3,654,588.82	**1,933,901.07**
16.6 Staff Welfare		
Employee Medical Scheme	155,000.00	119,687.50
Employee Welfare	11,076,960.67	6,770,645.61
Uniform	283,175.00	-
	11,515,135.67	**6,890,333.11**
16.7 Staff Development		
Staff Training	205,500.00	145,000.00
Membership Fee for Professional Bodies	191,641.53	71,610.00
	397,141.53	**216,610.00**
16.8 Legal & Other Fees		
Audit Fees	575,000.00	500,000.00
Legal Fees	1,929,645.00	740,819.00
	2,504,645.00	**1,240,819.00**
16.9 Information		
Press Notification	852,816.90	539,375.55
Newspapers and Periodicals	105,050.00	32,770.00
	957,866.90	**572,145.55**
16.10 Depreciation		
Building	8,969,967.98	8,969,967.98
Motor Vehicles	-	348,657.53
Furniture & Fittings	1,909,571.29	1,883,190.54
Office Equipment	2,819,494.00	2,982,370.34
Miscellaneous Equipment	919,592.02	967,080.07
Computers & Printers	4,805,840.23	5,234,641.58
	19,424,465.52	20,385,908.04
16.11 Financial Charges		
Bank Charges	98,087.30	44,171.20
	98,087.30	**44,171.20**

Figures in brackets indicates deductions.

Notes to the Financial Statements Continued

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER

		2022	2021
	16.12 Other Expenses		
	Miscellaneous expenses	727,575.50	822,760.14
	Stamps for Receipts	42,400.00	7,125.00
	Corporate Social Responsibility	6,000.00	
		775,975.50	**829,885.14**
17	**Non Operating Revenue**		
	Disposal of Assets	4,664,658.92	13,749.19
		4,664,658.92	**13,749.19**
18	**Government Grants For Projects**		
	Government Grants For Projects - Recurrent	725,000,000.00	271,000,000.00
		725,000,000.00	**271,000,000.00**
19.1	**Special Project Expenses on Government Grants**		
	Recurrent Project Expenses		
	Contribution of Socially Obligatory Transport Services	725,000,000.00	271,000,000.00
		725,000,000.00	**271,000,000.00**
19.2	**19.2 Special Project Expenses on NTC Funds**		
	Recurrent Project Expenses		
	Reform of the Private Bus Industry	5,189,845.07	2,756,934.25
	Quality & Fare Regulation	17,039,782.33	8,818,754.37
	Annual National Transport Statistics	85,231.75	83,886.00
	Transport Related Awareness Programmes for Stakeholders	629,040.00	230,839.00
	Urban Transport Planning	2,100.00	-
		22,945,999.15	11,890,413.62
	Capital Project Expenses		
	Reform of the Private Bus Industry & Terminal Development	-	519,249.32
	Improving Quality of the Bus Service	11,920.00	7,520.00
	Institutional Reforms & Infrastructure Development	603,927.83	166,695.00
		615,847.83	693,464.32
..			
		23,561,846.98	**12,583,877.94**

Figures in brackets indicates deductions.
Notes to the Financial Statements Continued

Financial assistance to passenger service permit holders

In terms of Section 9 (h) of the National Transport Commission Act No. 37 of 1991 the Commission has the powers "to provide engineering, technical, legal, medical and financial assistance and advice to holders of passenger service permits to enable the proper discharge by them, of their functions relating to the provision of omnibus service".

Based on these provisions, with the guidance of His Excellency the President and on the instructions of Hon. Minister of Transport and the Secretary to the Minister of Transport, the National Transport Commission has facilitated a loan of Rs.300,000 /- from People's Bank and Bank of Ceylon to private bus operators to rehabilitate the transport sector which was effected by the Covid 19 pandemic.

In accordance with the provisions which is more or fully stated under Loan Recovering Process of the Memorandum of Understanding executed with the said Banks, in the event of nonpayment of the Loan installments by the bus operator, NTC shall make arrangements to issue the respective passenger service permit which is kept as a security for obtaining the Loan, to a third party and remit the income to settle the defaulted loan in full. In these circumstances Non-payment of loan amount by bus operators won't become a liability of NTC.

There were 565 applications to Bank of Ceylon and 24 applications to Peoples' Bank respectively. However National Transport Commission was not informed of the number of approved loans/ applications by the banks to date.

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021

Adjustments made as per SLPSAS – 3 Accounting Policies, Changes in Accounting Estimates and Errors are as follows.

01) Rs.103,727.60 was recognized as Employee Welfare & Rs.2,275.00 was recognized as Local Travelling expenses for the year 2021 resulted in decreasing the surplus by the same values.

02) Rs.76,865.25 was recognized as penalty on Bastian Mawatha Lavetory Income for the year 2021 resulted in increasing in total current assets and the surplus by the same value.

03) Rs.1,989.90 was identified as recoverable cost of Water for the year 2021 resulted in increasing in total current assets and the surplus by the same value.

04) Rs.3,695.00 was recognized as overprovission of Accrued Expenditurre for the year 2021 resulted in decreasing in total current Liabilitied and increasing the surplus by the same value.

05) Rs.15,698.67 was recognized as Salaries & Wages & Rs.41,440.00 was recognized as Encashment of un-utilized Medical Leave for the year 2021 resulted in decreasing the surplus by the same value.

Due to the above adjustments made for Financial Statements year 2021, the Net Deficit for the year 2021 has been increased from Rs.106,295,655.39 to Rs.106,376,246.51.

The adjustments resulted to decrease the Accumulated Surplus From Rs.475,695,563.74 to Rs.475,614,972.62

Figures in brackets indicates deductions.
Notes to the Financial Statements

Auditor General's Report

COT/D/NTC/FA/01/2022/09 10 May 2023

The Chairman

National Transport Commission

Report of the Auditor General on the Financial Statements and Other Legal and Regulatory Requirements of the National Transport Commission for the year ended 31 December 2022 in terms of Section 12 of the National Audit Act, No. 19 of 2018.

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1 . Financial Statements

1.1 Qualified Opinion

The audit of the financial statements of the National Transport Commission for the year ended 31 December 2022 comprising the statement of financial position as at 31 December 2022 and the statement of financial performance, statement of changes in equity and the cash flow statement for the year then ended, and the notes in relation with the financial statements, including a summary of significant accounting policies was carried out under my direction in pursuance of provisions in Article 154 (1) of the Constitution of the Democratic Socialist Republic of Sri Lanka read in conjunction with provisions of the National Audit Act No. 19 of 2018 and Finance Act No. 38 of 1971 . My report to Parliament in pursuance of provisions in Article 154 (6) of the Constitution will be tabled in due course.

In my opinion, except for the effects of the matters described in the basis for Qualified Opinion section of my report, the accompanying financial statements give a true and fair view of the financial position of the Commission as at 31 December 2022 and of its financial performance and its cash flows for the year then ended in accordance with Sri Lanka Public Sector Accounting Standards .

1.2 Basis for Qualified Opinion

(a) The tender deposit balance to be refunded as at 31 December of the year under review was Rs.51,793,404 and due to non-maintenance of a tender deposit register, the amount could not be ascertained during the audit.

(b) Even though according to the accounting policy of the institute ,20 percent depreciation should be made annually for motor vehicles, the motor vehicles amounting to Rs.6,069,363 were not depreciated as at 31 December of the year under review.

(c) Even though as at end of the year under review Rs. .30,502,154 had been incurred for internal computer software system which is currently being used by the commission, had been shown in the accounts as work in progress without taking action to account the relevant computer software system as property and plant and to write off its cost within the useful life time in terms of Sri Lanka Public Sector Accounting Standard No. 20

I conducted my audit in accordance with Sri Lanka Auditing Standards (SLAuSs). My responsibilities, under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of my report. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my qualified opinion

1.3 Other Information Included in the Annual Report 2022 of the Commission

The other information comprises the information included in the Annual Report 2022 of the Commission , expected to be provided to me after the date of this audit report, but does not include the financial statements and my auditor's report thereon. The Management is responsible for these other information.

My opinion on the financial statements does not cover the other information and I do not express any form of assurance conclusion thereon.

In connection with my audit of the financial statements, my responsibility is to review the other information identified above and, in doing so, consider whether the other information is materially inconsistent with the financial statements or my knowledge obtained in the audit or otherwise appears to be materially misstated.

If, while reading the Annual Report 2022 of the Commission, I conclude that there are material misstatements, the same should be communicated to the governing parties for correction. If there are any further uncorrected misstatements, they will be included in the report tabled in Parliament in due course in accordance with Article 154 (6) of the Constitution.

1.4 Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation of financial statements that give a true and fair view in accordance with Sri Lanka Public Sector Accounting Standards, and for such internal control as Management determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, Management is responsible for assessing the Commission's ability to continue as a going concern and it is also the responsibility of Management to keep accounts on a going concern basis and to disclose matters related to the going concern of the Commission except for the Management intends to liquidate the Commission or cease operations in the absence of any other alternative.

Those charged with governance are responsible for overseeing the Commission's financial reporting process.

As per Section 16 (1) of the National Audit Act No. 19 of 2018, it is required to maintain proper books and records of all its income, expenditure, assets and liabilities, to enable annual and periodic financial statements to be prepared of the Commission.

1.5 Auditor's Responsibilities for the Audit of the Financial Statements

My objective is to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Sri Lanka Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Sri Lanka Auditing Standards, I exercise professional judgment and maintain professional scepticism throughout the audit. I also:

- Identifying and assessing the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Though an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances was obtained, it was not for the purpose of expressing an opinion on the effectiveness of the internal control.

- Evaluated the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Management.

- Concluded on the appropriateness of the Management's use of the going concern basis of accounting and based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Commission's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. However, future events or conditions may cause to cease to continue as a going concern.

- Evaluated the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with those charged with governance regarding, among other matters, significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

2. Report on Other Legal and Regulatory Requirements

2. 1 Special provisions for following requirements are included in the National Audit Act, No. 19 of 2018.

2.1.1 I have obtained all the information and explanation that required for the audit and as far as appears from my examination except for the impact of the matters described in the section on the Basis for the Qualified Opinion in my report and proper accounting records had been kept by the Commission as per the requirement of Section 12 (a) of the National Audit Act, No. 19 of 2018.

2.1.2 The financial statements presented by the Commission is consistent with the preceding year as per the requirement of Section 6 (1) (d) (iii) of the National Audit Act, No. 19 of 2018.

2.1.3 The financial statements presented includes all the recommendations made by me in the previous year as per the requirement of Section 6 (i) (d) (iv) of the National Audit Act, No. 19 of 2018, except for the observation in section (a) of the Basis for the Qualified Opinion in my report.

2.2 Based on the procedures performed and evidence obtained were limited to matters that are material, nothing has come to my attention to make declaration on following;

2.2.1 To state that any member of the governing body of the Commission has any direct or indirect interest in any contract entered into by the Board which are out of the normal cause of business as per the requirement of Section 12 (d) of the National Audit Act, No. 19 of 2018.

2.2.2 To state that the Commission has not complied with any applicable written law, general and special directions issued by the governing body of the Commission as per the requirement of Section 12 (f) of the National Audit Act, No. 19 of 2018 except for the observations appear below.

	Reference to Laws , Rules Directives	Observation
(a)	Section 28 of National Transport Commission Act, No. 37 of 1991	Although a passenger service permit given to a certain person under section 24 should not be transferable to another person, the right of 33 passenger permit services had been transferred during the year under review.
(b)	Section II of the Finance Act, No. 38 of 1971	Although the concurrence of the Minister of Finance and the approval of the relevant Minister should be obtained while investing the surplus funds, without obtaining such approval, on the approval of the Board of Directors, Rs. 641,978,981 short term investments had been made by the Commission during the year 2022.
(c)	Financial Regulation 1645 (a) of Financial Regulations of Democratic Socialist Republic of Sri Lanka	Although the officer in charge of vehicles should keep a vehicle log book for each vehicle under his charge and regularly enter all the entries in it, log books were not maintained for the vehicles of the commission.

(d)	Section 6.8 of Public Enterprises Circular No. PED 01 / 2021 of 16 November 2021	Although the Public enterprises should not bear the expenses of the relevant line ministry, Rs. 423,378 had been incurred by the commission, for a workshop conducted by the Ministry for Rs. 198,250 and for security services at the minister's official residence of Rs. 225,128 .

2.2.3 To state that it had not performed according to Commission's powers, functions and duties as per the requirement of Section 12 (g) of the National Audit Act, No. 19 of 2018.

2.2.4 To state that the resources of the Commission had not been procured and utilized economically, efficiently and effectively within the time frames and in compliance with the applicable laws as per the requirement of Section 12 (h) of the National Audit Act, No. 19 of 2018 .

(a) Although the Commission had received 500 GPS devices under the Sahasara Project of the Ministry of Transport on 26 November 2021, to be installed in Galle Road Corridor buses, the total number of GPS devices installed was 186 as at 16 February 2023, and arrangements had not been made by the commission to install the remaining 314 equipment in the buses, even though these GPS devices are almost out of warranty.

2.3 Other Matters

(a) Until now, action had not been taken by the commission to prepare a regular system for issuing passenger service permits to provide inter-provincial bus services and amend the National Transport Commission Act accordingly.

(b) The Gami Sariya project was started from the year 2005 with the aim of providing bus services on unprofitable routes, and by the end of the year 2022, only 11 projects were in operation for which Rs. 1,287,864 had been spent during the year under review. Even though according to the annual action plan, to maintain the existing services and to start 40 new services Rs. 14.890 million had been allocated, any new service had not been started by the commission.

(c) Even though Rs. 34.5 million had been allocated to maintain Nisi Sariya services and to implement 100 new projects during the year under review, even a single new service had not been initiated by the Commission.

(d) Even though according to the action plan for the year 2022 of the commission, Rs. 5,000,000 had been allocated for 14 road demand and service quality surveys without proper evaluation, out of which 17 surveys had been conducted incurring Rs.2,568,180 . Out of the remaining amount Rs. 2,621,665 had been spent for operation and maintenance of bus terminals which not belong to the relevant provision.

(e) A vehicle owned to the institution had been repaired at a cost of 283,135 and this vehicle had been parked within the premises of the institution without using was decaying.

W.P.C. Wickramarathne

Auditor General.

Answers to the Audit Report for the financial statements of the year ending on 31 December 2022 of the National Transport Commission based on Section 12 of the National Audit Act No 19 of 2018 and for other legal and regulatory requirements.

1.2 Basis for Qualified Opinion

(a) A computerized tender deposit ledger is maintained, and in addition, a file containing detailed documents with the names and receipt numbers of those who submitted tenders according to the tender number is maintained in the Accounts Division.

Also, the above detailed documents will be gathered, and necessary arrangements will be made to prepare one tender deposit document as mentioned in the query.

(b) The depreciation of motor vehicles owned by the National Transport Commission was fully recalculated and was recorded to identify differences and correct errors, and the calculations are currently being carried out.

(c) This project was completed on 19.04.2023, and accordingly, the depreciation for the period related to the year 2023 will be done while preparing the financial statements for the year 2023.

2 Report on other legal and regulatory requirements

2.2.2

(a) In terms of Section 28 of the National Transport Commission Act, 'no passenger service permit issued by the Commission to any person shall be transferable to any other person, and accordingly, any such transfer shall be null and void.' Accordingly, the Commission recognized that this section of the Act should be amended, and the necessary steps have been taken to amend this section in the currently proposed amendment of the Act. While the ownership of passenger service permits currently issued by the National Transport Commission is not amended and only in the event of the death of a permit holder, arrangements have been taken to transfer its ownership to the entitled party. Thereby, the passenger service permit is immediately handed over to the entitled party only after the death of the permit holder to avoid inconvenience to the passengers due to the vacuum and to operate the bus. A new passenger service permit is not issued and only amendment of the passenger service permit is made for the deceased permit holder's license to his or her heir.

Accordingly, the passenger service permits will be revised after the death of the permit holder by getting the approval of the board of directors.

(b) Requests have been made by the Ministry of Private Transport Services to seek Treasury approval for investment of temporary surplus funds. (A copy of the relevant letter has been submitted to the audit along with the reply to the Auditor General's query no. RT/B/NTC/FA/2012/22.) However, in the General Committee on Public Enterprises held on August 22, 2012, it has been advised to invest a certain part in fixed deposits for higher interest income instead of investing short-term surplus funds in seven-day call deposits. (A copy of the meeting notes of the General Committee on Public Enterprises has been submitted to the audit along with the reply to query no. RT/B/NTC/FA/2012/22.)

In addition to that, a request has been submitted to the Ministry of Transport and Civil Aviation dated 07.02.2019 to obtain Treasury approval for investing temporary surplus funds and I would like to inform you that no reply for that has been received till now.

(c) Files are maintained separately in terms of vehicle repair, service and insurance for all vehicles of the National Transport Commission, and the Daily Running Chart for each vehicle is maintained properly. Although the Daily Running Chart books are checked by the officer in charge of vehicles, logbooks were not maintained for the vehicles, and I kindly inform you that necessary steps have been taken to maintain the logbooks in the future.

(d) The amount spent for the workshop for short-term measures for the improvement of the transport sector to be held on 04.06.2022 is Rs. 427,575.00. The Ministry of Transport and Highways informed to contribute Rs. 198,250.00 to bear that cost, and I kindly inform you that the said payment was made according to the letter No. MT/02/01/01/24 of the Ministry of Transport dated 17.08.2022. (Annexure 01)

The Secretary of the Ministry of Transport has verbally instructed the Chairman to deploy a security officer from August 19, 2021, for the security of the official residence of Mrs. Pavitra Wanniarachchi, the former Honorable Minister of Transport, who held the position of the Minister of Transport in the years 2021 and 2022.

Accordingly, the approval to make the payment was requested from the Secretary of the Ministry of Transport and Highways in a letter bearing the number NTC/AD/MOT/2020/01 and dated 01.12.2021, and thereby, after receiving approval from the Ministry Secretary's letter No. MT/01/12/17 and dated 28.01.2022, the relevant payments have been made for a period of 08 months up to March 2022. The relevant approval letter is attached herewith. (Annexure 02) In this case, as a cost control measure, one of the security officers assigned to the main office of the National Transportation Commission was reduced and assigned to the security of the official house, so no additional cost was incurred for the security of the relevant official house.

2.24

(a) Although these 500 GPS devices were received on 26/11/2021, considerable time had to be spent to provide data transmission facility from them. But currently the installation of these devices is being carried out on buses.

2.3 Other Matters

(a) The amendment of the National Transport Commission Act was forwarded to the Legal Draftsmen's Department and the tasks related to the amendment of the Act are currently being carried out.

(b) The number of services to be started according to the service agreements that were valid until the year 2022 under the Gami Sariya project was 12. The number of services which have started operation and submitted log sheets for payment despite signing the agreements was 09.

Accordingly, by the year 2022, the number of subsidized services started the operation was 9, and the amount allocated for the year 2022 was Rs. 14.89 million to maintain those nine services and to pay for 40 new services planned to start in 2022.(Based on payment of maximum subsidy amount of Rs. 38/- per km operated under Gami Sariya project) Accordingly, by May 2022, the number of services that have been submitted to the Board of Directors after conducting passenger demand surveys to start new Gami Sariya services was 5. (Annexure 04)

But in the year 2022, as fuel prices have increased several times and the cost of buses, spare parts, insurance, interest rates and employee wages have increased significantly, the running cost of 1 km of buses increased as mentioned below. Therefore, in par with this increase, the subsidies paid for Gami Sariya services should be revised in the following manner as per the approval of the Cabinet Memorandum no. CM/18/0957/808/008 dated 08.05.2018.

Date	**Running Cost per km.**	**Maximum Amount Paid per Gami Sariya km.**
2022.01.05	Rs.123.62	Rs. 41.00
2022.03.15	Rs. 140.56	Rs. 47.00
2022.04.19	Rs. 175.36	Rs. 58.00
2022.05.24	Rs. 209.54	Rs. 70.00
2022.07.01	Rs. 276.79	Rs. 92.00
2022.07.18	Rs. 270.63	Rs. 90.00
2022.08.05	Rs. 267.55	Rs. 89.00

In the year 2022, Rs. 14.89 million was allocated for this project out of Rs. 900 million that was allocated from the national budget for social welfare-oriented projects (In the 2022 national budget, Rs. 650 million was allocated and in the interim budget of 2022, the amount was increased to Rs. 900 million) to pay a maximum of Rs.38/- per km, and as it was decided to pay Rs.58/- per km as per the cost of 1 km on 19.04.2022 in the above manner funds allocated for the year 2022 were insufficient.

After taking these facts into consideration, the Board of Directors of the National Transport Commission has decided to temporarily stop the commencement of new services under the Gami Sariya project in any way, and to continue the services currently being maintained by making payments liable to the payment method made so far as per the approval given by the Board of Directors Paper No. 59/2022 at the Commission meeting held on 05.05.2022.

Therefore, the commencement of the 5 new services mentioned in the document attached with Annexure No. 02 planned to be commenced by 05.05.2022 and conducting surveys to identify the remaining new services were suspended.

(c) As of December 31, 2021, there were 191 Nisi Sariya services in operation. In the year 2022, provisions have been made to start 25 new Nisi Sariya services. (Annexure no 05)

By the year 2022, Rs. 34.53 million was allocated for operating 191 Nisi Sariya services by paying subsidy at Rs. 19/- per km and for commencing 100 new Nisi Sariya services out of Rs. 900 million that was allocated from the national budget (In the 2022 national budget, Rs. 650 million was allocated and in the interim budget of 2022, the amount was increased to Rs. 900 million). But in the year 2022, as fuel prices have increased several times and the cost of buses, spare parts, insurance, interest rates and employee wages have increased significantly, the running cost of 1 km of buses increased as mentioned below. Therefore, in par with this increase, the subsidies paid for Nisi Sariya services should be revised in the following manner as per the approval of the Cabinet Memorandum no. CM/18/0957/808/008 dated 08.05.2018.

Date	**Running Cost per km.**	**Maximum Amount Paid per Nisi Sariya km.**
2022.01.05	Rs. 123.62	Rs.21.00
2022.03.15	Rs.140.56	Rs.23.00
2022.04.19	Rs.175.36	Rs.29.00
2022.05.24	Rs.209.54	Rs.35.00
2022.07.01	Rs.276.79	Rs.46.00
2022.07.18	Rs.270.63	Rs.45.00
2022.08.05	Rs.267.55	Rs.45.00

Accordingly, Rs. 34.53 million was allocated for this project to pay subsidy of Rs. 19/- per km and as it was decided to pay Rs.29/- per km as per the cost of 1 km on 19.04.2022 in the above manner funds allocated for the year 2022 were insufficient.

After taking these facts into consideration, the Board of Directors of the National Transport Commission has decided to temporarily stop the commencement of new services under the Nisi Sariya project, and to continue the services currently being maintained by making payments liable to the payment method made so far as per the approval given by the Board of Directors Paper No. 59/2022 at the Commission meeting held on 05.05.2022.

Therefore, entering contracts under Nisi Sariya project was suspended for new services planned to be introduced by 05.05.2022.

(d) I would like to inform you that “Rs. 5,000,000 was allocated for 14 road demand and service quality surveys and 17 surveys were conducted during the year under review" mentioned in the said audit query shall be corrected as “Rs. 5,000,000 was allocated for 17 passenger demand and service quality surveys and 14 surveys were conducted during the year under review.” (Revised Action Plan for the year 2022 is attached.- Annexure No. 06)

Although 17 surveys were planned in the year 2022, all the planned surveys were not conducted as

- inter-provincial buses did not operate continuously due to the fuel crisis in the year 2022, and
- the desired accurate data could not be obtained by conducting planned surveys and definitive decisions could not be made based on that data.

However, the surveys were conducted only to take decisions necessary to maintain inter-provincial bus services at the maximum possible level without any disruption to the passenger even during the fuel crisis. Furthermore, as per the Public Enterprises Circular No. 04/2022 dated 08.08.2022, as the spending of the funds allocated for the projects was limited, it was decided to conduct only essential surveys and thus only 14 surveys were conducted by 31.12.2022.

I would like to inform you that as per the above circular, the allocated amount has been minimally utilized so that the money is used in the least possible way by adhering to methods as follows:

- Conducting data collection of surveys using the officers of the National Transport Commission (instead of university students) so as not to interfere with normal duties.
- Conducting data collection of surveys online.

A sum of 5.0 million rupees was allocated for the road demand and service quality survey project in the year 2022, of which 2,568,180.00 rupees were spent and 14 surveys were conducted.

In the year 2022, a sum of Rs. 5.70 million was allocated for the project of operation and maintenance of bus terminals and Rs. 2,621,665.00 of that amount was spent on that project. Accordingly, as mentioned in this audit query, the amount of Rs.2,621,665.00 for the operation and maintenance of bus terminals has not been spent from the money allocated for the road demand and service quality survey project, and that money was spent from the allocated amount of Rs. 5.70 million for the operation and maintenance of bus terminals project.

(e) The van bearing number 57-4195 was purchased in 1995 and lastly, expenses have been incurred for the necessary repairs to maintain the running in 2018, 2019, 2020, and 2021. But in the year 2022, no expenses have been incurred for the repairs of this vehicle. This vehicle has been put into operation till May 2021 for the duties of the National Transport Commission. Since May 2021, in view of the prevailing economic crisis in the company and the country, and in complying with the circular issued regarding the control of public expenditure, the repairs were not carried out even though it was necessary to carry out repairs due to emission of heavy smoke regarding a fault in the engine system.

It has now been more than 25 years since the vehicle was purchased, and due to defects in this vehicle, I kindly inform you that the company has already taken steps to get a recommendation from an expert committee and act accordingly to decide whether to bear the cost for further repairs by the institution or whether it is appropriate to resort to another option.

Sashi Welgama

Chairman

National Transport Commission

ඇමුණුම 01

ප්‍රවාහන හා මහාමාර්ග අමාත්‍යාංශය
போக்குவரத்து மற்றும் நெடுஞ்சாலைகள்அமைச்சு
MINISTRY OF TRANSPORT AND HIGHWAYS

මගේ අංකය / எனது இல. / My No.: NTC MT/02/01/01/24
ඔබේ අංකය / உமது இல. / Your No.: NTC/F/Gen/MM/20
දිනය / திகதி / Date: 2022.08.17

2 AUG 2022

CHAIRMAN'S OFFICE 2 3 AUG 2022 No. 1788 N.T.C.

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සභාපති
ජාතික ගමනා ගමන කොමිෂන් සභාව

ප්‍රවාහන ක්ෂේත්‍රයේ අභිවෘද්ධිය වෙනුවෙන් කෙටිකාලීන ක්‍රියාමාර්ග සඳහා වන වැඩමුළුව - 2002.06.04

උක්ත කරුණට අදාලව ඔබ විසින් මා වෙත එවන ලද ...ාංක හා 2022.07.29 දිනැති ලිපිය හා බැදේ.2021 වර්ෂයේ ඔබ ආයතනයේ වියදම් පිළිබඳව විගණකාධිපති වාර්තාව හා 2003.06.02 දිනැති රාජ්‍ය ව්‍යාපාර චක්‍රලේඛය මැනවින් අධ්‍යයනය කරන ලෙස කාරුණිකව දන්වමි.ඒ අනුව පොදු මගී බස්රථ සේවාවද ඇතුලත්ව ප්‍රවාහන ක්ෂේත්‍රයේ අභිවෘද්ධිය වෙනුවෙන් රු.198,250.00 ක මුදල ජාතික ගමනා ගමන කොමිෂන් සභාව විසින් දැරීමට කිසිදු බාධාවක් නැති බව නැවත දන්වමි.

02.ඒ අනුව ප්‍රධාන ගණන් දීමේ නිළධාරි වශයෙන් අමාත්‍යාංශ ලේකම්තුමා ලබාදී ඇති අනුමැතිය අනුව ක්‍රියා කරන ලෙස නැවත දන්වමි.

බර්නාඩ් වසන්ත
අතිරේක ලේකම් (සංවර්ධන)
ප්‍රවාහන හා මහාමාර්ග අමාත්‍යාංශ
ලේකම් වෙනුවට

ප්‍රවාහන හා මහාමාර්ග අමාත්‍යාංශය(ප්‍රවාහන අංශය),07 වෙනි මහල,සෙත්සිරිපාය අදියර II, බත්තරමුල්ල.
போக்குவரத்து மற்றும் நெடுஞ்சாலைகள்அமைச்சு,போக்குவரத்துப் பிரிவு,07ஆவதுமாடி, செத்சிறிபாய, IIஆம்கட்டம், பத்தரமுல்ல.

MINISTRY OF AVIATION PAGE 01

ALL. Ms. Susitha

ප්‍රවාහන අමාත්‍යාංශය
போக்குவரத்து அமைச்சு
MINISTRY OF TRANSPORT

07 වෙනි මහල, සෙත්සිරිපාය අදියර II, බත්තරමුල්ල
07 ஆவது மாடி, செத்சிறிபாய, II ஆம் கட்டம், பத்தரமுல்லை
7th Floor, Sethsiripaya Stage II, Battaramulla

වෙබ් අඩවිය / இணையத்தளம் / Website — www.transport.gov.lk

Telephone

2187225	ලේකම් / செயலாளர் / Secretary — 2187233	කාර්යාලය / அலுவலகம் / Office — 2187200, 2187201	ෆැක්ස් / பெக்ஸ் / Fax — 2865093, 2187226	විද්‍යුත් තැපැල් / மின்னஞ்சல் / E-Mail — secmintransport@gmail.com

මගේ අංකය / எனது இல / My No	MT/01/12/17	ඔබේ අංකය / உமது இல / Your No	NTC/AD/MOT/ 2020/01	දිනය / திகதி / Date	2022.01.22

සභාපති
ජාතික ගමනාගමන කොමිෂන් සභාව

<u>ආරක්ෂක නිළධාරියෙකු සේවයේ යෙදවීම.</u>

උක්ත කරුණ සම්බන්ධයෙන් ඔබගේ සමාංක හා 2021/12/01 දිනැති ලිපිය හා බැඳේ.

02.ඒ අනුව ගරු අමාත්‍යතුමියගේ ඉල්ලීම මත ගරු අමාත්‍යතුමියගේ ජාවත්තේ පිහිටි නිළ නිවාසයේ ආරක්ෂාව සඳහා ඔබ ආයතනයේ ආරක්ෂක නිළධාරියෙකු සේවය යෙදවීමට 2021/08/09 දින සිට මෙයින් අනුමැතිය ලබාදෙන බව කාරුණිකව දන්වා සිටිමි.

ඒ.එම්.ආර්.ජේ.කේ.ජයසිංහ
ජ්‍යෙෂ්ඨ සහකාර ලේකම් (පාලන)

අත්/කලේ : එන්.බී.එම්.රණතුංග
ලේකම්

(2) ADC(Admn)
NAP.
28/1

(3) to the
2022/01/28

Ms. Damayanthi
Pls. F.N.A.

True Copy

S. S. Arapola
Administrative Officer
National Transport Commition

Gami Sariya Project

Annexure 03

	Name	Service Number	Bus Number	From	To	Date of contract	Date of termination of contract	Unserved Distance	Agreed Amount
1	R.L. Sandamali Wijerathne	NTC/PL/GS/NWP/2018 (iii)	60-7944	Naagasole	Nikawaretiya	07.01.2019	06.01.2022	18	25.00
2	H.M. Ranbanda	NTC/PL/GS/NWP/2018 (iv)	61-1126	Nikawaretiya	Rasnayakapura	08.03.2019	07.03.2022	10.5	14.50
3	W.M. Indrasena	NTC/PL/GS/EP/2019-1	NB-8493	Kembalapitiya	Padiyatalawa	19.08.2019	18.08.2022	9.7	37.8
4	Sivarajani Ravikumar	NTC/PL/GS/EP/2019-II	NA-2196	Omniyamadu	Valaichchenai	26.08.2019	25.08.2022	9.6	37.8
5	K.G. Sugath Susantha	NTC/PL/GS/EP/2019-III	ND-8531	9 Colony	Kinniya	27.08.2019	26.08.2022	13.3	37.75
6	I.G. Pradeep Sampath	NTC/PL/GS/EP/2019-IV	NB-0450	Diwulgaswewa	Kantale	27.08.2019	26.08.2022	8.5	37.9
7	P. Ravichandran	NTC/PL/GS/EP/2019-V	NC-8978	Chenkalady	Miyankulama	28.08.2019	27.08.2022	23	37.9
8	S.M.M. Raafik	NTC/PL/GS/EP/2019-VI	JU-3329	Thirumalpuram	Trincomalee	18.09.2019	17.09.2022	5.7	37.07
9	N.H.M.R. Anoma Kumari	NTC/PL/GS/EP/2019-VII	HG- 5724	Hulangbadanagala	Dehiaththakandiya	24.09.2019	23.09.2022	7.4	37.75
10	K.G. Kamalani	NTC/PL/GS/EP/2019-VIII	62-1357	Muwasirigama	Maha Oya	30.09.2019	29.09.2022	11	37.95
11	T. Kuhanadhan	NTC/PL/GS/EP/2019-IX	62-9238	Thandamale	Kokadichole	20.12.2019	19..12.2022	16.9	37.90
12	G.P. Amarasena	NTC/PL/GS/EP/2019-X	62-8564	Sandunpura	Dehiaththakandiya	13.01.2020	12.01.2023	12.9	37.85

Gami Sariya Project

	Name	Service Number	Bus Number	From	To	Date of contract	Date of termination of contract	Unserved Distance	Agreed Amount
1	W.M. Indrasena	NTC/PL/GS/EP/2019-1	NB-8493	Kembalapitiya	Padiyatalawa	19.08.2019	18.08.2022	9.7	37.8
2	K.G. Sugath Susantha	NTC/PL/GS/EP/2019-III	ND-8531	9 Colony	Kinniya	27.08.2019	26.08.2022	13.3	37.75
3	I.G. Pradeep Sampath	NTC/PL/GS/EP/2019-IV	NB-0450	Diwulgaswewa	Kantale	27.08.2019	26.08.2022	8.5	37.9
4	P. Ravichandran	NTC/PL/GS/EP/2019-V	NC-8978	Chenkalady	Miyankulama	28.08.2019	27.08.2022	23	37.9
5	S.M.M. Raafik	NTC/PL/GS/EP/2019-VI	JU-3329	Tirumalpuram	Trincomalee	18.09.2019	17.09.2022	5.7	37.07
6	N.H.M.R. Anoma Kumari	NTC/PL/GS/EP/2019-VII	HG- 5724	Hulangbadanagala	Dehiaththakandiya	24.09.2019	23.09.2022	7.4	37.75
7	K.G. Kamalani	NTC/PL/GS/EP/2019-VIII	62-1357	Muwasirigama	Maha Oya	30.09.2019	29.09.2022	11	37.95
8	T. Kahanadhan	NTC/PL/GS/EP/2019-IX	62-9238	Thandamale	Kokadichole	20.12.2019	19..12.2022	16.9	37.90
9	G.P. Amarasena	NTC/PL/GS/EP/2019-X	62-8564	Sandunpura	Dehiaththakandiya	13.01.2020	12.01.2023	12.9	37.85

Annexure 05

	Date of contract	Depo	Service Number	Service
1	2022.02.02	Mahiyanganaya	NS/2022/UVA/MY/105	Mahiyanganaya to Keselpotha
2			NS/2022/UVA/MY/105-1	Keselpotha to Mahiyanganaya
3			NS/2022/UVA/MY/106	Mahiyanganaya to Divulapelassa
4			NS/2022/UVA/MY/106-1	Divulapelassa to Mahiyanganaya
5	2023.03.08	Balangoda	NS/2022/SAB/BG/107	Balangoda to Uvella
6			NS/2022/SAB/BG/107-1	Uvella to Balangoda
7			NS/2022/SAB/BG/108	Balangoda to Maarathenna
8			NS/2022/SAB/BG/108-1	Maarathenna to Balangoda
9			NS/2022/SAB/BG/109	Balangoda to Pambahinna
10			NS/2022/SAB/BG/109-1	Pambahinna to Balangoda
11	2023.03.09	Galle	NS/2022/S/GL/110	Galle to Yakkalamulla
12			NS/2022/S/GL/110-1	Yakkalamulla
13		Keppetipola	NS/2022/UVA/KPP/111	Welimada to Udaperuwa
14	2023.03.24	Nittambuwa	NS/2022/W/NT/112	Nittambuwa to Kirindiwela
15			NS/2022/W/NT/112-1	Kirindiwela to Nittambuwa
16	2023.03.25	Homagama	NS/2022/W/HG/113	Padukka to Panangala
17			NS/2022/W/HG/113-1	Panangala to Padukka
18			NS/2022/W/HG/114	Padukka to Waga
19			NS/2022/W/HG/114-1	Waga to Padukka
20	2023.04.25	Chillaw	NS/2022/NW/CH/108	Kurunegala to Hettipola
21			NS/2022/NW/CH/108-1	Hettipola to Kurunegala
22	2023.04.29	Tangalle	NS/2022/S/TG/116	Tangalle to Walasmulla
23			NS/2022/S/TG/116-1	Walasmulla to Tangalle
24			RBC/NS/12	TKirinda to angalle
25			RBC/NS/10	Walasmulla to Tangalle

Annexure 04

Serial No.	Province	Route	Total Distance of the Route k.m.	Unserved Distance k.m.
01	Eastern	Kokkadichole – Panchena	18.3	14.7
02	Eastern	Kiran – Muruthane	16.4	3.8
03	Uva	Mideniya – Wellawaya	15.3	6.2
04	Uva	Migahapitiya – Monaragala	32.3	13.3
05	Southern	Urubokke – Kekundeniya- Ketawala-Thalawatte- Mahadola	-	9.5

Objective : To fulfil customer satisfaction by providing reliable and people friendly transport service for passenger and freight

No	Project Name	Activity	Allocation 2022 (Rs. Mn)	Milestones 2022 (Rs.Mn)	Q1	Q2	Q3	Q4	Expected Output / Target	Activity Revision 2022	Revised Allocation 2022 (Rs. Mn)	Milestones 2022 (Rs.Mn)	Q1	Q2	Q3	Q4	Revised Expected Output / Target	KPI	Responsibility	Remarks (if any)
4	Reform of the Private Bus Industry (a)	**Operation & Maintenance of bus Terminal**	9.000	F(Tr)					conduct 24 mobile services & 9 Work shops	**Operation & Maintenance of bus Terminal**	5.700	F(Tr)					conduct 12 mobile services & 2 Work shops	No.of mobile servicers conducted No. of operated buses with new specipications	Direct or (Operation)	Contribution of SLTB and PTAs
		1. Mobile Service for Inspection of Bus Specifications		F(NTC)	1.9	6	7.7	9		1. Mobile Service for Inspection of Bus Specifications		F(NTC)	2.142		3.692	5.700				
		2. Workshop for the officials of PTAs regarding awareness of Bus specifications		P	20%	50%	75%	100%		2. Workshop for the officials of PTAs regarding awareness of Bus specifications		P	Act.1 - 8.3% Act.3 - 100%		Act.1, 3,4,5	Act.1,2 3,4,5				
		3. Special Functions & New Year services, Maintenance of Resting places I BM								3. Special Functions & New Year services, Maintenance of Resting places I BM										
		4. Maintanance of Matara Highway Bus stand								4. Maintanance of Matara Highway Bus stand										
		5. Other expences for Bus stand repaires								5. Other expences for Bus stand repaires										
		6. Administration Work								6. Administration Work										

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ඇමුණුම් අංක 07

Objective : To increase average vehicle utility for public bus services in order to fulfill passenger demand

No	Project Name	Activity	Allocation 2022 (Rs. Mn)	Milestones 2022 (Rs.Mn)					Expected Output / Target	Activity Revision 2022	Revised Allocation 2022 (Rs. Mn)	Milestones 2022 (Rs.Mn)					Revised Expected Output / Target	KPI	Responsibility	Remarks (if any)
					Q1	Q2	Q3	Q4					Q1	Q2	Q3	Q4				
5	Reform of the Private Bus Industry (b)	**Traffic Demand & Service Condition Surveys**	22.500	F(Tr)					50 surveys	**Traffic Demand & Service Condition Surveys**	5.000	F(Tr)					17 surveys	No. of surveys Conducted	Director (Planning)	
		1. Conduct Surveys for - i. Surveys for new routes (Including 'Gemi Seriya')		F(NTC)	5.5	11	16.5	22.5		1. Conduct Surveys for - i. Passenger demand surveys		F(NTC)	0.975		2.988	5				
		ii. Passenger demand surveys																		
		iii. Quality Improvement surveys								ii Transport Planning surveys										
		iv. Transport Planning surveys																		
		2. Data Entering, Analysing and writing report		P	25%	50%	75%	100%		2. Data Entering, Analysing and writing report		P	11 surveys (22%)		8	9				
		3. Forward for dissision making								3. Forward for dissision making										
		4. Administration work								4. Administration work										
6	Quality & Fare regulation (b)	**Time Tables & Service Monitoring**	1.000	F(Tr)					Preparation of All interprovinial bus routes starting with the Western Province	**Time Tables & Service Monitoring**	0.200	F(Tr)					Revision of time tables for interprovincial routes on passenger demand	No of implemented intergrated time tables	Director (Planning)	Depend on SLTB contribution
		1. Preparation & Ammendments of bus time tables for all interprovincial routes start with the Western Province.		F(NTC)	0.25	0.5	0.75	1		1. Revision of bus time tables for interprovincial routes on passenger demand		F(NTC)	0.004		0.102	0.2				
		2. Coordination with provincial transport authorities(Mobile service meeting & monitoring activities)		P	25%	50%	75%	100%		2. Administration work		P	30%		40%	40%				
		3. Administration work																		

4