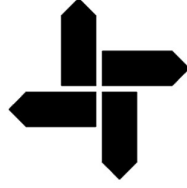


# Annual Report – 2022



**Road Development Authority**

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வீதி அபிவிருத்தி அதிகாரசபை

### ***Forward***

*This Annual Report – 2022 of the Road Development Authority is prepared in keeping with the instructions given by the Public Enterprises Circular No 01/2021*

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

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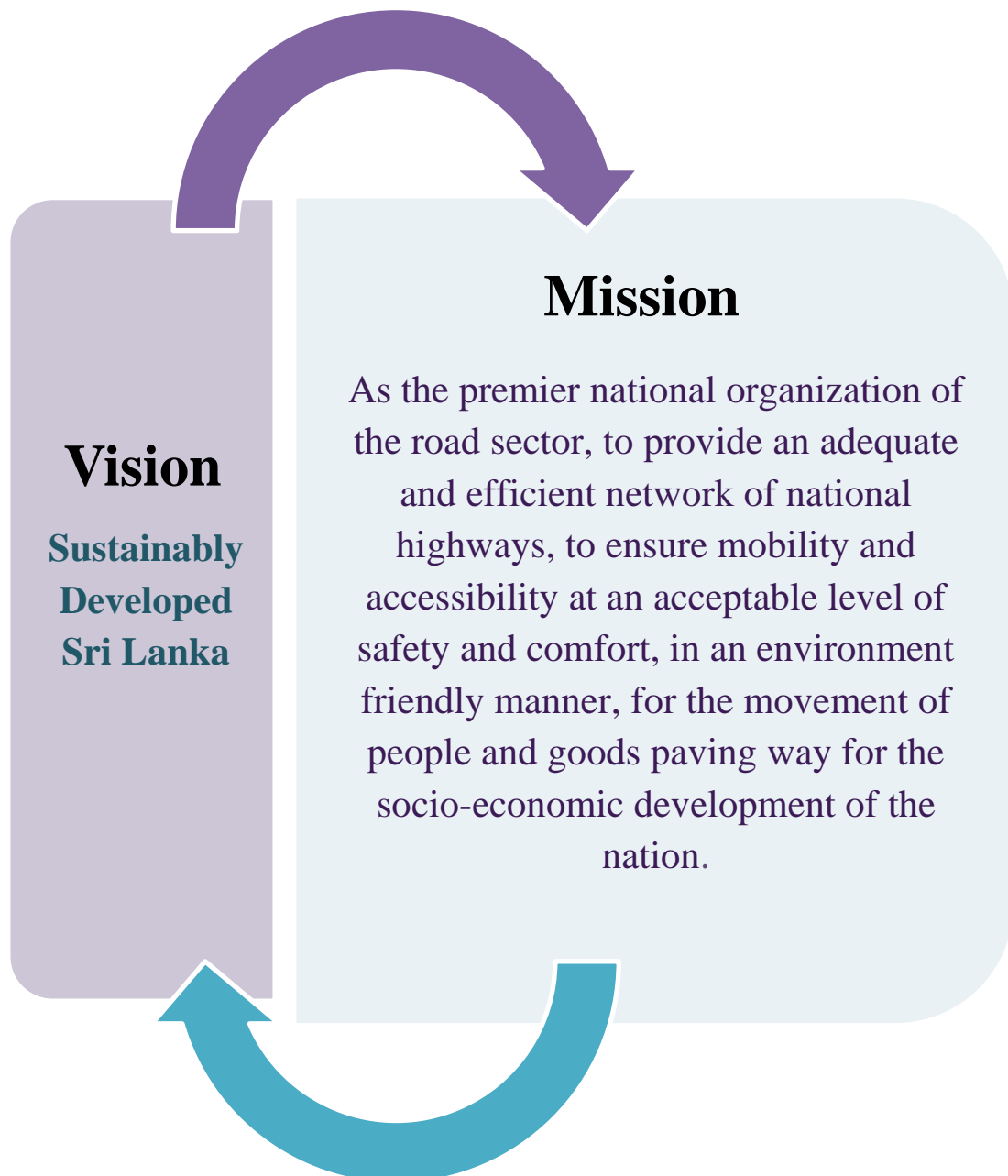


## Abbreviations

AADT	Annual Average Daily Traffic	HIMS	Highways Information Management System
ADB	Asian Development Bank	IC	Interchange
ADG	Additional Director General	ICTAD	Institute for Construction Training and Development
ADT	Average Daily Traffic	IEE	Initial Environmental Examination
AO&M	Asset Operation & Management	IIHS	International Institute of Health Sciences
BH	Borehole	IML	Industrial Mining Licence
BIQ	Basic Information Questionnaire	IRI	International Roughness Index
BIV	Bridge Inspection Vehicle	JICA	Japanese International Cooperation Agency
BMS	Bridge Management System	KFAED	Kuwait Fund for Arab Economic Development
Bn	Billion	km	Kilometer
BOQ	Bill of Quantity	LAIS	Land Acquisition Information System
CACPC	Cabinet Appointed Consultancy Procurement Committee	LBFP	Local Bank Funded Project
CE	Chief Engineer	LD	Liquidated Damages
CEA	Central Environmental Authority	LED	Light Emitting Diode
CEP	Central Expressway Project	LOA	Letter of Acceptance
CEB	Ceylon Electricity Board	MCC	Manual Classification Counts
CP	Contract Package	MFAP	Miscellaneous Foreign Aided Project
DAB	Dispute Adjudication Board	MFNSV	Multi Function Network Survey Vehicle
DCP	Dynamic Cone Penetration	MIS	Management Information System
DF	Domestic Funds	MM	Maintenance Management
DG	Director General	Mn	Million
DNP	Defect Notification Period	MOU	Memorandum of understanding
Dwg	Drawings	MPC	Ministry Procurement Committee
EDCF	Economic Development Corporation Fund	MW	Mawatha
EE	Executive Engineer	NAITA	National Apprentice and Industrial Training Authority
EOM&M	Expressway Operation, Maintenance and Management	NCP	North Central Province
EOT	Extension of Time	NP	Northern Province
EP	Eastern Province	NPD	National Planning Department
EPF	Employees' Provident Fund	NWP	North Western Province
ES	Engineering Service	NWS & DB	National Water Supply & Drainage Board
ESDD	Environmental and Social Development Division	OFID	OPEC Fund for International Development
ESEP	Extension of Southern Expressway Project	OPEC	Organization of the Petroleum Exporting Countries
ETF	Employees' Trust Fund	PCU	Passenger Car Unit
Exp	Expressway	PD	Project Director
FAG	Foreign Aid Grants	PIP	Project Implementation Plan
FAL	Foreign Aid Loans	PM&R	Property Management and Revenue
FARDF	Foreign Aid related Domestic Funds	PMU	Project Management Unit
FWD	Falling Weight Deflectometer	R&D	Research and Development
GIC	Government Information Center	RBCD	Rural Bridge Construction Division
GIS	Geographic Information System		
GOSL	Government of Sri Lanka		
GPS	Global Positioning System		
HA	Horizontal Alignment		
HDD	Highway Design Division		
HDM – 4	Highway Development & Management - 4		

RDA	Road Development Authority	SP	Southern Province
RFAL	Reimbursable Foreign Aid Loans	SPMU	Special Projects Management Unit
RIS	Road Information System	SRCP	Southern Road Connectivity Project
ROW	Right of way	STD	Southern Transport Development Project
RP	Resettlement Plan	TLS	Traffic Light System
RPPF	Road Project Preparatory Facility	TOR	Terms of Reference
Rs.	Sri Lankan Rupees	UDA	Urban Development Authority
SCAPC	Standing Cabinet Appointed Procurement Committee	UOM	University of Moratuwa
SCARC	Standing Cabinet Appointed Review Committee	UP	Uva Province
SFD	Saudi Fund for Development	VA	Vertical Alignment
SGT	Soft Ground Treatment	VAT	Value Added Tax
SI	System Interchange	VOC	Vehicle Operating Cost
SLLR & DC	Sri Lanka Land Reclamation & Development Corporation	WB	World Bank
SLRAMS	Sri Lanka Road Asset Management System	WLAN	Wireless Local Area Network
SOR	Scheme of Recruitment	WP	Western Province
		WPP	Western Provincial Project office

## 1. Institutional Profile



## 1.1 Corporate Information

### Chairman

**Mr. Chaminda P. Athuluwage**

### Appointed Members

**Mr. B M C K Basnayake**

**Mr. D.M.Samansiri Dissanayake**  
(Resigned in July 2022)

**Mr. Shamraz Yehiya**  
(Resigned in July 2022)

**Mr. W.W.A.Basnayake**  
(Resigned in July 2022)

**Mr.M.M.W.Manamperi**  
(from 05.07.2022)

**Mr. R.M.S.K.Rathnayaka**  
(from 05.07.2022)

**Mr. V.K.Choksy**  
(from 05.07.2022)

**Mr. Ranjith G. Rubasinghe**  
(from 05.07.2022)

**Mr. S.G.L.T.Malaka**  
(from 11.08.2022)

### Ex-Officio Members

**Mr. N.P.K.Ranaweera**  
(from 16.01.2020)  
**Director General**  
**Urban Development Authority**

**Mr. M.R.G.A.B. Muthukuda**  
(from 28.01.2020 to 02.03.2022)  
**Additional Director**  
**Department of Management Audit**  
**Ministry of Finance**

**Mrs.M.K.D.N.Madampe**  
( from 02.03.2022)  
**Additional Director General,**  
**Department of Management Services**  
**Ministry of Finance**

**Mr. W.H.K.D.B. Rathnayake**  
( from 24.06.2020)  
**Director Planning & Monitoring**  
**Ministry of Highways**

**Mr. Thilina Wijethunga**  
( from 15.12.2020)  
**General Manager**  
**National Water Supply & Damage Board**

**Mr. P.D.M. Jayasinghe**  
( from 01.07.2020)  
**Director General**  
**Central Environmental Authority**

**Mr. D.P. Wickremesinghe**  
( from 04.01.2020)  
**Additional Secretary**  
**Ministry of Power & Energy**

**Mrs. E.A.R.Renuka**  
( from 18.01.2020)  
**Additional Secretary**  
**Ministry of Lands & Land Development**

**Mr. K.P.B.V. Silva**  
( from 05.03.2020)  
**Secretary**  
**Ministry of Transport Services Management**

## Chairman's Review



On behalf of the Board of Directors, I have great pleasure in presenting the RDA Annual Report providing an overview of its operations and the audited financial statements for the year ended 31st December 2022.

The Board recognizes that well defined corporate governance processes are vital to enhancing accountability and We are committed to ensuring high standards of corporate governance to maintain stakeholder value. The organization has an independent

Internal Audit division and follows a risk-based audit methodology . The board sub-committees met on a regular basis during the year and continued to provide the board with the necessary assurance that the financial reporting and its internal control environment were being truthfully and effectively implemented by the management .

During the year, we welcomed six Directors. I would like to thank the four Board members resigned, for their contribution during their tenure.

The socio – economic development and subsequent economic growth of any nation is strongly linked to its transport infrastructure. Moreover, the level and quality of transportation systems in any country are of crucial significance in influencing political, economic and social progress. In Sri Lanka, Road transport is the pre-dominant mode of transport and this must be considered at every stage of local, national and regional development planning.

The Board has been diligent and has contributed effectively in guiding RDA in all its strategic affairs. The National Road Master Plan (NRMP) 2021 - 2030 prepared by the RDA on a systematic approach was approved by the board in 2022. This plan gives decision makers a steady point of reference for taking action and the information can be used in deciding and prioritizing projects.

Non availability of an updated approved SOR was a enduring issue in RDA and all the recruitments and promotions of employees are being carried out in accordance with the SOR approved by Board of Directors in 2005. Considering the urgent service requirement the Management Services Department approval has been granted for the categories of Directors (24 Nos ) and Additional Director Generals (5 Nos ) as a part of SOR in 2019. In the year under review, updated new SOR was approved by the board for submission to the Management Services Department approval.

The financial year under review was characterize by the economic crisis and resulted high inflation. This caused delays in project progress, cost increase and contract terminations. Due to the economic crisis imprest received from the treasury was limited and payments for contractors were delayed. However, with the directions of the Department of Treasury Operations, RDA issued treasury bonds for major contractors/suppliers with outstanding dues above Rs.100 Mn and contractor/suppliers of Local Bank funded Rural Road Programme. In addition treasury bonds were issued to the local banks for RDA commitments towards settlement of finance cost and capital re-payment.

The Board envisage the additional income generation and directed the RDA management to identify new income generation models in line with the Government instructions to find and adapt self-financing mechanisms to cope with the economic challenges. Accordingly actions have been taken to increase to Expressway user fee and establish Road Maintenance Fund based on road user levy.

In the 2023 budget proposal stated that ;

*“60.1. The maintenance of the country’s road system is costly whereas the amount of provisions that can be allocated from the budget annually for this purpose is limited. Accordingly, I propose to establish a Road Maintenance Fund by charging an annual fee of not less than Rs. 100 per vehicle when obtaining revenue licenses. The fund is expected to provide for road maintenance annually. To set up the fund, I propose to allocate Rs. 100 million to the 2023 budget. I request the Ministry of Highways to establish a mechanism for this purpose.”*

This is a great accomplishment in year 2022 and way forward actions are in place in this regard.

**Mr. Chaminda P Athuluwage**

**Chairman**

## Directors' Report

The Directors present their report and the audited financial statements for the year ended 31 December 2022. The financial statement has been prepared on accrual basis in accordance with the Sri Lanka Public Sector Accounting Standards (SLPSAS).

The Road Development Authority has four subsidiaries namely as given below;

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

However, the annual report and the financial statement presented here is only for the Road Development Authority, the parent organization. A consolidated financial statement is not prepared due to the fact that two different accounting standards followed by the parent organization and subsidiaries.

<b>Financial Position as at 31.12.2023</b>		
	<i>2022 Rs.Bn</i>	<i>2021 Re-Styled Rs.Bn</i>
<b>Total Assets</b>	1,217.69	1,180.08
<b>Total Liabilities</b>	432.52	401.57
<b>Net Assets/Equity</b>	785.17	778.51

In 2022, Sri Lanka faced severe economic constraints with serious issues in the government fiscal operations and insufficient foreign exchange to finance essential imports and meet foreign debt service obligations. In this background as a SOE RDA had to play a crucial role in providing services to the public while ensuring optimal use of scarce resources.

During the second quarter of the year, RDA operations were affected by the fuel crisis. Under the fuel crisis and lack of transport facilities the staff attending to offices were restricted during the months of June & July based on the government circulars in order to minimize the expenses due to dearth of resources. During this period the offices run on the work from home basis unless for essential work engaged in office with a minimum number of staff.

## Financial Performance

Year 2022 was a year characterized by economic challenges and uncertainties. Road Development Authority is mainly depending on voted funds to maintain and development of road infrastructure facilities for the public. The budgetary allocation for road maintenance, development projects and operations of RDA in 2022 was Rs.247,796.7 Mn. Even though allocation was available, due to lack of imprest received from the treasury the expenditure against the budget indicates as about 79%. With the limited imprest RDA was not able to make payments for contractors timely and it caused snags for contractor's cash flows. As a result most of the project progresses were slowed down and some projects were suspended. Particularly during the year construction work of Ruwanpura Expressway was suspended and later terminated. However as per the instructions by the Director General of Treasury Operations RDA issued treasury bonds amounting to Rs.36,671.62 Mn to local banks for settlement of finance cost and capital repayment while issuing treasury bonds amounting to Rs.32,217.89 Mn to settle outstanding dues under following votes.

<i>Vote No.</i>	<i>Description</i>	<i>Amount (Rs.Mn)</i>
117-02-04-01-2506	Road Maintenance	76.90
117-02-04-49-2506	Marine Drive	97.80
117-02-04-57-2506	Development of an alternative road network to access main roads & expressways	31,352.99
117-02-05-(01-26)-2506	Widening & Improvement of Road	688.20
117-02-06-08-2506	Reconstruction of damaged/weak bridges on National Highways	2.00

In January 2022, Meerigama -Kurunegala section of the Central expressway opened for public. Even though 40.91km length of expressways newly added to the operational expressway network, the income from expressways was affected by fuel shortage and increase of fuel prices during the year. The surcharge tax proposed in the budget 2022, was imposed on the expressway income and accordingly Rs.1,415.86 Mn has been paid for the period considered. Consequently, the net income from expressways in 2022 has been reduced by more than 80% when compared with the previous year.

	<b>2022 Rs.Bn</b>	<b>2021 Re-Stated Rs.Bn</b>
<b>Total Recurrent Revenue</b>	111.70	89.32
<b>Total Expenditure</b>	72.67	43.06
<b>Net surplus for the period before income tax</b>	6.10	79.37
<b>Balance surplus after deferred Tax</b>	5.50	78.88
<b>Balance Carried forward</b>	779.44	773.93

As at 31<sup>st</sup> December 2023, the balance of local bank loans and debentures (NSB) backed by treasury guaranties for road development work is Rs.352.25bn.

### Capitalization of Assets

RDA has prepared a detailed action plan for capitalization of assets. In this action plan valuation of assets have been considered under two main categories as valuation of road infrastructure assets and other assets. Road assets includes roads and bridges with all structures, road furniture elements. Buildings, lands and lab equipment have been considered under other assets. The methodology adapted for Road asset valuation is condition based and relevant data collection and consultancy services are in progress under the Transport Connectivity and Asset Management Project (TCAMP). Progress of revaluation of buildings in all provinces indicates 46% progress at the end of the year. Additionally buildings under Expressway Operation Maintenance & Management to be revalued. At the end of the year 28.32% of the national roads (class A,B &E), 189 bridges and 8 flyover bridges have been capitalized.

More, when the RDA was formed, the executing power of the lands belonged to the Department of Highways, which was the predecessor of RDA, was transferred to RDA, without their legal ownership, i.e. without a proper land inventory, their plans and deeds etc. As a result, the RDA has no power to interfere in disputes on matters pertaining to the ownership of lands and property development activities. To overcome this situation, the Land division of the RDA has collected information of the lands presently occupied by the RDA. In 2014, cabinet approval has been granted to provide pre-grant certificate to the RDA on behalf of the land occupied by the RDA. Accordingly RDA is working on the process of obtaining free-grant certificates and the application for free -grant certificates have already been sent to the Commissioner of Lands through respective Divisional Secretaries wherever the Preliminary Plan (PP) of the land is available.

### Scheme of Recruitment and Carder

Since 2005, the recruitments and promotions of employees have been carried out by the RDA in accordance with the SOR approved by Board of Directors in 2005. In 2009 on the request of RDA, the cadre and the restructuring of the designations with the salary codes have been approved by Management Services Department (MSD). Subsequently some senior categories of officers were not included in the approved SOR, only a part of the SOR has been prepared and approval has been obtained from the MSD for the categories of 24 Nos Directors and 5 Nos of Additional Director Generals (ADGs) for the urgent service requirement in 2019. Further, as there were some incompatibilities of designations



and salary codes between 2005 SOR and salary structure approved by the MSD in 2009, MSD advised RDA to prepare a new SOR and get the MSD approval. In this circumstances, necessity had been arisen to prepare a new SOR, not only considering the administration purposes but also the functionalities of all the divisions, expansions of the divisions adopting new technology, introducing of new designations in order to achieve the organizational vision & mission.

In 2022, RDA was able to complete the new SOR and it was submitted to the MSD with the approval of the Board of Directors.

### **Operational Performance**

During 2022, RDA completed the improvement of about 185km of national roads( A & B class) and about 1900km of Non RDA and rural roads under different local and foreign funded projects and programs. On January 15<sup>th</sup> the Central Expressway section from Meerigama to Yaggapitiya opened for public.

As at end of the year existing Cadre of RDA is 10,801 including permanent and casual maintenance labourers. Based on the public enterprise circular PED/05/2022 dated 22.08.2022, RDA officers were also granted the opportunity to take no-pay leave to work abroad for a maximum period of five years without causing prejudice to the seniority. When comparing the last five years, highest number of retirements, resignations and No pay leave for employments are recorded in 2022. This was mainly owing to the public enterprise circular 06/2022 on revision of the retirement age of employees in SOEs and the facility for no pay leave.

Since last few years possible new income generation options were explored with the view of reinforcing revenue streams for Road Development Authority. In 2022 under the economic crisis situation, the government faced difficult situation in financing RDA annual budget requirement. In the meantime the government encourages and instructed government organizations /institutions to find and adapt self-financing mechanisms to cope with the economic challenges. With that the RDA decided to identify possible self-financing mechanisms mainly to cover road and expressway maintenance, expressway operations & minor developments, and RDA overhead. The RDA has looked in to the similar self-financing models in Asian countries and also the developed countries. Establishment of road fund (RMF) with several options including tax imposed on fuel, charge on the Vehicle Revenue Licence, levy on vehicle insurance certificates were considered and analyzed. Based on that a budget proposal was submitted for budget 2023 for financing road maintenance through a Levy on Fuel, Vehicle Revenue Licence and Vehicle Insurance. As a result, the budget 2023 proposed to establish the RMF by charging an annual fee of not less than Rs. 100 per vehicle when obtaining revenue licences and initially set up the fund initially with Rs. 100 million allocate through the 2023 budget. RDA expects to work together with the Ministry of Transport & Highways to establish mechanism for the RMF and for its successful implementation.

### **Corporate Social Responsibility**

Corporate social responsibility can be considered as the continuing commitment of the organization to behave ethically and contribute to the economic development while improving the quality of the work force as well as the local community and the society at large. Road Development Authority integrates economic, social and environmental concerns when implementing all its development activities and interaction with their stake holders.

In all major development activities, RDA take actions to carryout Environmental Impact Assessment (EIA) , Initial Environmental Examinations(IEE) or other type of assessments in order to get the approval from the appropriate project approving agency.

With the Sri Lanka's commitment of implementing the 17 Sustainable Development Goals (SDGs) the government organizations have been advocated and guided to mainstream the SDGs with the projects carried out and aligned with national budgetary allocation. In view of that, RDA has identified three Sustainable Development Goals along with targets and indicators comes under roads sector.

## Profiles of Board of Directors

### **Mr.C.P. Athuluwage-Chairman**

*Master of Business Administration*

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

### **Mr. D P Wickramasinghe**

*BSc, MPM, SLAS-SP Grade*

Mr. Wickramasinghe was appointed to the Board on 31<sup>st</sup> January 2020. He Holds BSC (SP), MPM, and SLAS-SP Grade. He currently holds the position of Additional Secretary, Ministry of Power and Energy.

### **Mrs. E A R Renuka**

*BSc. (Special) Degree*

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

### **Mrs.M.K.D.N.Madampe**

*MPP (Japan), BA (Hons)*

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

### **Mr. W H K D B Ratnayake**

*MA (Economic)*

Mr. Ratnayake was appointed to the Board on 26<sup>th</sup> August 2020. He Holds MA (Economic). He currently holds the position of Director Planning & Monitoring, Ministry of Transport & Highways.

### **Mr. N.P.K Ranaweera**

*BSc Valuation, MSc Town Planning, Town Planner*

Mr. Ranaweera was appointed to the Board on 31<sup>st</sup> January 2020. He holds Master of Science

in Town and Country Planning from University of Moratuwa, Post Graduate Diploma in Regional Planning, University of Kelaniya, Post Graduate Diploma in Urban Management Erasmus University, Netherland and BSc Degree in Estate Management and Valuation from University of Sri Jayawardanapura.

### **Mr.P.B.H. Jayasinghe**

*MSc (MM)/PGDMM, B.Eng AMIChemE*

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

### **Mrs.I.M.W.K. Illangasinghe**

*BSc Eng. (Hons), M.Eng, PH.D M.I.E (SL), Chartered Eng.*

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

### **Mr.K.C. Niroshan**

*BCom.(Sp)(USS)*

Mr. Niroshan was appointed to the Board on 28<sup>th</sup> February 2023. He currently holds the position of Additional Secretary, Ministry of Transport & Highways. He holds master of Economics and Bachelor of BCom.(Sp)(USS).

### **Mr.V.K. Choksy**

*President's Council*

Mr. Choksy was appointed to the Board on 18<sup>th</sup> August 2022. He currently holds the position of Chairman of NIBM.

**Mr.M.M.W.Manamperi**

*Attorney at Law*

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

**Dr.G.H Wijayawardana**

*B.Sc. (Miami), CITP (UK), FBCS (UK)*

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

## 1.2 Corporate Governance Report

The Board of the Road Development Authority (Authority) is responsible for setting in place sound corporate governance structures, frameworks, and processes to provide guidance to management in the day-to-day operations.

The Board is guided by the requirements stated in,

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

### Board of Directors

RDA is led by a well-balanced Board of Directors (BoD) with years of expertise and wealth of knowledge that has helped the Authority to achieve the goals. The Board meets regularly to execute its vested responsibilities.

The Board should take all the decisions in particular, strategic decisions those will ensure the achievement of the objectives of the Authority and also ensures that the Authority manages statutory and regulatory obligations. The Board should use discretionary powers in good faith to ensure that the decisions made are effective. Also, the Board must ensure that there is a culture of good governance and reflected work ethics and values.

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

The Director General is responsible for day to day management and leadership of executive team, and execution of the Authority's strategic and operating plans in consulting with the Board. Ensures day to day operations and in accordance with the governing law and internal procedures.

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

### Board Balance

The Board comprises of the chairman and 14 non-executive directors. Directors are appointed as per the provisions given in the Road Development Authority Act No 73 of 1981(The Act) amended by the Road Development Authority (amended) Act No 37 of 2009. The Act, specifically has mentioned the nine ex-officio members as directors.

1. A senior officer of the Ministry of Transport & Highways nominated by Minister of Transport & Highways
2. A senior officer of the Ministry of Finance nominated by Minister of Finance
3. A senior officer of the Ministry of Power & Energy nominated by Minister of Power & Energy
4. A senior officer of the Ministry of Transport Services Management nominated by Minister of Transport Services Management

5. A senior officer of the Ministry of Lands & Land Development nominated by Minister of Lands & Land Development
6. General Manager of the National Water Supply & Drainage Board nominated by Minister of Water Supply.
7. Director General of the Urban Development Authority nominated by Minister of Urban Development.
8. Chief Executive officer of the Central Environmental Authority nominated by Minister of Environment
9. Chief Executive Officer of the Geological Survey and Mines Bureau nominated by Minister Environment

In addition, the Act has vested the power to the Minister of the Ministry of Transport and Highways to appoint 5 others as the directors to the Board.

### Board Sub Committee

RDA governance structure is further strengthened with Board subcommittee to fulfill regulatory requirements and for better controls over operations.

Audit and Management Committee (AMC) assists the Board in its oversight and monitoring of Financial Reporting, Risks Management and Internal Controls. The AMC report on chapter 1.5 of the Annual Report sets out in detail the Committee's policies, practices and areas focused. The committee meets at least 4 times a year. The AMC comprises with Non-Executive Directors, majority of whom are independent. Following were the members during the year 2022.

1. Mrs. M.K.D.N. Madampe – Chairperson – Appointed w.e.f. 02.03.2022
2. Mr. D.P. Wickramasinghe - Member – Appointed w.e.f. 01.01.2020
3. Mr. W.H.K.D.B. Rathnayake – Member – Appointed w.e.f. 05.07.2022
4. Mr. M.R.G.A.B. Muthukude - Chairman – Resigned
5. Mr. B.M.C.K. Basnayake - Member - Resigned

Table 1-1: Attendance at the Board Meeting during the year 2022

<i>No</i>	<i>Board Member</i>	<i>Board Meeting Attendance</i>	<i>Remarks</i>
1	Mr. Chaminda P. Athaluwage ( <b>Chairman</b> )	09/09	
2	Mr. B.M.C.K. Basnayake	08/09	
3	Mr. Shamraz Yehiya	04/09	Resigned
	Mr. V.K. Choksy	05/09	Appointed w.e.f. 05.07.2022
4	Mr. Saman Dissanayake	04/09	Resigned
	Mr. Ranjith G. Rubasinghe	03/09	Appointed w.e.f. 05.07.2022
5	Mr. W.W.A. Basnayake	04/09	Resigned
	Mr. M.M. Wijitha Manamperi	05/09	Appointed w.e.f. 05.07.2022
6	Mr. M.R.G.A.B. Muthukude	02/09	Resigned
	Mrs. M.K.D.N. Madampe	07/09	Appointed w.e.f. 02.03.2022
7	Mr. D.P. Wickramasinghe	08/09	
8	Mr. W.H.K.D.B. Rathnayake	09/09	

<b>No</b>	<b>Board Member</b>	<b>Board Meeting Attendance</b>	<b>Remarks</b>
9	Mrs. E.A.R. Renuka	09/09	
10	Mr. K.P.B.V. Silva	08/09	
11	Mr. Thilina S. Wijetunga	05/09	
12	Mr. Hemantha Jayasinghe	06/09	
13	Mr. N.P.K. Ranaweera	08/09	
14	Mr. R.M.S.P.K. Rathnayake	05/09	Appointed w.e.f. 05.07.2022
15	Mr. S.G.L.T. Malaka	04/09	Appointed w.e.f. 11.08.2022

### 1.3 Risk Assessment and Mitigating Strategies

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

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



#### *Risk Identification*

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

#### *Risk Analysis*

Risk Matrix

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

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

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

#### *Risk Assessment*

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



Table 1-2: Risk Assessment

Identified Risk : Description	Likelihood	Impact	Risk Level	Action to Mitigate risk
<i>Risk Relating to road construction</i>				
• Inappropriate priorities in selecting roads for projects	2	2	Medium	In 2022, the National Road Master Plan (NRMP 2021-2030) was finalized and approved by the Board. Special Steering Committee has planned to appoint to review the priority list of the projects under the crisis situation of the country based on the NRMP
• Delay in urgent bridge Maintenance/ Reconstruction	3	3	High	Annual action plan is prepared based on information received from the Bridge Management System in Bridge Management and Assessment Unit under bridge design division and further confirmation of the Provincial Directors
• Delay in urgent road maintenance	3	2	High	Unavailability of timely funding is the main reason. Action has been initiated to establishment of the Road Maintenance Fund (RMF). This proposal included in the budget speech 2023.
• Low Quality Construction work	1	3	Medium	Technical Quality Assurance Division has been established to monitor the quality of the construction This division is responsible for carrying out relevant tests and report to the Director General on non-compliances
• Inadequate attention on road safety	2	2	Medium	Road Safety & Traffic Management Division has been established assigning responsibilities with respect to road safety. They identify hazardous locations and take action to mitigate the risk.
• Contract Variations	2	2	Medium	Variations are approved with in the allowable limit considering reliable facts. Internal Audit carries out regular investigations to ensure the validity of approved variations
<i>Risk Relating to Public Issues</i>				
• Road Safety Issues	3	1	Medium	Road Safety & Traffic Management Division look into the safety issues of national road network.

Identified Risk : Description	Likelihood	Impact	Risk Level	Action to Mitigate risk
<ul style="list-style-type: none"> <li>Not attending to the public issues by the responsible officers</li> </ul>	1	3	Medium	<ul style="list-style-type: none"> <li>1968 telephone line is established to collect public complaints relating to the national road system. Information Centre collects paper articles relating to the Road Development Authority.</li> <li>1969 is established to manage inquiries complaints relating to the expressways.</li> </ul>
<i>Risk Relating to Human relations and work performance</i>				
<ul style="list-style-type: none"> <li>Experienced skilled professionals leaving from the RDA</li> </ul>	3	3	High	Attractive financial and non-financial benefits to be proposed and arrangement of
<ul style="list-style-type: none"> <li>Misinterpretations of workforce related laws circulars</li> </ul>	2	1	Medium	Administration, Internal audit and legal division involve in clarifying relevant acts and circulars related to workforce
<i>Risk relating to Assets</i>				
<ul style="list-style-type: none"> <li>Poor asset record maintenance</li> </ul>	1	3	Medium	Establish strong internal control system over the assets Annual carrying out comprehensive asset counting and comparing it with the books of records
<ul style="list-style-type: none"> <li>Accident of Vehicles and Machinery</li> </ul>	2	3	Medium	Shifting risk by insurance
<ul style="list-style-type: none"> <li>Misappropriation of assets</li> <li>Misappropriation of valuable information</li> </ul>	1	1	Low	Carrying out independent investigation regarding workers theft and take disciplinary action against them
<i>Risk relating to Lack of IT based information management system</i>				
<ul style="list-style-type: none"> <li>Loss of connectivity</li> </ul>	3	3	High	A committee has been appointed to establish a comprehensive Management Information System on selected critical areas such as Land data base
<ul style="list-style-type: none"> <li>Non availability of updated data base</li> </ul>	3	3	High	

Identified Risk : Description	Likelihood	Impact	Risk Level	Action to Mitigate risk
<ul style="list-style-type: none"> <li>Lack of technically qualified staff</li> </ul>	3	3	High	SOR has addressed to this
<ul style="list-style-type: none"> <li>Manipulating software by the employees</li> </ul>	1	1	Low	Strong internal control system has been established to protect the intangible assets of the organization. This includes software is updated only through official email.
<ul style="list-style-type: none"> <li>Non availability of Electronic tolling system for the entire expressway network</li> </ul>	3	3	High	Integrated Multi Lane free flow system has been planned
<i>Audit Risks</i>				
<ul style="list-style-type: none"> <li>Auditors fail to identify risks in advance</li> </ul>	1	3	High	<ul style="list-style-type: none"> <li>Prepare audit plan considering all key risk factors and conduct audit accordingly</li> <li>Recruit competent staff</li> <li>Quarterly call Audit and Management Meeting</li> </ul>

## 1.4 Audit Committee Report

I am pleased to present the Audit Committee (Committee) Report for the year ended 31<sup>st</sup> December 2022.

The primary objectives of the Committee are to provide oversight of the Financial Reporting process, The System of Internal Controls and Risk Management process, Compliance with Laws and Regulations.

The Committee provides assurance to the Board of Directors (Board) on the integrity of the Road Developments Authority (Authority)'s financial reporting and effectiveness of its internal control environment.

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

### MEMBERSHIP OF THE COMMITTEE

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

- |   |   |                                  |
|---|---|----------------------------------|
| 1. Mrs. M K D N Madampe (Chairperson)<br>Additional Director General<br>Management Services Department, Ministry of Finance | } | Non-Executive<br>and Independent |
| 2. Mr. D P Wickramasinghe (Member)<br>Additional Secretary – Ministry of Power & Energy                                     |   |                                  |
| 3. Mr. W H K D B Rathnayake (Member)<br>Director Planning & Monitoring<br>Ministry of Transport and Highways                | } | Non-Executive                    |

The Committee appreciated the services rendered by Mr. M.R.G.A.B. Muthukude during his tenure as Chairman of the Committee.

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

Director Internal Audit convened the Committee meetings and maintains the committee minutes. Other attendees at Committee meetings (or part there off) were the Director General, Representative from the National Audit Office, Chief Internal Auditor of the Ministry of Transport and Highways and Directors and other senior management of the Authority and the subsidiaries of the Authority as appropriate to present and provide responses on audit issues presented to the Committee.

#### Role of the Committee

The role and the responsibilities of the Committee are set out in its Charter and the Committee conducts its affairs in compliance with the Charter.

The responsibilities of the Committee include, but are not limited to the followings,

- Oversight of the integrity of the Financial Statements of the Authority.
- Review of the Monthly and Annual Financial Statements followed by recommendation for the approval of the Board.
- Oversight of risk management and internal controls systems and processes.
- Oversight of its Compliance with legal and regulatory requirements.
- Review of the effectiveness of the Internal Audit functions.

### **Financial Reporting**

The Committees oversight of Financial Reporting is to ensuring the accuracy, completeness and timeliness in the management's reporting of Annual and Monthly Financial results of the Authority and its subsidiaries.

The Committee reviews these Financial Reports on a regular basis and direct the management on the strategies and action required to improve the effectiveness of controls and performance of the Authority and its subsidiaries.

### **Internal Audit and Compliance**

The Internal Audit functions of the Authority conduct audits based on the Annual Audit Plan approved by the Chairman of the Authority. It also conducts investigations at the request of Senior Management, Committee or the Board of Directors.

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

- It's reporting line and assess to the Committee and members of the Board.
- Internal Audit Plan and Achievements of the Plan.
- Key Internal Audit findings, adequacy of management's response and timeliness of their corrective actions.
- Adequacy of internal audit resources

### **Risk Management**

The Committee reviews the adequacy of the audit management functions in identifying and assessing Key Risk and in working with the management of the Authority to mitigate these risks through appropriate and timely action.

### **Activities Performed during 2022**

The Committee held meetings during the year 2022 and its activities were as follows,

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

**Internal Audit**

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

**Risk Managing**

- Review the Authority Risk Management and effectiveness of the mitigating action.

*On behalf of the Audit and Management Committee*

M.K.D.N. Madampe (Ms)

Chairperson

Audit & Management Committee

## **1.5 Corporate Management**

### **Director General**

**Eng. L.V.S.Weerakoon**

### **Additional Director General - Assets Operation & Management**

**Eng. S. Opanayake**

### **Additional Director General - Construction Design**

**Eng. L. S. Premathilake**

### **Additional Director General - Network Planning (Covering up)**

**Eng.(Mrs.) B.A.R. Premaratne**

### **Additional Director General – Projects (Covering up)**

**Eng.(Mrs.) B.A.R. Premaratne**

## **PROFILES OF KEY MANAGEMENT PERSONNEL**

Eng. L.V.S.Weerakoon  
Director General

A Chartered Civil Engineer aged 59. The Director General, as the Chief Executive Officer of the Road Development Authority, is responsible for the overall functions of the Authority whilst subjected to the general directions of the Authority on matters of Policy, be charged with the direction or the business of the Authority, the Organization and execution of powers and the Administrative control of the employees of the Authority.

He started his carrier in RDA in 1995 as a Civil Engineer. He has worked at different capacities as Design Engineer, Project Engineer, Chief Engineer (Designs) and Project Director prior to the appointment as Director General in February 2021. He has vast experience in Road & Expressway construction, Designs of Road/ Expressways & Bridges. He has also been engaged in the procurement work of major projects under various methods. He has contributed directly in reviewing and updating plans, guidelines, specifications and standards to enhance the performance of the Authority



## 1.6 Service Overview

The socio – economic development and subsequent economic growth of any nation is strongly linked to its transport infrastructure.

Sri Lanka's road network is dense and well laid out to provide accessibility to the country's entire population across the provinces. However, with the steady growth of vehicular traffic since 1978, the capacity of the road transport system still has become inadequate which resulting the reduced efficiency in mobility especially in city areas. However, the RDA has been working on a sustainable programme to rehabilitate and improve the National Road Network to reach the required level of service.

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

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

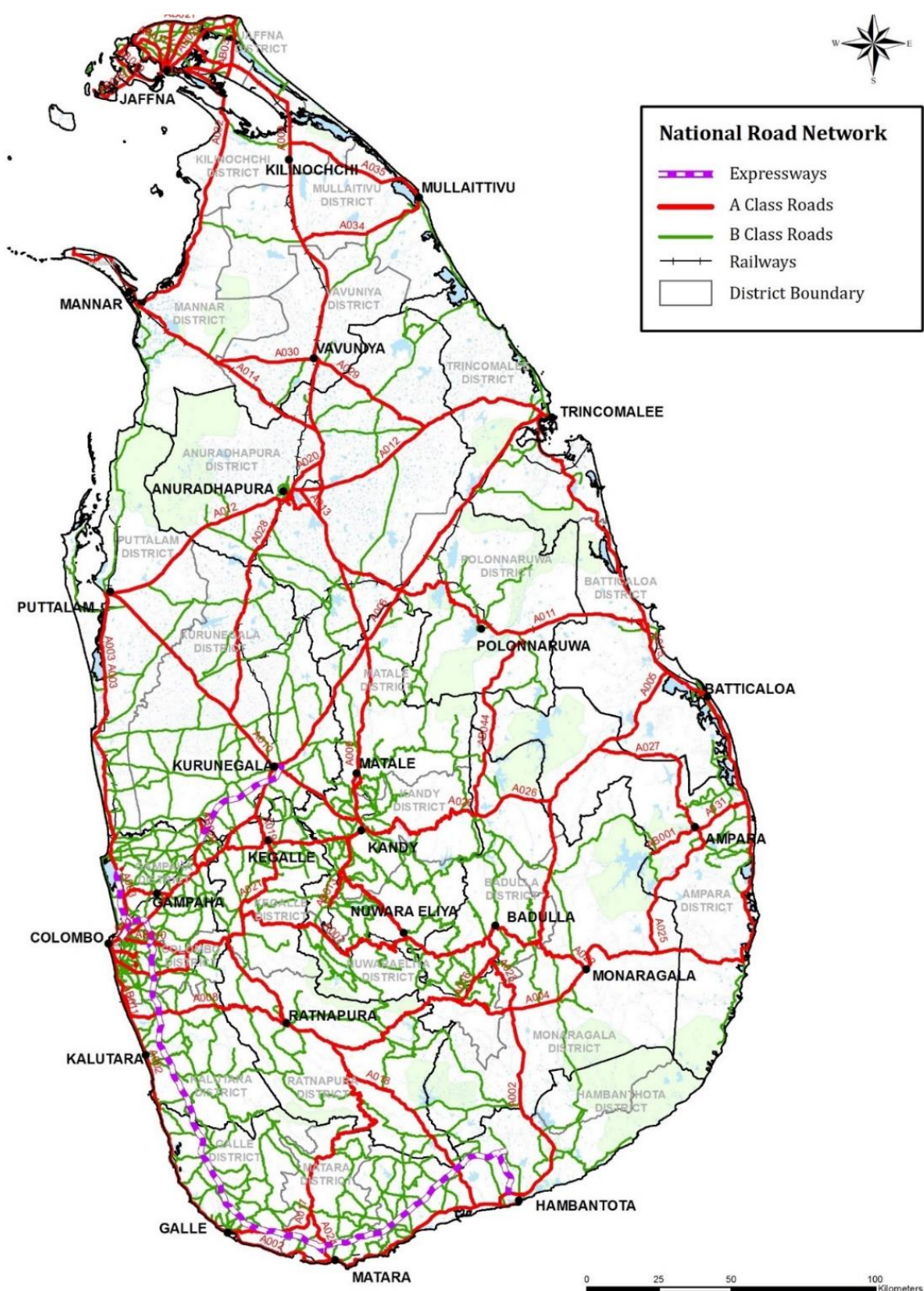
### Road Development Authority

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

The National Road Network consists of 12,224.7km of Trunk (A class) and Main (B class) roads, 312.6 km of Expressways and about 4,250 bridges as at end of 2022. Road Development Authority is responsible for maintenance and development of the National Road Network and planning, design and construction of new highways, bridges and expressways to augment the existing road network.

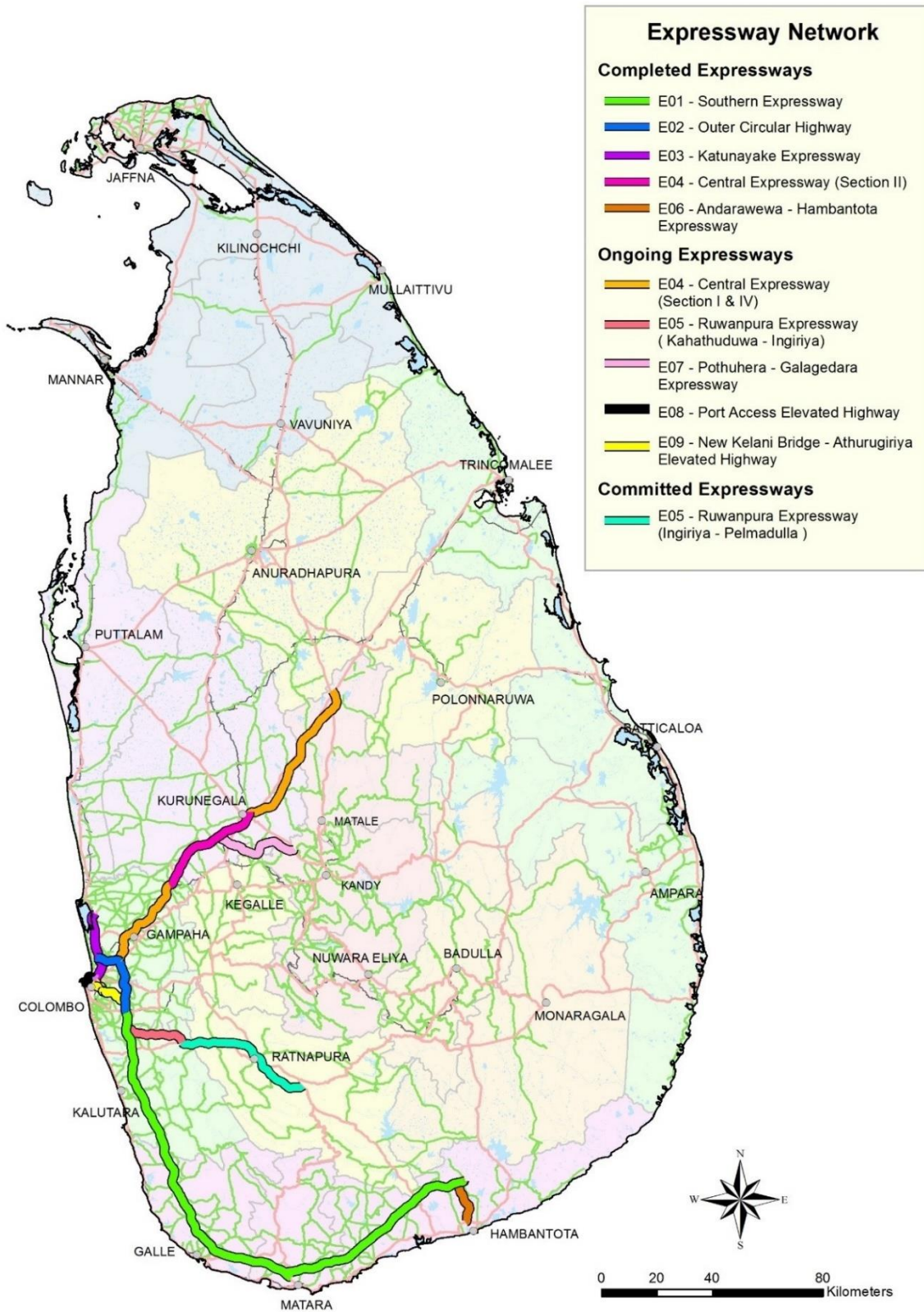
Table 1-1: National Highway Network of Sri Lanka

<i>Province</i>	<i>Expressways (km)</i>	<i>National Roads (km)</i>		
	<i>E Class</i>	<i>A Class</i>	<i>B Class</i>	<i>Total</i>
Western	113.24	373.79	1,235.26	1,609.05
Central		408.59	1,333.71	1,742.30
Southern	161.82	352.91	1,154.39	1,507.30
Northern		734.49	524.99	1,259.48
Eastern		619.55	551.14	1,170.69
North Western	35.67	352.80	1,005.14	1,357.94
North Central		491.19	706.12	1,197.31
Uva		468.52	692.94	1,161.46
Sabaragamuwa	1.86	415.58	803.55	1,219.13
<b>Total</b>	<b>312.59</b>	<b>4,217.42</b>	<b>8,007.24</b>	<b>12,224.66</b>



Map 1-1: National Road Network in Sri Lanka





Map 1-2: Expressway Network in Sri Lanka

## 1.7 Organizational Structure

The RDA is a major Civil Engineering Organization with specialized skills in Highway and Bridge Planning, Design, Construction, Maintenance and Road Safety. The organizational structure is designed to carry out the functions assigned to the RDA and to achieve its goals and objectives.

The RDA organization under the Board of Management has the Director General as the Chief Executive Officer. In the organizational structure, the Director General is assisted by 5 Additional Director Generals and 20 Directors to carry out various functions. In addition there are 18 Project Management Units headed by Project Directors under the Ministry of Highways and are appended to the RDA through the Director General. The organizational chart of the RDA is given in Chart 1.

### Functional Divisions

In the organizational structure of the RDA, there are 20 functional divisions of which each Division is headed by a Director. The Directors of all the divisions are reporting to Additional Director Generals, Director General or directly to the Chairman as described below;

The Director **Internal Audit Division** is directly reporting to the Chairman. Director (**Legal Division**) and Director ( **Quality Assurance & Progress Monitoring Division** ) are directly reporting to the Director General.

The Directors of the following six Divisions are directly reporting to the Additional Director General (Asset Operation & Management)

**Construction Division**

**Maintenance Management Division**

**Property Management and Revenue Division**

**Rural Bridge Construction Unit**

**Procurement Division**

**Expressway Operation, Maintenance & Management Division**

The Directors of the following four Divisions are directly reporting to the Additional Director General (Construction Design).

**Highway Designs Division**

**Engineering Services Division**

**Research & Development Division**

**Environment & Social Development Division**

The Directors of the following five Divisions are directly reporting to the Additional Director General (Networks Planning).

**Planning Division**

**Land Division**

**Training Division**

**Mechanical Division**

**Infrastructure, Road Safety and Traffic Management Division**

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

**Administration Division**

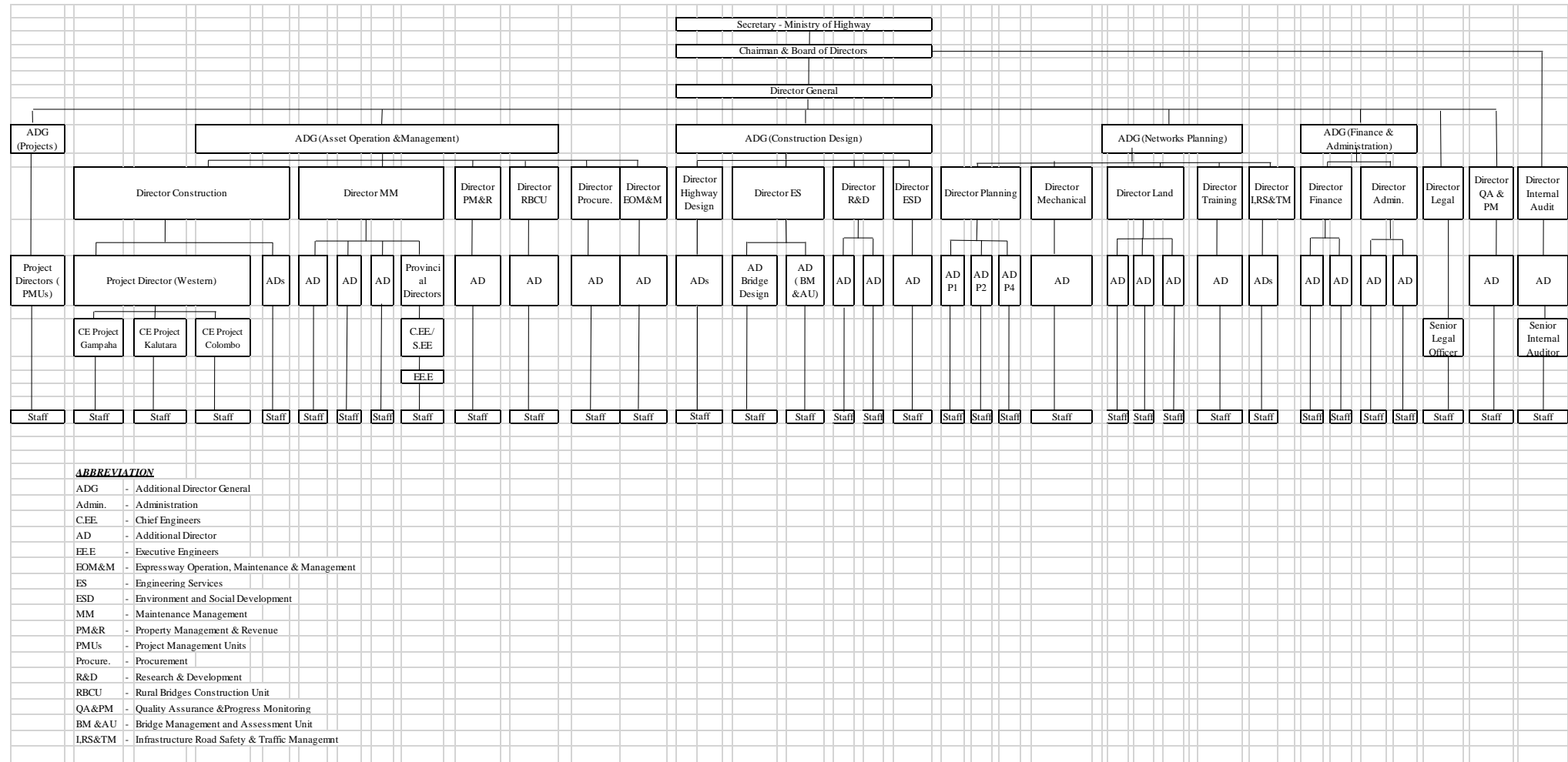
**Finance Division**

As there is no ADG (Administration and Finance) has been appointed yet, Directors of these divisions report directly to DG.

### **Directors of Functional Divisions**

Director Maintenance Management	:	Mrs.B.A.R.Premaratne
Director Construction	:	Mr.A.U.Arapola
Director Rural Bridge Construction	:	Mrs.T.S.Silva (Acting)
	:	Mr. A.P.M. Warnakulasuriya
Director Highway Designs	:	Mr.G.Jayalath
Director Engineering Services	:	Mr. L. S. Premathilake
Director Research and Development	:	Mrs.K.L.I.Ranasoma
Director Land	:	Mr. N.K.L.Netthikumara (Acting)
Director Environmental and Social Development Division	:	Mr. N.K.L.Neththikumara
Director Planning	:	Mrs.D.A.S.Jayasekera
Director Expressway Operation, Maintenance and Management	:	Mr. J.N. Lodiwick
Director Mechanical	:	Mr. I.M.J.Keerthi
Director Training	:	Mr. K.P.I.R. Perera (Acting)
Director Legal	:	Mrs. Subhanee Senatilleke
Director Procurement	:	Mr. V. Mohan
Director Administration	:	Mr. N. Sooriyakumaran
Director Finance	:	Mr. H. Kannangara
Director Internal Audit	:	Mr. J. Rathnayake (Covering up)
	:	Mrs. B. Sandamal
Director Quality Assurance & Progress Monitoring	:	Mrs. T. Ratnajothi
Director Property Management and Revenue	:	Vacant

Chart 1: RDA Organization Chart



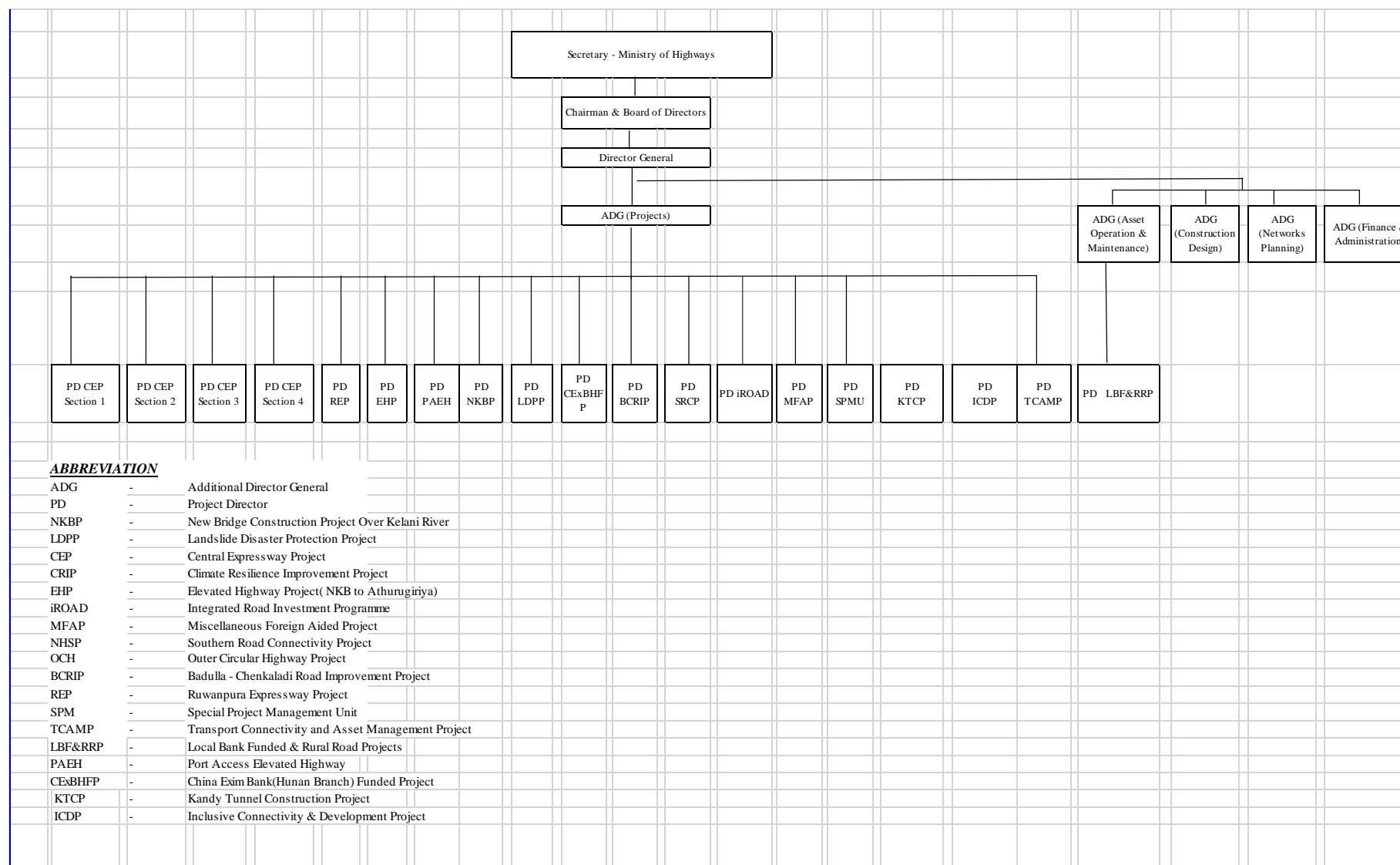
## Project Management Units

Almost all foreign funded projects are handled by Project Management Units (PMUs), and they are functioning as independent PMUs under the Ministry of Highways. In 2022, Projects Management Units are in operation for following projects;

1. Central Expressway Project Section 1 (CEP 1)
2. Central Expressway Project Section 2 (CEP 2)
3. Central Expressway Project Section 3 (CEP 3)
4. Central Expressway Project Section 4 (CEP 4)
5. Ruwanpura Expressway Project (REP)
6. Port Access Elevated Highway Project
7. Elevated highway from New Kelani Bridge to Athurugiriya
7. Miscellaneous Foreign Aided Project (MFAP)
8. Southern Road Connectivity Project (SRCP)
9. Special Project Management Unit (SPMU)
10. Transport Connectivity and Asset Management Project (TCAMP)
11. Badulla - Chenkaladi Road Improvement Project (BCRIP)
12. New Bridge Construction Project Over Kelani River (NKBP)
13. China Exim Bank (Hunan branch) Funded Project
14. Integrated Road Investment Programme (i-Road) Project (I& II)
15. Elevated Highway from New Kelani Bridge to Athurugiriya Project
16. Kandy Tunnel Construction Project
17. Inclusive Connectivity and Development Project (ICDP)
18. Local Bank Funded & Rural Road Project

These PMU's maintain independent accounting units, responsible to the Ministry of Highways and to Road Development Authority. At the RDA level, the activities of all PMUs are coordinated by the Additional Director General (Projects) except the Local Bank Funded & Rural Road Project which comes under Additional Director General (AOM&M). The organizational chart of the Project Management Units of the RDA is given in Chart 2.

Chart 2: PMU Organization Chart





### Project Directors of Project Management Units

Project Director (Central Expressway Project Section 1)	Mr. R.M.J.N. Rathnayake
Project Director (Central Expressway Project Section 2)	Mr. K.H.M.A.K. Kehelella
Project Director (Central Expressway Project Section 3)	Mr. H H N A Hettiarachchi
Project Director (Central Expressway Project Section 4)	Mr. B.G.Gunasiri (Acting)
Project Director (Ruwanpura Expressway Project)	Mrs. H.G.N. Premakanthi
Project Director (Port Access Elevated Highway)	Mr. K.W. Kandambi
Project Director (Special Project Management)	Mr. S.H. Jayasinghe
Project Director (Elevated Highway from New Kelani Bridge to Athurugiriya Project)	Mr. K. Selvanathan
Project Director (Miscellaneous Foreign Aided Project)	Mr.I.K. Baddegama
Project Director (Transport Connectivity and Asset Management Project)	Mr. L.U.D. Atapattu
Project Director (Southern Road Connectivity Project)	Mr. H.H.N.A.Hettiarachchi
Road Network Improvement Project( China Exim Bank-Hunan funded)	Mr. M.R. Sudath
Project Director (Badulla-Chenkaladi Road Improvement Project)	Mr. A.P.K. Abeydeera
Project Director (New Kelani Bridge Construction Project)	Mrs. D.A.S.Jayasekara (Acting)
Project Director (i-ROAD Project - Project Co-ordination)	Mr. L.U.D. Atapattu
Project Director (Kandy Tunnel Construction Project)	Mr. W.M. Gunasinghe
Project Director (Inclusive Connectivity and Development Project)	Mrs.D.N.L.K.Gannoruwa,
Project Director (Kandy MultiModal Terminal Project)	Mr. R. M. S. J. B. Ratnayake
Project Director (Local Bank Funded & Rural Road Project)	Mr. M.R. Sudath

## Provincial Setup

Under the provincial set up of the RDA, there are 10 Provincial Directors reporting to Director Maintenance Management. As the Eastern Province has been divided into two regions, there are two Provincial Directors in that Province, one in Batticaloa and the other in Akkaraipattu. Under each Provincial Director, there is a Chief Engineer (CE) for each District and an Executive Engineer (EE) for each division as shown in the table below. The Provincial Directors, Chief Engineers and Executive Engineers are supported by a number of other Engineers and Technical staff, appointed base on the lengths of the A and B class road network within the division.

Table 1-3: Provincial Setup of RDA

Province	CE Region	EE Divisons
<b>Nothern</b>	Vavuniya	Vavuniya, Mannar
	Jafna	Jaffna, Pointpedro
	Mullativue	Mullativue, Kilinochchi
<b>Sabaragamuwa</b>	Rathnapuara	Rathnapuara, Pelmadulla, Embilipitiya
	Kegalle	Kegalle, Ruwanwella
<b>Wetern</b>	Colombo	Colombo, Avissawella
	Gampaha	Gampaha, Negombo, Nittambuwa
	Kalutara	Kalutara, Agalawatta, Horana
<b>Southern</b>	Galle	Galle, Hiniduma
	Matara	Matara, Deniyaya
	Hambantota	Hambantota , Tangalle
<b>Cennral</b>	Kandy	Kandy, Kundasale, Kadugannawa, Gampola
	Nuwaraeliya	Nuwaraeliya, Norwood, Hangeranketha
	Mathale	Mathale, Nalanda
<b>North Cental</b>	Anuradhapura	Anuradhapura, Medawachchiya,, Maradankadawala
	Polonnanaruwa	Polonnanaruwa, Habarana
<b>North Westren</b>	Kurunegala	Kurunegala, Kuliyapitiya, Maho
	Chillaw	Chillaw, Puttlam
<b>Uva</b>	Badulla	Badulla, Bandarawela
	Monaragala	Monaragala, Bibila
<b>Eastern</b>	Batticaloa	Batticaloa
	Trincomalee	Trincomalee
<b>Eastern - Akkaraipattu</b>	Ampara	Ampara, Dehiaattakandiya
	Akkriapattu	Akkriapattu, Kalmunai

## Employees of the RDA

The total work force of the RDA under different service categories is given in the table below.

Table 1-4 : Workforce of RDA as at end of 2022

No	Service Category	Approved Cadre		Total Existing Cadre as at 31/12/2022		
		Permanent	Contract	Permanent	Contract	Casual
1	Senior Management Services	88	0	46	0	0
2	Engineering Services	777	35	756	0	0
3	Administrative Officers' Services	19	0	9	0	0
4	Information Technology Services	19	1	16	4	0
5	Accountants' Services	31	4	29	0	0
6	Legal Officers' Services	6	0	6	0	0
7	Junior Administrative Services	47	1	29	0	0
8	Accounts'/ Audit Assistants' Services	70	2	51	0	0
9	Associate Officers' Services	78	0	67	0	0
10	Technical Service -1	103	0	60	0	0
11	Technical Service - 2	1,143	84	984	32	0
12	Clerical & Allied Services	2,266	112	2,318	185	0
13	Supportive Staffs	2,604	0	2,252	134	0
	<b>Sub Total</b>	<b>7,251</b>	<b>239</b>	<b>6,623</b>	<b>355</b>	<b>0</b>
14	Maintenance Labourer	3,822		2,567	0	1,255
	<b>Grand Total</b>	<b>11,073</b>	<b>239</b>	<b>9,190</b>	<b>355</b>	<b>1,255</b>

## 2. Financial and Operational Performance

### 2.1 Performance of Functional Divisions

Table 2-1: : Financial Performance of Functional Divisions in 2022

Description	Allocation (Rs.Mn)	Expenditure (Rs.Mn)
Road Maintenance Trust Fund (Maintenance of Roads and Bridges)	3,000.00	2,504.00
Widening and Improvement of Roads	3,600.00	1,362.28
Infrastructure & Road Safety	50.00	14.20
Traffic Management	50.00	40.47
Land Acquisition for Completed and Ongoing Projects	999.89	125.93
Surveys, Investigation and Feasibility Studies	80.00	46.13
Reconstruction of Damaged / Weak Bridges on National Highways	350.00	188.31
Establishment of Bridge Maintenance System (BMS) and Bridge Assessment Unit (BAU) in the Road Development	5.00	2.50
Contribution to Road Development Authority	8,034.60	8,013.51

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

### 2.1.1 Road Maintenance

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

- Routine Maintenance
- Periodic Maintenance
- Structure Improvement (Bridges, Culverts, Drainages)
- Maintenance of Lights, Signal Lights, Road Markings & Installation of Road Furniture
- Emergency Work / Disaster works
- Operation and Maintenance of Ferries

Table 2 - 2: Progress of Periodic Maintenance in 2022

Province	Rectification (km)	Sand/Chip/Crack Sealing (km)	AC overlay (km)
Western Province	0.99	18.94	2.46
Central province	67	4.5	0.37
Southern Province	1.08	0	0
Northern Province	0	0	0
Eastern Province	31.89	0	1.4
Eastern Province (APD – Akkaraipattu)	22.8	0	0
North Western Province	7.25	1.7	4.98
North Central Province	0	0	0
Uva Province	0.3	8.8	0
Sabaragamuwa Province	13.6	20	7.08
<b>Total</b>	<b>144.91</b>	<b>53.94</b>	<b>16.29</b>

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

Month	Production Summary		External Sale	
	Asphalt Plants Total Mt	Crusher Plants Total Mt	Asphalt Plants Total Mt	Crusher Plants Total Mt
January	10,185.16	4,502.52	25.93	-
February	11,292.12	7,355.47	-	99.26
March	2,164.63	5,441.06	-	135.48
April	105.49	759.01	-	-
May	57.94	2,400.51	-	67.56
June	541.47	-	-	-
July	229.59	-	-	-
August	867.45	-	-	-
September	1,043.63	26.16	-	-
October	2,019.04	287.20	-	-
November	3,726.25	921.01	-	-
December	1,954.66	-	-	-
<b>Total</b>	<b>34,187.43</b>	<b>21,692.94</b>	<b>25.93</b>	<b>302.30</b>

Table 2-4: Expenditure on Road Maintenance in Year 2022

Description	Allocation for year 2022 Rs.	Expenditure as at December 2022 Rs.
Project 01 - Routine Maintenance	1,185,310,000.00	1,115,400,920.40
Project 02 - Periodic Maintenance	591,550,000.00	122,184,128.37
Project 03 - Structure Improvement (Bridges, Culverts, Drainages)	424,050,000.00	111,824,710.41
Project 04 - Maintenance of Lights, Signal Lights, Road Markings & Installation of Road Furniture	440,330,000.00	362,941,761.79
Project 05 - Emergency Work / Disaster works	347,760,000.00	158,168,706.63
Project 06 - Operation and Maintenance of Ferries	11,000,000.00	32,096,624.83
Asphalt Plant / Regional Unit and Payment Unit		519,604,266.19
Treasury Bonds / Vat adjustments		96,434,999.76
Total	3,000,000,000.00	2,504,005,625.54

### 2.1.2 Widening & Improvement of Roads under GOSL Funds

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

This division carries out all the procurement activities relevant to above projects. In the pre - construction stage, preparation of tender documents, placing paper notices for inviting bids, issue of Bidding Documents, opening of Bids and issuing of Letter Of Acceptance (LOA) are implemented and in the post – construction stage, Director Construction facilitates, the employer (Director General RDA) by Monitoring the Financial and Physical Progress, by inspecting, checking and advising the site work, by evaluating and recommending approval for Payment Certificates, variation to the Contracts, Extension of Time (EOT), Price Escalations, Termination (In case of lack of progress) etc. In addition to the aforesaid activities, direct supervision of few projects are carried out as the Engineer for the Contract..

During 2022, widening and improvement of 15.21km were completed and 56.54km were in progress as at end of the year.

Table 2-5: Details of Projects carried out under Widening and Improvement in 2022

Province	District	Allocation 2022 (Rs.Mn)	Expenditure 2022 (Rs.Mn)	Projects Awarded in 2022		Completed as at end of 2022		Ongoing during 2022	
				No.of Projects	Length/km	No.of Projects	Length/km	No.of Projects	Length/km
Western Province	Colombo	200	120.85	-	-	-	3.23	10	2.14
	Gampaha	200	146.56	-	-	1	1.54	14	8.1
	Kalutara	200	22.84	-	-	1	1	10	4
Central Province	Kandy	190	46.86	-	-	-	-	4	2
	Mathale	140	4.83	-	-	-	-	5	2.53
	Nuwara Eliya	130		-	-	-	-	4	7
Southern Province	Matara	140	108.31	-	-	-	-	7	0.13
	Galle	140	16.33	-	-	-	-	1	-
	Hambantota	140	132.80	-	-	1	-	1	3.4
Northern Province	Jaffna	100	88.89	1	0.49	-	-	7	4
	Killinochchi	100	58.94	-	-	-	1.73	4	-
	Mannar	100	69.98	-	-	-	-	3	3.2
	Vavuniya	100	56.76	-	-	-	-	3	1.95
	Mullative	100	12.38	-	-	-	-	5	1.45
Eastern Province	Batticaloa	100	14.90	-	-	-	-	2	0.42
	Ampara	100		-	-	-	-	2	-
	Trincomalee	100	12.13	1	1.2	-	0.63	1	1.85
North Western Province	Kurunagala	120	56.62	-	-	-	-	3	3.86
	Puttlam	120	60.44	-	-	-	-	-	-
North Central Province	Anuradhapura	150	10.00	-	-	-	-	3	-
	Polonnaruwa	100	12.90	-	-	-	-	-	-
Uva Province	Badulla	120	109.07	-	-	4	4.18	1	4.45
	Monaragala	120	8.44	-	-	1	1.9	6	3.06
Sabaragamuwa Province	Kegalle	120	10.92	-	-	-	-	5	3
	Rathnapura	120	42.92	-	-	-	1	6	-
Tax Component		350	137.63						
<b>Total</b>		<b>3,600.00</b>	<b>1,362.28</b>	<b>2</b>	<b>1.69</b>	<b>8</b>	<b>15.21</b>	<b>107</b>	<b>56.54</b>

### 2.1.3 Reconstruction of Bridges under Local Funds

#### a. Reconstruction of Damaged/ Weak Bridges on National Highways

Reconstruction of Damaged/ Weak Bridges on National Highways is executed through the Maintenance Management (MM) Division. Under this program improvement of weak bridges were attended through ICTAD registered contractors. In this year 2022 43 bridges were undertaken and 2 bridges were completed, the provincial progress is given below.

Table 2-6: Progress of Weak Bridges Improvement Work 2022

No.	Province	Estimated Cost (Rs. Mn)	No. of Bridges	Physical Progress		Tender Stage	Expenditure (with liabilities) (Rs. Mn) upto end of 2022
				Completed	On Going		
1	Western Province	458.30	10	0	7	3	63.57
2	Central Province	378.20	8	0	7	1	51.80
3	Southern Province	56.20	1	0	0	1	-
4	Northern Province	-	0	0	0	0	-
5	Eastern Province	26.00	3	1	2	0	31.69
6	Eastern Province (APD- Akk)	87.30	2	0	0	2	-
7	North Western Province	277.10	9	1	8	0	85.60
8	North Central Province	82.70	3	0	3	0	24.16
9	Uva Province	156.80	2	0	1	1	7.14
10	Sabaragamuwa Province	415.20	5	0	3	2	11.17
	<b>Total</b>	<b>1,937.80</b>	<b>43</b>	<b>2</b>	<b>31</b>	<b>10</b>	<b>275.13</b>



## b. Rural Bridge Construction

Mainly Rural Bridge Construction Division is responsible for followings;

- Construction of bridges in rural areas to provide access to villages, paddy fields, farms, and cultivated lands by reusing old steel components or new steel girders
- Construction of Bailey Bridges under emergency situations or as bypass for bridge reconstruction sites
- Attending urgent repairs and maintenance of RDA steel bridges.

During the year , Rural bridge construction division attended with 11 bailly bridge erections, 2 rural bridge fabrications and dismentally 2 baily bridges , 3 brideg repairs and 77 bridge construction contracts. Details of the bridge construction contracts are given in the tables below;

Table 2-7: Summary Progress of Bridge Construction during year 2022

District	Total No. of Bridges	Completed bridge in 2021	Completed bridge in 2022	Ongoing Bridges as at 31.12.2022	Terminated by MOU and cancelled projects during 2022
Colombo	03	02	01	-	-
Kalutara	01	-	-	01	-
Gampaha	01	01	-	-	-
Galle	07	01	03	03	-
Kegalle	15	08	01	05	01
Rathnapura	01	-	-	01	-
Trincomalee	12	02	01	07	02
Ampara	06	-	02	02	02
Nuwara Eliya	07	02	-	03	02
Kandy	06	03	01	02	-
Badulla	04	01	-	03	-
Monaragala	05	-	-	05	-
Kurunegala	04	03	-	01	-
Mulativu	02	-	01	01	-
Anuradapura	03	-	-	02	01
<b>Total</b>	<b>77</b>	<b>23</b>	<b>10</b>	<b>39</b>	<b>08</b>

Table 2-8: Detailed Progress of Bridge Construction during year 2022

No	Description of the Bridge	District	TEC (Rs.Mn)	Date of Commencement	Date of Completion	Physical progress up to end of 2021	Cumulative expenditure up to end of 31/12/2021 (RS Mn)	Physical progress as at end of 2022	Cumulative expenditure as at end of 2022 (RS Mn)
1	Construction of Bridge across Waulelena Ela on Pragathipura, Negenahira Kanda Road at Eswatta Puwakpitiya, Awissawella. 2020-007	Colombo	12.71	2020.10.13	2021.03.22	100%	7.16	100%	7.53
2	Construction of bridge across Bope Batalawatta Road in Udagama, Bope. 2020-010	Colombo	5.99	2020.11.25	2021.02.14	100%	4.91	100%	5.31
3	Construction of wash room 02 Nos and Bathroom 01 no for rural bridge construction division workshop Rathmalana.2021-041	Colombo	2.32	2022.02.02	-	0%	-	100%	2.29
4	Construction of balance work of bridge across Mawak Oya at Katugalgama, Kandanpitita, Ingiriya.2019-024	Kalutara	5.83	2019.08.15	-	90%	3.57	90%	-
5	Repair work of Sirikurusa Bridge on St Nicholas road at Negombo. 2020/101	Gampaha	38.60	2020.11.24	2021.06.12	100%	13.13	100%	24.16
6	Construction of bridge across Galbedi Dola at Udugama. (15m , single span) 2014/58	Galle	7.96	2015.08.25	2021.08.18	98%	5.29	100%	-
7	Construction of bridge across Homa Dola at Kondagala, Nagoda. ( 24m , single span) 2014/61	Galle	12.85	2015.09.10	2021.03.29	92%	5.83	98%	-
8	Construction of bridge across Lunuwilawatta, Kekulan Ovita Ela at Nugaduwa, Galle. 2019-014	Galle	9.99	2019.10.29	2021.08.18	100%	7.20	100%	9.01
9	Construction of bridge across Mawanana Egoda Ovita Ela at Giggummaduwa,Neluwa.2019-010	Galle	20.41	2019.09.10	2021.11.28	99%	16.58	100%	21.06
10	Construction of bridge across Heen Ela at Thalawa, Thellambura road.2021-008	Galle	5.94	2021.03.12	2022.12.31	50%	1.96	100%	3.52

No	Description of the Bridge	District	TEC (Rs.Mn)	Date of Commencement	Date of Completion	Physical progress up to end of 2021	Cumulative expenditure up to end of 31/12/2021 (RS Mn)	Physical progress as at end of 2022	Cumulative expenditure as at end of 2022 (RS Mn)
11	Construction of bridge across Keebiya Phala Ela Bata-Atta at Kasideniya Baddegama, Galle. 2021-020	Galle	10.07	202.06.02	-	30%	1.79	90%	6.92
12	Construction of bridge across Panganwela Ela at Gonamulla Akmeemana, Galle. 2021-037	Galle	5.52	2021.08.05	-	15%	-	75%	-
13	Construction of balance work of bridge across Ritigaha oya at Lewala, Bulathkohupitiya, Kegalle. (36m , single ) 2018-002	Kegalle	19.66	2018.09.28	2020.01.07	100%	23.54	100%	23.74
14	Construction of Bridge across Gangadessa Oya on Hinatipanakanda Dehikumbura road at Hinatipanakanda Udamulla ,Mawanella.2019-WO-004	Kegalle	15.80	2019.07.29	2020.01.30	78%	3.25	100%	4.25
15	Construction of bridge across Wallawa Ela at Wallawa, Miyanawita, Deraniyagala. 2019-003	Kegalle	16.39	2019.07.02	2020.04.23	100%	16.55	100%	16.55
16	Construction of bridge across Mandagal Oya at Orupeellagama, Deraniyagala. 2019-004	Kegalle	12.89	2019.08.19	2021.03.24	100%	11.25	100%	11.65
17	Construction of bridge across Guru Ela On Hapathgamuwa Gurussa Road at Hapathgamuwa, Melsiripura. 2019-032	Kegalle	8.88	2020.01.20	2020.10.15	100%	7.30	100%	7.54
18	Construction of Bridge across Marapana Oya at Batewatta, Deewela.2020-008	Kegalle	15.64	2020.12.28	2021.09.28	100%	13.91	100%	13.91
19	Construction of bridge across Galketiya Amuna Ela at Pallegama, Kegalle 2021-001	Kegalle	9.02	2021.03.05	2021.11.28	100%	5.17	100%	8.12
20	Construction of bridge across Dunumale Ela on Uduwaka Elipalle road at Waharaka Gonagaldeniya. 2021-003	Kegalle	11.14	2021.03.08	2022.03.15	70%	5.55	100%	7.17
21	Construction of bridge across Murutha Ela on Alawathura Muruthagasthenna road at Bulathkohupitiya.2021-004	Kegalle	10.44	2021.03.05	2021.11.28	100%	7.13	100%	8.79

No	Description of the Bridge	District	TEC (Rs.Mn)	Date of Commencement	Date of Completion	Physical progress up to end of 2021	Cumulative expenditure up to end of 31/12/2021 (RS Mn)	Physical progress as at end of 2022	Cumulative expenditure as at end of 2022 (RS Mn)
22	Construction of bridge across Heen Ela on Aruggammana Hathnapitiya road at Hathnapitiya Kotiyakumbura.2021-013	Kegalle	6.25	2021.06.11	-	35%	-	60%	1.40
23	Construction of bridge across Heenakandura ela on Godigamuwa Malawita road at Godigamuwa Moronthota,Kegalle.2021-014	Kegalle	6.19	2021.06.11	-	8%	0.53	40%	1.47
24	Construction of bridge across Gadadessa Oya on Henatipanakanda Dehiliyaddakumbura road at Heenatipanakanda ,Udamulla, Mawanella ( Mawanella Ds area ) 2021-032	Kegalle	6.41	2021.08.04	-	50%	-	80%	3.15
25	Construction of bridge across Dedarana Ela on Ruscastle Deraniyagala.( Dehiovita Ds area ) 2021-033	Kegalle	11.25	2021.08.03	-	20%	-	25%	-
26	Construction of bridge across Gurugoda Oya at Ampe,Malmaduwa.( Galigamuwa Ds area ) 2021-034	Kegalle	35.90	2021.12.14	-	0%	-	8%	6.03
27	Construction of bridge across Kelagama Ela on Napaela, Ruwanwella. ( Dehiovita Ds area ) 2021-030	Kegalle	8.63	2021.08.04	-	18%	-	75%	4.07
28	Construction of bridge across Panapola Oya on Panapola – Kosgullena road at Panapola Kalawana. ( Kalawana Ds area ) 2021-036	Rathnapura	32.13	2021.12.14	-	0%	-	3%	-
29	Construction of bridge at Cholai Vedduvan in Kinniya.2019-008	Trinco	19.16	2019.09.03	2021.12.17	100%	9.74	100%	14.70
30	Construction of bridge across Muthur Lagoon on Palai Nagar-Naithal Nagar road at Palai Nagar Muthur,Trincomalee. 2019-021B	Trinco	18.81	2020.01.21	2021.12.20	100%	12.50	100%	15.37
31	Construction of bridge across Yan Oya Sawararu Ela on Pulmudei,Gomarankadawala road at Pulmudei. 2019-025A	Trinco	20.76	2020.01.21	2021.04.28	100%	19.84	100%	20.84

No	Description of the Bridge	District	TEC (Rs.Mn)	Date of Commencement	Date of Completion	Physical progress up to end of 2021	Cumulative expenditure up to end of 31/12/2021 (RS Mn)	Physical progress as at end of 2022	Cumulative expenditure as at end of 2022 (RS Mn)
32	Construction of Bridge across Parayan aru on Thennamarawadi, Kokkuthuduwai Road at Pulmudai, Trincomalee. RDA/DPR/UBTW/2020/21/2	Trinco	33.97	2020.11.17	-	75%	18.29	95%	22.86
33	Construction of bridge across Lagoon on Pulmudei Thusami housing scheme road at pulmudei Trincomalle. 2021-002	Trinco	24.30	2021.03.17	-	60%	14.82	65%	15.38
34	Construction of bridge across Pallikudy Aru at Olukkuli Thopur .2021-018	Trinco	19.85	2021.08.03	-	5%	-	55%	11.52
35	Construction of bridge across Mora Oya on Kawanthissapura –Helamba Wewa road at Thissapura Padavi Sripura ( Padavi Sripura Ds area ) 2021-024	Trinco	41.28	2021.09.09	-	5%	2.96	7%	1.20
36	Construction of bridge across Mora Oya on Gemunupura Kiri Ibban wewa Road at Gemunupura Padavi Sri Pura. ( Padavi Sripura Ds area ) 2021-025	Trinco	41.05	2021.09.09	-	5%	-	5%	3.95
37	Construction of bridge across Mee Oya on Kongolla Yaya 12,Samanpura Road at Kolongolla Padavi SriPura.( Padavi Sripura Ds area) 2021-026	Trinco	39.13	2021.10.14	-	40%	-	70%	15.85
38	Construction of bridge across Wadasal aru on Kinniya Kalldi Wettuwan Road at Kinniya ( Kinniya Ds area ) 2021-027	Trinco	31.55	2021.09.24	-	50%	5.21	65%	12.26
39	Construction of bridge across Lagoon at Mutur on Majeed nagar ). (Muthur Ds area ) 2021-028	Trinco	39.61	2021.09.24	-	0%	-	0%	3.58
40	Construction of bridge across Samulankulam Aru (off Kuchchaveli Thiriyaya Road) at Samulankulam,Kuchchaweli. ( Kuchchaweli Ds area ) 2021-029	Trinco	11.68	2021.08.11	-	8%	1.78	50%	5.84

No	Description of the Bridge	District	TEC (Rs.Mn)	Date of Commencement	Date of Completion	Physical progress up to end of 2021	Cumulative expenditure up to end of 31/12/2021 (RS Mn)	Physical progress as at end of 2022	Cumulative expenditure as at end of 2022 (RS Mn)
41	Construction of Bridge across Panhal Oya on Thottama Omirangawa road at Tottama Dambana Ampara.2020-014	Ampara	22.04	2020.11.25	-	40%	11.81	40%	11.81
42	Construction of bridge across Lagoon at Periyaneelawane, Maradamunei. (Dhona Bridge). 2021-016	Ampara	12.98	2021.06.02	-	5%	1.05	10%	1.05
43	Construction of bridge across Sengappidy aru at Sengappidy Kaikaddy Ninthawur 23. 2021-017	Ampara	33.77	2021.08.06	-	5%	-	5%	-
44	Construction of bridge across Kumarigama Kadurukiripattiya road at Kumarigama, Uhana, Ampara.2021-022	Ampara	17.21	2021.07.15	-	60%	5.50	100%	12.44
45	Construction of bridge at Galapitagala Uhana, Ampara.2021-023	Ampara	11.81	2021.07.12	-	5%	1.00	15%	1.00
46	Construction of bridge across Weeragoda Oya on Buddangala-Weeragoda Road at Weeragoda. (Uhana Ds area) 2021-035	Ampara	23.73	2021.09.27	2022.09.05	55%	-	100%	12.74
47	Construction of bridge across Maskeli Oya at Ceeton Ratherford, Maskeliya. 2019-016	Nuwara-Eliya	34.68	2019.10.14	-	87%	24.33	95%	31.61
48	Construction of bridge across Ketaboola Oya at Ketaboola, Kothmale. 2019-017	Nuwara-Eliya	10.58	2019.08.19	2021.02.25	100%	9.69	100%	9.69
49	Construction of bridge across Mool oya at Hope Estate, Hewaheta. 2019-018	Nuwara-Eliya	7.15	2019.07.19	-	100%	8.56	100%	8.56
50	Construction of bridge across Puchuwda Oya on Pussellawa Gamunupura junction to protof road (15+320) at protof Nuwara-Eliya. (Near the Church) 2021-006	Nuwara-Eliya	7.16	2021.03.05	-	5%	-	5%	-
51	Construction of bridge across Puchuwda Oya on Pussellawa Gamunupura junction to protof road (12+640) at Mary hill protof Nuwara-Eliya. 2021-009	Nuwara-Eliya	7.29	2021.03.12	-	30%	1.30	45%	1.30

No	Description of the Bridge	District	TEC (Rs.Mn)	Date of Commencement	Date of Completion	Physical progress up to end of 2021	Cumulative expenditure up to end of 31/12/2021 (RS Mn)	Physical progress as at end of 2022	Cumulative expenditure as at end of 2022 (RS Mn)
52	Construction of bridge across Puchuwda Oya on Pussellawa Gamunupura junction to protof road ( 14+950 ) at protof Nuwara-Eliya.( Near the School ) 2021-010	Nuwara-Eliya	5.71	2021.03.12	-	10%	-	10%	-
53	Construction of balance work of bridge across Maskeliliya oya at Ratherford Maskeliya. 2022-004	Nuwara-Eliya		-	-	0%	-	-	-
54	Construction of bridge across Nillambe Oya at Palle Delthota,Nillambe new Town. 2019-027	Kandy	19.31	2019.12.18	-	0%	13.18	88%	13.18
55	Construction of bridge across Maha Oya at Hunuketadegalaha,Pussawela,Meemure. 2019-029A	Kandy	19.17	2020.01.21	2019.09.20	100%	14.02	100%	14.02
56	Construction of balnce work of bridge across Bali Amuna Oya at Poggolla,Ududumbara.2020-001B	Kandy	2.35	2020.10.02	2021.02.10	100%	1.73	100%	3.23
57	Construction of bridge across Bawlana Ela on Hewaviss Bawlana road at Hewavissa,Bawlana,Marassana. 2021-005	Kandy	12.11	2021.03.11	-	30%	5.70	50%	7.78
58	Construction of bridge across Pegirimana Oya at Kumbukgolla Meemure Main road at Kumbukgolla Meemure ,Ududumbara. 2021-012	Kandy	9.26	2021.06.18	2022.01.10	100%	7.03	100%	7.03
59	Construction of bridge on Galaha Belwood road at Galaha. ( Ch:0+400,1+400 ) ( Delthota Ds area ) 2021-039	Kandy	14.74	2021.08.03	-	3%	-	100%	5.13
60	Construction of bridge across Weddage Kandura on Nagadeepa Heeressagoda road at Nagadeepa Uraniya,Rideemaliyadda. 2019-019	Badulla	16.21	2019.09.10	2021.01.22	100%	15.25	100%	15.25

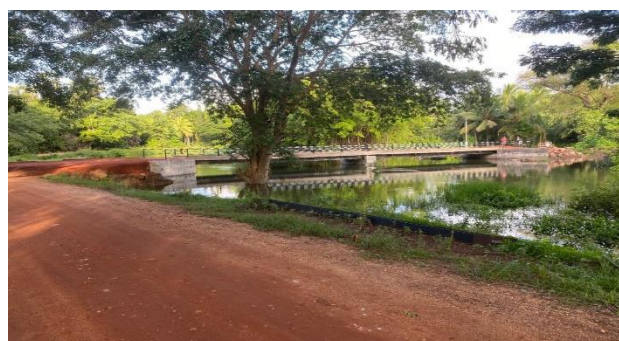
No	Description of the Bridge	District	TEC (Rs.Mn)	Date of Commencement	Date of Completion	Physical progress up to end of 2021	Cumulative expenditure up to end of 31/12/2021 (RS Mn)	Physical progress as at end of 2022	Cumulative expenditure as at end of 2022 (RS Mn)
61	Construction of bridge across Loggol Oya at Thaldena, Meegahakiula. 2019-028	Badulla	9.70	2019.11.08	2020.07.19	67%	6.94	75%	7.24
62	Construction of bridge across Dahamal Oya on Kehelkotuwa Kalugahawadiya road at Kehelkotuwa Medagama, Bibile. RDA/DPR/UP/DKKMB/2020/148	Badulla	33.29	2021.02.11	-	32%	2.46	85%	2.46
63	Construction of balance work of bridge across Loggal Oya at Thaldena Meegahakiula. 2022-003	Badulla	12.09	-	-	0%	-	90%	-
64	Construction of Bridge across Mudiyalakadura on Bokkemadawala, Baddullagammana Road at Bokkemadawala, Bibila. 2020-12	Monaragala	11.47	2020.10.14	-	70%	5.93	90%	7.23
65	Construction of Bridge across Damunuwinna Oya on Madalanda bibila. 2020-013	Monaragala	12.81	2020.11.25	-	65%	5.21	75%	6.37
66	Construction of bridge across Gal Oya on Badullagammana Kaudella road at Kaudella, bibila. 2020-015	Monaragala	13.55	2020.12.15	-	30%	-	30%	4.33
67	Construction of bridge across Hamanawa Oya on Bibile-Ampara Road at Hamanawa. 2021-019	Monaragala	11.63	2021.06.07	-	5%	-	5%	-
68	Construction of bridge across Menikganga on Kirigalpoththa- Ranukgalla Road at Ranukgalla, Buththala. ( Buththala Ds area ) 2021-031	Monaragala	11.72	2021.08.03	-	5%	-	40%	3.91
69	Construction of bridge across Kimbulwana oya at Bulathwelyaya Menikpaya road at Menikpaya, Melsiripura. 2019-030	Kurunegala	26.46	2020.02.19	-	40%	7.83	15%	7.83
70	Construction of bridge across Kimbulwana oya at unit 03, Kimbulwana Oya Melsiripura. 2019-031	Kurunegala	10.94	2020.01.20	2021.04.12	100%	8.04	100%	8.81
71	Construction of bridge across Kimbulwana Oya at Peragahamula Yaya Hettigama Road at Kumbukgete. 2019-033	Kurunegala	9.64	2020.07.23	2021.02.26	100%	8.21	100%	9.00



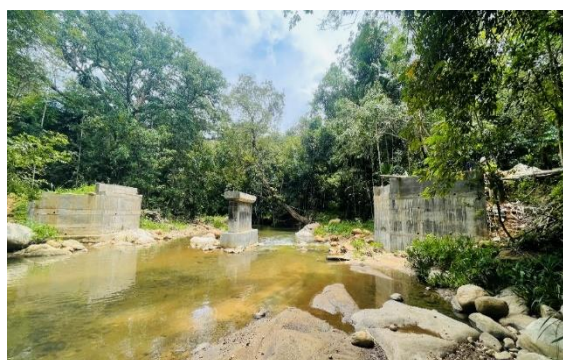
No	Description of the Bridge	District	TEC (Rs.Mn)	Date of Commencement	Date of Completion	Physical progress up to end of 2021	Cumulative expenditure up to end of 31/12/2021 (RS Mn)	Physical progress as at end of 2022	Cumulative expenditure as at end of 2022 (RS Mn)
72	Construction of bridge across Solewewa, Saliya Junction Road at Unit 7, Sandagala, Solewewa, Giribawa. RDA/DPR/UBTW/2020/21/05	Kurunegala	16.53	2020.11.17	2021.09.30	100%	9.56	100%	13.12
73	Construction of Bridge across Odikkaru aru on Thennamarawadi, Kokkuthuduwai Road at Kokkuthuduwai, Mulathiue. RDA/DPR/UBTW/2020/21/3	Mulathiue	31.98	2020.11.17	-	45%	9.73	50%	9.73
74	Construction of Bridge across Kokkumodai aru on Thennamarawadi, Kokkuthuduwai Road at Kokumodai Mulathiue.2020-009	Mulathiue	18.27	2021.01.04	-	85%	11.52	100%	17.02
75	Construction of balance work of bridge across Kala Oya at Kagama Helabadugama Road at Kagama Bulnewa. RDA/DPR/NCP/KKHB/2020/147	Anuradapura	43.55	2021.01.22	-	32%	19.17	33%	22.40
76	Construction of bridge across old Yoda Ela on Puliyankulama Aluth Puliyankulama road at Puliyankulama Thulana,Kalawewa.2021-007	Anuradapura	19.65	2021.03.05	2022.05.12	65%	8.62	98%	13.15
77	Construction of bridge across 13D Ela at Narangallegama, Ipalogama.2021-015	Anuradapura	5.83	2021.06.11	-	0%	0.48	0%	0.48

Table 2-9: Financial Progress during 2022

	Province	Allocation 2022 ( Rs.Mn )	Expenditure during 2022 ( Rs.Mn )
Rural bridges	Western Province	350.00	16.01
	Southern		13.39
	Sabaragamuwa		23.66
	Eastern		80.85
	Central		15.99
	Uva		11.00
	North Western		5.12
	Northern		5.50
	North Central		7.76
Repairs & Maintenance of RDA Bridges including RDA Overheads			37.02
	Total	350.00	206.30



Bridge across Old Yoda Ela on Puliyankulama Aluth Puliyankulama Road. At Thulana, Kalawewa.



Bridge across Menikganga on Kirigalpoththa Ranukgalla Road at Ranukgalla, Buttala

Bridge across Dunumala Ela on Uduwaka Elipalle road at Waharaka, Gonagaldeniya.  
Thulana, Kalawewa.

## 2.1.4 Design of Roads and Bridges

### (i) Highway Designs Division

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

#### Progress of the work done in Year 2022

Table 2-10: Completed Designs by Highway Designs Division in 2022

No	Road Name	Route No	Length (km)	Description (Road section/ Intersection/ Project)
1	VVIP access road Defence head quarters		0.60	Road Section
2	Road extension to the proposed Entertainment park of Waters Edge Ltd.	Non RDA	0.20	Road Section
3	New Bridge connection Kotte road and Nawala road	New Road	0.70	Road Section
4	Mihintale Junction & connecting roads	A009 & A012	2.70	Road Section
5	Pallebedda Weligepola road(4km-7km)	B351	3.00	Road Section
6	Mampe Kottawa Road	B267	5.00	Road Section
7	From Katukurunda to 52/1 Bridge	A002	5.50	Road Section
8	Kurana Thaladuwa Road	B246	2.00	Road Section
9	Katunayake - Veyangoda Road (0+000-17+500km)	B208	12.50	Road Section
10	Additional lane to parliament road from flyover to Ayurvedic junction		1.00	Road Section
11	Kottamunai Bridge Approach	A004	6.00	Road Section
12	Colombo - Hanwella road -Low level road from Kuduvela to Wele Junction (13+080 - 13+660km)	AB010	0.58	Road Section
13	Kerawalpitiya Industrial Zone	Non RDA	1.20	Road Section
14	Rerouting of Makola-Mabima Road	B254	0.80	Road Section
15	Katukurunda Neboda Road	B207	0.80	Road Section
16	Narthupana - Warakagoda Road	B310	3.00	Road Section
17	New Kelani Bridge access roads	A001	1.50	Road Section
18	Galle Deniyaya Madampe Road (113+000 - 130+600 km)- Stage 1	A017	8.60	MFAP
19	Getambe Flyover	A001 & AB42	1.20	MFAP
20	Piliyandala-Maharagama Road	B367	5.80	MFAP
21	Dematagoda - Wellampitiya Road	B096	2.3	MFAP
22	Palatuwa - Nadugala Road	PRDA	5.00	MFAP
23	Detagamuwa Wewa Project	Non RDA	1.00	UDA
24	Horana Aguruwathota Road	B157	3	Western Province Project
25	Central Expressway Section 1 & Section 2 Merging	E04	6.00	Expressway Designs
26	Alawwa Flyover	A006	2.30	Flyover

No	Road Name	Route No	Length (km)	Description (Road section/ Intersection/ Project)
27	Elevated Highway from Orugodawatta to Rajagiriya (Phase I)		6.90	Elevated Highway
28	Giriulla Junction	B308 & AB29	0.50	Intersection Design
29	Haddamulla Junction		0.30	Intersection Design
30	Intersection of Kandy - Jaffna Road (A009) and Ambepussa - Kurunegala- Trincomalee Road (A006) at Dambulla	A009 & A006	0.60	Signalized Intersection
31	Intersection of Bar Road and Railway Station Road at Batticaloa	B046	0.75	
32	Pasyala Junction	A001	0.50	
33	Homagama Intersection	A004	0.40	
34	Pitipana Intersection	A005	0.60	
35	Intersection at Peliyagoda Puttalam Road(A003), Negambo Giriulla Road (B322) & Main Street at Koppara Junction	A003 & B322	1.00	
36	Intersection of Peliyagoda Puttalam Road (A003), Adriven Road & Jumma Masjid Road at Priyamulla Junction	A003	0.60	
37	Intersection of Peliyagoda - Puttalam Road (A003), St. Josep's street,Negombo (B407) & Negombo - Aluthapola Road (B321) at Negombo (Telwatta Junction)	A003, B407 & B321	0.60	
38	Intersection at Divulapitiya on Negombo - meerigam Road (B324) & Ekala - Kotadeniyawa Road (B111)	B324 & B111	1.00	
39	Intersection of Kirindivita - Assennawatta Road (B225) & Miniuwangoda- Gampaha - Miriswatta Road(B228) at Weediyaawatta	B225 & B228	0.60	
40	Chilawathurai T Intersection	B299	0.45	
41	Gorakaduwa Junction	B-158	0.30	
42	Pamankada Junction	A004	0.35	
43	Katukurunda Junction	B304/ A002	0.50	
44	Intersection of CRWB Road(A002), Hospital Road & Shasanawardana Road at Galavilawatte, Homagama	A002	0.45	
45	Intersection of Kotte - Bope Road and Malabe-Kaduvela Road at Malabe	B240 / B263	0.6	
46	Intersection of Pitakotte- Thalwathugoda Road & Madiwela Road	B368 & Non RDA	0.50	
47	Kadawatha Bus Stand Junction	B058	0.65	
48	Review of CEP 3 Design Drawings		12.00	Design Review
49	Ruwanpura Expressway - Section from Kahathuduwa to Ingiriya		24.35	
50	Slave Island flyover HA & VA design		1	
51	Kohuwela Flyover HA review	B084	0.55	

Table 2-11: Progress of the Ongoing Designs by Highway Designs division at end of 2022

No	Road	Route No	Length (km)	Description (Road section/ Intersection/ Project)	Design Progress as at end of 2022
1	Katunayake - Veyangoda Road (17+500-20+000km)	B208	2.50	Road Section	60%
2	Nuwara Eliya - Udupussellawa Road (0-18.5Km)	B332	18.50	Road Section	10%
3	Road section at 53/2 Bridge	A002	0.60	Road Section	50%
4	Karandupana - Rambukkana Road	B199	8.85	Road Section	50%
5	Proposed New Bridge Over Kelani River at Pattiwila Jn	B362 / AB10	1.50	Road Section	50%
6	Colombo Galle Hambanthoata Wellawaya Road from Wadduwa to Kirimattiya (4 Lane)	A002	9.00	Road Section	75%
7	Negambo Giriulla Road	B322	2.50	Road Section	75%
8	Angoda Koswatta Road	B425	3.60	Road Section	75%
9	Negombo -Giriulla road (4 lane from Haddamulla to Giriulla)	B-322	0.70	Road Section	75%
10	Mattakkuliya Uswetakeyyawa 3km to 5km	B152	2.00	Road Section	50%
11	Anula mawatha Anutradapura	Non RDA	2.60	Road Section	50%
12	Katunayake - Veyangoda Road (0+000-17+500km)	B208	12.50	Road Section	75%
13	Buttala Junction & connecting roads	A004 & B522	2.10	Road Section	25%
14	Galle Tech city - Internal Roads	New Road	3.00	Road Section	75%
15	Weligama Thelijjawila road	B466	1.80	Road Section	60%
16	Thalpitiya Wadduwa Road	A002	2.00	Road Section	50%
17	Pitakotte Thalawathugoda Road	B368	1.00	Road Section	50%
18	Maharagama Pamunuwa Thalpathpitiya Road	B504	0.50	Road Section	75%
19	Improvements to Colombo _kandy Road Ranmuthuga road junction	A001	0.45	Road Section	50%
20	Kaduvela junction to Wele Junction (4 lane design)	B263	1.50	Road Section	75%
21	Wanaguru mawatha	Non RDA	1.44	Road Section	75%
22	Peliyagoda Puttalam Road from Kochchikade to Dalupotha	A003	5.70	Road Section	30%
23	Kalutara Nagoda Road	B191	1.60	Road Section	75%
24	Nawala Rajagiriya Road	B470	2.50	Road Section	50%
25	Katukurunda Neboda Road	B207	0.80	Road Section	80%
26	Colombo - Galle- Hambantota- Wellawaya Road (Galle Bustand to Expressway Entrance)	A002	4.00	Road Section	75%
27	Galle - Wakwella Road	B130	3.40	Road Section	75%
28	Access road for Veyangoda Economic centre	Non RDA	0.20	Road Section	15%
29	Kelaniya Mudungoda Road ( from 13+000 to 29+000km)	B214	16.00	Road Section	75%

No	Road	Route No	Length (km)	Description (Road section/ Intersection/ Project)	Design Progress as at end of 2022
30	Warakapola - Kandalama Road	B-456	10.50		75%
31	Kandy Tunnel		5.56	MFAP	85%
32	Galle Deniyaya Madampe Road (113+000 - 130+600 km) - Stage 1	A017	8.60	MFAP	90%
33	Piliyandala-Maharagama Road	B367	5.80	MFAP	90%
34	Battaramulla Link Road	Non RDA	0.20	UDA	20%
35	Detagamuwa Wewa Project	Non RDA	1.00	UDA	70%
36	Warakapola Town Centre Development	A001	0.25	UDA	50%
37	Kotiyagamman Road	Non RDA	2.50	UDA	75%
38	St. Joseph street, Negombo	B-407	1.1	Western Province Project	50%
39	Welikada Kohilawaththa road(Buthgamuwa road)	B469	1.1		65%
40	Marine Drive Extention (Dehiwala to Oban side)		0.4		75%
41	Marine Drive (Melborn to Kollupitiya)	Non RDA	1.2		50%
42	Gampaha to Miriswatta	B288	2.80	Gampaha Project	75%
43	Udugampola to Gampaha	B288	3.10		75%
44	Millaniya-Pelpola road	Non RDA	5.30	BOI	75%
45	Ginigathhena town	A007 & B319	0.95	Town Improvement Project	50%
46	Kamburupitiya Town	B003	7.70		55%
47	Galigamuwa Town	A-001	0.75		75%
48	Deniyaya Town Development	A017	1.00		45%
49	Neboda Town (Horana-Anguruwatota-Aluthgama road)	B-157	1.00		50%
50	Ruwanpura Expressway - Section 2 (24-60km)	E-06	36.00	Expressway Designs Expressway Designs	80%
51	Ruwanpura Expressway - Section 3 (60-78km)	E-06	18.00		80%
52	Rathnapura IC	E-06	4.00		50%
53	Kiriella IC	E-06	4.00		10%
54	Kuruvita IC	E-06	4.00		15%
55	Pelpola Interchange	E-01	3.00		50%
56	Elevated Highway from Orugodawatta to Rajagiriya (Phase I)	New Road	6.90	Elevated Highway	90%
57	Elevated Highway from Rajagiriya to Athurugiriya (Phase II)	New Road	9.70	Elevated Highway	70%
58	Ragama By-pass	New Road	1.00	By Pass	15%
59	Avissawella Bypass	New Road	2.48		17%
60	Hikkaduwa Bypass	New Road	6.00		70%
61	Hanwella Bypass	New Road	0.60		80%
62	Ginigathhena town	A007 & B319	1.00	Intersection Design	50%
63	Nagoda Junction	B207/ B304	0.60		3504%
64	Giridara Junction	B94/ B146	0.30		60%

No	Road	Route No	Length (km)	Description (Road section/ Intersection/ Project)	Design Progress as at end of 2022
65	Intersection on Trincomalee-Pulmuddai road (B424) and Bogahawewa - Pulmuddai road (B060) at Factory	B424 & B060	0.30	Intersection Design	45%
66	Intersection on Approach road to Admiralty Building (B023) at General Hospital Trincomalee	B023	0.15		45%
67	Intersection on Gravets road (B140) & Court road near court complex Trincomalee	B140 A015	0.40		45%
68	Intersection on Batticaloa-Tirikkondiadimadu-Trincomale road (A015) near 109km post		0.40		45%
69	Intersection on Trincomalee-Pulmoddai road(B424-1km) and Dockyard road(B140), in front of Urban Council	B424, B140	0.36		30%
70	Dockyard road (B140), Court road - junction near court complex Trincomalee Area	B140	0.40		30%
71	Bar Road Junction	A004	0.60		55%
72	Intersection on Approach road to Admiralty Building (B023) at General Hospital Trincomalee	B023	0.15		15%
73	Weliweriya kirindiwela junction at welweriya		0.3		45%
74	Deniyaya Hospital Junction	A017/ ByRoad	0.40		50%
75	Thotupola Junction	AB04/ B214	0.60		50%
76	Sapugashanda Intersection	B221	0.6		50%
77	Intersection of Karativu- Ampara road(A31), & Ampilanthurai-Veeramunai road (B18)	A031 & B18	0.3		50%
78	Medagampitiya junction	B430	0.3		35%
79	Kandana Intersection	A003	0.3		35%
80	Wennappuwa Kirimetiya (B473) Road, Thoppuwa Madampe (B-419) Road at Thulawala Road at Kirimetiya	B473 & B419	0.45		20%
81	Piliyandala-Maharagama road and Piliyandala Service Road	B367	0.20	Intersection Design/ MFAP	70%
82	Makulduwa Junction	B368	0.30		65%
83	Piliyandala intersection up to Piliyandala Bypass road	B367	0.40		65%
84	Bandaragama Intersection (Signal)	B458/B216/A008	0.4	Intersection Design	60%
85	Wagawatta Intersection	A008	0.50		40%
86	Intersection of Kandy - Jaffna Road (A009) and Ambepussa - Kurunegala-Trincomalee Road (A006) at Dambulla	A009 & A006	0.60	Signalized Intersection	40%
87	Meerigama Junction	B322	1.00		25%
88	Kandy Jaffna Road (Depot Junction-Kilinochchi)	A009	0.60		40%
89	Udugampola Junction	B288	1.00		55%
90	Punnankuda Intersection	A015	0.5		30%

No	Road	Route No	Length (km)	Description (Road section/ Intersection/ Project)	Design Progress as at end of 2022
91	Maruthanarmadam Intersection	AB16/ B268	0.6	Signalized Intersection	35%
92	Srenthukade Junction	B128 & Non RDA	0.60		55%
93	Beligaha junction	B128 & Non RDA	0.60		55%
94	Kahaduawawatta Junction	B128 & Non RDA	0.60		55%
95	Katugasthota - Matale Junction	A009/ B205	0.30		55%
96	Pilimathalawa Junction	A001	0.60		35%
97	Minuwangoda Junction	B208/B111	5.00		35%
98	Weligama Junction	B466	0.30		20%
99	Ebuldeniya Junction	B291/ B530	0.80		45%
100	Kindelpitiya Junction	B84/PRDA Road	0.3		50%
101	Pilimathalawa Intersection	A001	0.30		25%
102	Pamunuwa Intersection	B504	0.60		50%



## (ii) Engineering Services

The Engineering Services Division (ES) is headed by Director, Engineering Services. This Division consists of two separate offices namely Bridge Designs Office and Bridge Management and Assessment Unit (BM&AU) headed by an Additional Director.

### *Bridge Designs Office*

The Bridge Designs Office is one of the specialized section in the RDA. It is responsible to provide designs for Bridges and structures including elevated highways, viaducts, underpasses, overpasses and strengthening of weak bridges along with training of young engineers.

The total number of bridge design projects handled during this year was 58 including 44 those were continued from previous year and 16 were carried over to the year 2023. Work of 1 bridge project was stopped and handed over to a PMU. All aspects on project design and preparation of working Drawings, Bill of Quantities and Engineer's Estimates were completed for 41 bridges and the total estimated cost of projects is Rs. 25,808.9 million approximately.

Table 2-12: Progress of the design work carried out by Bridge Designs Office in Year 2022

No	Route No.	Bridge No.	Description	Span/Length (m)	TEC without Tax (Rs. Mn)	design Progress as at end of 2022	Remarks
1	B142	4/3	Hakmana MeeElla Thalagawaduwa Road	11.8	146.0	100%	Completed
2	B114	28/2	Ambalangoda Elpitiya Pitigala Road	11.5	162.0	100%	Completed
3	B224	7/1	Kirimetiya Yala Road	9.5	141.8	100%	Completed
4	B572	v1/2	Addalachanai Alankulam Road	21.75	134.6	100%	Completed
5	A011	42/6	Maradankadawala Habarana Thirukondiyadimadu Road	20.5	202.8	100%	Completed
6	A008	49/2	Panadura-Nambapana-Ratnapura	3.4	18.0	100%	Completed
7	B449	4/2	Wadduwa Moronthuduwa Road	16.5	245.8	100%	Completed
8	B483	3/2	Sammanthurai Malkampidde Deegawapi Road	40.6	407.7	100%	Completed
9	B263	1/5	Malambe Kaduwela Road near Chandrika Kumarathunga Mw (Widening)	Work stopped, plan to Design & construction by I road project			
10	Viaduct No. 01 on Ratnapura bypass road			210	2,853.0	100%	Completed
11	Viaduct No. 02 on Ratnapura bypass road			450	6,113.9	100%	Completed
12	Viaduct No. 03 on Ratnapura bypass road			480	6,521.5	100%	Completed
13	B355	8/1	Panama - Kumbukkana Road	38	381.6	100%	Completed
14	B248	19/1	Labuduwa - Wanduramba - Sandarawala Road	4	44.2	100%	Completed
15	B430	11/3	Udugampola Divulapitiya Road	9.5	125.0	100%	Completed
16	A004	31/1	Colombo Ratnapura Wellawaya Batticaloe Road	19	585.0	100%	Completed
17	A004	40/1	Colombo Ratnapura Wellawaya Batticaloe Road	9.5	173.6	100%	Completed
18	B363	12/1	Pelawatta Kankotiyawatta Thiniyawala Morawaka Road	7	81.2	100%	Completed

No	Route No.	Bridge No.	Description	Span/ Length (m)	TEC without Tax (Rs. Mn)	design Progress as at end of 2022	Remarks
19	B304	35/3	Nagoda Kalawellawa Bellapitiya Road (Widening)	43.1	352.1	100%	Completed
20	A004	101/5	Colombo Ratnapura Wellawaya Batticaloe Road - Warakathota Bridge (Widening)	140	1,165.3	100%	Completed
21	B363	9/1	Pelawatta Kankotiyawatta Thiniyawala Morawaka Road	7	78.3	100%	Completed
22	AB10	9/1	Colombo Hanwella Road	25.2	823.3	100%	Completed
23	A002	52/3	Colombo Galle Hambantota Wellawaya Road			15%	Awaiting Geometric design
24	B247		Pedestrian underpass near Aswedduma College on Narammala Kuliyaipitiya Madampe Road			5%	Awaiting location from IRS&TM Div
25			Bridge across Valachchanai lagoon at Santhively - Thikilivaddai Ferry point in Batticaloa District (Non RDA)	250	1,594.9	100%	Completed
26	A033	13/2	Ja-ela -Ekala -Gampaha - Yakkala road	15.5	177.9	100%	Completed
27	A035	50/1	Paranthan - Kachchai - Mullaitivu Road			50%	
28			Proposed bridge across Kelani river connecting to Kelaniya Mudungoda Road and Colombo Hanwella Road			5%	Awaiting BHs
29			Proposed bridge near Kelaniya temple			5%	Awaiting BH details
30			Pedestrian underpass near Karapitiya Hospital			5%	Awaiting Geometric design
31	A009		Underpass arch bridge at Mahaiyawa on Kandy Jaffna Road	35.8	1,271.0	100%	Completed
32	B271	7/3	Marandagahamulla Badalgama Road	7.9	48.5	100%	Completed
33	A015	108/3	Batticaloa Thirukkondiyadimadu Trincomalee Road	11.2	92.0	100%	Completed
34			New Bridge connecting Duplication Road and Saranankara Road	16.5	204.7	100%	Completed
35	B324	25/6	Negombo Mirigama Road	5.7	35.0	100%	Completed
36	B271	4/6	Marandagahamulla Badalgama Road			50%	
37			Proposed bridge on new Access road to Army Hospital, Narahenpita	13.5	173.1	100%	Completed
38	A002	53/1	Colombo Galle Hambantota Wellawaya Road (Temporary bridge)			100%	Completed
39	B472	11/2	Weliweriya Kirindiwela Road			15%	

No	Route No.	Bridge No.	Description	Span/ Length (m)	TEC without Tax (Rs. Mn)	design Progress as at end of 2022	Remarks
40	B472	11/3	Weliweriya Kirindiwela Road			15%	
41	B472	13/2	Weliweriya Kirindiwela Road			15%	
42	AB 10	15/1	Colombo Hanwella Road			10%	
43	A003	38/1	Peliyagoda Puttalam Road			50%	
44	A003	38/2	Peliyagoda Puttalam Road			5%	
Ruwanpura Expressway Project							
45	Preliminary structural drawings including Viaducts, Bridges, Overpasses and underpasses on Ruwanpura Expressway Project - Phase 2 and Phase 3					45%	
Sri Lanka Ports Authority Projects							
46	Overpass bridge connecting Port commission building to the main road				291.1	100%	
Urban Development Authority Projects							
47	Proposed Bridge 1 & 2 on Access road road to town centre development project at Warakapola				70.4	100%	
Non RDA Bridges							
48	Kummedda Bridge in Kalutara District			41.6	237.7	100%	Completed
49	Bridge at Payagala Elagahawatta Road (widening)				12.0	100%	Completed
50	Geekiyanakanda Bridge in Kalutara District			6	42.5	100%	Completed
51	Box bridge on old Airport Road in Kalutara District				23.6	100%	Completed
52	Pedestrian bridge at Vihara mawatha, Wellawatta			12	23.8	100%	Completed
53	Access bridge to Paravi Duwa temple in Matara			110	327.2	100%	Completed
54	Box culvert across an irrigation canal at Kurundugolla, Ambagasdowa in Badulla District			3.1	5.5	100%	Completed
55	Welanghawita Bridge across Nilwala River in Matara District					40%	
56	Temporary bridge for bridge no. 03 of Kinniya Kurunchankerny road			11.2	53.1	100%	Completed
57	Sirikurusa bridge , Negombo					20%	
58	Garagoda bridge across Kelani river on Yatiyantota Magammana Road in Kegalle District (Redecking)			118	368.2	100%	Completed
	Total				25,808.9		

### ***Bridge Management and Assessment Unit (BM&AU)***

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

By the end of year 2022, The inspection & verification of about 4247 bridges have been completed Island-wide. The bridges under repair, widening & reconstruction are to be fed to the BMS after the completion of ongoing construction activities.

Table 2-13: Progress of the Bridge Inspection in 2022

Province	Inspection of bridges in 2022
Western	331
Central	05
Southern	09
Northern	43
Eastern	26
North Western	06
North Central	20
Sabaragamuwa	03
Uva	41

In 2020, under water investigations of following bridges were completed;

- Bridge No 42/3 (Kalutara Bridge) on Colombo Galle Hambantota Wellawaya Road (A002)
- Bridge No 43/1 (Kalutara Bridge) on Colombo Galle Hambantota Wellawaya Road (A002)
- Bridge No 3/3 on Makandura Badalagama Road (B503)
- Bridge No 78/3 on Peliyagoda Puttalam Road (A003)
- Bridge No 37/3 on Puttalam Trincomalee Road (A012)
- Bridge No 101/5 on Colombo Ratnapura Wellawaya Batticaloa Road (A004)
- Bridge No 1/1 on Idangoda Ayagama Road (B160)
- Bridge No 6/3 on Murunkan Chilawathurai Road (B299)
- Bridge No 14/3 on Avissawella Hatton Nuwara Eliya Road (A007)

### (iii) Kandy Design Office

Initially, Design Office (Kandy), RDA has been established in the view of training engineers with designs related to highways. With the expansion of the highway sector in the country, this design office also has been expanded to cater the requirements of the country. With expansion of this office, the design engineers and other staff also have been increased and presently, the works of this office are carried out through following offices:

- Design Office (Kandy) – 6A, Gannoruwa Road, Peradeniya (Design Office)
- Design Office at Sethsiripaya Old Building (1st Floor) for Structural designs of Expressways and Highways

Table 2-14: Progress of the work carried out by the Designs office (Kandy) in Year 2022

Description & Road Name		Road Section or Bridge No	Route No.	Progress as at 31.12.2022	TEC (Rs. Mn.)
Structural Design for Under Pass	Colombo – Kandy Road	116.8 km	A001	35%	
	Kandy Mahiyangana Padiyathalawa Road	2nd km	A026	100%	
	Kandy – Jafna Road	3 <sup>rd</sup> km	A009	100%	
Geometric Design	Katugastota Kurunegala Puttalam Road	0+000 to 13+800	A010	30%	-
Structural Design for new Bridges	Norwood Bogawanthalawa Champion Road	Bridge No.15/5	B329	100%	
Structural Design for new	Gampolawela Bridge Road	Gampolawela Bridge		100%	

Description & Road Name		Road Section or Bridge No	Route No.	Progress as at 31.12.2022	TEC (Rs. Mn.)
Bridges	Construction of Kotmale Hangging Bridge			100%	
	Mathale - Udupihilla Road	4/2 Bridge	AB26	100%	
	Meemure Road	Meemure Bridge	Non RDA	100%	
	P B C Road	241/1 Bridge	A005	100%	
Structural Design for new Retaining wall	K M P Road Between Clvert no.37/4 and 37/5	Retaining Wall-46m	A026	100%	
	Nanuoya - Hendeniya Road	Retaining Wall-10m	B306	100%	
Structural Design for new Bridges	Galaha – Pupuressa – Delpitiya Road	Bridge No.4/5 and 8/5	B125	100%	
	Lady Macallum Road	Bridge No. 7/3	B349	100%	
	Construction of Bridges in Wellawaya-6 Nos	New Bridges	Non RDA	10%	
	Construction of Bridges in Kegalla-5 Nos	New Bridges	Non RDA	10%	
	Construction of Bridges in Monaragala-3 Nos	New Bridges	Non RDA	10%	
Geometric Design	Lower Lake Road at Nuwaraeliya	0+000 to 0+950	B331	25%	
Structural Design for new Bridge	Central Expressway Section-3	Overpass Bridge at 1+985		67%	
		Overpass Bridge at 6+350		30%	
		Overpass Bridge at 8+906		62%	
		Bridge at 11+280		80%	
		Bridge at 2+420		80%	
	Katugastota By Pass Road-2 Nos	New Bridges	Non Rda	15%	
	Rural Bridge Project-12 Nos	New Bridges	Non Rda	60%	
Pile Design	Dadugama Oya Wam Iure Bandarawela Pare Mahadora Ela Haraha Palama	New Bridge	Non Rda	20%	
Structural Design for new Pedestrian Bridge	Bridge across Railway Lines & Roads in Gampola	New Pedestrian bridge		45%	
	Norwood - Bogawanthalawa Road	6/1, 12/1 and 15/5	B329	10%	
Structural Design for new Bridges	Mawadi Irakkam	Mawadi Irakkam River Bridge	Non Rda	5%	
	Painanda Kaddu	Painanda Kaddu River Bridge	Non Rda	5%	
	Kadugannawa - Gampola Road	18/6 Bridge	B172	5%	
Structural Design for new Bridges	Bridge Across Kelani river from B 603 road to B 485 road at Ruwnwella	B603 road to B 485 Road at Ruwanwella	B603 & B485	10%	

Description & Road Name		Road Section or Bridge No	Route No.	Progress as at 31.12.2022	TEC (Rs. Mn.)
	Udawalawa -Thanamalvila Road	Bridge Nos 15/1 & 20/4	B 312	5%	
Structural Design for new Pedestrian Bridge	Pedestrian Bridge of St. Bernadette's model School, Polgahawela	St. Bernadette's model School, Polgahawela		73%	
Structural Design for new Bridges	Batticaloa Thirukkondiyadi madu Trincomalee Road	Bridge No. 108/3	A015	5%	
	Mullipothana Soorungal Road	Bridge No. 5/9		5%	
	Valaichchenai Nasivanthivu Nawalady Road	Bridge No. 4/2		5%	
	Peradeniya- Deltota-Rikillagaskada Road	Bridge Nos. 46/1, 36/10, 46/8, 48/3, 45/2and 43/3	B364	50%	
	Bibila - Medagama - Nakkala Roa	Bridg No. 12/1	B056	22%	
Structural Design for new retaining Wall	Panvila - Babarella road	Retaining Wall	B205	10%	
	Avissawella – Hatton-NuwaraEliya between 115/1 & 115/2	Retaining Wall	A007	1%	
	Lindula - End of Agrass Road	Retaining Wall at Ch2+300	B252	5%	
Structural Design for new Bridge	Gatabe Kandy By Pass Road	Bridge No 3/2 Across Meda ela	AB42	75%	
Structural Design for new Box structure	Gatabe Kandy By Pass Road	Box Structure (ch 3+120) for Meda ela	AB42	75%	
	Gatabe Kandy By Pass Road	Box Structure (ch 1+160) for Meda ela	AB42	75%	
Structural Design for new Culvert	Carolina- Norton-Wanaraja Road	Culvert no. 5/11	B071	25%	
Geometric Design	Kadugannawa – Gampola Road	Ch. Ch 0+000 to 17+300	B172	5%	
Preparation of Drainage Plan	Central Expressway Section-3	CH 8+000 to 13+800		80%	
Geometric Design	Kandehandiya Adikarigama Randenigala Loggaloya Road	Ch.0+000 to 40+600	B492	65%	
	Pujapitiya – Alawathugoda Road	Ch. 0+000 to 8+050	B377	50%	
	Mawilmada - Dutugemunu Mawatha	Ch 0+000 to 4+800		75%	
	Upper lake Road at Nuwara Eliya	Ch. 0+000 to 4+000		10%	
Geometric Design	P B C Road, Gelioya Town 1.2 km	Gelioya Town Improvement	A005	15%	

Description & Road Name		Road Section or Bridge No	Route No.	Progress as at 31.12.2022	TEC (Rs. Mn.)
	Alawathugoda - Ankumbura - Keppetigala Road	Ch 0+000 to 11+500	B007	60%	
	Lady Macallums Drive	Ch. 0+000 to 5+630	B249	50%	
	Peradeniya - Deltota - Rikillagaskada Road	Ch.0+000 to 25+000	B364	90%	
	Nawalapitiya - Gampola road	at Nawalapitiya Town	AB13	10%	
	Bibila - Medagama - Nakkala road	14 to 16 km	B056	80%	
	Colombo Rathnapura Wellawaya Batticaloa Road	From 194+000 to 207+000	A004	97%	1699.68
	Galagedara Bypass road	Ch.0+000 to 0+160		95%	
	Widening and improvement Colombo – Kandy Road	Peradeniya town 1.2 km	A001 & A005	98%	449.73
	Geliya Bypass Road	Ch. 0+770 to 3+320		100%	330.68
Geometric Design for A/C overlay	Peradeniya Halloluwa Katugastota Road	Ch.3+000 to 10+043	B365	100%	468.68
Design Review	Yatigalpola- Malayaya Road	Ch 0+000 to 3+710	Non RDA	30%	
	Walewela Welpahala to Dorakubura	Ch 0+000 to 2+305	Non RDA	40%	
	Kalupalama via Silwathgama school to Kaduwewa	Ch 0+000 to 2+063	Non RDA	90%	
	Attabendiwewa road	Ch 0+000 to 4+000	Non RDA	30%	
	Kaudupalella to Diggala via Puwakpitya Road	Ch 0+000 to 3+100	Non RDA	90%	
	13 mile post on Wattegama Matale road to Whigala Main road	Ch 0+000 to 2.150	Non RDA	20%	
	Madipola road	Ch.0+000 to 13.55	Non RDA	25%	
	Dewramulla road	Ch 0+000 to 4+166	Non RDA	25%	
	Warakamura Samun Mawatha	Ch 0+000 to 1.325	Non RDA	25%	
Design Review	Sonuttara Vijaya Vidyalaya via Nikani Ela	Ch 0+000 to 5+015	Non RDA	25%	
	Isurugama Road	Ch 0+000 to 1+310	Non RDA	50%	
	Moragaspitiya to Madalanda Road	Ch 0+000 to 1+750	Non RDA	50%	

**(iv) Rathnapura Design Office**

Design office – Rathnapura functions in PD's office Sabaragamuwa under Chief Engineer (Designs) Rathnapura and accredited by IESL for design trainings of six engineers per year for the professional review.

This office carry out both highway and bridge designs within the province including non – RDA works.

In addition to designs, surveyings, setting out works, preparation of estimates, condition reports and site inspections are carried out under 100,000 km road programme , 5000 bridge programmes , I road programmes , world bank funded non RDA road programmes and as per the provincial director's instructions.

Table 2-15: Progress of Activities during the Year 2022

Road Section /Bridge No / Intersection		Design progress as at 31.12.2022	TEC (Rs. Mn)
<b>Rathnapura EE Division</b>			
Non RDA	Design of Red Bridge , Niriella , Rathnapura	100 %	22.0
CRWB	Bridge No. 67/1 on Colombo - Rathnapura - Wellawaya - Batticaloa road (A004)	100%	18.0
Non RDA	Wathurawa bridge , Kalawana	100%	50.0
PRDA	Widning of culvert no 2/5 on Dambuluwana Galathura road ( Design Review of World Bank Funded Project)	100%	
PRDA	Widning of culvert no 1/2 on Dambuluwana Galathura road ( Design Review of World Bank Funded Project)	100%	
PRDA	Widning of culvert no 2/1 on Dambuluwana Galathura road ( Design Review of World Bank Funded Project)	100%	
PRDA	Widning of culvert no 2/2 on Dambuluwana Galathura road ( Design Review of World Bank Funded Project)	100%	
PRDA	Widning of culvert no 2/3 on Dambuluwana Galathura road ( Design Review of World Bank Funded Project)	100%	
PRDA	Widning of culvert no 2/4 on Dambuluwana Galathura road ( Design Review of World Bank Funded Project)	100%	
PRDA	Widning of culvert no 1/3 on Dambuluwana Galathura road ( Design Review of World Bank Funded Project)	100%	
RDA	Bridge 2/2 on Idangoda - Ayagama road (B160)	80%	
RDA	Bridge 15/4 of Malwala Carney road (B265)	60%	
Non RDA	Meehitiya bridge , Malwala , Rathnapura	70%	
PRDA	Reconstuction of Alupola bridge	65%	
Non RDA	Ilukwatta – Rathganga (0+000 – 2+657) ( Design Review of World Bank Funded Project)	100%	
Non RDA	Dambuluwana -Galathura (0+000 – 1+907) ( Design Review of World Bank Funded Project)	100%	
Non RDA	Dehena kanda road 0+000 – 11+703 ( Design Review of World Bank Funded Project)	100%	
<b>Pelmadulla EE Division</b>			
RDA	18/1 Balangoda - Bowatta - Kaltota road B528	100%	
PRDA	Hallinna Bridge , Opanayaka , Pelmadulla	100%	
RDA	2/4 on Wewelwatta - Augesland - Uwella road B477	10%	
RDA	114/2 on Colombo - Rathnapura - Wellawaya - Batticaloa road A004	80%	
RDA	21/1 Balangoda - Bowatta - Kaltota road B528	5%	
RDA	45/1 on Weligepola - Handagiriya - Kapugala Road B467	5%	



Road Section /Bridge No / Intersection		Design progress as at 31.12.2022	TEC (Rs. Mn)
Non RDA	Vikiliya - Pansala road ( Design Review of World Bank Funded Project) 0+000 – 3+800	100 %	
Non RDA	Pambahinna - Kinchigune road ( Design Review of World Bank Funded Project) 0+000 – 2+765	100 %	
Non RDA	Welekumbura - Udakanda road ( Design Review of World Bank Funded Project) 0+000 – 8+332	100 %	
Non RDA	Passaramulla - Nellewala road ( Design Review of World Bank Funded Project) 0+000 – 3+896	100 %	
Non RDA	Hingura Ara Old road ( Design Review of World Bank Funded Project) 0+000 – 3+896	100 %	
Non RDA	Kalagedi Ara - Nuge Ara ( Design Review of World Bank Funded Project) 0+000 – 4+145	100 %	
Non RDA	Guru Ara - Galwanguwa ( Design Review of World Bank Funded Project) 0+000 – 1+035	100 %	
Non RDA	Balagara Junction - Kachchigal Ara ( Design Review of World Bank Funded Project) 0+000 – 2+087	100 %	
Non RDA	Kumbugoda Ara Junction - Thalawa ( Design Review of World Bank Funded Project) 0+000 – 4+205	100 %	
RDA	Reconstruction of culvert no 8/1 on Kegalle - Bulathkohupitiya - Karawanella road A021	100%	11.0
RDA	1/1 of Moronthota - Arandara road B265	5%	
RDA	28/2 of Kegalle - Bulathkohupitiya - Karawanella road A021	5%	
RDA	Bridge 15/1 on Avissawella - Hatton - Nuwaraeliya road A021	100%	13.1
RDA	Widning and redecking of bridge no 9/6 on Dehiowita -Deraniyagala - Noori road B093	100%	58.0
Non RDA	Panapola bridge pier design & bridge across Gurugoda oya , Malmaduwa	100%	
RDA	Bridge 15/12 on Eheliyagoda - Dehiowita road B110	10%	
Non RDA	Sivagiriya bridge , Bulathkohupitiya , Ruwanwella	60%	
Non RDA	Epalapitiya bridge , Thalduwa , Avissawella	10%	
Non RDA	Kambiadiya Bridge across Gomalu oya, Panawala , Eheliyagoda	65%	

### 2.1.5 Quality Control in Road and Bridge Works

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

#### Regional Services & Projects Section

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

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

##### *Foundation Investigations*

Foundation investigations for 16 Nos. bridges (No. of boreholes 58) were carried out during the year 2022 by two drilling units of R&D Division and by sub contractors for bridge designs carried out by the Bridge design office of RDA. The total value of borehole investigation works is Rs.5,906,845.73.

Table 2-16: Borehole Investigation for Bridge locations in 2022

Activity	No. of Boreholes	Present Status
<i>Borehole Investigation carried out by R&amp;D Division 2 nos Drilling units</i>		
Borehole investigations of Br. Nos. 38/1 & 38/2 on Peliyagoda - Puttalam road	4	Completed
Borehole investigations of proposed bridge to Army Hospital	2	Completed
Borehole investigations of Br.No- 9/2 on Puttalama - Marachchikatti Road	7	Completed
Borehole investigations of Elagahawatta Bridge in Beruwala Pradeshiya Saba (Non RDA)	3	Completed
Borehole investigations of Br. No. 52/3 on Colombo - Galle - Hambanthota - Wellawaya road	2	Completed
Borehole investigations of Br.No- 13/9 on Akuressa - Kamburupitiya Road (B 003)	4	Completed
Borehole investigations of bridge Nos. 11/2,11/3 & 13/2 Km on Kirindiwela - Weliweriya Road	8	Completed
Borehole investigations for new bridge across Kelani river connecting Kelaniya - Mudungoda road and Colombo - Hanwella road	8	in progress
<i>Borehole Investigation carried out by Subcontractors</i>		
Borehole investigations of proposed bridge over Nilwala River connecting Pitabeddara & Siyabalagoda (Non RDA) :by Asset Engineering (Pvt) Ltd	3	Completed
Borehole investigations for new bridge across Kelani river connecting Kelaniya - Mudungoda road and Colombo - Hanwella road ; by Soil Tech (Pvt) Ltd	6	Completed
Borehole investigations of Keppetiyagoda Bridge across Gin River at Nagoda in Galle District (Non RDA) ; by Civil Engineering Construction and Laboratory	5	Completed
Borehole investigations of bridge at Horangala - Kelapatha road (Non RDA) : by Civil Engineering Construction and Laboratory	4	Completed
Borehole investigations of bridge No. 101/6Km on Colombo- Rathnapura - Wellawaya - Batticaloa Road : by National Building Research Organization	2	Completed

Further, this division provides advice and assistance for road projects and field personnel on road construction, rehabilitation and maintenance techniques. During the year technical advice and assistance have been given as follows;

- Recommendation for the Deterioration of Aggregate Particles on STDP Southern section from Pinnaduwa to Godagama
- Specification of Galvanized Thickness of the Crash Barrier W-Beams
- Design & Construction of retaining wall on Peradeniya-Halloluwa-Katugastota Road
- Cracks formed over the concrete surface on Thudella-Pamunugama-Thalahena-Negombo Road
- Damage to the Bridge No. 4/2 on Ekala-Kotadeniyawa Road
- Damage to asphalt surfacing surrounding the roundabout at Kottawa Junction
- Recommendations for the settlements at Kokmaduwa Toll Office Building
- Regarding test reports of 5 Rural roads of Imaduwa Pradeshiya Sabha under Rural Road Development under State Ministry of Rural Road Development.

#### a. Central Laboratory and Investigations (CL&I) Section

##### (i) Routine Testing of Materials

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

A total value of laboratory testing of samples obtained through private organizations and RDA projects is Rs.11,968,529.76. Further R&D has done laboratory testing of Rs.3,457,884.22 value in free of charge for divisions of RDA and the values of the research testing is Rs.1,591,179.62.

Table 2-17: Summary of Income from Laboratories in year 2022

Laboratory	for Client Work (Rs.)	Vale of testing done free of Charge	
		for RDA Work (Rs.)	for Research Work (Rs.)
Concrete Laboratory	1,465,814.35	65,360.00	1,168,523.00
Soil Laboratory	273,744.39	3,083,474.22	26,205.00
Bitumen Laboratory	8,400,818.92	309,050.00	289,511.62
PMB Laboratory	-	-	106,940.00
P & V Laboratory	1,703,152.10	-	-
Chemistry Laboratory	125,000.00	-	-
Total	11,968,529.76	3,457,884.22	1,591,179.62

#### b. Pavement Investigations and Overlay Designs for RDA Works and Other Organizations

##### (i) Pavement Investigations and Design

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

Table 2-18: Pavement investigations and design work carried out during the year 2022

Description/Road Name	Section(Chainage)/Length in km	Progress %
Central Expressway Project - Section 1	5+400 - 8+400, 13+800 - 17+400, 23+400 - 28+500 ,29+000 - 32+000	97
Hikkaduwa Bypass	0+000 to 5+880	74
Makadura - Badalgama Road	2+400 - 4+500	60
Proposed By pass road at Awissawella	0+000 - 4+500	30
Ekala - Kotadeniya Road	0+000 - 14+880	70
Pavement Design for Rathnapura Bypass	0+000 - 2+780	80
Colombo - Galle - Hambanthota - Wellawaya Road	293+000 - 318+000	7.5
Avissawella - Hatton - Nuwara Eliya Road	0+800 - 42+640	85
Galle - Deniyaya - Madampe Road	78+000 - 112+000	15
Negambo Giriulla Road	3+700-28+00	50
Matara - Akuressa Road	7+000-20+000	30
Maddawatha-Kekunadora-yatiana Road	0+000 - 14+550	20
Embilipitiya- Hulandawa-Middeniya Road	3+400 -13+000	100
Katugastota - Kurunegala - Puttalam Road	93+850 - 124+700	100
Kiribathgoda - Sapugaskanda Road		90
Old Negambo Road & Jaala Ekala Gampaha Yakkala Road	0 - 0.95 & 2+00 – 2+75	60
CEP Section 3	0+000-12+890	90
Colombo-Ratnapura – Wellawaya-Batticaloa road (A004)	194+000-205+000	100
Katunayeka EPZ access Road	0+660 - 1+200	100
Welihena - Katana Road	0+000 - 5+020	100
Karandupona - Rambukkkana Road	0+000 - 8+817	100
Buttala town development road	Junction	10
Katugastota By Pass	0+000 - 0+546	100
Velikulam - Mamaduwa Road	0+000 - 7+977	10
Hatton - Maskeliya -Delhouse	0+000 - 1+800	100
Navatkulam - Kertiveu- Mannar Road	9+500 - 25+000	100
Mankulam - Vellankulam Road	10+500 - 17+000 , 21+000 -31+700	100
Valukkiyaru - Punkudutivu Road	0+000 - 3+000	100
Ruwanpura expressway Phase 1&2	25+000 - 75+000	100
Aandankulam-Parappukandan _ Madu Road	17	80
Witharandeniya - Athugalmulla Road	0+000 - 4+870	100
Powerplant at Kerawalapitiya	0.50	20
Maradankaduwa - Habarana - Thirukkondiya Road	108+700- 112+900	100
Paranthan -Poonakary Road	16+000 - 24+000	100
CEP - 3 Cross Road		50
CEP - 2 Bogahahena road Meerigama bypass Road	0+000 - 0+750	100
Colombo - Kandy Road (Mahara to Kadawatha)	13+200 - 17+000	100
Aluthgama - Wigoda Road (B12)	0+000 - 0+275.226	90
Minuwangoda - Gampaha - Miriswatta Road (B288)	0+000 - 0+174	90
Kalaniya - Medagampitiya Road (B183)	0+000 - 0+421.176	90
Negambo - Mirigama Road (B324)	0+000 - 0+820	90
Kotadeniyawa - Mirigama Road (B237)	0+000 - 0+363.65	90
Maladeniya Road (B290)	0+000 - 0+264.65	90
Katugastota-Kurunegala-Puttalam Road (A010)	0+000 - 13+680	80
Kotte - Bope Road (B240)	5+450 - 16+800	40
Yakkala - Gampaha Road (A033)	0+000 - 1+240	90
Gampaha - New Miniwangoda Road (B288)	0+000 - 0+275	90

## **(ii) Pavement Design reviews during 2022**

During the year, pavement designs of following road sections were reviewed.

- Ruwanpura Express way (Phase I)
- Witharandeniya – Athulmulla Road
- Hindagala – Naranwita Road
- Palapathwela – Galewela Road (0+000 -14+500km)
- Palapathwela – Galewela Road (25+000 -30+430km)
- Rata Meda para
- Kalagediara – Nuge cross Road (ICDP)
- Dambuluwana – Galthula Road (ICDP)
- Access road to Ruwanpura Expressway
- Nugepola – Dahankanda Road (ICDP)
- Mahakeliya – Katupotha Road (B 258, 5km to 12km)

Road Inspections during 2022;

- Witharandeniya – Athulmulla Road
- Monitoring of carbon black field trial at Mathugama Asphalt plant for research work
- IRI test carried at Kuliyaipitiya – Pandiwela road for the cold mix research project
- Andankulam – Parappukandathan – Madu Road
- Roads connecting Buttala town
- Concrete road (Somawathi Road) at Polonnaruwa
- Ruwanpura Expressway phase 2 & 3
- Kandy road (13+200Km 17+000Km)
- Nahalla – Batawala Road in Kalutara
- Meerigama bypass Road (0+000Km – 0+750Km)
- STDP southern section (101+000Km – 102+000Km)
- Meegoda – Moraketiya Road
- Negombo – Giriulla Road
- Proposed road to Kerawalapitiya power plant
- Monitoring of settlement at Kokmaduwa toll office building
- Installing soil nailing of retaining wall construction at Gannoruwa
- Bulathsinhala – Egaloya Road carbon black laying (research work)

## **Research Projects**

### **a. Research done by R&D Division**

- Evaluation of unbound pavement layer modulus from in-situ testing & index properties to implement Mechanistic – Empirical Pavement Design Guide (MEPDG) in Sri Lanka
- Development of correlation between DCP and CBR for Sri Lanka soil & environment condition
- Super bond bitumen and bridge deck sealant testing
- Evaluation of LAAV, Particle Size Distribution, Specific Gravity of Porous Asphalt.
- Evaluation of Bitumen content, Stability & flow of cold mix asphalt.
- Usability of bottom ash (from the waste to energy power plant) for the road construction works.
- Cost comparison of cold mix and asphalt concrete laying (Cold mix laying has done on Kuliyaipitiya – Pandiwela Road)

- b. Research work on new technology with the assistance of Prof. Mampearachchie, UOM facilitated by I Road project where lab trials were conducted at R&D division and field trials have been done for 3 researches and monitoring the performance is proceeding.
  - Durability of internal curing concrete produced from internal curing aggregate manufactured from industrial waste.
  - Evaluation of Bitumen properties mixed with carbon black.
  - Marshall test for Micro surfacing.
  - Evaluation of mixing and compacting temperature of warm mix asphalt & thin film asphalt (warm mix asphalt laying has done on Mawanella bypass road).
  - Study of roller compacted concrete.
  - Utilization of umaoya tunnel muck for road construction works.
  - Design of Semi Rigid Pavement for Sri Lankan roads.
  - Performance on Stone Mastic Asphalt Surfacing (SMA).

### **Training Programme for Technical Staff**

- Training programme for Engineers about pavement design
- Training programme on material testing for 10 numbers of newly recruited Research Assistants in R&D Division

### **Achievements**

- i). R&D Division acts as the main body which facilitate the quality control and quality assurance aspects of highway construction and maintenance with confident and well-equipped central laboratory and is ISO 17025:2005 accredited for concrete cube compressive strength testing, bitumen penetration and softening point test, soil moisture content testing and dynamic viscosity testing for Polymer Modified Bitumen. Further it has revised accreditation to ISO 17025:2017 for above testing in 2021 and the accreditation is valid until 30<sup>th</sup> May 2024. The first surveillance audit successfully completed during the month of December for 2022.
- ii). Mechanistic – Empirical pavement design software has been implemented in collaboration with ADB and KICT is in final stage.
- iii). Research publication on implementation of warm mix asphalt in Sri Lanka for the Transport Research Forum, UOM held on 03-12-2022 for a research project carried out jointly with consultant Material Engineer (i Road) & Bitumen Lab Central Laboratory (R&D).
- iv). Preparing of following draft technical specification for SSCM on road construction techniques under i Road capacity development programme for R&D Division by Consultant Material Engineer.
  - Specification for Thin Asphalt Surfacing
  - Specification for Roller Compacted Concrete
  - Specification for Marginal Material for Base Construction
  - Specification for Subbase and subgrade construction
  - Specification for Asphalt Overlay on Rigid Pavement
  - Specification for Warm mix Asphalt
  - Specification for Internal Curing Concrete & Stone Matrix Asphalt
  - Specification for Carbon Black Mixed Asphalt
  - Specification for Semi Rigid Pavement

During the year, Rs.11.30 Mn has been expended from Rs.15 Mn allocation for R&D Division. The financial progress is 75%. The total work item completed 33 out of 44 and the physical progress is 75%.

### **2.1.6 Quality Assurance & Progress Monitoring in Road and Bridge Works**

Quality Assurance and Progress Monitoring Division is mainly responsible for assuring quality of all works carried out under RDA and monitoring progress of work. Inspections are carried out for randomly selected projects/ projects having poor progress or inspection assigned by the Director General or Chairman of RDA.

Progress of activities carried out during year 2022

- Technical audits carried out for following roads ;
  - Improvements to Welgollagama – Hibililiyagolla Road
  - Improvements to Kaduwela – Athurugiriya Road ( 0.00 - 9.50 km) & Walgama – Athurugiriya Road (0.00 – 1.21 km)
  - Improvements to Orugodawatta – Ambathale Road : stage 1
- Conditions surveys were carried out for following road projects;
  - Improvements to Kadawatha – Ganemulla Road (0.00 – 6.00 km)
  - Improvements to Old Colombo Road (17.50 – 25+20 km)
- The combined progress was reported monthly to the Board of Directors based on the progress submitted by the Directors and Project Implementation Units under Project Directors.
- Progress reports of all the contracts are checked and reported any lapses to the Directors / Project Directors.

### 2.1.7 Infrastructure, Road Safety & Traffic Management

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

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

- support to achieve the level of road user behaviour that was assumed in the design for new road works;
- support to maintain the level of behaviour required to achieve safe and efficient functioning of the existing network;
- acknowledge road safety and traffic management as key objectives in road network management;
- provide for adequate regular safety and traffic management inspections of the road network;
- specify steps to be taken when unsafe or inefficient traffic management conditions are detected.

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

Table 2-19: Summary of Works Carried out during the year

Location	Activity Description	Total Estimated Cost (Rs. Mn)
EE Colombo	Replacement of damaged flexible bollards in Colombo EE's Division (Nos 132)	13.34
EE Negombo	Hazardous Location Improvement in front of St Anthony's Church on A3 - Ch 33 (EE Negombo)	7.55
EE Galle	10 Illumination of Pedestrian Crossings (EE Galle)	8.98
PD North Western	20 Illumination of Pedestrian Crossings (EE Kurunegala & Chilaw)	18.62
Eastern University	Installation of Pelican Crossing near Eastern University	2.97
EE Colombo	Installation of Fiber Optic System between TLS at Polduwa and Ethul Kotte Junctions	6.85
Pillawa Junction	Installation of Pelican Crossing at Pillawa Junction	4.34
Polgasowita Junction	Installation of Pelican Crossing at Polgasowita Junction	4.36
Mile Post	Installation of Pelican Crossing at 14th Mile Post	4.34
Embilipitiya Bus Stand	Installation of Pelican Crossing at Embilipitiya Bus Stand	3.59
Nugegoda	Modification of Traffic Light System at Nugegoda Super Market Junction	6.96
Biyagama	Modification of Traffic Light System at Biyagama(Siyabalape) Junction	4.89



Table 2-20: Summary of Requests Processed during the year

Subject Area	Total requests received	Total Attended	In progress
Infrastructure	17	16	1
Road Safety	43	40	3
Signs and Marking			
<i>Design</i>			
Length/ kms	6	6	-
No. of intersections	10	10	-
<i>Review</i>			
Length/ kms	267	266	1
No. of intersections	71	69	2
<i>Other</i>	13	12	1
Traffic Impact Assessment (Nos)	62	62	-
Public Request & Complaints (Nos)	165	156	9
Traffic Management Committee	10	10	-
Advance Directions Sign Boards			
<i>Design</i>			
No. of sign boards	111	111	-
<i>Review</i>			
No. of sign boards	15	15	-
Traffic Light Systems	22	22	-
Street Lights			
Street Lights Design	3	3	-
Street Lights Review	5	5	-

### 2.1.8 Land Acquisition & Resettlement

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

Table 2-21: Summary of Land Inventory as at end of 2022

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

Table 2-22: Statement on Free Grant Application Process as at end of 2022

Province/ Provincial Office	Lands from PWD	Applications Received to land Division for Free Grant Application	Request send to Land Commissioner General from Chairman (RDA)	Request send to Divisional Secretary by Land Commissioner General	Request send to Provincial Land Commissioner General by Divisional Secretary	Request send to Land Commissioner General by Provincial Land Commissioner General	No of balance Lots for applying for Free Grant Permit
Western Province	94	69	69	69	69	46	25
Central Province	144	40	40	40	33	3	104
Southern Province	12	6	6	6	5	4	6
Northern Province	32	2	2	2	-	-	30
Eastern Province	26	8	8	8	0	0	18
Addl.PD - Akkaripaththu	15	12	12	12	6	4	3
North Western Province	64	56	56	56	56	42	8
North Central Province	35	35	35	35	29	21	0
Uva Province	59	15	15	15	12	8	44
Sabaragamuwa Province	61	54	54	54	24	19	7
Total	542	297	297	297	234	147	245

Table 2-23: Land Acquisition and Payment of Compensation under Widening and Improvements Programme

Province	District	No of Roads / Projects	Total No of Lots	Total Area in Hectares	Award of Compensation Payments (Section 17 Issued)	Acquisition Completed Lots. Nos (as at 2021)	Acquisition Completed Lots. Nos (as at 2022)	Payments Made Up to end of 2021 (Rs)	Payments Made Up to end of 2022 (Rs)
Western	Colombo	42	2,401	12.0014	843	2,893	808	494,297,812.77	1,214,000.00
	Gampaha	27	10,138	82.8316	4,967	4,967	4,677	288,600,575.78	3,239,921.04
	Kaluthara	10	365	1.1282	0	46	46	19,812,082.96	-
Central	Kandy	8	2,171	13.3070	968	859	859	31,540,696.03	-
	Mathale	8	3,530	8.5412	775	583	583	249,081,937.21	-
	Nuwara Eliya	4	1,537	9.7727	1	1	1	5,725,666.00	4,800,000.00
Southern	Galle	75	277	2.6767	155	150	150	59,916,221.15	537,000.00
	Mathara	27	1,675	7.8067	839	549	689	182,714,346.62	535,427.23
	Hambanthota	23	5,246	318.5711	2,157	1,705	1,705	186,346,462.55	2,224,575.75
North Western	Kurunegala	19	3,297	39.5860	266	169	172	366,162,167.16	1,068,000.00
	Puththalama	2	655	9.9025	10	1	1	1,829,632.00	-
North Central	Polonnaruwa	3	1330	19.4911	335	223	223	-	-
Uva	Badulla	9	763	12.2230	321	41	41	246,257.36	
Sabaragamuwa	Kegalle	16	1,029	19.2198	438	404	404	71,418,785.51	920,800.00
	Rathnapura	13	680	16.5898	136	130	130	132,546,225.00	350,000.00
Total		286	35,094	573.6488	12,211	12,721	10,489	2,090,238,868.10	14,889,724.02

Table 2-24: Land Acquisition and Payment of Compensation for Projects

Road / Project	Total No of Lots	Total No of Hectares	Award of Compensation Payments (Section 17 issued)	Acquisition completed Lots Nos. (up to 2021)	Acquisition completed Lots Nos. (up to 2022)	Compensation Payment made by RDA during 2021(Rs.)	Compensation Payment made by RDA during 2022 (Rs.)
Merine Drive Road Project	241	5.1669	157	155	155	4,815,691.77	
Colombo - Katunayake Expressway Project	2,583	183.5793	2,018	1,818	1,821	5,710,756.85	
Southern Expressway Extention Project	12,215	876.2900	6,568	6,413	6,413	31,786,322.02	5,943,351.31
Outer Circular Road Project-Phase III (OCH-III)	1,978	13.6799	2,018		1,821		4,369,045.10
Galle Baddegama Road							5,303,531.39
Kirulupona - Godagama Road							1,538,900.00
Total	17,017	1,079	10,761	8,386	10,210	42,312,770.64	17,154,827.80

### **Difficulties encountered during the year**

Though Land Division, playing a vital role of ongoing development in the country some failures could be observed which forms bottle necks of the process. These matters mostly make the process under performance can be discuss as follows,

- Lack of priority given by the stockholders is Ministry of Land, Department of Valuation, Department of Surveying and Divisional Secretariat offices which directly deal with the process activities.
- Lack of prominent officials and trained staff available to cater the process in other departments and DS offices.
- Lack of imprest availability for payment of compensation and complexity in ownership of lands as such legal implications and court proceedings to be dealt with in determination of ownership.
- Lack of staff to Account Section of the Land Division namely Account Assistant and 3 Management Assistance.
- When Projects are closed down, land acquisition files are handed over to Land Division by the relevant PMUS. However there are lot of outstanding payments, partly closed cases, uncomplete acquisition process are to be handled by the Land Division apart from the divisional work load. unavailability of funds for outstanding payments is a major problem to the RDA

### **Remedial measures taken**

- Making and maintaining good relationship with other departments and Divisional Secretaries officials making proper incentive schemes and providing other necessary resources whenever possible.
- Monitoring and maintaining progress with relevant stakeholders. (such as Divisional Secretary, Department of Valuation, Department of Surveying)
- Updating the existing data base of Land Acquisition Information System (LAIS) through a strong partnership with local authorities for easy access when handling and to make a finding records in Land Division.
- Database introduced to account section on certified voucher in hand and payment made road vice
- Updating Assets (Lands occupied by RDA) inventory to identify the ownership and to make actions to transfer ownership to RDA.
- Publishing Section 44 for the acquired lands to date.

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

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

### 2.1.9 Implementation of Environmental and Social Safeguard Measures

Environmental and Social Development (ESD) Division is continued to assist all key divisions of RDA and Project Management Units in executing environmental and social safeguard measures and to get environment approvals for road development projects and establishing asphalt plants, crusher plants and quarries.

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

- Preparation and reviewing of environmental and social assessment reports
- Monitoring of Environmental and Social Safeguards.
- Attend as the Member of the Technical Evaluation Committees set up by various project approving agencies for the outside projects
- Granting approval for the Geological Resources under the powers vested by the Presidential Task Force

#### Progress of Activities during the year 2022

##### i. Preparation and Reviewing of Environmental and Social Assessment Reports

- Preparation of SEIA for obtaining approval from CEA for New Gampaha Interchange of CEP.
- Preparation of EIA for obtaining approval from CEA for Ruwanpura Expressway Phase II and III.
- Preparation of Resettlement Plan for Ruwanpura Expressway Phase II and III.
- Preparation of ToR and RAP for Kandy Tunnel Project.
- Preparation of feasibility Report for proposed by pass at Kochchikade.
- Preparation of EIA for Rathnapura by Pass Road.
- Preparation of concept paper, Social and Environment report and obtaining approval from CEA for Proposed Maduwa Bridge.
- Preparation of IEE report and obtaining approval from CEA for Proposed Ittapana - Horawala Bridge.
- Preparation of BIQ and obtaining approval from CEA for Proposed Wakwella Bridge.
- Preparation of RAP, Preparation of Road Specific Environmental and Social Management Plan (ESMP) and Review/Editing of Environment and Social Reports for Inclusive Rural road Connectivity and Development Project under the World Bank.
- Preparation of Social and Environmental Report for Kandy Multi Model Transport Development Project.
- Preparation of Social and Environmental Feasibility report for Proposed Giriulla Bypass Road.
- Preparation of IEE Report for Katugastota by Pass Road.
- Preparation of IEE and obtaining approval from CEA for Galle – Deniyaya- Madampe road (A017).
- Preparation of Environmental and Social Safeguard Compliance Report, RDA Capacity Report and RDA GRM procedure for Retroactive financing project under World Bank.
- Preparation of EIA, RAP and obtaining approval from CEA for Elevated Highway Project Phase II (Rajagiriya- Athurugiriya).
- Preliminary Data Collection for EIAs and IEEs for CEP Connectivity Roads.
- Preparation of EIA for 9 numbers of Bridges, Overpasses and Underpasses under Activity Budget.
- Review of Environmental Safeguard Compliance Monitoring Report (SSCMR) prepared of iRoad II - Uva Province.
- Review of inception report and EIA Report prepared for Kandy Tunnel Project.

- Review of Environmental Safeguard Compliance Monitoring Report (ESCMR) prepared for Port Access Elevated Highway.

**ii. *Monitoring of Environmental and Social Safeguards***

- Safeguard compliance monitoring of Outer Circular Highway (OCH) III.
- Post monitoring of safeguard compliance of Extension of Southern Expressway Project (ESSEP) I, II, III, and IV.
- Post monitoring of safeguard compliance of New Bridge Construction Over Kelani River.
- Monitoring of the Implementation of Conditions of the Environmental Clearance of Elevated Highway Project (Orugodawaththa – Rajagiriya).
- Post monitoring of safeguard compliance of Central Expressway Project Phase II.
- Monitoring of safeguard compliance of Central Expressway Project III - Package I.
- Monitoring of safeguard compliance of Ruwanpura Expressway Project Phase I.
- Monitoring of safeguard compliance of iRoad II - Uva Province.
- Monitoring of safeguard compliance of iRoad II - Eastern Province.
- Monitoring of safeguard compliance of Maradankadawala - Habarana section of A011 road.
- Monitoring of safeguard compliance of RMC- Galle Package.
- Monitoring of safeguard compliance of iRoad II – Northern Province.
- Monitoring of safeguard compliance of Angampitiya - Nawala Bridge Project.
- Monitoring of safeguard compliance of Proposed Flyover at Slave Island.
- Monitoring of safeguard compliance of Port Access Elevated Highway.
- Monitoring of safeguard compliance of Warakapola By Pass Road.
- Monitoring of safeguard compliance of Marine Drive (Dehiwala to Panadura)
- Monitoring of safeguard compliance of Central Expressway Project(CEP)I

**iii. *Attend as the Member of the Technical Evaluation Committees set up by various project approving agencies for the outside projects.***

During the year ESD Division attended as a member of the Technical Evaluation Committees of following projects;

- Proposed Kundasale Haragama Water Supply Project. (Review the Initial Environmental Examination (IEE) Report)
- Proposed Western Region Light Railway Transit Project. (Review the Environmental Impact Assessment (EIA) Report)
- Proposed Ambathale Water Supply System Project.
- Proposed Disposal Infrastructure for Negombo Project.
- Establishment of pharmaceutical manufacturing zone in Oyamaduwa, Anuradhapura.
- Accommodation of steel plants and use of coal within Mirijjawila.
- Lotus Phama Zone, Millewa, Horana.
- Proposed Biological Park, Homagama.
- Nanu Oya to Nuwara Eliya Cable Car Project.
- Proposed 10 MW solar power project in Hambantota district (Dodo International Co. Ltd)
- Member of the Technical Evaluation Committee (TEC) for Proposed 10 MW Solar Power Project in Hambantota District (Nidanya International Co.Ltd)
- Kelani Valley Railway Line Project implemented by the Ministry of Transport Services. (Review the Environmental Impact Assessment (EIA) /SEIA Report)
- Pipeline from Kerawalapitiya to west coast power plant and Kelanitissa power Plant.
- Floating Storage Regasification unit (FSRU) ship, mooring system and pipeline.



- Residential and Mixed Development Project - Ambalangoda.
- 20 storied Residential Apartment Project - Negambo.
- High Rise Development Project- Thalapathpitiya.
- Proposed Cable Car Project – Kandy.
- Proposed Dairy Development Project at Walsapugala.
- Proposed Waste Water Disposal System for Jaela/Ekala- Stage II.
- Proposed Reconstruction of 132KW Transmission line from Medagama to Ampara.
- Proposed Mixed Development Project at No.64, Buthgamuwa Road, Rajagiriya.
- Proposed Development of Matale Railway Line from Kadugannawa to Matale Section – 43 km.
- Setting up of 0.5mtpa Greenfield integrated steel plant in the Mirijjawila Export Processing Zone in Hambantota.
- Proposed 100MW Solar Power Project (Solar Forge Sewanagala) at Sewanagala in Monaragala District.
- Proposed 50MW solar power project at Chettikulam in Vavuniya District.
- Proposed 100MW solar power project at Muttur in Trincomalee District.
- Proposed 60MW solar PV power project at Kappalthurai in Trincomalee District.
- Proposed 220kV transmission line project from New Habaran to Kappalturai.
- Proposed 100Mw Nilaweli solar PV power project at Kuchchaveli.
- proposed 400kV transmission line project Kerawalapitiya – Kirindiwela. (Review the EIAR and finalized.)
- Proposed Phase III of Poonarin wind and Solar Hybrid Energy Park (108.27MW).
- Proposed 100MW Solar Power Project (Solar forge Batticaloa) at Oddamawali in the Batticaloa District.
- Proposed 50MW Solar Power Project at Adiyapuliyankulama in Vavuniya District.
- Proposed 54MW Wind Power Project at Hambantota (Wind force PLC)
- Proposed 132 kV Transmission line Project at Keeriwankalliya (length 10.8 km)
- proposed 50MW Wind power Project at Poonarin in Kilinochchi District.
- proposed 156MW Wind power Project at Poonarin in Kilinochchi District.
- Proposed Project on Development of land at Muthurajawela for Ceylon Electricity Board by SLLDC.
- Proposed Colombo North Port Development Project. (EIA Report Review)
- Proposed 65MW Solar Power Project at Sewanagala & amp: Sooriyawewa in Monaragala & amp: Hambantota District. (Review the EIAR)
- Proposed 400kV Transmission Line Project from New Habarana to Vavuniya.
- Proposed 100MW Solar Power Project at Kuchchaweli in Trincomalee District.
- Proposed 100MW Solar Power Project at Karachchi in Kilinochchi District.
- Proposed 700MW Solar Power Park, Pooling grid substation, earth dam, sea water control barrages at Kilinochchi District.
- Proposed Transmission line and Wind farm collector Substation at Mullikulam in Mannar District.
- Proposed IEE for IIHS Multiversity for South East Asian students.
- Proposed Housing Project at Glenorchy Estate Ambewela Road, NuwaraEliya.
- Proposed 220kWTransmission line from Victoria to Rantambe.
- Proposed capacity enhancement to the existing Thambapavani Wind power plant and Mannar Wind power project, Phase I extension- CEB.
- Proposed mineral sand mining along the coastal strach of Nilaweli to Southern Boundary of the Kokilai lagoon in Trincomalee district.

- Proposed thirteen storied of residential (236 rooms) and mixed development project, parrot junction, Wellabada, Madampe, Ambalangoda.
- Proposed Negombo lagoon Estuary Development Project.
- Proposed sea bed reclamation land from Colpetty to Dehiwala Canal Outlet.
- Proposed Installation of Two ship unloaders and for installing conveyor path from Hambantota International Port to Mirijjawila.
- Proposed nine storied (49 rooms) residential apartment project No.34/4, De Seram road, Mount Lavinia.
- Proposed rentable multi storied office building project at No.353, Galle road, Colombo 03.
- Relocation of Welikada Prison.
- Proposed pharmaceutical zone at Arabokka, Hambantota.
- Proposed pharmaceutical zone at Millewa, Horana.
- Proposed Bird Park at Madiwela under UDA.

In addition to above ESD division attended to the following works also;

- Preparation of Conditions to issue the Project Proponent for Construction of Re-Gasified Liquefied Natural gas (RNG) Pipeline from Kerawalapitiya to Kelanitissa Power Plant complex.
- Member of the Technical Evaluation Committee and Monitoring Committee for proposed Prison Relocation Project, Millewa, Horana.
- Member of the Environmental Monitoring Committees of CEA for proposed Broadland Hydro power Project at Polpitiya.
- Member of the Environmental Monitoring Committees of CEA for proposed Moragolla Hydro power Project at Kotmale.

**iv. *Granting approval for the Geological Resources under the powers vested by the Presidential Task Force***

Director ESD has appointed as a member of the Technical Evaluation Committee under Presidential task Force to make a study of the exploitation of Geological resources. Under the committee following tasks has been carried out by the ESD Division in order to solve the material shortage in the construction industry.

- Preparation and forwarding applications for Industrial Mining License to GSMB.
- Inspection of Suitable Locations for Crusher Plants in Trincomalee, Batticaloa and Ampara Districts.
- Coordination with DS Divisions, GSMB, Department of Wild life and Dept of Forest Conservation regarding permission for Rock mining for supply of Aggregates for RDA.
- Participation for the meetings arranged by the Presidential Task Force for the Geological Resources.

During the year, following Industrial Mining Licence (IML) applications were prepared and forwarded to the Geological Survey and Mines Bureau (GSMB).

- IML Application for Balangoda Crusher plant
- IML Application for Meerigama Rock Quarry
- 06 nos. IML Applications were forwarded for the rock available locations such as Perrillewel in Batticaloa District, Mankerny Central in Batticaloa District, Irankerny in Trincomalee District, Nilaweli in Trincomalee District, Sampoor in Trincomalee District, Damana in Ampara District

## Management Information System (MIS)

As in the previous years, the MIS team continued to gather data on Bio-Geographic and social information. This information was effectively utilized in preparation of environmental and social safeguards documents. MIS team assisted with the map preparation for safeguard documents prepared by the division. During the year, MIS team assisted in collecting Geographical Information such as GIS data analysing, GIS mapping & Google Earth Mapping, GIS based video graphing and photo graphing, video and photography in focus group discussions, under the following projects.

- Ruwanpura Expressway Phase II & III
- Gampaha Interchange of the Central Expressway
- Kandy Tunnel Construction Project
- Proposed Bypass at Kochchikade
- Ratnapura Bypass Road
- Proposed Maduwa Bridge
- Proposed Ittapana - Horawala Bridge
- Proposed Wakwella Bridge
- Inclusive Rural Road Connectivity and Development Project under the World Bank
- Kandy Multi Model Transport Development Project
- Giriulla Bypass Road
- Katugastota Bypass Road
- Galle - Deniyaya - Madampe Road (A17)
- Elevated Highway Project Phase II (Rajagiirya - Athurugiriya)
- Port Access Elevated Highway
- Nawala Bridge Project
- Proposed Flyover at Slave Island

Further, MIS team has involved with the following tasks;

- Administrate the domain name computer network and trouble shoot the computer software and hardware matters in division
- Inventorying all the books and reference material and developed a library system for easy reference and management of documents.
- Online database system to reminder email for Environmental project renewal date's
- Involve for adding the ESDD public complaints system to the Revamping/ Developing of Organizational Website and Staff Portal with Supporting Modules that conducting by Planning Division RDA
- Information Database system for Social Safeguards of projects currently being implemented
- Developing local host web-based system to store all environmental data such as water quality, noise, air quality with GPS locations.



Field Inspection – New Kelani Bridge Project



Focus Group Discussion – Ruwanpura

### Constraints and Suggestions for Remedial Actions

- Importance of the Environmental and Social safeguards is well recognized by RDA, However, adherence to the Environmental and Social safeguards is not in a satisfactory level, as adherence to the Environmental and Social safeguards is not likely compatible with the progress of construction works.

Environmental and Social safeguards are not concerned in the domestically funded projects at all and such are considered only in Foreign Funded Projects under the perception that it is required by Funding Agencies Guide Lines.

To overcome the above, adoption of an Environmental and Social safeguards plan is suggested as a part of the Contract Documents for the all projects.

- Some of the measures in Environmental and Social safeguards need to be implemented during the construction period which involves cost impacts.  
Separate Provisional Sum Item may need in the BOQ, and it is necessary to include relevant sub clause to the Preamble to BOQ and Specifications for accommodating the costs and achieving the expected countermeasures.

- Difficulties encountered

- Difficulties are encountered in collecting some details such as disposal locations, borrow pits directly by RDA, which should be submitted by the Contractor in order to get necessary approvals. Very often a Contractor is not selected at the time of environmental clearance is sought from ESD Division.
- Designs are not finalized during the Environmental approval process.
- Lack of coordination of some stake holders and delays in providing their feedbacks.
- Very often delays are experienced with Wildlife Conservation Department in giving their approvals and feedback.

- Disaster Management, Health and Road Safety

Roads related Disaster Management, Health and safety of Road users, Road appurtenances and third party properties are presently carried out by various governmental entities with no correlation among them.

### 2.1.10 Planning

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

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

Planning Division comprised of following four sections;

Planning I – Traffic Data Collection & Evaluation

Planning II – Formulation, Monitoring, GIS and MIS

Planning III – Traffic Modelling and Simulation

Planning IV – Highway Information and Development Management System

#### (i) Traffic Data Collection & Evaluation

Traffic data is an essential input for the Planning function of the RDA. Traffic Data Collection and Evaluation section in the Planning Division is entrusted with the task of collecting Traffic data and maintaining Traffic Data-Base of the RDA.

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

Table 2-25: Progress of the Traffic Surveys during 2022

Type of Survey	Number of Surveys	
	Target	Achievement
ADT surveys	90	21
AADT (Monitoring the Monthly variation factor) at 24 <sup>th</sup> km on the A001 road	12	3
Manual Classification Count (MCC)	135	38
Axle Load surveys	12	-
Turning Movement Survey (Junction Surveys)	-	31
Pedestrian surveys	-	32
Parking surveys	-	30

#### Taking – Over of Roads

The road network of the country is administrated and managed by different organizations. Time to time considering network connectivity and certain conditions other (Provincial/Pradeshia Saba) roads are taken over as National Highways. According to the Clause No. 8 of National Thoroughfares Act No. 40 of 2008, the Minister of Highways may by order published in the Gazette to declare any road to be a National Highway. During the year 2022, no new roads have been declared as National Highways.



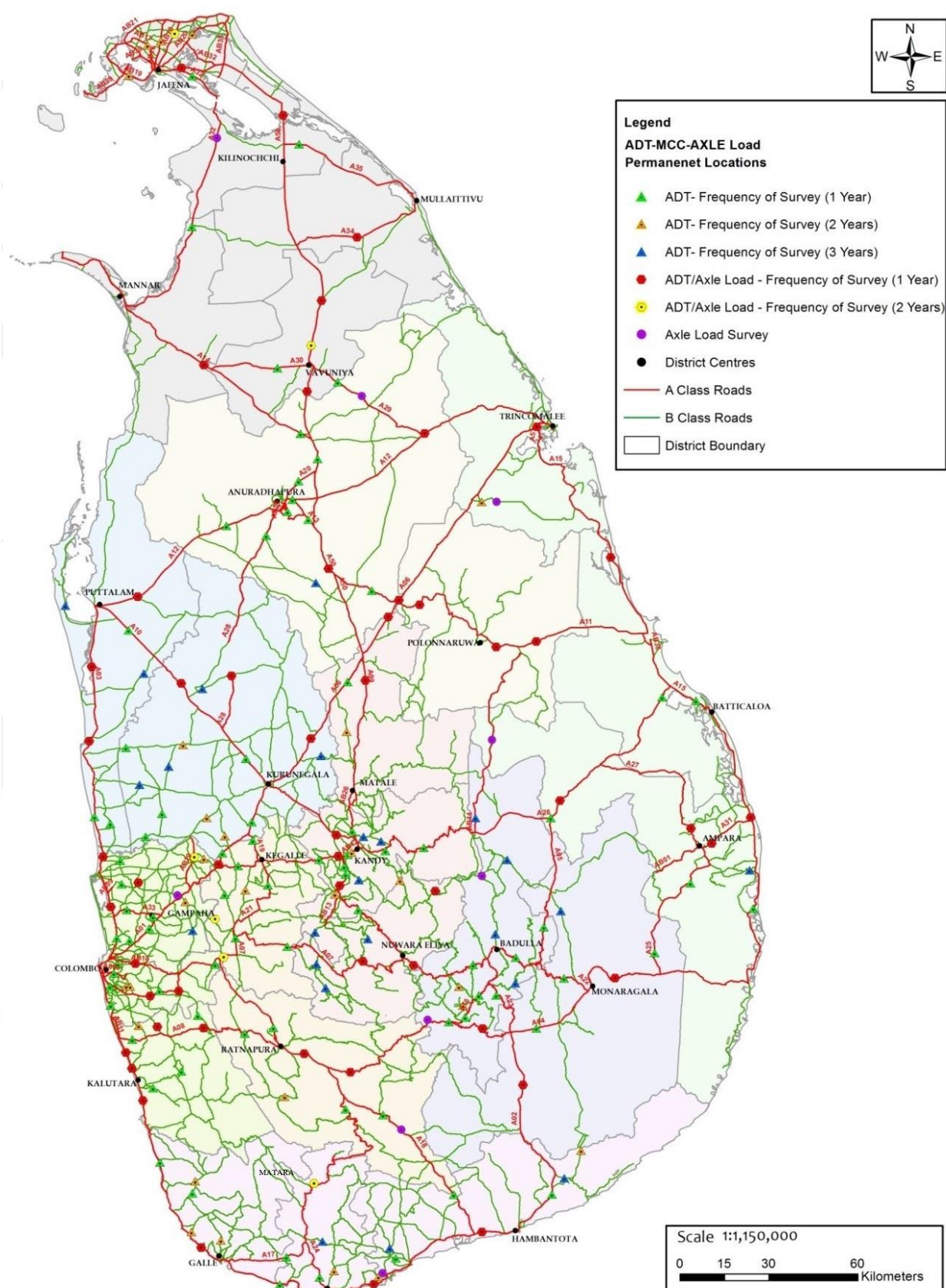


Table 2-26: Locations of Traffic Volume Counts

## (ii) Network Planning and Reporting

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

### Preparation of Reports

During the year 2022, action was taken by the Planning II Section of the Planning Division to prepare and submit following reports ;

- Action Plan 2022 was prepared and submitted to the Board of Management of RDA according to the budgetary allocation.
- the National Road Master Plan (NRMP) for the period 2021-2030 was completed.
- Annual Report 2021 of RDA (English Version)
- RDA Strategic Plan 2023-2027
- All progress reports (monthly and quarterly)
- Performance report of the RDA to Central Bank for year 2021 and mid year 2022

### Feasibility and Other Studies

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

### *Progress of activities during 2022*

- Prefeasibility studies for;
  - Proposed Connectivity Road – from usbim Janapada vidyalaya to Hiniduma road.
  - Proposed by pass road – Evaluation of UDA proposal-From Oruthota road to Vijaya Road.
  - Proposed Link road. – From Kahathuduwa interchange to proposed international stadium at diyagama.
  - Proposed new bridge across Kelani River at Ranala
- Re-visit of Ruwanpura Expressway feasibility study for Phase 2 &3

### Project Proposals for Approvals

The concept of the projects are forwarded to the Department of National Planning to get it approved by the Government for implementation and to the Department of External Resources to negotiate for funding with foreign agencies. Coordination with foreign funding agencies and working with various missions with respect to loan negotiations and document preparation is also a role entrusted to this unit.

In addition, this unit also coordinates with foreign funding missions during post-evaluation study/process of already implemented projects.

During year 2022, project proposals/concept papers have been prepared and submitted for project approval from the Department of National Planning (NPD) with respect to following projects;

- JICA Technical Assistance for Strengthening Land Slide Disaster Prevention for Resilient Road Transportation in Sri Lanka.
- Consultancy Service for Formulate a Project for Road Safety and Climate Resilient Improvement with Asset Management.
- Marine Drive extension to connect Port access elevated highway.
- Reconstruction of additional 5 bridges under the Reconstruction of 25 Bridges Project Funded by Kuwait Fund for Arab Economic Development (KFAED).
- Rehabilitation of Garagoda Bridge across Kelani River on Yatiyanthota-Magammana Road in Kegalle District.

#### **Issue of Special Permits for Oversized/ Overweight Vehicles in 2022**

- Applications have been evaluated and nineteen permission letters were issued for transportation of over dimension / overweight cargo on National Roads.
- Recommendations were made to Department of Motor Traffic for temporary registration of ten oversize / overweight vehicle.
- Recommendations were made to Department of Motor Traffic to register eighteen oversize / overweight vehicles.



### (iii) Traffic Modelling and Simulation

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

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

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

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

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

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

The main operational tasks of macro modelling are model calibration and validation for project basis, future year network creation, future OD matrix adjustment, traffic forecasting and collecting traffic volumes and KPIs for future years for various requirements. In addition, some further analysis is conducted as per the specific forecasting requirements. The data from traffic forecasts are shared with the other relevant RDA divisions such as Highway design and Bridge design divisions for the highway and bridge design purposes, with Environment & Social Development Division of RDA for environmental studies (as an input for noise model), and with Research and Development Division of RDA for pavement design process.

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

For the Operation of the micro model, traffic data collected from traffic surveys are used. These traffic surveys can be an Origin-Destination survey (OD Survey), Manual Classification Count Survey (MCC Survey), Turning Movement Count survey etc. depending on the requirement. In case if latest traffic

data is not available for the study area in the traffic database maintained at Planning I section new traffic surveys are carried out by the Planning I section. Further, studies on geometric conditions of the analysis area are conducted to improve the accuracy of the model. If a signal control system is operating in the study area, timings and signal light program are required to be incorporated with the model.

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

### Progress of Traffic Modelling Work during year 2022

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

Route No	Road/Project Name	Route No	Road/Project Name
B146	Hanwella - Pugoda - Weke - Urapola	B256	Madawala - Rajawella
B056	Bibile - Medagama - Nakkala	B308	Narammala - Dankotuwa
A017	Galle - Deniyaya - Madampe	A015	Batticaloa - Tirikkondiadimadu - Trincomalee
B442	Velikulam - Mamaduwa	A021	Kegalle - Bulathkohupitiya - Karawanella
A002	Colombo - Galle - Hambantota - Wellawaya	AB39	Valukkairaru - Pungudutivu - Kurikadduwan
B362	Pattanwila - Makola	A018	Pelmadulla - Embilipitiya - Nonagama
A011	Maradankadawela Habarana Tirikkondiadimadu	B240	Kotte - Bope
B024	Approach Road to Aerodrome Ratmalana	B010	Allai Kantale
-	Buttala Town Development	B097	Demodera - Spring Valley - Badulla
B468	Welihena - Katana	B012	Aluthgama - Wigoda
B047	Battaramulla - Pannipitiya	B183	Kaleliya - Pallewela - Medagampitiya
B411	Tawalama - Neluwa - Batuwangala	B237	Kotadeniyawa - Mirigama
B423	Tonigala - Kalawewa - Galewela	B288	Minuwangoda - Gampaha - Miriswatte
B568	Hurigaswewa Kalankuttioya Siyambalangamuwa	B290	Mirigama - Nalla
A001	Colombo - Kandy	B324	Negombo - Mirigama
A004	Colombo - Ratnapura - Wellawaya - Batticaloa	CEP-III	Central Expressway III
A010	Katugastota - Kurunegala - Puttalam	CEP-II	Central Expressway II
B201	Karuwalagaswewa - Miyallewa	-	Elevated Highway (NKB -A)
B322	Negombo - Giriulla	-	Ruwanpura Expressway
B255	Madampe - Chettiyar Street	-	66 Bridges in Central ,North Central ,Northern,Southern,Western, Sabaragamuwa provinces for Kuwait Bridge Project
A010	Katugastota - Kurunegala - Puttalam		
B206	Katugastota - Medawela		

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

- Battaramulla Area
- Kottawa Intersection
- Marine Drive Extension (North) & Port Access Elevated Highway
- Thalawathugoda Intersection
- Kohuwala Intersection with proposed flyover
- Proposed Kandy Tunnel & vicinity road network

#### **(iv) Enhancement of National Traffic Database and Capacity Building Project (TDB&CBP)**

##### **Description of the Project**

Korea International Cooperation Agency (KOICA) has extended its complement to enhance the Databases pertaining to Traffic in Sri Lanka through an outright grant of USD 4 million. This project was commencement in the year 2022, with intention of revamping human and physical capacities of the RDA in terms of traffic data collection, analysis, traffic database management and capacity building of traffic demand forecasting modelling. Project is a four year task from January 2022 to December 2025. This project is functioning as a collaborative work, mainly between the South Korean experts and the working group appointed from the Planning Division, RDA.

The project objective is to produce and implement traffic data analysis and management system at the national level for better transport infrastructure development in Sri Lanka.

##### **Project Outputs & Progress**

This project consists of five main activities and following progress has been achieved during the year 2022;

- |                                |       |
|--------------------------------|-------|
| 1. Traffic Database masterplan | – 64% |
| 2. Capacity Building           | - 50% |
| 3. Traffic Volume & O/D Survey | - 28% |
| 4. Local Training              | - 1%  |
| 5. Traffic DB System           | - 20% |

Total progress is 24%

**(v) GIS Functions**

The Planning Division, Geographical Information System (GIS) Unit performed the following main functions within 2022;

- Geospatial database related to National Road Network (developed after 2007 using ArcGIS 10.6 Advanced software & 1:50000 scale digital layers taken from the Survey Department) has been updated and maintained by a GIS professional at present. Road link data, road project details, ADT & Axel lord survey locations, and administrative details (EE's, CE's, PDs, etc.) are included in the geo-database. Also, the geo-database of the expressway network in Sri Lanka has been updated with finalized CAD traces and updated the link database of expressways (E01- E09).
- Since the geodatabase is collaborating with other road databases such as HDM-4 and STRADA, topological errors in the national road network have been corrected to provide accurate GIS data for the OD survey in the STRADA network. And also shape files of DS Division, Axel Lord Survey Locations, and MCC Locations have been prepared for the STRADA network.
- In 2022, GIS Unit carried out several GPS surveys on existing & proposed roads, taking over roads, alternative routes, bypass roads, and pedestrian crossings to provide better decision-making support to the Pre-feasibility & Network Planning section. (Ex. Proposed Horana bypass road, proposed connecting road from Usbim Janapada Vidyalaya to Hinduma Calvary area in Galle, proposed road Connectivity from International Cricket Stadium Diyagama to Expressway Network). Conducting GPS survey were limited within 2022, due to the crisis situation.
- GIS Unit provided facilities to the Highway Engineers to identify optimum routes and candidate roads in roads rehabilitation and construction. In addition to that identified network connectivity through the spatial distribution (Ex. Ilimbe Bridge & approach Roads – Bulathsinhala DSD, Gampaha Bypass (from Orugodawatte to Vijaya Rd), Usbimjanapada vidyalaya to Hiniduma, new connectivity from International Cricket Stadium Diyagama to Expressway Network).

(vi) Distance calculation is one of the main functions of the GIS Unit. It has continued calculating distances to the nearest cities from interchanges on the Central expressway to identify the road to be improved under the expressway connectivity project since 2021.

- During the year 2022, over 120 location maps and detailed maps have been prepared by the GIS unit for the project proposals, funding applications, feasibility and pre-feasibility studies, Gazettes of taking over roads and other reports relevant to the national road network in the Planning Division, Project Monitoring Units, The Ministry of Highways, all other Divisions in the RDA and other outside institutions. In addition, GIS unit has prepared more than 25 maps for the Master Plan 2021-2030, more than 20 maps for Central Expressway, and more than 10 maps for Ruwanpura Expressway within 2021. In addition to that, the GIS unit has started to prepare and share online google maps facilitating other non-GIS users to work with GIS data relevant to the national road network. (Only two online maps were shared with other non-GIS users).
- In 2022, the GIS unit provided spatial information for issuing clearance certificates for 15 locations & identified transportation routes of more than 12 for giving Oversize vehicle permission to fulfill outer requirements.
- RDA is one of the key stakeholders in the National Spatial Data Infrastructure (NSDI) program in Sri Lanka. Representing the RDA, the GIS unit involves sharing spatial data relevant to the national road and expressway networks with other organizations through the NSDI.

- GIS unit has contributed its expertise and knowledge as a member of the Technical Evaluation Committee (TEC) for GIS-relevant purchases for the RDA. But GIS unit was not involved in any TEC during 2022.
- The GIS Unit has been coordinating with the Survey Department annually to update the existing road network on the 1: 50,000 scale for the entire county.
- In 2022, GIS Unit conducted internship program for undergraduate students from the University of Kelaniya.

### **(vii) Maintenance of Management Information System**

Maintenance of Management Information System comes under the Management Information System unit of the Planning Division and headed by the Director (Planning).

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

#### **Network Administration**

RDA head office is having a computer network of around 471 computers and two domain servers (separate server for the finance division and one server for all other divisions), at the Head Office premises and one email server and one web server at the Sri Lanka Telecom Internet Data Centre. Out of 471 computers, 255 computers are facilitated with email and internet. All those computers are inter – connected by a Local Area Network (LAN). Continuously it required to add new computers and users to the computer network domain and also to remove and change the computers and users from the domain.

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

#### **Maintenance of Email Facility & Mail Server**

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

#### **Maintenance of RDA Website**

MIS unit develop, maintain and update the RDA website. ([www.rda.gov.lk](http://www.rda.gov.lk)). The main updates/publications of the RDA website are bid invitations, notices, ongoing project progress details with photographs, maps, contact details. Currently MIS Unit is in the final stage of revamping the RDA website and developing a staff portal (Phase I) for the RDA staff to share the data/information among RDA staff in an effective and efficient manner.

#### **Maintenance of Government Information Centre (GIC – 1919) Website**

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

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

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

## **Network Security Monitoring**

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

## **Issues**

- scarcity of operational level IT staff (ex: Computer Hardware/Network Technicians, IT assistants, Database/Network Administrators (IT Professionals)) to cater the demand of IT related activities at the Head Office. (ex. Systems development and maintenance of the existing systems, User helpdesk support, hardware/software trouble shooting, servicing of IT related peripherals etc.)
- The main domain servers at RDA Head office-Server Room are needed to be replaced with highest priority.
- Lack of IT related infrastructure facilities. (Core Network Switches, Computers, UPS, Scanners, peripherals etc.)
- A separate IT Division is timely required to cater present and future technological trends of the Organization.

## **(viii) Highway Information and Development Management System (HIDMS)**

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

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

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

### **a. Road Condition Data Collection**

#### ***Road Condition Data Collection (Non-Routine Data Collection)***

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

- FWD survey requests are made for the design purpose by the Research and Development Division (R&D) and Provincial Directors' of RDA and for pavement quality assurance purposes by some projects.

- MFNSV survey requests are made for pavement surface quality checking purposes by the projects in the Expressways, A class and B class roads.

Table 2-27: Survey progress –MFNSV Surveys 2022 and the revenue collection.

Survey type	Invoice No.	Requested By	Amount (Rs.)
FWD	RDA/P/FWD/122/22	PD (i road)	546, 560.00
FWD	RDA/P/FWD/123/22	PD (i road)	420, 900.00
FWD	RDA/P/FWD/124/22	PD (i road)	1,543,300.00
MFNSV	RDA/P/MFNSV/161/22	PD (i road)	237, 600.00
MFNSV	RDA/P/MFNSV/161/22	RR Construction (Pvt.) Ltd	253, 000.00

<b>Total Revenue in the 2022</b>	<b>= Rs. 3,001,360.00</b>
Total Revenue up to 2021.12.31	= Rs. 30,831,854.72
<b>Total Revenue up to 2022.12.31</b>	<b>= Rs. 33,833,214.72</b>

Most of the FWD survey requests were from R&D and the Provincial Directors' for the design purposes work of RDA which are carried out free of charge.

### Surveys using MFNSV

#### *Data processing and submission of reports on roughness survey results*

- Central Expressway (E04) from Mirigama to Kurunegala.
- Maradankadawala – Habarana - Tirikkondiadimadu (A11) from Maradankadawala to Habarana section. (i Road)
- Baseline Road from the end of NKB Project on Baseline road to Kanaththa junction. (CE (Colombo))
- Kurunegala – Katugasthota Road (A010), Katugasthota - Madawala Road (B206), Haloluwa – Peradeniya – Katugasthota Road (B365), Aladeniya – Eriyagama Road (B055) and Madawala – Rajawela Road (B256). (i Road)
- Kuliyaipitiya Pandiwala (B 244) Road section 2.4 km to 4.4 km. (R&D)
- Colombo Katunayake Expressway at Seeduwa Toll Plaza overall concrete pavement from 20+100 km to 22+100 km.

#### *Issuing roughness data from the available surveys*

- Hawkeye raw survey data for task 1 and task 2 roads to coding for IRAP Assessment Project
- IRI data for Kurunegala – Katugasthota Road (A010), Katugasthota - Madawala Road (B206), Haloluwa – Peradeniya – Katugasthota Road (B365), Aladeniya – Eriyagama Road (B055) and Madawala – Rajawela Road (B256). (i Road)
- IRI data for Kegalle - Bulathkohupitiya - Karawanella (A021) road (from 0+500 to 5+500 km, from 16+000 to 24+000 km and from 25+800 to 35+200 km). (i Road)

#### *Survey using FWD - submission of Falling Weight Deflection Data*

- Ratmalana Airport Access Road(B024). (R&D)

- Colombo – Galle –Hambantota – Wellawaya road (A002) from 293+000 km to 318+000 km  
Colombo–Ratnapura–Wellawaya–Batticaloa road (A004) from 287+000 km to 320+000 km. (R&D)
- Colombo Kandy Road (A 001) from Mahara to Kadawatha (13+200-17+000) (CE-Gampaha)
- Galle - Deniyaya - Madampe road (AA017) from 78+000 km to 112+600 km  
Matara - Akuressa road (AA024) from 7+000 km to 20+000 km  
Meddewatte – Kekanadure – Yatiyana road (B284) from 0+000 km to 14+500 km  
Matara – Hakmana road (B275) from 0+000 km to 2+000 km  
Hakama – Beliatte – Tangalle road (B141) from 2+000 km to 11+300 km. (R&D)
- Maradankadawala-Habarana-Tirikkondiadimadu (A11) from Maradankadawala to Habarana section (5+000 km to 20+000 km). (i Road)
- Maradankadawala-Habarana-Tirikkondiadimadu (A11) from Maradankadawala to Habarana section (0+000 km to 5+000 km and o 20+000 km to 25+000 km). (i Road)
- Roads awarded to rehabilitate under iRoad-2 through 8 contract packages. (i Road)

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

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

Type of Machine	Date	Work done	Name of the expert	Name of the Company
MFNSV	02/05/2022 to 06/05/2022	(a) MFNSV equipment full checkup. (b) MFNSV full calibration. (c) Trial surveys.	Mr.Bao Nguyen	ARRB System Pty Ltd., Australia

Due to a delay in repairing the calibration equipment of FWD, the supplier of FWD (KUAB Company, Sweden) postponed the Annual maintenance visit to February 2023.

#### **Work related to Highway Development and Management (HDM – 4)**

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

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

- Economic Analysis of Ruwanpura Expressway from Kahathuduwa to Pelmadulla for the feasibility study conducted by the RDA. (Completed)
- Economic Analysis of the proposed Alternative Road from Waduragala to the Outer circular road (Kurunegala Bypass). (ongoing)
- Economic Analysis of Alternative proposed for Meerigama bypass. (ongoing)
- Economic Analysis of Alternative proposed for Giriulla bypass. (ongoing)



### **Other - General**

- Submission of information on Intangible Assets related to Special Software and Systems and information on Tangible Assets related to Information Technology Hardware that are maintained by the Planning Iv section to the Finance Division.
- Work with Consultancy Services for the Preparation of Asset Inventory and Valuation of Road Assets in the Road Development Authority and providing the necessary information to the Consultancy.
- Preparation of progress of the valuation of assets of RDA as per the Action plan.
- Submission of survey data to university graduates for research purposes.

### **Issues related to MFNSV and FWD surveying**

#### ***i. Survey Delays***

##### **MFNSV Surveys**

- Due to an issue with the Turbo unit of the survey vehicle is out of order since April 2022. Importing parts was delayed due to the economic crisis (from the mid of March 2022 to the mid of September 2022)
- Due to Fuel shortage & limitations (from the end of September 2022 to mid of October 2022)

The MFNSV Surveys were commenced after repairing the survey vehicle

##### **FWD Surveys**

- Due to the breaking down of the Towing vehicle (from the mid of February 2022 to the end of March 2022)
- Due to Fuel shortage & limitation (from the mid of June 2022 to the end of August 2022)
- Due to Inverter fixing to the new Towing vehicle (from mid of October 2022 to the mid of November 2022)
- Until finalizing the fuel usage rate for the new towing vehicle (from the mid of November 2022 to the end of November 2022)

A new vehicle for towing the FWD machine was purchased under the TCAMP and is used for the FWD Surveys.

#### ***ii. Proposed and ongoing consultancy and equipment purchase contracts under the TCAMP***

- A simplified version of a network survey vehicle has been proposed to purchase to carry out surveys on narrow and poor-condition roads where the current MFNSV is not possible/ not recommended to run.
- A walking profiler has been proposed to purchase to calibrate the MFNSV periodically and to measure short lengths of survey sections.
- A Ground penetrating radar (GPR) has been proposed to purchase to collect pavement layer thickness data in a moving operation with a considerable speed. GPR is one of the most recommended non-destructive methods for routine subsurface inspections.
- Consultancy service has been awarded for the Preparation of Asset Inventory and Valuation of Road Assets in the Road Development Authority under Transport Connectivity and Asset Management Project (TCAMP).
- Enhancement of Sri Lanka Road Asset Management System (SLRAMS) for inclusion of Asset Valuation Module (AVM) for Systematic Valuation of Road Infrastructure.

##### **Issues**

- Limited office space to accommodate the staff.
- No staff person in RDA to handle the GIS related work in the SLRAMS after TCAMP.

- Difficulties in arranging field staff for outside survey work due to the present crisis situation. Their income and subsistence payments are remained unchanged but, the prices of food outside are increased largely.
- Difficulty to retain trained staff in RDA -Due to the present crisis situation, most staff tend to leave the RDA
- Road Asset Management is a continuous task. This depends on basically data collection of the network and the up-to-date maintenance of the asset management system. The equipment used for data collection and the asset management system runs on the annual maintenance contract signed with the suppliers and the system developer in foreign countries as the technology is not within the country.
- In the future, once the TCAMP is ended in the year 2023, RDA has to allocate funds for the maintenance of the survey equipment and the Asset Management System. (SLRAMS)

### ***Achievements***

A new vehicle, Ford Ranger XLT 4WD Double Cab (WP/PK-7121) has been purchased under Transport Connectivity and Asset Management Project (TCAMP) to be used as the towing vehicle of the FWD.

### ***Suggestions for the successful operation of the SLRAMS***

- Requirement of upgrading the IT infrastructure facility in the Maganeguma office building in order to get the fully utilization of SLRAMS web system.
- Importance of purchasing/ Upgrading of Hardware equipment's as well as licenses software to get continuous service.
- Train relevant staff on data collection, system uploading and processing.
- Obtain ArcGIS server facility for the Sri Lanka Road Asset Management System (SLRAMS).
- Share SLRAMS information with in-house/outside organizations, such as National Spatial Data Infrastructure (NSDI), Sri Lanka Traffic Database Management System (SLTDBMS), National Climate Change Data Sharing Network etc.

### 2.1.11 Expressway Management

Implementation of the activities of operation, maintenance and management for smooth functioning of the Expressway network in operation is handled by the Expressway Operation, Maintenance & Management (EOM&M) Division. During year 2022, Southern Expressway (E01), Outer Circular Highway (E02), Colombo-Katunayake Expressway (E03), Central Expressway (E04) (from Meerigama to Kurunegala) and Andarawewa - Hambanthota Expressway (E06) were in operation.

#### Expressway Network

E01 – Southern Expressway (Kottawa – Mattala)	200.45km
E02 – Outer Circular Highway (Kottawa – Kerawalapitiya)	28.86km
E03 – Colombo Katunayake Expressway (Paliyagoda – Seeduwa)	25.8km
E04 – Central Expressway (Meerigama – Kurunegala/ Yaggapitiya)	40.91km
E06 – Extension of Southern Expressway (Andarawewa – Hambantota)	16.55km

**Total Operating length of Expressways : 312.6 km**

**No of Interchanges in Operation : 36**

**Total Revenue on Expressway Network : Rs. 8,960.73Mn**

**Average Annual Daily Traffic (AADT) : 89,554 Vehicles**

**Average Annual Daily Revenue : Rs. 24 Mn**

*AADT on Each Expressway Section in number of vehicles*

- Southern Expressway (Kottawa – Godagama) : 20,918
- Outer Circular Highway (Kottawa – Kerawalapitiya) : 29,399
- Colombo Katunayake Expressway (Paliyagoda – Seeduwa) : 24,447
- Central Expressway (Meerigama – Kurunegala/ Yaggapitiya) : 8,034
- Extension of Southern Expressway (E01:Palatuwa – Mattala & E06 Andarawewa to Hambantota) : 6,756

Table 2-28: Expressway Maintenance Expenditures (Up to October 2022)

Expressway Section	E 01(Kottawa-Godagama)	E 02	E 03	E 04	E01 (Palatuwa to Mattala & E 06)
2022 Expenditure (Rs.Mn)	618.82	429.77	425.87	346.40	340.,32

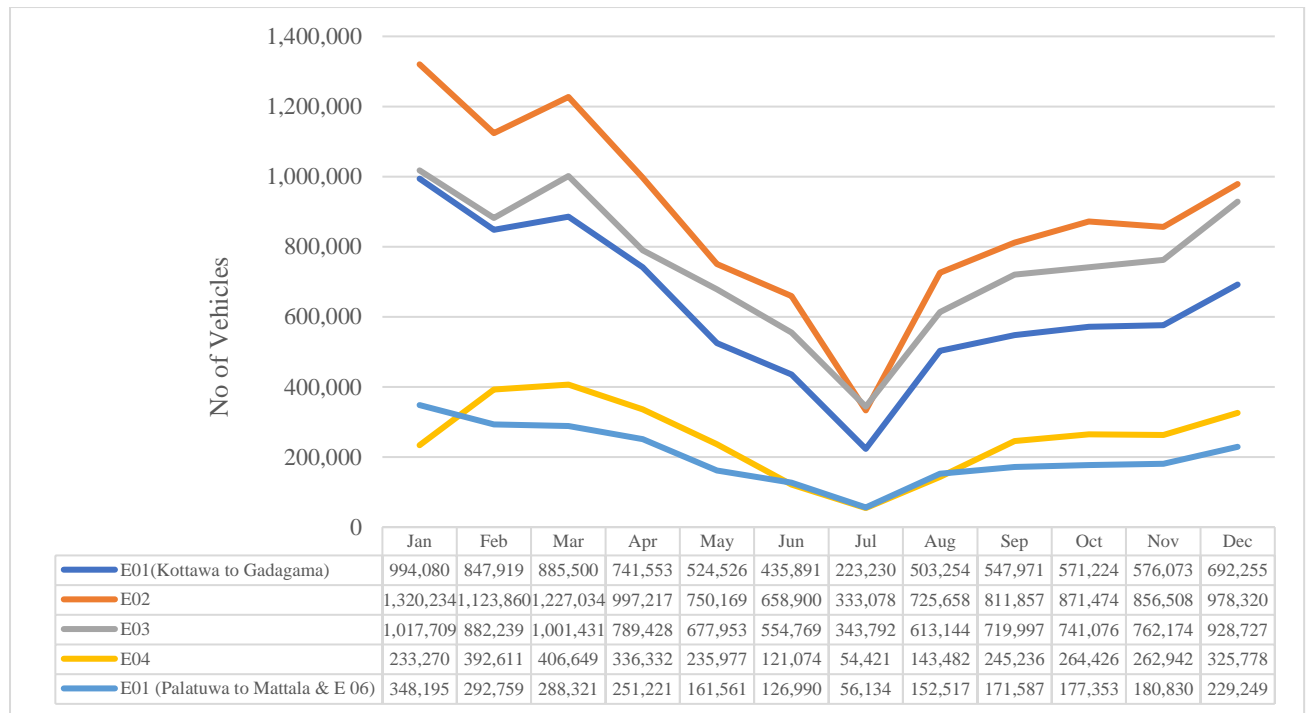


Figure 2-1: Traffic Volumes of the Expressway Network in 2022

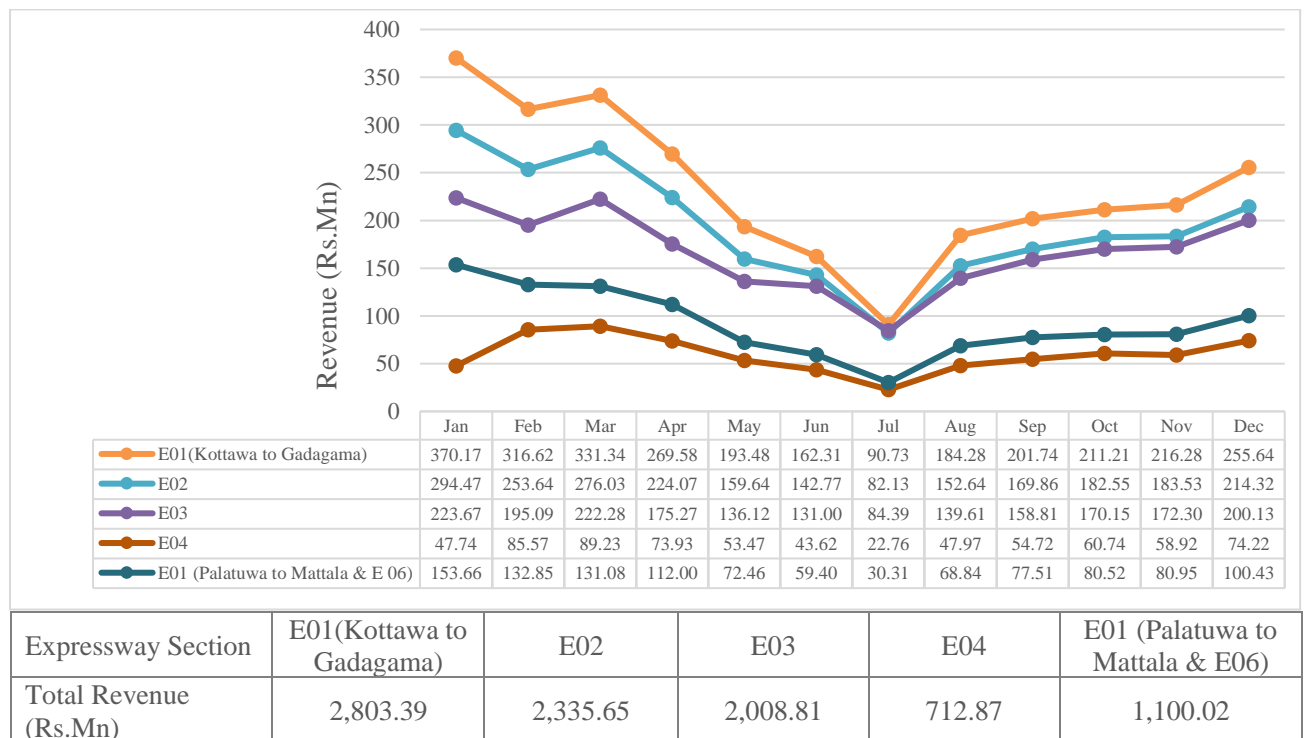


Figure 2-2: Revenue from the Expressway Network in 2022

Table 2-29: Accidents of Vehicles on Expressways

Expressway Section	Fatal	Grevious	Non Grevious	Property Damage
E 01 (Kottawa – Godagama)	6	14	69	767
E02	3	7	6	228
E03	1	3	2	175
E04	2	1	7	153
E 01(from Palatuwa to Mattala) E 06	1	0	7	321
Total	13	25	91	1644

Total No of Breakdowns - 15,342

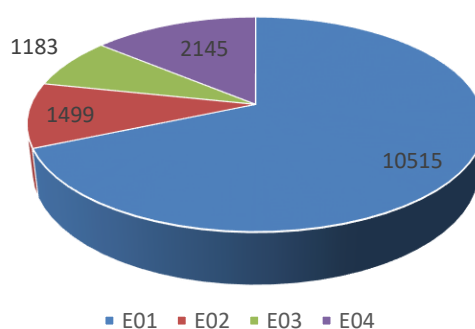


Figure 2-3: Summary of Breakdown of Vehicles on Expressways in 2022

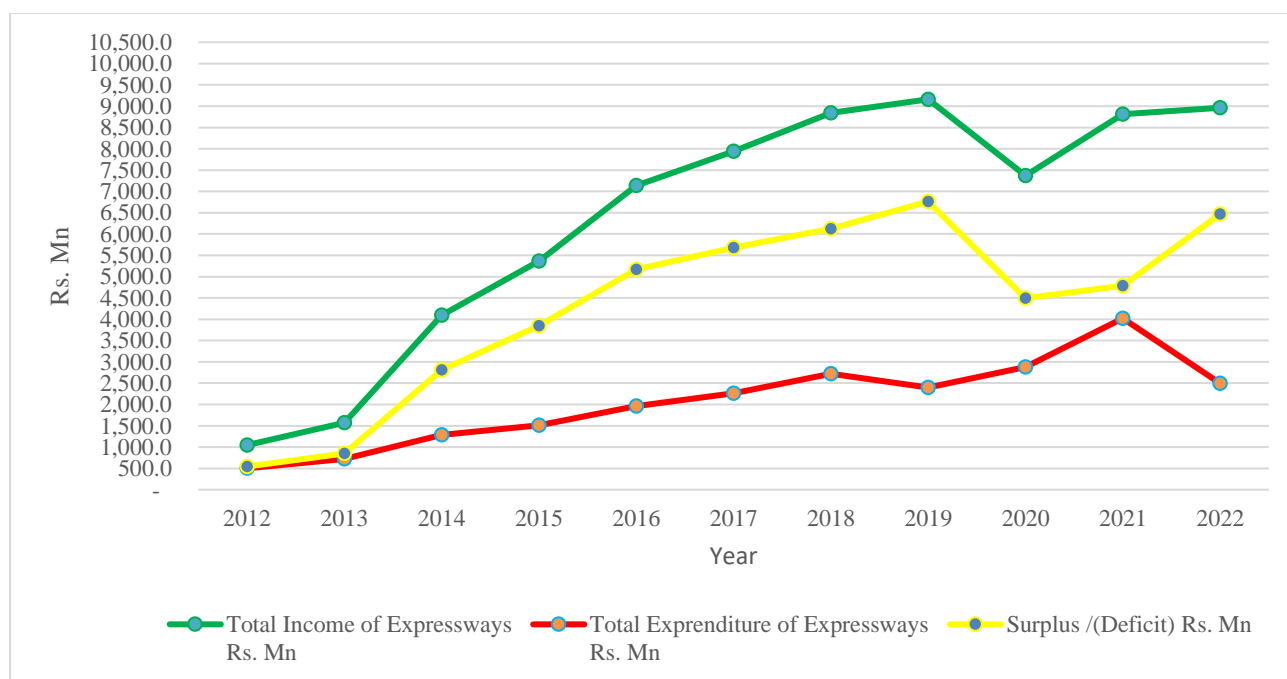


Figure 2-4: Income, Expenditure, Surplus on Expressway Operations

### 2.1.12 Property Management and Revenue Collection

The Property Management and Revenue Division (PM&R) was established with an aim to generate income for Road Development Authority out of its own resources. This income supplements the funds annually received from the Treasury for RDA, to carry out maintenance and improvements of the National Highways network.

The PM&R Division generates revenue for RDA by levying rentals from Hoardings/Billboards/Gantries/Cantilevers /Telephone Booths/ Bus Shelters/Lottery Stalls/Roundabouts/Television Cable Poles Cable Laying etc. leasing the abandoned or unused road reservations at potential locations of the National Highways belonging to the RDA on a temporary basis for commercial works. Measures have been taken to find out the possibility of levying rentals from the, utility service providers (SLT, NWSDB and CEB) who are using the road reservations. Also lands areas under elevated structures specially at interchange of expressway network are being lease out to temporary activities.

The PM&R Division is handling the Road beautification works in Centre Islands, Roundabouts and the Road Reservations located at important places, using RDA Direct Labour and also through sponsorship obtained from interested private parties for advertising their products.

#### Performance of Property Management & Revenue Division in 2022

##### (i) Issuing of Licenses for Billboards/Hoardings/Gantries/Cantilevers

Issuing of licenses for Hoardings/Gantries/Cantilevers/Banners/Bus Shelters and other advertising tools/devices on the road sides have been continued up to 31<sup>st</sup> December 2022.

The details of approved Hoardings/Banners have been sent to the respective Executive Engineers/Chief Engineers and other relevant Heads of Division whilst granting approval as per the RDA guidelines. In addition, summary of various approvals are being sent to relevant authorities periodically.

Table 2-30: Details of Approvals/ Renewals Granted for the Year 2022

<i>Nature of Service</i>	<i>New Approval</i>	<i>Renewals</i>	<i>Total Approvals</i>
Banners	2,871	-	2,871
Hoardings	560	1,655	2,215
Hoardings(free)	1	-	1
Gantry/Cantilever	4	7	11
Bus Shelter	40	107	147
Lottery Stall	18	134	152
Roundabouts & Center Islands	14	28	42
Trade Stall	24	2	26
Fiber Optical Poles	4,917	89,379	94,296
Multi Purpose Lamp Poles	11	4	15
Trenching	-	186,909km	186,909km
Cabinets	-	3	3

##### (ii) Revenue Collection in 2022

Total earned income of PM&R Division from various sources by managing the properties of the RDA during 2022 is Rs.501,917,891.08 as tabulated below. Lease Agreements were renewed for Borella Shopping Complex, Legal action has also been taken against the defaulted owners of the Shop. 01 & 02.

Table 2-31: Classification of PM&amp;R Revenue Collection 2019-2022

Description of the Item	2019 (Rs.)	2020 (Rs.)	2021 (Rs.)	2022 (Rs.)
Banners	4,021,521.35	636,246.30	1,793,361.11	2,810,917.52
Hoardings	93,253,640.16	63,566,437.86	59,051,125.84	73,206,763.83
Bus Shelters	7,655,265.68	2,635,540.24	3,875,393.16	4,357,133.32
Gantries/Cantilevers	34,356,584.11	18,004,294.41	35,603,865.00	24,818,912.56
Trade & Lottery Stalls	911,975.53	677,296.06	934,821.29	2,180,091.37
Roundabouts, Traffic Islands maintenance and beautification	1,055,439.28	939,777.61	793,830.29	1,321,899.71
Fiber Optical Poles/TV Cable Network & Telephone Exchange	129,622,916.87	141,684,404.09	130,668,258.35	198,977,060.36
Trenching	44,570,589.33	62,892,054.68	28,418,643.48	164,394,611.05
Lands		2,768,000.00	2,335,952.00	3,861,738.90
Multi Lamp Poles	-	1,549,800.00	965,484.00	655,687.69
Over head bridges (Tender charges)	751,734.69	2,099,966.08	-	-
Culvert	89,339.98	90,446.24	330,263.65	245,891.19
Borella Sub way	3,458,017.07	3,659,101.62	2,571,513.83	5,281,316.29
Resting Park	30,078.57	28,712.18	143,026.96	27,562.50
Sales of Cristina Plants	-	-	121,340.00	23,000.00
Receivable Amount	93,627,257.17	52,016,871.29	114,608,092.88	19,755,304.79
<i>Total</i>	<i>413,404,359.79</i>	<i>353,248,948.66</i>	<i>382,214,971.84</i>	<i>501,917,891.08</i>

**(iii) Road Beautification Works**

Aim of this project is to beautify and maintain Centre Islands & Roundabouts and the Road Reservations located at important places through interested sponsors. This was identified as a source of income for RDA by allowing sponsors to display their small size advertisements in these areas according to RDA approved rates. These rates are revised periodically and the relevant regulations are also amended to attract more sponsors for this beautification works. In addition, PM&R Division is now handling the beautification and maintenance of Roundabouts and Centre Islands and “WanaRopa” Programme starting from Devi Balika Junction to Ayurveda Junction, Cotta Road and Old Kesbawa Road from Kattiya Junction to Nugegoda Rail Gate Section, Japan Friendship Road, Battaramulla to Pannipitiya Road and in Parliament Access Road (Sunil Mawatha) and Army Head Quarters Entrance road.

A programme commenced to plant high economic valued crops along both sides of the reservation of expressway and interchanges.

- **Cultivation of Cinnamon**

As a pilot project, 50,000 cinnamon plants were planted on both sides of the Southern Expressway.



- **Cultivation of Medicinal Crops**

Under the first phase of this project, the Executive Engineering Office of Maradankadawala cultivated Katuvelbatu in an area of 45 acres (Ganewalpola) and sold to the Ayurveda Corporation.

- **Nursery Plant in Root Ball Technology**

Trees grown under rootball technology are maintained at Amitirigala Nursery (190 seedlings) and Homagama Nursery (50 seedlings) on the Talduwa-Mivitigammana road and the trees are ready for sale.



***(iv) Plant Nursery for Road Beautification Works***

In order to fulfill the plant requirement for beautification works carried out by PM&R Division, flora plants nurseries have been established at Homagama Depot and Galagedara Nursery belong to RDA.

At the end of the year 2022, there were 28,490 Nos. exotic plants and other tree plants (Naa, Nadun, Phibiya, Goraka, Katu Atta, Madan, Kohomba, Wood Apple, Mango, Guava, Ambarella, Pomegranate, Karada, Gammalu, Rabuttan, Tamarind) have been received from the State Timber Corporation, Turuviana Plant Nursery and Department of Agriculture. These plants are being issued to Executive Engineer offices and Expressways. Christina plant sale in Galagedara nursery is 221 No's during the year 2022.

Further, PM&R Division maintains the landscaping of beautification work at road side at Borella Cotta Road- Centre, Median, Nugegoda Old Kesbewa Road, Battaramulla- Pannipitya Road, Parliament Access road (Sunil Mawatha), Japan Friendship Road side, Army Head Quarters Access Road at Battaramulla, Maganeguma Mahamedura Vehicle park and Inner ring Road Battaramulla.



### 2.1.13 Mechanical Services

The Mechanical Division is responsible for providing of vehicles, construction machinery and equipment, production plants for Road Construction, Maintenance and Improvement activities using the available resources. Also, passenger vessel and ferries are provided for passenger and cargo transport between islands and mainland in Jaffna peninsula.

Mechanical Division consists of the Director's Office at the head office and maintenance workshops at Angulana, Udukawa and Anuradhapura. Mechanical Division attend maintenance of the vehicles, machinery, Asphalt premix plants, Crusher Plants and De-Canning Plants belongs to RDA installed at various locations in the country, through the facilities at the above workshops.

Further, Mechanical Division provides necessary assistance and consultation in major vehicle and machine repairs work for Expressway Operation Maintenance and Management Division and Rural Bridge Rehabilitation unit. Also, obtains the service of Sri Lanka Navy for the maintenance of ferries operating in the Jaffna Peninsula.

Mechanical Division also provide technical consultation for vehicle maintenance to the line ministry and other state institutions on their request. Also, mechanical division administrates the transport division located at the Sethsiripaya.

#### *Progress and Performance during 2022,*

- i. Procurement of following Machinery and Equipment have been proposed in the annual budget 2022, But due to financial issues, any capital assets were not procured as planned.
 

Highway Mower	- 01 nos.
Portable patching Machine	- 01 nos.
Passenger Ferry (Barge Type)	- 01 nos.
Workshop equipment	- Lot
Computer (Desktop) with UPS	- 06 nos.
Laser printer	- 03 nos.
Wheel excavator with oblique arm	- 01 nos.
Wheel Tractor with Flail Mower	- 10 nos.
- ii. Following vehicles were handed over by the projects to RDA and they were distributed among divisions and others
 

Motor Cars	- 05 Nos.
SUVs (Jeeps)	- 03 Nos.
Double Cabin Pick-Up Trucks	- 08 Nos.
Vans	- 02 Nos.
Motor Cycles	- 14 Nos.
Special Purpose Vehicles	- 01 Nos.
- iii. Invoices for value of Rs. 8,017,866.28 were raised to Maga Neguma Road Construction Equipment (Pvt.) Ltd., for the RDA vehicles, plants & machinery released to them.
- iv. Invoices for value of Rs. 1,005,411.74 were raised to Maga Neguma Consultancy Project Management Services for RDA vehicles, plants & machinery released to them.
- v. Expenditures for Motor Insurance and Revenue Licensing, Security Services, Cleaning Services and Repairs of Vehicle and Machinery is given in the table below;

Table 2-32: Expenditure during 2022

Description	Expenditure / Rs.	Service Provider
Revenue Licensing	10,747,608.00	Commissioner of Motor Traffic
Motor Insurance	15,711,807.19	National Insurance Trust Fund (NITF)
Security Services for Workshops	7,083,200.00	Never Back Security (Private) Limited
Cleaning Service for Angulana Workshop	1,443,482.99	Jaya Shine Cleaning
Repairs of Vehicle and Machinery	23,769,256.37	

vi. 107 numbers of accidents were reported during the year 2022.

### ***Constraints to Progress***

- Insufficient funds allocation for procurement of new equipment for road maintenance works and therefore we were unable to procure required machinery and the divisional offices face difficulties in maintaining the roads to required standards.
- Delay in making payments regards to the repairs and purchases.
- Following inadequate facilities to cater the demand of repairs and maintenance works of more than 1750 units of vehicles and machinery.
  - Specialized equipment such as overhead gantry crane, hydraulic hoist, Diagnostic Equipment etc.
  - Stores facilities at the workshop.
  - Workshop building space.
- One mechanical superintendent is required for the Transport Division to handle minor repairs and routine maintenance of the vehicles in Transport Division.
- The labourers assigned to operate the light machinery such as Pedestrian Rollers, Rammers and Plate Compactors in the EE divisions, are changed frequently and this leads to underutilization and additional repairs.
- Angulana Workshop: The corroded iron oxide particles are falling down and the workers in the shop floor are in danger and therefore workshop building needs immediate renovations.
- The Angulana workshop needs rewiring to operate the power tools and needs pneumatic lines to operate pneumatic tools and for cleaning works.
- Inadequate administrative staff and skilled workers for the Workshops.
- Inadequate space in the Mechanical Division to accommodate workstation for staff and record room.
- No action has been taken by the Administration Division to appoint required staff for the Anuradhapura Workshop and resulted delays in attending repairs.
- No action has been taken by the Administration Division to appoint required staff for the Udukawa Workshop and resulted delays in attending repairs.

### ***Remedial Action taken and proposed***

- Allocating sufficient funds for procurement of equipment for road maintenance works and to upgrade the facilities at the workshops.
- It is suggested to assign an accountant in the Finance Division to smoothen the payments related to the Mechanical Division (Repairs & Maintenances).
- It is suggested to appoint following staff to strengthen the Angulana Workshop.
  - 02 Mechanical Engineers
  - 03 Mechanical Superintendents

03 Management Assistants

01 Office Aid

10 Mechanics

03 Auto Electricians

02 Welders

06 Service Men

20 Helpers (Trucks, Workshop & Service station)

- Immediate action should be taken to appoint required staff to strengthen the operation of Anuradhapura and Udukawa Workshops.
- We propose to assign a Mechanical Superintendent to handle minor repairs of pool vehicles at the Transport Division.
- Renovation of the workshop buildings at Angulana and Anuradhapura allocating required funds Immediately.
- Providing another minimum 1000 square feet space for the Mechanical Division at the Head Office to accommodate the staff work station and Record Room facilities.
- Providing trainee apprentices to the workshops: Training Division shall arrange from NAITA and this will be beneficial to RDA as well as for trainees.
- Considering the existing light vehicles, there is a shortage of light vehicle drivers in the cadre and Administration division should take action to increase the cadre accordingly.
- There is a shortage of Heavy Vehicle Drivers for Truck category vehicles and it is observed several heavy vehicle drivers are driving light vehicles and therefor, this should be regularized by the administration division.

### 2.1.14 Manpower Development

As the principal highway authority in the country, availability of an adequately skilled and contented work force is essential for the development of a dynamic highway institution capable of carrying out the functions entrusted to it.

The RDA considers training as a very important function of the organization and as an investment, which is an absolute necessity in a developing technical world. The Training Division is entrusted with the responsibility of carrying out the training function in the organization

#### *Training Activities carried out during 2022*

##### *i. In-House Training*

In-House training Programmes arranged during the year 2022 are given below.

Table 2-33: In-House training

Training Programme	No of Groups	No of Participants all Group	No of days per Group
Online Workshops for RDA Staff	1	440	2
Online Training Programmes for RDA Engineers Integrated Road Investment Programme	1	175	5
Workshop on Latest Developments of Multidisciplinary Research in the Transport Sector (Online)	1	Open	1

##### *ii. Training at Outside Organizations*

In 2022, Training Division nominated 38 Employees for relevant training courses, workshops and seminars conducted in outside organizations as given in the table below.

Table 2-34: Training at Outside Organizations

No	Name of the Organization	Details of Training	No. of Officers Trained
1	Society of Structural Engineers Sri Lanka	Structural Design Workshop on " Transition to Eurocodes"	5
2	ICC Sri Lanka	Hybrid seminar on ICC Arbitration in Sri Lanka	2
3	CETRAC	Achieving the Maximum Performance of Construction Equipment and Proper Maintenance (Online)	4
4	Sri Lanka Geotechnical Society	SLGS Workshop on Eurocode 7 for Geotechnical Design	8
5		Annual Conference 2022 of Sri Lankan Geotechnical Society	10
6	Society of Structural Engineers	Annual Sessions 2022 by SSES	6
7	National Institute of Labour Studies	Workshop on “Recent Development in Labour Law”	3
<b>Total No. of Participants</b>			<b>38</b>

**iii. Opportunities to follow Long Term Courses at Local University/Institutions**

Eleven officers from RDA were nominated to follow long term courses such as M.Eng/M.Sc/PG Diploma in local universities in 2022.

Table 2-35: Long Term Courses at Local University/Institutions

No	Organization	Course Description	No. of Officers Nominated
1	CIPM	Diploma in Professional Human Resources Management (DPHRM)	10
2	University of Sri Jayawardhanapura	Master of Sociology	1

**iv. Overseas Training**

During 2021, three officers of the RDA joined for Third Country Training Programme on International Road Infrastructure Development for ASEAN and BIMSTEC Networks Phase (2) in Thailand.

**v. Training of Engineers for the Professional Review**

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

Table 2-36: Training of Engineers for the Professional Review

Name of the Design Office	Number of Engineers nominated
Highway Design Office	10
Bridge Design Office	12
Kandy Design Office	07
Rathnapura Design Office	05
Kurunegala Design Office	05
Anuradhapura Design Office	03
Matara Design Office	02
<b>Total Nominations</b>	<b>45</b>

**vi. Training Opportunities for Undergraduates and Apprentices**

Opportunities were also provided by the Training Division for undergraduates and apprentices from universities, technical colleges and institutes in collaboration with National Apprentice and Industrial Training Authority (NAITA) to obtain their in-plant training in RDA. During the year 2022, undergraduates were trained as follows.

Table 2-37: Training Opportunities for Undergraduates and Apprentices from Local Universities/Institutions.

No.	Local Universities and Institutes	No of Students
1	University of Perdeniya	99
2	University of Moratuwa	35
3	South Eastern University of Sri Lanka	08
4	University of Ruhuna	03
5	University of Sri Jayawardhanapura	01
6	Wayamba University of Sri Lanka	01
7	Uva Wellassa University	01
8	Sri Lanka Institute of Information Technology (SLIIT)	62
9	Technical Collages (Kandy,Matra,Batticaloa,etc.)	29
10	National Apprentice and Industrial Training Authority (NAITA)	19
11	College of Technology (Kurunegala,Jaffna,Galle,etc)	13
12	University College of (Batangala,Anuradhapura,Jaffna, Matara,etc.)	10
13	Institute of Engineering Technology -Katunayake	09
14	Advanced Technological Institute	08
15	Hardy College of Technology	07
16	KIU	05
17	Vocational Training Authority of Sri Lanka(Ampara,Kegalle,etc)	04
18	General Sir John Kotalawala Defence University	03
19	Sri Lanka German Training Institute	03
20	CINEC Campus(Pvt) Ltd	03
21	International College of Business & Technology (ICBT Campus)	02
22	Lalith Athulathmudali Vocational Training Centre	02
23	National Youth Service Council	02
24	Nenasala Information & Communication Education Technology Centre	02
25	University of Vocational Technology	02
26	National School of Business Management Ltd. (NSBM)	01
27	BCAS Capmus	01
28	Automobile Engineering Training Institute	01
28	Other	03
<i>Total Numbers of Trainees</i>		339

### 2.1.15 Legal Services

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

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

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

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

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

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

#### *Progress of Activities During the Year 2022*

Table 2-38: Summary of Cases handled by the Legal Division

Description	Cumulative up to 31.12.2021	Cases filed against the RDA in year 2022	RDA filed against the outsiders in year 2022	Completed cases during 2022	Total
Supreme Court	27	4	0	0	31
Court of Appeal	30	14	1	10	35
High Court	36	7	0	6	37
District Court	133	17	0	22	128
Magistrate Court	257	0	59	0	316
Labour Tribunal	05	05	0	04	06
Arbitration	02	0	0	0	2
Total	490	47	60	42	555

### 2.1.16 Procurement Management Services

The Procurement Division is responsible for developing a strategic approach to the corporate procurement and material management process for the purchase of direct and indirect goods, Works and services. In this leadership role, will direct the procurement of Works goods and services for the RDA; assist Procurement team members and colleagues with procurement processes, change and updates other procurement-related activities; develop and/or update procurement policies and procedures; and develop a centralized procurement program that will add value and efficiency to the RDA. Procurement Division team will have tactical responsibility for the development and implementation of policies, procedures and systems that support the company's acquisition and materials management of goods, works and services – for both resale, customer integration and internal use.

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

- Develop and communicate a Centralized Procurement plan annually and Master –Plan (Four Years) as well; establish, communicate and implement long-term goals for the RDA in order to promote effectiveness and efficiency.
- Develop, communicate and administer procurement team performance and development plans and appraisals.
- Serve as the primary contact for procurement related questions, training, policy and procedure interpretation and alignment by all departments.
- Oversee contract development and administration.
- Manage current procurement policies, procedures and programs with a focus on their ability to enhance organizational value and efficiency; meet regularly with respective departments regarding procurement for their understanding and/or recommendations to enhance policies, procedures and develop, communicate and implement new/revised policies, procedures and programs as needed and obtaining necessary approvals from the RDA Director's Board.
- Develop a centralized procurement program that adds value and efficiency to the organization;
- Process purchase orders; develops bids and proposals; and reconcile any invoice discrepancies.
- Annual Registration by preparation of data base for the list of Contractors, Suppliers, Service providers, and Vehicle hirers).
- Set forth the procurement procedures.
- Prepare the Annual Procurement Plan incorporated with the action plan under the envisaged budget for the RDA
- Handle all procurement of works, goods, consultancy service and other services under the threshold limit of Departmental Procurement Committee (RDAPC).
- Assist all RDA PMUU to enhance their procurement works (Specially funded by WB, ADB and other Miscellaneous funded project).
- Assist RDAPC in handling all procurement works.
- Managing all technical Evaluation Committees (TECC) in specific Field (Major Works, Bridge works, Bore Holes, supply of Bitumen, emulsion, Feasibility Studies, Traffic studies, traffic surveys, Mechanical Repair works, Supply of Stationery, Cartridges, toners, all Goods and Other any items which are not included.
- Managing all Standing Procurement committees under the Purview of RDA.
- Developing Frame Work Agreements to suit to RDA the only organization to manage for Multiple Location of Purchases from Multiple Vendors to avoid any disparity on approved rates without sacrificing the Economical beneficial to the Procurement Entity/nation



- Introduction of E-procurement system (specially goods and non-consultant's services) and making the platform through RDA web site portal linked with electronically prepared documentations.
- Supply of Stationery, Cartridges, toners, all Goods and Other any items which are not included.
- The responsible for developing a strategic approach to the corporate procurement and WORKS procurement management process for the and Works and develop a centralized procurement program that will add value and efficiency to the RDA.
- Currently Procurement Division Handling Annual Registration (Contractor's, Supplier's, Vehicle hires).
- Managing all Standing Procurement committees under the Purview of RDA.
- Our Future Plan of the Procurement Division Approved by Board of Directors. Preparation of user –friendly guidelines, procurement manuals, standing Document, Standard templates for all type of procurement of good works, consultant services and other services for all should be adhere to the procurement entity PE-RDA in carrying out all procurement works action finance in whole or in part by GOSL
- Frame Work Agreements for Multiple Purchases from Multiple Vendors.

### *Progress of activities during the year 2022*

Table 2-39: Summary of Procurement Works Carried out by Procurement Division -2022

Description of Items	Value of Total Work Done
Assets, Stationery & Consumables	131,436,458.59
Goods, Works & Services	3,515,751,462.49
<b>Total Amount of Work Done (Excluding Vat)</b>	<b>3,647,187,921.88</b>

Table 2-40: Details of Procurement of Goods, Works & Services

No	Procurement Item Description	Contract
1	Purchase of 02 nos of Ceiling fan	12,800.00
2	Printing of Annual Report 2018	3,000,000.00
3	Purchase of 40000 nos Face Mask	3,040,000.00
4	Supply of labour for cleaning service for Udumulla Stores - Planning	102,000.00
5	Supply of 10000 nos KN95 Face Masks	650,000.00
6	Supply and Installation of Aluminium Partition of 7th Floor	755,500.00
7	Supply of Safety Jackets	2,422,785.00
8	Supply of 20 Nos Thermometers to Head Office of RDA	190,000.00
9	PCR Testing for Employees of Road Development	1,636,500.00
10	Supply of Surgical Gloves & Face Shield to Head Office of RDA	367,500.00
11	Proposed Renovation Project for RDA Bungalow at Nuwara Eliya	43,189,879.99
12	Purchase of Computer Equipment to Jaffna	1,988,500.00
13	Purchase of 20 nos of UPS and 01 Printer	136,550.00
14	Supply of Surgical Gloves & Face Shield	136,550.00
15	Supply of Thermometers	190,000.00
16	Security Service for Maganeguma Mahamedura	1,184,425.00
17	Supply of Hand Sanitizer to RDA	1,735,000.00
18	Supply of Unskilled Labours to Asphalt Plants of RDA	28,542,312.00
19	Supply of Boom Truck on wet lease basis to Rural Construction	982,500.00

No	Procurement Item Description	Contract
20	Purchase of 50 Nos of Land Phones to Maganeguma Mahamedura	85,750.00
21	Provide Pest Control Services for "Maganeguma Mahamedura" RDA	258,000.00
22	Supply of Laptop Computer & Photocopy Machine to RBCD	546,600.00
23	Supply of KN 95 Face Mask	140,000.00
24	Supply of Fixing of Curtains at Maganeguma Mahamedura	90,000.00
25	Bus Service for RDA Employees	37,492,492.00
26	Comprehensive Insurance Policy for Maganeguma Mahamedura RDA Premises	1,184,597.73
27	Supply of Sanitary Bins in "Maganeguma Mahamedura" Building	214,200.00
28	Purchasing of Workstation to Media Unit in State Minister's Office	101,407.50
29	Purchasing of 03 nos of Writing Table for Chairman Office in RDA	70,942.00
30	Supply & Installation of Name Board to Infrastructure, Road Safety & Traffic Management Division	60,480.00
31	Purchase of Laptop Computer for Mechanical Division	397,500.00
32	Supply & Installation of name board to Information Center	10,920.00
33	Supply & Installation of AC Machine to Media Unit, Ministry Office	1,210,464.00
34	Supply of 30,000 Nos. of KN 95 Face Mask for RDA	900,000.00
35	Purchase of Telephone Systems Software for Information Center	186,800.00
36	Purchase of 50 Nos of Land Phone for Building manager Office	128,500.00
37	Printing of Transparency Stickers with State Emblem	41,750.00
38	Provide Cleaning Service for Maganeguma Mahamedura	18,818,500.00
39	Supply of 10 UPS for Procurement Division	63,000.00
40	Purchase of 4TB External Hard Disk Drive	23,500.00
41	Supply of Security Service for Workshop Premises	1,715,547.76
42	Provision of Cleaning Service for Workshop	1,715,547.76
43	Supply of Security Service for CSLO	1,212,700.00
44	Supply of Bus for RDA Employees from Matara-Battaramulla	14,761,200.00
45	Supply of Security Service for Asphalt Plant Premises	21,677,350.00
46	Supply of Unskilled Labour for Asphalt Plants of RDA	56,183,850.00
47	Supply 3000Nos of Hand Sanitizer (500ml) Bottle for Maganeguma Mahamedura	1,053,000.00
48	Supply & Installation of LED 2x2 plate light to Maganeguma	4,268,000.00
49	Comprehensive Insurance for Maganeguma Mahamedura RDA	1,164,133.45
50	Provide Pest control service for Maganeguma Mahamedura	360,000.00
51	Security service for Rural Bridge Construction Division - Attidiya	5,276,750.00
52	Providing cleaning service for Bridge Management Assessment Unit and General Audit in Sethsiripaya Stage-1	351,879.96
53	Supply of services and Sanitary Bins in Maganeguma Mahamedura	235,620.00
54	Construction of balance work of bridge across Kalaoya at Kagama, Helabodugama road at Kagama Bulnewa	43,555,916.80
55	Transport of Boulder Material to Crusher Plant to Sooriyawewa	30,000,000.00
56	Transport of Boulder Material to Crusher Plant to Ambanpola	30,000,000.00
57	Providing fleet Motor Insurance Cover for RDA Vehicles/Machinery 2021-2022	8,828,549.75
58	Supply of Aggregate to Asphalt Plant at Balangoda	87,825,000.00
59	Supply of Aggregate Material for Asphalt Plant at Ingiriya	9,490,000.00
60	Supply of Aggregate Material for Asphalt Plant at Keragala	10,640,500.00
61	Construction of Balance work at Bridge across Kala Oya at Kagama Helabodugama road at Kagama, Bulnewa	43,555,916.80
62	Supply of Bulk Bitumen (60/70) to Karagala Plant	8,500,000.00

No	Procurement Item Description	Contract
63	Supply of Bulk Bitumen (60/70) to Ingiriya Plant	8,500,000.00
64	Supply of Bulk Bitumen (60/70) to Kotadeniyaw Plant	8,500,000.00
65	Supply of Bulk Bitumen (60/70) to Medayaya Plant	8,500,000.00
66	Supply of Bulk Bitumen (60/70) to Kothmale Plant	8,500,000.00
67	Supply of Bulk Bitumen (60/70) to Sooriyawewa Plant	8,500,000.00
68	Supply of Bulk Bitumen (60/70) to Karagala Plant	8,500,000.00
69	Supply of Bulk Bitumen (60/70) to Medawachchiya Plant	8,500,000.00
70	Supply of Bulk Bitumen (60/70) to Balangoda Plant	8,500,000.00
71	Supply of Bulk Bitumen (60/70) to Polonnaruwa Plant	8,500,000.00
72	Supply of 1,400MT of Bulk Bitumen (60/70)	124,180,000.00
73	Supply of Transport Facility to Transport Boulders at Crusher Plant Sooriyawewa of RDA	3,000,000.00
74	Supply of Transport Facility to Transport Boulders at Crusher Plant Ambanpola of RDA	3,000,000.00
75	Construction of Bridge across Dhahamal oya on Kehelkotuwa Kalugahawadiya rd at Medagama, Bibile	33,292,275.00
76	Transport of Asphalt from asphalt plant at Keragala	30,000,000.00
77	Transport of Asphalt from asphalt plant at Kotadeniyawa	30,000,000.00
78	Supply of Aggregate Material for Asphalt Plant at Medayaya	122,103,000.00
79	Supply of aggregate Material to Asphalt Plant at Sooriyawewa	93,020,000.00
80	Supply of 500m3 of Aggregate Base Court Materials to Bogaswewa to Sapumalgaskada Rajamaha Vihar Road & Bogaswewa-	877,032.95
81	Supply of 12 nos of 2ft Diameter Hume Pipe Bogaswewa to Sapugaskada Rajamaha Vihara rd	165,000.00
82	Purchase of 03 nos of GPS	97,500.00
83	Supply of Measuring wheels for 100,000 KM Programme RDA-Sabaragamuwa	742,000.00
84	Purchase of Bulk Bitumen (80/100)	17,900,000.00
85	Purchasing of Road Marking Materials for Uva Province	30,111,200.00
86	Purchasing of Road Marking Materials for Western Province	72,834,925.00
87	Purchasing of Road Marking Materials for Central Province	52,713,600.00
88	Purchasing of Road Marking Materials for Nothern Province	39,457,175.00
89	Purchasing of Road Marking Materials for Sabaragamuwa Province	55,786,087.00
90	Supply of Aggregate Material to Asphalt Plant at Polonnaruwa	175,579,500.00
91	Supply of Transport Facility to Asphalt plants Kotadeniyawa	50,000,000.00
92	Supply of Transport Facility to Asphalt plants Keragala	50,000,000.00
93	Supply of Transport Facility to Asphalt plants Ingiriya	50,000,000.00
94	Supply of Transport Facility to Asphalt plants Kothmale	50,000,000.00
95	Supply of Transport Facility to Asphalt plants Medawachchiya	50,000,000.00
96	Supply of Transport Facility to Asphalt plants Polonnaruwa	50,000,000.00
97	Purchase of Heavy Vehical tyres	3,671,838.00
98	Transport of Boulder Material to Crusher Plant at Sooriyawewa	3,000,000.00
99	Transport of Boulder Material to Crusher Plant at Sooriyawewa	3,000,000.00
100	Procurement of Service Providers for Under Water Investigation of Major Bridges	5,380,000.00
101	Bridge Management Assesment Unit, General Audit in Sethsiripaya	312,000.00
102	Purchasing of Road Marking Materials for Eastern Province	18,804,400.00
103	Purchasing of Road Marking Materials for North Western Province	62,891,587.50
104	Purchasing of Road Marking Materials for North Central Province	13,152,015.00

No	Procurement Item Description	Contract
105	Purchasing of Road Marking Materials for Southern Province	68,246,806.50
106	Supply of Transport Facility to Asphalt plants Balangoda	50,000,000.00
107	Supply of Aggregate Material to Asphalt Plant at Sooriyawewa	190,732,063.39
108	Supply of Transport Facility to Asphalt plants Medayaya	50,000,000.00
109	Supply of Bulk Bitumen - 750MT	91,500,000.00
110	Supply of Bitumen Emulsion CSS-1 & CRS-1 for colombo & Kandy	7,144,000.00
111	Supply of 400 Nos Street Lights to CE office Colombo	17,198,800.00
112	Supply of 50,000Nos of Re-usable Face Mask and Hand Sanitizer in 500ml Bottle to Head Office RDA	1,614,600.00
113	Supply of Transport Facility to Asphalt plants Ambanpola	50,000,000.00
114	Supply of Transport Facility to Asphalt plants Sooriyawewa	50,000,000.00
115	Supply of Double Cab to Rural Bridge Construction Division	5,000,000.00
116	Purchase of Bulk Bitumen 1500 MT for Asphalt Plant in RDA	194,850,000.00
117	Purchase of 5000 No of Drum Bitumen for Medawachchiya Plant in	116,820,000.00
118	Purchase of 2500 No of Drum Bitumen for Sooriyawewa Plant in	58,387,500.00
119	Purchase of 2500 No of Drum Bitumen for Ambanpola Plant in RDA	58,275,000.00
120	Purchase of (60/70) Grade Bulk Bitumen 5000 Nos for Medawachchiya Plant	194,850,000.00
121	Purchase of (60/70) Grade Bulk Bitumen 5000 Nos for Sooriyawewa	116,820,000.00
122	Purchase of (60/70) Grade Bulk Bitumen 5000 Nos for Ambanpola	58,387,500.00
123	Request of Technical Proposal for Communication Management	193,375,000.00
124	Provide security services for Maganeguma Mahamedura	14,554,889.65
125	Supply of security services for Ruwanpura Expressway Project	1,256,500.00
126	Procurement of fleet motor insurance cover for RDA vehicles machinery for year 2023/2024	20,000,000.00
127	Supply of cleaning service for Rural Bridge Construction Division	508,000.00
	<b>Total</b>	<b>3,515,751,462.49</b>

Summary of other works carried out during the year;

1. Registration Suppliers, Contractor for the year -2022 and Published.
2. Master Procurement Plan (2022-2024) in RDA was approved and published.
3. Preparation of Procurement Plan -2023 to be completed and to be submitted for Board approval.
4. Award list of successful bidders are published in the RDA web site.
5. Non successful bidders list and reasons for failure shall be stated in the RDA web site.
6. Preparation of Operation Manual of Procurement Guide Line of Procurement Procedures in RDA is in Progress.

### 2.1.17 Personnel Management

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

Human Resource and Administration Division is responsible for the overall personnel management functions relevant to the RDA.

Table 2-41: Employees of RDA as at end of 2022

No	Service Management	MSD Approved Cadre		Total Existing Cadre as at 31/12/2022		
		Permanent	Contract	Permanent	Contract	Casual
1	Senior Management Services	88	0	46	0	0
2	Engineering Services	777	35	756	0	0
3	Administrative Officers' Services	19	0	9	0	0
4	Information Technology Services	19	1	16	4	0
5	Accountants' Services	31	4	29	0	0
6	Legal Officers' Services	6	0	6	0	0
7	Junior Administrative Services	47	1	29	0	0
8	Accounts'/ Audit Assistants' Services	70	2	51	0	0
9	Associate Officers' Services	78	0	67	0	0
10	Technical Service -1	103	0	60	0	0
11	Technical Service - 2	1,143	84	984	32	0
12	Clerical & Allied Services	2,266	112	2,318	185	0
13	Supportive Staffs	2,604	0	2,252	134	0
	Sub Total	7,251	239	6,623	355	0
14	Maintenance Labourer	3,822		2567	0	1,255
	Grand Total	11,073	239	9190	355	1,255

Table 2-42: Summary of Recruitments/Retirements etc.

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

**Main activities carried out during 2022**

- Issuing Administrative circulars : 104 Nos. Administrative circulars issued
- Processing gratuity Claims : 145 Nos gratuity Claims settled  
Total amount of paid gratuity claims : .Rs. 152,785,311.32.
- Work related to EPF & ETF
  - Processing EPF applications of retired RDA employees : 64 Nos.
  - Registration of employees under EPF & ETF act in the Labour Department : 64 Nos.
  - Settlement of EPF – 30% advance Claims : 946 Nos.
  - ABH Form Registrations : 287 Nos.
  - Applications for ETF – Grade 5 / A/L Scholarship benefit : 61 Nos.
  - ETF Medical claims : 12 Nos.
  - EPF Name corrections : 378 Nos.
- Operation of sub unit of RC&DC
  - Processing EPF applications of retired RCDC employees in 2022 : 113 Nos.
  - Processing ETF applications of retired RCDC employees in 2022 : 37 Nos.
  - Preparation of B cards in 2022 : 54 Nos.
- Approval for Payment of language allowance & additional incremental allowance to employees : 54 Nos.
- Processing Duty Free Vehicle applications to be forward to the Ministry : 42 Nos.
- Sinhala and Tamil Translations of RDA Annual Reports 2020
- Handling Annual Transfer 2023 : 1164 Transfers
- Maintaining the Finger print Machines and the attendance record.  
Currently the RDA Administration Division downloads the attendance records of all offices located in the head office premises with the support of planning Division.

- Work related to disciplinary actions

Table 2-43: Details of Disciplinary Inquiries of RDA in 2022

Description	Ongoing (Nos.)	Completed (Nos.)
Preliminary investigation	18	32
Formal Inquiry	11	07

- During the year 2022, approval of the Department of External Resources and Hon. Prime Minister were obtained for officials of the RDA with respect to following foreign trainings.

Table 2-44: Approvals for participation of foreign training programmes

No	Training Programme	Number of officers
01	Design and Construction of Flyovers at Kohuwala & Gatambe Organization of Employer's Training – Kohuwala Flyover – Hungary from 25.04.2022 to 29.04.2022.	03
02	Road Maintenance (Online) Online Session from 06.09.2022 to 04.11.2022.	01
03	Design & Construction of Flyovers at Kohuwala & Gatambe Organization of Employer's Factory Inspection - Hungary from 14.08.2022 to 21.08.2022	03
04	Invitational ITS Workshop 1 <sup>st</sup> Phase under the National Traffic Database & Capacity Building Project (TDB&CBP) – Korea from 31.10.2022 to 09.11.2022.	06
05	JICA Knowledge Co-Creation Program (Long Term Training) Request Nomination for SDG's Global Leader Program JFY 2023 (Master's / Ph.D Degrees in Japan. To be participated in 2023	01
06	Third Country Training Programme on International Road Infrastructure Development for ASEAN and BIMSTEC Networks Phase (2) – Thailand from 16.01.2023 to 03.02.2023.	03
07	Training Slots under the Indian Technical & Economic Co-operation (ITEC) Scholarship Scheme of the Ministry of External Affairs, Government of India for the Year 2022-2023 from November 2022 to March 2023. Environmental Management Course from 20.02.2023 to 11.03.2023	02
08	Training Slots under the Indian Technical & Economic Co-operation (ITEC) Scholarship Scheme of the Ministry of External Affairs, Government of India for the Year 2022-2023 from November 2022 to March 2023 – India (In Person) Developing Creative & Innovative Organization Course from 06.03.2023 to 17.03.2023.	02
09	Training Slots under the Indian Technical & Economic Co-operation (ITEC) Scholarship Scheme of the Ministry of External Affairs, Government of India for the Year 2022-2023 from November 2022 to March 2023 – India (In Person) Specialized Programme on Internetworking Design & LAN WAN Administration Course from 27.03.2023 to 19.05.2023	01

## Work related to Welfare activities

• Coordinating for reservation of RDA circuit bungalows	
• Settlement of Medical Insurance Claims settled in 2022	143 Nos
In 2022, 08 Nos of Medical Insurance Claims were rejected	
• Facilitation for loan facilities for employees	

Table 2-45: Details of employee Loans of RDA for year 2022

Loan Type/Name	Number of employees	Paid Loan Amounts – Year 2022
Motor Cycle	06	9000,000.00
Distress Loan (Ten Month)	557	116,901,601.00

More, HR & Administration Division facilitate for following welfare schemes arranged by the management.

- Providing transport facilities to the Staff in concessionary rate.
- Operation of welfare center to look after the well-being of RDA employees.
- Operation of Gym center to maintain good health of employees.
- Operation of canteen to provide meals to the staff under concessionary rates.
- Operation of juice bar and cool bar to provide the soft drinks, juice, etc.
- Operation of day care center to look after the babies of RDA employees in concessionary rates.

***Constraints faced by this division to progress***

- Absence of / non implementation of Human Resource Management Information System.
- Lack of training facilities to train the staff.
- Lack of skilled and trained staff.
- Lack of formulating proper succession planning.
- Lack of human and material resources.
- Delays involving the submission of relevant documents by the offices and employees for processing the HR & Administration work.

***Remedial action is proposed to implement in the future.***

- Implementation of new SOR with MSD approval
- Introducing E- HRM facilities
- Introducing the electronic Personal and General files
- Displaying the information of Administration Division in the LED screen
- Engage special employees to handle the special Administration task
- Introducing the new self insurance scheme with the amendment
- Introduce the electronic barcode to the official ID card
- Engage new inquiry officers to speeding the inquiry process



### **2.1.18 Financial Management**

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

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

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

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

Nine units of the Finance Division are described below;

#### **Revenue Unit**

The Revenue Unit of the Finance Division is entrusted with collecting and depositing income such as hoarding, hire of machinery & equipments, gantries etc. The allocation of revenue is done through the Revenue Unit of the Finance Division and the Unit also carries out fund management. The Unit has earned Rs.916.05Mn Mn as interest from their fund management activities during the year.

#### **Salaries Unit**

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

#### **Assets & Stores Unit**

The Assets & Stores Unit of the Finance Division attends to supply of office equipment and stationary to Divisions in Head Office and sometimes to Regional Offices too. The Unit also exercises assets & stock control measures and maintains assets register for all assets of RDA including office furniture, machinery, lands, motor vehicles, buildings etc. The verification of fixed assets is carried out island wide annually.

The verification for 2022 was carried out in September 2022 and completed as scheduled. Physical verification of stocks/inventory items too started at the end of the year and completed. Further, taking over & distribution of assets of the completed projects and activities relating to disposal of unserviceable assets and inventories are also carried out by this Unit.

#### **Final Accounts Unit**

The Final Accounts Unit of the Finance Division is responsible for preparation and submitting the Monthly Accounts and Annual Financial Statements and other financial information to the Management

and Board of Directors. This unit also responsible of maintaining general ledger accounts by obtaining related information from the regional account unit & other functional units in the Finance Division. In addition, this Unit is entrusted with gathering information from the functional Divisions in Head Office and Provincial Offices for answering to audit quarries and audit reports. Further Final Accounts Unit is attending the intercompany reconciliations with the subsidiary companies of RDA as well.

### **Regional Accounting Unit**

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

### **Payment Unit**

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

### **Budget and Tax Unit**

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

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

### **Miscellaneous Payments Unit**

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

### **Administration Unit**

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

### 2.1.19 Performance of Internal Audit Functions

The Internal Audit Division (IAD) has been formed and functioning as per FR 133 which stipulate that the division reporting to the Accounting Officer, the Chairman of the Road Development Authority. Thereby, the regulators have secured the independency and the professionalism of the officers who engage in internal auditing function.

Internal auditing is ordinarily assigned responsibility for reviewing systems, monitoring their operation and recommending improvements thereto. IAD's scope has also been extended to be the internal auditors of the subsidiary companies of the RDA.

#### Internal Audit Objectives

- Unbiased and informative opinions expressed in the Internal Audit Report with the recommendations
- Assess the potential risk factors encountering by the RDA and report and assist to implement to mitigate the risk
- Safeguard the resources (man, machine, money, material and methods) of the authority and effective utilization of them
- Ensure compliance with law and order

Our performance during the year 2022 is inevitably a challenging period. With the Post COVID-19, country encountered to the economic crisis. However, during the latter 6 months, we were able to carry out our normal internal audit activities as per the Internal Audit Plan. With all challenges, Internal Audit Division established an internal Audit Observation Unit at Beliatta Inter Change Office to mitigate financial and operational risk relating to express way cash handling.

#### Internal audit activities include,

- Provide assurance to the top management about the way the Road Development Authority is managing the risk.
- Review of the accounting and internal control system of the RDA and subsidiary companies.
- Examination of financial and operating information.
- Review of the means use to identify, measure, classify and report such information and specific inquiry into individual items including detailed testing of transactions, balances and procedures.
- Review of the economy, efficiency and effectiveness of operations including non-financial control of the RDA.
- Review of compliance with laws, regulations and other external requirements, circulars issued by Director General of RDA and with management policies and other internal requirements.
- Special investigations into particular areas referred by the Chairman

The Internal Audit is performed according to the approved annual internal audit plan prepared considering operational risk. Detailed internal audit program prepared as per the approved internal audit plan is the executing document to carry out internal audits on monthly basis.

The Internal Audit Division is responsible for calling Audit and Management Committee (AMC) meeting quarterly. The meeting is headed by Additional Director General of the Department of Management Services of Ministry of Finance and report quarterly progress to the Chief Internal Auditor of the Ministry of Highways.

Table 2-46: Progress of the Audit Programme for Year 2022

Audit Task/Office	No. of Planned Activities	No. of Activities Completed
Provincial Director's Office	09	03
Chief Engineer's Office	10	06
Executive Engineer's Office	40	18
PD Western Project Office	01	01
CE Project Office	05	01
Asphalt Plants & CrusherPlants	09	04
Expressway Operation, Maintenance and Management Division(EOM&M)	10	07
Finance Division	02	01
Other main divisions ofRDA	08	04
Audits on RDA Subsidiaries	03	04
Investigations	53	27

## 2.2 Performance of Local Funded Projects

Table 2-47: : Financial Performance of Local Funded Projects with respect to Budgetary Provisions in 2022

Description	Allocation (Rs.Mn)	Expenditure (Rs.Mn)
Ruwanpura Expressway	1380	236.296
Baseline Road - Phase III	365	52.55
Marine Drive Extension Up to Pandura	550.47	350.53
Development of 100,000km of Alternative Roads to Access Main Roads and Expressways	53,113.64	52,529.63
Construction of Flyovers over the Railway Line at Uttharananda Mawatha and near the Slave Island Railway Station	3931.2	3430.58

### 2.2.1 Ruwanpura Expressway

Ruwanpura Expressway has been proposed from Kahathuduwa to Pelmadulla via Ratnapura. This Expressway running through the Western and Sabaragamuwa provinces is mainly benefited for the cities such as Horana, Ingiriya, Kiriella, Ratnapura and Pelmadulla. Moreover, this expressway will be a convenient way of travelling to the cities in Uva Province and Eastern Province.

The initial feasibility study was carried out by “M/S Maganeguma Consultancy & Project Management Service Company (Pvt) Ltd.” and the trace has been selected considering the aspects such as Environmental, Social, Economic and Engineering requirements.

Ratnapura Expressway has been assigned high priority under the government policy framework “Vistas of Prosperity and Splendour”. Therefore, construction work of Phase 1 of the Ruwanpura Expressway from Kahathuduwa to Ingiriya (24.3 km length) was started on the 3<sup>rd</sup> of May 2021 under four contract packages. Anticipate date of completion is 01.11.2023.

In the meantime, considering the economic crisis caused by the Covid 19 pandemic the Ministry of Highways decided to revisit the feasibility study report aiming to select more economically viable alignment for Ingiriya-Pelmadulla section while minimizing environmental and social impacts. This assignment was carried out by a team of Consultants of the University of Moratuwa. As an outcome of the above study, approximately 19 km length of the original trace has been deviated in between Ingiriya and Ratnapura. The original and the updated trace is shown in the map 10. After the above study, the three phases of the Ruwanpura Expressway Project have been redefined as follows.

**Phase 1 – Kahathuduwa to Ingiriya** : Construction works are progressing at the moment  
(Ch: 0+000 – Ch: 25+000)

**Phase 2 – Ingiriya to Gorakaela** : Trace has been deviated from the original trace  
(Ch: 25+000 – Ch : 44+000)

**Phase 3 – Gorakaela to Pelmadulla** : Trace remains unchanged  
(Ch: 44+000 – Ch: 76+250)

Accordingly, the Road Development Authority carried out the feasibility study for the phase 2 and 3 of the expressway along the new trace.

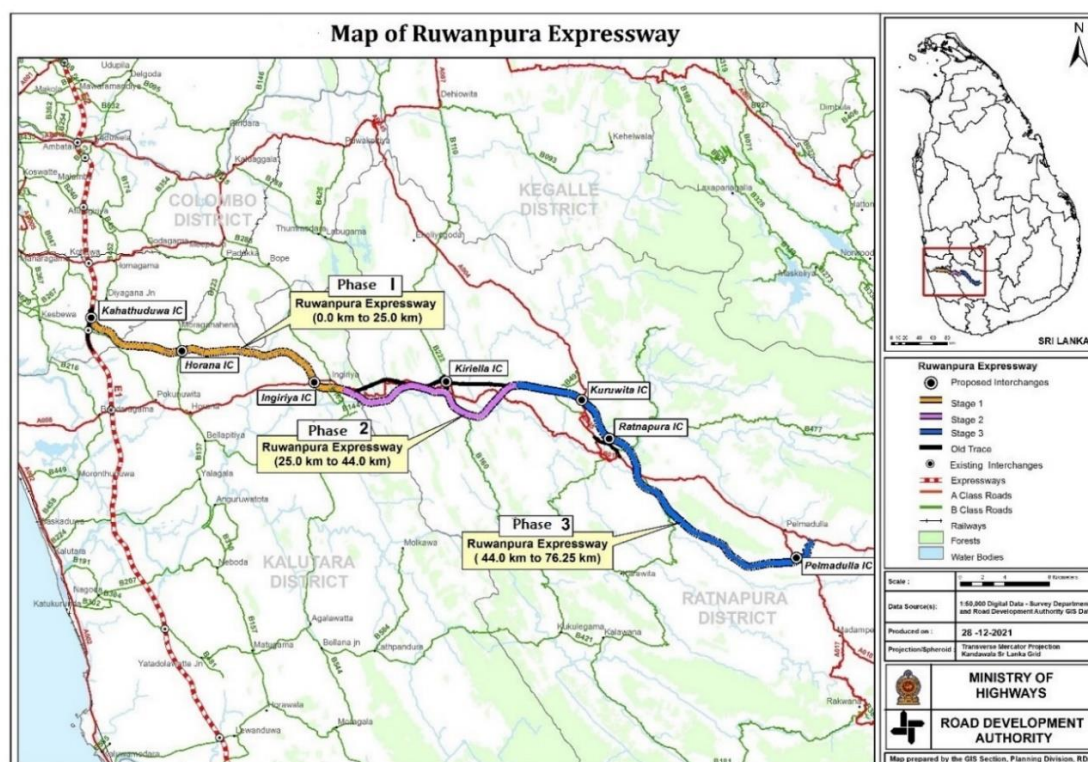
### Progress of Phase I (From Kahathuduwa to Ingiriya)

Contractor : Maga Engineering (Pvt.) Ltd.

Consultant : Road Development Authority

Construction work of the Phase 1 (from Kahathuduwa to Ingiriya) was awarded under 4 contract packages are as follows;

- Package 1 – Ruwanpura Expressway (0+000 to 7+300 km) - 7.3km
- Package 2 - Ruwanpura Expressway (7+300 to 13+800 km) - 6.5km
- Package 3 - Ruwanpura Expressway (13+800 to 20+300 km) - 6.5km
- Package 4 – Ruwanpura Expressway (20+300 to 24+300 km - 4.0km



Map 2-1: Ruwanpura Expressway

However, the construction work of the project has been suspended on 10<sup>th</sup> May 2022 due to delay of payment of IPCs and the project has been terminated by contractor on 10<sup>th</sup> October 2022.

A loan of Rs.1220 Mn from RDA and Rs.64.36Mn from Maga Engineering (Pvt) Ltd under the BOQ have been used for the settlement of land compensation bills.

Table 2-48: Summary Progress of Phase 1 as at end of 2022

Discription /Activity	TEC (Rs.Mn)	Physical Progress as at end of 2021	Cumulative Expenditure As at end of 2021(Rs.Mn)	Physical Progress as at end of 2022	Cumulative Expenditure As at end of 2022(Rs.Mn)
Land Acquisition	11,000	77%	287.045	81%	446.48
Civil Work (Construction)	54,695	4%	3,372.85	6.5%	3,372.85
PMU overhead	-		321.33		398.13

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

- The Baseline Road has been proposed to extend to connect Colombo - Horana road (B084). It has been planned to construct 3 lane dual highway of 0.86 km length including an underpass bridge & a single cell box bridge.
- Procurement works for underpass bridge & single cell box bridge were commenced in 2021 and temporarily suspended due to the current economic crisis in the country.

### Progress of Land acquisition

- Progress of Land Acquisition - 67%.
- 45 House units were purchased from UDA Kalinga Mawatha Housing Scheme for the resettlement of low-income families affected due to the project.
- Out of 45 house units, steps have been taken to distribute 28 house units to displaced people through UDA. Balance house units are in process of distribution among affected parties.

Table 2-49: Progress of Land Acquisition

Description			No of Lots	Area (Perch)	% of total arae	Amount (Rs.Mn)
Paid & Cleared lots	Paid	68	98	730.62	67.45	2,433.44
	Roads & Reservations	30				
Resettlement (Paid for UDA housing scheme)						77.00
Resettlement(to be paid to UDA )		55	55	81.7	7.54	31.63
Vouchers recived		16	16	60.08	5.55	277.57
Valuation Progress	17 issued	7	17	85.69	7.91	363.84
	In Valuation Dept.	10				
Acquisition in progress	Sent to DS Thibirigasyaya	4	14	125.06	11.55	619.92
	other	3				
	Section 2 issued (Dehiwala)	7				
Interest for 6Y and 9M (31.08.2022)						902.248
Total		200	200	1083.14	100.00	4,705.648

### 2.2.3 Marine Drive Extension Up to Pandura

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

Cumulative progress of bridge construction at end of 2021: 60%

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

## 2.2.4 Development of Alternative Roads to Access Main Roads and Expressways under Local Banks Funded and Rural Roads Project (LBFP & RRP)

Development of 100,000 km alternative road system is to facilitate higher level of access to main roads and expressways, while improving all internal and rural access roads to facilitate access to the alternative road system. It was expected that the improved mobility in rural road network increases the community's access to other areas, increase businesses' labour pool, reduce their costs to obtain materials and services, expand their potential markets, thus impacting positively in country's economy. In this regard, Cabinet of Ministers has approved the implementation of Rehabilitation/ Improvements of Roads under the implementation of 100,000 km alternative road system under the Government's Policy Statement of "Vistas of Prosperity and Splendour" by a memorandum No. 19/3398/221/001 dated on 18/12/2019 by the Minister of Roads and Highways and the Cabinet Memorandum No. 01/2020 approved on 05/02/2020.

### Project Objectives

- Enhance the capacity of Local Contractors.
- Improve the road network.
- Resurface the entire road network and modernize to match international standards.
- Facilitate the higher level of access to main highways and expressways.
- Construction of bypass road and Improvement of Junctions.
- Connect the unreached rural areas with the urbanized centers of each District of the Country.

In 2020, the Ministry of Roads and Highways commenced this programme in every district of the island with the assistance of other related organizations in order to improve the connectivity to every part of the country, thus enhancing economic development of the country.

The selection criteria of the roads based on the requirements and requests of mass communities, community organizations, people living in the vicinity of the roads, Pradeshiya sabas, Urban Councils, Municipal Councils, Provincial Councils, members of Parliament and other public representatives of respective areas. The requests are prioritized base on the merits and improvements/rehabilitation carried out accordingly.

This programme is implemented by awarding contract packages to the local contractors who are registered in CIDA in grades C6 to CS2. Further, it was decided to award less than Rs. 50Mn contracts for C6 to C4 grade under Quality control method and less than Rs 250 Mn to Rs. 50Mn contracts to Contractors having C3 and above grades under Quality Assurance method. These contracts have been tendered under National Competitive Bidding procedure by following SBD-04 documents. The Contractor who provides maximum discount will be selected as the successful bidder for a particular package given his other qualifications are satisfied.

In addition to that, some road constructions under the project have been allocated to Maga Neguma Road Construction and Equipment Company by issuing work orders to them. Also, some constructions are carried out from RDA labour force under Provincial Directors, Chief Engineers and Executive Engineers.

These works were implemented as Lump Sum basis contracts and payments for work done would be on milestone payments method.

The Secretary, Ministry of Transport and Highways is the Employer and Employer Principle Representatives are Chairman and Director General of RDA. the Provincial Directors of RDA are the Employer's Representatives in respective province. Project Director, Local Banks and Rural Roads based in Colombo acts as the Engineer for the Contract and the Chief Engineers of RDA in respective



districts will be the Engineer's representative for the contracts. All Engineers in Chief Engineer's & Executive Engineer's Offices in RDA are Project Engineers for this project.

**Scope of the original project:** Rehabilitation/ Improvements of 100,000 km Alternative Roads to Access Main Roads and Expressway.

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

Based on the economic crisis situation in the country and issued treasury circular, original work scope of ongoing projects in this program have been reduced without disturbances or risk to road users. Accordingly, the construction works are being carried out to make the roads motorable within minimum estimated cost without causing inconvenience to the public.

#### Present Status

Roads Identified	: 56,770 km
Roads Estimated	: 28,090 km
Roads already awarded	: 17,850 km
Completed roads up to end of 2022	: 6,300 km
Work ongoing roads	: 11,550km

#### Overall Progress

Physical Progress in the end of 2022 (based on original scope) : 21.54 %

Physical Progress in the end of 2022 (based on revised scope) : 53 %

Expenditure up to Dec 2022 : Rs. 146,972.63 Mn

Table 2-50: Summary progress of the project with the revised scope

Project Description	Length (km)	TEC (Rs. Bn)	Progress up to end of 2021	Expenditure up to end of 2021 (Rs. Mn)	Progress as at end of 2022	Expenditure during 2022 (Rs. Mn)
Development of 100,000 km of Alternative Roads to Access Main Roads and Expressways	17,850 (Revised length is already awarded length)	400 (to be revised)	19.24% (as per original scope)	94,443	53 % (as per revised scope)	52,529.63

Arrangements have been made to sign the Supplementary Agreements for reduced scope of works in projects and to mutually terminate the Contract with contractors in order to minimize the possible contractual claims in future. Preparation of estimates for balance work to make the roads motorable is in progress. 50% of the allocation for year 2023 is scheduled to be allocated for balance work. For the contracts that are proposed to be mutually terminated, if construction materials had been delivered to the sites based on the original work scopes, those materials are to be considered for purchase at reasonable prices with the intension of using those materials to complete the balance works under force accpount method (with RDA direct labour force).

Initiation has been taken to use cost effective methods such as Chip sealing, Sand sealing and thin layer of binder course to protect the partially improved roads and to keep the road in motorable condition for road users. The cost for balance work to keep road in motorable condition is about Rs. 15 Bn.

### *Constraints to Progress During the Year*

Due to the high inflation rate and imposed restrictions on imports, there have been shortages of construction materials such as fuel, cement, reinforcement, bituminous materials, machinery spare parts, explosive materials in local market. Restrictions were imposed on importing construction materials. Therefore, scheduled activities could not be carried out as planned at the sites and there were delays in all most all the projects under 100,000 km program after month April. Price escalations was not included in the initial contract documents under 100,000 km program.

Delays happened in processes of obtaining mining licenses, transport permits, blasting permits and renewal of quarry permits due to minimizing the staff attendance in relevant authorities such as Divisional Secretariat, Pradeshiya Sabha, NBRO, GSMB and CEA, due to pandemic health guidelines.

Delays in the payments for the contractor's claims (IPC) were affected contractors' cash flows. It was seen that many construction companies facing difficulties as they were operating without substantial capital reserves.

### *Remedial Actions Taken or Proposed*

Compensate for the sudden price increases of construction materials, special cabinet approval had to be obtained for payment of price escalation (up to 20% of Contract Sum) on contractors' IPCs, which was not considered in the initial stage of the Contract. This will encourage the contractors to expedite the works and to complete the ongoing works. Additional allocation has to be requested for the price escalation claims under 100,000km program.

Accordingly, time extensions have to be considered for most of the projects and preventing LD deduction by considering the crisis situation of the country.

Treasury bonds have been issued to selected contractors (for whom outstanding payments are more than 100 Mn) to settlement of their outstanding bill payments.

### **2.2.5 Construction of Flyovers along Uttarananda Mawatha, Justice Akbar Mawatha in Slave Island and Linking Baladaksha Mawatha & Colombo – Rathnapura – Wellawaya – Batticaloa Road (A004)**

Slave Island area has become the center of real-estate development in Colombo with many recent iconic development projects like Colombo Waterfront, ITC Colombo One, Shangri La, Destiny Mall and Tata Housing. The Colombo Port City development project is also in the vicinity of Slave Island area. It has been identified that improvements to the existing road network, which is highly congested during peak hours, has become a key factor to achieve the optimum outcome of the above development projects to the economy of the country. The main roads which traverse through the Slave Island area, are playing a vital role in connecting the southern part of the Colombo city with the Colombo Fort and Pettah areas. Justice Akbar Mawatha, Malay Street, Sri Uttarananda Mawatha and Baladaksha Mawatha has been identified as the most critical roads that are necessary to be improved to enhance the mobility in this area.

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

- Justice Akbar Mawatha Railway Level Crossing
- Uththarananda Mawatha Railway Level Crossing
- Connecting Baladaksha Mawatha and Sir Chithampalam A Gardiner Mawatha (A4 – Colombo- Ratnapura -Wellawaya-Batticaloa road) across Beira Lake and railway tracks

This project handles by the PMU of Miscellaneous Foreign Aided Project (MFAP). The project scope consist of turnkey design, supply and construction of the three flyovers listed above including the approach ramps, service roads & mergers. Project is implementing under two contract packages as follows;

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

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

#### **Progress during the year 2022**

Package 1: Design and construction of two flyovers along Uttarananda Mawatha and Justice Akbar Mawatha railway crossings.

- Uththarananda Mawatha flyover : Substructure – 100% completed.
- Justice Akbar Mawatha flyover : Pile foundation 100% completed and Substructure 90% completed.
- Branch flyover : Pile foundation 100% completion and substructure 95% completed.

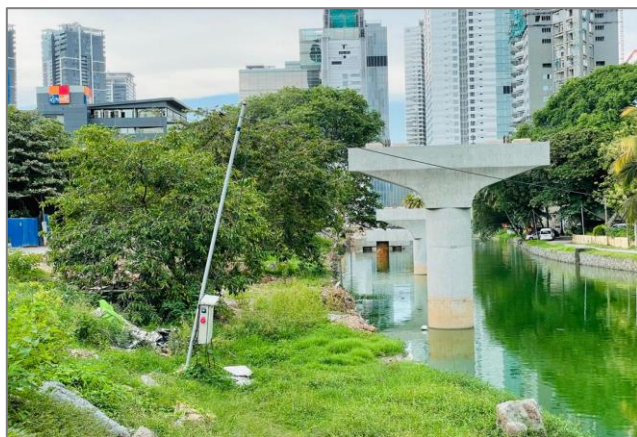
Package 2: Design and Construction of flyover connecting Baladaksha Mawatha and Sir Chithampalam A Gardiner Mawatha over Railway Tracks and Beira Lake.

Physical progress as at 31.12.2022 is 73%.

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

Table 2-51: Progress of Flyover Projects

<i>Description</i>	<i>TEC (Rs.Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated date of completion</i>	<i>Progress as at end of 2021 (%)</i>	<i>Cumulative Expenditure as at end of 2021 (Rs.Mn)</i>	<i>Progress as at end of 2022 (%)</i>	<i>Cumulative Expenditure as at end of 2022 (Rs.Mn)</i>
<b>Construction of Flyovers along Uttarananda Mawatha, Justice Akbar Mawatha and Linking Baladaksha Mawatha &amp; Colombo – Rathnapura – Wellawaya – Batticaloa (A004) Road in Slave Island</b>							
Design & Construction of Two Flyovers in Slave Island along Uttarananda Mawatha, Justice Akbar Mawatha over Railway Tracks  Justice Akbar Mw. – Approx. Length- 350 m Uttarananda Mw. – Approx. Length -340 m	6,900	07.06.2021	31.12.2022	42.12	1,273.22	65.0	3,037.02
Design & Construction of Ring Flyover connecting Baladaksha Mawatha & Chittampalam A Gardinder Mawatha over Railway Tracks & Beira Lake - Approx.Length : 350 m	2,900	07.06.2021	31.12.2022	29.0	871.94	73.0	1,868.34



## 2.3 Performance of Foreign Funded Projects

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

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

Table 2-52: : Financial Performance of Foreign Funded Projects against the Budgetary Provisions for 2022

Description	Allocation (Rs.Mn)	Expenditure (Rs.Mn)
<b>Expressways Development</b>		
Central Expressway	49,568.72	15,990.28
Elevated Highway from New Kelani Bridge to Athurugiriya	140.20	140.20
Port Access Elevated Highways Project (ADB-GOSL)	18,124.702	18,030.31
<b>Highways Development</b>		
Rehabilitaion of Peradeniya - Badulla - Chenkaladi Road from Badulla to Chenkalady (GOSL - SFD)	1,545.00	903.64
Rehabilitaion of Peradeniya - Badulla - Chenkaladi Road from Badulla To Chenkalady (GOSL - OFID)	1,080.00	259.36
Road Network Development Project (GOSL-SFD)	192.82	117.05
Road Network Development Project (GOSL-OPEC)	228.00	99.46
Colombo District Road Development ( GOSL-OFID)	1,735.00	1,186.84
Western Province National Highways Project (GOSL - OFID )	800.00	544.29
Rehabilitaion of Peradeniya - Badulla - Chenkaladi Road from Badulla To Chenkalady (GOSL - OFID)	1,080.00	259.36
Southern Road Connectivity Project (GOSL - ADB)	2,947.80	2,186.74
Integrated Road Investment Programme (i ROAD) - (GOSL - ADB)	42,450.00	41,524.52
Widening and Improvement of roads and bridges in Central and Uva provinces (GOSL-EXIM China)	4,010.00	1,246.85
Transport Connectivity & Asset Management Project (GOSL-WB)	367.51	319.29
Kandy Tunnel Construction Project (GOSL EDCF Kore)	50.00	43.00

Description	Allocation (Rs.Mn)	Expenditure (Rs.Mn)
Rehabilitation of A017 Road corridor from Deniyaya to Rakwana(GOSL-OFID)	395.18	7.24
Inclusive Development and Connectivity Project (GOSL-WB)	2,303.30	1,990.17
Kandy Multimodal Transport Terminal Development Project (GOSL-WB)	309.00	35.15
<b>Construction of Bridges and Flyovers</b>		
Reconstruction of 25 Bridges on National Highways (GOSL - Kuwait)	945.00	664.00
Second New Kelani Bridge Construction Project (GOSL - JICA)	1,542.00	1,476.97
Design and Construction of Flyovers in Kohuwala and Gatambe (GOSLHungary)	2,774.00	860.47

In addition to above projects payments have been made for completed works with respect to following projects under the budgetary provisions 2022

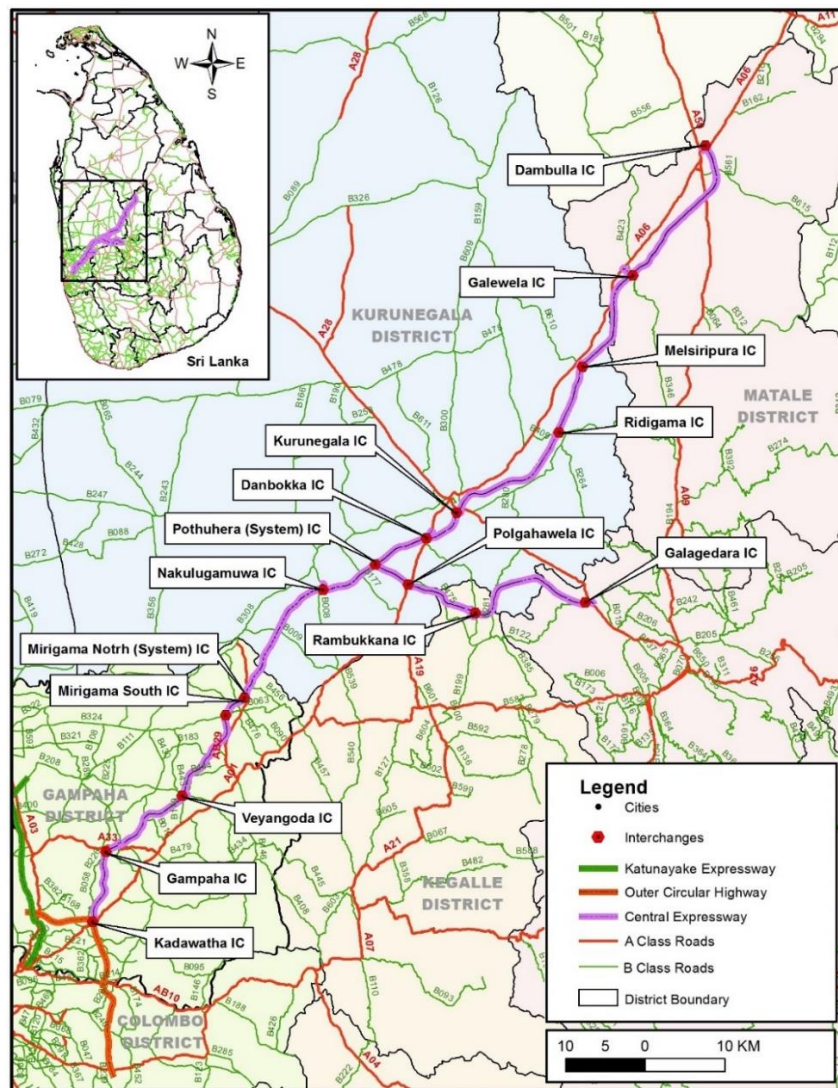
Table 2-53: Expenditure for Completed work under Foreign Funded Projects under the Budgetary Provisions for 2022

Description	Allocation (Rs.Mn)	Expenditure (Rs.Mn)
<b>Highways Development</b>		
Transport Project Preparatory Facility (GOSL - ADB)	115.00	37.87
<b>Natural Disaster Affected Roads Rehabilitation</b>		
Landslide Disaster Protection Project of National Road Network ( GOSL- JICA)	109.85	34.83



### 2.3.1 Central Expressway

Central Expressway starts from Kadawatha on Outer Circular Highway (E02) and going through Gampaha, Meerigama, Pothuhera, Kurunegala, Ridigama, Melsiripura and Galewela up to Dambulla with an expressway link from Pothuhera to Galagedara via Rambukkana. The primary outcome of this project is to enhance and increase the capacity of the national road network. By extending the existing expressway network by about 168 km, this project ensures high mobility between Colombo & Central part of the country while increasing safety and reduce travel time, traffic congestion, vehicle operation cost, maintenance cost and environmental pollution.



Map 2-2: Central Expressway

The Central Expressway has been divided into four (04) sections for implementation as per details given in the table below:

Table 2-54: Details of the Sections of Central Expressway

Section No.	Name of Section	Chainage	Length(km)
Section 1	Kadawatha -Meerigama	0+500 to 37+090	36.59
Section 2	Meerigama -Kurunegala	37+090 to 78+000	40.91
Section 3	Pothuhera -Galagedara	0+800 to 32+500	31.70
Section 4	Kurunegala- Dambulla	78+000 to 136+600	58.60
<b>Total</b>			167.80

#### (i) Central Expressway Project Section 1

The Central Expressway Section – 1 is from Kadawatha to Meerigama having 36.59 km length and three interchanges at Gampaha, Veyangoda and Meerigama South. This Expressway provides two lanes dual carriageway of 3.6 m lane width and 2.5 shoulder width either side of the road. This expressway section includes 13.28km length of via duct section and 0.48 km length of bridge section are included in this section. Constructions of this section is implementing under two contract packages. Metallurgical Cooperation of China Limited (MCC) is the Contractor for both packages. Agreements for package 1 and 2 were signed on 20<sup>th</sup> June 2016 and 4<sup>th</sup> August 2015 respectively.

Table 2-55: Contract Packages of Central Expressway Section 1

Package	Section	Contract Amount ( Excluding Tax) Rs.Bn	Contract Period (Months)	Contract Commencement Date	Contract Completion Date
Package 1	Kadawatha to Kossinna (0.500-4+54km) - 4.04km	12.58	30	15.09.2020	14.03.2023
Package 2	Kossinna to Meerigama (4+540-37+090km) - 32.55km	145.7	48	15.09.2020	14.09.2024

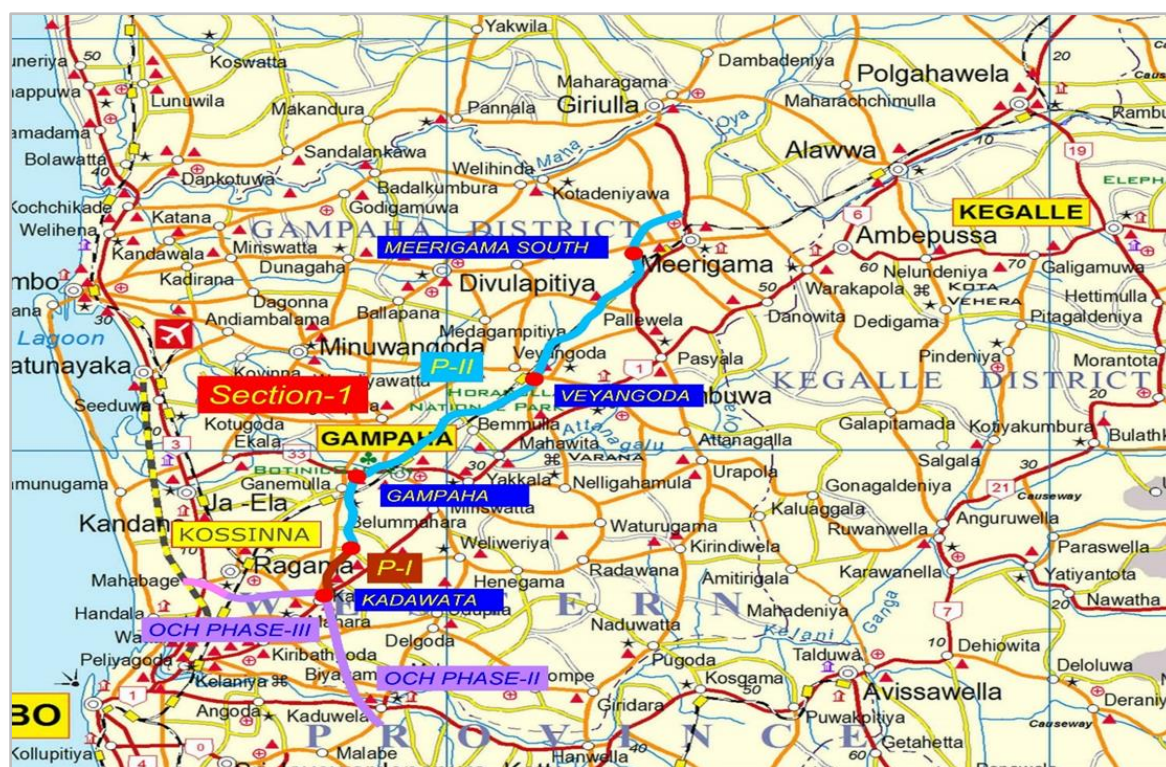
#### **Project Financing**

Funding Agency	-	Export Import Bank of China
Loan Amount	-	US\$ 989,448,556.31
Loan Signing Date	-	22.03.2019
Loan Effective Date	-	23.09.2020
Loan Expired Date	-	22.09.2025

#### **Consultancy work**

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





Map 2-3: Central Expressway - Section I

### Progress of Work

#### Land Acquisition Progress - 71.0%

Total Lots to be acquired	: 6717
Total paid lots	: 3668
Amount paid	: Rs. 9,943 Mn
Outstanding Bills	: Rs. 2,223 Mn
Balance lots to be acquired	: 1384

#### Civil Work Progress - 34.7%

Table 2-56: Civil Work Progress

Item/ Description	Package-1 –Ch.0+500- Ch.4+540		Package-2 –Ch.4+540 -Ch.37+090				
	Main Line	Secondary roads	Main Line	Intersections			Secondary roads
				GIC	VIC	MIC	
Highway	99.67%	85.28%	97.71%	27.27%	87.56%	91.46%	55.62%
Embankment SGT	100.0%	NA	95.5%	20.0%	30.0%	20%	NA
Drainage	85.40%	48.26%	77.88%	1.12%	4.36%	0.00%	67.38%
Viaduct	100.0%	NA	96.3%	19.3%	30%	NA	NA
Bridges	NA	NA	100.0%	NA	NA	NA	NA
Overpasses	95.0%	NA	93.0%	NA	NA	NA	NA
Underpasses	100.0%	NA	100.0%	NA	NA	NA	NA
Box Culvert	98.0%	0%	98.0%				
Overall Progress	63.9%		35.6 %				

Table 2-57: Summary Progress

Expressway Section	Description / Activity	TEC (Rs. Mn.)	Date of Commencement	Anticipate date of completion	Physical Progress upto end of 2021	Cumulative Expenditure upto end of 2021 (Rs. Mn.)	Physical progress as at end of 2022	Cumulative Expenditure as at end of 2022 (Rs. Mn.)
Central Expressway Project Section - 1  (Kadawatha to Meerigama)  0+500 km to 37+090 km	Land Acquisition	176,785	15.09.2020	14.09.2024	Land Acquisition 97.5 % (Main Trace only)  Civil Work 19.43%	9,873.272	71.01% ( with additional acquisition )	10,243.095
	Civil Work (Construction)					Foreign -	34.7%	Foreign 51,857.18
						Local 33,025.434		Local 33,025.434
	Consultancy					1,017.848	-	1,263.594
	PMU Overhead					496.168	-	577.044



**(ii) Central Expressway Project Section 2**

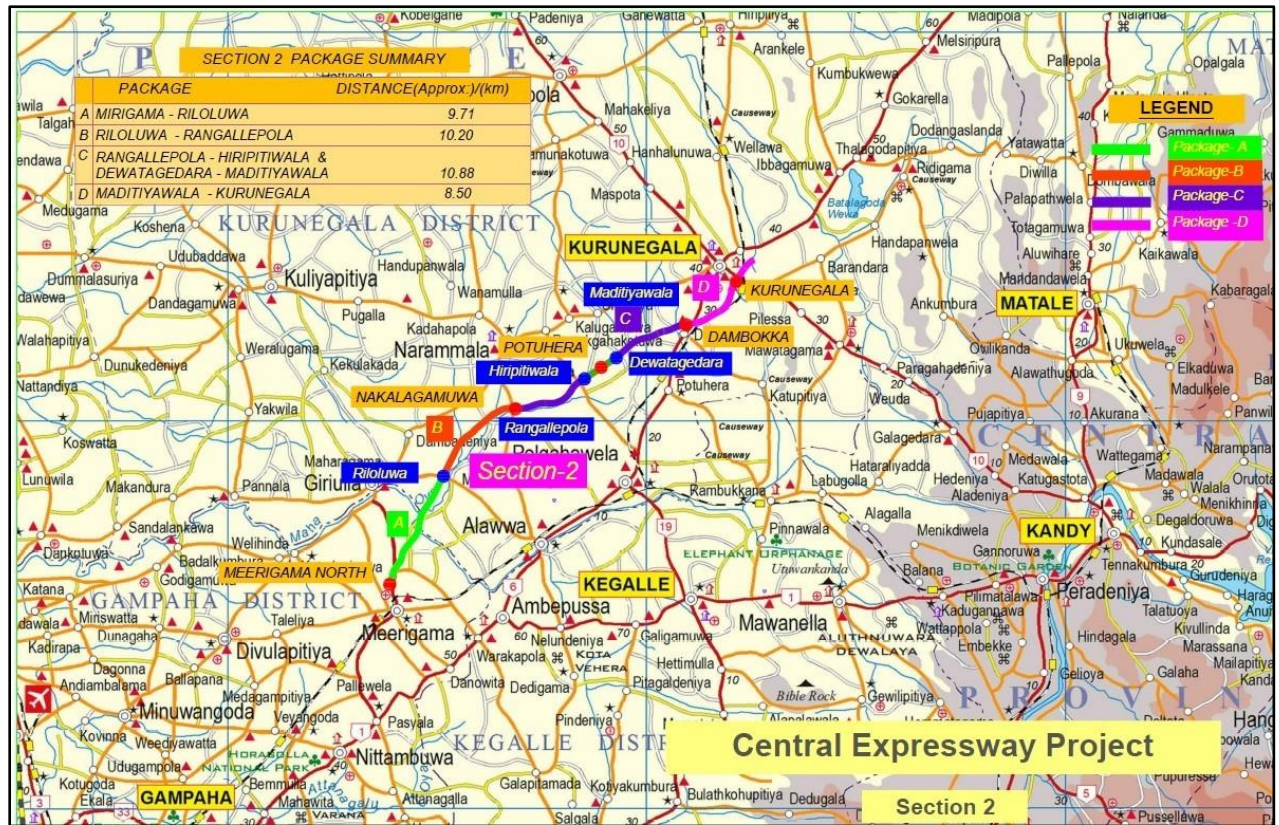
Construction work of this expressway section ( from Meerigama -Kurunegala) commenced in January 2017 and under four contract packages comprising fifteen Local Contractors selected on National Competitive Bidding Process. The Consultancy Service of the Construction Supervision was entrusted to the consortium of MGC – ECL- RDC Joint venture in association with CEA, CECB, OCYNA and Green Tech. The access to the expressway is provided only through the interchanges at Mirigama, Nakalagamuwa, Dambokka, Kurunegala and Yaggapitiya whist the system interchange at Pothuhera provides link to CEP 03 without any entry or exit. . Funds for the construction works and supervision consultancy are raised through local bank loans and treasury allocation is released for land acquisition and administrative expenses.

The Expressway is a four-lane divided highway with 3.6m lane width, 2.5 m wide outer hard shoulder and 0.75m inner hard shoulder for both directions. Total length of viaduct sections (38Nos) is 10,045 m. There are 12 Nos major Bridges, 147 Nos Culverts, 48 Nos. Underpasses and Overpasses.

Table 2-58: Project Details

<b>Package</b>	<b>Package A</b>	<b>Package B</b>	<b>Package C</b>	<b>Package D</b>
1. Length	9.71 km	10.20 km	10.88 km	10.12 km
2. Start Date	1/16/2017	1/16/2017	2/1/2017	2/14/2017
3. (a) Original Completion	7/15/2019	7/15/2019	7/31/2019	8/13/2019
(b) Revised Completion	15.11.2021	15.11.2021	15.11.2021	15.11.2021
4. Contract Sum(Rs.Mn)	Rs.34,149.47	Rs.34,592.23	Rs.32,084.80	Rs.36,271.64
5. Contractors	ICC-ACCESS-(NAWALOKA – KDESH JV) Consortium	Sierra - Olympus-Tudawe- CEC JV (from 16 <sup>th</sup> January 2017 to 30 <sup>th</sup> May 2021) and Tudawe - CEC JV (with effect from 16 <sup>th</sup> July 2021)	KDAW-NEM – E&C Consortium	MAGA,CML-MTD, VVK -HOVAEL JV Consortium
6. Viaducts	3,600 m ( 8 Nos)	2,430 m ( 13 Nos)	1,215 m (6 Nos)	2,800 m (11 Nos)
7. Bridges	3 Nos (75m)	4 Nos (250m)	3 Nos (70m)	2 Nos (60m)
8. Over pass	None	None	05Nos.(250m)	01No(50m)
9. Under pass	06Nos	15Nos	08Nos	13Nos
8. Culverts	25 Nos	33Nos	33Nos	56Nos





Map 2-4: Central Expressway - Section II

All Works have been substantially completed and taken over as of 15.11.2021. The operations of this expressway section was commissioned on 15.01.2022.



Table 2-59: Project Progress as at end of 2022

Description /Activity	TEC (Rs.Mn)	Date of Commencement	Date of Completion/ Anticipated Date of Completion	Physical Progress up to end of 2021	Cumulative Expenditure up to end of 2021(Rs.Mn)	Physical Progress as at end of 2022	Cumulative Expenditure as at end of 2022 (Rs.Mn)
<i>Land Acquisition</i>	<i>8800.00</i>	<i>05.11.2015</i>	<i>31.12.2023</i>	<i>83%</i>	<i>8159.36</i>	<i>89%</i>	<i>8195.39</i>
<i>Civil Work (Construction)</i>	<i>141,664.18</i>	<i>16.01.2017</i>	<i>15.11.2021</i>	<i>77.5%</i>	<i>121,050.15</i>	<i>98%</i>	<i>121,050.15</i>
<i>Consultancy</i>	<i>3682.59</i>	<i>15.01.2017</i>	<i>30.06.2022</i>	<i>-</i>	<i>3421.09</i>	<i>-</i>	<i>3421.09</i>
<i>PMU overhead</i>	<i>800.00</i>	<i>16.01.2017</i>	<i>31.12.2023</i>	<i>-</i>	<i>372.14</i>	<i>-</i>	<i>410.55</i>

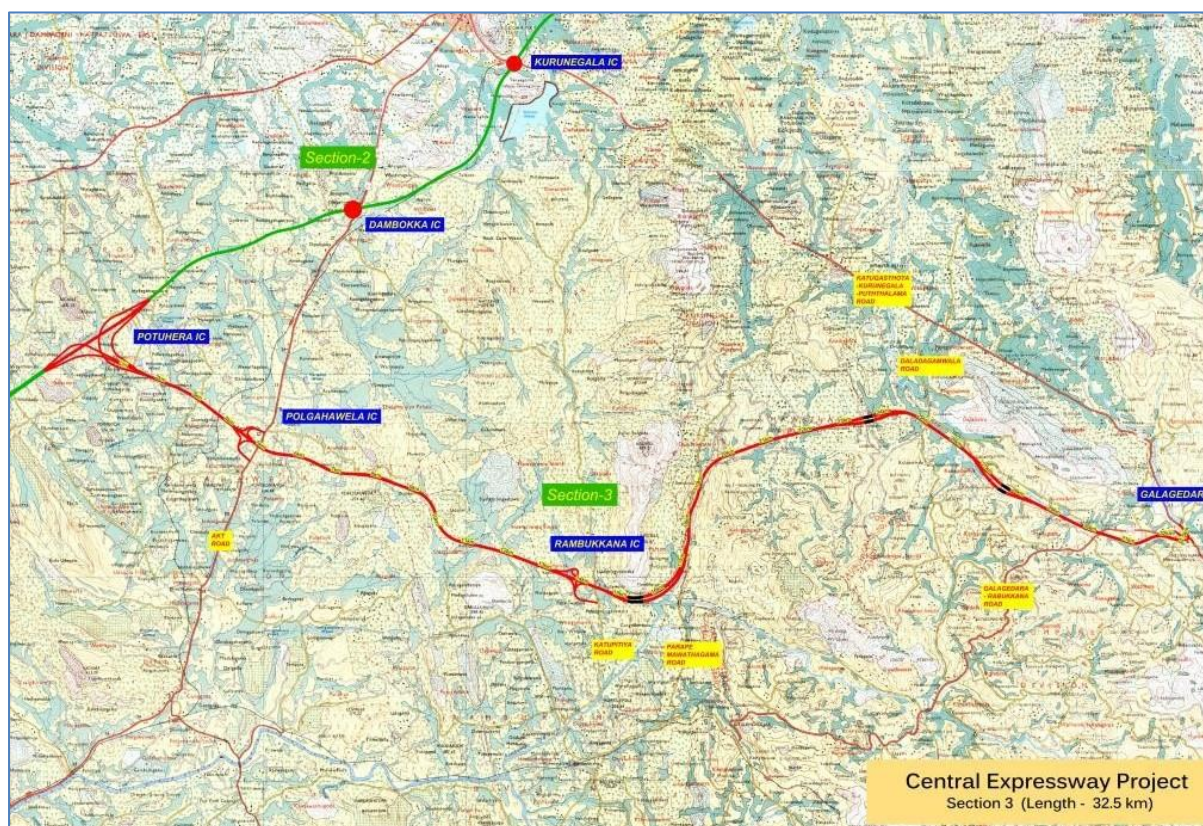
**Issues:**

The outstanding payments to the Contractors and the Consultant have not been paid for a very long period since July 2021, due to the prevailing financial crisis in the country. Consequently, all Contractors have suspended outstanding works and the rectification of defects. The consultants have demobilized. The Defects Notification Period expired on 15<sup>th</sup> November 2022. Eventually, complex contractual issues have arisen now that would not be resolved without settling their overdue payments. Specifically, the Contractors have ignored compensation payments to the affected persons for house damages, attending to public complaints on environmental issues, balance work of ROW fence in few areas, completing lead way drains including other drainage systems that should have been attended to avoid flood situations, etc.



### (iii) Central Expressway Project Section 3

The Section 3 of the Central Expressway commences from Pothuhera( Ch 0+840km) and proceeds up to Galagedara(Ch. 32+500km) via Rambukkana. The design speed of this section will be 100 kmph & it will be four lanes two way highway.



Map 2-5: Central Expressway – Section III

#### *Progress of Activities during 2022,*

##### **Basic Project Details**

- Project Length : Approx. 31.7 km
- Interchanges : Pothuhera System Interchange, Polgahawela, Rambukkana Galagedara
- Cut volume : 4,085,750 Cu.m
- Fill volume : 4,065,640 Cu.m
- Rest Facilities : Rest Area near Kudaoya, Rambukkana either side of the Main Road
- No of bridges : 20
- No of Viaduct : 20
- Total Viaduct length : 6.85 km
- No of Culverts : 92
- No of Underpasses : 25
- No of overpasses: : 13
- No of Tunnels : 1
- Total Tunnel length : 295 m

### Land Acquisition Process (Ongoing)

Land acquisition of Central Expressway - Section 3 is in progress as stated in table 2 below and physical progress of the land acquisition is 89.71% as at end of December 2022.

Table 2-60: Land Acquisition Program

Chainage	Length (km)	Completion Date
0+840 – 12+890	12.05	04.08.2021
12+890 – 17+950	05.06	31.06.2022
17+950 – 32+500	14.55	31.12.2023

### Civil Work Construction

As per Cabinet Paper No.20/2072/319/021, a Note to the Cabinet dated 18.12.2020 presented by the Minister of Highways and approved by the Cabinet on 11.01.2021, a Section of Central Expressway from Ch.0+840km (Lihinigiriya in Pothuhera) to Ch.12+890km (Rambukkana) – Package 1, has been identified to be commenced by the Road Development Authority (RDA).

According to the cabinet decision, the PMU of Central Expressway Section 3 commenced preliminary works (such as Site Clearing and construction of Pilot Road etc.) between Ch. 0+840 km to Ch.12+890 km directly, with resources procured as per GOSL guidelines.

However, in order to expedite the construction work, the section (from Ch.0+840 km to Ch.12+890 km) was divided into 17 construction packages and invite bids from domestic contractors on competitive process to construct expressway section up to sub base level.

The Cabinet of Ministers at its meeting held on 14.06.2021 had decided to implement the section from Rambukkana (Ch. 12+890 km) to Galagedara (Ch.32+450 km) of CEP-3 through investors on Design, Build, Finance, Operate, Maintain and Transfer (DBFOMT) basis.

Proposals were invited from interested investors for implementation of above section. The proposals received on the due date 04.10.2021 were opened and evaluated. The CANC commenced the contract negotiation with the only technically qualified bidder and negotiations was not successfully concluded due to current situation of the country. Accordingly, the Cabinet approval has been given to annul the current procurement process and to rebid this section.

### Consultancy services

Section from Ch.0+840 km to Ch. 12+890 km is currently supervised by RDA according to the Cabinet approval. Consultancy service for the balance sections depends on the implementation method of the civil work contract and hence such service will be selected after the selection of a Civil work contractor for the respective section.

### Project Financing (Ongoing)

The section from Ch.0+840 km to Ch. 12+890 km is funded by the GoSL and the balance section will be financed by the successful concessionaire.

Table 2-61: Progress of Contracts for the section from Lihinigiriya to Rambukkana

Package	Name of the contractor	TEC (Rs.Mn)	Date of Commencement	Anticipate date of completion	Physical progress as at end of 2021 ( %)	Cumulative Expenditure up to end of 2021 (Rs.Mn.)	Physical progress as at end of 2022 (%)	Cumulative Expenditure up to end of 2022
Package 1A (Ch. 0+840Km to Ch. 1+580Km) : 0.74Km Contract No. RDA/CEP3/PACK1A	Edward and Christie (Pvt) Ltd	859.30	20.08.2021	19.08.2022	16.00	162.76	48.90	351.46
Package 1B (Ch. 1+580Km to Ch. 2+400Km) : 0.82Km Contract No. RDA/CEP3/PACK1B	Edward and Christie (Pvt) Ltd	743.62	20.08.2021	19.08.2022	7.60	132.54	31.72	296.18
Package 1C (Ch. 2+400Km to Ch. 3+090Km) : 0.69Km Contract No. RDA/CEP3/PACK1C	Edward and Christie (Pvt) Ltd	912.00	20.08.2021	19.08.2022	11.30	155.27	16.50	252.14
Package 1D (Ch. 3+090Km to Ch. 4+400Km) : 1.31Km Contract No. RDA/CEP3/PACK1D	K.D.A. Weerasinghe & Company (Pvt) Ltd	3,587.39	24.12.2021	23.06.2023	0.00	469.24	4.31	644.39
Package 1E (Ch. 4+400Km to Ch. 4+920Km) : 0.52Km Contract No. RDA/CEP3/PACK1E	Edward and Christie (Pvt) Ltd	997.59	06.12.2021	05.12.2022	0.50	131.15	15.80	269.54
Package 1F (Ch. 4+920Km to Ch. 5+140Km) : 0.22Km Contract No. RDA/CEP3/PACK1F	Tudawe Brothers (Pvt) Ltd	992.83	06.12.2021	05.12.2022	0.82	117.46	10.49	263.07



Package	Name of the contractor	TEC (Rs.Mn)	Date of Commencement	Anticipate date of completion	Physical progress as at end of 2021 ( % )	Cumulative Expenditure up to end of 2021 (Rs.Mn.)	Physical progress as at end of 2022 (%)	Cumulative Expenditure up to end of 2022
Package 1G (Ch. 5+140Km to Ch. 5+820Km) : 0.68Km Contract No. RDA/CEP3/PACK1G	Senura Civil Engineering (Pvt) Ltd	944.77	06.12.2021	05.12.2022	0.00	62.73	50.10	357.40
Package 1H (Ch. 5+820Km to Ch. 6+270Km): 0.45Km Contract No. RDA/CEP3/PACK1H	PND Construction (Pvt) Ltd	872.57	03.12.2021	02.12.2022	2.00	116.66	6.80	201.62
Package 1I (Ch. 6+270Km to Ch. 6+900Km) : 0.63Km Contract No. RDA/CEP3/PACK1I	K.D.Ebert And Sons Holdings (Pvt) Ltd	938.49	06.12.2021	05.12.2022	4.00	120.11	17.20	219.69
Package 1J (Ch. 6+900Km to Ch. 8+050Km) : 1.15Km Contract No. RDA/CEP3/PACK1J	NEM Construction (Pvt) Ltd	3,963.43	24.12.2021	23.06.2023	0.00	503.37	3.90	772.20
Package 1K (Ch. 8+050Km to Ch. 8+850Km): 0.8Km Contract No. RDA/CEP3/PACK1K	Ruhunu Developmet Contractors & Engineering (Pvt) Ltd	961.48	23.11.2021	22.11.2022	2.70	125.68	18.52	277.51
Package 1L (Ch. 8+850Km to Ch. 9+100Km): 0.25Km Contract No. RDA/CEP3/PACK1L	Nawaloka Construction Company (Pvt) Ltd	621.55	30.11.2021	29.11.2022	0.00	79.87	14.70	117.07

Package	Name of the contractor	TEC (Rs.Mn)	Date of Commencement	Anticipate date of completion	Physical progress as at end of 2021 ( % )	Cumulative Expenditure up to end of 2021 (Rs.Mn.)	Physical progress as at end of 2022 (%)	Cumulative Expenditure up to end of 2022
Package 1M (Ch. 9+100Km to Ch. 9+900Km); 0.8Km Contract No. RDA/CEP3/PACK1M	Access Engineering PLC	3,884.10	03.01.2022	02.07.2023	0.00	468.73	4.28	704.02
Package 1N (Ch. 9+900Km to Ch. 11+230Km) : 1.33Km Contract No. RDA/CEP3/PACK1N	International Construction Consortium (Pvt) Ltd	4,497.80	23.12.2021	22.06.2023	0.00	578.43	5.20	861.56
Package 1O (Ch. 11+230Km to Ch. 11+480Km): 0.25Km Contract No. RDA/CEP3/PACK1O	RR Construction (Pvt) Ltd	851.90	03.01.2022	02.01.2023	0.00	0.0	1.39	114.07
Package 1P (Ch. 11+480Km to Ch. 12+000Km); 0.52Km Contract No. RDA/CEP3/PACK1P	Selltec Group (pvt) Ltd	508.83	23.11.2021	22.11.2022	4.00	65.16	43.52	247.98
Package 1Q (Ch. 12+000Km to Ch. 12+890Km): 0.89Km Contract No. RDA/CEP3/PACK1Q	Maga Engineering (Pvt) Ltd	2,757.99	27.12.2021	26.06.2023	0.00	355.87	5.00	496.78

#### (iv) Central Expressway Project Section 4

Section IV of the Central Expressway from Kurunegala to Dambulla is running through North Western Province (Kurunegala District) & Central Province (Matale District) and length is 58.6 km. During 2022, Land Acquisition process was in progress for this section of the Expressway. For this expressway, all the land plots related to the area of 475 hectares have been taken over under the 38(a) interim order of the Land Acquisition Act in the years 2016/2017/2018. The procurement process was carried out to select the Contractor for Civil work and Consultancy work and the award of the Contract is not completed due to the failure of financial arrangements by the funding agencies.



Map 2-5: Central Expressway Project Section 4

#### Progress of Activities during the year 2022

- Land Acquisition work  
Land Acquisition progress as at end of 2022 is 73.22% (Conducting LARC & Super LARC meetings and Compensation work)
- Civil Work & Consultancy work – Not Commenced

#### Constraints to progress during the year

Limitation of conducting inquiries, LARC and super LARC meeting to complete the compensation due to economic and social issues of the Country. The Government has taken a decision to suspend the service of Project Management Unit staff of the Project and continue the ongoing activities with RDA staff of the Project for reducing cost of the Project.

Table 2-62: Central Expressway Project –section 4 from Kurunegala to Dambulla Progress Summary

Description/Activity	TEC(Rs. Mn.)	Date of Commencement	Anticipated Date of Completion	Physical Progress up to end of 2021	Cumulative Expenditure up to end of 2021 (Rs.Mn.)	Physical Progress as at end of 2022	Cumulative Expenditure as at end of 2022 (Rs.Mn.)
Land Acquisition	10,000	June 2016	Dec.2022	70..70%	471.57	73.22%	480.27
Civil Work(Construction)	166,557	Contract is not awarded.	Not yet decided	-	-	-	-
Consultancy	2500	Contract is not awarded.	Not yet decided				
PMU overhead	774	June 2016	Until project closure		460.72		543.52

### 2.3.2 Port Access Elevated Highway Project

This project consists of following project components;

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

#### Funding Details:

Funding Agency	: Asian Development Bank
Loan No	: 3716 - SRI
Total Cost	: USD 360.2 Million
From ADB	: USD 300 Million
From GOSL	: USD 60.2 Million
Loan Effective Date	: 17th January 2019
Loan Expiry Date	: 30th June 2025

#### (i) Construction of Port Access Elevated Highway

The Port Access Elevated Highway has been planned to enhance efficiency of the road network in Colombo city. This expressway is connecting the Port City and Galle Face to the Ingurukade Interchange of the new Kelani Bridge Project.

Table 2-63: Basic Details for Civil Works of Construction of Port Access Elevated Highway

Scope of work	Construction of Port Access Elevated Highway ( 5.27km) and Rehabilitation of Port Access Road		
Civil Works – Basic Details			
Contract No	RDA/ADB/OCB/PAEH/CW/01		
Employer	Ministry of Highways, Road Development Authority		
Contractor	China Civil Engineering Construction Corporation, Hubei Provincial Road and Bridge Group Co. Ltd and Henan Provincial Communications Planning and Design Institute Co., Ltd. (CCECC- <b>HPRB-HNRBI JV</b> )		
Engineer	Sheladia Associates Inc. in Joint Venture with Roughton International and MG Consultants ( <b>SRM JV</b> )		
Loan Agreement Sign Date	17 January 2019		
Contract Agreement Sign Date	10 September 2019		
Commencement Date	27 September 2019		
Original Completion Date	25 September 2022		
Revised Completion Date	30 May 2023		
Original Contract Sum	LKR 28,002,225,693.29		
Interchanges	Ramp 1	Entry – Aluth Mawatha Exit – Aluth Mawatha	} Does Not included in the Contract
	Ramp 2	Entry – Wimaladharma Roundabout Exit – Abdul Kadar Road	
	Ramp 3	Entry – Port Exit – Port	
	Ramp 4	Entry – Galle Face/Port City Exit – Galle Face/Port City	

Number of Lanes		4 Lanes (3.5 m x 4)			
Hard Shoulder		Inner – 1.25 m Outer – 2.5 m			
Construction of Port Access Road and Port Internal Road		4.14 km			
Activity Progress:					
Major Activity	Piles	Pile Caps	Pier Stems	Capping Beam	Segment Casting
Total Quantity	502	198	198	125	3279





Map 2-6: Port Access Elevated Highway

**(ii) Construction of Maritime Facilitation Center**

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

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

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

Table 2-64: Basic Details for Civil Works of Construction of Maritime Facilitation Center

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



**(iii) Installation of a Multi Lane Free Flow Electronic Toll Collection System (MLFF- ETC)**

It has been planned to provide a Multi-Lane Free Flow Electronic Toll Collection System under this Project. The approximate estimate cost of the Project is US\$ 34 Million. The Project was commenced on 3<sup>rd</sup> November 2021 and expected to be completed in 2024. But the Contract was suspended due to insufficient funds.

**Expected Benefits**

- Expressway users will be able to make payments through a pre-paid account.
- As the payments are remitted through an electronic account, customers will be able to check the account balance and make deposits to the accounts at any time.
- The current delays at the Tollgate counters will be minimized through the proposed new system and hence an environmentally friendly transport can be created through reduced carbon emission due to minimum fuel combustion.
- It will be possible to operate about 1200 vehicles per hour using the new system instead of the current 350 vehicles per hour using the existing system. Hence, congestion at the toll payment counters can be minimized.

**Constraints to Progress during the year and remedial action taken or proposed**

<b>Constrain</b>	<b>Remedial action taken/ proposed</b>
• Delay in the precast segment casting Capping Beam construction as per the program.	• Additional sets of formworks for precast segments and capping beams have been delivered to increase the rate of progress.
• Delay in launching work as per the program.	• An additional launching girder machine has been delivered to the site.
• Delay in the handover section from 3+600 to 3+860 by the SLPA (Existing workshop area)	• The Section would be handed over at the end of February 2023 as agreed by SLPA.
• Delay in the relocation of SLPA Buildings	• Action has been taken to rent out office space outside the Port premises.

Table 2-65: Summary Progress of Port Access Elevated Highway Project

<b>Description</b>	<b>Total Estimated Cost (Rs.Mn)</b>	<b>Date of Commencement</b>	<b>Anticipate date of Completion</b>	<b>Progress Up to end of 2021</b>	<b>Expenditure up to end of 2021</b>	<b>Progress as at end of 2022 (%)</b>	<b>Cumulative Expenditure up to end of 2022 (Rs. Mn)</b>
Construction of Port Access Elevated Highway	28,002	Sep-19	May-23	23%	7,537.27	54.3	22,890.98
Construction of Maritime Facilitation Center (Building)	4,999	Jul-21	Mar-23	6%	928.66	20.2	1,919.99
Piling works for Maritime Facilitation Center (Piling)	624	Jun-19	Apr-20	100%	414.87	100.0	430.47
Contractor for Electronic toll Collection System	4,480	Dec-22	Dec-23	-	-	-	-
Construction Supervision of PAEH	1,290	2019-Oct	Sep-25	N/A	549.92	93%	1,202.72
Consultant for Electronic toll Collection System Management	552	Oct-21	Mar-23	N/A	27.27	26.80%	148.38
Individual Consultant-Structural Advisor	65	Dec-20	Dec-22	N/A	-	8.30%	5.43
Individual Consultant-Contract Engineer	20	Dec-20	Dec-24	N/A	-	23.20%	4.65
Design of Building & Construction Supervision of Port Buildings	141	Jun-19	Jul-25	N/A	90.05	71%	100.11

### 2.3.3 Elevated Highway from New Kalani Bridge to Athurugiriya

Current Traffic congestion in the city of Colombo and its suburbs has become serious during peak hours as the road network in the Colombo Metropolitan area is nearing or exceeding its capacity. The Southern Expressway, Colombo – Katunayake Expressway and Outer Circular Expressway are in operation at present. The Outer circular expressway will take through traffic without passing through the Colombo city area. However, there is very large number of vehicles to be entered to Colombo city.

The Option of widening existing roads has become extremely difficult due to potentially large scale land acquisition and resettlement requirements. Therefore, the option of increasing road capacity by development of elevated roads connecting strategic locations has been identified as one of the options with minimum land acquisition.

Also, the requirement of connecting the existing expressway network to the economic, administrative and transport hubs in Colombo area has become a necessity to improve the overall transport efficiency. Therefore, Elevated Highway from New Kelani Bridge to Athurugiriya was proposed to implement on Design-Build-Finance-Operate-Maintain and Transfer (DBFOMT) basis. Approval for implementation of the project has been granted by Cabinet Ministers dated 10.03.2016.

This project was identified as one of the most priority projects in the country under the Government policy “Vistas of Prosperity and Splendour”. The approximate length of the main trace and access roads are 16.4 km and 15.3 km respectively. The project starts at Orugodawatta and is connected with New Kelani Bridge. Access to baseline road has been proposed at Dematagoda. The proposed trace passes through Rajagiriya, Koswatta and Hokandara interchanges and connects to the Outer Circular Highway at Athurugiriya. (Refer to map below). This Elevated Highway from New Kalani Bridge to Athurugiriya mostly run along Dematagoda canal and through abandoned paddy areas. Therefore, the land acquisition requirement is minimal. This elevated highway will be designed as an access controlled 4 lane road with 80km/hr design speed.

Total foreign direct investment is 920.5 USD billion and GOSL cost is Rs.39,087.04 billion and the Concession period is 18 years including 3 years for the construction period.

#### Benefits of the Project

- Provide easy access to the Outer Circular Highway and the rest of the Expressway Network.
- To ease the traffic congestion of logistic transport from the harbour to other regions of Colombo.
- Prevailing Traffic congestion due to the movement of container traffic on Highways in and around Colombo will be reduced.
- Easy access will be provided from the Colombo Metropolitan area to Malabe Education Hub and the Battaramulla (Koswatta) Administrative Hub.

#### Responsibilities of the Project Management Unit

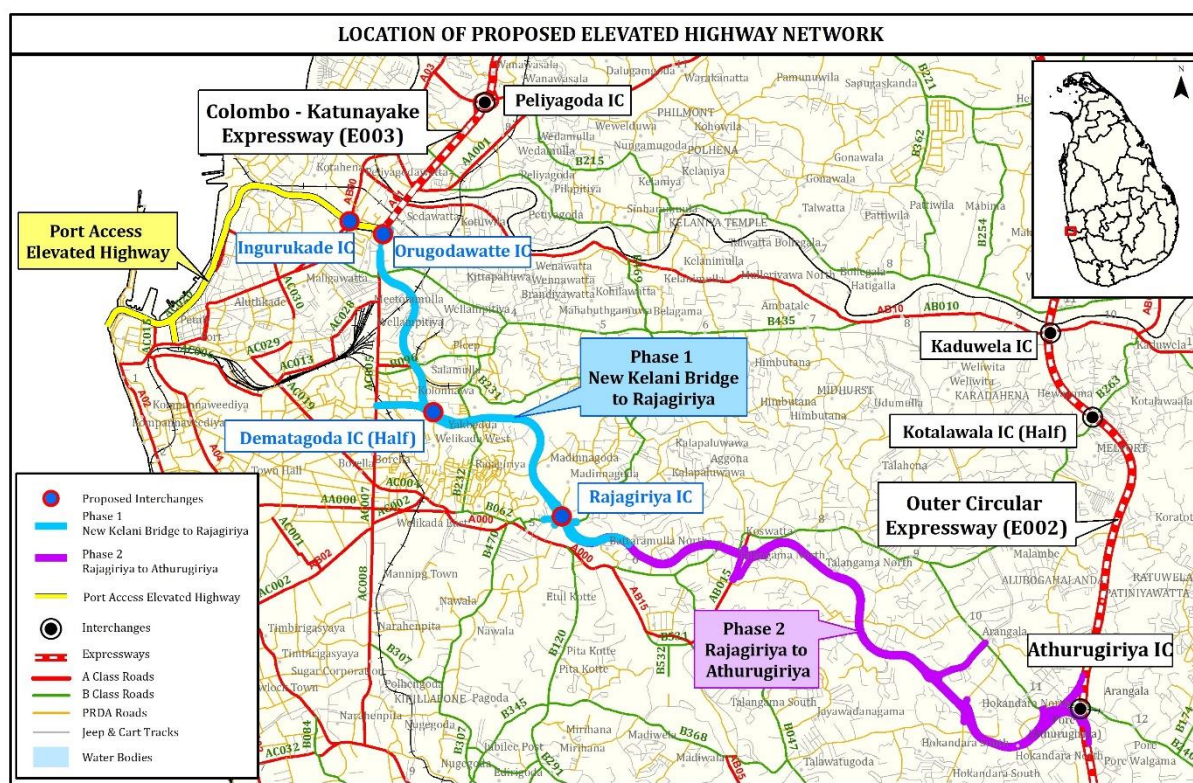
##### *Pre-construction Phase*

- Feasibility Study to select a socially, environmentally & economically viable alignment.
- Awareness programme for residents in the area affected by the project to get their consent for a ground survey.
- Awareness meetings regarding projects to the public.
- Getting approvals from relevant authorities as required & coordinating with them.
- Environment Impact Assessment (EIA) Report which is required for obtaining approval from Central Environmental Authority (CEA)
- Ground Survey works
- Re-settlement Action Plan (RAP) for the Project.
- Acquisition of land for Right Of Way (ROW) & payment of compensation.

- Procurement activities connected with consultancy work and investors. Preparation of EOI, Technical Schedules, RFP and Concession Agreement for the procurement of investors. Facilitating the functions of Evaluation Committees/Procurement Committee/CANC and monitoring the progress of activities with the procurement plan to ensure the timely completion of tasks as scheduled.
- Development of re-settlement sites for relocation of affected homesteads.

### Construction Phase

- Provide unencumbered and vacant possession of the ROW
- Provide reasonable support to the Private Partner before and during the execution of the Project, as per the terms of the Concession Agreement.
- Providing availability payments in line with Concession Agreement.
- Collection of project records from other relevant agencies and establishing an integrated project data bank with regular updating that can serve as the basis of an information system and monitoring tool.
- Monitoring the performance of consultants engaged in the project to ascertain their fulfilment in accordance with the contractual commitments.
- Review of progress periodically of individual Contracts identifying the slippages.



Map 2-7: Project Location Map

Table 2-66: Overall Project Progress

Description	Progress	
Feasibility Study (NKB-Athurugiriya)	Completed	
EIA & RAP reports for NKB to Rajagiriya section	Completed	
Land Acquisition (NKB-Athurugiriya)	<b>NKB to Rajagiriya Section:</b> Section:15 Gazettes (Sec 38) have been published :15 nos PP surveys have been completed. Request for assessment from valuation department, done for 1150 lots. Number of section 10(1) notice issued-1223 Number of Assessment obtained-871	<b>Rajagiriya to Athurugiriya Section:</b> As per stay order for the case number 546/2021 and 545/2021 of COA, further acquisition work has been temporary stopped. Five Advanced Tracings were received. Section 38(a) published for one Advance tracing. Section 38(a) to be published for 4 advanced tracings.
Utility Shifting (NKB-Athurugiriya)	<b>NKB to Rajagiriya Section:</b> MOUs on raising of 132KV line from Kelanithissa to Kolonnawa and Kolonnawa to Pannipitiya are signed. 1 <sup>st</sup> installment of Rs. 130Mn paid for Kelanithissa to Kolonnawa line. Second installment of 380mn to be paid. 1 <sup>st</sup> installment of Rs. 280mn with respect to raising of Kolonnawa-Pannipitiya 132KV line to be paid immediately. Payment of Rs. 30 Mn for shifting 33Kv line from Meethotamulla-Kolonnawa has been paid. Estimation for shifting of substation (Nigrodarama road) is going on. Draft MOU sent to CEB for utilization of CEB premises for review. Requested funding of Rs.1051 Mn yet to be received.	<b>Rajagiriya to Athurugiriya Section:</b> As per stay order for the case number 546/2021 and 545/2021 of COA, utility shifting work has been temporary stopped. But, estimated have been received from the CEB.
Procurement Work (NKB - Athurugiriya)	RFP was issued for seven applicants on 06.11.2020. Cabinet of Ministers has granted to negotiate with CHEC who is on substantially responsive and technically qualified bidder with regard to the terms and conditions of financial proposal and technical proposal. Cabinet approval has been received for amended concession period (18 years) and for accepted semi annual annuity payment by CANC. Negotiations are almost completed for concession agreement (CA) and schedules in Employer's requirement( ER). Legal advice for issues in CA & ER were received from the Hon.Attorney General (AG) department on 01/04/2022 as response to the letter dated 21/03/2022 of Ministry of transport & Highways. As per AG 's letter dated 15/04/2022 the interim relief order issued by Court of Appeal (COA) on 21/02/2022 is only effective for section 6+900km to 16+400km (Rajagiriya-Athurugiriya) . CHEC disagreed to sign the CA only for the section 1 ( NKB to Rajagiriya) and has submitted conceptual proposal for changes in clauses of CA. Hon.AG has advised to obtain recommendation of the Project Committee (PC) and CANC for this new	

Description	Progress
	conceptual proposal. In this regard several PC meetings were held in August 2022 and recommendations of PC were submitted to CANC at end of August 2022. CANC meeting was held on 27/09/2022 to discuss the TEC report.
EIA for Rajagiriya to Athurugiriya section	Scoping meeting was held via online for getting CEA approval. Construction elevated highway project has been gazetted as a permitted activity in the EPA area under the Gazette no. 2237/07 on 19.07.2021 Consultancy services for the EIA has been awarded to the University of Kelaniya. And the Draft EIA report has been submitted to CEA. The EIA report has been opened for public from 4 <sup>th</sup> October to 16 <sup>th</sup> November 2022. Second TEC meeting held on 1 <sup>st</sup> November 2022. The consultant team attended to the comments made by the 2 <sup>nd</sup> TEC as well as the public and forwarded to the ESD division of RDA for review. Final submission of RAP and SIA has not been done by the Consultant.
Resettlement for NKB to Rajagiriya Section	MOU has been signed with UDA to resettle around 1100 families to housing scheme. Cabinet approval has been received to provide 1100 nos of housing units affected on 07/06/2021. Two housing schemes are ready to occupy. After completion of 1 <sup>st</sup> and 2 <sup>nd</sup> committees as per the cabinet approval, resettlement activities will begin. Housing committee meeting were held for affected people-592 Social Committee meetings were held for affected people-25 Meeting for raffle draw is being arrange for 600 affected people. A bid received for providing security services for housing schemes.
Selecting of Independent Engineer	Published the EOI document on 29/09/2021. Evaluation of EOI is in progress for the short listing of applicants. Members of the CACPC has submitted their report regarding followings to the Chairman CACPC for approval; <ul style="list-style-type: none"> <li>- The EOI short listed applicants. Members of CACPC</li> <li>- REP document for procurement of Independent Engineer</li> </ul> Draft triparty agreement document for the appointment of Independent Engineer has been submitted to AG department and comments has been received from the AG.

Table 2-67: Summary Progress

Description	TEC (Rs. Mn)	Date of Commencement	Date of Completion	Physical progress up to end of 2021	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical progress as at end of 2022	Cumulative Expenditure as at end of 2022 (Rs. Mn)
Elevated Highway from New Kelani Bridge- Athurugiriya	379,589.20	Aug 2017	Jan 2025	12.7%	1041.4	16.45%	1081.6

**Constraint to progress during the year**

- I. Interim reliefs issued by the court of appeal
- II. Pandemic situation
- III. Not receiving impress on time
- IV. Delays in other stakeholder organizations
- V. Negotiation of the Concession Agreement was continued without a final agreement

### 2.3.4 Special Projects Management

The following two projects are implementing under this PMU,

- Reconstruction of 25 Bridges on National Highways funded by Kuwait Fund for Arab Economic Development (KFAED)
- Construction of Southern Extension of Baseline Road (Phase III – Stage I)

#### (i) Reconstruction of 25 Bridges Project (KFAED Loan)

Project has been subdivided in to three packages and Package 1 constructions was completed in 2020. Details of Package 2 & 3 are described below;

#### • Consultancy Services

##### *Consultancy Services for Package 2*

- The contract was awarded to JV Dr. Abdul-Raheem Consultants (NARCO)/ Resources Development Consultants (Pvt.) Ltd.
- Contract Agreement was signed on 25/09/2018 and consultancy service commenced on 05/10/2018.

##### *Consultancy Services for Package 3*

- The contract was awarded to M/s Al - Abdulhadi Engineering Consultancy (AEC) Joint Venture with Consulting Engineers & Architects Associated (Pvt) Ltd.
- Contract Agreement was signed on 15/05/2020 & consultancy service commenced on 01/07/2020.
- Consultancy The consultant has suspended the work from 31st August 2022 due to non-payment of IPCs.

#### • Civil Work

##### *Civil works Package 2*

- Contract Agreement was signed between RDA and ELS Construction PVT (Ltd.) on 15th May 2020 and civil works commenced on 23<sup>rd</sup> January 2020.
- Civil works were completed on 03<sup>rd</sup> February 2022 & handed over to RDA.
- Payment of SAC is delayed due to the suspension of disbursement by the donor.
- The contractor has some disputes regarding 4 claims and as per the provision in the contract, DAB is appointed. The preliminary meeting of DAB was held on 12.12.2022 and it is processing now.
- DNP will end on 02<sup>nd</sup> February 2023 and the final bill has to be submitted by the contractor.

##### *Civil works Package 3*

- Contract Agreement was signed between RDA and M/s Consulting Engineers & Contractors (CEC) JV with Sanken Construction (Pvt.) Ltd on 24<sup>th</sup> June 2020.
- Construction work progress has been slowed down due to the covid pandemic , shortage of fuel and construction materials arise as a result of the economic crisis in the country.
- Bridge No. 75/1 and Bridge No. 76/1 on Katugastota – Kurunagala - Puttalam Road (A 010) and Bridge No. 53/1 on Paranthan – Karachchi – Mullaitivu Road (A 035) are substantially completed and handed over to RDA.
- In accordance with the loan agreement employer has suspended the civil work contract as the consultant has suspended the work.
- The payment of Rs. 68.192Mn has not been paid to the contractor due to the suspension of the loan.

Loan saving of KWD 3,149,707.02 (Approximately Rs.3,700Mn) is anticipated due to the appreciation of KWD against Sri Lankan Rupee and Additional Bridges have been proposed to construct using this loan saving under Package 4,5 & 6.

**Package 04:** Bridge No. 52/1 on Colombo - Galle - Hambanthota - Wallawaya Road (A002) - Maggona Bridge

- Contract Agreement was signed between RDA and ELS Construction PVT (Ltd.) on 03<sup>rd</sup> March 2022.
- Construction works have been slowed down due to shortage of fuel and the contractor temporarily suspended the work from 21<sup>st</sup> July 2022.

**Package 05 & 06**

Table 2-68: Status of additional bridge packages

Bridge	Present Status
Bridge No. 4/1 on Ekala – Kotadeniyawa Road (B111)	Fund concurrence received
Bridge No. 1/6 on Jaffna Junction – Sri Maha Bodhi Road (B164)	Request for inclusion of above bridges sent for fund concurrence on 17 <sup>th</sup> February 2022 and awaiting fund concurrence
Bridge No. 1/5 on Kirindiwita – Ganemulla Road (B226)	
Bridge No. 13/2 on Ja-Ela – Ekala – Gampaha – Yakkala Road (A033)	
Bridge No. 10/3 on Ja-Ela – Ekala – Gampaha – Yakkala Road (A033)	
Bridge No. 1/2 on Dunagaha – Nilpanagoda Road (B108)	





Table 2-69: Progress of Reconstruction of 25 Bridges Project during 2022

Road or Bridge Name	Bridge No	TEC (Rs. Mn)	Date of Commence ment	Date of completion or Anticipate date of completion	Physical Progress up to end of 2021	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress as at end of 2022	Cumulative Expenditure up to end of 2022 (Rs. Mn)
Package 01								
Consultancy Services	-	26.00	04.09.2015	Terminated	-	25.68	-	25.68
Kaduwela-Biyagama Road ( AB04)	1/1	1,165.84	07.09.2015	19.06.2020	100%	1,184.71	100%	1,230.18
Galagedera-Horana Road (B123)	14/3							
Galagedera-Horana Road (B123)	14/8							
Kegalle-Bulathkohupitiya-Karawanella Road (A021)	11/4							
Veyangoda-Ruwanwella Road (B445)	32/1							
Tangalle-Weeraketiya Road (B410)	2/2							
Tangalle-Weeraketiya Road (B410)	2/3							
Ampilanthurai-Veramunai Raod (B018)	10/2							
Package 02								
Consultancy Services		231.41	2018.10.05	2023.01.22		152.44	-	205.54
Kegalle-Bulathkohupitiya-Karawanella Road( A021)	39/4	1,289.76	23.01.2020	10.02.2022	97.65%	819.76	100%	955.48
Galigamuwa-Ruwanwella Road (B127)	20/2				100%			
Galigamuwa-Ruwanwella Road (B128)	16/1				100%			
Dehiowita-Deraniyagala - Noori Road (B093)	2/2				100%			
Dehiowita-Deraniyagala - Noori Road (B093)	5/1				96.84%			
Dehiowita-Deraniyagala - Noori Road (B093)	7/1				100%			
Dehiowita-Deraniyagala - Noori Road (B093)	8/9				100%			
Dehiowita-Deraniyagala - Noori Road (B093)	14/1				100%			
Mawanella-Hemmathagama-Singhapitiya Road (B279)	17/1				98.36%			

Road or Bridge Name	Bridge No	TEC (Rs. Mn)	Date of Commencement	Date of completion or Anticipate date of completion	Physical Progress up to end of 2021	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress as at end of 2022	Cumulative Expenditure up to end of 2022 (Rs. Mn)
<b>Package 03</b>								
Consultancy Services		353.74	2020.07.01	2023.03.01		131.57	-	220.13
Katugastota - Kurunegala - Puttalam Road (A010)	75/1	2,057.61	20.07.2020	19.01.2022	83%	1,144.25	99%	1,536.02
Katugastota - Kurunegala - Puttalam Road (A010 )	76/1				99.8%		100%	
Thoppu - Madampe Road (B419)	16/1				55.4%		75.4%	
Navatkuli - Kerativu - Mannar Road (A032)	78/5				81%		95.8%	
Paranthan - Karachchi - Mullaitivu Road (A035)	53/1				94%		100%	
Colombo - Kandy Road (A001)	31/3				67%		84.2%	
Colombo- Kandy Road (A001)	32/2				47.5%		83.3%	
Battuluoya -Udappuwa - Andimunai Road (B614 )	3/5				73%		94.9%	

### 2.3.5 Miscellaneous Foreign Aided Project

Miscellaneous Foreign Aided Project (MFAP) handles the foreign aided projects which are mostly funded by bi-lateral agencies. In 2022, this division handled projects under OPEC Fund for International Development (OFID), Saudi Fund for Development (SFD), Hungarian Funds and GOSL Funds.

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

Under this project rehabilitation and improvement of 6 road sections having total length of 79.3 km in Central, Eastern, Sabaragamuwa and Western provinces were completed by end of 2017.

In 2018, improvement of Kandy - Jaffna road section from 53+740 km to 58+000 km commenced using the savings in the fund and it was completed in 2020. Further loan balance was utilized to widening of three bridges (Bridge No. 4/3, 6/1 and 6/2 ) on Orugodawatta – Ambatale Road ( B435). No land acquisition is carried out under this project for these bridges since the acquisition was completed under Orugodawatta - Ambatale road improvement project. The bridge construction is being interrupted by the existing water pipes of NWS&DB. Summary progress of the project is shown in table no:77.

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

The Government of Sri Lanka (GOSL) obtained a loan of US\$ 40 Million from the OPEC Fund for International Development (OFID) for rehabilitation and improvements of 4 roads having total length of 39.3km and reconstruction of bridge No.3/2 across Ma Oya on Polgahawela Kegalle Road (A019) under National Roads Improvement project.

After completion of the above projects considering the saving available in the fund it was decided to improve Peradeniya – Badulla – Chenkaladi Road (A005) section from (0.42 km – 3.05 km) which was earmarked on original project improvement schedule and constructions commenced in year 2017.

Subsequently, with the donor concurrence available loan balance has been utilized to widening and reconstruction of the two bridges ( bridge no 3/1 and 4/2) on Orugodawatta – Ambatale Road (B435). No land acquisition is carried out under this project for these bridges since the acquisition was completed under Orugodawatta - Ambatale road ( B435) improvement project. Summary progress of the project is shown in table no:78.

During year 2022, Rs. 262.57 Mn. has been paid as land acquisition compensation for previously completed projects.

Table 2-70: Summary Progress of Road Network Development Project Funded by Saudi Fund for Development (SFD-2)

<i>Road/Bridge Name</i>	<i>Length</i>	<i>TEC (Rs.Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated date of Completion / Date of Completion</i>	<i>Progress up to 2021</i>	<i>Cumulative Expenditure up to 2021 (Rs.Mn)</i>	<i>Progress as at end of 2022</i>	<i>Cumulative Expenditure up to end of 2022 (Rs.Mn)</i>
Rehabilitation and Improvements to Kandy – Jaffna Road (A009) Section from 53+740 km – 58+000km Including Naula Town	4.26km	590.62	04/12/2018	03/08/2020	100%	551.27	100%	-
Improvement of Bridge 4/3 on Orugodawaththa – Ambathale Road (B435)	9.5 m	251.1	19/09/2019	08/03/2022	56.4%	205.61	100%	236.89
Improvement of Bridge 6/1 on Orugodawaththa – Ambathale Road (B435)	8.5 m	257.26	19/09/2019	08/03/2022	96.4%	176.54	100%	204.49
Improvement of Bridge 6/2 on B435 Orugodawaththa – Ambathale Road (B435)	12.5 m	317.2	11/10/2019	30/04/2022	52.6%	148.81	82%	184.26

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

The Government of Sri Lanka (GOSL) obtained a loan of US\$ 50 Million (Loan No. 1511 PB) from the OPEC Fund for International Development (OFID) for rehabilitation and improvements of 13 roads in Colombo having total length of 60 km and widening of bridge no. 2/1 on Nawala – Narahenpita – Nugegoda Road under Colombo National Highway Project.

Widening and improvement of Sri Jayewardenepura Hospital road, Dematagoda – Wellampitiya road, Kolonnawa – Yakbedde road, Welikada – Kohilawatta road, Aluthmawatha and Center road (Mattakkuliya), Kotte-Bope road, Kottawa-Thalagala road and bridge no 2/1 on Narahenpita-Nawala-Nugegoda road have been already completed. Widening and improvement of Orugodawatta - Ambatale road are in progress and widening to be commenced for Walgama – Diyagama road (7.06 km) and Piliyandalaa – Maharagama road (5.38 km).

- **Improvement of Kotte - Bope Road ( B240 ) Section from 16+740 km to 28+004 km**

The contractor International Construction Consortium (Pvt) Ltd completed the construction work in 2021. Land acquisition has been completed under Homagama and Padukka DS Divisions. Payments of compensation are in progress. Rs. 1,228.7 Mn. has been paid as compensation for land acquisition.

- **Improvement of Kottawa – Thalagala Road ( B239 ) Section from 1+000 km to 15+480 km**

M/s International Construction Consortium (Pvt) Ltd is the contractor for this project and work has been completed in 2022. Land acquisition has been completed under Maharagama, Kesbewa, Homagama, Padukka and Horana DS Divisions. Compensation payments are in progress. Rs. 1,448.69 Mn. has been paid as compensation for land acquisition. Land acquisition could not be completed for 75m length due to court case.

- **Improvement of Ourgodawatta - Ambatale Road( B435 ) Section from 0+000 km to 7+700 km**

Under this project Ourgodawatta - Ambatale Road will be widened to four lane facility and it is implementing in two stages.

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

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

#### *Land Acquisition:*

Most of buildings acquired under Stage I are demolished and demolishing of buildings under Stage II is in progress. Rs. 5,686.24 Mn. has been paid as compensation for land acquisition.

#### **Progress of Civil Works:**

Stage I: Contractor: Komuthi HCM JV

The contract was terminated due to poor performance on 18.10.2019 and later revoke the termination (on 20.02.2020). At the end of year 2022, construction work is in progress and progress is hindered due to delays in land acquisition and laying water mains by NWS&DB.

Stage II – Contractor: Tudawe Brothers

At the end of year 2022, construction work is in progress and existing utilities (CEB/LECO & SLT) are hindering the progress of Stage II construction.



ABC Layer Preparation at  
Ch.7+030-7+060 RHS



Drain and foot walk  
construction at Ch.7+000



ABC Priming Work at  
Ch. 2+800 LHS -

- **Improvement of Maharagama – Piliyandala Road ( B367 ) section from 0.000 km to 5+800 km**

Due to fund restriction it has been decided to commence the work in 1.8km section from Piliyandala end and awaiting MPC approval to award the contract. Rs. 951.21 Mn. has been paid as compensation for land acquisition.

- **Improvement of Walgama – Diyagama Road ( B452 ) Section from 0+000 km to 7+060 km**

It has been decided to delay calling of bids due to land acquisition delay. Kaduwela and Homagama D.S. Divisions involve with land acquisition. Rs.1,080.26 Mn. has been paid as compensation for land acquisition and vouchers worth of Rs. 427.56 were available as at 31.12.2022 for land acquisition payments.

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

The Government of Sri Lanka (GOSL) obtained US\$ 17 Mn loan (Loan No. 1662P) from the OPEC Fund for International Development (OFID) for rehabilitation of 25.79 km of roads under Western Province Road Development project.

**Package I**

Kaduwela – Athurugiriya Road (0.0 km – 9.50 km)

**Package II**

Wadduwa – Moronthuduwa (0.0 km-5.28 km)

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

Construction work of Package II has been completed in 2020.

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

Contractor is Hovael Construction (Pvt) Ltd and at the end of 2022, physical progress is 91.95%. Time extension has been granted till 15.03.2023 due to delay in land acquisition and shifting of CEB poles, BOQ quantity increase, site close due to Covid 19 pandemic, insufficient fuel for the machineries and material shortage. Rs. 972.07 Mn. has been paid as compensation for land acquisition and the project progress is mainly affected by the delay in land acquisition. Kaduwela D.S. Division involves with land acquisition. Delay in shifting utilities hindering the progress of construction.

**(v) OFID Funded Galle - Deniyaya - Madampe Road ( A017) Project (OFID -4)**

The Government of Sri Lanka (GOSL) has obtained US\$ 40 Million loan from the OPEC Fund for International Development (OFID) for widening and improvements of Galle - Deniyaya - Madampe road (A017) section from 112.6 km (Suriyakanda) to 130.6 km (Rakwana) (18 km). Land acquisition will be done according to the Land Acquisition Regulations, 2008 which was approved by the Parliament of Sri Lanka on 17th March, 2009. It has been decided to implement the project under 3 contract packages as follows.

Package A – Contractor: M/s Consulting Engineering & Contractor's (Pvt) Ltd.

Package B – Contractor: M/s Ruhunu Development Contractor's & Engineers (Pvt) Ltd

Package C – Contractor: M/s KDA Weerasinghe & Company (Pvt) Ltd.

Table 2-71: Summary Progress of Projects Funded by OPEC fund for International Development (OFID)

Name	Road/Bridge	Length (Km)	TEC (Rs.Mn)	Date of Commencement	Anticipated date of Completion / Date of Completion	Progress up to 2021 (%)	Expenditure up to 2021 (Rs.Mn)	Progress as at end of 2022	Cumulative Expenditure as at end of 2022 (Rs.Mn)
<b>National Roads Improvement Project Funded by OPEC fund for International Development (OFID-01)</b>									
Improvement and Rehabilitation of A005 Peradeniya – Badulla – Chenkaladi Road Section from 0+042 km-3+005 km		2.63	407.78	09.06.2017	13.12.2021	95.22	369.44	100%	422.41
Reconstruction of Bridges 4/2 on Orugodawatta – Ambatale Road		11.5m	414.10	17.10.2022	16.01.2024	-	-	-	81.05
Reconstruction of Bridges 3/1 on Orugodawatta – Ambatale Road		40.5m	377.92	03.11.2022	02.02.2024	-	-	-	27.97
<b>Colombo National Highways Project funded by OPEC fund for International Development (OFID-2)</b>									
Improvement of Kottawa – Thalagala Road		14.48	1,253.38	20.02.2017	12.01.2022	97.5	1,400.35	100%	1,630.69
Improvement of Kotte - Bope Road		11.26	1,193.41	20.02.2017	15.03.2021	100.0	1,193.40	100%	1,205.99
Improvement of Orugodawatta – Ambatale Road (Stage I)		3.56	1,528.40	07.01.2017	23.01.2023	72.0	683.51	83.94%	907.58
Improvement of Orugodawatta – Ambatale Road (Stage II)		4.14	1,943.50	18.10.2019	23.01.2023	64.0	861.17	78.79%	999.99
<b>Western Province Road Development Project funded by OPEC fund for International Development (OFID-3)</b>									
Rehabilitation/Improvement to Wadduwa - Morontuduwa Road & Bellana - Moragala Road (0+000 km-5+280 km & 0+000 km-9+830 km)		15.11	1,064.46	05.10.2017	07.09.2020	100.0	1,063.10	100%	1,293.73
Rehabilitation /Improvements of Kaduwela - Athurugiriya Road (0+000 - 9+500 km) & Walgama - Athurugiriya Road (0+000 - 1+210 km)		9.5	1065.00	29.01.2018	15.03.2023	68.1	768.24	91.95%	1,055.72
<b>Galle - Deniyaya - Madampe Road Project (OFID - 4)</b>									
Package A: A017 road Sooriyakanda – Rakwana section (from Ch. 112+600 km to Ch. 118+600 km)		6	1825.52	17.10.2022	16.10.2024	-	-	3.51%	178.02
Package B: A017 road Sooriyakanda – Rakwana section (from Ch. 118+600 km to Ch. 124+600 km)		6	1850.14	17.10.2022	16.10.2024	-	-	7.2%	142.44
Package C: A017 road Sooriyakanda – Rakwana section ( from Ch. 124+600 km to Ch. 130+600 km)		6	2000.97	27.12.2022	26.12.2024	-	-		



### **(vi) Construction of two Flyovers at Kohuwala & Gatambe**

Two flyovers have been proposed to construct at Kohuwala and Gatmabe junctions to provide a reasonable solution for heavy traffic congestions experienced at these locations. Responding to a request made by the External Resources Department, in 2017, the Government of Hungary confirms their agreement to provide concessional tied aid credit line for the construction of flyovers in Sri Lanka and nominates Betunopitepito PLC as sole agent to implement the project. The Government of Sri Lanka and Government of Hungary enters into a frame work agreement for providing concessional financing for infrastructure development projects on 13<sup>th</sup> April 2018. Accordingly, it has been agreed to provide Euro 52.0 Mn. loan for construction of two flyovers.

#### **Kohuwala Flyover**

This flyover is located at Kohuwala junction, along the Colombo-Horana road (B084). Civil works of the Kohuwala flyover commenced on 16.08.2021 and progress as at 31.12.2022 is 62%.

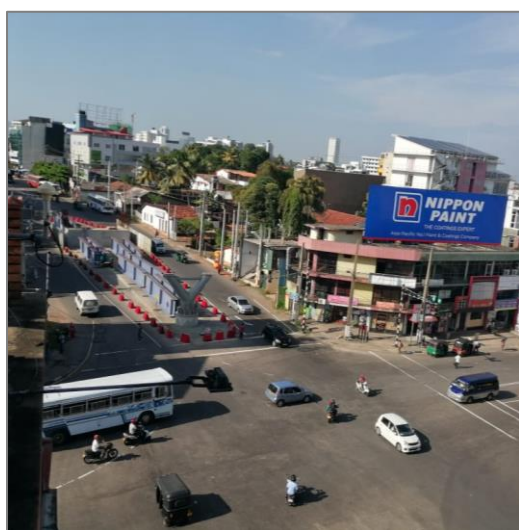
Land acquisition progress is 75%.

- Substructure Completed.
- Steel Superstructure Installation in progress.
- Service road up to wearing course 280 m completed on both sides.
- Drains 150M completed.

#### **Gatambe Flyover**

This flyover is located along William Gopallawa Mawatha (AB42). Civil works commenced on 16.08.2021 and progress at 31.12.2022 is 36%. For land acquisition Section 7 has been gazetted. Inquiries are in progress and valuations are pending.

- Meda Ela Bridge Substructure Completed, Superstructure to be done.
- Main Flyover Abutment at Kandy end (AB2) & Branch Flyover abutment (AB3) is completed.
- Pier 5, 6, and 8 Pile Caps Completed. Piling is to be done in AB1, Pier 1, 2, and 3.
- Sirimavo Bandaranayake Mawatha road widening completed.



Construction of Kohuwala Flyover



Construction of Gatambe Flyover

Table 2-72: Progress of Flyover Projects

<i>Description</i>	<i>TEC (Rs.Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated date of completion</i>	<i>Progress as at end of 2021 (%)</i>	<i>Cumulative Expenditure as at end of 2021 (Rs.Mn)</i>	<i>Progress as at end of 2022 (%)</i>	<i>Cumulative Expenditure as at end of 2022 (Rs.Mn)</i>
<b>Design and Construction of Two Flyovers at Kohuwala &amp; Gatambe under Hungarian Financial Assistance</b>							
Design & Construction of Kohuwala Flyover - Length : 297m	2,213.22	16.08.2021	16.06.2023	29.0	622.14	62.0	2,165.88
Design & Construction of Gatambe Flyover – Length : 889m	8,186.77	16.08.2021	16.01.2024	8.0	2,119.05	36.0	2,873.54

#### Constraints to progress of the road and bridge projects during the year

- Insufficient fund availability for the payment of land acquisition compensation
- Delay in land acquisition due to lack of capacity of institutions viz: Divisional Secretariats, Survey Department, and Valuation Department etc.
- Inordinate delay caused in shifting of utility services viz: Electricity, Water, Telecom etc.
- Difficulty of getting required personnel for Consultancy Service
- Initial delay cause materializing foreign loan agreements etc.
- Scarcity of construction materials like soil, rock, metal etc. due to the crisis situation in the country.
- Contractor's poor financial management and non-availability of working capital to run the projects smoothly
- Covid – 19 pandemic situations in world wide
- Inadequacy of fuel for machineries

### 2.3.6 Transport Connectivity and Asset Management Project

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

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

#### Project Concept (Original)

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

Later, the project has been restructured in stages as given below;

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

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

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

- Operationalizing asset management system and unit; related capacity building
  - Capacity building, training, and Consultancies (Including road sector policy & Strategy, monitoring & evaluation of component 1, Road Safety)
  - Institutional and governance reforms action plan
  - Monitoring and evaluation of Component 1
  - Road Safety
  - Equipment
  - Incremental Operating Cost
- As per the request of GOSL dated 06<sup>th</sup> May 2020, to the World Bank to cancel an amount of US\$ 7 million from the uncommitted balances of the project to re-commit the cancelled funds for the countries COVID-19 response, a partial cancelation of US\$ 7 million was approved by the World Bank and accordingly cost items have been revised.

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

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

### Project Concept (Present)

After the restructuring process, the objective of the project is revised as follows:

#### **“Strengthening the capacity of the Road Development Authority for asset management”**

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

Table 2-73: Project Cost by category (Present)

Component	Cost Item	Revised Costs (US\$ Million)
Institutional Strengthening and Capacity Building for Asset Management (RDA)	Operationalizing asset management system and unit; related capacity building	5.5
	Capacity building, training, and Consultancies (Including Road Safety)	1.5
	Equipment	0.5
	Incremental Operating Cost	1.5
<b>Total</b>		<b>9.0</b>

#### *General Details*

- Donor World Bank (IDA)
- WB Board Approval Date May 9, 2016
- CR- 5788 LK signing September 29, 2017
- CR- 5788 LK Effectiveness December 8, 2017
- Closing Date (Initial) June 30, 2026
- Closing Date (Revised - Restructured) March 31, 2023

### Progress as at end of 2022

A revised work programme has been prepared for the revised items and new targets were established.

Table 2-74: Summary Progress

Vote Particular	Total Estimated Cost (Rs. Mn)	Physical Progress up to end of 2021	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress up to end of 2022	Cumulative Expenditure up to end of 2022 (Rs. Mn)
117 – 2 – 4 – 48 – 2506 (12) FA	1305	53.78%	266.2	77.24%	577.63
117 – 2 – 4 – 48 – 2506 (17) DF	240		136.26		149.77
<i>Total</i>	<i>1545</i>		<i>402.46</i>		<i>727.40</i>

Table 2-75: Physical Progress

Activity	Physical Targets as at 31.12.2021	Physical Progress as at 31.12.2021	Physical Targets as at 31.12.2022	Physical Progress as at 31.12.2022
Operationalizing asset management system and unit; related capacity building.	48.47%	39.40%	72.76%	56.92%
Capacity building, training and consultancies	18.00%	9.35%	20.00%	13.97%
Purchase of Equipment	5.92%	5.03%	7.00%	6.35%
<i>Overall Physical Progress</i>	<i>72.39%</i>	<i>53.78%</i>	<i>99.76%</i>	<i>77.24%</i>

### Progress of Activities During the Year 2022

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

Table 2-76: Progress of Data Collection using MFNSV &amp; FWD

Present Progress as at 31.12.2022			Remarks
	<b>MFNSV (Km)</b>	<b>FWD (Km)</b>	<ul style="list-style-type: none"> <li>▪ Despite working under Travel restriction due to fuel shortage issue, breakdown of MFNSV and restriction on fuel amount due to QR procedure MFNSV surveys have achieved a good progress.</li> <li>▪ However, FWD survey has significant drop (41.8%) due to several reasons mentioned below other than the fuel shortage. Breakdown of tow vehicle/ transferring newly purchased vehicle as the FWD tow vehicle and undertaking majority of client request surveys for RDA Pavement Design purposes affected the FWD survey progress.</li> </ul>
Target	27,000	8,000	
Achieved	23,169	4,658	
<b>Progress</b>	<b>85.8%</b>	<b>58.2%</b>	

- Data Collection Processing.

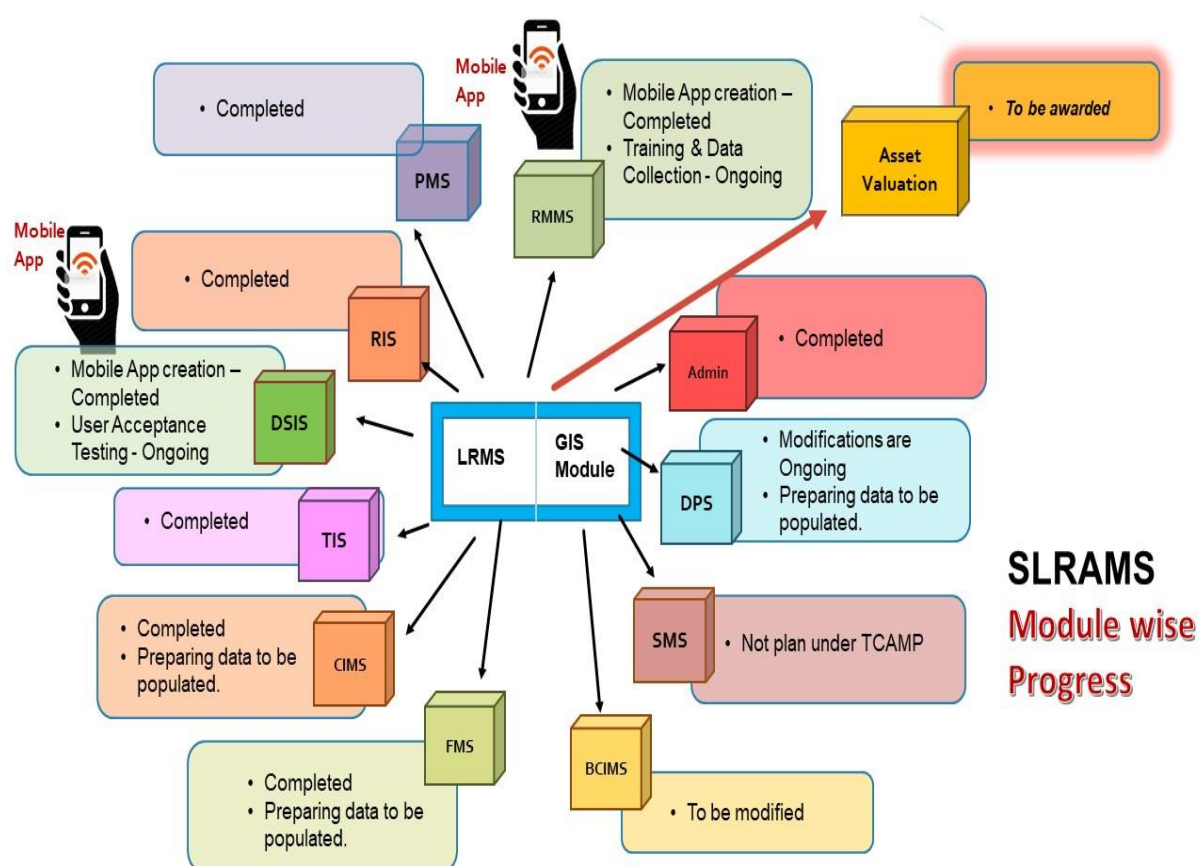
Table 2-77: Progress of Data Processing

Work Description	Overall Target	Overall Achieved	Overall Progress
Administrative boundary correction	54 (Div)	54 (Div)	100%
Image Analysis for Condition data	20400 (km)	17423 (km)	90%
Image Analysis for Inventory data	12000 (km)	12000(km)	100%
Identify Bridge Locations	4200 (Nos)	4200 (Nos)	100%
Correction of JICA-STRADA sections	3200 (sec)	3200 (sec)	100%
Identify Junction Locations	12000 (km)	12000 (km)	100%
Processing & validating Roughness data	22620 (km)	19736 (km)	87%
Processing & validating FWD data	8300 (km)	4510(km)	54%
Image extraction (Center Asset Camera Images)	12000 (km)	12000 (km)	100%

- **Sri Lanka Road Asset Management System( SLRAMS )**

Table 2-78:Progress of SLRAMS

Present Progress as at 31.12.2022	Abandoned
<p>Enhancement of SLRAMS for inclusion of existing Drainage Structure Information (culverts/ side drains/Causeways) Module (DSIS) by providing data collection android mobile App. – UAT is in final stage. (Service Contract)</p> <p>Enhancement of SLRAMS for inclusion of Asset Valuation Module (AVM) for Systematic Valuation of Road Infrastructure – RFP Issued. (Service Contract)</p> <p>Configuration of RMMS Mobile App completed.</p> <p>Populate the SLRAMS and RMMS app to all RDA relevant management, technical and other staff and distribution of tablet to all EE's. – Sabaragamuwa Province completed.</p> <p>Preparation of geodatabases for all modules in progress. Present progress is 75%. GIS Analysis and mapping activities are to be completed.</p> <p>Upload all available data to the system including updated administrative boundaries.</p>	<p>Arc GIS Sever facility for SLRAMS- Migrate RDA owned Arc GIS Sever to ICTA and obtain ArcGIS server facility to SLRAMS.</p> <p>Temporary suspended due to delay in ICTA expansion of sever facilities (due to current crisis situation)</p>



- Performance of Service Contracts and Consultancies

## Main Consultancy and Service contracts under Procurement

1. Road Furniture Extraction from the Images taken by the MFNSV

**COMPLETED**



2. International Road Assessment Program  
- pilot project - 1170 km

**ONGOING**



3. Value Engineering and Introduction of Climate Resilience Strategies for National and Provincial Roads in Sri Lanka

**ONGOING**



4. Enhancement of SLRAMS for inclusion of existing drainage structure information (culverts side drains) module by providing data collection mobile/ tap App

**ONGOING**



5. Asset Inventory and Valuation of Road Assets in RDA - pilot project

**ONGOING**



6. preparation of Right Of Way plans and collection of existing drainage structure information

**ONGOING**





- **Status of Major Procurement**

<b>Activity</b>	<b>Present Progress as at 31.12.2022</b>	<b>Remarks</b>
Purchasing of Multifunctional Network Survey Vehicle (MFNSV).	Contract Awarded.	Contract modification and LC Opening in progress.
Purchasing of one number of 4wd Double cabin Pick-up Truck.	Contract completed	
Purchasing of one number Arial Work Platform Truck.	Contract Awarded on 1st April 2021.	Vehicle handed over to RDA. 80% of payment made. Spare parts not submitted.
Purchasing of Traffic Survey equipment for Planning Division, RDA.	Bid Evaluation is in progress.	Target date of awarding 1 <sup>st</sup> February 2023
Purchasing of Milling Machine for RDA.	Awaiting PPC approval for bid evaluation.	Target date of awarding 1 <sup>st</sup> February 2023.
Procurement of Ground Penetrating Rader (GPR) for Road Development Authority.	Finalization of bidding document in progress.	Target date of awarding 1 <sup>st</sup> March 2023.
Purchase of a Walking Profiler for the Road Development Authority.	PPC approval received for the Bidding Document.	Target date of awarding 15 <sup>th</sup> February 2023.
Purchase of a Database server for Hawkeye database management for the Road Development Authority.	PPC approval received for the Bidding Document.	Target date of awarding 15 <sup>th</sup> January 2023.



Equipment and Machineries under Procurement		
- COMPLETED -	 <p><b>Aerial Work Platform Truck</b></p>	 <p><b>Towing Vehicle for FWD Machine</b></p>
	 <p><b>Network Survey Vehicle</b></p>	 <p><b>GPR (Ground Penetrating Radar)</b></p>
- ONGOING -	 <p><b>Portable Weigh Bridge</b></p>	 <p><b>Road Milling Machine</b></p>
	 <p><b>Piezoelectric Sensor</b></p>	 <p><b>Walking Profiler Machine</b></p>
	 <p><b>Portable Automatic Traffic Counter</b></p>	 <p><b>Portable Video-based traffic counters &amp; classifiers</b></p>

### Constraints to Progress

The Overall Physical Progress of the Project is behind the target by 22.52%. The main reasons for the non-achievement of the targets in 2022 can be described as below;

- Travel restriction due to fuel shortage issue and restriction on fuel amount due to QR procedure. (Directly & indirectly)
  - Delay in survey work
  - Disruptions to routine work
  - Disturbance to in house training
- Delays to survey vehicle maintenance due to restriction on importation of necessary spare parts.
- Purchasing of equipment has been delayed due to import restrictions imposed by the government and delay in obtaining the approval of the Ministry of Finance for importing.

### 2.3.7 Southern Road Connectivity Project

The Southern Road Connectivity Project (SRCP) is for improving connectivity between the expressway network and the local transport network in the Southern Region of Sri Lanka. The objective is for achieving thorough capacity improvement of originally 33.50 km of key national highways linking the Expressway network and finally, 42.20km length completed. In this regard, an ADB loan of US\$ 70 Mn (Loan 3027-SRI) for National Highway improvement and US\$ 5 Mn (Loan 3028- SRI) for capacity enhancement was given. Out of this US\$ 70 Mn is utilized for SRCP.

Total of five projects were planned under this loan and construction work of four projects (CP-01, CP-02, CP-03 & CP-04) were completed by 2020. Five-year Performance Based Maintenance period after the completion of construction has been included for all contracts under this project.

CP 05: Rehabilitation/Improvement of A-004 Road selected road sections from Kirulapona to Godagama (15+360km to 20+420 km) and B-084 Road selected road sections from Pamankada to Pokunuwita (0+500km to 28+180 km) was in progress in 2022.

The revised date of completion of the Package CP-05 was on 31-03-2022 and it was decided to substantially complete the work within the approved Contract Sum since no savings in the loan to revise the Contract and Original Approved Contract Sum were not adequate to complete the original scope. However, when the US\$ was appreciated against the LKR on March 2022, the required funds were created in the loan. So, the Project recommenced on May 2022 in parallel with the processing of the revision of the Contract Sum. But due to the riot condition and scarcity of fuel and explosives, it has to be stopped again, and when the situation was getting normal Project started again in June 2022. However, ADB approved the revised Contract Sum for the works done up to June 2022 (Loan expiring date). Although the ADB approval was received on August 2022, having considered the above issues the works stopped. Accordingly, payment for the work done after June 2022 worth of Rs. 316 Mn remaining is to be settled from GOSL funds.

However, the loan closed on 30-06-2022 and the loan disbursement period ended on 31-12-2022. Therefore, the SRCP PMU was closed and abolished on 30-09-2022.

#### Land Acquisition Progress

Table 2-79: Progress of Land Acquisition Process

Name of the Road	Acquired Lots	Paid Lots	Compensation Paid (Rs. Mn)
Pamankada -Pokunuwita Road CP2 & CP5	2,139	1,762	5,130.63
Kirulapana – Godagama Road CP02 & CP 05	3,342	1,806	3,878.21
Madurugoda - Southern Highway	886	828	423.62
Mirihana - Jubili Post	158	148	216.83
Galle - Baddegama	1,978	1,288	1,413.83
Total	8,503	5,832	11,063.12

All Balance land acquisition documents and the remaining process were handed over to Land Division of RDA. The value of outstanding vouchers in hand is Rs. 1,714 Mn.

Table 2-80: Progress of SRCP as at end of 2022

CP No	Name of the Road	Road Length (km)	Road Section		TEC (Rs. Mn)	Date of Commencement	Anticipated date of completion	Physical Progress up to end of 2021	Cumulative Expentiture up to end of 2021 (Rs.Mn)	Physical Progress as at end of 2022	Cumulative Expenditure as at end of 2022 (Rs. Mn)
			From	To							
CP 01	Moratuwa Piliyandala B295	2.5	2+620	5+120	1,319.45	22.04.2015	14.10.2016	100	654.00	100	654.00
	Rathmalana Mirihana B389	2.14	5+700	7+840							
CP 02	Kesbewa- Pokunuvita B084	9.09	13+800	28+180	3,904.62	17.11.2016	16.05.2019	100	3,528.00	100	3,573.00
	Kirulapana- Godagama A004		0+130	1+000							
			15+360	16+280							
CP 03	Southern Expressway- Madurugoda Road B157	12.37	30+000	42+372	2,364.92	09.09.2016	30.08.2016	100	2,342.00	100	2,342.00
CP 04	Ambatale- CINEC Junction:1.883km	1.883	0+000	1+883	282.02	01.07.2017	01.04.2018	99.27	282.00	100	282.00
CP 05	Pamankada -Pokunuvita B084	12.45	0+520 to 1+100, 10+500 to 13+450, 23+400 to 28+180,		3,970.19	29.02.2020	03.06.2021	91	3,382.00	91	4,601.00
	Homagama- Godagama A004		15+360 to 17+260, 18+200 to 20+420								
Total					11,841.20				10,188.00		11,452.00

### Constrains to Progress

- During implementation of Package CP-05 the following issues were encountered
  - Scarcity of fuel & explosive
  - Scarcity of Construction material
  - Uncertainty due to public unrest and riots condition after May 2022
- The revised date of completion of the CP-05 Package was on 31-03-2022 and it was decided to substantially complete the work within the approved Contract Sum since no savings in the loan to revise the Contract and Original Approved Contract Sum were not adequate to complete the original scope. However, when the US\$ against the LKR was appreciated on March 2022, the required funds were created in the loan. So, the Project recommenced on May 2022 in parallel with the processing of the revision of the Contract Sum. But due to the riot condition and scarcity of fuel and explosives, it has to be stopped again, and when the situation was getting normal Project started again in June 2022. However, ADB approved the revised Contract Sum for the works done up to June 2022 (Loan expiring date). Although the ADB approval was received on August 2022, having considered the above issues the works stopped. Accordingly, payment for the work done after June 2022 worth of Rs. 316 Mn remaining is to be settled from GOSL funds.



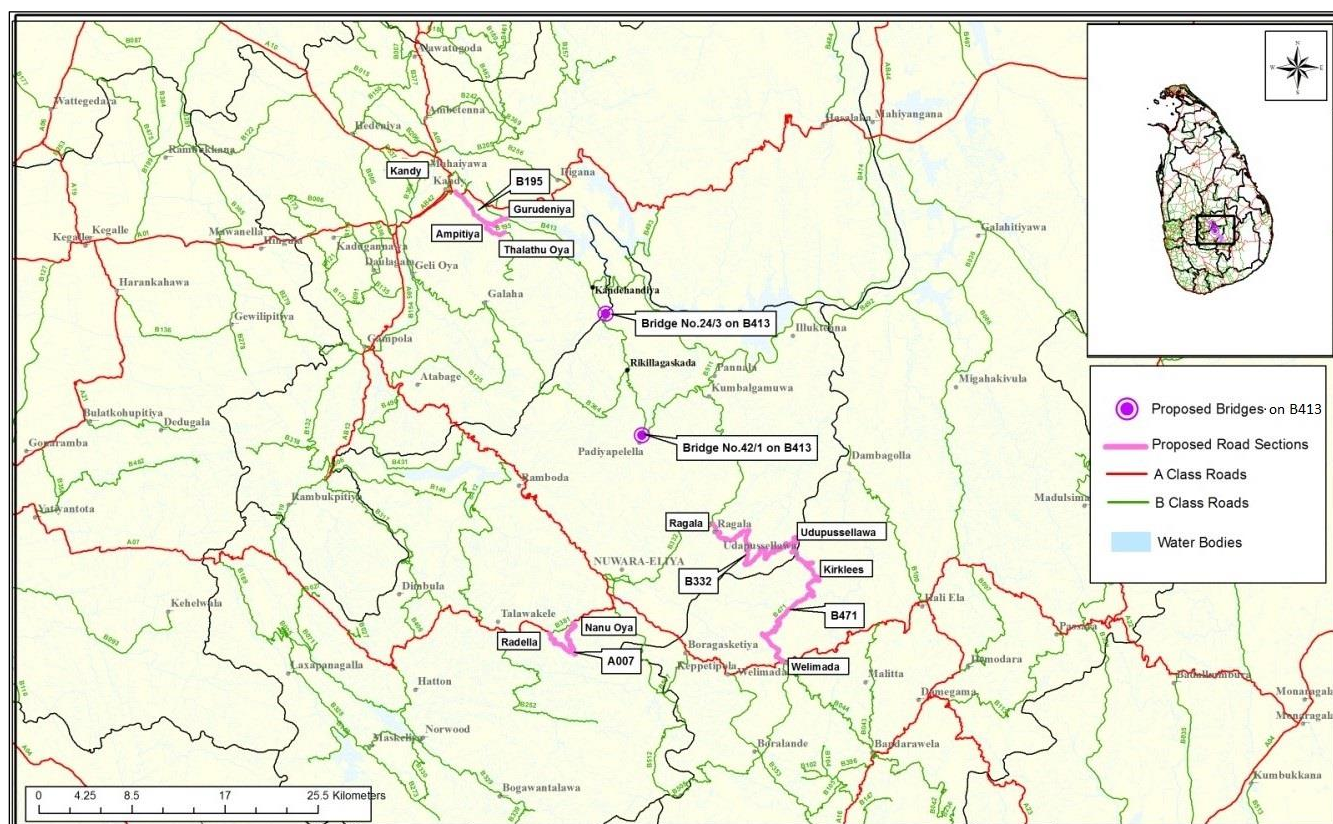


### 2.3.8 China EXIM Bank (Hunan Branch) Funded Project

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

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

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



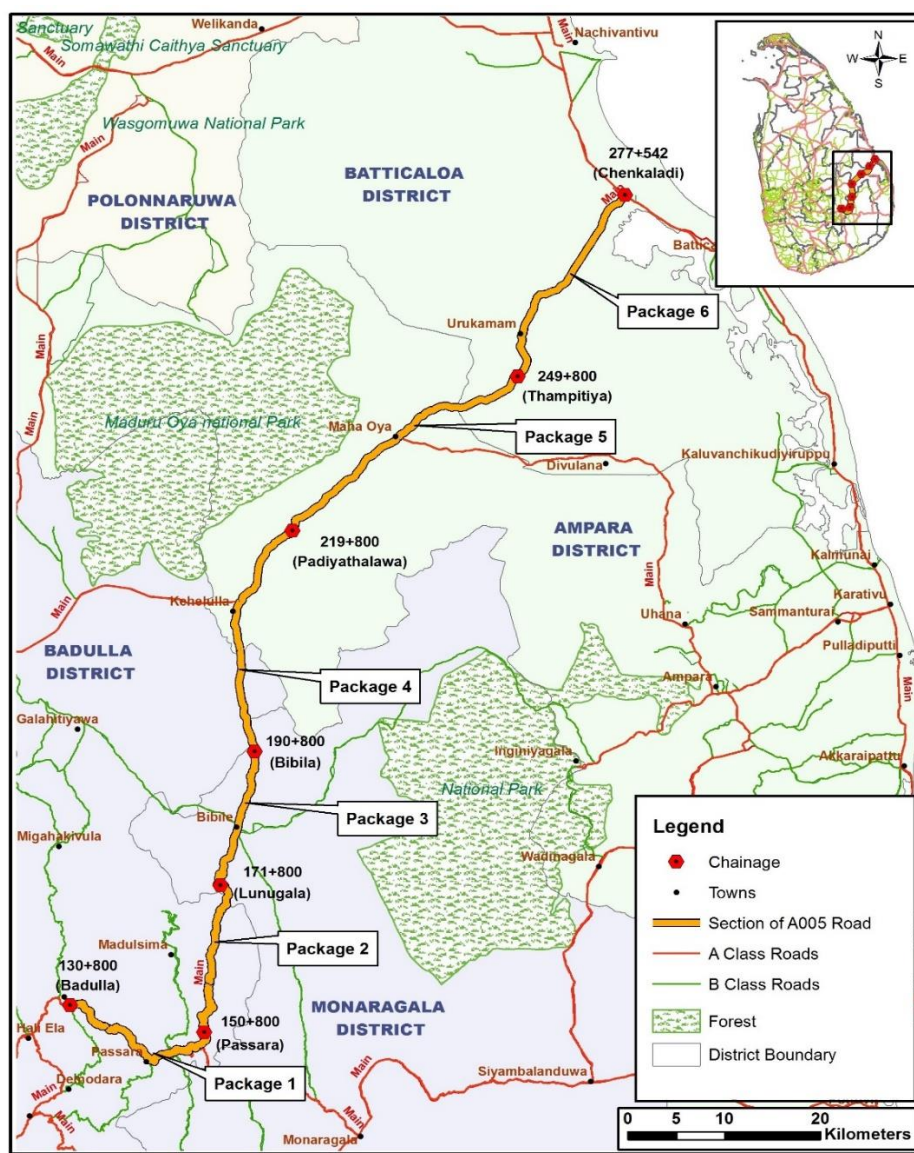
Map 2-8: China EXIM Bank (Hunan Branch) Funded Project

Table 2-81: Progress Summary of the China EXIM Bank (Hunan Branch) Funded Project

Road or Bridge Name		TEC (Rs.Mn)	Date of Commence ment	Date of completion /Anticipate date of completion	Physical progress up to end of 2021	Cumulative Expenditure as at end of 2021 (Rs.Mn)	Physical progress as at end of 2021	Cumulative Expenditure during the year 2021 (Rs.Mn)
Original Scope	Kandy - Kirimatiya Road B195 (from 0+000 to 7+640)- 7.64km	11,009	29/11/2018	13/01/2022	98%	10,767.65	100%	12,340.85
	Ampitiya -Gurudeniya Road( from 0+000 to 2+250)-2.25km		29/11/2018	29/11/2020	99%		100%	
	Nuwara Eliya - Ragala - Udupussellawa Road B332 (from 19+000 to 46+000)-27km		29/11/2018	29/11/2021	98%		99%	
	Walimada - Kirkless Road B471 (from 0+000 to 17+830)- 17.83km		29/11/2018	29/11/2022	98%		100%	
	Avissawella - Hatton - Nuwara Eliya Road A007 (from 98+900 to 108+490)-9.59km		29/11/2018	27/05/2021	98%		100%	
Addition	Beragala - Wellawaya Road A004 (from 190+000 to 196+000)-6km	760	28.05.2020	31/12/2022	83%		96%	
	Beragala - Wellawaya Road(from 185+000 to 190+000)5km	550	10.12.2020	31.03.2023	62%		88%	
Original Scope	23/1& 40/2 on Tennakumbura - Rikillagaskara - Ragala (B413 )	1,666	29/11/2018	13/01/2022	96%	1,415.44	100%	1,490.15
	3/2 on Kandy - Kirimatiya Road (B195)		29/11/2018	29/11/2020	100%		100%	
	23/3, 27/2, 30/4, 34/8, 37/1, 37/5 and 38/5 on Nuwara Eliya - Ragala - Udupussellawa Road (B332)		29/11/2018	29/11/2021	100%		100%	
	1/1, 2/5 and 7/7 on Walimada - Kirkless Road (B471)		29/11/2018	29/11/2022	100%		100%	
Addition	Construction of underpass in front of Peradeniya Teaching hospital entrance on Colombo - Kandy Road	169	28/05/2020	27/05/2021	100%		100%	

### 2.3.9 Badulla Chenkaladi Road Improvement Project

Rehabilitation and improvement of Peradeniya-Badulla-Chenkaladi road (A005) from Badulla to Chenkaladi (approx.147km) except major bridges and last 4 km section at the Chenkaladi end. Saudi fund for Development (SFD) and OPEC fund for International Development (OFID) provide equal loan amounts of US\$ 60 Mn ( total US\$120Mn) and the Government of Sri Lanka has contributed US\$ 20.0 Mn.



Map 2-9: Badulla Chenkaladi Road Improvement Project

The road length is divided into six packages, three for component A and three for component B. There are two consultants and three contractors under each consultant to implement the works. Supervision consultants for Component A, Resources Development Consultant and Component B is MG-ECL JV.

Work of all packages of Component A and two packages of component B have been completed by end of 2021. Construction work of the contractor (K. D. Ebert & Sons Holdings (Pvt.) Ltd) for OFID - Package 03 under Component B (Lunugala to Bibile section) has been stopped at 60.32% physical progress.

Considering the savings of the funding the project has been extended for another phase (Phase II).

**Phase II – (OFID Section):**

Total estimated cost of OFID funded phase II is Rs.7,589.89Mn. The balance work of Lunugala to Bibile road section has been awarded under two contracts and commenced the work on 1<sup>st</sup> December 2022.

Rehabilitation and Improvement of the Colombo-Ratnapura-Wellawaya-Batticaloa road (A004) section from Nikapotha (Ch.194+000 km) to Mawelagama (Ch.210+000km) has been planned to implement under two contracts and procurement work is in progress.

**Phase II – (SFD Section):**

Total estimated cost of SFD funded phase II is Rs. 8,373.50Mn. Procurement work is in progress for following road rehabilitation/improvements;

- Ampara-Uhana-Mahaoya Road(A027) from Keviliyamadu to Mahaoya under two contracts.
- Colombo-Rathnapura-Wellawaya-Batticalo Road (A04) from Siyambalanduwa to Akkaraipattu under three contracts.

**Land acquisition**

Land acquisition process is monitored and Compensation paid by the PMU after authentication of Divisional Secretariats with support of Survey Department, Valuation Department etc . Progress of land acquisition process is shown in table below.

Table 2-82: Land acquisition Progress up to end of 2022

DS division	Private lots	State	Section 9 inquiry in to title	Section 10(1) decision on title	Send to the valuation	Received from the valuation	Section 17 awarding compensation	Payment of compensation	Interest payment	Prog. of Compensation Payments
Badulla	498	370	486	486	453	447	444	444	128	89%
Passara	781	1085	872	872	870	870	292	384	142	44%
Lunugala	723	1320	940	940	939	916	424	638	321	68%
Bibila	260	429	573	573	573	573	260	573	68	100%
Rideemaliyadda	0	11	11	11	11	11	0	11	-	100%
Padiyathalawa	10	05	10	10	10	10	10	10	9	100%
Mahaoya	18	19	37	37	37	25	06	25	-	68%
Erawurpaththu	0	-	-	-	-	-	-	-	-	-



Table 2-83: Progress of Badulla Chenkaladi Road Improvement project

Package	Road Section	TEC (Rs.Mn) Original	Date of Commencement	Anticipate date of completion	Progress up to end of 2021	Cumulative expenditure up to end of 2021 (Rs.Mn)	Progress as at end of 2022	Cumulative expenditure at end of 2022 (Rs.Mn)
OFID Package 01	Badulla to Passara (130+800km - 150+800km)	OFID- 9,360	1/12/2017	11/12/2020	100%	OFID 1,647.16 SFD 2,141.45	100%	OFID 1802..98 SFD 2671.88
OFID Package 02	Passara tp Lunugala (150+800km-171+800km)		1/12/2017	12/4/2021	100%		100%	
OFID Package 03	Lunugala to Bibile (171+800km - 190+800km)		7/26/2017	12/07/2021 (Stopped the work of Contractor)	60.32%		60.32%	
SFD Package 01	Bibile to Padiyathalawa (190+800km-219+800km)	SFD- 8,840	7/18/2018	5/4/2021	100%		100%	
SFD Package 02	Padiyathalawa to Tampitiya (219+800 km- 249+800km)		7/18/2018	5/31/2021	100%		100%	
SFD Package 03	Tampitiya to Chenkaladi (249+800km - 277+550km)		10/22/2018	4/5/2021	100%		100%	

### 2.3.10 New Bridge Construction Project over Kelani River

The objective of the Project was to mitigate and disperse traffic congestion by constructing a new bridge across the Kelani River as a high mobility link, thereby contributing to the improvement of transportation network in Colombo city and promoting economic development. With the opening of Colombo - Katunayake Expressway there is a considerable increase in the volume of traffic entering the Colombo city along the Expressway and the capacity of existing New Kelani Bridge was not sufficient to cater to such heavy traffic volume. Consideration, these, the Ministry of Highways decided to construct an extradosed bridge adjoining the New Kelani Bridge with six (06) traffic lanes, an interchange and steel elevated roads to the Port Access road.

The project implemented under two packages;

Package 1 - Steel Bridge Section

Package 2 - Extradosed Bridge Section

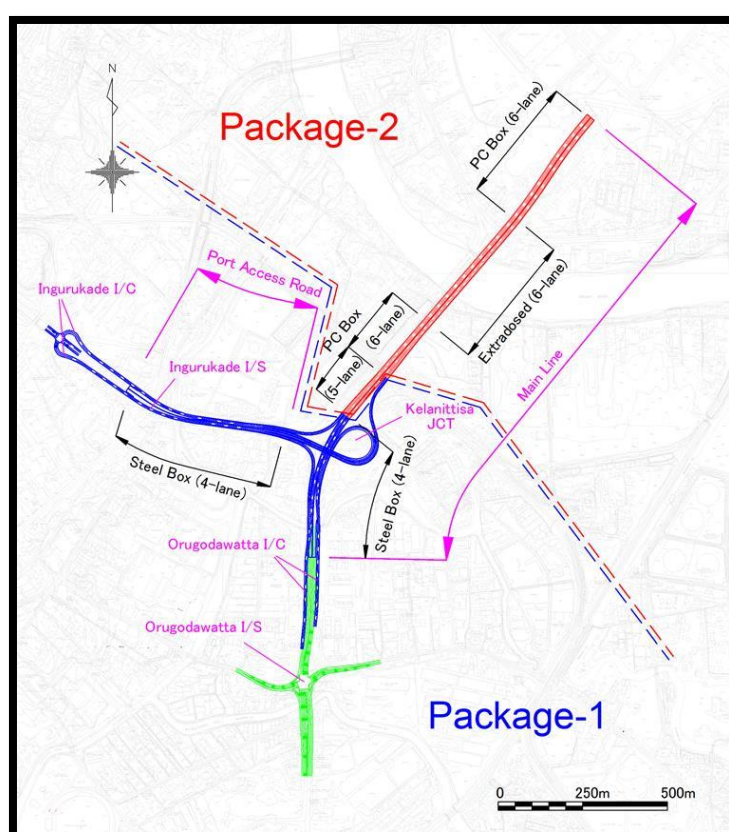


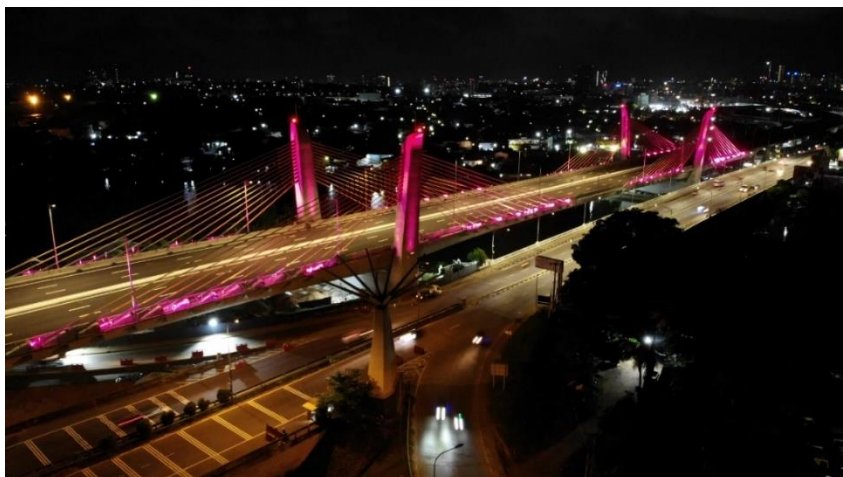
Figure 2-5: New Bridge Construction Project over Kelani River

Funds for this project are provided from JICA and GOSL. The JICA component is provided through a loan signed between JICA and GOSL (Loan No. SL-P111). A total of Japan Yen 35, 020 Million is provided through the loan and out of this provision in the loan, Japan Yen 28, 032 Million is allocated for civil works and Japan Yen 4, 072 Million is allocated for Consultancy Services.

#### Loan Details

Loan Amount	:	Japan Yen 35,020 Million
Date of Signing of Loan	:	28 March 2014
Effective Date	:	01 <sup>st</sup> July 2014
Disbursement Period	:	Up to 1 <sup>st</sup> of July 2023

The construction activities of contracts Package 1 & 2 were completed in the month of November 2021 and October 2021 respectively. The project was opened to the public on 25<sup>th</sup> November 2021.



### **Work Attended during 2022**

During the year 2022, the outstanding works of the two contract packages and the works to be attended during the Defects Notification Period commenced on 25<sup>th</sup> November 2021 were attended.

- Attending to the balance works related to acquisition of land for construction works
- Attending to issues faced by the families resettled at Salamulla in fulfillment of the assistance to be provided during the post-resettlement period
- Assisting the Contractor in re-exporting equipment brought for Construction works.
- Monitoring of construction supervision activities of the Engineer
- Monitoring of progress of the remaining work of the two main civil works contracts
- Certification of Payments to the consultants and Contractors
- Monitoring of utilization of loan funds.
- Reconstruction supervision of Dragon-Arch and Boundary Wall of the Sanchi Temple which was demolished to facilitate construction activities.
- Attending to balance works of the reconstruction of Nawaloka Buddhist Shrine.
- Transporting and stacking of document maintained by the PMU and the Supervision Consultants at the Hambantota Galwewa RDA building complex.
- Completion of the remaining works of the Landscaping sub-contractors around Package 1 and Package 2 contract area.

The Project Management Unit of the New Bridge Construction Project Over Kelani River was closed down with effect from 31.12.2022. The balance work of the project is to be undertaken by the Project Unit established under ADG (Projects), RDA.

### **Constraints**

The major constraint encountered during the year 2022 is the non-payment of the contractual payments to the two contractors (Package 1 and Package 2) and the consultants by the donor agency JICA. As a result the contractors and the Consultants will be entitled for the payment of interest on delayed payments.

Table 2-84: Overall Project Progress

Project Name	TEC /Rs Million	Date of Commencement	Date of Completion	Progress upto end of 2021	Expenditure During the year 2021	Progress as at end of 2022	Expenditure during the year 2022
<b>New Bridge Construction Project Over the Kelani River</b>  Consisting of 1. Main Civil Work Contracts: PK1 Steel Bridge Section PK2 Extradosed Bridge Section 2. Resettlement of 02 nos of Government Buildings: SLAEB and AETI 3. Shifting of CEB High: tension Power Lines 4. Resettlement of families at Salamaullla UDA Housing Scheme 5. Land Acquisition	Rs.55,313	Package 1 Contract :- 19 Dec 2017  Package 2 Contract :- 18 Oct 2017	Package 1 Contract :- 25 November 2021  Package 2 Contract :- 25 November 2021	Acquisition of land – 100%	GOSL	Acquisition of land – 100%	GOSL
				Resettlement of Affected Parties – 100%	Rs.129.70Mn Foreign	Resettlement of Affected Parties – 100%	Rs.84.80Mn Foreign Rs.1,392.16Mn
				Consultancy Services for Main Civil Work Detail Design – 100%	Rs.10,373.45Mn	Consultancy Services for Main Civil Work Detail Design – 100%	Allocation for Year 2022
				Tender Assistance – 100%	Allocation for Year 2021	Tender Assistance – 100%	
				Construction Supervision – 92.3%	GOSL – Rs.293.90 Mn	Construction Supervision – 92.3%	GOSL – Rs.100.00 Mn Foreign – Rs.1,442.00 Mn
				Relocation of SLAEB building Detail Design – 100%	Foreign – Rs.15,166.50 Mn	Relocation of SLAEB building Detail Design – 100%	Cumulative Expenditure up to end of December 2022
				Preparation of Tender Documents and Tendering – 100%	Cumulative Expenditure up to end of December 2021	Preparation of Tender Documents and Tendering – 100%	
				Construction Supervision –100%	GOSL Rs. 2,124.93Mn	Construction Supervision –100%	GOSL Rs. 2,209.72Mn Foreign Rs. 55,395.94Mn RDA Loan for Compensation Rs.439.81 Mn
				SSSB – 100%	Foreign Rs. 49,983.96Mn	SSSB – 100%	
				New AEB Building at Orugodawatta – 100%	Fund Received from RDA Rs.116.00Mn	New AEB Building at Orugodawatta – 100%	
				Relocation of AETI building Detail Design – 100%	RDA Loan Rs.345.34Mn	Relocation of AETI building Detail Design – 100%	
				Preparation of Tender Documents and Tendering – 100%		Preparation of Tender Documents and Tendering – 100%	
				Construction – 100%		Construction – 100%	
				Shifting of CEB Power Lines Detail Design – 100%		Shifting of CEB Power Lines Detail Design – 100%	
				Tendering – 100%		Tendering – 100%	
				Construction – 96%		Construction – 96%	
				<i>Main Civil Work Contracts</i>		<i>Main Civil Work Contracts</i>	
				Package 1 Steel Bridge Section :- Construction – 99.6%		Package 1 Steel Bridge Section :- Construction – 99.6%	
				Package 2 Extradosed Bridge Section :- Construction – 99.8%		Package 2 Extradosed Bridge Section :- Construction – 99.8%	

### 2.3.11 Integrated Road Investment Program (i-ROAD Project)

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

#### a) iRoad I

The first phase (iRoad I) covers Southern, Sabaragamuwa, Central, North Central, North Western and Kalutara district in Western province. . Under this project road rehabilitations are followed by a mandatory maintenance period and completed Provincial & Rural roads will be maintained for a period of three years while the selected National Highways will be maintained and managed over a period of five years through Road Management Contracts (RMC) concept. Project Implementation Consultancy services are also included in the program.

#### Project Financing

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

Table 2-85: Project Financing – iRoad1 Program

Source	Year	2015	2015	2016	2018	2022	Total USD (Mn)
	Tranche	1	2	3	4	5	
ADB USD (Mn)		100.00	107.00	200.00	150.00	243.00	800.0
GOSL USD (Mn)		18.00	12.50	25.00	18.00	32.50	106.0
Total USD (Mn)		118.00	119.50	225.00	168.00	275.00	906.0

#### *Progress of Civil Works Contracts*

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

Table 2-86: Summary Progress of i-Road I Project

Road Name/Package ID	Route No	Road Length (km)	Road Section	TEC (Rs. Mn)	Date of Commencement	Date of Completion or Anticipate date of completion	Physical Progress up to end of 2021 (%)	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress as at end of 2022(%)	Cumulative Expenditure up to end of 2022 (Rs.Mn)
<b>Southern Province</b>										
G1	-	64.60	-	1,458.05	18-05-2015	02-12-2017	76.00	876.97	76.00	876.97
G2	-	66.00	-	1,637.18	18-05-2015	31-05-2018	100.00	1,613.92	100.00	1,613.92
G3	-	73.20	-	1,875.72	18-05-2015	30-06-2018	100.00	1,875.72	100.00	1,875.72
H1	-	67.10	-	1,601.88	18-05-2015	31-07-2018	100.00	1,601.88	100.00	1,601.88
H2	-	58.00	-	1,391.87	18-05-2015	30-12-2017	100.00	1,326.33	100.00	1,326.33
H3	-	41.90	-	1,171.26	18-05-2015	30-09-2017	100.00	1,171.26	100.00	1,171.26
M1	-	97.52	-	2,662.62	18-05-2015	31-07-2018	100.00	2,546.66	100.00	2,546.66
M2	-	69.50	-	1,803.30	18-05-2015	31-03-2019	100.00	1,609.81	100.00	1,613.26
M3	-	53.40	-	1,207.59	18-05-2015	31-05-2018	100.00	1,123.86	100.00	1,123.86
<b>Central Province</b>										
KA1	-	75.24	-	1,756.28	17-12-2015	30-09-2019	100.00	1,589.94	100.00	1,606.18
KA2	-	72.48	-	1,923.67	17-12-2015	29-06-2019	100.00	1,531.17	100.00	1,598.52
KA3	-	68.45	-	2,096.86	17-12-2015	31-03-2019	100.00	1,859.30	100.00	1,890.16
MA1	-	75.12	-	1,622.37	17-12-2015	07-11-2018	66.49	941.45	66.49	941.45
MA2	-	55.55	-	1,248.82	17-12-2015	21-05-2018	100.00	1,189.62	100.00	1,246.52
MA3	-	60.76	-	1,407.71	17-12-2015	09-02-2019	100.00	1,220.46	100.00	1,220.46
NE1	-	72.40	-	2,297.88	17-12-2015	20-12-2019	100.00	2,108.19	100.00	2,297.89
NE2	-	36.21	-	1,241.71	17-12-2015	30-03-2019	100.00	1,141.72	100.00	1,195.75
NE3	-	65.53	-	2,069.69	17-12-2015	30-09-2019	100.00	2,250.29	100.00	2,264.13
<b>Sabaragamuwa Province</b>										
KE1	-	74.65	-	1,972.52	17-12-2015	19-05-2018	53.18	928.31	53.18	928.31
KE2	-	78.26	-	1,989.18	29-03-2016	04-05-2020	100.00	1,868.71	100.00	1,911.01
KE3	-	63.56	-	1,632.45	29-03-2016	27-08-2020	96.18	1,509.64	98.41	1,509.64
R1	-	80.63	-	2,022.05	16-12-2015	04-01-2019	64.54	1,013.23	64.54	1,013.23
R2	-	92.24	-	2,383.99	16-12-2015	09-12-2018	58.18	1,156.44	58.18	1,156.44
R3	-	81.01	-	2,324.14	16-12-2015	30-09-2018	100.00	2,281.66	100.00	2,281.66

Road Name/Package ID	Route No	Road Length (km)	Road Section	TEC (Rs. Mn)	Date of Commencement	Date of Completion or Anticipate date of completion	Physical Progress up to end of 2021 (%)	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress as at end of 2022(%)	Cumulative Expenditure up to end of 2022 (Rs.Mn)
<b>North Central Province</b>										
AP1	-	85.39	-	1,656.91	01-08-2016	30-04-2019	100.00	1,535.83	100.00	1,541.22
AP2	-	76.85	-	1,824.17	01-08-2016	31-01-2019	100.00	1,509.45	100.00	1,511.15
AP3	-	82.66	-	1,654.13	01-08-2016	30-04-2019	100.00	1,492.77	100.00	1,647.55
AP4	-	90.20	-	1,635.13	01-08-2016	31-01-2019	100.00	1,450.53	100.00	1,451.48
PO1	-	50.76	-	2,285.91	01-08-2016	02-10-2018	100.00	952.33	100.00	972.22
PO2	-	73.36	-	1,483.69	01-08-2016	23-12-2018	100.00	1,276.84	100.00	1,278.87
PO3	-	49.55	-	1,249.34	01-08-2016	31-10-2018	100.00	1,085.29	100.00	1,085.94
<b>North Western Province</b>										
KU1	-	83.29	-	2,286.10	01-08-2016	31-01-2019	100.00	2,142.81	100.00	2,147.20
KU2	-	100.47	-	2,409.92	01-08-2016	15-09-2019	100.00	2,296.67	100.00	2,298.12
KU3	-	99.00	-	1,976.72	01-08-2016	23-07-2019	47.97	909.92	47.97	909.92
KU3-R	-	95.19	-	2,165.26	20-02-2020	05-04-2022	90.10	1,617.54	100.00	2,162.78
KU4	-	105.98	-	2,091.17	01-08-2016	30-09-2019	55.44	1,048.61	55.44	1,048.61
KU4-R1	-	39.98	-	942.02	15-12-2020	14-06-2022	36.26	320.42	56.00	450.67
KU4-R2	-	27.71	-	647.51	15-12-2020	27-06-2022	54.13	263.86	74.22	323.01
KU4-R3	-	40.48	-	965.85	20-12-2020	14-06-2022	63.10	277.98	99.90	632.96
KU5	-	104.00	-	1,996.56	01-08-2016	30-07-2019	37.23	835.59	37.23	835.59
KU5-R	-	100.98	-	2,296.14	20-02-2020	04-01-2022	70.40	1,041.36	77.96	1,252.14
PU1	-	90.56	-	1,706.32	01-08-2016	28-02-2020	100.00	1,417.39	100.00	1,417.39
PU2	-	74.09	-	1,463.92	01-08-2016	30-09-2019	40.58	730.24	40.58	730.24
PU2-R1	-	30.62	-	933.25	15-12-2020	14-06-2022	39.72	305.01	82.75	468.70
PU2-R2	-	43.46	-	788.98	15-12-2020	14-06-2022	24.19	175.08	57.43	279.65
PU3	-	48.37	-	1,210.36	01-08-2016	10-07-2019	60.00	585.77	60.00	585.77
PU3-R	-	48.37	-	896.65	15-12-2020	11-04-2022	60.00	256.34	86.62	370.47
<b>Kalutara District</b>										
KL1	-	87.50	-	1,912.47	25-07-2016	26-09-2019	100.00	1,912.47	100.00	2,036.45
KL2	-	88.40	-	1,811.35	29-09-2016	12-03-2019	35.15	772.84	35.15	772.84

Road Name/Package ID	Route No	Road Length (km)	Road Section	TEC (Rs. Mn)	Date of Commencement	Date of Completion or Anticipate date of completion	Physical Progress up to end of 2021 (%)	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress as at end of 2022(%)	Cumulative Expenditure up to end of 2022 (Rs.Mn)
KL3	-	93.35	-	1,817.75	29-09-2016	07-05-2019	51.83	747.47	51.83	747.47
KL3-R1-R	-	11.60	-	715.92	27-08-2021	28-05-2022	-	63.76	31.40	310.55
KL3-R2-R	-	25.10	-	749.53	27-08-2021	28-05-2022	-	50.22	32.00	357.90
KL3-R3-R	-	21.60	-	859.61	27-08-2021	28-05-2022	-	114.80	76.20	674.31
<b>Road Management Contracts(RMC)</b>										
RMC-SP-01										
Karapitiya, Thalagaha to Wanduramba	B248	51.7		6,108.20	25-07-2019	22-04-2022	78.00	2,616.45	92.08	4,670.30
Wanduramaba to Nagoda	B454									
Nagoda to Gonadeniya	B303									
Gonadeniya to Udugama	B139									
Udugama bar Junction to Udugama Bus stand	B129									
Udugama Bus Stand to Hiniduma	B429									
RMC 03 (Maradankadawela - Habarana Road)	A011	25		3,155.51	16-04-2019	08-10-2021	96.83	1,999.27	99.18	2,541.95
RMC 01A (Colombo – Kandy Road)	A001	14.9	44+300km to 59+200km	1,603.55	20-05-2021	17-11-2022	14.33	206.99	49.57	584.49
RMC 01B(Colombo – Kandy Road)	A001	12.9	59+200km to 72+100km	1,507.18	20-05-2021	17-11-2022	7.50	158.60	62.61	718.31
RMC 01C(Colombo – Kandy Road)	A001	13.9	72+100km to 86+000km	1,345.00	20-05-2021	17-11-2022	7.63	145.99	41.66	528.79
RMC 01D (Colombo – Kandy Road)	A001	14	86+000km to 100+000km	1,630.99	17-05-2021	14-11-2022	16.97	198.29	62.86	829.94
RMC 05A (Kekirawa – Thalawa Road)	B213	13.55	10+300km to 23+850km	1,234.43	17-05-2021	14-11-2022	26.07	247.17	69.18	690.97



Road Name/Package ID	Route No	Road Length (km)	Road Section	TEC (Rs. Mn)	Date of Commencement	Date of Completion or Anticipate date of completion	Physical Progress up to end of 2021 (%)	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress as at end of 2022(%)	Cumulative Expenditure up to end of 2022 (Rs.Mn)
RMC 05B (Kekirawa – Thalawa Road)	B213	13.6	23+850km to 37+450km	1,187.45	17-05-2021	14-11-2022	28.62	235.52	79.39	708.73
RMC 05C (Kekirawa – Ganewalpola Road)	B212	6.95	0+000km to 6+950km	615.14	17-05-2021	16-08-2022	46.26	119.31	75.00	370.56
RMC 05D (Ganewalpola – Dachchihalmillewa Road)	B133	15.3	0+000km to 15+300km	1,130.51	17-05-2021	14-11-2022	23.00	165.26	59.35	441.29
RMC 05E (Ganewalpola – Dachchihalmillewa Road)	B133	15.3	15+300km to 30+600km	1,345.76	17-05-2021	14-11-2022	24.14	268.32	51.50	598.41
RMC 05F (Ganewalpola – Dachchihalmillewa Road)	B133	15.3	30+600km to 45+900km	1,234.84	17-05-2021	14-11-2022	47.00	317.78	75.20	679.73
RMC 06A (Kochchikadde to Puttalam (Colombo Puttalam Road)	A003	12.0	38+000 km to 50+000 km	1,675.79	09-12-2021	06-06-2023	-	-	31.41	339.71
RMC 06B (Kochchikadde to Puttalam (Colombo Puttalam Road)	A003	13.0	50+000 km to 63+000 km	1,682.90	09-12-2021	06-06-2023	-	-	10.45	232.19
RMC 06C (Kochchikadde to Puttalam (Colombo Puttalam Road)	A003	13.0	63+000 km to 76+000 km	1,885.60	09-12-2021	06-06-2023	-	-	27.03	414.18
RMC 06D (Kochchikadde to Puttalam (Colombo Puttalam Road)	A003	13.0	76+000 km to 89+000 km	1,555.35	09-12-2021	06-06-2023	-	-	13.53	271.66
RMC 07A (Naula to Dambulla (Kandy Jaffna Road)	A009	9.00	58+000km to 67+000 km	1,298.19	09-12-2021	06-06-2023	-	-	21.60	285.33
RMC 07B (Naula to Dambulla (Kandy Jaffna Road)	A009	5.71	67+000km to 72+710km	1,068.30	09-12-2021	06-06-2023	-	-	13.99	152.49
RMC 04R1 (Pelmadulla - Embilipitiya - Padalangala Road)	A018	15.00	0+000km to 15+000km	1,944.65	20-01-2022	18-07-2023	-	-	7.74	383.01

Road Name/Package ID	Route No	Road Length (km)	Road Section	TEC (Rs. Mn)	Date of Commencement	Date of Completion or Anticipate date of completion	Physical Progress up to end of 2021 (%)	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress as at end of 2022(%)	Cumulative Expenditure up to end of 2022 (Rs.Mn)
RMC 04R2 (Pelmadulla - Embilipitiya - Padalangala Road)	A018	15.00	15+000km to 30+000km	1,998.18	20-01-2022	18-07-2023	-	-	3.89	325.74
RMC 04R3 (Pelmadulla - Embilipitiya - Padalangala Road)	A018	17.00	30+000km to 47+000km	1,894.39	20-01-2022	18-07-2023	-	-	4.71	390.63
RMC 04R4 (Pelmadulla - Embilipitiya - Padalangala Road)	A018	19.00	47+000km to 66+000km	1,885.29	20-01-2022	18-07-2023	-	-	13.66	674.22

### RMC 01D



Sub base construction for widening at  
ch. 93+720 (RHS)



Asphalt binder laying at ch.  
90+870 (LHS)

### RMC 06B



Sub base compaction at ch. 50+000 –  
50+300 (RHS)



Sub grade compaction at ch. 50+800  
(RHS)

## b) iRoad II

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

### Project Financing

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

Table 2-87: Project Financing – iRoad2 Program

Source	Year	2018	2020	2021	2022	2024	Total USD (Mn)
	Tranche	1	2	3	4	5	
ADB USD (Mn)		150	150	200	200	200	900.0
GOSL USD (Mn)		22.1	22.1	28.7	28.7	83	184.6
Total USD (Mn)		172.1	172.1	228.7	228.7	283	1084.6

Table 2-88: Progress of Civil work contracts of i-Road II Project

Road /Package Name	Road Length (km)	TEC (Rs. Mn)	Date of Commencement	Date of Completion or Anticipate date of completion	Physical Progress up to end of 2021 (%)	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress as at end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs. Mn.)
<b>Uva Province</b>								
Badulla District								
BA-01	58.19	2,055.89	20-07-2018	31-12-2020	100.00	1,678.59	100.00	1,847.94
BA-02	81.87	2,262.82	20-07-2018	31-12-2020	52.59	871.16	54.70	972.83
BA-03	81.24	2,458.96	20-07-2018	31-12-2020	18.21	449.11	18.21	449.11
BA-04	66.22	2,118.73	20-07-2018	31-12-2020	70.46	1,185.93	74.30	1,430.51
BA-05	79.17	2,504.96	20-07-2018	31-12-2020	69.52	1,329.39	70.76	1,533.70
BA-06	62.56	2,345.80	20-07-2018	31-12-2020	40.62	751.11	40.62	751.11
BA-07	69.71	2,461.43	20-07-2018	31-12-2020	24.93	493.79	24.93	493.79
BA-08	58.97	1,847.73	20-07-2018	31-12-2020	60.10	915.69	60.92	960.73
Monaragala District								
MO-01	62.56	2,241.24	20-07-2018	31-12-2020	83.04	1,605.78	85.01	1,674.29
MO-02	64.04	2,037.83	20-07-2018	31-12-2020	98.01	1,658.46	100.00	2,014.84
MO-03	68.02	2,201.48	20-07-2018	31-12-2020	100.00	1,936.75	100.00	2,028.49
MO-04	64.41	2,274.49	20-07-2018	31-12-2020	100.00	1,367.15	100.00	1,543.58
MO-05	62.73	2,056.79	20-07-2018	31-12-2020	99.23	1,664.40	100.00	1,871.92
MO-06	98.49	2,713.44	20-07-2018	31-12-2020	100.00	2,442.76	100.00	2,661.29
MO-07	64.09	1,858.09	20-07-2018	31-12-2020	100.00	1,599.37	100.00	1,847.58
<b>Eastern Province</b>								
Ampara District								
AM-01	79.40	2,492.91	25-09-2019	19-04-2022	92.07	1,664.22	99.92	2,247.05
AM-02	82.68	2,764.59	25-09-2019	15-06-2022	85.89	1,646.64	99.41	2,306.68
AM-03	77.19	2,857.33	25-09-2019	19-04-2022	62.64	1,387.63	67.83	1,678.04
AM-04	73.67	3,308.13	25-09-2019	18-03-2022	83.31	2,179.23	99.73	2,818.81

Road /Package Name	Road Length (km)	TEC (Rs. Mn)	Date of Commencement	Date of Completion or Anticipate date of completion	Physical Progress up to end of 2021 (%)	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress as at end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs. Mn.)
AM-05	71.87	3,216.98	25-09-2019	09-03-2022	60.85	1,547.11	67.55	1,920.66
Batticaloa District								
BT-01	56.76	2,948.51	25-09-2019	07-12-2021	41.53	1,197.61	84.35	1,383.88
BT-02	11.07	2,928.37	25-09-2019	03-12-2021	18.41	385.91	75.97	385.91
BT-03	72.14	3,054.48	25-09-2019	09-05-2022	56.94	1,562.70	63.17	1,845.04
Trincomalee District								
TR-01	72.34	2,943.52	25-09-2019	14-02-2022	71.60	1,616.16	85.24	2,258.62
TR-02	58.80	3,103.82	25-09-2019	24-02-2022	80.54	1,922.25	97.30	2,565.47
TR-03	78.64	2,751.92	25-09-2019	07-04-2022	72.23	1,717.74	86.90	2,246.23
<b>Northern Province</b>								
Jaffna District								
JF-01	56.50	3,156.95	01-02-2020	29-03-2022	79.00	1,806.73	91.00	2,619.44
JF-02	67.68	3,140.75	16-12-2019	10-02-2022	82.00	1,805.99	95.00	2,158.89
JF-03	71.92	3,350.15	10-03-2020	05-05-2022	55.00	1,246.43	80.00	2,051.65
JF-04	12.83	1,684.81	01-07-2020	31-06-2022	59.00	809.74	94.00	1,346.11
JF-05	63.80	3,880.11	20-01-2020	16-03-2022	80.00	2,177.76	93.00	3,007.28
Kilinochchi District								
KN-01	60.50	2,440.91	01-01-2020	26-02-2022	34.00	572.06	34.00	572.06
KN-02	51.89	2,600.00	20-01-2020	17-03-2022	94.00	2,133.92	100.00	2,630.22
KN-03	68.16	3,133.20	20-01-2020	17-03-2022	62.00	1,647.54	87.00	2,631.85
Mannar District								
MN-01	54.49	3,454.66	16-12-2019	04-02-2022	76.00	2,297.13	93.80	2,710.02
MN-02	56.98	2,756.70	16-12-2019	04-02-2022	82.00	1,636.51	94.50	2,011.89
MN-03	49.01	2,481.99	20-01-2020	11-03-2022	88.00	1,901.34	100.00	2,040.39
Mulativu District								

Road /Package Name	Road Length (km)	TEC (Rs. Mn)	Date of Commencement	Date of Completion or Anticipate date of completion	Physical Progress up to end of 2021 (%)	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress as at end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs. Mn.)
MU-01	68.01	3,304.30	01-01-2020	26-02-2022	71.00	1,954.01	86.00	2,666.92
MU-02	73.33	3,607.68	20-01-2020	17-03-2022	67.00	2,049.59	86.00	2,926.02
Vavuniya District								
VA-01	95.15	3,952.20	01-01-2020	25-02-2022	64.00	2,054.74	79.00	2,868.42
VA-02	40.61	2,448.75	20-01-2020	16-03-2022	67.00	1,430.87	84.00	1,872.64
VA-03	35.60	2,813.48	20-01-2020	16-03-2022	69.00	1,761.11	84.00	2,344.85
VA-04	100.29	3,733.17	10-03-2020	04-05-2022	52.00	1,317.56	80.00	2,582.97
Western Province								
Colombo District								
CL-01	41.47	2,057.66	29-06-2020	28-12-2022	62.40	1,128.72	75.30	1,564.88
CL-02	53.86	2,259.19	29-06-2020	28-12-2022	30.00	756.60	38.10	1,063.84
CL-03	79.13	2,631.61	01-06-2020	30-11-2022	32.80	1,000.73	47.30	1,524.79
Gampaha District								
GA-01	50.17	2,026.94	01-06-2020	30-11-2022	27.80	728.64	46.10	1,139.61
GA-02	75.54	2,817.26	03-04-2020	02-10-2022	30.80	1,043.56	39.10	1,461.63
GA-03	45.45	2,328.37	03-04-2020	02-10-2022	33.70	921.79	37.90	1,241.69
GA-04	72.84	2,379.24	03-04-2020	02-10-2022	31.40	876.83	40.60	1,252.21
Kalutara District								
KL-04	53.95	2,690.58	29-06-2020	28-12-2022	46.40	1,225.54	65.70	1,911.86
KL-05	73.60	2,948.90	29-06-2020	28-12-2022	43.30	1,284.46	59.30	1,987.16
KL-06	77.14	2,308.04	29-06-2020	28-12-2022	26.60	755.58	32.60	1,010.75
Badulla Disrtict Rebidding (BA03,BA06,BA07)								
BA-RT-2	25.13	989.66	16-12-2021	15-12-2022	-	-	35.15	431.39
BA-RT-3	23.96	1,099.76	07-03-2022	07-03-2023	-	-	12.56	220.16

Road /Package Name	Road Length (km)	TEC (Rs. Mn)	Date of Commencement	Date of Completion or Anticipate date of completion	Physical Progress up to end of 2021 (%)	Cumulative Expenditure up to end of 2021 (Rs. Mn)	Physical Progress as at end of 2022 (%)	Cumulative Expenditure up to end of 2022 (Rs. Mn.)
BA-RT-4	24.54	970.47	16-12-2021	16-11-2022	-	-	43.38	517.37
BA-RT-5	20.44	1,322.42	18-01-2022	17-01-2023	-	-	2.54	192.34
BA-RT-7	20.00	890.37	16-12-2021	16-11-2022	-	-	29.92	203.06
BA-RT-8	17.39	824.07	07-03-2022	07-03-2022	-	-	30.82	293.08
BA-RT-9	18.35	1,031.82	07-03-2022	07-03-2022	-	-	43.87	526.02

Table 2-89: Progress of Western Province National Roads

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



## MU 01



DGAB work at NMU037 at ch. 01+700



Construction of rigid pavement on NMU 070 at ch.04+350

## CL 01



Asphalt Concrete Surfacing at WCO 186



House Access construction at WCO 178

### 2.3.12 Kandy Tunnel Construction Project

The Democratic Socialist Republic of Sri Lanka intended to sign a Loan Agreement with Economic Development Corporation Fund (EDCF) of Republic of Korea for the construction of a road tunnel in the Kandy city. The Feasibility Study of the proposed tunnel has been completed by a Korean Consultancy firm in 2016. The estimated cost of the project is approximately US\$ 253 million. The proposed tunnel starts at Suduhumpola on William Gopallawa Mawatha (AB042) and ends at Tennekubura on Kandy – Mahiyangana – Padiyatalawa (A026) road. The total length of the proposed tunnel project is 5.6 km consisting of 4 tunnels and 4 intersections. The total tunneling length is 4.36 km and the road length is 1.2km. The project consists of 3 grade separated intersections at Suduhumpola, Bogambara, Ampitiya and one at-grade intersection at Tennekubura. The Bogambara intersection is single entry / exit intersection is designed to cater for the Kandy bound exit traffic from Tennekubura / Ampitiya and out bound traffic towards Ampitiya / Tennekubura and eastern & southeastern bound traffic from Kandy. The contract was awarded to Faculty of Engineering, University of Peradeniya for the preparation of Environmental Impact Assessment and to obtain the environmental clearance for the implementation of the project from the Central Environmental Authority.



Map 2-11: Proposed Tunnel Trace

#### Project Work Scope

Components	Description
Tunnel	Tunnel 1(L=0.9km), Tunnel 2(L=0.66km), Tunnel 3(L=1.12km), Tunnel 4(L=1.68km)
Road & Bridge	Road length: 1.2km (width: 13.9m), New Bridges: 3 Nos. (Total length : 90m)
Pavement	- Asphalt Concrete: Earthwork Section - Cement Concrete: Tunnel Section
Intersection	Grade separated intersection: 3 Nos., At-grade intersection: 1 No.



Components	Description
Operation and Maintenance Assistance	Preparation of operation and maintenance manual etc.
Consulting Services	Prepare detailed designs, civil works bidding documents, support the Employer in procurement activities, Conduct Construction Supervision, Review the ESIA/ESMP, Prepare Various Reports such as Progress Report, Project Completion Report & O&M manuals and etc.

### Intersection location of the Tunnel



The Project Implementing Agency (PIA) is responsible for planning, implementation, management, supervision, operation & maintenance (O&M) and coordination of the Project. The Consulting Services are required to support the Project Executing Agency and PIA in;

- Overall project management and technical support
- To assist the PIA to implement the project.

The Consultant shall be selected and decided by the PIA through Limited Competitive Bidding limited to Korean firms according to EDCF Guidelines

### Progress of work

- Draft Final Report of the Environmental Impact Assessment (EIA) submitted to ESD Division of RDA.
- Shortlisting of the Consultant for Detailed Design, Procurement Support and construction Supervision completed.
- Preparation of Request for Proposal (RFP) for selection of Consultant was completed and approval of the EDCF Bank received.
- Preparation of the Resettlement Action plan is in progress.

Table 2-90:Summary Progress

Description	TEC (Rs. Mn)	Date of Commencement	Anticipate date of completion	Physical Progress up to end of 2021	Cumulative Expenditure up to end of 2021	Physical Progress as at end of 2022	Cumulative Expenditure at end of 2022 ( Rs. Mn)
Kandy Tunnel Construction Project:	50,461	01.01.2021	31.12.2028	0.80%	19.98	1.86%	61.26

### 2.3.13 Inclusive Connectivity and Development Project

Inclusive Connectivity & Development Project is a World Bank Funded Rural Road Development Project & its Project cost is 500 Mn USD. The duration of the project is 5 years. In addition to the rehabilitation of the roads, it includes 3 years Performance Based Maintenance Period.

The main Objective of the Project is to provide safe, efficient and climate resilient connectivity and strengthen agricultural supply chains to empower project communities in selected districts of Sri Lanka and to minimize the impacts of the economic crisis and restoring social stability by supporting the provision of immediate needs.

The Project has 2 Components & due to activation of Emergency Response Component under this project, the Project Components have been restructured as follows.

- Contingent Emergency Response Component (CERC) – USD 325 Mn
- Component 1 - Enhancing Safe & Climate Resilient Transport Connectivity – USD 150 Mn
- Component 2 - Engaging Local Communities especially women for rural road maintenance, rehabilitation of rural agriculture centers & for e- mobility – 25 Mn USD

Ministry of Transport & Highways and RDA are the implementation Agencies for the Component 1 & Component 2 of above.

Under Component 1, it is planned to rehabilitate Approximately 1000 Km of Existing Rural Roads in Selected Districts in Sri Lanka. As this project has spread in several districts, the project consists of 1 PMU & 3 PIUs (Project Implementation Units). When selecting roads for improvements, it is needed to fulfill the World Bank requirements such as Economic Analysis, Environmental & Social Screening & Relevant Technical Design as well.

Component 2 has introduced by the World Bank to uplift the livelihood of rural communities by engaging them especially women in routine maintenance activities & to enhance the supply chain of agricultural products of rural farmers.

Under Component 1, 550.23 km of Rural Roads have been finalized for improvements and contracts have been awarded for roads in Rathnapura, Matale, Anuradhapura and Kurunegala districts. Overall Physical and Financial Progress are 11.83% and 9.12 % respectively.

Economic Analysis details for 135.34 km of roads in Badulla, Colombo, Polonnaruwa has been submitted to World Bank for review. Initial Road Identification is in progress for Galle, Batticaloa, Matara, Kandy and Kegalle districts.

#### Progress of Consultancy Services

<b>For Environmental &amp; Social Activities</b>	
Environmental & Social Screening of 200 km rural roads of Hambantota, Monaragala & Puttalam Districts	Completed
Environmental & Social Screening of roads in all other districts	Evaluation of EOI is in Progress
<b>For Civil Work Supervision</b>	
Civil work supervision of 76.62 Rural Roads in Rathnapura District	Ongoing
Civil work supervision of 320 km in Central & Uva Provinces	Technical Proposal Evaluation is in Progress
Civil work supervision of 330 Km in North Central & North Western Provinces	EOI published
Civil work supervision of 475 Km in WP, SP & Sabaragamuwa Province	

Table 2-91: Progress of finalized 550.23 km of roads

No.	District	No.of Roads	Road Length (Km)	Basic Detail Collection	Economic Analysis	Environmental & Social Screening	Technical Drawing Preparation	Bidding Document Preparation	Current Status
1	Rathnapura	22	76.62	Completed					Tender Awarded and Contractor Mobilized (Commencement Date : 03.02.2022 )
2	Matale	25	88.28						Tender Awarded and Contractor Mobilized (Commencement Date : 08.04.2022)
3	Anuradhapura	23	81.45						Tender Awarded and Contractor Mobilized (Commencement Date : 07.06.2022)
4	Kurunegala	16	111.96						Tender Awarded and Contractor Mobilized (Commencement Date : 26.10.2022 & 31.10.2022)
5	Monaragala	14	44.55						Bid Evaluation is in progress
6	Puttalam	30	94.43						Ready to invite bids
7	Hambantota	13	52.94	Completed		Final comments pending from World Bank for ESMPs.	Completed	In Progress	Final comments pending from World Bank for ESMPs.
	<b>Total</b>	<b>143</b>	<b>550.23</b>						

Table 2-92: Progress of awarded contracts

Description	Road Length (km)	TEC (Rs.Mn)	Date of Commencement	Anticipated date of Completion	Physical Progress as at end of 2022	Cumulative Expenditure as at end of 2022 (Rs.Mn)
Rehabilitation/Improvement and maintenance of 14.45 km rural roads in Embilipitiya Divisional Secretariate in Rathnapura district	14.45	342.02	03.02.2022	02.02.2023	24.40%	38.24
Rehabilitation/Improvement and maintenance of 11.65 km rural roads in Embilipitiya in Rathnapura district	11.65	395.18	03.02.2022	02.02.2023	26.11%	44.61
Rehabilitation/Improvement and maintenance of 30.12 km rural roads in Rathnapura in Rathnapura district	30.12	1,617.96	07.02.2022	07.08.2023	20.11%	287.71
Rehabilitation/Improvement and maintenance of 20.12 km rural roads in Pallmadulla in Rathnapura district	20.12	1,165.69	07.02.2022	07.06.2023	14.01%	230.57
Rehabilitation/Improvement and maintenance of 13.86 km rural roads in Matale district in Central Province.	13.80	497.75	08.04.2022	08.06.2023	59.01%	250.26
Rehabilitation/Improvement and maintenance of 37.28 km rural roads in Matale district in Central Province.	37.28	1,513.39	08.04.2022	01.12.2023	14.51%	207.88
Rehabilitation/Improvement and maintenance of 11.87 km rural roads in Matale district in Central Province.	11.87	469.91	08.04.2022	09.06.2023	21.27%	87.56
Rehabilitation/Improvement and maintenance of 25.30 km rural roads in Matale district in Central Province.	25.30	1,035.38	08.04.2022	09.10.2023	8.07%	178.91
Rehabilitation/Improvement and maintenance of 16.36 km rural roads in Anuradhapura district North Central Province.(199/1)	16.36	555.55	07.06.2022	08.10.2023	55.22%	120.51

Description	Road Length (km)	TEC (Rs.Mn)	Date of Commencement	Anticipated date of Completion	Physical Progress as at end of 2022	Cumulative Expenditure as at end of 2022 (Rs.Mn)
Rehabilitation/Improvement and maintenance of 12.85 km rural roads in Anuradhapura district North Central Province.(199/2)	12.85	489.62	07.06.2022	08.08.2023	15.06%	103.34
Rehabilitation/Improvement and maintenance of 25.82 km rural roads in Anuradhapura district North Central Province.(200/1)	25.82	993.58	07.06.2022	06.02.2024	19.01%	137.23
Rehabilitation/Improvement and maintenance of 26.55 km rural roads in Anuradhapura district North Central Province.(200/2)	26.55	1,245.27	07.06.2022	08.04.2024	12.35%	161.16
Rehabilitation/Improvement and maintenance of 27.13 km rural roads in Kurunegala district in North Western Province.(201/1)	27.13	1,147.74	31.10.2022	30.06.2024	1.72%	-
Rehabilitation/Improvement and maintenance of 29.17 km rural roads in Kurunegala district in North Western Province.(201/2)	29.17	1,426.43	31.10.2022	30.09.2024	2.20%	-
Rehabilitation/Improvement and maintenance of 23.42 km rural roads in Kurunegala district in North Western Province.(202/1)	23.42	1,037.77	31.10.2022	30.04.2024	3.00%	-
Rehabilitation/Improvement and maintenance of 32.28 km rural roads in Kurunegala district in North Western Province.(202/2)	32.28	1,075.37	26.10.2022	26.06.2024	1.07%	-



### 2.3.14 Kandy Multimodal Transport Terminal Development Project

The Kandy Multimodal Transport Terminal (KMTT) will provide a facility to eliminate the spatial scattering of the three existing bus terminals in Kandy namely; Goods-shed, Clock Tower and Torrington by bringing all existing terminal operations under one roof at Goods-shed area of nearly 4.5 hectares of land adjacent to Kandy Railway Station.

This project is funded by the World bank and commenced in 2015. This project was initially handled by the Ministry of Housing and Development and handed over to the Ministry of Highways in 2022 to complete in fast-track basis.

#### Progress of Activities in 2022

- Procurement support for Design and Construction of KMTT is completed up to calling of proposers under ICB contract. The closing date for bids is 19<sup>th</sup> January 2023.
- RFP for selection of a consultant for consultancy services for Design Review & construction supervision of KMTT is scheduled to be distributed among the short-listed consultant by 12<sup>th</sup> January 2023.
- Preparation of RFP for the consultancy services for the Bus operation management and maintenance of IT base system during the transition period is in progress.
- Awarded the Consultancy contract for CECB for Soil Investigation, Design, Cost estimation and Preparation of bid document for Construction of Seven Storey residential building for affected quarters and office buildings of Sri Lanka Railways.
- Compensation was paid for (income loss) 11 affected people for One year in immediate buffer zone.
- Compensation was paid for affected families of Sri Lanka Railways for period of one year.

Table 2-93: Achievement of Goals and Objectives during the year

Name of the Project	TEC (Rs.Mn)	Commencement Date of	Anticipate date of completion	Physical Progress as at end of 2022	Cumulative Expenditure as at end of 2022 (Rs.Mn)
Kandy Multimodal Transport Terminal Development Project	12,579.	14th Feb 2022	30 <sup>th</sup> June 2028	5.5% (only procurement Works)	35.17

### 3. Management's Discussion and Analysis

#### *Achievement of Goals and Objectives*

A summary of notable achievements during the year 2022 can be shown as follows.

Goals and Objectives	Achievements
<b>Achieve an adequate National Road Network</b>	Sand Sealing on 35km, rectification on 144.91km and AC Overlay on 16.29km length of roads were carried out. Urgent maintenance work of the national network consist of A & B class roads and Expressways were attended.
<b>Achieve an acceptable level of mobility in National Highway Network</b>	Reconstruction of 5 bridges on the National Road Network completed. Construction work of 44 bridges were ongoing at the end of the year. Widening/ improvement/Rehabilitation of 185.88km National Roads completed and work in progress for 1255.27km length of National Roads at the end of the year. Average National road network Roughness IRI 4.57 m/km
<b>Provide a high mobility Expressway Network</b>	Construction of Central Expressway section from Meerigama to Kurunegala (Yaggapitiya) commissioned operations on 15 <sup>th</sup> January 2022. Construction work of Kadawatha to Meerigama section is in progress.
<b>Reduce road user cost</b>	Construction of three flyovers at Slave Island, Kohuwala Flyover and Gatambe flyover were in progress.
<b>Improve road safety</b>	Installation of Pelican Crossing near Eastern University , at Polgasowita Junction, Pillawa Junction and at Embilipitiya Bus Stand. Road safety improvement in front of St. Anthony's Church on A003 at 33km Illumination of 20 Nos Pedestrian Crossings in Kurunegala and Chilaw
<b>Ensure protection to the Environment</b>	Preparation of EIA and Resettlement Plan for Ruwanpura Expressway Phase II and III. Preparation of IEE Report for Katugastota by Pass Road. Preparation of Social and Environment report and obtaining approval from CEA for Proposed Maduwa Bridge Review of Environmental Safeguard Compliance Monitoring Report (ESCMR) prepared for Port Access Elevated Highway. Monitoring of environmental and social safeguard compliance of Warakapola By Pass Road, Ruwanpura Expressway Project Phase I, Flyovers construction at Slave Island and Port Access Elevated Highway.

Goals and Objectives	Achievements
	Post monitoring of safeguard compliance of Extension of Southern Expressway Project (Godagama to Mattala & Hambanthota)., Newly constructed Bridge Over Kelani River and Central Expressway section 2.
<b>Promote Organizational Development</b>	<p>Due to the fuel crisis situation, In – house training programmes were held as Online for more than 600 personnel.</p> <p>38 personnel were provided with training at outside organizations.</p> <p>11 officers were provided with the opportunity to follow long term courses at local universities or institutions.</p> <p>3 officers joined for Training Programme on International Road Infrastructure Development for ASEAN and BIMSTEC Networks in Thailand.</p>
<b>Ensure efficient utilization of assets and investments</b>	<p>45 audits were completed covering Provincial offices and functional divisions of RDA and 27 investigations were completed.</p> <p>78.9 % total expenditure against total allocation</p>
<b>Assist in development of the local road construction industry</b>	Increased volume of road works under the Inclusive Connectivity and Development Project provided more opportunities to local contractors.

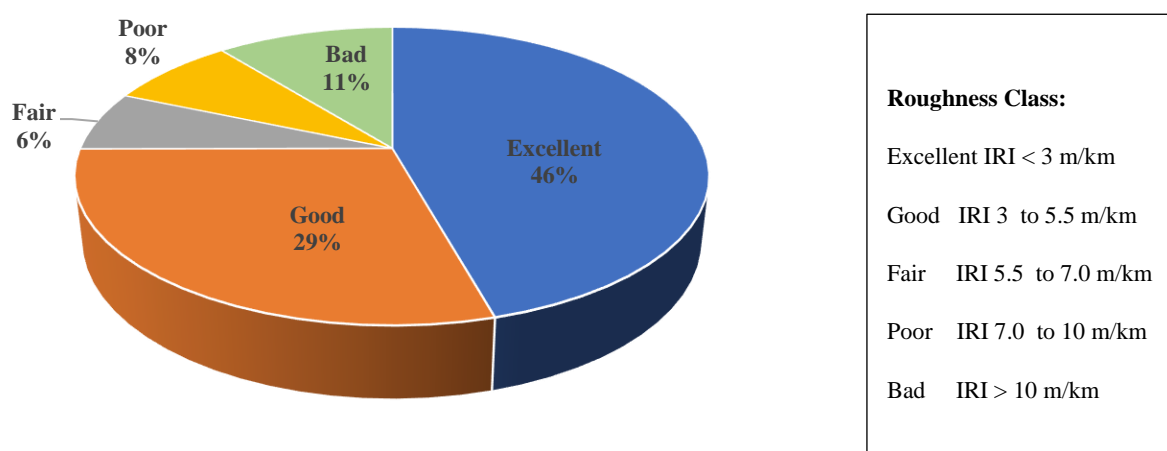
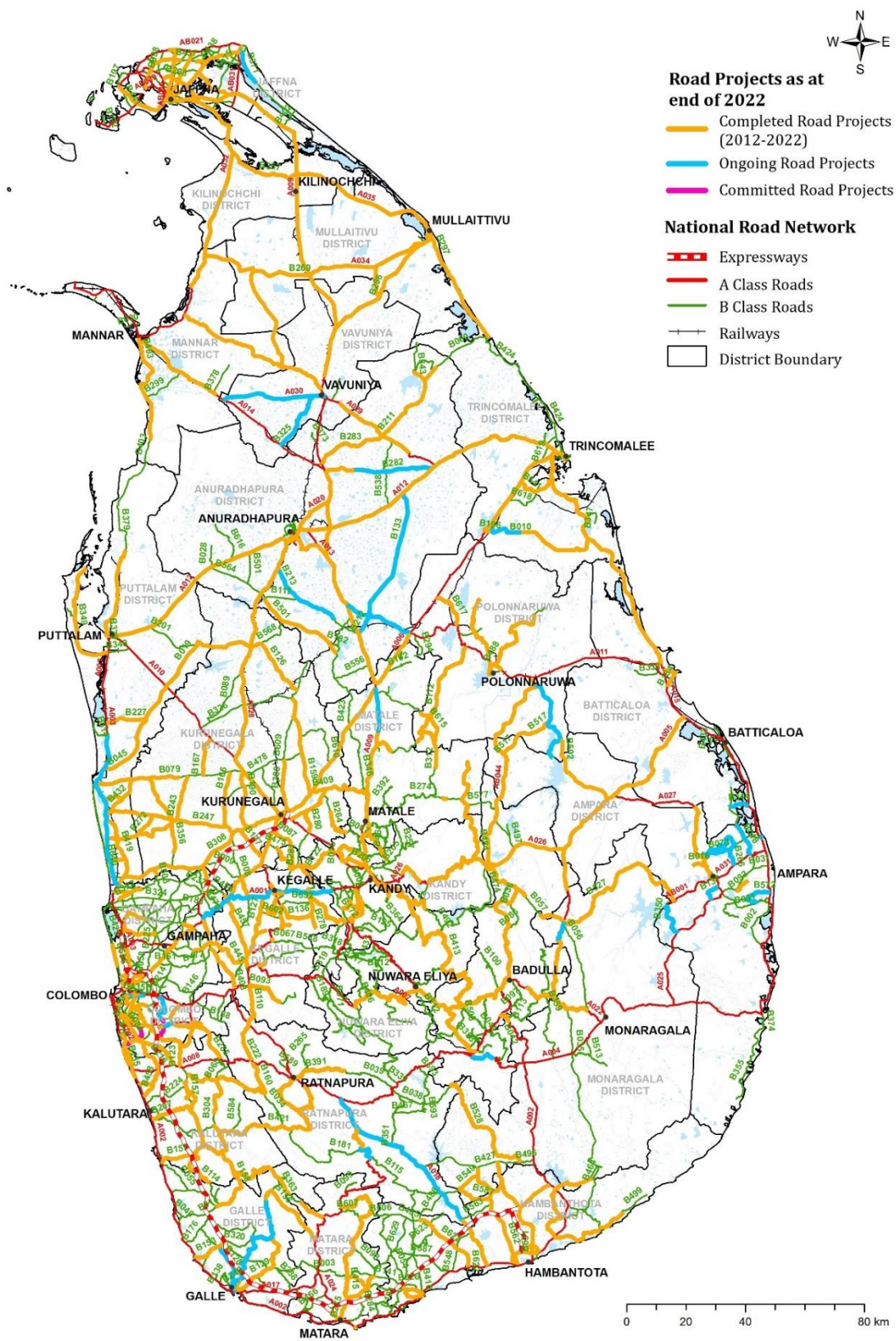


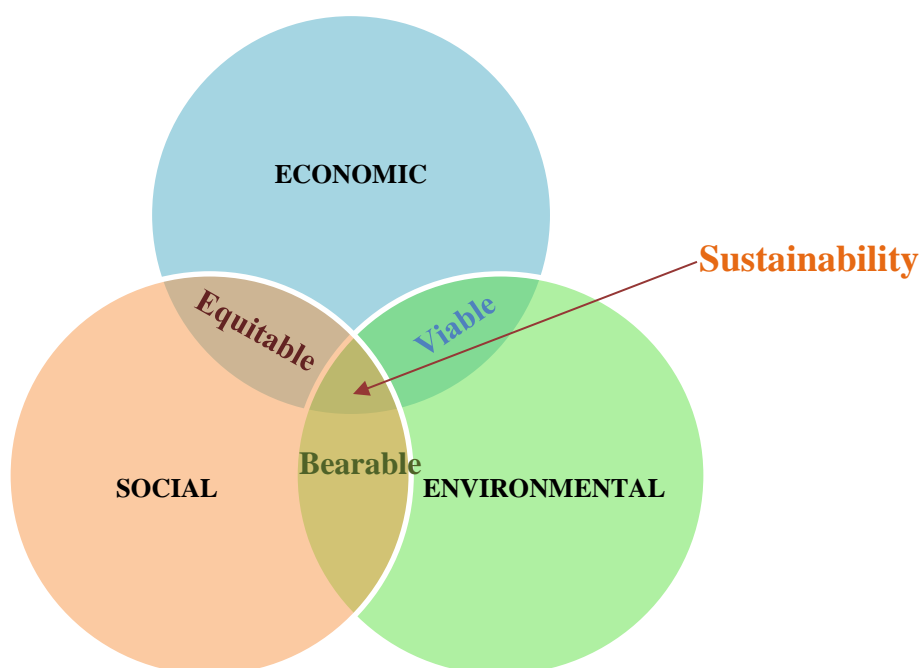
Figure 3-1: Condition of the National Road Network ( base of Roughness) at end of 2022



Map 3-1: Completed, Ongoing and Committed Project Roads as at end of 2022

#### 4. Corporate Social Responsibility and Sustainability

Corporate Social Responsibility is a management concept where organization integrate social and environment concerns in their operation and interactions with their stakeholders. It can be generally understood as achieves a balance of economic environment and social imperatives ("Triple bottom-line approach" ) while addressing the expectations of stakeholders.



Road infrastructure provides a fundamental foundation to the performance of all most all national economies delivering a wide range of economic & social benefits. The RDA as the premier highway authority in the country and is responsible for the maintenance and development of the National Highway Network contributing to the economic development while improving the quality of life of the local communities and mitigating negative environment impacts.

With reference to The National Environmental Act No. 56 of 1988 (Ammended) Sri Lanka all important projects implemented which could have effect the environment should have conducted either Environmental Impact Assessment(EIA), Initial Environmental Examinations(IEE) or other type of assessments and taken approval from the Central Environmental Authority or the appropriate project approving agency prior to the commencement of civil work and conducted all activities without any violations to the act mentioned above.



In year 2022 also RDA implement all its works and programs giving due consideration for economic, environment and social aspects. All the ongoing expressway projects have completed Environmental Impact Assessment and taken approval from the Central Environmental Authority prior to the commencement of construction work. Revisit of the feasibility study and the EIA for Ruwanpura Expressway Phase 2 & 3 was completed by RDA in 2022.

More, RDA purchased 45 house units of UDA Kalinga Mawatha Housing Scheme for the resettlement of low-income families affected due to the Baseline Extension project. Out of that 45 units, steps have been taken to distribute 28 house units to displaced people through UDA. Balance house units are in process of distribution among affected parties.



Sustainable development is broadly defined as the development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The 2030 Agenda for Sustainable Development, adapted by all member countries of the United Nation (UN) including Sri Lanka at the general assembly in September 2015 includes seventeen aspirational global goals “the Sustainable Development Goals (SDGs)” with 169 targets and 244 indicators.

Sri Lanka has begun its transformation towards a Sustainable and Resilient society and Sri Lanka anticipates achieving the SDGs by 2030, working towards the provision of basic needs of the people, progressive alleviation of poverty and establish a society base on social justice and human security. Sri Lanka Sustainable Development Act, No. 19 of 2017 is for development and implementation of a National Policy and Strategy on Sustainable Development in Sri Lanka. Accordingly, all government organizations are advocated and guided to have a common vision of “Sustainably Developed Sri Lanka” and to mainstream the SDGs with the all developments carried out.

In view of above, Road Development Authority has identified following Sustainable Development Goals which have relevance to the functions of RDA.

SDG	Relevant Targets	Relevant Functions of RDA
 <p><b>3 GOOD HEALTH AND WELL-BEING</b></p> <p>Ensure Healthy Lives and Promote well-being for all at all ages</p>	3.6 - Reduce the number of deaths and injuries from road traffic accidents.	Road Safety Improvement including black spot improvement.
 <p><b>9 INDUSTRY, INNOVATION AND INFRASTRUCTURE</b></p> <p>Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</p>	9.1 - Develop quality, reliable, sustainable and resilient Infrastructure, including regional and transborder Infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.	Construction of expressways ,roads, bridges ,flyovers etc.



SDG	Relevant Targets	Relevant Functions of RDA
 <p><b>Make cities and human settlements inclusive, resilient and sustainable</b></p>	11.2 - By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.	Road Safety Improvement, road improvements to facilitate public transport.
 <p><b>Take urgent action to combat climate change and its impacts</b></p>	13.1 - Strengthen resilient and adaptive capacity to climate-related hazards and natural disaster in all countries.	Climate resilient improvement including bridge reconstruction, landslide disaster protection etc.

In addition, access is a key determinant of poverty. Without physical access rural communities face greater obstacles in obtaining health education and other social services. Also their ability to take advantage of surplus crop production and employment opportunities severely constrained. Roads are the key element in the provision of physical access in Sri Lanka. Hence improvement of access between regional and rural communities will enhance poverty reduction. Thus road developments indirectly support for the poverty reduction.

Further, as part of the Paris Agreement - countries including Sri Lanka pledged to reduce national emissions and adapt to climate change impacts and each country has self-defined targets known as 'Nationally Determined Contributions (NDCs)' to achieve the goals for both people and planet. Sri Lanka submitted its initial NDCs in September 2016 as a country that ratified the Paris Agreement. In 2020, the Climate Change Secretariat began a process of updating the NDCs to represent a more ambitious, quantified, and robust assessment of the mitigation potential and adaptation measures for the next decade (2021-2030). These NDCs are fully integrated into the country's sustainable development vision. According to the updated Transport Sector NDCs followings are NDCs and actions are much relevant with the functions of RDA.

NDC	Actions
<b>NDC 1 :</b> Transport sector system improvement	1.3 Improve traffic and traffic light management 1.4 Improve parking management 1.6 Improve road architecture (road designs, road signs, signaling, signage, etc.)
<b>NDC 5 :</b> Promote non-motorized transport modes	5.2 Improve the facilities for pedestrian walkways
<b>NDC 11 :</b> Road infrastructure development	11.1 Development of provincial and rural road infrastructure for improved mobility 11.2 Expansion of expressway network

All major projects of RDA has been commenced after analysis of their economic, social & environment viability through feasibility studies.

All the ongoing expressway projects have completed Environmental Impact Assessments (EIA) and taken approval from the Central Environmental Authority (CEA) prior to the commencement of construction works. Resettlement Action Plans (RAP) are prepared for the projects involve with resettlements.

During the year 2022 also the Road Development Authority continued the actions of preparation / submission of relevant documents for environmental social safeguard with respect to several development projects as given below and described in chapter 2.1.9.

<b>Project</b>	<b>Report</b>
Wakwella Bridge	BIQ
Proposed Ittapana - Horawala Bridge.	IEE report
Ruwanpura Expressway Phase II&III	EIA,RAP
Kandy Multi Model Transport Development Project.	Social and Environmental Report
Inclusive Road Connectivity and Development Project	RAP Road Specific Environmental and Social Management Plan (ESMP)
Proposed Rathnapura Bypass Road	EIA
Proposed Katugastota Bypass Road	Preparation of IEE Report
Kandy Tunnel Project	EIA
Galle - Deniyaya -Madampe road (A017) Improvement Project	IEE

In 2022, environment clearances have been obtained for the Centarl Environmental Authoriy with respect to followings.

- Galle - Deniyaya - Madampe road (A017) improvement Project (from Deniatya to Rakwana)
- Asphalt plant - Balangoda.
- Asphalt plant – Ingiriya.

In 2022, under Kandy Multi Model Transport Development Project, compensation was paid for 11 persons who loss businesses due to the project.

Central expressway section from Meerigama to Kurunagala (40.91km) was opened for public in January 2022 and construction of Kadawath -Meerigama section is in progress at the end of the year.(SDG 9.1 & NDC 11.2)



During 2022, improvement of about 1,900 km of rural roads have been completed under different rural road development programmes. Furthermore, improvement of about 12,000km of rural roads were ongoing as at end of the year.(SDG 9.1,11.2 & NDC 11.1)

Illumination of pedestrian crossings and installation of pelican crossing carried out under Road Safety and Traffic Management programmes during the year 2022 as described in chapter 2.1.7 have been contributed to improve road safety and reduce number of road accidents. ( SDG 3.6, 11.2 and NDC 1.3) During this year, not attended for accident black spot improvements due to lack of funding.

Landslide Disaster Protection Project of the national road network funded by JICA was completed in 2021. In 2022, payments were made for completed work of this project and project proposal was submitted to the Department of National Planning for JICA Technical Assistance for Strengthening Land Slide Disaster Prevention for Resilient Road Transportation in Sri Lanka.( SDG 13.1)

Progress of activities with respect to SDG target 9.1 is given in the table 4-1. Road length rehabilitated /improved or constructed and Percentage of physical progress has been considered as the KPIs.



Table 4-1: Progress of activities with respect to SDG Target 9.1 during the year 2022

Projects	2022 Allocation (Original ) Rs. Mn	2022 Target	2022 Allocation (Revised) Rs. Mn	Progress as at end of 31.12.2022	
				Physical	Expenditure during 2022 (Rs.Mn)
Central Expressway Section I: Section III (Ch. 0+840km to Ch. 12+890 km)	20,150 10,000	43% 100%	42,482.17 2,907.22	35% 17%	13,744.43
Ruwanpura Expressway	1,380	60% PP for Phase 1	1380	Phase 1 PP 6.5%	236.296
Port Access Elevated Highway	8,100	85%	18,124.70	54.3%PP	18,030.31
Integrated Road investment programme	43,450	80%	42,450	iRoad I: Rural Roads 92.35 % ,National Roads (RMC) 43.65 % iRoad II: 12.26%	41,524.52
Widening & Improvement of roads & bridges in Central,Uva provinces	500	100%	4,010.00	Bridges 100% Roads 98%	1,246.85
Colombo District Road Development project	1250	80%	1,735.00	94%	1,186.84
Western province National Highway project	200	100%	800.00	96%	544.29
Rehabilitation of A017 road from Deniyaya to Rakwana	900	40%	395.18	3.5%	7.24
Development of 100,000km of Alternative Roads to Access Main Roads and Expressways	92,000	Completion of 10,000km of roads	53,113.64	1,143km completed 11549km ongoing	52,529.63
Inclusive Connectivity & Development Project	12,200	Completion of 500km	2,303.30	16.25 km completed 341.92km ongoing	1,990.17
Kohuwala & Gatambe flyovers	2,500	35%	2,774.00	Kohuwala: 62% Gatambe: 36%	860.47

Note : PP -Physical Progress

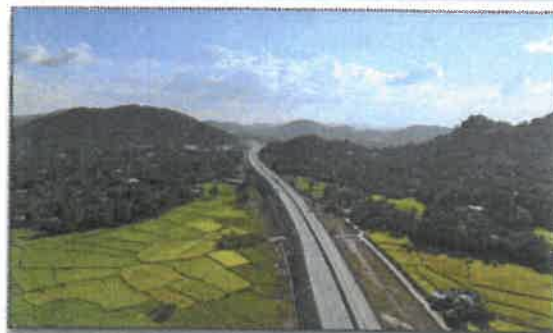
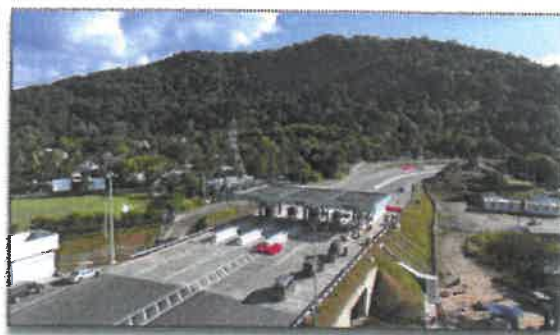
# Chapter 5

## **5. Financial Statements**

### **5.1 Audited Financial Statement 2022**



**MINISTRY OF TRANSPORT & HIGHWAYS**  
**ROAD DEVELOPMENT AUTHORITY**



**FINANCIAL STATEMENT**  
**2022**

## **ROAD DEVELOPMENT AUTHORITY**

### **FINANCIAL STATEMENT 2022**

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**ROAD DEVELOPMENT AUTHORITY**  
**STATEMENT OF FINANCIAL POSITION AS AT 31 ST DECEMBER 2022**

		2022 (Rs.)	2021 Re-stated (Rs.)
<b>ASSETS</b>			
<b>CURRENT ASSETS</b>			
Cash & Cash Equivalents	NOTE 1	5,029,217,027.74	8,418,671,727.78
Debtors	2	46,640,196,966.55	17,093,720,816.60
Inventories	3	1,542,746,029.21	1,124,195,842.09
Pre-Payments		1,024,500.00	2,840,572.62
Deposits & Advances	4	81,794,067.16	138,169,214.86
Mobilization Advance	5-B	34,332,750,386.49	24,773,163,145.07
Inter Company Current Account- Expressway Transport Company (Pvt) Ltd	6	3,132,928.80	3,132,928.80
Current Account Maganeguma Emulsion Production Company (Pvt) Ltd	20 A	40,530,868.45	-
Other Current Assets	7	299,913,154.21	312,979,817.49
Imprest Advances	8	-	2,070,172,945.79
<b>TOTAL CURRENT ASSETS</b>		<b>87,971,305,928.61</b>	<b>53,937,047,011.10</b>
<b>NON CURRENT ASSETS</b>			
Equity Investments	9	2,200,310.00	2,200,310.00
Other Investments	10	3,581,805,483.04	3,186,127,193.99
Property Plant & Equipment	11	931,644,853,362.27	818,435,932,297.07
Prepaid Lease		36,875.00	37,875.00
Work In Progress Buildings	12	6,531,237.43	27,844,413.74
Work In Progress Expressways, Roads & Bridges	13	182,562,888,744.26	274,773,196,795.53
Intangible Assets	14	454,487,820.72	461,032,000.68
Mobilization Advance	5-B	11,467,369,581.37	29,253,695,108.73
<b>TOTAL NON CURRENT ASSETS</b>		<b>1,129,720,173,414.09</b>	<b>1,126,140,065,994.74</b>
<b>TOTAL ASSETS</b>		<b>1,217,691,479,342.70</b>	<b>1,180,077,113,005.84</b>
<b>LIABILITIES</b>			
<b>CURRENT LIABILITIES</b>			
Client & Other Deposits	15	4,539,351,133.84	4,550,562,619.26
Retention Money Payable	16 A	6,249,644,010.63	3,073,571,873.24
Payable to Contractors	17	7,329,016,628.93	7,748,230,174.66
Compensation on Land Acquisition & Interest Payable	18	4,048,228,268.67	435,069,279.90
Interest & Capital Repayments Local Bank Loans	19	40,171,114,535.85	14,386,268,158.81
Current Account Maganeguma Emulsion Production Company (Pvt) Ltd	20 A	-	29,691,918.30
Current Account - Maganeguma Road Construction & Equipment Co (Pvt) Ltd	20 B	5,314,423,163.31	2,010,294,011.82
Current Account Maganeguma Consultancy & Project Management Services Company (Pvt) Ltd	20 C	88,648,355.93	133,601,764.14
Accrued Expenses & Taxes Payable	21	2,237,926,633.07	2,244,161,958.06
Creditors & Others	22	2,567,560,650.96	1,897,202,577.04
Loans from Local Banks for RWI & PMMU	23 A/B	6,884,865,559.01	2,113,631,402.11
<b>TOTAL CURRENT LIABILITIES</b>		<b>79,430,778,940.20</b>	<b>38,622,285,737.34</b>
<b>NON CURRENT LIABILITIES</b>			
Loans from Local Banks for RWI & PMMU	23 A/B	258,008,794,425.71	266,199,347,973.59
Debentures	24	91,165,656,199.10	91,165,656,199.10
Recoveries for Motor Bicycle Transferred to Employee		2,724,496.00	2,724,496.00
Employee Benefits	25	3,809,516,830.95	3,953,451,256.18
Retention Money Payable	16 A	106,748,928.91	1,627,822,055.42
<b>TOTAL LIABILITIES</b>		<b>353,093,440,880.67</b>	<b>362,949,001,980.29</b>
<b>NET ASSETS</b>		<b>432,524,219,820.87</b>	<b>401,571,287,717.63</b>
<b>NET ASSETS / EQUITY</b>			
Paid Up Capital ( Government Contribution)		1,000,000.00	1,000,000.00
<b>Capital &amp; Reserves</b>			
Asset Revaluation Reserve Account		5,730,024,265.92	4,572,623,600.96
Accumulated Surplus	- Current	123,723,327,332.57	85,286,146,959.98
	- Capital	655,712,907,923.34	688,646,054,727.27
<b>NET ASSETS / EQUITY</b>		<b>785,167,259,521.83</b>	<b>778,505,825,288.21</b>

These Financial Statements have been prepared in accordance with Sri Lanka Public Sector Accounting Standards ( SLPSAS).

The accounting policies and notes on pages 01 to 69 form an integral part of these Financial Statements.

**Harold Kannangara**  
Director Finance  
Road Development Authority  
Maganeguma Mahamedura,  
Denzil Kobbekaduwa Mawatha,  
Battaramulla, Sri Lanka.

The Board of Directors is responsible for the preparation and presentation of these Financial Statements.

Approved & signed for and on behalf of the Board of Directors.

**Chairman**  
**Road Development Authority**  
No. 216, Maganeguma Mahamedura,  
Denzil Kobbekaduwa Mw;  
Battaramulla, Sri Lanka.

C. P. Athuluwage  
Chairman

28.02.2023

**W.H.K.D.B. Rathnayake**  
Board Member

**W. H. K. D. B. Rathnayake**  
Director (Planning & Monitoring)  
Ministry of Highways & Road Development,  
07<sup>th</sup> Floor, "Maganeguma Mahamedura"  
No. 216, Denzil Kobbekaduwa Mawatha,  
Battaramulla, Sri Lanka.



**ROAD DEVELOPMENT AUTHORITY**  
**STATEMENT OF FINANCIAL PERFORMANCE FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

	Note	2022 (Rs.)	2021 Re-stated (Rs.)
<b>Revenue</b>			
<b>Revenue From Non Exchange Transaction</b>			
Recurrent Grant	26 A	108,669,185,976.08	83,691,774,226.27
Capital Grant	26 B	18,280,098,115.70	82,359,033,013.52
<b>Revenue From Exchange Transaction</b>	26 C	11,048,513,601.16	11,023,812,895.69
<b>Total Revenue</b>		<b>137,997,797,692.94</b>	<b>177,074,620,135.48</b>
<b>Operating Results</b>			
<b>Recurrent Revenue</b>			
<b>Non Exchange</b>			
<b>Exchange</b>			
Surplus from Client's Work	30	70,464,480.88	94,224,546.54
Net Income from Expressways	31	649,515,071.30	3,493,385,287.30
Net Income from Fees for Services	32	136,621,986.64	250,590,696.62
Hire Charges & Rent	33	406,342,720.27	449,028,646.12
Interest	34	1,413,309,125.50	795,741,793.22
Overhead Recoveries	35	33,222,289.21	34,868,664.30
Gross Profit from Casting Yard	36	579,488.18	1,821,023.12
Net Income from Inter Locking Concrete Blocks	37	17,974.00	22,208.33
Net income from Asphalt External Sales	38	(4,878,345.59)	1,169,455.70
Others	39	327,261,675.00	503,688,979.65
Total Net Recurrent Revenue from Exchange Transactions		3,032,456,465.39	5,624,541,300.90
<b>Total Recurrent Revenue</b>		<b>111,701,642,441.47</b>	<b>89,316,315,527.17</b>
<b>Expenditure</b>			
Development & Maintenance Expenditure - Line Ministry	41	9,184,656,094.03	17,699,613,458.92
Development & Maintenance Expenditure - State Ministry	42	1,606,219,405.03	1,024,964,250.08
Development & Maintenance Expenditure - Other Ministry	43	-	54,790,467.31
Development & Maintenance Expenditure - RDA Funds	44	9,200,168.73	38,669,142.13
Personal Emoluments	45	8,315,031,158.71	8,603,455,926.45
Supplies & Consumables Used	46	88,816,002.68	116,305,573.06
Other Administrative Expenses	47	842,403,793.42	880,920,662.16
Finance Costs	49	52,621,536,359.28	14,637,597,985.92
		<b>72,667,862,981.88</b>	<b>43,056,317,466.03</b>
Current Surplus/(Deficit) for the year		39,033,779,459.59	46,259,998,061.14
Remittance of Levy to Treasury	50	-	(4,000,000,000.00)
<b>Current Surplus/(Deficit) Net of Levy to the Treasury</b>		<b>39,033,779,459.59</b>	<b>42,259,998,061.14</b>
<b>Non Exchange Capital Grants to Property Plant &amp; Equipment</b>			
Depreciation and Amortization Expenses	48	(51,263,198,187.88)	(45,249,581,747.55)
Profit / Loss on Disposal of Sale of Assets Acquired	40	49,953,268.25	2,104,173.89
Value of Assets Transferred to Ministry Written Off	51	-	(38,732,599.00)
Revaluation Reserve on Assets Transferred to Ministry Credited to Revenue	51	-	38,731,089.00
<b>Surplus/(Deficit) relating to the year on Capital Grant -PPE</b>		<b>(32,933,146,803.93)</b>	<b>37,111,553,929.86</b>
<b>Surplus/(Deficit) for the period after accounting of Capital Grant before Income Tax</b>		<b>6,100,632,655.66</b>	<b>79,371,551,991.00</b>
Income Tax Expenses	52	(612,567,309.00)	(506,970,884.00)
Surcharge Tax	54	-	-
<b>Surplus/(Deficit) for the year after Income Tax</b>		<b>5,488,065,346.66</b>	<b>78,864,581,107.00</b>
Deferred Tax	53	15,968,222.00	12,498,590.00
<b>Balance Surplus for the year after Deferred Tax</b>		<b>5,504,033,568.66</b>	<b>78,877,079,697.00</b>
Accumulated Surplus Brought Forward	55	773,932,201,687.25	695,055,121,990.25
<b>Balance Carried Forward</b>		<b>779,436,235,255.91</b>	<b>773,932,201,687.25</b>

These Financial Statements have been prepared in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS).  
The accounting policies and notes on pages 01 to 69 form an integral part of these Financial Statements.



**ROAD DEVELOPMENT AUTHORITY**  
**STATEMENT OF CASH FLOW**  
**FOR THE YEAR ENDED 31<sup>ST</sup> DECEMBER 2022**

Description	2022	2021
Operating Surplus before Income Tax as per Financial Statements	6,100,632,656	86,767,319,184
<b>Adjustments</b>		
Depreciation & Amortization Expenses	51,263,198,188	44,896,907,579
Finance Cost	49,935,958,463	14,177,469,655
Provision for Gratuity	49,940,026	664,487,400
Liquidated Damages written Back	(82,003,336)	(12,238,885)
Client Deposits written Back	(107,278,394)	(394,085,742)
Retention Money written Back	(94,614,212)	(3,556,008)
Other Deposits Written Back	(409,605)	(10,597,686)
Provisions Written Back	-	1,038,936
Profit on Disposal of Property Plant & Equipment	(2,120,014)	(2,104,174)
Interest Received	(1,400,338,197)	(758,923,816)
Loss/ Gain on Exchange Rate Difference	3,602,189,199	360,742,413
Surcharge Tax Paid during the year	1,415,861,520	-
Value of Assets Transferred to Ministry Written Off	-	38,732,599
Revaluation Reserve on Assets Transferred to Ministry Credited to Revenue	-	(38,731,089)
Deferred Tax	15,968,222	12,498,590
<b>Operating Profit before Working Capital Changes</b>	<b>110,696,984,515</b>	<b>145,698,958,957</b>
<b>Working Capital Changes</b>		
Gratuity paid	(193,874,451)	(278,224,218)
Income Tax Paid	(834,858,033)	(1,370,467,103)
Surcharge Tax Paid	(1,415,861,520)	-
Interest Paid	(35,922,380,937)	(25,334,963,335)
(Increase) in Debtors	(29,546,476,150)	(2,731,053,903)
(Increase) in Inventories	(418,550,187)	(358,681,902)
Decrease/(Increase) in Pre-Payments	1,816,073	(1,411,132)
Decrease/(Increase) in Deposits & Advances	56,375,148	(18,671,814)
Decrease/(Increase) in Mobilization Advance	8,226,738,286	(22,512,724,435)
Decrease in Other Current Assets	13,066,663	85,752,256
Decrease/(Increase) in Imprest Advance	2,070,172,946	(2,070,172,946)
Decrease/(Increase) in Intangible Assets	6,544,180	-
Increase in Clients & Other Deposits	178,479,850	574,450,030
Increase in Retention Money Payable	1,749,613,223	3,192,012,338
(Decrease)/Increase in Payables to Contractors	(419,213,546)	186,529,883
Increase /(Decrease) in Land Compensation Payable	3,613,158,989	(1,796,352,791)
Increase in Inter Company Current Accounts	3,188,952,957	95,952,067
Increase in Accrued Expenses & Taxes Payable	216,055,399	90,083,045
Increase in Creditors & Others	670,358,074	557,093,529
Decrease in Prepaid Lease	1,000	1,000
<b>Net Cash Utilized in Operating Activities</b>	<b>61,937,102,477</b>	<b>94,008,109,525</b>
<b>Investing Activities</b>		
Property Plant & Equipment Purchased out of RDA Funds	(129,153,826,159)	(4,275,269,546)
Property Plant & Equipment Purchased under Domestic Fund	(33,861,080,451)	(1,330,777,147)
Property Plant & Equipment Transferred from Local Bank Projects	(3,839,233)	(229,090,000)
Property Plant & Equipment Transferred from Projects	(289,957,078)	(62,078,516,641)
Property Plant & Equipment Transferred from Other Local Organization	(2,091,500)	-
(Increase) in value of Property Plant & equipment due to Revaluation	(1,157,400,665)	(2,055,484,644)
Increase in value of Other Assets transferred to Ministry due to Revaluation	-	(38,731,089)
(Increase) in Work In Progress on Buildings	(30,336,210)	(64,708,353)
Decrease /(Increase) Work In Progress Expressways, Roads & Bridges	102,040,538,711	(100,115,261,241)
Sale Proceeds of Property Plant & Equipment RDA	2,120,014	2,470,972
Interest Received	1,400,338,197	758,923,816
Other Investments	(395,678,289)	1,013,981,244
<b>Net Cash Utilized in Investing Activities</b>	<b>(61,451,212,663)</b>	<b>(168,412,462,630)</b>
<b>Financing Activities</b>		
Increase in Revaluation Reserve	1,157,400,665	2,094,215,733
(Decrease) in Value of Recovery of Motor Bicycle Transferred to Employees	-	(78,000)
Local Banks Loans disbursed	285,351,173	40,314,747,539
Debenture Issued	-	31,800,000,000
Repayment of Local Bank Loans	(5,318,096,352)	(2,393,938,628)
<b>Net Cash provided by Financing Activities</b>	<b>(3,875,344,514)</b>	<b>71,814,946,643</b>
<b>Net Increase in Cash &amp; Cash Equivalents</b>	<b>(3,389,454,700)</b>	<b>(2,589,406,462)</b>
Cash & Cash Equivalents at the Beginning of the Year	8,418,671,728	11,007,996,546
<b>Cash &amp; Cash Equivalents at the End of the Year</b>	<b>5,029,217,028</b>	<b>8,418,590,084</b>



**ROAD DEVELOPMENT AUTHORITY**

**STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 31st DECEMBER 2022**

Description	Paid Up Capital	Revaluation Reserve	Accumulated Surplus/(Deficit)		Total
			Current	Capital	
Balance as at 01/01/2021	1,000,000.00	4,572,623,600.96	43,619,795,245.76	643,175,576,901.76	691,368,995,748.48
Prior Year Adjustments			(99,174,052.92)	8,358,923,895.65	8,259,749,842.73
Re-stated Balance as at 01/01/2021	1,000,000.00	4,572,623,600.96	43,520,621,192.84	651,534,500,797.41	699,628,745,591.21
Restated Surplus			41,765,525,767.14	37,111,553,929.86	78,877,079,697.00
Balance as at 31/12/2021	1,000,000.00	4,572,623,600.96	85,286,146,959.98	688,646,054,727.27	778,505,825,288.21
Revaluation Surplus of Motor Vehicles		789,769,863.00			789,769,863.00
Revaluation Surplus of Buildings		367,630,801.96			367,630,801.96
(Deficit) for the Period after Deferred tax			38,437,180,372.59	(32,933,146,803.93)	5,504,033,568.66
Balance as at 31st December 2022	1,000,000.00	5,730,024,265.92	123,723,327,332.57	655,712,907,923.34	785,167,259,521.83



## **ROAD DEVELOPMENT AUTHORITY**

### **ACCOUNTING POLICIES**

#### **1. CORPORATE INFORMATION**

##### **1.1. Reporting Entity**

Road Development Authority was established by the Road Development Authority Act No 73 of 1981 on 18th December 1981. Financial Statement encompasses only the activities of Road Development Authority.

##### **1.2. Principal Activities and Nature of Operation**

Maintenance & development of the roads and bridges in the National Highway Network, Management of operation & maintenance of expressways and the planning, design and construction of new highways, bridges and expressways to augment the existing network. Presently, a length of 12496 Km of A, B & E class roads are maintained & managed by Road Development Authority.

##### **1.3. Registered Office**

Registered office of the Authority is Maganeguma Mahamedura, No 216, Denzil Kobbekaduwa Mawatha, Koswatta, Battaramulla.

##### **1.4. Financial Year**

The Financial reporting Period of Road Development Authority is twelve months period covering from 01st January to 31st December.

##### **1.5. Functional and Reporting Currency**

Items included in the financial statements are measured using the currency of the primary economic environment in which the entity operates ('the functional currency'). The financial statements are presented in "Sri Lankan Rupees" which is considered the entity's functional and reporting currency.

##### **1.6. Date of Authorization for Issue**

The financial statements of the Authority for the year ended 31 December 2022 were authorized for issue in accordance with a resolution of the Board of Directors.

#### **2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

##### **2.1 Basis of Preparation**

Financial Statements for the year 2022 have been prepared on accrual basis in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS). International Accounting Standards and generally accepted accounting principles are used whenever the applicable standards are silent on the particular issue.

The Financial statement is prepared on going concern basis and accounting policies adopted by RDA are consistently applied with those of prior years unless specifically disclosed otherwise.



## 2.2 Equity Investment

Equity investments in the following companies have been stated in the accounts at cost.

1. Maganagama Emulsion Production Company (Pvt) Ltd
2. Maganagama Road Construction & Equipment Company (pvt) Ltd
3. Maganagama Consultancy & Project Management Service (pvt) Ltd
4. Expressway Transport Bus Company (Pvt) Ltd
5. Housing Development Finance Corporation (HDFC)

## 2.2 (i) Subsidiaries

1. Maganeguma Emulsion Production Company (Pvt) Ltd
2. Maganeguma Road Construction & Equipment Company (Pvt) Ltd
3. Maganeguma Consultancy & Project Management Service (Pvt) Ltd
4. Expressway Transport Bus Company (Pvt) Ltd

## 2.2 (ii) Related Party Transactions

Disclosures are made in respect of the transactions in which the entity has the ability to control or to exercise the significant influence over the financial and operational decisions of the subsidiaries.

Given below are the outstanding balances as at 31/12/2022 for the related party transactions entered into RDA and Subsidiaries.

Company Name	Receivable Amount Rs	Payable Amount Rs	Net Receivable/ (Payable Amount) Rs
Maganeguma Emulsion Production Company (Pvt) Ltd	45,119,962.43	4,589,093.98	40,530,868.45
Maganaguma Road Construction & Equipment Company (Pvt) Ltd	2,341,865,238.29	7,656,288,401.60	(5,314,423,163.31)
Maganaguma Consultancy & Project Management Services (Pvt) Ltd	9,172,797.78	97,821,153.71	(88,648,355.93)
Expressway Transport Bus Company (Pvt) Ltd	3,132,928.80	--	3,132,928.80

## 2.2 (iii) Interest in Subsidiaries

Controlling interest over the subsidiary companies as at 31st December 2022 is set out below

Name of Entity	Place of business/ country of incorporation	Direct Controlling Interest	Indirect Controlling Interest	Total Controlling Interest
Maganeguma Emulsion Production Company (Pvt) Ltd	Colombo/ Sri Lanka	99.99 %	-	99.99 %
Maganaguma Road Construction & Equipment Company (Pvt) Ltd	Colombo/ Sri Lanka	100 %	-	100 %
Maganaguma Consultancy & Project Management Service (Pvt) Ltd	Colombo/ Sri Lanka	99.98 %	0.02%	100 %
Expressway Transport Bus Company (Pvt) Ltd	Colombo/ Sri Lanka	100 %	-	100 %

Road Development Authority is mainly depending on voted funds to provide road infrastructure facilities to General Public. Therefore, Sri Lanka Public Sector Accounting Standards are followed for the preparation and presentation of the Financial Statements. However, its' subsidiary companies are following the Accounting Standard related to SMEs and LKAS for the preparation of their Financial Statements.

The Consolidated Financial Statement for the Road Development Authority are not prepared due to the fact that the two different accounting standards followed by parent organization and its' subsidiaries. Moreover, disputes have aroused regarding the ownership of some subsidiary companies.

## 2.3 Property Plant & Equipment – Basis of Valuation

### 2.3 (i) Assets Purchased/ Constructed by RDA & Assets taken over from Project Management Units

Property, Plant & Equipment are recorded at cost of purchase/ constructions or revaluation amount and are shown in the accounts at cost/ revalue amount less accumulated depreciation & accumulated impairment losses in accordance with SLPSAS -07.

Depreciation is provided at the following rates on straight line basis over the period of the estimated useful life from the date of purchase / acquired/ constructed/ revalued & used to date of disposal or sale of the different types of assets. Depreciation on Highways & other Roads is provided on component basis at the different rates based on the available information.

Expressways	3%	p.a.
Highways & other Roads (Constructed by LBFP)		
Cost Incurred Surface & Road Furniture (40% of total Cost)	10%	p.a.
Cost incurred for structures & Road up to Base Level (60% of Total Cost)	5%	p.a.
Highways & other Roads (Constructed by PMMUs)		
Culverts	4%	p.a.
Embankment	5%	p.a.
Surface	10%	p.a.
Road Signal	20%	p.a.
Safety Equipment	10%	p.a.
Other Road Cost	10%	p.a.
Concrete Bridges	1%	p.a.
Steel Bridges	2%	p.a.
Weak Bridges	5%	p.a.
Buildings	5%	p.a.
Parking Sheds	5%	p.a.
Furniture & Office Equipment	20%	p.a.
Computers	33.33%	p.a.
Motor Vehicles	20%	p.a.



Bridge Inspection Vehicle & Accessories	10%	p.a
Plant, Machinery & Equipment	25%	p.a
Drawing & Survey Equipment	20%	p.a
Tools & Equipment	20%	p.a
Communication Outlay	15%	p.a
Reference Books	50%	p.a
Baily Bridging Items	10%	p.a
Foot Bicycles	20%	p.a
Bridge Equipment	10%	p.a
Motor Cycles	20%	p.a
R&D Equipment	20%	p.a
Electrical Fitting & Fixtures	25%	p.a
Training Equipment	20%	p.a
Ferry Boats	20%	p.a
Motor Launch	20%	p.a
Medical Instruments	25%	p.a
Lab Equipment	20%	p.a
Accrow Items	20%	p.a
Office Container	20%	p.a
Expressway Equipment	33.33%	p.a
Prefab Toilet Units	10%	p.a
Sanitary Equipment	33.33%	p.a
Car Park at RDA Head Office	20%	p.a
Intangible Assets		
Computer Software	33.33%	p.a
Bridge Assessment Software	1%	p.a

### 2.3 (ii) Land

- a. Land acquired to construct expressways are accounted under the expressways cost and included in the asset registers of expressways. The value of lands & Construction & other cost is separately shown in the assets register.

- b. Land acquired for re- location of displaced families are separately accounted

The balance 12 blocks of re-located land at Rukathanagahawatta handed over from OCH-II project have been taken to books of accounts of RDA during the year 2022 at the value of Rs 5,125,000/-.

- c. Crown Lands Occupied & Possession with RDA

RDA is working towards the identification of lands which are in the custody of RDA. Accordingly, land division of RDA has identified 275 plots up to now with the extent of 120.6215 hectares. We have requested to issue free grant certificates for the transferring the ownership of the above lands to RDA. No sooner the free grant certificates are issued, those lands will be brought to books of accounts of RDA



### 2.3 (iii) Expressways

Expressways are handed over to RDA during the reporting periods of Financial Statements from 2011 to 2022. These Expressways are capitalized in the RDA accounts during the reporting period from 2011 to 2022. Land acquired or purchased for construction of expressways has not been depreciated, complied with SLPAS-07.

The costs of these expressways are summarized below.

Name of Expressway	Cost as at 31/12/2021 Rs.	Adjustments Rs.	Re-Statement Cost as at 01/01/2021 Rs.	Addition / Adjustment Rs.	Total Cost as at 31/12/2022 Rs.	Land Acquisition Cost Rs.	Construction & Other Cost Rs.
Southern Expressway	115,978,051,761.35		115,978,051,761.35	6,000.00	115,978,057,761.35	8,390,505,545.53	107,587,552,215.82
Colombo Katunayake Expressway	53,467,260,156.84	(5,300,775.68)	53,461,959,381.16	2,300.00	53,461,961,681.16	2,609,351,053.34	50,852,610,627.82
Outer Circular Highway, Phase I	31,329,853,791.54		31,329,853,791.54		31,329,853,791.54	2,851,646,361.00	28,478,207,430.54
Outer Circular Highway, Phase II	47,753,768,454.41		47,753,768,454.41		47,753,768,454.41	1,856,120,544.00	45,897,647,910.41
Outer Circular Highway, Phase III	79,650,863,826.29		79,650,863,826.29	75,424,961.83	79,726,288,788.12	8,887,877,732.87	70,838,411,055.25
Extension of Southern Expressway Phase I	138,210,109,114.31	(155,295,116.56)	138,054,813,997.75	74,086,372.66	138,128,900,370.41	5,521,288,129.46	132,607,612,240.95
Extension of Southern Expressway Phase II	51,866,157,609.00	(13,885,749.03)	51,852,271,859.97	2,076,280.77	51,854,348,140.74	2,140,212,551.81	49,714,135,588.93
Extension of Southern Expressway Phase III	37,228,958,489.29	(7,232,102.00)	37,221,726,387.29	448,620.00	37,222,175,007.29	1,256,164,286.36	35,966,010,720.93
Extension of Southern Expressway Phase IV	50,161,401,938.16	(1,352,137.00)	50,160,049,801.16	103,333.32	50,160,153,134.48	302,110,769.60	49,858,042,364.88
Central Expressway II	-	-	-	162,014,496,087.51	162,014,496,087.51	**	162,014,496,087.51
<b>Total</b>	<b>605,646,425,141.19</b>	<b>(163,065,880.27)</b>	<b>605,463,359,260.92</b>	<b>162,166,643,956.09</b>	<b>767,630,003,217.01</b>	<b>33,815,276,973.97</b>	<b>733,814,726,243.04</b>

\*\* Due to complication of land acquisition cost computation, relevant land cost is brought to the books of accounts in January, 2023.



### **2.3 (iv) Highways & Other Roads**

Improvements to 164 existing roads constructed out of the grant received from the line ministry, local bank loans obtained and handed over from Project Management Units have been capitalized during the years 2019 to 2022. The compensation and interest paid for the land acquired on behalf of the respective road improvements also have been capitalized under the same road.

The Marine Drive road project from Kollupitiya to Panadura consists of 06 stages. The entire road section of 7.41 km length from Kollupitiya to Dehiwala has been completed under the direct labor of the Road Development Authority and handed over to the Colombo Executive Engineer in February 2022. The cost of this section has been capitalized during the year 2022.

The percentage of the road length capitalized out of the total length of 164 highways & other roads are given in Note 10 of the general notes to the Financial Statements.

Information is being collected for all existing Highways & Other Roads belong to RDA and will be brought to books of accounts upon the valuation.

The improvements of existing RDA roads constructed under the “Local Bank Rural Road 100000 km Programme” have been completed out of fund received by line ministry and loan obtained from local banks. Those roads have been capitalized under RDA and Grant due to analysis of fund received method.

The improvement part of existing RDA roads constructed and completed under the vote of road widening and improvement have been capitalized during the years 2021 & 2022.

### **2.3 (v) Bridges**

The bridge cost have been separately shown during the year 2022, which is included in the road cost in previous years.

The improvement part of existing bridges completed in the year 2021 & 2022 under the vote of reconstruction of damaged/weak bridges on National Highways have been capitalized during the years 2022.

In addition, the expenditure occurred on repair and maintenance works of bridges has been shown as development expenditure in the statement of Financial Performance.

The details related to Bridges & Flyover Bridges Capitalized in the books of Accounts of RDA from the years 2019 to 2022 are given in Note 11 of the general notes to the Financial Statements.

### **2.3 (vi) Building**

Revaluation process of buildings is being carried out by the Valuation Department for the all provinces and other offices.



The progress of the building revaluation process as at 31.12.2022 is as follows.

Road Development Authority Building Revaluation as at 31.12.2022								
Province	No. of Buildings	No. of Revalued Building	% Completion of Valuation	Revalued Amount	Capitalized Amount			
					2022	2021	2020	2019
Sabaragamuwa	52	52	100.00%	119,181,000.00				119,181,000.00
NCP	60	39	65.00%	53,985,000.00	28,840,000.00	25,145,000.00		
Northern	81	53	65.43%	83,425,000.00	83,425,000.00			
Central	95	-	0.00%	-		-		
NWP	26	13	50.00%	21,678,400.00			21,678,400.00	
Southern	41	18	43.90%	55,910,926.00	24,720,926.00	31,190,000.00		
Eastern	30	-	0.00%	-		-		
Uva	32	-	0.00%	-		-		
Akkarapattuwa (Addl.PD)	78	72	92.31%	110,681,000.00	110,681,000.00			
Western	73	15	20.55%	122,120,900.00	122,120,900.00			
	568	262	46.13%	566,982,226.00	369,787,826.00	56,335,000.00	21,678,400.00	119,181,000.00
EOMMU	64	The buildings at EOMMU have been handed over to Valuation Department during the year 2022 and not yet received revalued amounts.						

The depreciation on area used by Ministry of Highways in Maganeguma Mahamedura Building has been charged against the grant received for building in the year 2014 and adjustments have been re-stated accordingly.

### 2.3 (vii) Motor Vehicles

- Motor Vehicles used by project and subsequently handed over to the RDA are recorded at its revaluation price.
- All other vehicles in the possession of RDA with zero values in the books of accounts have been re-valued and recorded in the books of accounts of RDA at revalued price.

### 2.3 (viii) Other Assets

Cost of new assets purchased and handed over to the RDA is recorded at its cost.

The used assets of the Project Managements Units have been taken over by RDA over the years up to 31.12.2022 and have been brought to the Assets register of RDA.

Province wise Committees have been appointed to value these assets and will be brought to the books of RDA accounts upon the valuation.





## 2.4 Capital Work-In-Progress

Capital work in progress is stated at cost. These are expenses of a capital nature directly incurred in the construction of Expressways, Bridges and Buildings by RDA

Given below is the summary of Work-in-Progress as at 31.12.2022.

Detail	Buildings	Expressways	Weak Bridges	Kandy Tunnel	RWI Roads	RDA 100000Km Prog	Non-RDA 100000Km Prog	Other PMMU Roads	Land Development	Land	Grand Total
	Rs	Rs	Rs			Rs	Rs	Rs	Rs	Rs	Rs
Balance 1st January 2022	28,444,413.74	176,511,949,678.77	-	19,988,431.80	4,202,656,794.69	3,872,756,728.71	82,692,287,266.83	7,601,106,145.23	-	11,621,099,134.68	286,550,288,594.45
Adjustments	(600,000.00)	70,304,063.74	509,379,221.97		(1,101,953,104.70)	-	(8,548,329,520.09)	(2,376,454,635.95)	-	(304,728,410.15)	(11,752,382,385.18)
Restated Balance 1st January 2022	27,844,413.74	176,582,253,742.51	509,379,221.97	19,988,431.80	3,100,703,689.99	3,872,756,728.71	74,143,957,746.74	5,224,651,509.28	-	11,316,370,724.53	274,797,906,209.27
Additions During the Year	30,336,209.74	11,226,060,852.49	183,108,729.98	41,217,217.08	604,147,172.07	2,172,423,562.21	55,832,967,423.28	350,418,997.29	1,865,893.00	4,049,460,817.44	75,877,474,082.19
Total	58,180,623.48	187,808,314,595.00	692,487,951.95	61,205,648.88	3,704,850,862.06	6,045,180,290.92	129,976,925,170.02	5,575,070,506.57	1,865,893.00	15,365,831,541.97	350,675,380,291.46
Capitalized/ Transferred	(51,649,386.05)	(162,014,496,087.51)	-		(263,376,576.82)		(4,390,166,426.46)	(103,333.32)	-	(701,292.00)	(168,105,960,309.77)
Balance 31st December 2022	6,531,237.43	25,793,818,507.49	692,487,951.95	61,205,648.88	3,441,474,285.24	6,045,180,290.92	125,586,758,743.56	5,574,967,173.25	1,865,893.00	15,365,130,249.97	182,569,419,981.69

## Summary of Work-In-Progress on Expressway & Bridges

Project Name	Progress Payments on Civil Work & Supervision and Compensation			Interest Cost Incurred			Capitalized during the year 2022	Total Work In Progress
	Balance as at 01.01.2022	Prior Year Adjustments	During the year 2022	Balance as at 01.01.2022	Prior Year Adjustments	During the year 2022		
	Rs		Rs	Rs		Rs	Rs	Rs
Central Expressway Phase I	4,989,779,186.77	-	248,880,914.45	5,168,019,683.18	-	6,559,444,563.88	-	16,966,124,348.28
Central Expressway Phase II	124,241,354,424.82	-	-	37,215,138,983.02	-	558,002,679.67	162,014,496,087.51	-
Central Expressway Phase III	3,131,489,334.99	-	1,906,393,211.97	1,284,272,238.59	(18,543,890.41)	1,495,750,655.75		7,799,361,550.89
Ruwanpura Expressway	360,666,044.59	93,545,502.50	-	121,229,782.81	(4,697,548.35)	457,588,826.77	-	1,028,332,608.32
<b>Total</b>	<b>132,723,288,991.17</b>	<b>93,545,502.50</b>	<b>2,155,274,126.42</b>	<b>43,788,660,687.60</b>	<b>(23,241,328.76)</b>	<b>9,070,786,726.07</b>	<b>162,014,496,087.51</b>	<b>25,793,818,507.49</b>

The amount charged as expenditure in 2015 for the feasibility study done by Maganeguma Consultancy & Project Management Company of Ruwanpura Expressway has been transferred to work-in-progress and adjusted as prior year adjustment.

### 2.5 Issuance of Treasury Bond

As per the instruction by the Director General of Department of Treasury Operations RDA has issued treasury bonds to the local banks for amounting Rs. 37,544,036,359.48 to settlement of finance cost and capital re-payment during the year 2022.

Similarly, an amounting of Rs. 32,217,889,835.78 has been issued for the settlement outstanding dues without VAT component above Rs.100Mn to the major contractors and suppliers. Out of Rs. 32.217 Bn treasury bonds, RDA has received Rs. 5,048,998,875.83 for the settlement of outstanding bills of other contractor and suppliers in Local Bank Rural Road Programme. Nevertheless, RDA has not encased the respective bond during the year 2022 and outstanding amounts related these bonds are appeared in the accruals in the books of account of RDA as dues.

The details of bond issued are as follows.

Vote No.	Name of the Vote	Amount
117-02-04-51-2506	Gap Financing	37,544,036,359.48
117-02-04-01-2506	Road Maintenance Trust Fund	76,900,000.00
117-02-04-49-2506	Marine Drive	97,800,000.00
117-02-06-08-2506	Reconstruction of damaged/weak bridges on National Highways	2,000,000.00
	Development of an alternative Road Network to access main roads and expressways and ease the traffic congestion (100000 Km Programme)	31,352,989,835.78
117-02-05-(01-26)-2506	Road Widening & Improvement	688,200,000.00
<b>Total</b>		<b>69,761,926,195.26</b>



## **2.6 Borrowing cost**

- a) Borrowing costs consist of interest that an entity incurs in connection with the borrowing of funds. Interest cost related to local bank loans up to the stage of completion of Expressways and Roads constructed by PMUU have been charged to work in Progress in accordance with SLPSAS -04.
- b) Borrowing cost related to the period up to the date of completion of improvements to existing roads completed out of local bank loans have been capitalized.
- c) Borrowing cost related to local bank funded projects for road widening and improvement works which have not been capitalized and cost incurred after completing the expressways, new roads & bridges, improvements to existing roads have been shown as finance cost in the financial statements.

## **2.7 Government Grants**

- (i) Government grants received for purchased of assets & grant related to the assets handed over from Project Management Units are accounted in accordance with SLPSAS -11 and according to the instructions issued by the Ministry of Finance.
- (ii) Grants received for recurrent overhead have been recognized as income in the same year.
- (iii) Grants received/ receivable for interest and capital re-payment of local bank loans
  - (a) Grants received/ receivable for interest payable and capital re-payment on Local Bank Loans for RWI work have been recognized as revenue in the same year.
  - (b) Grants received/ receivable for interest payable and capital re-payment on PMUU loans obtained for construction of roads & bridges are shown in the accounts as revenue in the same year.
  - (c) Grant received/ receivable for the capital re-payment has been distributed according to the loan utilization ratio as capital or recurrent grant in the same year.
- (iv) Grants received for development improvement & maintenance of roads are recognized as income in the same year.

## **2.8 Conversion of Foreign Currency into a Reporting Currency**

USD loan obtained from People's bank is recorded in the accounts as per SLPSAS -05.

Re payment of USD loan obtained from the People's Bank & interest paid are converted as per the spot rate at the date of the payment and the closing balance of loan, repayment & interest due on the reporting date are converted at the spot exchange rate on the date of the Statement of the Financial Position. The loss on exchange rate difference is related to the current year has been charged to the Statement of Financial Performance.

## **2.9 Classification of Current & Non-Current Assets & Liabilities**

All Assets expected to be realized in or, is held for sale or consumption in, in the normal operating cycle of the Authority or expected to be realized within twelve months after the reporting date of the Financial Statements have been categorized as "Current Assets" and all other assets have been categorized as "Non-Current Assets" in accordance with the SLPSAS -01.

All Liabilities due to be settled in the normal operating cycle of the Authority or expected to be settled within twelve months after the reporting date of the Financial Statements have been categorized as "Current Liabilities" and all other liabilities have been categorized as "Non-Current Liabilities" in accordance with SLPSAS -01.



## **2.10 Contingent Liabilities**

There are contingent liability amounting to Rs.419, 329,639.12 and Rs. 1,656,305,938/- in respect of court cases filed by employees and outside parties against the RDA and closed Project Management Units.

## **2.11 Lease Rental on Land of Maganaguma Mahamadura**

Lease rental on Maganeguma Mahamedura land has been accounted in accordance with SLPSAS -13.

## **2.12 Expenditure**

- (i) Except the expressways, roads & bridges constructed by LBFP & 100000 Km alternative road programme, expenditure incurred on construction, widening & improvement of all Roads, Bridges etc. are carried out by voted funds are written off in the accounts in the year they have been incurred & shown as development expenditure in the statement of Financial Performance.
- (ii) Expenditure incurred for all maintenance activities of the roads & bridges are charged to statement of Financial Performance.
- (iii) Accounting policy adopted for accounting of expenditure incurred for Road Widening & Improvement works which are administrated by construction division which is partly funded by RWI vote while balance part of the funds was provided by Local bank loans have been changed during the year 2021. Accordingly, the expenditure incurred for these Road Widening & Improvement work have been capitalized during the year 2021.
- (vi) Expenditure incurred on Rehabilitation and Improvement of 100000 Km alternative road programme under the government policy statement of "Vistas of prosperity & Splendor" during the year 2021 is accounted as follows.
  - Expenditure incurred for constructing of non-RDA roads are shown as work-in-progress until the project is completed and charged to relevant cost as expenditure after completing the project. The effect to the surplus/deficit of the accounts on this will be setoff once the grant received to settle the loan re-payment.
  - Expenditure incurred for constructing the roads belongs to RDA is shown in the account as work in progress, until the project is completed. These roads are capitalized after completion the project at cost.
- (vii) Expenditure incurred for non-RDA roads constructed out of the Local Bank funds & RDA own generated income are written off in the accounts & charged to Statement of Financial Performance.
- (viii) Expenditure incurred on greenery works of expressways are written off in the accounts and shown in the Statements of Financial Performance.
- (ix) Expenditure incurred for the payment of land compensation of the PMUU is accounted as follows.
  - a. All Expressways Charged to Work-in- progress on Expressways
  - b. All highway projects are shown in the accounts as Work-in-progress on other roads constructed by PMUU and RDA
- (x) Expenditure incurred on Rural Bridges, Rural Roads Programme and Tree planting under voted funds granted by State Ministry during the year 2021 are written off in the accounts & Charged to Statement of Financial Performance.



- (xi) Expenditure incurred out of Voted funds received from other ministry votes are charged to statement of financial performance.

**2.13 Overhead component of Local Bank Rural Road Programme (100000 km)**

The overhead cost related to Local Bank Rural Road Programme has been distributed proportionate among the RDA and Non-RDA roads by considering the amount spent on the same.

**2.14 Personal Emoluments**

Expenditure incurred on personal emolument of RDA has been identified for the General Staff and Maintenance Labor and disclosed separately.

**2.15 Client's Work Undertaken**

Road Development Authority has undertaken client works from the various government institutions and private parties to construct roads. Expenditure on value of work done has been charged against the respective client deposit with the overhead component of the RDA. In the case of trenching of NWB&DB, SLT, CEB, etc. the reinstatement of the respective trenching has been carried out of maintenance vote due to unable to recognize the cost there on.

**2.16 Stock**

- (i) Stocks other than finished products have been valued at cost or net realizable value whichever is lower in accordance with the SLPSAS- 09.
- (ii) Finished product of the casting yard valued at actual cost.

**2.17 Taxation**

**(i) V.A.T**

- (a) VAT is paid on cash basis with effect from September 2001, as per the ruling dated 12th November 2001 received from Department of Inland Revenue.
- (b) With effect from the 01/01/2013, all activities carried out under voted funds received & Local Bank Loans are exempted from VAT. Accordingly input tax paid on the above activities have been shown in Financial Statement as disallowable taxes and charged to expenditure.
- (c) VAT is accounted through VAT control account and any VAT amount disallowed is treated as expenditure.
- (d) Standard VAT rate has been revised to 12 % for the period 01st June 2022 to 30th August 2022 and it is amended to 15 % with effect from 01st September 2022.

**(ii) Income Tax**

**Current Taxes**

Income Tax shown in financial statement for the year 2021 is computed based on the Inland Revenue act No, 24 of 2017 & the Amendment act no. 10 of 2021.

As per the section k (ii) of the Inland Revenue Act as repealed by the amendment act no. 10 of 2021, any Public Corporation out of the funds voted by Parliament from the Consolidated Fund or out of any loan arranged through the Government is exempted from Income Tax. Therefor income Tax has been provided in the accounts only for the liable income computed as per the Inland Revenue Act, except claiming allowance for depreciation on additional toll roads constructed by RDA. The allowance for depreciation on the above has been claimed according to accounting rate & which will be adjusted in the accounts after receiving the reply for the clarification made.





## Deferred Tax

Deferred Tax is provided on temporary differences at the reporting date of the Financial Statements between the tax base and the carrying value of the financial reporting purposes. The deferred tax liabilities are provided for all taxable temporary differences. Deferred Tax assets are recognized for all deductible temporary differences. The deferred tax assets and liabilities are computed based on the tax laws that have been enacted at the reporting date.

### (iii) Surcharge Tax

According to the Surcharge Tax Act No 14 of 2022, every companies whose taxable income exceeds Rs 2 Bn (Rs 2000 Mn ) liable to pay surcharge tax , 25 % of taxable income of the year of assessment 2020 /2021.

Accordingly, RDA has paid amount of Rs 1,415,861,520 /- as Surcharge Tax for the above period.

### (iv) Social Security Contribution Levy

According to the Social Security Contribution Levy (SSCL) Act No 25 of 2022, Social Security Contribution Levy imposed with effect from the 01<sup>st</sup> October 2022 at the rate of 2.5 %.

Therefore, RDA is liable to pay SSCL for the any description of service providing.

## 2.18 Employee Benefits

### (i) Defined Contribution Plan

The defined contribution plan is the post employee benefits under which RDA pays fixed contribution to Employee Provident Fund (EPF) and Employee Trust Fund (ETF).

RDA contributes 12% on liable income of employees to EPF and 3% on liable income to the ETF according to the relevant statutes.

### (ii) Gratuity

Gratuity of employees is provided only for those who have completed one year period of service required as per SLAS -19 & it has been calculated on formula method.

## 2.19 Provision for Doubtful Debts / Impairment of Mobilization Advance / Non-moving Stock

Specific provisions have been made in accounts for doubtful debts, impairment of mobilization advances and non-moving inventories.

Details are set out below;

Rs		
Doubtful Debts	Debtors	704,476.31
	Staff Debtors	650,366.99
Impairment of Mobilization Advance		11,672,805.66
Non-Moving Inventories		26,678,408.46

General provisions have not been made in the accounts.

## 2.20 Revaluation Surplus

The assessed value of fully depreciated buildings has been taken to the books of the Road Development Authority and full value is treated as Revaluation Reserve.

## 2.21 Management Fee & Overhead Recovery from Project Management Units

Overhead component of 6% is charged from PMUU on the gross amounts computed by RDA on behalf of Project Management Units.



## **2.22 Funds Received for Road Maintenance and Road Improvement Works/Clients' Works**

- (i) Funds Received for Road Maintenance and Road Improvement Works for the Votes under Line Ministry (Ministry/Trust Fund/RWI Fund), State ministry of Rural Roads & Other infrastructure and Other Ministry votes are shown as Revenue
- (ii) Value of work done relating to clients' work were computed by adding 20% overhead components on cost incurred for actual work carried out on behalf of clients during the year except the reduced percentage for overhead for the work undertaken from Divisional Secretaries and other specific organizations authorized by the management.

## **2.23 Asphalt Plants**

Management has decided to treat this Asphalt Plants as separate profit centers and to ascertain the performance of operations of these separately. Transactions relating to the operations of the asphalt plants were recorded and the performances were ascertained separately.

Asphalt supply by the asphalt plants is being charged to Development & Maintenance Expenses, RWI votes weak bridges vote, 100000 Km alternative road program & client's work undertaken on full cost basis.

## **2.24 ETC Account**

The balance of Electronic Toll Collection top-up account as at 31/12/2022 is amounting Rs. 63,518,337.49 in respect of ETC card holders. It has not been shown in RDA accounts as the above funds do not belong to RDA.

## **2.25 Correction of Prior period Errors and Adjustments due to Change in Accounting Policies**

All material fundamental errors related to prior periods & adjustments due to change in Accounting Policies have been adjusted to the brought forward balances in accumulated surplus in 2022. Comparative figures for the year have been re-stated accordingly.

The classification errors related to income in the comparative figures and not taken to the ledger account due to both debit and credit goes to same account. (Adjustments to Retained Earnings account)

## **2.26 Fixed Deposit with Bank of Ceylon**

The fixed deposit has been placed for Rs 1,500 Mn at Bank of Ceylon as per the conditions stipulated in offer for credit facility for Rs. 4,312 Mn by the same bank during the year 2019. An amount of Rs 2,062.80 Mn including interest earned, has been carried forward in the books of accounts in RDA as at 31.12.2022.

## **2.27 Assignment of REPO Investment in People's Bank**

Three REPOs, value of amounting to Rs 1,428.29 Mn have been pledged at People's Bank as per the conditions stipulated in offer for credit facility for Rs. 3,688 Mn by the same bank during the year 2019 and same amount has been carried forward in the books of accounts in RDA as at 31.12.2022.

## **2.28 Commitment & Liability as at 31.12.2022**

As per the circular issued from the General Treasury, the commitment and liability reports for all votes as at 31.12.2022 have been submitted to the line ministry before the finalization of annual accounts of RDA. Due to the delay in submission of bills payable from many regional offices and other organizations, the payable values stated in the Commitment and Liabilities reports for the year 2022 have been different from the payable values stated in the financial statements.



# ROAD DEVELOPMENT AUTHORITY

## GENERAL NOTES

(1) Land Compensation & Interest Payable as at 31.12.2022

Description	Compensation (Rs)	Interest (Rs)	LARC (Rs)	Super LARC (Rs)	Retention & Others (Rs)	Total as at 31.12.2022 (Rs)
Land Continuation Works (on going Projects)	1,048,555,018.44	595,031,552.21	126,625,860.50	331,000.00	2,809,134.00	1,773,352,565.15
Marin Drive Land	3,450,937.64	74,314,481.31	-	-	101,000.00	77,866,418.95
Closed PMMU						
Outer Circular Highway	78,834,575.50	29,181,875.79	25,960,605.28	8,571,504.48	2,727,596.13	145,276,157.18
Special Project Management Unit	3,587,657.99	-	-	-	-	3,587,657.99
Extension of Southern Expressway	77,256,215.83	151,416,561.07	30,091,698.73	284,650.00	-	259,049,125.63
National Highway Sector Project	20,046,713.20	54,863,134.07	-	-	-	74,909,847.27
Southern Road Connectivity Project	1,217,805,841.26	496,380,655.24	-	-	-	1,714,186,496.50
<b>TOTAL</b>	<b>2,449,536,959.86</b>	<b>1,401,188,259.69</b>	<b>182,678,164.51</b>	<b>9,187,154.48</b>	<b>5,637,730.13</b>	<b>4,048,228,268.67</b>

(2) Local Bank Loans & Debentures

(f) Summary of the Local Bank Loans Obtained as at 31.12.2022

Bank & Branch	Purpose	Loan Granted		Loan Balance	
		As at 01.01.2022 (Rs)	As at 31.12.2022 (Rs)	As at 01.01.2022 (Rs)	As at 31.12.2022 (Rs)
Peoples Bank, Corporate Branch	CKE Project	8,198,320,186.46	8,198,320,186.46	4,345,917,032.87	6,463,867,054.42
Bank of Ceylon, Corporate Branch	CEP I Project	2,548,917,257.60	2,548,917,257.60	911,643,430.07	944,979,572.52
Sampath Bank- Head Office Branch	PMMU & RDA	14,500,000,000.00	14,500,000,000.00	14,500,000,000.00	13,181,818,181.82
Bank of Ceylon, Corporate Branch	PMMU & RDA	22,000,000,000.00	22,000,000,000.00	22,000,000,000.00	22,000,000,000.00
Bank of Ceylon, Corporate Branch	PMMU & RDA	9,000,000,000.00	9,000,000,000.00	9,000,000,000.00	8,608,695,652.00
Development Finance Corporation of Ceylon Bank	PMMU & RDA	5,000,000,000.00	5,000,000,000.00	5,000,000,000.00	4,782,608,695.00
Bank of Ceylon, Corporate Branch	CEP II Project	25,000,000,000.00	25,000,000,000.00	25,000,000,000.00	22,916,666,666.00
Peoples Bank- Corporate Branch	CEP II Project	3,688,000,000.00	3,688,000,000.00	2,458,282,477.61	1,720,682,473.61
Bank of Ceylon, Corporate Branch	CEP II Project	4,312,000,000.00	4,312,000,000.00	2,946,533,327.00	2,084,133,323.00
National Savings Bank- Head Office Branch	CEP II & RDA	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00
Peoples Bank- Corporate Branch	CEP II & RDA	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00
Bank of Ceylon, Corporate Branch	CEP I II & RDA	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00
National Savings Bank- Head Office Branch	CEP I II & RDA	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00
Bank of Ceylon, Corporate Branch	CEP I II & RDA	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00	10,000,000,000.00
National Savings Bank- Head Office Branch	CEP II & RDA	3,250,000,000.00	3,250,000,000.00	3,250,000,000.00	3,250,000,000.00
Bank of Ceylon, Corporate Branch	Ruwanpura	12,950,380,807.55	12,950,380,807.55	360,666,044.59	360,666,044.59
<b>Total</b>		<b>160,447,618,251.61</b>	<b>160,447,618,251.61</b>	<b>139,773,042,312.14</b>	<b>136,314,117,662.96</b>



Analysis of Outstanding Balance on Local Bank Loans as at 31.12.2022

PMU	Approved Loan Amount	Loan Balance as at 01/01/2022	Loan Installments due but not paid as at 01/01/2022	Utilization & Adjustments of Loans During the Year	Repayment of Capital During the year	Loan Installments due but not paid as at 31/12/2022	Loan Balance as at 31/12/2022
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>Foreign Currency Loan</b>							
CKE - Peoples Bank, Corporate Branch	US \$ 44,717,825.54 Equivalent Rs. 8,198,320,186.46	US \$ 21,408,458.29 Equivalent Rs. 4,345,917,032.87	US \$ 2,007,042.96 Equivalent Rs. 407,429,720.88	-	US \$ 4,014,085.92 Equivalent Rs. 1,145,838,086.43	US \$ 2,007,042.96 Equivalent Rs. 745,830,811.83	US \$ 17,394,372.37 Equivalent Rs. 2,861,677,855.49
Adjusting of Foreign Exchange Differences (Applicable Exchange Rate per US 01 \$ = Rs 371.6068)			-	3,602,189,198.93	-		3,602,189,198.93
<b>CKE Loan Balance</b>	<b>8,198,320,186.46</b>	<b>4,345,917,032.87</b>	<b>407,429,720.88</b>	<b>3,602,189,198.93</b>	<b>1,145,838,086.43</b>	<b>745,830,811.83</b>	<b>6,463,867,054.42</b>
Sampath Bank, Head Office	14,500,000,000.00	14,500,000,000.00		-	1,318,181,818.18	-	13,181,818,181.82
Bank of Ceylon, Corporate Branch	22,000,000,000.00	22,000,000,000.00		-	-	-	22,000,000,000.00
Bank of Ceylon, Corporate Branch	9,000,000,000.00	9,000,000,000.00		-	-	391,304,348.00	8,608,695,652.00
CEP I - Bank of Ceylon, Corporate Branch	2,549,000,000.00	911,643,430.07	106,204,886.00	245,745,914.45	212,409,772.00	106,204,886.00	944,979,572.52
Development Finance Corporation of Ceylon Bank	5,000,000,000.00	5,000,000,000.00		-	-	217,391,305.00	4,782,608,695.00
Bank of Ceylon, Corporate Branch	25,000,000,000.00	25,000,000,000.00		-	1,041,666,667.00	1,041,666,667.00	22,916,666,666.00
CEP II - Peoples Bank- Corporate Branch	3,688,000,000.00	2,458,282,477.61		-	737,600,004.00	-	1,720,682,473.61
CEP II - Bank of Ceylon, Corporate Branch	4,312,000,000.00	2,946,533,327.00		-	862,400,004.00	-	2,084,133,323.00
National Savings Bank- Head Office Branch	10,000,000,000.00	10,000,000,000.00		-	-	-	10,000,000,000.00
Peoples Bank- Corporate Branch	10,000,000,000.00	10,000,000,000.00		-	-	-	10,000,000,000.00
Bank of Ceylon, Corporate Branch	10,000,000,000.00	10,000,000,000.00		-	-	-	10,000,000,000.00
National Savings Bank- Head Office Branch	10,000,000,000.00	10,000,000,000.00		-	-	-	10,000,000,000.00
Bank of Ceylon, Corporate Branch	10,000,000,000.00	10,000,000,000.00		-	-	-	10,000,000,000.00
National Savings Bank- Head Office Branch	3,250,000,000.00	3,210,394,741.80		39,605,258.20	-	-	3,250,000,000.00
Bank of Ceylon, Corporate Branch	12,950,380,807.55	360,666,044.59		-	-	-	360,666,044.59
<b>Total</b>	<b>160,447,700,994.01</b>	<b>139,733,437,053.94</b>	<b>513,634,606.88</b>	<b>3,887,540,371.58</b>	<b>5,318,096,351.61</b>	<b>2,502,398,017.83</b>	<b>136,314,117,662.96</b>

\*\* Please refer the Summary

\*\* Please refer the Summary

(ii) Summary of the Local Bank Loans Rescheduled during the year 2021

Bank & Branch	Purpose	Loan Balance as at 01/01/2022	Utilization of Loans During the Year-2022	Loan Amount at the date of Re-Scheduled	Date of Loan Re-Scheduled	Loan Balance as at 31.12.2022
		(Rs)	(Rs)	(Rs)		(Rs)
Commercial Bank- Head Office Branch	RWI Works	4,755,930,854.26	-	4,755,930,854.26	01.01.2021	4,755,930,854.26
Bank of Ceylon- Metropolitan & Corporate Branches	RWI Works	24,175,993,737.37	-	24,175,993,737.37	01.01.2021	24,175,993,737.37
Peoples Bank- Corporate Branch	RWI Works	8,380,056,621.21	-	8,380,056,621.21	01.01.2021	8,380,056,621.21
Development Finance Corporation of Ceylon Bank- Head Office Branch	RWI Works	896,508,934.21	-	896,508,934.21	01.01.2021	896,508,934.21
Hatton National Bank	RWI Works	20,133,152,184.28	-	20,133,152,184.28	01.01.2021	20,133,152,184.28
National Development Bank	RWI Works	6,299,836,399.91	-	6,299,836,399.91	01.01.2021	6,299,836,399.91
Bank of Ceylon, Corporate Branch	OCH III Project	1,045,184,686.42	-	1,045,184,686.42	01.01.2021	1,045,184,686.42
Peoples Bank- Corporate Branch	CEP II Project	12,892,878,904.10	-	12,892,878,904.10	01.01.2021	12,892,878,904.10
Bank of Ceylon, Corporate Branch	CEP II & RDA	11,000,000,000.00	-	11,000,000,000.00	03.11.2021	11,000,000,000.00
Peoples Bank- Corporate Branch	CEP I & RDA	8,000,000,000.00	-	8,000,000,000.00	03.11.2021	8,000,000,000.00
Bank of Ceylon, Corporate Branch	CEP II & RDA	14,000,000,000.00	-	14,000,000,000.00	03.11.2021	14,000,000,000.00
Peoples Bank- Corporate Branch	CEP I & RDA	17,000,000,000.00	-	17,000,000,000.00	03.11.2021	17,000,000,000.00
<b>Total Amount</b>		<b>128,579,542,321.76</b>	<b>-</b>	<b>128,579,542,321.76</b>		<b>128,579,542,321.76</b>

(iii) Summary of the Debenture Issued for Loan Rescheduled during the year 2021

Bank & Branch	Purpose	Original Loan Balance at the date of Issue of Debenture (Rs.)	Date of Debenture Issued	No of Debentures	Value of Debenture Issued for Re-scheduled Loans (Rs.)	Balance as at 31.12.2022 (Rs.)
National Savings Bank- Head Office Branch	RWI Works	40,665,656,199.10	01.01.2021	406,656,562	40,665,656,199.10	40,665,656,199.10
National Savings Bank- Head Office Branch	CEP II Project	11,200,000,000.00	01.01.2021	112,000,000	11,200,000,000.00	11,200,000,000.00
National Savings Bank- Head Office Branch	PMMU & RDA	7,500,000,000.00	01.01.2021	75,000,000	7,500,000,000.00	7,500,000,000.00
<b>Total Amount</b>		<b>59,365,656,199.10</b>		<b>593,656,562</b>	<b>59,365,656,199.10</b>	<b>59,365,656,199.10</b>

(iv) Summary of the Debenture Issued for New Loans during the year 2021

Bank & Branch	Purpose	Value of Approval Granted to issue debentures (Rs.)	Date of Debenture Issued	Date of Redemption	New Interest Rate	No of Debentures	Par Value (Rs.)	Amount of Debenture Issued (Rs.)	Balance as at 31.12.2022 (Rs.)
National Savings Bank- Head Office Branch	CEP II & RDA	10,000,000,000.00	12.08.2021	10.07.2036	6M AWPLR+2.00%	100,000,000	100	10,000,000,000.00	10,000,000,000.00
National Savings Bank- Head Office Branch	CEP II, III & RDA	30,000,000,000.00	29.10.2021	10.07.2036	6M AWPLR+2.25%	100,000,000	100	10,000,000,000.00	10,000,000,000.00
National Savings Bank- Head Office Branch	CEP II, III & RDA	40,000,000,000.00	19.11.2021	10.07.2036	6M AWPLR+2.00%	118,000,000	100	11,800,000,000.00	11,800,000,000.00
<b>Total Amount</b>						<b>318,000,000</b>		<b>31,800,000,000.00</b>	<b>31,800,000,000.00</b>

Summary of Loans & Debenture Balances as at 31.12.2022

(i) Local Bank Loans Obtained	136,314,117,662.96
(ii) Local Bank Loans Rescheduled	128,579,542,321.76
(iii) Debenture Issued for Loan Rescheduled	59,365,656,199.10
(iv) Debenture Issued for New Loans	31,800,000,000.00
<b>TOTAL</b>	<b>356,059,316,183.82</b>
** Loans Serviced through Expressway Management Unit	3,804,815,796.61
Loans backed by Treasury Guarantee	<b>352,254,500,387.21</b>



<b>(4) The capital is paid up as follows;</b>		Rs.
1982		250,000.00
1983		750,000.00
<b>Total</b>		<b>1,000,000.00</b>

- (5) **Client Deposit Credited to Revenue**  
An amount of Rs. 107,278,394.46 of client deposit remaining over the years in the accounts has been credited to revenue during the year due to completion of the client works at a minimum cost through direct labour, some work re-

- (6) **Retention Money Written Back**  
The long outstanding retention money amounting to Rs 94,614,211.87 shown in the accounts as payable over the years has not been claimed by respective contractors has been written back in the accounts during the year. A further sum of Rs 15,139,881.33 has not been claimed by respective contractors out of which Rs.10,357,991.00 has been refunded to the Line Ministry during the year 2022 and balance amount of Rs. 4,781,890.33 has been shown in the accounts as payable to the Line Ministry.

- (7) **Liquidated Damages Written Back**  
Liquidated Damages recoveries amounting to Rs 82,003,335.64 has been credited to revenue as per the recommendation given by committee.  
A further sum of Rs 2,901,386.10 has not been claimed by respective contractors and it has been refunded to the Line Ministry during the year 2022

- (8) **Other Deposit Written Back**  
The long outstanding refundable deposit amounting to Rs 409,605.32 payable in the accounts over the years which have not been claimed by respective parties and have been credited to revenue during the year.

<b>(9) Net Surplus for the Period before Income Tax - Rs</b>		2022	2021 Re-Stated
Surplus for the period is setout as follows.		(Rs.)	(Rs.)
Surplus for the year net of levy to the Treasury		39,033,779,459.59	42,259,998,061.14
Net Surplus relating to the year on Government Grant-PPE		(32,933,146,803.93)	37,111,553,929.86
Net Surplus for the Period after accounting of Capital Grant before		<b>6,100,632,655.66</b>	<b>79,371,551,991.00</b>

The above surplus is generated from the capital grant on account of non-exchange transactions in line with the application of SLPSAS 11



**ROAD DEVELOPMENT AUTHORITY**  
**SUMMARY OF NATIONAL HIGHWAYS CAPITALIZED IN FINANCIAL STATEMENT OF RDA**

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2022 (Rs)	Adjustments for Prior Period (Rs)	Re-stated Cost as at 01.01.2022 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2022 (Rs)
			Constructed Chainage	Length (km)						
AA000	Kollupitiya - Sri Jayewardanapura	7.12	Land		-	89,162,278.79		89,162,278.79		89,162,278.79
AA001	Colombo - Kandy	115.85	17-39	22.00	18.99%	11,110,997,962.77		11,110,997,962.77		11,110,997,962.77
AA001	Colombo - Kandy	115.85	Land		-	149,317,650.08		149,317,650.08	14,635.00	149,332,285.08
AA001	Colombo - Kandy	115.85	39.3-114.5	73.30	63.27%	3,542,812,984.20		3,542,812,984.20		3,542,812,984.20
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78	17.5-25.2	7.7	2.42%	1,537,178,804.64		1,537,178,804.64		1,537,178,804.64
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78	Land		-	78,400.00		78,400.00		78,400.00
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78	Land		-	9,000.00		9,000.00		9,000.00
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78	13.275-18.48	5.2	1.64%	1,968,349,245.58		1,968,349,245.58		1,968,349,245.58
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78	25.24-30.3	5.06	1.59%	1,504,907,654.87		1,504,907,654.87		1,504,907,654.87
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78	Bridge		-	214,748,153.55		214,748,153.55		214,748,153.55
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78	Rd Furniture		-	5,415,247.62		5,415,247.62		5,415,247.62
AA003	Peliyagoda - Puttalam	126.31	Land		-	8,583,748.40		8,583,748.40		8,583,748.40
AA003	Peliyagoda - Puttalam	126.31	0.6-9.0	8.4	6.65%	1,948,200,757.66		1,948,200,757.66		1,948,200,757.66
AA003	Peliyagoda - Puttalam	126.31	9.0-18.31	9.31	7.37%	1,703,426,034.90		1,703,426,034.90		1,703,426,034.90
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	430.57	1.26-15.36	14.1	3.27%	1,653,698,480.64	841,694,458.26	2,495,392,938.90	(84,120,822.27)	2,411,272,116.63
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	430.57	24.5-25 & 24.3-24.6	0.8	0.19%	-	12,762,223.31	12,762,223.31		12,762,223.31
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	430.57	Land		-	92,128,185.99		92,128,185.99		92,128,185.99
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	430.57	218-287.15	69.15	16.06%	2,037,109,290.26		2,037,109,290.26		2,037,109,290.26
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	430.57	1-15.36	14.36	3.34%	1,164,897,090.62		1,164,897,090.62		1,164,897,090.62
AA005	Peradeniya - Badulla - Chenkaladi	275.64	75.2-130.1	54.9	19.92%	6,137,641,112.47		6,137,641,112.47	(79,147,641.58)	6,058,493,470.89
AA005	Peradeniya - Badulla - Chenkaladi	275.64	Land		-	1,350,000.00	(3,821,492.32)	(2,471,492.32)		(2,471,492.32)
AA005	Peradeniya - Badulla - Chenkaladi	275.64	Land		-	7,483,735.67		7,483,735.67		7,483,735.67
AA005	Peradeniya - Badulla - Chenkaladi	275.64	67.5-67.75 & 0-0.5	0.75	0.27%	-	38,558,118.97	38,558,118.97		38,558,118.97
AA005	Peradeniya - Badulla - Chenkaladi	275.64	130.8-150.8, 190.8-277.55	107.55	39.02%	8,923,983,032.07		8,923,983,032.07	(463,134,743.84)	8,460,848,288.23
AA006	Ambepussa - Kurunegala - Trincomalee	198.71	0-75.11	75.11	37.80%	14,176,768,116.55		14,176,768,116.55		14,176,768,116.55
AA006	Ambepussa - Kurunegala - Trincomalee	198.71	91.42-112.92	21.5	10.82%	1,758,305,204.77		1,758,305,204.77		1,758,305,204.77
AA006	Ambepussa - Kurunegala - Trincomalee	198.71	178-190	12	6.04%	808,407,737.91		808,407,737.91		808,407,737.91
AA006	Ambepussa - Kurunegala - Trincomalee	198.71	190-199.3	9.3	4.68%	1,119,568,555.58		1,119,568,555.58		1,119,568,555.58
AA006	Ambepussa - Kurunegala - Trincomalee	198.71	157-167.20	10.28	5.17%	1,011,352,345.48		1,011,352,345.48		1,011,352,345.48
AA006	Ambepussa - Kurunegala - Trincomalee	198.71	167.28-178	10.72	5.39%	947,658,920.64		947,658,920.64		947,658,920.64
AA006	Ambepussa - Kurunegala - Trincomalee	198.71	113-156.54	43.55	21.92%	2,825,344,826.83		2,825,344,826.83	(77,666,268.59)	2,747,678,558.24
AA006	Ambepussa - Kurunegala - Trincomalee	198.71	75-90.1	15.1	7.60%	2,401,600,949.96		2,401,600,949.96		2,401,600,949.96
AA007	Avisawella - Hattton - Nuwara Eliya	118.70	Land		-	161,656.48		161,656.48		161,656.48
AA007	Avisawella - Hattton - Nuwara Eliya	118.70	Land		-	60,500.00		60,500.00		60,500.00
AA008	Panadura - Nambapana - Ratnapura	67.77	34.03-67.77	35.08	51.76%	1,178,642,037.16		1,178,642,037.16		1,178,642,037.16
AA009	Kandy - Jaffna	321.00	74.10-97.45	23.35	7.27%	1,322,053,388.66		1,322,053,388.66	(146,721,101.67)	1,175,332,286.99
AA009	Kandy - Jaffna	321.00	92.4-93.6	1.2	0.37%	-	106,889,479.14	106,889,479.14		106,889,479.14
AA009	Kandy - Jaffna	321.00	97.97-122.14	24.17	7.53%	1,630,570,316.02		1,630,570,316.02	(173,201,258.70)	1,457,369,057.32
AA009	Kandy - Jaffna	321.00	Land		-	318,814,090.76		318,814,090.76		318,814,090.76
AA009	Kandy - Jaffna	321.00	150.0-158.15	8.15	2.54%	400,805,364.09		400,805,364.09		400,805,364.09



ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2022 (Rs)	Adjustments for Prior Period (Rs)	Re-stated Cost as at 01.01.2022 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2022 (Rs)
			Constructed Chainage	Length (km)						
AA009	Kandy - Jaffna	321.00	141.1-150.4	9.3	2.90%	1,010,490,136.82		1,010,490,136.82	(69,661,992.28)	940,828,144.54
AA010	Katugastota - Kurunegala - Puttalam	124.58	62.9-124.27	61.37	49.26%	2,202,605,569.15		2,202,605,569.15		2,202,605,569.15
AA011	Maradankadawela Habarana Tirinkondiadimadu	129.36	Land		-	206,125,809.59		206,125,809.59		206,125,809.59
AA011	Maradankadawela Habarana Tirinkondiadimadu	129.36	0-59.9	59.9	46.30%	2,422,232,495.03		2,422,232,495.03		2,422,232,495.03
AA011	Maradankadawela Habarana Tirinkondiadimadu	129.36	59.9-128.76	68.66	53.08%	2,822,677,059.71		2,822,677,059.71		2,822,677,059.71
AA012	Puttalam - Trincomalee	176.99	83-180.1	97.1	54.86%	10,946,165,550.67		10,946,165,550.67		10,946,165,550.67
AA012	Puttalam - Trincomalee	176.99	0-83	83	46.90%	5,096,868,236.84		5,096,868,236.84	(506,735,368.38)	4,590,132,868.46
AA014	Medawachchiya - Mannar - Talaimannar	113.84	3-2-14.5 + 1.96	13.26	11.65%	809,479,299.75		809,479,299.75		809,479,299.75
AA014	Medawachchiya - Mannar - Talaimannar	113.84	47-62.10	15.1	13.26%	1,340,710,009.17		1,340,710,009.17	(32,281,301.13)	1,308,428,708.04
AA014	Medawachchiya - Mannar - Talaimannar	113.84	62.1-76.5	14.4	12.65%	1,029,022,641.63		1,029,022,641.63		1,029,022,641.63
AA014	Medawachchiya - Mannar - Talaimannar	113.84	84.5-85	0.5	0.44%	-	21,076,812.52	21,076,812.52		21,076,812.52
AA016	Berigala - Hali-Ela	40.39	17.08-38.82	22.14	54.82%	1,227,284,135.99		1,227,284,135.99		1,227,284,135.99
AA017	Galle - Deniyaya - Madampe	143.93	Amicable Settlements		0.00%	306,294,226.37		306,294,226.37		306,294,226.37
AA017	Galle - Deniyaya - Madampe	143.93	Land		-	794,000.00		794,000.00		794,000.00
AA017	Galle - Deniyaya - Madampe	143.93	Land		-	1,071,500.00		1,071,500.00		1,071,500.00
AA017	Galle - Deniyaya - Madampe	143.93	0-78.2	80.09	55.65%	2,536,170,971.24		2,536,170,971.24		2,536,170,971.24
AA018	Peinadulla - Embilipitiya - Nonagama	87.69	60.26-87.69	27.43	31.28%	2,471,096,100.40		2,471,096,100.40		2,471,096,100.40
AA020	Anuradhapura - Rambewa	14.48	0-14.5	14.5	100.14%	737,609,338.55		737,609,338.55	(67,052,090.35)	670,557,248.20
AA021	Kegalle - Bulatikoilupitiya - Karawanella	42.12	Land		-	675,000.00		675,000.00		675,000.00
AA022	Passara - Moneragala	34.11	0-27	27	79.16%	3,531,354,718.89		3,531,354,718.89		3,531,354,718.89
AA023	Wellawaya - Ella - Kumbalwela	30.57	24.8-27	2.2	7.20%	698,978,989.07	77,834,359.71	77,834,359.71	(20,464,420.89)	1,840,233,247.07
AA024	Matara - Akuressa	20.11	0.1-3.5	3.4	16.91%	1,684,361,468.62		1,684,361,468.62		1,684,361,468.62
AA025	Siyembaladuwa - Damana - Ampara	57.12	0-57.76	57.76	101.12%	5,677,021,713.28		5,677,021,713.28	(49,731,806.88)	5,627,289,906.40
AA026	Kandy - Mahiyangana - Padiyatalawa	105.23	31.2-71.2	40	38.01%	1,586,366,821.86		1,586,366,821.86		1,586,366,821.86
AA026	Kandy - Mahiyangana - Padiyatalawa	105.23	73.15-93.65	20.5	19.48%	1,609,505,112.34		1,609,505,112.34		1,609,505,112.34
AA027	Ampara - Uthana - MahaOya	57.92	13-30	17	29.35%	10,611,370,878.87		10,611,370,878.87	(488,670,000.00)	10,122,700,878.87
AA028	Padeniya - Anuradhapura	80.52	0-80.52	80.52	100.00%	275,154,660.23		275,154,660.23		275,154,660.23
AA029	Vavuniya - Horowopotana	46.02	16-22	6	13.04%	378,576,078.26		378,576,078.26	(27,852,648.32)	350,723,429.94
AA029	Vavuniya - Horowopotana	46.02	5-16	11	23.90%	992,282,755.06		992,282,755.06	(274,595,830.17)	717,686,924.89
AA029	Vavuniya - Horowopotana	46.02	24-34.95	10.95	23.79%	298,428.40		298,428.40		298,428.40
AA031	Karativu - Ampara	24.14	0-20.57	20.57	85.21%	599,849,643.51		599,849,643.51		599,849,643.51
AA032	Navakkuli - Kerativu - Mannar	98.37	0-21.90	17.4	17.69%	1,312,734,475.47		1,312,734,475.47	(62,507,120.82)	1,250,227,354.65
AA032	Navakkuli - Kerativu - Mannar	98.37	0-21.90	4.5	4.57%	1,013,310,036.47		1,013,310,036.47		1,013,310,036.47
AA034	Mankulam - Mullaitivu	49.25	0-13	13	26.40%	978,924,230.15		978,924,230.15	(148,651,374.72)	830,272,855.43
AA034	Mankulam - Mullaitivu	49.25	13-24	11	22.34%	551,859,233.75		551,859,233.75	(83,855,564.05)	468,003,669.70
AA034	Mankulam - Mullaitivu	49.25	24-38.5	14.5	29.44%	967,210,228.61		967,210,228.61	(270,736,597.72)	696,473,630.89
AA034	Mankulam - Mullaitivu	49.25	38.50-49.1	10.6	21.52%	1,266,905,093.82		1,266,905,093.82	(270,334,010.66)	996,571,083.16
AA035	Paranthan - Kachchai - Mullaitivu	52.13	0-52.13	52.13	100.00%	6,607,893,031.87		6,607,893,031.87	(387,557,038.76)	6,220,335,993.11
AA035	Paranthan - Kachchai - Mullaitivu	52.13	37th km	0	0.00%	-	12,575,541.00	12,575,541.00		12,575,541.00
AB011	Galle Road New Deviation (Cross Junc. to Egoda Uyana)	6.98	0-0.08	0.08	1.15%	30,253,206.46		30,253,206.46		30,253,206.46
AB011	Galle Road New Deviation (Cross Junc. to Egoda Uyana)	6.98	0.08-6.78	6.7	95.99%	1,992,664,286.09		1,992,664,286.09		1,992,664,286.09
AB013	Gampola - Nawalapitiya	17.54	Land		-	233,435.00		233,435.00		233,435.00
AB014	Hospital - Esplanade road, Ratnapura	1.66	Land		-	360,000.00		360,000.00		360,000.00
AB014	Hospital - Esplanade road, Ratnapura	1.66	0-0.13 & 0.61-0.89	0.41	24.70%	-	20,703,517.57	20,703,517.57		20,703,517.57
AB019	Jaffna - Pannai - Kayts	19.31	0-10	10	51.79%	1,783,064,506.78		1,783,064,506.78	(336,032,249.99)	1,447,032,256.79

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2022 (Rs)	Adjustments for Prior Period (Rs)	Re-stated Cost as at 01.01.2022 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2022 (Rs)
			Constructed Chainage	Length (km)						
AB019	Jaffna - Pannai - Kayis	19.31	10-20.275	10.275	53.21%	1,156,583,214.12		1,156,583,214.12	(81,694,237.70)	1,074,888,976.42
AB021	Jaffna - Ponnalai - Point Pedro	55.38	29-30.45	1.45	2.62%	487,695,312.24		487,695,312.24		487,695,312.24
AB021	Jaffna - Ponnalai - Point Pedro	55.38	39.5-41	1.5	2.71%	-	32,206,557.50	32,206,557.50		32,206,557.50
AB026	Matale - Udupihilla	6.03	Land		-	62,842.50		62,842.50		62,842.50
AB028	Old Colombo - Puttalam Road, Ja Ela	0.95	Land		-	437,295.00		437,295.00		437,295.00
AB029	Pasyala - Girulla	19.31	Land		-	38,000.00		38,000.00		38,000.00
AB042	Getambe Kandy By Pass	1.37	Land		-	7,993,650.00		7,993,650.00		7,993,650.00
AC004	Cotta Road up to City Limit	0.92	0-0.9	0.9	97.83%	-	33,404,957.39	33,404,957.39		33,404,957.39
AC032	W.A. de Silva Mawatha (High Street)	14.64	5-7.5	2.5	17.08%	70,684,138.80		70,684,138.80		70,684,138.80
B008	Alawwa - Dampellessa	14.64	10.5-12.25	1.75	11.95%	-	54,072,949.64	54,072,949.64		54,072,949.64
B008	Alawwa - Dampellessa	14.64	12.25-14.64	2.39	16.33%	-	63,044,465.89	63,044,465.89		63,044,465.89
B014	Anbalangoda - Elipitiya - Pitigala	29.36	16.23-29.36	13.13	44.72%	1,668,520,911.06		1,668,520,911.06		1,668,520,911.06
B019	Anamaduwa - Uswewa - Galgamuwa	39.02	0-39.1	39.1	100.21%	2,798,636,867.21		2,798,636,867.21		2,798,636,867.21
B043	Bandarawela - Uva Hinglands - Ettampitiya	16.49	11.09-12.84	0.97	5.88%	24,981,481.52		24,981,481.52		24,981,481.52
B044	Bandarawela - Welimada	21.72	0-20.2	20.2	93.00%	1,036,486,771.74		1,036,486,771.74		1,036,486,771.74
B045	Bangadeniya - Andigama - Anamaduwa	38.21	0-38.29	38.29	100.21%	2,901,825,735.39		2,901,825,735.39		2,901,825,735.39
B047	Battaramulla - Pannipitiya	7.29	0-3.5	3.5	48.01%	832,639,152.85		832,639,152.85		832,639,152.85
B052	Bazzar Street, Vavuniya	2.09	0.9-2.09	1.29	61.72%	40,832,684.10		40,832,684.10		40,832,684.10
B057	Bibile - Uraniya - Mahiyangana	39.58	0-10	10	25.27%	1,071,287,586.13		1,071,287,586.13		1,071,287,586.13
B057	Bibile - Uraniya - Mahiyangana	39.58	18-22	4	10.11%	465,972,861.47		465,972,861.47		465,972,861.47
B079	Chilaw - Wariyapola	50.64	0-29	29	57.27%	2,947,544,232.04		2,947,544,232.04		2,947,544,232.04
B084	Colombo - Horana	28.01	1.1-10.6 & 13.4-13.8	9.9	35.34%	3,847,876,413.50	3,847,876,413.50	7,331,964,712.83	(244,119,294.04)	7,087,845,418.79
B084	Colombo - Horana	28.01	Land		-	5,701,418.82	1,283,759,281.82	1,289,460,700.64		1,289,460,700.64
B098	Denegama - Mullatiyana	11.26	0-12.1	12.1	107.46%	629,690,535.19		629,690,535.19		629,690,535.19
B113	Ella - Passara	27.55	04-05	1	3.63%	-	51,039,883.40	51,039,883.40		51,039,883.40
B114	Elipitiya - Avittawa - Lewwanduwa	27.56	9.83-27.2	17.37	63.03%	3,680,201,692.96		3,680,201,692.96		3,680,201,692.96
B120	Enukotte - Mirihana - Koluwela	5.95	Land		-	148,500.00		148,500.00		148,500.00
B122	Galagedara - Rambukkana	18.50	Land		-	371,800.00		371,800.00		371,800.00
B123	Galagedara - Horana	19.05	0-19.05	19.05	100.00%	1,639,672,376.40		1,639,672,376.40		1,639,672,376.40
B127	Galgamuwa - Ruwanwella	22.53	0-29.10	29.1	129.16%	3,080,549,508.74		3,080,549,508.74		3,080,549,508.74
B129	Galle - Udugama	36.60	0-35.35	35.35	96.58%	5,173,304,116.91		5,173,304,116.91	(193,195,901.63)	4,980,108,215.28
B131	Galmadu - Muwangala - Hingurana	7.64	0-2	2	26.18%	-	28,311,967.36	28,311,967.36		28,311,967.36
B137	Ginoya - Bolawatte - Dankotuwa	4.70	1.28-2.98	1.7	36.17%	-	46,342,337.62	46,342,337.62		46,342,337.62
B141	Hakmana - Beliatte - Tangalle	19.31	11.5-19.3	7.8	40.39%	1,863,314,758.23		1,863,314,758.23	(2,243,326.48)	1,861,071,431.75
B141	Hakmana - Beliatte - Tangalle	19.31	Land		-	7,924,000.00		7,924,000.00		7,924,000.00
B142	Hakmana - Meella - Talahaganwaduwa	11.26	0-11.2	11.2	99.47%	582,854,049.10		582,854,049.10		582,854,049.10
B151	Hendala - Humupitiya	4.02	0-4.02	4.02	100.00%	517,082,628.66		517,082,628.66		517,082,628.66
B152	Mattakuliya Uswetakeiyawa Pinwattha	7.66	Land		-	5,558,629.83		5,558,629.83	106,758.00	5,665,387.83
B153	Hikkaduwa - Baddegama - Nilhena	14.88	0-14.34	14.34	96.37%	1,573,894,338.34	1,137,706,730.01	2,711,601,068.35	(149,065,972.95)	2,562,535,095.40
B153	Hikkaduwa - Baddegama - Nilhena	14.88	Rd Furniture	0	-	-	12,366,550.69	12,366,550.69		12,366,550.69
B153	Hikkaduwa - Baddegama - Nilhena	14.88	Land		-	51,458.93	520,183.28	571,642.21		571,642.21
B156	Hiniduma - Opatha - Pitaboddera	31.38	0-31.5	31.5	100.38%	5,701,077,907.31		5,701,077,907.31	(641,253,555.43)	5,059,824,351.88
B157	Horana - Anguruwatota - Aluthgama	54.14	42.6-53.67	11.07	20.45%	2,011,508,270.49	753,483,095.11	2,764,991,365.60	(331,344,694.56)	2,433,646,671.04
B157	Horana - Anguruwatota - Aluthgama	54.14	Land		-	853,431.00	96,016,008.66	96,869,439.66		96,869,439.66
B159	Ibbagamuwa - Kumbukgete - Madagalla	34.19	0-34.19	34.19	100.00%	3,255,281,240.80		3,255,281,240.80		3,255,281,240.80



ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2022 (Rs)	Adjustments for Prior Period (Rs)	Re-stated Cost as at 01.01.2022 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2022 (Rs)
			Constructed Chainage	Length (km)						
B159	Ibbagamuwa - Kumbukgete - Madagalla	34.19	31.55-32.75	1.2	3.51%	-	66,173,137.66	66,173,137.66		66,173,137.66
B159	Ibbagamuwa - Kumbukgete - Madagalla	34.19	32.75-34.65	1.9	5.56%	-	-	-	52,040,355.79	52,040,355.79
B167	Kadavallagedara - Vitikuliya	13.84	0-14	14	101.16%	1,264,353,502.42	31,306,891.92	1,264,353,502.42		1,264,353,502.42
B180	Kalalipitiya - Ukuwala - Elkaduwa	13.47	2.2-3	0.8	5.94%	-	31,306,891.92	31,306,891.92		31,306,891.92
B184	Kalkudah Road	5.63	0-5.63	5.63	100.00%	339,562,232.83	100.00%	339,562,232.83		339,562,232.83
B185	Kalkudah - Valaichenai	4.42	0-4.42	4.42	100.00%	293,724,347.04	293,724,347.04	293,724,347.04		293,724,347.04
B188	Kaluagalla - Labugama	14.00	Land		-	304,364.59	304,364.59	304,364.59		304,364.59
B188	Kaluagalla - Labugama	14.00	0-3	3	21.43%	-	27,858,868.50	27,858,868.50		27,858,868.50
B190	Kaluagalla - Wilakutupotha	21.11	0-21.18	21.18	100.33%	2,402,681,184.28	2,402,681,184.28	2,402,681,184.28		2,402,681,184.28
B195	Kandy - Kirimetiya	16.09	Land		-	122,750,236.88	122,750,236.88	122,750,236.88		122,750,236.88
B201	Karuwalagawewa - Miyallewa	19.31	7.6-9.9	2.3	11.91%	-	42,022,873.17	42,022,873.17		42,022,873.17
B204	Katubedde - Kospelena	1.82	Land		-	549,541.84	549,541.84	549,541.84		549,541.84
B207	Katukurunda - Neboda	16.49	0-2.72	2.72	16.49%	426,583,954.09	290,059,230.27	716,643,184.36		716,643,184.36
B207	Katukurunda - Neboda	16.49	2.7-15.9	13.2	80.05%	645,141,181.55	-	645,141,181.55		645,141,181.55
B207	Katukurunda - Neboda	16.49	Land		-	53,250.00	53,250.00	53,250.00		53,250.00
B211	Kebithigollewa - Padaviya	33.79	0-15.5	15.5	45.87%	778,941,353.11	-	778,941,353.11	(46,929,323.57)	732,012,029.54
B211	Kebithigollewa - Padaviya	33.79	15.5-31.345	15.845	46.89%	940,980,031.71	24,296,963.98	940,980,031.71	(177,628,787.02)	763,351,244.69
B214	Kelaniya - Mudungoda	27.76	Land		-	24,296,963.98	24,296,963.98	24,296,963.98		24,296,963.98
B214	Kelaniya - Mudungoda	27.76	Rd Furniture		-	-	14,969,811.68	14,969,811.68		14,969,811.68
B216	Kesbawa - Kindelipitiya - Bandaragama	17.17	0-11.78	11.78	100.00%	1,189,261,314.24	-	1,189,261,314.24		1,189,261,314.24
B224	Kirimetiya - Yala	12.87	9.82-9.92	0.1	0.58%	-	15,068,392.40	15,068,392.40		15,068,392.40
B225	Kirindiwa - Assemarawatte	12.87	0-12.87	12.87	100.00%	-	9,111,371.40	9,111,371.40		9,111,371.40
B227	Kiriyankalli - Andigama	13.68	12-13.83	1.83	13.38%	-	49,381,673.71	49,381,673.71		49,381,673.71
B227	Kiriyankalli - Andigama	13.68	Land		-	72,900.00	72,900.00	72,900.00		72,900.00
B238	Kottawa - Batemulla	13.68	Land		-	6,300.00	6,300.00	6,300.00		6,300.00
B240	Kotte - Bope	28.80	0-3.7	3.70	12.85%	880,218,533.03	880,218,533.03	880,218,533.03		880,218,533.03
B243	Kuliyapitiya - Hettipola	15.69	0-15.69	15.69	100.00%	1,399,663,823.86	1,399,663,823.86	1,399,663,823.86		1,399,663,823.86
B247	Kurunegala - Narammala - Madampe	64.36	40.87-64.77	23.9	37.13%	2,679,059,413.13	2,679,059,413.13	2,679,059,413.13		2,679,059,413.13
B247	Kurunegala - Narammala - Madampe	64.36	22.26-40.87	18.61	28.92%	1,976,199,776.38	1,976,199,776.38	1,976,199,776.38		1,976,199,776.38
B247	Kurunegala - Narammala - Madampe	64.36	Land		-	3,459,837.13	3,459,837.13	3,459,837.13		3,459,837.13
B263	Malabe - Kaduwela	5.63	Land		-	307,308.21	307,308.21	307,308.21		307,308.21
B264	Mallawapitiya - Rambodagalla - Keppetigala	34.59	10-15.75 / 20.25-37.81	23.31	67.39%	2,786,829,825.04	2,786,829,825.04	2,786,829,825.04		2,786,829,825.04
B264	Mallawapitiya - Rambodagalla - Keppetigala	34.59	0-10	10	28.91%	1,125,859,514.96	1,125,859,514.96	1,125,859,514.96		1,125,859,514.96
B267	Mampe - Kottawa	6.23	Land		-	18,702,395.00	18,702,395.00	18,702,395.00		18,702,395.00
B268	Manipay - Kaithady	13.68	0-14.02	14.02	102.49%	641,978,831.07	641,978,831.07	641,978,831.07	(33,670,025.45)	608,308,805.62
B271	Maradagahamulla - Badalgama	7.64	0-4.25	4.25	55.63%	-	54,610,935.04	54,610,935.04		54,610,935.04
B271	Maradagahamulla - Badalgama	7.64	4.25-7.8	3.55	46.47%	-	32,220,736.24	32,220,736.24		32,220,736.24
B274	Matale - Ilukkumbura-Pallegama	46.80	5-8	3	6.41%	-	117,263,594.44	117,263,594.44		117,263,594.44
B274	Matale - Ilukkumbura-Pallegama	46.80	Land		-	321,159.71	321,159.71	321,159.71		321,159.71
B275	Matara - Fakmana	24.14	0-24.14	24.14	100.00%	2,273,294,726.34	2,273,294,726.34	2,273,294,726.34		2,273,294,726.34
B275	Matara - Fakmana	24.14	Land		-	60,844,232.23	60,844,232.23	60,844,232.23		60,844,232.23
B279	Mawanella - Hemmathithigama - Singhapitiya	25.80	0-26	26	100.78%	6,358,480,097.34	6,358,480,097.34	6,358,480,097.34	(241,062,044.90)	6,117,418,052.44
B282	Medawachchiya - Horowopota	37.81	0-10	10	26.45%	1,112,607,381.02	1,112,607,381.02	1,112,607,381.02		1,112,607,381.02
B282	Medawachchiya - Horowopota	37.81	Land		0.00%	1,058,316,255.20	1,058,316,255.20	1,058,316,255.20	(21,105,471.86)	1,037,210,783.34
B283	Medawachchiya - Kebithigollewa	25.74	24-34.95	10.95	42.54%	674,452,743.79	674,452,743.79	674,452,743.79	(21,981,113.49)	652,471,630.30
B283	Medawachchiya - Kebithigollewa	25.74	0-12.6	12.6	48.95%	638,439,198.32	638,439,198.32	638,439,198.32		638,439,198.32

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2022 (Rs)	Adjustments for Prior Period (Rs)	Re-stated Cost as at 01.01.2022 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2022 (Rs)
			Constructed Chainage	Length (km)						
B285	Meepe - Injiriya	18.09	0-18.13	18.13	100.22%	2,301,217,479.01		2,301,217,479.01		2,301,217,479.01
B292	Miriswatte - Waturugama	10.06	6.5-8.5	2	19.88%	-	23,963,239.31	23,963,239.31		23,963,239.31
B292	Miriswatte - Waturugama	10.06	Land		-	1,042,663.02		1,042,663.02		1,042,663.02
B295	Moratuwa - Pitiyandala	4.83	Land		-	451,471.37		451,471.37		451,471.37
B300	Muttugala - Hiripitiya	18.50	0-18.5	18.5	100.00%	1,907,116,428.49		1,907,116,428.49		1,907,116,428.49
B304	Nagoda - Kalawellawa - Bellapitiya	55.51	Rd Furniture	0	0.00%	-	11,294,752.12	11,294,752.12		11,294,752.12
B308	Narammala - Dankotuwa	45.25	0-16.03	16.03	35.43%	1,532,364,312.77		1,532,364,312.77		1,532,364,312.77
B308	Narammala - Dankotuwa	45.25	16.03-45.25	29.22	64.57%	3,059,983,125.41		3,059,983,125.41		3,059,983,125.41
B309	Narandeniya - Hakmana	11.67	Land		-	1,184,929.79		1,184,929.79		1,184,929.79
B312	Naula - Elahera - Pallegama - Hettipola	64.37	0-8.4	8.4	13.05%	2,340,021,762.73		2,340,021,762.73		2,340,021,762.73
B312	Naula - Elahera - Pallegama - Hettipola	64.37	33.5-44 & 57-59	12.5	19.42%	1,245,375,050.81		1,245,375,050.81		1,245,375,050.81
B325	Nelukkulam - Neriyaikulam	21.72	5-7.5	2.5	11.51%	-	47,048,453.63	47,048,453.63		47,048,453.63
B325	Nelukkulam - Neriyaikulam	21.72	2.5-5	2.5	11.51%	-	47,227,957.80	47,227,957.80		47,227,957.80
B337	Old Road, Kattankudy	7.67	5.5-6.1	0.6	7.82%	-	50,422,278.73	50,422,278.73	6,348,800.00	56,771,078.73
B353	Palugama - Boralande - Haputale	26.55	0-27	26.27	98.95%	2,994,685,499.80		2,994,685,499.80		2,994,685,499.80
B356	Pannala - Kuliyapitiya	16.25	5-16.28	11.28	69.42%	1,006,259,269.17		1,006,259,269.17		1,006,259,269.17
B361	Pasyala - Attanagalla	6.84	Land		-	-	-	-	105,900.00	105,900.00
B363	Pelawatta - Kankotayavatta - Tinniyawela - Morawaka	53.18	0-36 & 42-53	47	88.38%	3,951,665,412.22		3,951,665,412.22		3,951,665,412.22
B365	Peradeniya - Halloluwa - Katugastota	10.61	Land		-	34,580,800.00		34,580,800.00		34,580,800.00
B365	Peradeniya - Halloluwa - Katugastota	10.61	0.278-0.628	0.35	3.30%	-	21,912,347.59	21,912,347.59		21,912,347.59
B371	Point Pedro - Maruthankerny	28.96	15-16	1	3.45%	-	80,511,200.27	80,511,200.27		80,511,200.27
B371	Point Pedro - Maruthankerny	28.96	16.575-17.15	0.575	1.99%	-	75,234,746.47	75,234,746.47		75,234,746.47
B371	Point Pedro - Maruthankerny	28.96	16-16.575	0.575	1.99%	80,171,998.75		80,171,998.75		80,171,998.75
B371	Point Pedro - Maruthankerny	28.96	18.9-19.8	0.9	3.11%	81,280,094.06		81,280,094.06		81,280,094.06
B371	Point Pedro - Maruthankerny	28.96	18-18.9	0.9	3.11%	81,359,934.94		81,359,934.94		81,359,934.94
B371	Point Pedro - Maruthankerny	28.96	19.8-20.7	0.9	3.11%	-	81,063,128.82	81,063,128.82		81,063,128.82
B371	Point Pedro - Maruthankerny	28.96	20.7-21	0.3	1.04%	-	35,340,862.31	35,340,862.31		35,340,862.31
B371	Point Pedro - Maruthankerny	28.96	21-22	1	3.45%	-	80,835,150.35	80,835,150.35		80,835,150.35
B371	Point Pedro - Maruthankerny	28.96	23.9-24.45	0.55	1.90%	74,973,916.87		74,973,916.87		74,973,916.87
B371	Point Pedro - Maruthankerny	28.96	23-23.9	0.9	3.11%	82,476,195.25		82,476,195.25		82,476,195.25
B371	Point Pedro - Maruthankerny	28.96	24.45-25	0.55	1.90%	73,961,053.86		73,961,053.86		73,961,053.86
B371	Point Pedro - Maruthankerny	28.96	28.15-29.40	1.25	4.32%	-	-	-	66,877,162.37	66,877,162.37
B371	Point Pedro - Maruthankerny	28.96		0.25	0.86%	36,650,550.44		36,650,550.44		36,650,550.44
B371	Point Pedro - Maruthankerny	28.96	29.4-30.4	1	3.45%	-	54,271,923.16	54,271,923.16		54,271,923.16
B390	Ratnapura - Palawela - Karawita	22.53	0-21.25	21.28	94.45%	4,429,073,085.36		4,429,073,085.36	(266,767,182.26)	4,162,305,903.10
B400	Secuduwa - Udugampola	11.62	0-11.7	11.7	100.69%	923,741,046.38		923,741,046.38		923,741,046.38
B402	Soranapattu - Thaliyadi	7.48	1.35-2.95	1.6	21.39%	80,171,982.82		80,171,982.82		80,171,982.82
B402	Soranapattu - Thaliyadi	7.48	2.95-4.2	1.25	16.71%	72,300,748.53		72,300,748.53		72,300,748.53
B402	Soranapattu - Thaliyadi	7.48	5.9-7.3	1.4	18.72%	80,585,977.34		80,585,977.34		80,585,977.34
B402	Soranapattu - Thaliyadi	7.48		1.35	18.05%	74,304,133.61		74,304,133.61		74,304,133.61
B402	Soranapattu - Thaliyadi	7.48	4-4.45	0.45	6.02%	-	-	-	67,259,491.24	67,259,491.24
B402	Soranapattu - Thaliyadi	7.48	5.2-5.9	0.7	9.36%	-	-	-	77,199,567.42	77,199,567.42
B408	Taldawa - Meewitigammana	18.90	0-17.3	17.3	91.53%	1,738,834,000.04		1,738,834,000.04		1,738,834,000.04
B408	Taldawa - Meewitigammana	18.90	Land		-	2,236,700.00		2,236,700.00		2,236,700.00
B409	Talgodapitiya - Yarawatte - Dombawala	29.36	0-26.4	26.4	89.92%	4,069,360,396.90		4,069,360,396.90		4,069,360,396.90
B410	Tangalle - Weerakeviya	14.48	Land		-	4,067,500.00		4,067,500.00		4,067,500.00



ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2022 (Rs)	Adjustments for Prior Period (Rs)	Re-stated Cost as at 01.01.2022 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2022 (Rs)
			Constructed Chainage	Length (km)						
B413	Tennekumbura - Rikiligaskada - Ragala	72.67	0-20.4	20.4	28.07%	1,830,635,140.15		1,830,635,140.15		1,830,635,140.15
B413	Tennekumbura - Rikiligaskada - Ragala	72.67	Rd Furniture			-	28,503,312.24	28,503,312.24	-	28,503,312.24
B415	Thihagoda - Kamburupitiya - Mawarala - Kotapola	67.58	Land		-	38,232.00		38,232.00		38,232.00
B416	Thihariya - Warapalana	5.39	Land		-	8,240.00		8,240.00		8,240.00
B419	Thoppu - Madampe	26.95	0-26.5	26.5	98.33%	2,428,664,066.85		2,428,664,066.85		2,428,664,066.85
B420	Thumpalai - Valalai	4.83	2.1-3.4	1.3	26.92%	31,333,216.24	31,333,216.24	31,333,216.24		31,333,216.24
B420	Thumpalai - Valalai	4.83	3.4-4.4	1	20.70%	23,804,645.07	23,804,645.07	23,804,645.07		23,804,645.07
B421	Tiruwanaketiya - Agalawatte	67.98	0-33.45	33.45	49.21%	3,338,567,581.97		3,338,567,581.97		3,338,567,581.97
B437	Vallai - Telippalai - Araly	27.43	0-8.1 & 9.222-28.32	27.198	99.15%	1,144,012,055.95		1,144,012,055.95	(3,996,842.87)	1,140,015,213.08
B437	Vallai - Telippalai - Araly	27.43	4-5.5	0.5	1.82%	-	33,679,020.80	33,679,020.80		33,679,020.80
B445	Veyangoda - Ruwanwella	32.18	12.4-32.2	19.8	61.53%	4,575,608,353.21		4,575,608,353.21		4,575,608,353.21
B450	Walasmulla - Weeraketiya	8.05	Land		-	13,934,400.00		13,934,400.00		13,934,400.00
B457	Warakapola - Ruwanwella	22.53	0-22	22	97.65%	2,609,052,757.47		2,609,052,757.47		2,609,052,757.47
B457	Warakapola - Ruwanwella	22.53	Land		-	9,148,550.00		9,148,550.00		9,148,550.00
B458	Waskaduwa - Bandaragama	12.07	0-12.07	12.07	100.00%	1,218,538,545.23		1,218,538,545.23		1,218,538,545.23
B460	Wattala - Mahara	7.24	0-7.24	7.24	100.00%	812,215,148.12		812,215,148.12		812,215,148.12
B462	Wattegama - Matale	13.00	0-13	13	100.00%	2,319,874,468.61		2,319,874,468.61		2,319,874,468.61
B464	Weerawila - Tissa - Katragama	23.89	5.2-6.7	1.5	6.28%	-	68,200,405.30	68,200,405.30		68,200,405.30
B473	Wemappuwa - Kirimetiya	5.63	3.2-4.35	1.15	20.43%	29,193,483.75		29,193,483.75		29,193,483.75
B484	Handungamuwa - Hettipola - Hasalaka	45.05	20-45	25	55.49%	2,487,323,857.99		2,487,323,857.99		2,487,323,857.99
B484	Handungamuwa - Hettipola - Hasalaka	45.05	0-20	20	44.40%	2,217,071,358.36		2,217,071,358.36		2,217,071,358.36
B488	Polonnaruwa - Tambala - Sungawila - Sonawathiya	42.68	0-33	33	77.33%	3,232,755,622.78		3,232,755,622.78		3,232,755,622.78
B492	Kandehandiya - Adikarigama - Randeniigala - Loggal Oya	54.40	0-13.6	13.6	25.00%	1,220,423,426.76		1,220,423,426.76		1,220,423,426.76
B499	Kirinda - Palatupana - Yala	29.00	0-12.5	12.5	43.10%	1,215,660,429.29		1,215,660,429.29		1,215,660,429.29
B502	Manampitiya - Aralaganwila - Maduru oya	33.00	0-24	24	72.73%	2,690,330,807.88		2,690,330,807.88		2,690,330,807.88
B527	Bibile - Pitakumbura - Namal Oya - Inginiyagala	60.25	0-60.31	60.31	100.10%	5,365,774,364.92		5,365,774,364.92		5,365,774,364.92
B528	Bodagana - Hambegamuwa - Kaltota	48.20	0-48.20	48.2	100.00%	4,300,243,327.92		4,300,243,327.92		4,300,243,327.92
B547	Kawdana Attidiya	2.50	Land		-	514,275.70		514,275.70		514,275.70
B547	Kawdana Attidiya	2.50	0-1.3	1.3	52.00%	-	27,300,417.75	27,300,417.75		27,300,417.75
B547	Kawdana Attidiya	2.50	1.3-2.50	1.2	48.00%	-	11,655,872.65	11,655,872.65		11,655,872.65
B549	Embilipitiya - Moraketiya - Kiribbanara - Uda Mauara	16.82	6.12-14.84	9.72	57.79%	902,105,657.79		902,105,657.79		902,105,657.79
B552	Polonnaruwa - Hingurakgoda	13.65	12.2-12.85	0.65	4.76%	-	35,589,476.48	35,589,476.48		35,589,476.48
B552	Polonnaruwa - Hingurakgoda	13.65	11.5-12.2	0.7	5.13%	-	37,492,665.75	37,492,665.75		37,492,665.75
B552	Polonnaruwa - Hingurakgoda	13.65	2-13.65	11.65	85.35%	1,175,315,970.74		1,175,315,970.74		1,175,315,970.74
B562	Mirijawila Sooriyawewa	23.30	0-23.3	23.3	100.00%	10,060,331,974.22		10,060,331,974.22		10,060,331,974.22
B562	Mirijawila Sooriyawewa	23.30	Land		-	130,269,925.00		130,269,925.00		130,269,925.00
B562	Mirijawila Sooriyawewa	23.30	Land		-	3,385,207.98		3,385,207.98		3,385,207.98
B567	Weigaththa Lunugamwera	23.60	10.5-16.2	5.7	24.15%	-	70,794,900.99	70,794,900.99		70,794,900.99
B579	Polonnaruwa - New Town - Kaduruwela (Nidahas Swarna Jayanthi Mawatha)	4.61	Land		-	4,929,000.00		4,929,000.00		4,929,000.00
B583	Mawanella By Pass	1.90	Land		-	15,325.00		15,325.00		15,325.00
B586	Park Road Matale	0.33	Rd Furniture	0	0.00%	-	14,841,020.09	14,841,020.09		14,841,020.09
B595	Hunnadeniya Rathmale Radampola Walasgala	12.30	Land		-	4,402,969.50		4,402,969.50		4,402,969.50
B597	Kandawala Katunayake	4.50	1.3-2 & 2.8-4.5	2.4	53.33%	-	67,218,000.45	67,218,000.45		67,218,000.45
B598	Seeduwa Katunayake	3.90	0-3.9	3.9	100.00%	307,913,682.13		307,913,682.13		307,913,682.13

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road Length	Cost as at 01.01.2022 (Rs)	Adjustments for Prior Period (Rs)	Re-stated Cost as at 01.01.2022 (Rs)	During the year Additions/ Adjustments (Rs)	Total Cost as at 31.12.2022 (Rs)
			Constructed Chainage	Length (km)						
B614	Battuluoya - Udappuwa - Andimunai	9.23	7.6-9.3	2.2	23.84%	-	38,183,576.89	38,183,576.89		38,183,576.89
B628	Tangalle - Kadurupokuna - Beliatta	8.76	0-12.76	12.76	145.66%	1,900,910,846.50		1,900,910,846.50		1,900,910,846.50
B631	Hambantota - Gonnoruwa - Meegahajandura	30.30	0-8.07	8.07	26.63%	3,399,868,882.03		3,399,868,882.03	(955,045,266.41)	2,444,823,615.62
B631	Hambantota - Gonnoruwa - Meegahajandura	30.30	Land		-	10,272,900.00		10,272,900.00		10,272,900.00
B642	Access road to Defence Headquarters Pelawatta (From Denzil Kobbekaduwa Mawatha, Koswatta to Defence Headquarters Pelawatta)	1.255	0-1.255	1.255	100.00%	4,784,625,217.75		4,784,625,217.75		4,784,625,217.75
B642	Access road to Defence Headquarters Pelawatta (From Denzil Kobbekaduwa Mawatha, Koswatta to Defence Headquarters Pelawatta)	1.255	Land		-	432,000.00		432,000.00		432,000.00
B643	Kegalle Bypass	4.400	0-4.4	4.4	100.00%	1,738,288,857.16		1,738,288,857.16		1,738,288,857.16
B643	Kegalle Bypass	4.400	Land		-	4,088,450.00		4,088,450.00		4,088,450.00
B643	Kegalle Bypass	4.400	Land		-	5,437,750.00		5,437,750.00		5,437,750.00
B644	Kelanimulla-Angoda-Koswatta	4.567	0-4.567	4.567	100.00%	1,287,104,240.35		1,287,104,240.35		1,287,104,240.35
B644	Kelanimulla-Angoda-Koswatta	4.567	Land		-	87,416,518.54		87,416,518.54	30,215.00	87,446,733.54
--	Marine Drive Road up to Panadura	-	Land		-	653,338,143.26		653,338,143.26		653,338,143.26
--	Marine Drive Road up to Panadura	-				-	275,036,498.49	275,036,498.49		275,036,498.49
--	Marine Drive Road up to Panadura	-				-	752,598,546.33	752,598,546.33	350,943,258.99	1,103,541,805.32
--	Lunuganvehera - Kataragama	13.88	0-13.88	13.88	100.00%	5,729,974,976.00		5,729,974,976.00		5,729,974,976.00
X001	OTHERS		Land			420,184,564.22		420,184,564.22	286,290.00	420,470,854.22
	HEKITHA- NEGOMBO					40,050.54		40,050.54		40,050.54
	Grand Total			3266.72		341,848,936,712.43	13,125,623,223.33	354,974,559,935.76	(6,910,601,858.58)	348,063,958,077.18

#### Summary of Road Capitalized as at 31.12.2022

Road Class	Total Length (km)	Length of Capitalized (km)	Percentage of Capitalization in Road Length
AA	3,720.310	1,674.870	45.02%
AB	466.920	30.415	6.51%
AC	30.190	0.900	2.98%
B	8,007.241	1,560.535	19.49%
TOTAL OF "A" AND "B" CLASS ROADS	12,224.661	3,266.720	26.72%
TOTAL OF "E" CLASS ROADS	271.676	271.676	100.00%
GRAND TOTAL OF ALL NATIONAL ROADS (CLASS "A", "B" & "E")	12,496.337	3,538.396	28.32%

**ROAD DEVELOPMENT AUTHORITY**  
**SUMMARY OF BRIDGES CAPITALIZED IN FINANCIAL STATEMENT OF RDA**

Type of Bridge	No. of Bridges	Cost Rs.
Flyover Bridges Note 11.A	08	19,198,294,794.34
Other Bridges Note 11.B	189.00	84,440,752,958.35
<b>Total Bridges</b>		<b>103,639,047,752.69</b>

**11A DETAIL SUMMARY OF FLYOVER BRIDGES CAPITALIZED IN FINANCIAL STATEMENT OF RDA.**

Route No	BRIDGE NAME/SITUATION	Project	Re-stated Cost as at 01.01.2022 (Rs)	During the Year Additions	Total Cost (Rs)
A032	Sangupiddy Flyover	Steel Bridge	1,150,383,489.22		1,150,383,489.22
A004	Nugegoda Flyover	Steel Bridge	1,120,667,199.35		1,120,667,199.35
A002	Dehiwala Flyover	Steel Bridge	1,928,747,782.03		1,928,747,782.03
A001	Kelaniya Flyover- Bridge 01 & Bridge 02	Steel Bridge	3,202,535,537.87		3,202,535,537.87
B208	Veyangoda Flyover	Steel Bridge	1,931,622,604.88		1,931,622,604.88
A000	Rajagiriya Junction on Kollupitiya-Sri	Steel Bridge	5,365,944,533.24		5,365,944,533.24
B058	Ganemulla (Located at Ganemulla Railway Station)	Steel Bridge	2,102,614,574.35		2,102,614,574.35
A019	Polgahawela (Located at Polgahawela Railway Station)	Steel Bridge	2,395,779,073.40		2,395,779,073.40
	<b>Grand Total</b>		<b>19,198,294,794.34</b>	<b>-</b>	<b>19,198,294,794.34</b>

**11.B DETAIL SUMMARY OF OTHER BRIDGES CAPITALIZED IN FINANCIAL STATEMENT OF RDA.**

Route No	ROAD /BRIDGE NAME	Bridge No	Project	Cost as at 01.01.2022 (Rs)	Prior Year Adjustments (Rs)	Re-stated Cost as at 01.01.2022 (Rs)	During the Year Additions/ Transfers (Rs)	Total Cost (Rs)
A000	Two Lane Bridge on Deduru Ova at Kadigawa		LBFP	1,617,655,627.75		1,617,655,627.75		1,617,655,627.75
A002	Kollupitiya - Jayawardanapura Road (Polduwa Bridge)	7/3	Steel Bridge	1,500,896,586.32		1,500,896,586.32		1,500,896,586.32
A002	Colombo Galle Hambantota Wellawaya Road (Polwathumodara-01)	148/1	SPMU-PK1	1,622,851,062.36		1,622,851,062.36		1,622,851,062.36
A002	Colombo Galle Hambantota Wellawaya Road A002 (Polwathumodara-02)	148/2	SPMU-PK1	120,051,638.32	138,785.68	120,190,424.00		120,190,424.00
A002	Colombo Galle Hambantota Wellawaya Road A002 (Goviya *una)	138/2	SPMU-PK1	589,875,445.35	35,976.04	589,911,421.39		589,911,421.39
A002	Colombo Galle Hambantota Wellawaya Road A002 (Kathaluwa)	133/2	SPMU-PK1	623,288,548.34	477,820.74	623,766,369.08		623,766,369.08
A002	Colombo Galle Hambantota Wellawaya Road A002 (Wellamadana)	166/1	SPMU-PK1	362,527,846.58		362,527,846.58		362,527,846.58
A004	Colombo - Ratnapura - Wellawaya - Batticaloa	284/1	Steel Bridge	307,004,325.90		307,004,325.90		307,004,325.90
A004	Colombo - Ratnapura - Wellawaya - Batticaloa	99/6	RWI	-	71,631,456.16	71,631,456.16		71,631,456.16
A004	Colombo - Ratnapura - Wellawaya - Batticaloa	105/2	Weak Bridges - Sab	-	19,322,365.07	19,322,365.07	-	19,322,365.07
A007	Avissawella - Hattton - Nuweraeliya	71/1	Steel Bridge	65,553,558.63		65,553,558.63		65,553,558.63
A008	Kandy Jaffna Road A009 (Navatkuli)	315/1	SPMU-PK2	378,457,154.69		378,457,154.69		378,457,154.69
A00*	Kandy Jaffna Road A009 (Kaithadi)	310/1	SPMU-PK2	363,871,118.32		363,871,118.32		363,871,118.32
A011	Maradankadawela Habarana Tirikkondimadu	113/3	Weak Bridges -EP	-	-	-	20,097,528.44	20,097,528.44
A012	Puttalam - Trincomalee (Makichchawa Bridge)	-	Weak Bridges -NCP	-	14,022,191.56	14,022,191.56	-	14,022,191.56



Route No	ROAD /BRIDGE NAME	Bridge No	Project	Cost as at 01.01.2022 (Rs)	Prior Year Adjustments (Rs)	Re-stated Cost as at 01.01.2022 (Rs)	During the Year Additions/ Transfers (Rs)	Total Cost (Rs)
A014	Medawachchiya Mannar Talaimannar Road A014 (Cheddikulam)	31/1	SPMU-PK2	223,729,370.37		223,729,370.37		223,729,370.37
A017	Galle-Deniya - Madampe	62/3	Steel Bridge	122,600,502.60		122,600,502.60		122,600,502.60
A025	Siyambaladuwa - Dammana - Ampara	39/4	Steel Bridge	105,467,129.68		105,467,129.68		105,467,129.68
A029	Vavuniya - Horowopotana	18/1	Steel Bridge	72,056,680.00		72,056,680.00		72,056,680.00
A032	Navaikul - Keraitivu - Mannar	29-330	Steel Bridge	49,555,568.62		49,555,568.62		49,555,568.62
A032	Navaikul-Keraitivu-Mannar	29-259	Steel Bridge	55,987,292.97		55,987,292.97		55,987,292.97
A032	Navakkuli Kerativu Mannar Road A032 (Mandai Kal Aru)	39/2	SPMU-PK2	363,159,898.14		363,159,898.14		363,159,898.14
A032	Paranthan-Karachchi-Mullaitivu	66/5	SPMU-PK2	337,327,352.73		337,327,352.73		337,327,352.73
A035	Paranthan-Karachchi-Mullaitivu	11/3	Steel Bridge	46,819,426.87		46,819,426.87		46,819,426.87
A035	Paranthan-Karachchi-Mullaitivu	15/3	Steel Bridge	160,095,240.87		160,095,240.87		160,095,240.87
A035	Paranthan-Karachchi-Mullaitivu	21/1	Steel Bridge	52,258,015.30		52,258,015.30		52,258,015.30
A035	Paranthan-Karachchi-Mullaitivu	24/2	Steel Bridge	91,782,747.30		91,782,747.30		91,782,747.30
AA002	Digrolia Detour Bridge	20/1	Steel Bridge	519,169,856.14		519,169,856.14		519,169,856.14
AA003	Peliyagoda - Puttalam	38/3	MFAP	1,708,595,520.38		1,708,595,520.38		1,708,595,520.38
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	**	NHSP	-	-	-	84,120,822.27	84,120,822.27
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	194/6	MFAP	40,591,456.16		40,591,456.16		40,591,456.16
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	204/6	MFAP	64,144,885.62		64,144,885.62		64,144,885.62
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	207/1	MFAP	83,330,498.97		83,330,498.97		83,330,498.97
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	190/1	MFAP	93,601,992.34		93,601,992.34		93,601,992.34
AA005	Peradeniya - Badulla - Chenkaladi	**	NHSP	-	-	-	79,147,641.58	79,147,641.58
AA005	Peradeniya - Badulla - Chenkaladi	**	BCRIP	-	-	-	56,243,335.34	56,243,335.34
AA005	Peradeniya - Badulla - Chenkaladi	**	BCRIP	-	-	-	91,277,828.55	91,277,828.55
AA005	Peradeniya - Badulla - Chenkaladi	**	BCRIP	-	-	-	126,166,478.10	126,166,478.10
AA005	Peradeniya - Badulla - Chenkaladi	**	BCRIP	-	-	-	189,447,101.85	189,447,101.85
AA005	Peradeniya - Badulla - Chenkaladi	182/6	MFAP	39,899,955.64		39,899,955.64		39,899,955.64
AA005	Peradeniya - Badulla - Chenkaladi	194/1	MFAP	47,898,102.49		47,898,102.49		47,898,102.49
AA005	Peradeniya - Badulla - Chenkaladi	177/9	MFAP	49,640,687.71		49,640,687.71		49,640,687.71
AA005	Peradeniya - Badulla - Chenkaladi	145/3	MFAP	67,119,181.46		67,119,181.46		67,119,181.46
AA006	Amberpussa - Kurunegala - Trincomalee	**	NHSP	-	-	-	77,666,268.59	77,666,268.59
AA009	Kandy - Jaffna	**	NRCP	-	-	-	69,661,992.28	69,661,992.28
AA009	Kandy - Jaffna	**	NRCP	-	-	-	173,201,258.70	173,201,258.70
AA009	Kandy - Jaffna	**	NRCP	-	-	-	146,721,101.67	146,721,101.67
AA010	Katugastota - Kurunegala - Puttalam	76/1	SPMU-PK3	78,749,255.16		78,749,255.16		78,749,255.16
AA012	Puttalam - Trincomalee	**	NHSP	-	-	-	506,735,368.38	506,735,368.38
AA014	Medawachchiya - Mannar - Talaimannar	**	NRCP	-	-	-	32,281,301.13	32,281,301.13
AA017	Galle - Deniya - Madampe	21/1	MFAP	148,903,648.81		148,903,648.81		148,903,648.81
AA020	Anuradhapura - Rambewa	**	NRCP	64,543,789.23		64,543,789.23		64,543,789.23
AA021	Kegalle - Bulathkohupitiya - Karawanella	11/4	SPMU-PK1	-	-	-	67,052,090.35	67,052,090.35
AA024	Mataara - Akuressa	**	NHSP	-	-	-	20,464,420.89	20,464,420.89
AA026	Kandy - Mahiyanganaya - Padiyatalawa	**	NHSP	-	-	-	49,731,806.88	49,731,806.88
AA028	Padeniya - Anuradhapura	**	MFAP	-	-	-	488,670,000.00	488,670,000.00
AA029	Vavuniya - Horowopotana	**	NRCP	-	-	-	27,852,648.32	27,852,648.32
AA029	Vavuniya - Horowopotana	**	NRCP	-	-	-	274,595,830.17	274,595,830.17
AA031	Karaitivu - Ampara	2/1	Steel Bridge	361,420,970.00		361,420,970.00		361,420,970.00
AA032	Navakkuli - Kerativu - Mannar	**	NRCP	-	-	-	62,507,120.82	62,507,120.82
AA034	Mankulam - Mullaitivu	**	NRCP	-	-	-	270,736,597.72	270,736,597.72
AA034	Mankulam - Mullaitivu	**	NRCP	-	-	-	83,855,564.05	83,855,564.05

Route No	ROAD /BRIDGE NAME	Bridge No	Project	Cost as at 01.01.2022 (Rs)	Prior Year Adjustments (Rs)	Re-stated Cost as at 01.01.2022 (i.e.)	During the Year Additions/ Transfers (Rs)	Total Cost (Rs)
AA034	Mankulam - Mullaitivu	**	NRCP	-	-	-	148,651,374.72	148,651,374.72
AA034	Mankulam - Mullaitivu	**	NRCP	-	-	-	270,334,010.66	270,334,010.66
AA035	Paranthan - Kachchai - Mullaitivu	**	PRP 3-Phal	-	-	-	387,557,038.76	387,557,038.76
AB004	Approach Road to Kaduwela Bridge	1/1	SPMU-PK1	405,875,143.89	-	405,875,143.89	405,875,143.89	405,875,143.89
AB019	Jaffna - Pannai - Kays	**	NRCP	-	-	-	336,032,249.99	336,032,249.99
AB019	Jaffna - Pannai - Kays	**	NRCP	-	-	-	81,694,237.70	81,694,237.70
AB21	Jaffna - Pannalai - Point Pedro	19/3	Steel Bridge	38,636,161.65	-	38,636,161.65	38,636,161.65	38,636,161.65
AB21	Jaffna - Pannalai - Point Pedro	15/3	Steel Bridge	33,475,871.65	-	33,475,871.65	33,475,871.65	33,475,871.65
B010	Allai-Kanthalai - Serunuwera	25/2	Steel Bridge	221,586,799.59	-	221,586,799.59	221,586,799.59	221,586,799.59
B010	Allai-Kanthalai - Serunuwera	25/5	Steel Bridge	169,596,273.15	-	169,596,273.15	169,596,273.15	169,596,273.15
B014	Ambalangoda - Elipitiya - Pitigala	20/3	MFAP	41,433,709.87	-	41,433,709.87	41,433,709.87	41,433,709.87
B014	Ambalangoda - Elipitiya - Pitigala	25/7	MFAP	57,041,304.30	-	57,041,304.30	57,041,304.30	57,041,304.30
B015	Ambatenne - Bokkawela - Arambekade	17/2	Weak Bridges -CP	-	25,744,462.10	25,744,462.10	-	25,744,462.10
B018	Ampilanthurai - Veeramunai	8/3	Weak Bridges -EP	-	40,301,652.85	40,301,652.85	-	40,301,652.85
B018	Ampilanthurai - Veeramunai	11/4	MFAP	66,942,405.73	-	66,942,405.73	-	66,942,405.73
B018	Ampilanthurai - Veeramunai	10/2	SPMU-PK1	304,404,135.63	-	304,404,135.63	-	304,404,135.63
B027	Approach Roads to Railway Stations	1/1	MFAP	131,881,927.08	-	131,881,927.08	-	131,881,927.08
B035	Badakumbura - Buttala - Sella Kataragama	8/2	MFAP	69,554,119.96	-	69,554,119.96	-	69,554,119.96
B036	Badulla - Karanetiya - Andaulpotha	17/5	MFAP	95,754,823.37	-	95,754,823.37	-	95,754,823.37
B068	Ingiriya - Halwatura - Egaloya	5/4	MFAP	25,575,582.99	-	25,575,582.99	-	25,575,582.99
B071	Karolina-Norton-Wanaraja Road	7/12	Steel Bridge	49,139,826.50	-	49,139,826.50	-	49,139,826.50
B084	Colombo - Horana	**	NHSP	-	-	-	244,119,294.04	244,119,294.04
B086	Dambagahapitiya - Pinnagolla - Arawa - Meegahakiula	12/3	MFAP	47,674,061.32	-	47,674,061.32	-	47,674,061.32
B093	Dehiowita - Deraniyagala - Noori	2/2	SPMU-PK2	40,246,603.13	-	40,246,603.13	-	40,246,603.13
B093	Dehiowita - Deraniyagala - Noori	7/1	SPMU-PK2	35,402,887.58	-	35,402,887.58	-	35,402,887.58
B093	Dehiowita - Deraniyagala - Noori	8/9	SPMU-PK2	36,423,257.16	-	36,423,257.16	-	36,423,257.16
B093	Dehiowita - Deraniyagala - Noori	14/1	SPMU-PK2	69,108,368.93	-	69,108,368.93	-	69,108,368.93
B095	Delgoda - Domppe - Giridara	5/8	MFAP	28,769,966.75	-	28,769,966.75	-	28,769,966.75
B110	Elheliyagoda - Dehiowita	8/5	MFAP	50,435,904.48	-	50,435,904.48	-	50,435,904.48
B114	Elipitiya - Awitawa - Lewanduwa	1/5	Steel Bridge	61,786,892.35	-	61,786,892.35	-	61,786,892.35
B115	Embilipitiya - Panamure - Bulutota	30/4	MFAP	58,204,890.69	-	58,204,890.69	-	58,204,890.69
B123	Galagedera - Horana	14/8	MFAP	54,225,298.37	-	54,225,298.37	-	54,225,298.37
B123	Galagedera - Horana	14/3	SPMU-PK1	50,951,980.16	-	50,951,980.16	-	50,951,980.16
B127	Galigomuwa - Ruwanwella	16/1	SPMU-PK2	98,257,968.94	-	98,257,968.94	-	98,257,968.94
B128	Galle Baddegama Road B 128 (Kihimbi Ela)	15/2	SPMU-PK1	379,761,201.14	313,067.78	380,074,268.92	-	380,074,268.92
B129	Galle - Udugama	**	PRP 3-Phal	-	-	-	193,195,901.63	193,195,901.63
B141	Hakmana - Beliatte - Tangalle	**	PRP 3-Phal	-	-	-	2,243,326.48	2,243,326.48
B142	Hakmana Meella Talahaganwaduwa Road B142 (Denagama)	4/1	SPMU-PK1	443,762,689.47	-	443,762,689.47	-	443,762,689.47
B146	Harwella - Pugoda - Weke - Urapola	11/2	MFAP	62,272,386.34	-	62,272,386.34	-	62,272,386.34
B153	Hikkaduwa - Baddegama - Nilhena	**	NHSP	-	-	-	149,065,972.95	149,065,972.95
B156	Hinduma - Opatha - Pitabeddera	**	PRP 3-Phal	-	-	-	641,253,555.43	641,253,555.43
B156	Hinduma - Opatha - Pitabeddera	4/8	MFAP	36,565,429.43	-	36,565,429.43	-	36,565,429.43
B157	Horana - Angurwatota - Aluthgama	**	NHSP	-	-	-	331,344,694.56	331,344,694.56
B158	Horawala - Pelawatte - Pitigala Rd	24/4	Steel Bridge	159,878,400.10	-	159,878,400.10	-	159,878,400.10
B183	Kaleliya - Pallewela Road	4/1	Steel Bridge	39,524,049.20	-	39,524,049.20	-	39,524,049.20
B183	Kaleliya - Pallewela - Medagamptiya	4/3	MFAP	54,893,650.12	-	54,893,650.12	-	54,893,650.12
B188	Kaluaggala - Labugama	4/2	Steel Bridge	216,919,348.25	-	216,919,348.25	-	216,919,348.25
B188	Kaluaggala - Labugama	12/8	Steel Bridge	218,835,141.40	-	218,835,141.40	-	218,835,141.40



Route No	ROAD /BRIDGE NAME	Bridge No	Project	Cost as at 01.01.2022 (Rs)	Prior Year Adjustments (Rs)	Re-stated Cost as at 01.01.2022 (Rs)	During the Year Additions/ Transfers (Rs)	Total Cost (Rs)
B199	Karandupona - Rambukkana	8/3	Weak Bridge -Sab	-	2,926,146.23	2,926,146.23	-	2,926,146.23
B205	Katugastota-Madawala-Bambarella	28/9	Steel Bridge	122,563,616.82	-	122,563,616.82	-	122,563,616.82
B207	Katukurunda - Neboda	12/3	MFAP	25,906,623.77	-	25,906,623.77	-	25,906,623.77
B207	Katukurunda - Neboda	10/3	MFAP	110,171,835.83	-	110,171,835.83	-	110,171,835.83
B211	Kebithigollewa - Padaviya	**	NRCP	-	-	-	46,929,323.57	46,929,323.57
B211	Kebithigollewa - Padaviya	**	NRCP	-	-	-	177,628,787.02	177,628,787.02
B224	Kirimetiya - Yala	9/1	MFAP	133,800,695.81	-	133,800,695.81	-	133,800,695.81
B225	Kirindiwita - Assemaiwatte	1/1	MFAP	75,746,229.86	-	75,746,229.86	-	75,746,229.86
B238	Kottawa - Batemulla	8/4	Steel Bridge	73,911,669.26	-	73,911,669.26	-	73,911,669.26
B242	Kudugala - Wattegama	12/4	Weak Bridge -CP	-	136,644.00	136,644.00	-	136,644.00
B248	Labuduwa-Wanduramba-Sandarawela	9/1	Steel Bridge	87,090,555.66	-	87,090,555.66	-	87,090,555.66
B252	Lindula to end of a gas Road	14/6 & 16/8	Steel Bridge	106,095,733.65	-	106,095,733.65	-	106,095,733.65
B262	Makola - Udupila	10/1	MFAP	16,700,981.40	-	16,700,981.40	-	16,700,981.40
B265	Malwala - Carney Road	4/3	Steel Bridge	104,379,079.40	-	104,379,079.40	-	104,379,079.40
B265	Malwala - Carney Road	9/11	Steel Bridge	183,355,116.16	-	183,355,116.16	-	183,355,116.16
B268	Manipay - Kaithady	**	NRCP	-	-	-	33,670,025.45	33,670,025.45
B274	Marale - Illukkumbura-Pallegama	9/8	MFAP	78,426,281.85	-	78,426,281.85	-	78,426,281.85
B274	Marale - Illukkumbura-Pallegama	2/8	MFAP	113,371,037.34	-	113,371,037.34	-	113,371,037.34
B278	Mawanella - Arana-yake - Horewela	2/1	Steel Bridge	65,506,057.00	-	65,506,057.00	-	65,506,057.00
B279	Mawanella - Hemmathithagama - Singhapitiya	**	PRP 3-Phal	-	-	-	241,062,044.90	241,062,044.90
B282	Medawachchiya - Horowopotana	**	NRCP	-	-	-	21,105,471.86	21,105,471.86
B282	Medawachchiya - Horowuwathana	**	Steel Bridge	47,976,745.27	-	47,976,745.27	-	47,976,745.27
B283	Medawachchiya - Kebittigollewa	1/3	NRCP	-	-	-	21,981,113.49	21,981,113.49
B287	Minneriya - Hingurakgoda (Ai-port Road)	5/2	Weak Bridge -NCP	-	24,957,465.62	24,957,465.62	-	24,957,465.62
B312	Naula - Elahera - Pallegama - Hettipola	5/3	MFAP	31,476,413.21	-	31,476,413.21	-	31,476,413.21
B312	Naula - Elahera - Pallegama - Hettipola	23/1	Weak Bridge -NCP	-	5,950,539.56	5,950,539.56	737,089.00	6,687,628.56
B312	Naula - Elahera - Pallegama - Hettipola	24/3	MFAP	71,580,137.63	-	71,580,137.63	-	71,580,137.63
B312	Naula - Elahera - Pallegama - Hettipola	37/8	Weak Bridge -CP	-	47,416,462.41	47,416,462.41	1,096,155.00	48,512,617.41
B322	Negombo - Giriulla	32/2	MFAP	14,731,728.93	-	14,731,728.93	-	14,731,728.93
B322	Negombo - Giriulla	34/2	MFAP	81,460,952.84	-	81,460,952.84	-	81,460,952.84
B322	Negombo - Giriulla	19/4	MFAP	107,710,927.37	-	107,710,927.37	-	107,710,927.37
B339	Olu gantota-Pinnawala-Bagawanthallawa	1/1	Steel Bridge	43,347,041.14	-	43,347,041.14	-	43,347,041.14
B339	Olu gantota-Pinnawala-Bagawanthallawa	9/2	Weak Bridge -Sab	-	28,386,101.99	28,386,101.99	1,595,060.12	29,981,162.11
B346	Palathwela - Galewela	28/2	Weak Bridge -CP	-	9,335,054.87	9,335,054.87	-	9,335,054.87
B347	Palathoppu - Seruwila Road	4/7	Weak Bridge -EP	-	-	-	4,953,361.50	4,953,361.50
B353	Palugama - Borallanda - Haputale	18/6	Steel Bridge	75,817,432.00	-	75,817,432.00	-	75,817,432.00
B363	Palawatta - Kankotayawatta - Tinniyawela - Morawaka	19/8	Steel Bridge	82,129,621.00	-	82,129,621.00	-	82,129,621.00
B363	Palawatta - Kankotayawatta - Tinniyawela - Morawaka	12/6	MFAP	92,847,772.26	-	92,847,772.26	-	92,847,772.26
B364	Peradeniya - Deltoia - Rikiligaskada	4/7	Weak Bridge -CP	-	3,359,058.80	3,359,058.80	-	3,359,058.80
B378	Puliyadi - Irakkamam - Madhu	3/3	Steel Bridge	48,073,292.66	-	48,073,292.66	-	48,073,292.66
B390	Ranapura - Palawela - Karawita	**	PRP 3-Phal	-	-	-	266,767,182.26	266,767,182.26
B390	Ranapura-Palawela-Karawita	17/9	Steel Bridge	123,251,415.91	-	123,251,415.91	-	123,251,415.91
B391	Ranapura - Wewelwatte	8/10	MFAP	107,840,036.84	-	107,840,036.84	-	107,840,036.84
B403	Thalady Arippu Marchchukkaddi Road B403 (Aru Kuli)	7/1	SPMU-PK2	783,751,282.10	-	783,751,282.10	-	783,751,282.10
B403	Thalady Arippu Marchchukkaddi Road B403 (Arippu)	21/1	SPMU-PK2	337,008,141.08	-	337,008,141.08	-	337,008,141.08
B403	Thalady Arippu Marchchukkaddi Road B403	39/2	SPMU-PK2	258,669,962.60	-	258,669,962.60	-	258,669,962.60
B410	Marchchukkaddi	2/2	SPMU-PK1	75,719,614.22	-	75,719,614.22	-	75,719,614.22
B410	Tangalle - Weeraketiya							

Route No	ROAD /BRIDGE NAME	Bridge No	Project	Cost as at 01.01.2022 (Rs)	Prior Year Adjustments (Rs)	Re-stated Cost as at 01.01.2022 (Rs)	During the Year Additions/ Transfers (Rs)	Total Cost (Rs)
B410	Tangalle - Weeraketiya	2/3	SPMU-PK1	56,082,216.93		56,082,216.93		56,082,216.93
B411	Tawalama - Neluwa - Bauwangala	9/5	MFAP	77,761,135.09		77,761,135.09		77,761,135.09
B421	Trinuwaketiya - Agalawatte	29/8	MFAP	23,525,603.22		23,525,603.22		23,525,603.22
B423	Tonigala - Kalawewa - Galewela	39/3	Weak Bridge-CP	-	15,920,650.02	15,920,650.02	-	15,920,650.02
B424	Trincomalee - Pulmodai	50/2	Weak Bridge-EP	-	10,694,839.48	10,694,839.48	-	10,694,839.48
B425	Tudella - Pamunugama - Talahena - Negombo	3/2	MFAP	137,889,750.90		137,889,750.90		137,889,750.90
B431	Ulapane - Pussellawa	20/1	Steel Bridge	41,057,739.31		41,057,739.31		41,057,739.31
B437	Vallai - Telippalai - Araly	**	NRCP	-	-	-	3,996,842.87	3,996,842.87
B445	Veyangoda - Ruwanwella	32/1	SPMU-PK1	130,162,041.25		130,162,041.25		130,162,041.25
B453	Walpola - Mailawalana	9/3	MFAP	55,493,522.62		55,493,522.62		55,493,522.62
B454	Wandurambe - Ehumale - Yakkatuwa	24/3	MFAP	51,403,716.48		51,403,716.48		51,403,716.48
B461	Wattagama - Kandenuwara - Wariyapola	33/1	MFAP	59,209,801.02		59,209,801.02		59,209,801.02
B465	Weligama Kananke Road B465 (Kole Danda)	28/2	MFAP	74,261,063.80		74,261,063.80		74,261,063.80
B466	Weligama Telijjivila Road B466 (Denipitiya)	1/4	SPMU-PK1	392,465,895.25		392,465,895.25		392,465,895.25
B473	Wenapuwa - Kirinativana Road	4/1	Steel Bridge	368,285,323.59		368,285,323.59		368,285,323.59
B483	Sammanthurai - Malkampiddy - Deegawapiya	3/3	Steel Bridge	135,222,946.00		135,222,946.00		135,222,946.00
B485	Walasmulla - Katuwana - Middeniya	5/3	Steel Bridge	45,097,873.20		45,097,873.20		45,097,873.20
B485	Walasmulla - Katuwana - Middeniya	4/5	MFAP	79,035,559.55		79,035,559.55		79,035,559.55
B492	Kandehandiya - Adikaragama - Randenigala - Loggaloya	16/1	MFAP	97,397,965.50		97,397,965.50		97,397,965.50
B512	Blackpool-Ambewella-Pattipola-Horton Road	35/10	Steel Bridge	116,166,468.99		116,166,468.99		116,166,468.99
B512	Blackpool-Ambewella-Pattipola-Horton Road	18/2	Steel Bridge	46,963,372.67		46,963,372.67		46,963,372.67
B528	Bodagama - Hambegamuwa - Kaltota	2/4	Steel Bridge	46,963,372.67		46,963,372.67		46,963,372.67
B556	Madatugama-Andivagala Road	41/1	MFAP	69,279,726.03		69,279,726.03		69,279,726.03
B564	Orappuwa - Ihlawewa	2/3	Steel Bridge	54,549,582.50		54,549,582.50		54,549,582.50
B593	Pambalimma Kumbaligama Rajawaka Kapugala	10/2	Steel Bridge	124,202,586.09		124,202,586.09		124,202,586.09
B609	Hiripitiya - Galtemwewa	22/4	Weak Bridge -Sab	-	35,318,457.80	35,318,457.80		35,318,457.80
B616	Nochchiyagama - Kukulkatuwa	12/1	Weak Bridge -NWP	-	14,233,457.62	14,233,457.62		14,233,457.62
B631	Hambantota - Gonnoruwa - Meegahajandura	6/2	Weak Bridge -NCP	-	10,318,795.10	10,318,795.10		10,318,795.10
B637	Pelena Polwatia Denipitiya Road (Polwatia) B637	**	PRP 3-Phal	-	-	-	3,035,924.97	3,035,924.97
--	Seruwawila Somavathiya	1/1	SPMU-PK1	502,990,485.92		502,990,485.92	955,045,266.41	502,990,485.92
E-03	New Bridge Construction on Kelani River -Kalyani Ranjwisuma	2/1	Weak Bridge-EP	-	-	-	4,317,415.38	4,317,415.38
			NBKR	53,470,998,501.83		53,470,998,501.83		53,470,998,501.83
		Total		76,492,164,680.07	380,941,451.48	76,873,106,131.55	7,567,646,826.80	84,440,752,958.35
		Grand Total		95,690,459,474.41	380,941,451.48	96,071,400,925.89	7,567,646,826.80	103,639,047,752.69

\*\* The bridge cost included in the road cost have been transferred to bridge cost during the year 2022 and the respective bridge numbers have not been identified due to lack of information.

**ROAD DEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2022**

	Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
<b>Note 01 Cash &amp; cash Equivalents</b>			
139101	Bank of Ceylon Corporate Branch_ General	19,415,933.09	17,670,302.74
139102	Bank of Ceylon Corporate Branch_ Client	7,017,306.75	13,864,896.21
139103	Bank of Ceylon Corporate Branch_ Ministry	95,090,277.37	63,800,935.47
139104	Bank of Ceylon Corporate Branch_ Treasury	3,140,057.19	3,518,725.40
139105	Bank of Ceylon Corporate Branch_ Recurrent	44,384,501.78	30,930,876.09
139106	Bank of Ceylon Corporate Branch_ RWI	-	-
139110	Bank of Ceylon Corporate Branch_ Hoardings	4,462,386.91	2,717,469.54
139111	Bank of Ceylon Corporate Branch_ Loan	2,761,639.19	3,922,595.46
139115	People's Bank Corporate Branch	182,301.44	182,301.44
139116	Bank of Ceylon Corporate Branch - LBFP	653,141.21	686,218.93
139117	Bank of Ceylon Corporate Branch - RMTF	254,700.00	492,195.72
139118	Bank of Ceylon Corporate Branch-Finance Medical Insurance	46,863.93	108,453.93
139119	Peoples Bank Corporate Branch - Collection CKE	2,865,941.83	3,951,256.83
139120	Bank of Ceylon Corporate Branch - Asphalt	-	-
139121	D F C C Bank City Office - LBFP	22,005.45	22,005.45
139122	Bank of Ceylon Corporate Branch - Land	-	-
139123	Bank of Ceylon Corporate Branch - Ministry of Highways	187,253.40	-
1392	Cash at Bank R/O Sabaragamuwa	310,000.00	35,000.00
1392E	Cash at Bank 100,000 km Programme	260,000.00	260,000.00
1392F	Cash at Bank R & D	25,000.00	-
1392G	Cash at Bank Project Director Matara	25,000.00	-
1393A	Cash in Hand EMU STDP	8,131,000.00	7,781,000.00
1393B	Cash in Hand EMU CKE	4,710,000.00	4,710,000.00
1393C	Cash in Hand EMU OCH	6,430,000.00	6,430,000.00
1393D	Cash in Hand EOMU E.S.E.P.	9,800,000.00	10,000,000.00
1393E	Cash in Hand EOMU CEP 11 ( E4 )	3,200,000.00	-
1394	Cash in Transit R/O	95,741,718.20	95,467,494.57
1342	Treasury Bill (Repurchase) Agreement	4,720,100,000.00	8,152,120,000.00
		<b>5,029,217,027.74</b>	<b>8,418,671,727.78</b>
1394	<b>Note 01-A Cash in Transit R/O</b>		
	Amount Shown in the Accounts		95,385,851.17
	Add		
	Adjustment for amount under stated		81,643.40
	Re- Stated Amount		<b>95,467,494.57</b>
<b>Note 02 Debtors</b>			
133032	Debtors for Hire Charges Others	5,252,979.59	6,186,163.86
133041	Receivable R/O & Others	584,058.07	4,141,308.31
133042	Interest Receivable	206,567,836.56	140,983,384.37
133044	Rent Receivable	12,300,653.04	13,412,776.73
133045	Hording Income Receivable	35,208,797.35	128,703,519.78
13306124	Ministry of Public Enterprise Development	523,019.33	523,019.33
13306125	Regional Development Bank	181,456.98	181,456.98
13306128	Ministry of Mega Police & Western Development	-	154,959.44
13306129	Prime Minister's Office	1,695,625.71	1,069,491.19
13306132	State Min.of Develop.Minor crops including sugar cane etc.	582,587.20	326,123.55
133071	Overhead Control Account-PMUU	8,776,465.90	10,880,173.31
133072	Overhead Reimbursement Salaries- PMUU	65,060,388.32	149,022,442.87
133075	Loans for PMUUS	1,964,200,000.00	494,200,000.00
133081	Debtors for Clients' H/O	30,563,207.03	2,726,677.98
133082	Debtors for Clients' R/O	431,072,364.15	430,499,743.08
133083	Expressway Debtors STDP	18,520,413.87	18,949,636.16
133083A	Expressway Debtors C.K.E.	15,090,906.26	13,081,765.26
133093	Debtors for Land Relocation	1,967,669.01	2,364,271.02
133125	CGIR Income Tax Refund	209,504,410.00	209,504,410.00
133129	Deferred Tax Assets	65,616,649.00	49,648,427.00
133151	Debtors Casting Yard External	962,071.50	962,071.50
133152	Debtors Casting Yard-Internal	-	-



**ROAD DEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
13316	Unpaid VAT	Note 02-H	3,370,215,936.53	913,504,279.61
133171	Debtors Asphalt Plant External		126,433,740.60	117,131,032.77
133172	Debtors Asphalt Plant Internal	Note 02-I	-	-
13323	Receivable on account of LBF Loans Capital Re-payment & Interest	Note 02-J	40,070,020,206.86	14,386,268,158.81
			46,640,901,442.86	17,094,425,292.91
22432	Provision for Non Moving Debtors		(704,476.31)	(704,476.31)
			46,640,196,966.55	17,093,720,816.60
133042	<b>Note 02-A Interest Receivable</b>			118,952,073.91
	Amount Shown in the Accounts			
	Add			22,031,310.46
	Adjustment for amount under stated			140,983,384.37
	Re-Stated Amount			
133081	<b>Note 02-B Debtors for Clients' Works - HO</b>			
	Ministry of Defense		-	1,886,259.71
	Ministry of Rural Road Infrastructure Development		840,418.27	840,418.27
	Urban Development Authority		29,722,788.76	-
			30,563,207.03	2,726,677.98
133082	<b>Note 02-C Debtors for Clients' Works- Regions</b>			
	Ministry of Economic Development		306,817,825.17	306,817,825.17
	Board of Investment of Sri Lanka		123,534,872.41	123,534,872.41
	Industrial Ministry of Internal Roads of Industrial Zone at Kuruwita		647,621.07	-
	Ministry of Roads & Highways		72,045.50	147,045.50
			431,072,364.15	430,499,743.08
133083	<b>Note 02-D Expressway Debtors STDP</b>			
	Amount Shown in the Accounts			19,711,525.76
	Add			5,833,993.51
	Adjustment for amount under stated			(6,595,883.11)
	Less			18,949,636.16
	Adjustment for amount over stated			
	Re-Stated Amount			
133125	<b>Note 02-E CGIR Income Tax Refund</b>			
	Amount Shown in the Accounts			-
	Add			209,504,410.00
	Adjustment for amount under stated			209,504,410.00
	Re-Stated Amount			
133129	<b>Note 02-F Deferred Tax</b>			
	Deferred Tax Assets		120,154,458.00	83,471,761.00
	Less			
223310	Deferred Tax Liability		(54,537,809.00)	(33,823,334.00)
			65,616,649.00	49,648,427.00
133152	<b>Note 02-G Debtors Casting Yard- Internal</b>			
	Debtors Casting Yard		9,370,353.65	10,447,576.01
	Less			
22419	Creditors Control Casting Yard		(9,370,353.65)	(10,447,576.01)
			-	-
13316	<b>Note 02-H Debtors Asphalt Plant</b>			
	Amount Shown in the Accounts			913,986,295.79
	Less			(482,016.18)
	Adjustment for amount over stated			913,504,279.61
	Re-Stated Amount			

**ROAD DEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2022**

	Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
<b>Note 02-I Debtors Asphalt Plant</b>			
133172	Debtors Asphalt Plant Internal	928,059,839.71	814,823,083.88
	Less		
22420	Creditors Control Asphalt Plant	(928,059,839.71)	(814,823,083.88)
<b>Note 02-J Receivable on account of LBF Loans Capital Repayment &amp; Interest</b>			
13323	Receivable Amount for Capital Repayment	2,502,398,017.83	513,634,606.88
	Receivable Amount for Interest	37,567,622,189.03	13,872,633,551.93
	Note 02-J (i)	40,070,020,206.86	14,386,268,158.81
<b>Note 02-J (i) Receivable Amount for Interest</b>			
13323	Amount Shown in the Accounts		13,946,603,429.05
	Add		
	Adjustment for amount under stated		2,075,064.91
	Less		
	Adjustment for amount over stated		(76,044,942.03)
	Re-Styled Amount		13,872,633,551.93
<b>Note 03 Inventories as at 31 st December 2022</b>			
13101	OECF Spare Parts Control A/C	26,678,408.46	26,678,408.46
131012	Stationery	91,208,541.22	63,592,716.22
131013/A	Inventory Stock	15,962,171.75	14,286,890.92
131014	Empty Articles	7,284,914.68	2,400,144.00
131015	Spares	52,918,158.89	36,664,691.02
1310116	Others Materials	251,293,016.12	138,118,759.04
1310117	Direct Materials	670,964,287.83	512,422,537.07
1310118	Construction Materials -RBCU	18,296,589.88	13,325,309.65
1310119	Tools	30,177,930.59	23,836,481.70
13101601	Uniform Materials	609,719.33	1,365,017.83
13101602	Shoes & Sandals	1,501,407.86	1,905,933.76
13101603	Safety Equipment	186,000.00	1,752,785.00
131017	Tyres	8,872,360.23	14,085,548.03
131019	Material Stock - Casting Yard	8,798,098.27	6,644,131.46
131020	Lubricant Stock	9,151,636.55	2,507,997.96
131021	Material Stock - Asphalt Plant	201,362,231.96	124,622,894.14
13102106	Stock - Pre Cast Product R/O	232,334.97	232,334.97
131022	Spare Parts Stock - Asphalt Plant	157,628,636.00	151,158,852.50
131201	Finished Products/ Goods Casting Yard	14,576,225.51	13,461,179.25
131201D	Finished Products Inter Locking Concrete Blocks	1,721,767.57	1,811,637.57
7011A	Cost of Production Casting Yard	-	-
		1,569,424,437.67	1,150,874,250.55
22431	Provision for Non Moving Inventory	(26,678,408.46)	(26,678,408.46)
		1,542,746,029.21	1,124,195,842.09
<b>Note 03 A Spare Parts Stock - Asphalt Plant</b>			
131022	Amount Shown in the Accounts		149,119,485.50
	Add		
	Adjustment for amount under stated		2,039,367.00
	Re-Styled Amount		151,158,852.50
<b>Note 04 Deposits &amp; Advances:</b>			
1350111	Purchase Advance- Overhead	13,784,981.49	23,234,157.88
1350112	Purchase Advance- Stores	229,482.50	582,660.00
13501151	Purchase & Other Advance- Rural Bridge Division	-	2,651,400.00
1350116	Purchase Advance- Asphalt Plant	9,437,938.98	9,167,623.69
1350117	Purchase Advance- Maintenance	7,033,723.46	7,074,223.46
1350118	Purchase Advance- E O M U	93,780.00	-

**ROAD DEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2022**

	Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
1350119	Purchase Advance- RMTF	332,994.70	18,040,920.45
1350119A	Purchase Advance- W/P Project	506,400.00	-
135012	Purchase Advance- Regions	5,000.00	-
13502112	Contract Advance- Payment Unit Head Office	87,771.42	87,771.42
1350212	Contract Advance- Projects NHDA	15,818,224.00	15,818,224.00
135022	Contract Advance- Region	5,580,617.34	2,145,541.57
135023	Contract Advance Client Region	3,570,051.94	627,201.94
135024	Contract Advance RWI Region	-	1,234,741.49
135025	Contract Advance 100,000 km Programme	-	34,320,081.56
135032	Advance on Land Division	1,693,180.00	-
135033	Advance on PM & R Division	10,000.00	-
1350511	Survey Advance- Payment Unit	59,465.49	1,408,928.40
13509	RMCC's Deposit kept in Investments with Bank	80,000.00	80,000.00
135102	Deposits- Services	15,723,455.84	15,696,739.00
135103	Deposits- Rent-RDA	2,175,000.00	2,427,000.00
135105	Deposits- Others Regional	320,000.00	320,000.00
135107	Deposits- Royalty Asphalt Plant	3,252,000.00	3,252,000.00
13512	On Accounts Payment - Project Unit	2,000,000.00	-
13519	Purchase Advance Asphalt Supply Internal	-	-
	<b>Note 04-A</b>	<b>81,794,067.16</b>	<b>138,169,214.86</b>
	<b>Note 04-A Purchase Advance Asphalt - Internal</b>		
13519	Advance Paid on Asphalt Supply Internal	13,313,435.99	13,313,435.99
	Less		
2240714B	Advance Received on Internal Asphalt Sales	(13,313,435.99)	(13,313,435.99)
	<b>Note 05 Mobilization Advance</b>		
13506012	Mobilization Advance - Road Widening & Improvement Project	157,483,561.78	322,535,218.44
13506072	Mobilization Advance - Dayata Kirula	-	31,687,354.50
13506A	Mobilization Advance - Regions	82,880,000.10	120,042,260.43
13506C	Mobilization Advance - Clients - Regions	2,007,251.89	-
13506E	Mobilization Advance - R B C U	18,075,660.11	33,566,000.85
13506F	Mobilization Advance - Payment Unit	10,916,609.08	14,891,391.54
13506I	Mobilization Advance - EOMU Southern	14,357,306.50	20,901,983.93
13506J	Mobilization Advance - CEP-I / III & Ruwanpura	39,976,213,935.20	39,772,828,943.18
13506K	Mobilization Advance -W/P Project	-	16,745,059.99
13506M	Mobilization Advance -100,000 KM Roads	5,291,891,344.40	13,347,494,504.13
13506N	Mobilization Advance -Rural Bridges Programme	257,542,104.46	357,838,342.47
13506P	Mobilization Advance -Rural Roads Development Programme	425,000.00	-
	Less :	45,811,792,773.52	54,038,531,059.46
22435	Provision for Impairment of Mobilization Advance	(11,672,805.66)	(11,672,805.66)
		<b>45,800,119,967.86</b>	<b>54,026,858,253.80</b>
	<b>Note 05-A Mobilization Advance - Regions</b>		
13506A	Amount Shown in the Accounts		129,360,338.06
	Less		
	Adjustment for amount over stated		(9,318,077.63)
	Re-Stated Amount		<b>120,042,260.43</b>
	<b>Note 05-B Mobilization Advance</b>		
	Current	<b>Note 05-B (i)</b>	
	Non-Current	34,332,750,386.49	24,773,163,145.07
		11,467,369,581.37	29,253,695,108.73
		<b>45,800,119,967.86</b>	<b>54,026,858,253.80</b>
	<b>Note 05-B (i) Mobilization Advance - Current</b>		
13506A	Amount Shown in the Accounts		24,782,481,222.70
	Less		
	Adjustment for amount over stated		(9,318,077.63)
	Re-Stated Amount		<b>24,773,163,145.07</b>

**ROAD DEVELOPMENT AUTHORITY**  
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	Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
<b>Note 06 Inter Current Account- Expressway Transport Company (Pvt) Ltd</b>			
14401	Rent Reimbursable	3,132,928.80	3,132,928.80
		<u>3,132,928.80</u>	<u>3,132,928.80</u>
<b>Note 07 Other Current Assets:</b>			
13611	Ten Months Salary Loan	277,004,682.73	288,184,867.17
13612	Housing Loan	6,206,294.12	9,716,199.61
13614	Vehicle Loan	47,220.00	94,740.00
13615	Cycle Loan	5,048,506.00	6,702,986.00
13616	Push Bicycle Loan	15,448.38	15,762.38
13619	Twelve Month Salary Loan	90,640.00	90,640.00
136204	Festival Advances	2,388,960.22	2,161,110.20
136207	Book Advance	1,305,283.86	1,140,700.00
136211	Three Months Flood Relief Advance	45,209.33	45,209.33
1364	Staff Debtors H/O	4,761,873.67	2,031,241.90
1365	Shortages of Consumable Stock	3,446,727.89	3,446,727.89
1366	Shortages of Stock -Fuel	202,675.00	-
		<u>300,563,521.20</u>	<u>313,630,184.48</u>
	Less :		
22436	Provision for Staff Debtors	(650,366.99)	(650,366.99)
		<u>299,913,154.21</u>	<u>312,979,817.49</u>
<b>Note 08 Imprest Advances</b>			
16701D	Imprest Advance - CEP 111	-	2,070,172,945.79
		<u>-</u>	<u>2,070,172,945.79</u>
<b>Note 09 Equity Investments (at cost):</b>			
11B1	Housing & Development Finance Corporation	200,000.00	200,000.00
12003	Maganagama Emulsion Production Co (Pvt) Ltd	1,000,100.00	1,000,100.00
12004	Maganagama Road Construction & Equipment Co (Pvt) Ltd	100.00	100.00
12005	Maganagama Consultancy & Project Management Services Co(Pvt)Ltd	1,000,100.00	1,000,100.00
12006	Expressway Transport Bus Co. (Pvt) Ltd	10.00	10.00
		<u>2,200,310.00</u>	<u>2,200,310.00</u>
<b>Note 10 Other Investments</b>			
13429C1	Treasury Bill (Repurchase) Agreement	1,428,286,897.99	1,349,987,616.25
13451	Fixed Deposit - BOC Corporate Branch	2,062,801,177.07	1,748,136,590.74
1344	Deposit with State Mortgage & Investment Bank	90,717,407.98	88,002,987.00
		<u>3,581,805,483.04</u>	<u>3,186,127,193.99</u>
<b>Note 11 Property Plant &amp; Equipment</b>			
Please Refer Page No -47			
<b>Note 12 Work In Progress</b>			
<b>Note 12-A Work In Progress Buildings -Regions &amp; RME</b>			
11031 & 32	Balance as at 01st January	25,648,790.31	5,550,448.42
	Additions during the Year	30,336,209.74	64,708,353.18
	Adjustments	-	(600,000.00)
	Capitalized during the Year	(49,453,762.62)	(44,010,011.29)
	Balance as at 31st December	<u>6,531,237.43</u>	<u>25,648,790.31</u>
<b>Note 12-A (i) Work In Progress Buildings -Adjustments</b>			
11032	Amount Shown in the Accounts		-
	Less		
	Adjustment for amount over stated		(600,000.00)
	Re-Styled Amount		<u>(600,000.00)</u>

**ROAD DEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2022**

	Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)	
<b>Note 12-B Work In Progress Buildings - CKE</b>				
11033	Balance as at 01st January	2,195,623.43	2,195,623.43	
	Additions during the year	-	-	
	Adjustments	-	-	
	Capitalized during the year	(2,195,623.43)	-	
	Balance as at 31st December	-	2,195,623.43	
Total work in Progress		6,531,237.43	27,844,413.74	
<b>Note 13 Summary of Work In Progress Expressways, Roads &amp; Bridges</b>				
11034B	Work In Progress Expressways - CEP 1	Note 13-A	16,966,124,348.28	10,160,933,869.95
11034C	Work In Progress Expressways - CEP 11		-	161,456,493,407.84
11034D	Work In Progress Expressways - CEP 111	Note 13-B	7,799,361,550.89	4,397,217,683.17
11034H	Work In Progress Expressways - Ruwanpura	Note 13-C	1,028,332,608.32	570,743,781.55
11035B	Work In Progress Bridges - Kandy Tunnel		61,205,648.88	19,988,431.80
11035C	Work In Progress Bridges - R.W.I. Roads	Note 13-D	3,441,474,285.24	3,100,703,689.99
11035E	Work In Progress Bridges - Weak Bridges	Note 13-E	692,487,951.95	509,379,221.97
11036A	Work In Progress RDA Roads of 100000 Km Programme		6,045,180,290.92	3,872,756,728.71
11036B	Work In Progress Non-RDA Roads of 100000 Km Programme	Note 13-F	125,586,758,743.56	74,143,957,746.74
11037A01	Work In Progress Land Development		1,865,893.00	-
11038	Work In Progress (Compensation on Land Acquisition)	Note 13-G	15,365,130,249.97	11,316,370,724.53
11039	Work In Progress Other P M M U Roads	Note 13-H	5,574,967,173.25	5,224,651,509.28
			182,562,888,744.26	274,773,196,795.53
<b>Note 13-A Work In Progress Expressways - CEP 1</b>				
11034B	Amount Shown in the Accounts			10,157,798,869.95
	Add			3,135,000.00
	Adjustment for amount under stated			10,160,933,869.95
	Re-Statement			
<b>Note 13-B Work In Progress Expressways - CEP 11</b>				
11034D	Amount Shown in the Accounts			4,415,761,573.58
	Less			(18,543,890.41)
	Adjustment for amount over stated			4,397,217,683.17
	Re-Statement			
<b>Note 13-C Work In Progress Expressways - Ruwanpura</b>				
11034H	Amount Shown in the Accounts			481,895,827.40
	Add			95,620,567.41
	Adjustment for amount under stated			(6,772,613.26)
	Less			570,743,781.55
	Adjustment for amount over stated			
	Re-Statement			
<b>Note 13-D Work In Progress Bridges - R.W.I. Roads</b>				
11035C	Amount Shown in the Accounts			4,202,656,794.69
	Add			1,139,242,039.86
	Adjustment for amount Under stated			(2,241,195,144.56)
	Less			3,100,703,689.99
	Adjustment for amount overstated			
	Re-Statement			
<b>Note 13-E Work In Progress Bridges - R.W.I. Roads</b>				
11035E	Amount Shown in the Accounts			-
	Add			509,379,221.97
	Adjustment for amount Under stated			509,379,221.97
	Re-Statement			

**ROAD DEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2022**

	Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
11036B	<b>Note 13-F Work In Progress -Non-RDA Roads of 100000 Km Programme</b>		
	Amount Shown in the Accounts		82,692,287,266.83
	Add		
	Adjustment for amount Under stated		2,373,436.57
	Less		
	Adjustment for amount overstated		(8,550,702,956.66)
	Re-Styled Amount		<u>74,143,957,746.74</u>
11038	<b>Note 13-G Work In Progress Work In Progress (Compensation on Land Acquisition)</b>		
	Amount Shown in the Accounts		11,621,099,134.68
	Less		
	Adjustment for amount overstated		(304,728,410.15)
	Re-Styled Amount		<u>11,316,370,724.53</u>
11039	<b>Note 13-H Work In Progress Other P M M U Roads</b>		
	Amount Shown in the Accounts		7,601,106,145.23
	Less		
	Adjustment for amount overstated		(2,376,454,635.95)
	Re-Styled Amount		<u>5,224,651,509.28</u>
11A1	<b>Note 14 Intangible Assets</b>		
	<b>Computer Software Cost</b>		
	Balance as at 01st January	489,888,517.47	7,739,896.41
	Additions during the Year	Note 14 A -	482,148,621.06
	Balance as at 31st December	<u>489,888,517.47</u>	<u>489,888,517.47</u>
11A2	<b>Computer Software Amortization</b>		
	Balance as at 01st January	(28,856,516.79)	(3,841,482.66)
	Amortization during the Year	Note 14 B (6,544,179.96)	(25,015,034.13)
	Balance as at 31st December	<u>(35,400,696.75)</u>	<u>(28,856,516.79)</u>
	Carrying Value as at 31st December	<u>₹54,487,820.72</u>	<u>461,032,000.68</u>
11A1	<b>Note 14 A Intangible Assets -Additions</b>		
	Amount Shown in the Accounts		-
	Add		
	Adjustment for amount Under stated		482,148,621.06
	Re-Styled Amount		<u>482,148,621.06</u>
11A1	<b>Note 14 B Intangible Assets -Amortization</b>		
	Amount Shown in the Accounts		2,175,720.00
	Add		
	Adjustment for amount Under stated		22,839,314.13
	Re-Styled Amount		<u>25,015,034.13</u>
221CD	<b>Note 15 Client &amp; Other Deposits</b>		
221SD	Client Deposits	Note 15 -A 2,959,349,949.04	3,032,984,797.37
221RD	Security Deposits	25,000.00	25,000.00
221DDF	Refundable Deposits	Note 15 -B 716,775,203.96	699,129,244.35
221DLD	Deposits - Baseline Road Displaced Families	2,368,120.00	2,173,120.00
221PSD	Deposits - Liquidation Damages	860,806,060.84	816,223,657.54
	Performance Security Deposits	26,800.00	26,800.00
		<u>4,539,351,133.84</u>	<u>4,550,562,619.26</u>
221CD	<b>Note 15 -A Client Deposits</b>		
	Amount Shown in the Accounts		3,070,955,257.57
	Add		
	Adjustment for amount under stated		4,354,571.34
	Less		
	Adjustment for amount over stated		(42,325,031.54)
	Re-Styled Amount		<u>3,032,984,797.37</u>



**ROAD DEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
221RD	<b>Note 15 -B Refundable Deposits</b>			
	Amount Shown in the Accounts			698,979,244.35
	Add			
	Adjustment for amount under stated			150,000.00
	Re- Stated Amount			<u>699,129,244.35</u>
221RM	<b>Note 16 Retention Money Payable</b>			
	Retention Money	Note 16 A	6,356,392,939.54	4,701,393,928.66
			<u>6,356,392,939.54</u>	<u>4,701,393,928.66</u>
221RM	<b>Note 16 A Retention Money</b>			
	Current	Note 16 B	6,249,644,010.63	3,073,571,873.24
	Non - Current		106,748,928.91	1,627,822,055.42
			<u>6,356,392,939.54</u>	<u>4,701,393,928.66</u>
221RM	<b>Note 16 B Retention Money</b>			
	Amount Shown in the Accounts			3,074,428,607.68
	Less			
	Adjustment for amount over stated			(856,734.44)
	Re- Stated Amount			<u>3,073,571,873.24</u>
222101-108	<b>Note 17 Payable to Contractors</b>			
	Project Contractors		11,402,337,935.39	6,966,036,546.11
2222	Other Contractors	Note 17 -A	963,072,356.63	769,588,415.81
224081C	Other Amount Payable - Projects		12,605,212.74	12,605,212.74
			<u>12,378,015,504.76</u>	<u>7,748,230,174.66</u>
	Less			
1332501	Control Accounts - Treasury Bonds		(5,048,998,875.83)	-
			<u>7,329,016,628.93</u>	<u>7,748,230,174.66</u>
2222	<b>Note 17 -A Other Contractors</b>			
	Amount Shown in the Accounts			805,649,214.82
	Less			
	Adjustment for amount over stated			(36,060,799.01)
	Re- Stated Amount			<u>769,588,415.81</u>
222114	<b>Note 18 Compensation on Land Acquisition &amp; Interest Payable</b>			
	Compensation on Land Acquisition & Interest Payable	Note 18 A	4,048,228,268.67	435,069,279.90
			<u>4,048,228,268.67</u>	<u>435,069,279.90</u>
222114	<b>Note 18 A Compensation on Land Acquisition &amp; Interest Payable</b>			
	Amount Shown in the Accounts			932,108,190.33
	Less			
	Adjustment for amount Overstated			(497,038,910.43)
	Re- Stated Amount			<u>435,069,279.90</u>
222109-111E	<b>Note 19 Interest &amp; Capital Repayments Due on Local Bank Loans</b>			
	Interest Payable on Local Bank Loans	Note 19-A	37,668,716,518.02	13,872,633,551.93
222109-111E	Capital Repayments Local Bank Loans		2,502,398,017.83	513,634,606.88
			<u>40,171,114,535.85</u>	<u>14,386,268,158.81</u>
222109-111E	<b>Note 19-A interest Payable on Local Bank Loans</b>			
	Amount Shown in the Accounts			13,946,603,429.05
	Add			
	Adjustment for amount under stated			2,075,064.91
	Less			
	Adjustment for amount Overstated			(76,044,942.03)
	Re- Stated Amount			<u>13,872,633,551.93</u>

**ROAD DEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
<b>Note 20 Inter Company Current Accounts</b>				
<b>Note 20-A Current Account Maganeguma Emulsion Production Company (Pvt) Ltd</b>				
Receivable from Maganeguma Emulsion Company				
14106	Hire of Plant & Machinery	Note 20-A (i)	3,230,227.16	3,230,227.16
141075	Advance on Supply of Emulsion 100,000km		9,798,822.34	
14110	Rent Receivable		32,090,912.93	28,963,640.00
			<u>45,119,962.43</u>	<u>32,193,867.16</u>
Payable to Maganeguma Emulsion Company				
220A1022	Bills Payable for Emulsion Supply	Note 20-A (ii)	4,589,093.98	21,488,705.10
220A1022A	Bills Payable for Emulsion Supply 100,000 km Programme		-	40,397,080.36
	Payable to Maganeguma Emulsion Production Company (Pvt) Ltd		<u>4,589,093.98</u>	<u>61,885,785.46</u>
	Net Receivable from Maganeguma Emulsion Company(Pvt) Ltd		<u>(40,530,868.45)</u>	<u>29,691,918.30</u>
14106	<b>Note 20-A(i) Hire of Plant &amp; Machinery</b>			
	Amount Shown in the Accounts			-
	Add			
	Adjustment for amount Under stated			3,230,227.16
	Re-Stated Amount			<u>3,230,227.16</u>
220A1022	<b>Note 20-A(ii) Bills Payable for Emulsion Supply</b>			
	Amount Shown in the Accounts			19,906,873.90
	Add			
	Adjustment for amount Under stated			1,581,831.20
	Re-Stated Amount			<u>21,488,705.10</u>
<b>Note 20-B Current Account - Maganaguma Road Construction &amp; Equipment Co (Pvt) Ltd</b>				
Receivable from Maganeguma Road Construction & Equipment Co (Pvt) Ltd				
14204	Debtors for Assets & Consumables transferred		63,276,544.87	63,276,544.87
14206	Hire of Plant & Machinery		366,023,997.89	357,698,054.44
142075	Advance on Supply of Materials		-	12,334,860.30
14209	Mobilization Advance		2,935.65	2,935.65
14209E	Mobilization Advance 100,000 km Roads		1,910,168,494.18	5,558,595,586.13
14209F	Mobilization Advance W/P Project		-	24,653,000.00
220A2022	On Account Payments for Premix Supply		<u>2,393,265.70</u>	-
			<u>2,341,865,238.29</u>	<u>6,016,560,981.39</u>
Payable to Maganeguma Road Construction & Equipment Co(Pvt) Ltd				
220A2011	Accrued Work Bills - Projects		134,015,374.56	355,258,279.06
220A20116	Accrued Work Bills - 100,000 km Programme		3,207,497,754.37	4,487,785,241.53
220A2012	Accrued Work Bills Regional Offices - Others		61,488,241.68	57,087,564.31
220A2022	Payable to Premix Supply		-	12,858,216.98
220A2033	Creditor for Material Supply - Asphalt Plant		-	13,000,749.45
220A2033A	Transport Charges - Asphalt Plant		1,335,155.18	-
220A2034	Payable to Purchase of Bitumen		11,434,948.00	30,001,704.00
221RM51	Retention Money	Note 20-B(i)	<u>4,240,516,927.81</u>	<u>3,070,863,237.88</u>
			<u>7,656,288,401.60</u>	<u>8,026,854,993.21</u>
	Net amount Payable to Maganeguma Road Construction & Equipment Co(Pvt) Ltd		<u>5,314,423,163.31</u>	<u>2,010,294,011.82</u>
221RM51	<b>Note 20-B (i) Retention Money</b>			
	Amount Shown in the Accounts			3,074,053,709.10
	Add			
	Adjustment for amount Under Stated			6,956,521.74





**ROAD DEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2022**

	Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)	
Less				
Adjustment for amount Overstated			(10,146,992.96)	
Re-States Amount			<u>3,070,863,237.88</u>	
<b>Note 20-C Current Account Maganeguma Consultancy &amp; Project Management Services Company (Pvt) Ltd</b>				
Receivable from Maganeguma Consultancy & Project Management Services Company (Pvt) Ltd.				
14306	Hire of Plant & Machinery	-	-	
14310	Rent Receivable	9,172,797.78	7,293,360.00	
14311	Sale of Asphalt	-	-	
		<u>9,172,797.78</u>	<u>7,293,360.00</u>	
Payable to Maganeguma Consultancy & Project Management Services Company (Pvt) Ltd.				
220A3022	Payables for Cold Mix Supply	71,259,247.02	115,255,383.41	
220A3022A	Payables for Cold Mix Supply 100,000 km Programme	13,504,343.57	9,416,886.20	
220A3022B	Payables for Cold Mix Supply Client	3,017,223.95		
220A3034	Advance Received on Asphalt Supply	68,611.60		
221RM52	Retention Money	9,971,727.57	16,222,854.53	
		<u>97,821,153.71</u>	<u>140,895,124.14</u>	
	Net amount Payable to Maganeguma Consultancy & Project Management Co.(Pvt) Ltd	<u>88,648,355.93</u>	<u>133,601,764.14</u>	
<b>Note 21 Accrued Expenses &amp; Taxes Payable</b>				
223301	Commissioner General of Inland Revenue Income Tax	Note 21 A	748,047,188.00	970,337,912.00
223302	Commissioner General of Inland Revenue V.A.T		129,683,510.02	92,236,630.00
223304	Commissioner General of Inland Revenue Payee		186,633.00	188,766.00
223307	Commissioner General of Inland Revenue Deferred Output Tax	Note 21 B	79,574,806.90	77,071,085.42
2233510	Commissioner General of Inland Revenue Stamp Duty		588,725.00	539,025.00
2233514	Com.General of Inland Revenue Social Security Contribution Levy		24,444,730.00	
2231	Administration Overhead		502,274,123.09	368,221,898.36
2234	Employees' Provident Fund 8%		83,762,643.81	84,180,751.83
2235	Employees' Provident Fund 12%		125,644,009.86	126,293,925.74
2236	Employers' Trust Fund 3%		31,410,986.63	31,573,474.42
22371	Unpaid Salaries		14,218.72	346,467.30
22374	Incentive Bonus R/O		180,251,521.73	114,258,227.39
22375	Medical Leave Encashment Payable		329,245,136.31	373,327,687.92
22410	Audit Fees		2,798,400.00	5,586,106.68
		<u>2,237,926,633.07</u>	<u>2,244,161,958.06</u>	
223301	<b>Note 21-A Commissioner General of Inland Revenue Income Tax</b>			
	Current Tax Liability for the Year 2022/2023 & 2021/2022	1,276,414,399.00	585,899,563.00	
	Less			
	Sett off against Income Tax Paid	(528,367,211.00)	(575,251,001.00)	
		<u>748,047,188.00</u>	<u>10,648,562.00</u>	
	Add			
	Under Provision for the Year 2021/2022	-	959,689,350.00	
	Re-States Amount	<u>748,047,188.00</u>	<u>970,337,912.00</u>	
223307	<b>Note 21-B Commissioner General of Inland Revenue Deferred Output Tax</b>			
	Amount Shown in the Accounts		76,749,135.33	
	Add			
	Adjustment for amount Under stated		1,055,617.37	
	Less			
	Adjustment for amount Overstated		(733,667.28)	
	Re-States Amount		<u>77,071,085.42</u>	
<b>Note 22 Creditors &amp; Others</b>				
223201/02	Creditors for Material Supply & Service Providers	2,407,330,525.28	1,688,556,009.50	
223203	Creditors for Material Supply & Service Providers Asphalt Plant	26,746,206.32	101,352,610.68	

**ROAD DEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2022**

	Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
223203A	Creditors for Other Supply Asphalt Plant	8,871,617.75	17,271,764.05
223206	Creditors - Bitumix (Pvt) Ltd	663,815.73	663,815.73
22401	Other Sundry Recoveries from Staff	8,989,002.64	1,460,017.16
22403	Salary Control Account	10,203.40	39,623.64
22405	Supplementary Festival Loan Recoveries Payable to Bank	-	13,170.05
224063	Creditors on Fixed Assets	48,857,750.00	13,530,135.76
2240702	Advance Received on Rent	16,489,289.19	20,920,183.81
2240707	Interest in Suspense RMC Deposits	6,089,255.01	6,089,255.01
2240708	Employee Deduction for Welfare Fund	-	1,521,658.97
2240710	E T C Un-reconciled Balance	100,968.00	-
2240711	Unutilized Insurance Claims	1,212,477.40	607,990.00
2240711A	Unutilized Insurance Claims -Public Liability on Expressways	19,061.75	23,461.75
2240712	Creditors RC & DC Residual Unit	Note 22 A	3,664,781.58
2240713	Advance Received on Shifting of Orugodāwatta Unit	460,791.21	460,791.21
2240714	Advance Received in External Sales -Casting Yard	483,379.59	521,067.55
2240717	Advance Received in External Sales -Asphalt	776,798.57	776,798.57
22408	Other Amounts Payable	Note 22 B	35,277,413.82
22412	Staff Self Medical Insurance Fund	11,680.00	-
22416	Cancelled Cheques	1,547,374.42	-
22418	Suppliers' Control Account	5,521,845.20	4,452,028.20
		<b>2,567,560,650.96</b>	<b>1,897,202,577.04</b>
2240712	<b>Note 22 A Creditors RC &amp; DC Residual Unit</b>		
	Amount Shown in the Accounts		4,060,781.58
	Less		
	Adjustment for amount Overstated		(396,000.00)
	Re- Stated Amount		<b>3,664,781.58</b>
22408	<b>Note 22 B Other Amounts Payable</b>		
	Amount Shown in the Accounts		35,380,767.47
	Less		
	Adjustment for amount Overstated		(103,353.65)
	Re- Stated Amount		<b>35,277,413.82</b>
	<b>Note 23 Loans</b>		
	<b>Note 23 A Loans from Local Banks</b>		
	<b>Note 23-A Loans from Local Banks for Road Widening &amp; Improvement Projects - Non Current Liability</b>		
221U01	Commercial Bank	4,755,930,854.26	4,755,930,854.26
221U02	Bank of Ceylon	24,175,993,737.37	24,175,993,737.37
221U03	Peoples Bank	8,380,056,621.21	8,380,056,621.21
221U05	Hatton National Bank	20,133,152,184.28	20,133,152,184.28
221U06	Development of Finance Corporation of Ceylon Bank	896,508,934.21	896,508,934.21
221U07	National Development Bank	6,299,836,399.91	6,299,836,399.91
		<b>64,641,478,731.24</b>	<b>64,641,478,731.24</b>
	<b>Note 23-B Loans from Local Banks for PMMU &amp; Others</b>		
	<b>Note 23-B (i) Loans from Local Banks for PMMU &amp; Others - Current</b>		
221U20	Peoples Bank -CKE Project	745,830,811.83	407,426,508.11
221U25	Sampath Bank - PMMU	1,318,181,818.18	-
221U26	Bank of Ceylon -PMMU & Others	1,047,619,048.00	-
221U27	Bank of Ceylon - ( 9.0 Bn )	391,304,348.00	-
221U28	Bank of Ceylon - ( 2.549 Bn )	106,204,886.00	106,204,886.00
221U29	D. F. C. C - ( 5.0 Bn )	217,391,305.00	-
221U30	Bank of Ceylon - ( 25.0 Bn )	1,041,666,667.00	-
221U31	Peoples Bank (3.688 Bn - CEP II Project)	737,600,004.00	737,600,004.00
221U32	Bank of Ceylon -(4.312 Bn - CEP II Project)	862,400,004.00	862,400,004.00
221U37	National Savings Bank (10 Bn)	416,666,667.00	-
		<b>6,884,865,559.01</b>	<b>2,113,631,402.11</b>

**ROAD DEVELOPMENT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2022**

	Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
<b>Note 23-B (ii) Loans from Local Banks for PMMU &amp; Others - Non Current</b>			
221U20	Peoples Bank -CKE Project	5,718,036,242.59	3,938,490,524.76
221U21	Bank of Ceylon -OCH Project	1,045,184,686.42	1,045,184,686.42
221U22	Peoples Bank CEP II Project	12,892,878,904.10	12,892,878,904.10
221U25	Sampath Bank - PMUU	11,863,636,363.64	14,500,000,000.00
221U26	Bank of Ceylon -PMMU & Others	20,952,380,952.00	22,000,000,000.00
221U27	Bank of Ceylon - ( 9.0 Bn )	8,217,391,304.00	9,000,000,000.00
221U28	Bank of Ceylon - ( 2.549 Bn )	838,774,686.52	805,438,544.07
221U29	D. F. C. C - ( 5.0 Bn )	4,565,217,390.00	5,000,000,000.00
221U30	Bank of Ceylon - ( 25.0 Bn )	21,874,999,999.00	25,000,000,000.00
221U31	Peoples Bank (3.688 Bn - CEP II Project)	983,082,469.61	1,720,682,473.61
221U32	Bank of Ceylon -(4.312 Bn - CEP II Project)	1,221,733,319.00	2,084,133,323.00
221U33	Bank of Ceylon -(11 Bn )	11,000,000,000.00	11,000,000,000.00
221U34	Peoples Bank -(8 Bn )	8,000,000,000.00	8,000,000,000.00
221U35	Bank of Ceylon -(14 Bn )	14,000,000,000.00	14,000,000,000.00
221U36	Peoples Bank - (17 Bn )	17,000,000,000.00	17,000,000,000.00
221U37	National Savings Bank (10 Bn)	9,583,333,333.00	10,000,000,000.00
221U38	Peoples Bank - (10 Bn )	10,000,000,000.00	10,000,000,000.00
221U39	Bank of Ceylon -(10 Bn ) CEP II Project	10,000,000,000.00	10,000,000,000.00
221U40	National Savings Bank (10 Bn) 100000km/CEP11	10,000,000,000.00	10,000,000,000.00
221U41	Bank of Ceylon -(10 Bn )	10,000,000,000.00	10,000,000,000.00
221U42	National Savings Bank (3.210 Bn)	3,250,000,000.00	3,210,394,741.80
221U46	Bank of Ceylon -(12.95 Bn )	360,666,044.59	360,666,044.59
		<u>193,367,315,694.47</u>	<u>201,557,869,242.35</u>
<b>Loans from Local Banks - Current Liability</b>			
	PMMU & Others	6,884,865,559.01	2,113,631,402.11
	<b>Total Current Liability</b>	<u>6,884,865,559.01</u>	<u>2,113,631,402.11</u>
<b>Loans from Local Banks - Non Current Liability</b>			
	Road Widening & Improvement Projects -	64,641,478,731.24	64,641,478,731.24
	PMMU & Others	193,367,315,694.47	201,557,869,242.35
	<b>Total Non Current Liability</b>	<u>258,008,794,425.71</u>	<u>266,199,347,973.59</u>
	<b>Total Loans from Local Banks</b>	<u>264,893,659,984.72</u>	<u>266,199,347,973.59</u>
<b>Note 24 Debentures</b>			
221W 1 -33	Debentures - National Savings Bank Par value of Rs. 100 Each	91,165,656,199.10	91,165,656,199.10
<b>Summary of Loans as at end of the Period</b>			
	Loans	Note 23	264,893,659,984.72
	Debentures	Note 24	91,165,656,199.10
	<b>Total Loan Balances as at 31st December</b>		<u>356,059,316,183.82</u>
	<b>Borrowing Limit as at end of the Period</b>		581,000,000,000.00
<b>Note 25 Employee Benefits</b>			
211/211A	Amount Shown in the Accounts		4,206,174,462.13
	Less		
	Adjustment for amount Overstated		(252,723,205.95)
	<b>Re-Stated Amount</b>		<u>3,953,451,256.18</u>

NOTES TO THE STATEMENT OF FINANCIAL STATEMENT AS AT 31.12.2022  
PROPERTY, PLANT & EQUIPMENT

DESCRIPTION	CODE	COST/REVALUATION PRICE										DEPRECIATION							NET VALUE	
		OPENING BALANCE AS AT 01.01.2022	ADJUSTMENTS FOR PRIOR PERIOD	RE-STATE BALANCE AS AT 01.01.2022	ADDITIONS	DISPOSALS	ADJUSTMENTS	REVALUATION ADJUSTMENTS		BALANCE AS AT 31.12.2022	OPENING BALANCE AS AT 01.01.2022	ADJUSTMENTS FOR PRIOR PERIOD	RE-STATE BALANCE AS AT 01.01.2022	CHARGES FOR THE PERIOD (1st Jan '22 to 31st December '22)	DISPOSALS	ADJUSTMENTS	REVALUATION ADJUSTMENTS	BALANCE AS AT 31.12.2022	BALANCE AS AT 31.12.2022	BALANCE AS AT 31.12.2021
								COST	REVALUE											
LAND PRE HOLD GRANT	11014	689,916,000.00	-	689,916,000.00	-					689,916,000.00	-								689,916,000.00	689,916,000.00
LAND	11011	201,876,998.00	-	201,876,998.00	2,091,500.00					203,968,498.00	-								203,968,498.00	201,876,998.00
LAND RELOCATION & DISPLACED FAMILIES	110131	175,726,182.43	5,125,000.00	180,851,182.43	-					180,851,182.43	-								180,851,182.43	180,851,182.43
CAR PARK AT HEAD OFFICE	11015	23,455,217.53	-	23,455,217.53	-					23,455,217.53	8,636,660.89		8,636,660.89	1,954,601.45				10,591,262.34	12,863,955.19	14,818,556.64
BUILDINGS	1102	7,718,225,136.40	-	7,718,225,136.40	55,585,803.49			(10,541,025.09)	369,787,826.00	8,133,057,740.80	889,221,954.41	33,710,110.59	922,932,065.00	341,985,320.85			(7,884,001.05)	1,257,033,384.80	6,876,024,356.00	6,795,293,071.40
EXPRESSWAYS	1102A	605,646,425,141.19	(183,065,880.27)	605,463,359,260.92	162,166,643,956.09					767,630,003,217.01	77,748,325,265.69		77,748,325,265.69	21,816,273,057.25				99,564,598,322.94	668,065,404,894.07	527,715,033,995.23
ROADS	1102B101	341,848,936,712.43	13,125,623,223.33	354,974,559,935.76	621,212,433.81		(7,531,814,292.39)			348,063,958,077.18	167,132,399,401.33	895,914,378.18	168,028,313,779.51	26,294,683,709.66		(458,515,336.81)		193,864,482,152.36	154,199,475,924.82	186,946,246,156.25
BRIDGES	1102B102	95,690,459,474.41	380,941,451.48	96,071,400,925.89	35,832,534.41		(7,531,814,292.39)			103,639,047,752.69	4,344,504,766.53	2,360,107.09	4,346,864,873.62	1,274,118,162.91		(458,515,336.81)		6,079,498,373.34	97,559,549,379.35	91,724,536,052.27
PLANT MACHINERY & EQUIPMENT	1104	4,802,229,988.59	-	4,802,229,988.59	-					4,802,229,988.59	4,760,037,485.09		4,760,037,485.09	16,305,649.31				4,776,343,134.40	25,886,854.19	42,192,503.50
BAILY BRIDGES & PARTS	1105	222,741,867.04	-	222,741,867.04						222,741,867.04	222,741,862.95		222,741,862.95					222,741,862.95	4.09	4.09
BRIDGE EQUIPMENT	1106	172,845,058.86	-	172,845,058.86						172,845,058.86	172,817,672.30		172,817,672.30					172,817,672.30	27,386.56	27,386.56
R & D EQUIPMENT	1107	117,661,294.93	-	117,661,294.93	-					117,661,294.93	117,583,977.40		117,583,977.40	50,295.34				117,634,272.74	27,022.19	77,317.53
FURNITURE & OFFICE EQUIPMENT	1108	502,640,830.98	-	502,640,830.98	17,680,480.36					520,321,311.34	423,862,549.18		423,862,549.18	24,065,218.90				447,927,768.08	72,393,543.26	78,778,281.80
DRAWING & SURVEY EQUIPMENT	1109	25,303,937.66	-	25,303,937.66	-					25,303,937.66	25,145,073.55	(57,945.00)	25,087,128.55	144,364.41				25,231,492.96	72,444.70	216,809.11
TRAINING EQUIPEMT	1110	6,676,479.12	-	6,676,479.12						6,676,479.12	6,676,455.11		6,676,455.11					6,676,455.11	24.01	24.01
TOOLS & EQUIPMENT	1111	122,703,799.39	-	122,703,799.39	12,728,190.94					135,431,990.33	103,954,801.67	3,879,402.78	107,834,204.45	8,485,764.55				116,319,969.00	19,112,021.33	14,869,594.94
MOTOR VEHICLES	1112	6,383,250,443.83	693,113,000.00	7,076,363,443.83	295,400,000.00	(47,995,000.00)	(1,004,562,860.58)	789,770,000.00		7,108,975,583.25	2,516,783,406.16	951,642,647.03	3,468,426,053.19	1,303,799,504.04	(45,874,986.01)		(1,004,562,723.58)	3,721,787,847.64	3,387,187,735.61	3,607,937,390.64
FERRY BOATS	1113	19,188,000.00	-	19,188,000.00						19,188,000.00	19,187,988.96		19,187,988.96					19,187,988.96	11.04	11.04
MOTOR BICYCLES	1114	109,853,734.90	-	109,853,734.90	1,875,000.00					111,728,734.90	91,011,735.90		91,011,735.90	6,288,886.93				97,300,622.83	14,428,112.07	18,841,999.00
FOOT BICYCLE	1115	260,560.00	-	260,560.00						260,560.00	260,549.00		260,549.00					260,549.00	11.00	11.00
REFERENCE BOOKS	1116	2,397,520.17	-	2,397,520.17						2,397,520.17	2,396,867.17		2,396,867.17					2,396,867.17	653.00	653.00
COMMUNICATION OUTLAY	1117	216,644,988.62	-	216,644,988.62	301,490.00					216,946,478.62	205,516,791.77	(1,460,566.30)	204,056,225.47	8,442,326.75				212,498,552.22	4,447,926.40	12,588,763.15
ELECTRIC & ELECTRICAL FITTINGS	1118	657,159,303.49	-	657,159,303.49	3,132,880.09					660,292,183.58	611,447,395.58		611,447,395.58	12,776,982.53				624,224,378.11	36,067,805.47	45,711,907.91
ACROW ITEMS	1119	306,522,928.21	-	306,522,928.21						306,522,928.21	193,942,481.52		193,942,481.52	48,457,385.64				242,399,867.16	64,123,061.05	112,580,446.69
LAB EQUIPMENTS	1120	193,838,240.66	-	193,838,240.66	462,962.96					194,301,203.62	187,064,308.88	(497,393.58)	186,566,915.30	1,082,222.61				187,649,137.91	6,652,065.71	7,271,325.36
COMPUTERS	1121	264,423,663.12	-	264,423,663.12	6,187,090.00					270,610,753.12	220,895,191.70		220,895,191.70	20,506,825.66				241,402,017.36	29,208,735.76	43,528,471.42
OFFICE CONTAINERS	1122	45,199,115.13	-	45,199,115.13						45,199,115.13	43,414,721.21	(3,561,248.56)	39,853,472.65	2,897,140.14				42,750,612.79	2,448,502.34	5,345,642.48
MOTOR LAUNCH	1123	104,776,995.17	-	104,776,995.17						104,776,995.17	104,776,986.16		104,776,986.16					104,776,986.16	9.01	9.01
MEDICAL INSTRUMENTS	1124	7,673,580.00	-	7,673,580.00						7,673,580.00	5,310,897.39	(120,326.58)	5,190,570.81	941,485.00				6,132,055.81	1,541,524.19	2,483,009.19
EXPRESSWAY EQUIPMENTS	1125	345,634,041.21	-	345,634,041.21	91,660,100.00					437,294,141.21	252,108,580.54		252,108,580.54	67,279,351.57				319,387,932.11	117,906,209.10	93,525,460.67
PREFAB TOILET UNITS	1126	6,855,420.00	-	6,855,420.00						6,855,420.00	2,056,626.00		2,056,626.00	685,542.00				2,742,168.00	4,113,252.00	4,798,794.00
STANILIZATION EQUIPMENT	1127	8,850,000.00	-	8,850,000.00						8,850,000.00	6,293,982.50		6,293,982.50	1,854,187.10				8,148,169.60	701,830.40	2,556,017.50
PARKING SHEDS	1128	79,706,059.80	-	79,706,059.80						79,706,059.80	5,677,608.55		5,677,608.55	3,576,023.32				9,253,631.87	70,452,427.93	74,028,451.25
TOTAL		1,066,720,058,713.27	14,021,736,794.54	1,080,741,795,507.81	163,310,794,422.15	(47,995,000.00)		(1,015,103,885.67)	1,159,557,826.00	1,244,149,048,870.29	260,424,054,045.09	1,881,809,165.65	262,305,863,210.74	51,256,654,007.92	(45,874,986.01)	-	(1,012,446,724.63)	312,504,195,508.02	931,644,853,362.27	818,435,932,297.07

**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
<b>Note 26</b>				
<b><u>Note 26-A Revenue From Non Exchange Transaction</u></b>				
<b>Recurrent Grant</b>				
4012/13/14/18	Voted Funds Received for Maintenance & Improvements Works	Note 27	47,400,426,777.39	60,991,087,618.05
4014B/C	Voted Funds Received / Receivable for Local Bank Capital & Interest Payment	Note 28	53,263,291,062.89	14,952,215,608.22
4011	Voted Funds Received for Overheads	Note 29	8,005,468,135.80	7,748,471,000.00
			<b>108,669,185,976.08</b>	<b>83,691,774,226.27</b>
<b><u>Note 26-B Capital Grant to Property Plant &amp; Equipment</u></b>				
	Grant related to the Completed Expressway Transferred		-	-
	Grant related to Settlement of Borrowing Cost related to on going Projects		9,806,047,986.70	12,727,224,947.81
	Grant related to Roads & Bridges Transferred from the Projects		-	60,937,298,235.80
	Grant related to Land Transferred from the Projects		2,091,500.00	-
4017	Grant related to the Motor Vehicle Transferred from the Projects		295,550,000.00	715,490,700.00
	Grant related to Motor Bicycles Transferred from the Projects		1,725,000.00	7,695,000.00
	Grant related to Buildings Transferred from the Projects		-	2,086,277,237.87
	Grant received/receivable for the Expressways	Note 26 B(i)	1,418,483,496.74	5,136,838,669.58
	Grant received for the Roads & Bridges		6,748,160,602.06	726,679,222.46
	Grant received for the Purchases of Assets		8,039,530.20	21,529,000.00
	<b>Total</b>		<b>18,280,098,115.70</b>	<b>82,359,033,013.52</b>
4017	<b>Note 26 B(i) Grant received/receivable for the Expressways</b>			
	Amount Shown in the Accounts			5,050,375,222.34
	Add			
	Adjustment for amount under stated			111,779,950.91
	Less			
	Adjustment for amount overstated			(25,316,503.67)
	Re-States Amount			<b>5,136,838,669.58</b>
<b><u>Note 26-C Revenue From Exchange Transaction</u></b>				
412	Value of Work Done Clients	Note 30	450,559,331.43	651,417,142.94
4901-3/ A	Income from Expressways	Note 31	8,120,366,768.25	8,167,926,052.42
4301	Fees for Soil Test	Note 32-A	101,984,028.46	178,867,913.48
4302	Consultancy Fees	Note 32-B	-	2,790,590.12
4303	Charges for Supervision	Note 32-C	27,748,049.29	58,509,665.76
4304	Charges for Transport	Note 32	1,373,370.32	523,308.48
4305	Road Reinstatement Fees	Note 32-D	70,014,347.73	61,883,391.98
4306	Miscellaneous Services	Note 32	-	4,096.50
4307	Road Survey Income	Note 32-E	159,140.00	80,632.00
4308	Design Fees		-	-
4310	Fees for Borehole investigation	Note 32-F	-	847,695.29
45	Hire Charges & Rent	Note 33	410,884,452.17	449,028,646.12
4401/2	Interest	Note 34	1,413,309,125.50	795,741,793.22
421 & A	Overhead Recoveries	Note 35	33,222,289.21	34,868,664.30
4A	Casting Yard-External Sales	Note 36	2,150,273.18	4,247,638.12
4D2	Inter Locking Concrete Blocks-External Sales	Note 37	107,844.00	133,250.00
4C012	Asphalt Plant-External Sales	Note 38	5,535,576.58	102,231,757.39
48	Other Income	Note 39	359,025,722.80	512,239,685.35
4808	Sale Proceeds on Disposal of Property Plant & Equipment	Note 40	52,073,282.24	2,470,972.22
	<b>Total Revenue From Exchange Transaction</b>		<b>11,048,513,601.16</b>	<b>11,023,812,895.69</b>



**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
<b>Note 27 Voted Funds Received for Development &amp; Maintenance Works</b>				
<b>Note 27-A Voted Funds Received for Development &amp; Maintenance &amp; Works - Line Ministry</b>				
4012	Survey & Investigation, Weak Bridges & Others	Note 27-A (i)/(ii)	798,799,424.01	5,267,926,088.74
4012B	Rehabilitation & Improvement of 100000 km Roads		41,626,749,587.17	47,498,200,000.00
4013	Road Maintenance Work		2,492,470,625.54	4,104,024,720.77
4014	Road Widening & Improvement Works Funded by line Ministry Votes		1,259,050,000.00	2,973,340,000.00
			<u>46,177,069,636.72</u>	<u>59,843,490,809.51</u>
<b>Note 27 A(i) Voted Funds Received for Utility &amp; Maintenance Expenses of Line Ministry</b>				
4012	Fund Received		13,000,000.00	-
524601	Utility & Maintenance Expenses of Maganeguma Building -Line Ministry		(13,000,000.00)	-
			<u>-</u>	<u>-</u>
<b>Note 27 A(ii) Voted Funds Received for supply to Line Ministry for COVID -19 Preventing items</b>				
4012	Fund Received		-	455,476.00
524601	Utility & Maintenance Expenses of Maganeguma Building -Line Ministry		-	(455,476.00)
			<u>-</u>	<u>-</u>
<b>Note 27-B Voted Funds Received for Development &amp; Maintenance Works - State Ministry</b>				
4018	Funds Received for Rural Bridges, Rural Roads & Other Infrastructure		1,223,357,140.67	1,092,806,341.23
			<u>1,223,357,140.67</u>	<u>1,092,806,341.23</u>
<b>Note 27-C Voted Funds Received for Development &amp; Maintenance Works - Other Ministry</b>				
4014F	Road Widening & Improvement Works Funded by Other Ministries Votes		-	54,790,467.31
			<u>-</u>	<u>54,790,467.31</u>
	<b>Total Funds received for Development &amp; Maintenance work</b>		<u><b>47,400,426,777.39</b></u>	<u><b>60,991,087,618.05</b></u>
<b>Note 28 Voted Funds Received / Receivable for Local Bank Capital &amp; Interest Payment</b>				
4014B	Funds Received/Receivable for Local Bank Interest	Note 28-A	48,974,914,805.07	14,130,695,995.60
4014C	Funds Received/Receivable for Local Bank Capital Repayment	Note 28-B	4,288,376,257.82	821,519,612.62
			<u>53,263,291,062.89</u>	<u>14,952,215,608.22</u>
<b>Note 28-A Voted Funds Received / Receivable for Local Bank -Interest Payment</b>				
4014B	Funds Received for Local Bank Interest		17,886,166,745.37	6,874,866,970.21
	Funds Receivable for Local Bank Interest	Note 28-A(i)	31,088,748,059.70	7,255,829,025.39
			<u>48,974,914,805.07</u>	<u>14,130,695,995.60</u>
4014B	<b>Note 28-A(i) Funds Receivable for Local Bank Interest</b>			
	Amount Shown in the Accounts			7,306,557,463.75
	Add			
	Adjustment for amount under stated			

# ROAD DEVELOPMENT AUTHORITY

## NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022

	Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
Less			
Adjustment for amount overstated			(50,728,438.36)
Re-Statement Amount			<u>7,255,829,025.39</u>
<b>4014C</b>	<b>Note 28-B Voted Funds Received / Receivable for Local Bank - Capital Repayment</b>		
Funds Received for Local Bank Capital Repayment		1,892,183,125.99	414,089,891.74
Funds Receivable for Local Bank Capital Repayment	Note 28 B(i)	2,396,193,131.83	407,429,720.88
		<u>4,288,376,257.82</u>	<u>821,519,612.62</u>
<b>4014C</b>	<b>Note 28 B(i) Funds Receivable for Local Bank Capital Repayment</b>		
Amount Shown in the Accounts			513,634,606.88
Less			
Adjustment for amount overstated			(106,204,886.00)
Re-Statement Amount			<u>407,429,720.88</u>
<b>4011</b>	<b>Note 29 Voted Funds Received for Overheads</b>		
Road Development Authority Overhead		8,013,507,666.00	7,770,000,000.00
Less			
Grant Utilized for Assets Purchased		(8,039,530.20)	(21,529,000.00)
		<u>8,005,468,135.80</u>	<u>7,748,471,000.00</u>
	<b>Note 30 Client Works</b>		
<b>412</b>	<b>Value of Work Done Clients</b>	<b>Note 30 A</b>	
		450,559,331.43	651,417,142.94
<b>62</b>	<b>Development &amp; Maintenance Expenditure - Client</b>		
		380,094,850.55	557,192,596.40
	<b>Surplus from Clients Works</b>		
		<u>70,464,480.88</u>	<u>94,224,546.54</u>
<b>412</b>	<b>Note 30 A Value of Work Done Clients</b>		
Amount Shown in the Accounts			651,707,447.70
Add			
Adjustment for amount under stated			4,064,266.58
Less			
Adjustment for amount overstated			(4,354,571.34)
Re-Statement Amount			<u>651,417,142.94</u>
<b>49</b>	<b>Note 31 Net Income from Expressways (Please refer the Annexure-I in Page 62)</b>		
Income from Expressways for the Period		8,120,366,768.25	8,167,926,052.42
Less :			
Expenses for the year		(7,470,851,696.95)	(4,674,540,765.12)
	<b>Net Income from Expressways for the Period</b>	<u>649,515,071.30</u>	<u>3,493,385,287.30</u>
<b>4301</b>	<b>Note 32 Fees for Services</b>		
Fees for Soil Test	Note 32-A	98,260,040.96	171,962,634.29
4302	Consultancy Fees	Note 32-B	-
			1,512,659.62
4303	Charges for Supervision	Note 32-C	6,019,579.64
			41,299,883.81
4304	Charges for Transport		1,373,370.32
			523,308.48
4305	Road Reinstatement Fees	Note 32-D	30,968,995.72
			34,656,589.63



**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
4306	Miscellaneous Services		-	4,096.50
4307	Road Survey Income	Note 32-E	-	-
4310	Fees for Borehole investigation	Note 32-F	-	631,524.29
			<u>136,621,986.64</u>	<u>250,590,696.62</u>
	<b>Note 32-A Fees for Soil Test</b>			
4301	Testing Charges		101,984,028.46	178,867,913.48
5119/ 5D71	Expenditure on Testing Charges		(3,723,987.50)	(6,905,279.19)
			<u>98,260,040.96</u>	<u>171,962,634.29</u>
	<b>Note 32-B Consultancy Fees</b>			
4302	Consultancy Fees		-	2,790,590.12
5118B/ 5C71	Expenditure on Consultancy Services		-	(1,277,930.50)
			<u>-</u>	<u>1,512,659.62</u>
	<b>Note 32-C Charges for Supervision</b>			
4303	Supervision Income	Note 32-C (i)	27,748,049.29	58,509,665.76
5119A/ 5E72	Incentive Payments for Supervision		-	-
6912/ 5E71	Overhead's for Supervision		(21,728,469.65)	(17,209,781.95)
			<u>6,019,579.64</u>	<u>41,299,883.81</u>
4303	<b>Note 32-C (i) Supervision Income</b>			
	Amount Shown in the Accounts			49,810,785.85
	Add			
	Adjustment for amount under stated			8,698,879.91
	Re-Stated Amount			<u>58,509,665.76</u>
	<b>Note 32-D Road Reinstatement Fees</b>			
4305	Road Reinstatement Fees		70,014,347.73	61,883,391.98
68A2/ 6F	Road Re-stated Expenditure		(32,337,010.08)	(20,752,295.76)
6922/ 5F71	Client Overhead Below 100,000		(6,708,341.93)	(6,474,506.59)
			<u>30,968,995.72</u>	<u>34,656,589.63</u>
	<b>Note 32-E Road Survey Income</b>			
4307	Road Survey Income		159,140.00	80,632.00
6961/ 5G71	Overhead on Road Survey		(159,140.00)	(80,632.00)
			<u>-</u>	<u>-</u>
	<b>Note 32-F Fees for Borehole investigation</b>			
4310	Fees for Borehole investigation		-	847,695.29
6981/ 5H71	Overhead on Borehole Investigation		-	(216,171.00)
			<u>-</u>	<u>631,524.29</u>
	<b>Note 33 Hire Charges &amp; Rent</b>			
45011	Hire of Plant & Machinery	Note 33 A	8,594,580.38	29,660,914.76
45013	Hire Charges Others		8,310,199.26	9,736,792.79
4503	Rental on Hoardings		82,664,457.71	53,777,698.79
4504	Rent Quarters		20,617,105.89	18,769,754.15
4505	Circuit Bungalow		3,229,458.45	831,145.79
4506	Lease Rent- Land		5,802,638.23	15,200,470.53
4507	Rent Income Land Handed to Effectuated Parties		4,500.00	-
4509	Lottery outlet Charges		867,655.32	944,482.98

**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
4510	Lease Rent - Gantries		16,869,164.33	19,713,229.60
4512	Rental TV Cable Network		252,128,661.28	293,227,463.44
4513	Rental Telephone Booth		2,655.44	1,905.75
4514	Rental on Subway		6,691,383.67	5,171,634.01
4515	Banner Charges		2,209,389.87	1,367,320.17
4516	Rent Maganeguma Mahamedura Building		656,697.15	621,759.29
4517	Rental on Buildings		-	-
4518	Income from Trade Stoles		2,235,905.19	4,074.07
			<u>410,884,452.17</u>	<u>449,028,646.12</u>
	Less -Expenditure on PMR			
5B106	Vehicle/ Machinery Hire Charges		(36,000.00)	-
5B171	Miscellaneous		(461,800.00)	-
5B189	Nursery Maintenance Expenses		(1,371,975.00)	-
5B201	Survey & Valuation Charges		(1,757,906.90)	-
5B202	Construction Expenses of Temporary Trade Stall		(857,050.00)	-
5B205	Tree Plantation Expenses		(57,000.00)	-
			<u>406,342,720.27</u>	<u>449,028,646.12</u>
45011	<b>Note 33 A Hire of Plant &amp; Machinery</b>			
	Amount Shown in the Accounts			27,504,292.31
	Add			
	Adjustment for amount under stated			2,156,622.45
	Re-Stated Amount			<u>29,660,914.76</u>
	<b>Note 34 Interest</b>			
44012/44013	Interest on Temporary Surplus Money & Fixed Deposit	Note 34 A	1,397,623,776.37	778,326,603.76
44014	Interest on Others		2,714,420.98	2,628,522.44
4402	Interest on Staff Loans		12,970,928.15	14,786,667.02
			<u>1,413,309,125.50</u>	<u>795,741,793.22</u>
44013	<b>Note 34 A Interest on Temporary Surplus Money &amp; Fixed Deposit</b>			
	Amount Shown in the Accounts			756,295,293.30
	Add			
	Adjustment for amount under stated			22,031,310.46
	Re-Stated Amount			<u>778,326,603.76</u>
	<b>Note 35 Overhead Recoveries</b>			
421 & A	Overhead Recoveries F A Projects		33,222,289.21	34,868,664.30
			<u>33,222,289.21</u>	<u>34,868,664.30</u>
	<b>Note 36 Income from Casting Yard</b>			
4A	External Sales		2,150,273.18	4,247,638.12
	Less			
4AA	Cost of Sales		(1,570,785.00)	(2,426,615.00)
			<u>579,488.18</u>	<u>1,821,023.12</u>

**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
<b>Note 37 Income from Inter Locking Concrete Blocks</b>				
4D2	External Sales		107,844.00	133,250.00
	Less			
4DD2	Cost of Sales		(89,870.00)	(111,041.67)
			<u>17,974.00</u>	<u>22,208.33</u>
<b>Note 38 Income from Asphalt Plant</b>				
4C012	External Sales		5,535,576.58	102,231,757.39
	Less			
731A	Cost of Sales		(10,413,922.17)	(101,062,301.69)
	Gross Profit		<u>(4,878,345.59)</u>	<u>1,169,455.70</u>
<b>Note 39 Other Income</b>				
4801	Sale of Document		1,914,323.44	3,939,873.67
4802	Sale of Condemned Articles		1,946,104.17	12,250.00
4803	Non Refundable Tender Deposit		13,601,732.65	41,609,540.48
4804	Toll Collection Ferries		369,500.00	21,000.00
4806	Recovery for Damages	Note 39-A	7,262,781.35	10,620,642.19
4810	Surcharges & Fines		1,930,926.18	744,847.05
4811	Sale of Empty Tar Barrels		80,230.77	9,000.00
4812	Miscellaneous Income		2,622,968.08	574,466.03
4813	Liquidated Damages		82,003,335.64	12,238,885.15
4814	Client Deposits Written Back	Note 39-B	107,278,394.46	407,425,833.94
4814A	Retention Money Written Back		94,614,211.87	3,556,007.88
4814B	Other Deposits Written Back		409,605.32	10,597,685.66
4814C	Provision Written Back		-	1,038,936.19
4817	Sale of Steel		557,701.61	1,797,744.37
4818	License Fee for Building Limit		7,480,043.89	5,957,265.15
4820	Recovery of Performance Bond		2,646,879.48	1,418,787.04
4822	Income from Day Care Centre		308,682.91	35,577.77
4824	Income from Solar Power		2,179,951.74	1,998,198.36
4826	Income from Saubagya Pala Thawana		54,301.44	83,179.46
4827	Income from Car Parks		-	9,259.26
			<u>327,261,675.00</u>	<u>503,688,979.65</u>
<b>Note 39-A Recovery For Damages</b>				
4806	Recovery for Damages		39,026,829.15	20,210,284.08
4806A	Recovery for Damages -Bridges		94,465.09	
	Less			
5119B/ 5J71	Accident Damage Charges - TLS System	Note 39-A(i)	(28,772,386.30)	(9,589,641.89)
68A3/ 5J72	Expenses on Accident Damages- Bridges		(3,086,126.59)	-
			<u>7,262,781.35</u>	<u>10,620,642.19</u>
<b>Note 39-A(i) Accident Damage Charges - TLS System</b>				
5119B / 5J71	Amount Shown in the Accounts			9,671,285.29
	Less			
	Adjustment for amount over stated			(81,643.40)
	Re-Stated Amount			<u>9,589,641.89</u>

**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
4814	<b>Note 39-B Client Deposits Written Back</b>			
	Amount Shown in the Accounts			394,085,742.42
	Add			
	Adjustment for amount under stated			13,340,091.52
	Re-Styled Amount			407,425,833.94
4808	<b>Note 40 Profit on Disposal of Assets</b>			
	Sale Proceeds		52,073,282.24	2,470,972.22
	Less :			
	Written Down Value of Assets		(2,120,013.99)	(366,798.33)
			49,953,268.25	2,104,173.89
	<b>Note 41 Development &amp; Maintenance Expenditure -Line Ministry</b>			
61	Development Expenditure Survey & Investigation, Weak Bridges & Others	<b>Note 41 A</b>	121,335,145.52	180,311,048.65
615	Development Expenditure Rehabilitation & Improvements of 100,000km Roads	<b>Note 41 B</b>	6,020,512,993.08	12,409,632,834.03
632&639	Development Expenditure Road Widening & Improvement	<b>Note 41 C</b>	654,612,554.28	1,811,849,981.44
632C	Development Expenditure - Metaling & Tarring		-	4,813,312.62
65	Maintenance Expenditure Trust Fund	<b>Note 41 D</b>	2,388,195,401.15	3,293,006,282.18
	Total Expenditure of vote on Ministry of Highways		9,184,656,094.03	17,699,613,458.92
61	<b>Note 41 A- Development Expenditure Survey &amp; Investigation, Weak Bridges &amp; Others</b>			
	Amount Shown in the Accounts			1,100,180,839.07
	Less			
	Adjustment for amount overstated			(919,869,790.42)
	Re-Styled Amount			180,311,048.65
615	<b>Note 41 B- Development Expenditure Rehabilitation &amp; Improvements of 100,000km Roads</b>			
	Amount Shown in the Accounts			4,685,599,241.62
	Add			
	Adjustment for amount under stated			7,724,033,592.41
	Re-Styled Amount			12,409,632,834.03
632&639	<b>Note 41 C- Development Expenditure Road Widening &amp; Improvement</b>			
	Amount Shown in the Accounts			2,461,678,146.67
	Less			
	Adjustment for amount overstated			(649,828,165.23)
	Re-Styled Amount			1,811,849,981.44
65	<b>Note 41 D- Maintenance Expenditure Trust Fund</b>			
	Amount Shown in the Accounts			3,306,257,907.65
	Add			
	Adjustment for amount under stated			1,907,588.46
	Less			
	Adjustment for amount overstated			(15,159,213.93)
	Re-Styled Amount			3,293,006,282.18

**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
	<b>Note 42 Development &amp; Maintenance Expenditure -State Ministry</b>			
6141201 & 67	Development Expenditure - Rural Bridges	Note 42 A	1,600,438,901.95	924,535,329.35
64	Ranmawath Programme		4,054,129.63	57,120,892.07
6551/2	Development Expenditure - Tree Planting Programme		1,726,373.45	43,308,028.66
	Total Expenditure of vote on State Ministry of Rural Road & other Infrastructure		<u>1,606,219,405.03</u>	<u>1,024,964,250.08</u>
	<b>Note 42 A Development Expenditure - Rural Bridges</b>			
6141201 & 67	Amount Shown in the Accounts			928,753,185.25
	Less			
	Adjustment for amount overstated			(4,217,855.90)
	Re-States Amount			<u>924,535,329.35</u>
	<b>Note 43 Development &amp; Maintenance Expenditure -Other Ministry</b>			
632D/E/F/G	Development Expenditure Carried out from other Ministries Vote		-	54,790,467.31
			-	<u>54,790,467.31</u>
	<b>Note 44 Development &amp; Maintenance Expenditure -RDA Funds</b>			
68A4	Development Expenditure Work Carried Out from RDA Funds		9,200,168.73	38,669,142.13
			<u>9,200,168.73</u>	<u>38,669,142.13</u>
	<b>Note 45 Total Personal Emoluments</b>			
	<b>Note 45-A General Staff of RDA</b>			
	Salaries & Wages		6,088,995,370.88	5,501,329,579.02
	EPF & ETF		908,588,663.09	930,045,807.01
	Gratuity Provision		49,940,026.23	82,795,527.56
	Compensation		792,000.00	676,500.00
	Overtime & Holiday Pay		585,591,479.72	794,573,141.47
	Incentive Bonus & Leave Encashment		498,045,619.86	439,331,879.65
			<u>8,131,953,159.78</u>	<u>7,748,752,434.71</u>
	<b>Note 45- B Maintenance Labour of RDA</b>			
	Salaries & Wages		2,224,838,824.79	2,163,364,391.31
	EPF & ETF		301,164,085.08	322,708,707.08
	Gratuity Provision		-	330,608,932.49
	Compensation		27,500.00	359,699.99
	Overtime		94,618,234.36	182,427,533.98
	Incentive Bonus & Leave Encashment		42,204,685.79	59,643,998.18
			<u>2,662,853,330.02</u>	<u>3,059,113,263.03</u>
	Total Personal Emoluments		<u>10,794,806,489.80</u>	<u>10,807,865,697.74</u>
	<b>Distribution of Personal Emoluments</b>			
	Charged to General Overheads	Note 45 (i) & (ii)	8,315,031,158.71	8,603,455,926.45
	Charged to Expressway Income	Note 45 (iii)	2,298,442,008.78	2,011,260,510.54
	Charged to Asphalt Plant	Note 45 (iv)	178,367,155.48	188,529,240.99
	Charged to Casting Yard	Note 45 (v)	2,966,166.83	4,620,019.76
	Total Cost of Employment		<u>10,794,806,489.80</u>	<u>10,807,865,697.74</u>

**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
	<b>Charged to General Overheads</b>			
	<b>Note 45-(i) Permanent Staff - RDA</b>			
5101	Salaries & Wages		4,564,733,835.08	4,191,928,783.39
5102	EPF & ETF	Note 45-(i)-A	674,544,017.11	703,570,250.18
51023	Gratuity Provision	Note 45-(i)-B	-	49,416,285.70
51025	Compensation		792,000.00	676,500.00
51031 & 32	Overtime & Holiday Pay	Note 45-(i)-C	178,845,691.88	396,851,221.28
51,045,105	Incentive Bonus & Leave Encashment		371,040,976.68	337,185,556.92
			<u>5,789,956,520.75</u>	<u>5,679,628,597.47</u>
5102	<b>Note 45-(i)-A- EPF &amp; ETF</b>			
	Amount Shown in the Accounts			705,118,143.56
	Less			
	Adjustment for amount over stated			(1,547,893.38)
	Re-Styled Amount			<u>703,570,250.18</u>
51023	<b>Note 45-(i)-B- Gratuity Provision</b>			
	Amount Shown in the Accounts			205,588,419.65
	Less			
	Adjustment for amount over stated			(156,172,133.95)
	Re-Styled Amount			<u>49,416,285.70</u>
51023	<b>Note 45-(i)-C- Overtime &amp; Holiday Pay</b>			
	Amount Shown in the Accounts			397,676,764.47
	Less			
	Adjustment for amount over stated			(825,543.19)
	Re-Styled Amount			<u>396,851,221.28</u>
	<b>Note 45- (ii) Direct Labour</b>			
81	Salaries & Wages		2,115,922,268.49	2,065,389,281.04
82 & 83	EPF & ETF		286,933,710.18	308,457,550.71
85	Gratuity Provision	Note 45- (ii) A	-	330,608,932.49
89	Compensation		27,500.00	359,699.99
84	Overtime		81,731,473.50	160,709,091.57
86 & 87	Incentive Bonus & Leave Encashment		40,459,685.79	58,302,773.18
			<u>2,525,074,637.96</u>	<u>2,923,827,328.98</u>
85	<b>Note 45-(ii)-A- Gratuity Provision</b>			
	Amount Shown in the Accounts			426,354,181.56
	Less			
	Adjustment for amount over stated			(95,745,249.07)
	Re-Styled Amount			<u>330,608,932.49</u>
	Total Personal Emoluments -Permanent Staff & Direct Labour charged to Statement of Financial Performance		<u>8,315,031,158.71</u>	<u>8,603,455,926.45</u>
	<b>Note 45 (iii) - Personal Emoluments Charged to Expressway Income</b>			
	<b>General Staff of RDA</b>			
61413526 / 5A101	Salaries & Wages		1,400,174,441.57	1,190,461,912.02
61413524 & 5 / 5A1021 & 2	EPF & ETF		215,358,510.11	204,507,248.99
61413501 / 5A1023	Gratuity Provision		49,940,026.23	32,544,798.74

**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
61413529	Compensation		-	-
61413502 / 5A103	Overtime & Holiday Pay		399,724,273.73	373,186,946.13
61413503& 4/ 5A105 & 5	Incentive Bonus & Leave Encashment		119,514,346.73	93,742,953.40
			<u>2,184,711,598.37</u>	<u>1,894,443,859.28</u>
	<u>Maintenance Labour of RDA</u>			
61413581 / 8A1	Salaries & Wages		88,680,501.44	84,083,807.12
61413582 & 3 / 8A2 & 3	EPF & ETF		11,886,202.55	12,449,370.90
6141358 / 8A51	Gratuity Provision		-	-
	Compensation		-	-
61413584 / 8A4	Overtime & Holiday Pay		11,418,706.42	18,942,248.24
61413585 / 8A6	Incentive Bonus & Leave Encashment		1,745,000.00	1,341,225.00
			<u>113,730,410.41</u>	<u>116,816,651.26</u>
	Total Personal Emoluments charged to Expressways	-	<u>2,298,442,008.78</u>	<u>2,011,260,510.54</u>
	<b>Note 45- (iv) Personal Emoluments Charged to Asphalt Plants</b>			
	<u>General Staff of RDA</u>			
73201/73311	Salaries & Wages		124,087,094.23	118,938,883.61
73212/3 & 73312/3	EPF & ETF		18,686,135.87	21,968,307.84
73221/73316	Gratuity Provision		-	834,443.12
73202/73306	Overtime & Holiday Pay		7,021,514.11	24,534,974.06
73217/8 & 73314/5	Incentive Bonus & Leave Encashment		7,490,296.45	8,403,369.33
			<u>157,285,040.66</u>	<u>174,679,977.96</u>
	<u>Maintenance Labour of RDA</u>			
73121	Salaries & Wages		17,675,029.34	9,961,972.55
73123/4	EPF & ETF		1,994,677.26	1,223,351.57
73122	Overtime		1,412,408.22	2,663,938.91
			<u>21,082,114.82</u>	<u>13,849,263.03</u>
	Total Personal Emoluments charged to Asphalt Plant		<u>178,367,155.48</u>	<u>188,529,240.99</u>
	<b>Note 45 (v) - Personal Emoluments Charged to Casting Yard</b>			
70211	<u>Maintenance Labour of RDA</u>			
70211A	Salaries & Wages		2,561,025.52	3,929,330.60
70211B & C	EPF & ETF		349,495.09	578,433.90
70212	Overtime		55,646.22	112,255.26
	Total Personal Emoluments charged to Casting Yard		<u>2,966,166.83</u>	<u>4,620,019.76</u>
	<b>Note 46 Supplies &amp; Consumables Used</b>			
512	Stationery & Office Requisite		88,816,002.68	116,305,573.06
			<u>88,816,002.68</u>	<u>116,305,573.06</u>
	<b>Note 47 Other Administrative Expenses</b>			
51052 & A	Medical Insurance		7,359,002.00	7,597,235.00
5106	Traveling & Transport		89,676,364.27	103,703,000.15
5107	Human Resource Development		1,450,152.94	5,722,000.00
511	Fees & Other Allowances	Note 47 A	13,876,611.13	22,115,947.34
515	Communication		58,472,850.64	62,119,523.16
516	Rent , Lease Rental & Rates & Taxes		39,999,378.30	39,011,627.37
517 & 51053	Utilities & Others		132,228,105.99	167,985,504.80
513	Fuel & Lubricant		238,464,250.58	187,501,919.75



**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
514	License Insurance Vehicles		23,170,719.35	18,028,609.84
5185	Repairs & Maintenance of Passenger Vehicles		132,809,982.14	137,380,857.18
5181-88	Repairs & Maintenance Others		62,325,879.18	66,463,015.13
519	Audit Fees		2,300,293.32	2,829,827.48
521	Bank Charges		2,983,284.35	3,249,412.00
5232	Disallowed VAT		26,606,949.19	50,498,605.17
521	Stamp Fees		30,175.00	33,830.00
5239A	Social Security Contribution Levy		6,892,635.00	-
5262	Payment of Deposits Written-Off		75,000.00	25,000.00
52623	Release of Retention Money Written Back		-	3,750,326.80
52624	Release of Liquidate Damages Written Back Prior Years		-	2,153,753.10
5271	Surcharges & Fine		-	8,827.50
52821	Valuation Charges of Road Reservation		1,538,000.00	76,255.00
52822	Valuation Charges of Building		2,144,160.04	632,585.39
52831	Expenses of Day Care Centre		-	33,000.00
			<u>842,403,793.42</u>	<u>880,920,662.16</u>
511	<b>Note 47 A Fees &amp; Other Allowances - Special Services</b>			
	Amount Shown in the Accounts			22,139,947.34
	Less			
	Adjustment for amount overstated			(24,000.00)
	Re-Styled Amount			<u>22,115,947.34</u>
	<b>Note 48 Depreciation &amp; Amortization Expenses</b>			
53	Depreciation	Note 48 A	29,444,491,488.69	28,316,540,774.14
54	Amortization		21,818,706,699.19	16,933,040,973.41
			<u>51,263,198,187.88</u>	<u>45,249,581,747.55</u>
53	<b>Note 48 A - Depreciation</b>			
	Amount Shown in the Accounts			27,968,688,091.72
	Add			
	Adjustment for amount under stated			389,087,538.26
	Less			
	Adjustment for amount overstated			(41,234,855.84)
	Re-Styled Amount			<u>28,316,540,774.14</u>
54	<b>Note 48 B - Amortization</b>			
	Amount Shown in the Accounts			16,928,219,487.20
	Add			
	Adjustment for amount under stated			4,821,486.21
	Re-Styled Amount			<u>16,933,040,973.41</u>
	<b>Note 49 Finance Costs</b>			
638	Interest on Local Bank Loans	Note 49 A	48,971,664,891.70	14,276,855,572.73
52811	Loss on Exchange Rate difference in Foreign Currency		3,602,189,198.93	360,742,413.19
52812	Advisory Fee for Loan Restructuring of RDA		10,000,000.00	-
52813	Surcharge on Delayed Capital Re-payment		37,682,268.65	-
			<u>52,621,536,359.28</u>	<u>14,637,597,985.92</u>
638	<b>Note 49 A - Finance Costs</b>			
	Amount Shown in the Accounts			14,177,469,655.23
	Add			
	Adjustment for amount under stated			150,114,355.86
	Less			
	Adjustment for amount overstated			(50,728,438.36)
	Re-Styled Amount			<u>14,276,855,572.73</u>

**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

		Reference to Note	2022 (Rs.)	2021 Re-stated (Rs.)
5244	<b>Note 50 Net of Remittance of Levy to Treasury</b>			
	Remittance of Levy to Treasury		-	4,000,000,000.00
			-	4,000,000,000.00
5245	<b>Note 51 Assets Transferred to Ministry</b>			
4828	Value of Assets Transferred to Ministry Written Off		-	38,732,599.00
	Revaluation Reserve on Assets Transferred to Ministry Credited to Revenue		-	(38,731,089.00)
			-	1,510.00
55	<b>Note 52 Income Tax Expenses</b>			
	Income Tax	<b>Note 52 A &amp; B</b>	1,276,414,399.00	1,543,860,714.00
			1,276,414,399.00	1,543,860,714.00
55	<b>Note 52 A - Income Tax Expenses</b>			
	Amount Shown in the Accounts			585,899,563.00
	Add			
	Adjustment for amount under stated			959,689,350.00
	Less			
	Adjustment for amount over stated			(1,728,199.00)
	Re-Styled Amount			1,543,860,714.00
55	<b>Note 52 B - Income Tax Expenses</b>			
	Income Tax Expenses on Expressways		663,847,090.00	1,036,889,830.00
	Income Tax Expenses on on Others		612,567,309.00	506,970,884.00
			1,276,414,399.00	1,543,860,714.00
55B	<b>Note 53 Deferred Tax Expenses</b>			
	Deferred Tax Expenses		(15,968,222.00)	(12,498,590.00)
			(15,968,222.00)	(12,498,590.00)
56	<b>Note 54 Surcharge Tax Expenses</b>			
	Surcharge Tax	<b>Note 54 A</b>	1,415,861,520.00	-
			1,415,861,520.00	-
56	<b>Note 54 A Surcharge Tax Expenses</b>			
	Surcharge Tax for the Income on Expressways		1,415,861,520.00	-
	Surcharge Tax for the Income on Others		-	-
			1,415,861,520.00	-
35222	<b>Note 55 Accumulated (Deficit) brought forward</b>			
	<b>Accumulated Surplus/ (Deficit) brought forward 01st January</b>		<b>2021</b>	<b>2020 Re-Styled</b>
	Surplus/(Deficit) as shown in previous account after deferred tax		695,055,121,990.25	686,795,372,147.52
			86,193,918,210.87	-
	Adjustments for amount over/under stated in grant on PPE & Intangible assets		86,463,447.24	9,090,999,078.13
	Adjustment for overstated amount receivable for interest payable on local bank loan for Ruwanpura, CEP-II Expressways & variation work of Colombo Kandy Rd		(50,728,438.36)	-
	Adjustment for under stated grant receivable for the capital repayment of CEP-I loan		(106,204,886.00)	-
	Adjustment for over/under stated value of work done of client works of CP,RDA		(290,304.76)	-
	Adjustment for under stated income on supervision of WP & NWP		8,698,879.91	16,221,793.53
	Adjustment for understated hire charges of plant & machinery for MEP Co. from 2018 to 2021		2,156,622.45	652,270.73

**ROAD DEVELOPMENT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENT FOR THE PERIOD FROM 01 ST JANUARY TO 31 ST DECEMBER 2022**

	Reference to Note	2021 (Rs.)	2020 Re-stated (Rs.)
Adjustment for amount under stated on interest related to Fixed Deposit during year 2021		22,031,310.46	-
Adjustment for overstated expenses on accident damages of NWP		81,643.40	-
Adjustment for understated client deposit written back of Sabaragamuwa Province		13,340,091.52	-
Adjustment for re-instatement of refundable deposit charged to written back income in 2007		-	(150,000.00)
Adjustment for overstated weak bridge expenditure due to the capitalization of weak bridges		363,063,516.42	459,485,787.64
Adjustment for amount under stated WIP on Ruwanpura Expressway due to expenditure occurred for the feasibility study in the year 2015		-	93,545,502.50
Adjustment for amount over stated in expenditure of Marine Drive due to capitalization of road.		556,806,274.00	195,792,272.33
Adjustment for expenditure related to Non-RDA roads		(7,724,033,592.41)	(826,669,364.25)
Adjustment for amount over stated in expenditure of RWI on account of Marine Drive due to capitalization of road.		-	275,036,498.49
Adjustment for amount over/under stated in expenditure on RWI during the prior years due to capitalization of road.		649,828,165.23	541,648,105.05
Adjustment for amount over/under stated in expenditure on RWI during the prior years due to classification error.		-	(3,458,936.75)
Adjustment for amount over/under stated in expenditure on RMTF during the prior years		13,251,625.47	-
Adjustment for amount overstated in expenditure on Rural roads during the year 2021		4,217,855.90	-
Adjustment for the overstated EPF & ETF on holiday pay of 100000km programme		1,547,893.38	-
Adjustment for over stated gratuity provision RDA permanent staff for the year 2021		156,172,133.95	-
Adjustment for the overstated overtime & holiday pay of 100000km programmed		825,543.19	-
Adjustment for over stated gratuity provision RDA direct labours for the year 2021		95,745,249.07	-
Adjustment for over/under stated expenditure on Other Administrative Expenses		24,000.00	(124,646.35)
Adjustment for amount over/under stated in depreciation during the prior years		(347,852,682.42)	(1,452,896,156.32)
Adjustment for amount over/under stated in amortization during the prior years		(4,821,486.21)	(18,017,827.92)
Adjustment for amount over/under stated in finance cost during the prior years		(99,385,917.50)	(320,027,350.48)
Adjustment for under provision of income tax for the year 2021/2022		(959,689,350.00)	-
Adjustment for refund claim for Income tax for the Y/A 2020/2021 & Y/A 2021/2022 due to claiming Expressway Salaries & understated refund of Income tax for the Y/A 2019/2020		1,728,199.00	207,776,211.00
Adjustments for amount over stated on user income of expressways during the year 2021		(234,885.19)	-
Adjustments for amount over/under stated on accident damages of expressways during the prior years		(345,707.40)	(63,394.60)
Adjustments for amount over stated on towing income of expressways during the year 2022		(18,518.52)	-
Adjustment for reversal of over stated gratuity provision related to EOMMU in the year 2021		784,804.31	-
		<b>773,932,201,687.25</b>	<b>695,055,121,990.25</b>

## ROAD DEVELOPMENT AUTHORITY

## Statement of Expressway Income &amp; Expenditure for the Period from 01 st January to 31 st December 2022

Description	Note Reference	2022	2021 Re-stated
<b>Income</b>			
- User Income	Note 01	7,737,388,282.53	7,847,160,726.96
- ETC income		301,155,861.92	244,151,332.31
- Towing Income	Note 02	43,296,189.92	54,314,552.46
- Accident Damages Recovery	Note 03	38,526,433.88	22,299,440.69
		<b>8,120,366,768.25</b>	<b>8,167,926,052.42</b>
<b>Expenditure</b>			
<b>Personal Emoluments</b>			
Salaries & Wages		1,488,854,943.01	1,274,545,719.14
EPF		182,104,094.47	173,565,285.24
ETF		45,140,618.19	43,391,334.65
Gratuity	Note 04	49,940,026.23	31,759,994.43
Bonus		34,240,579.45	22,752,126.97
Medical Leave & Vacation Leave		87,018,767.28	72,332,051.43
Overtime/ Holiday Pay		411,142,980.15	392,129,194.37
		<b>2,298,442,008.78</b>	<b>2,010,475,706.23</b>
<b>Maintenance Expenditure</b>			
Greenery Works		16,001,356.98	14,380,529.02
Road Maintenance		675,986,615.03	597,134,917.72
Periodic Maintenance		92,809,054.77	-
		<b>784,797,026.78</b>	<b>611,515,446.74</b>
<b>Other Administrative Expenditure</b>			
Stationery & Office Requisites		72,670,086.64	76,173,333.08
Training		200,000.00	496,500.00
Rent		490,000.00	444,539.58
Rate & Taxes		66,730.55	41,309.42
Travelling Transport		18,877,790.38	19,306,194.25
Hire charges		281,353,006.20	152,269,473.75
Communication		18,837,861.19	16,822,132.73
Fuel		260,670,276.59	103,957,367.90
Utility		160,242,268.11	240,235,124.93
Others		133,570,253.85	138,656,305.18
Repair & Maintenance Others		54,919,635.00	43,560,299.53
Repair & Maintenance Vehicles		73,822,010.01	70,484,027.38
Facilities to Police		165,484,276.00	106,081,552.28
Social Security Contribution Levy		49,637,680.00	-
Finance Cost		964,293,571.33	-
Bank Charges		11,948,648.65	11,615,503.25
ETC Transaction cost & Discount		40,739,774.89	35,516,118.89
Ceremonial Charges		80,182.00	-
Overhead Total		<b>2,307,904,051.39</b>	<b>1,015,659,782.15</b>
		<b>5,391,143,086.95</b>	<b>3,637,650,935.12</b>
<b>Total Cost</b>			
Net Profit from Expressways before Depreciation & Income Tax for the Period		<b>2,729,223,681.30</b>	<b>4,530,275,117.30</b>
Income Tax Expenses	Note 52 in F/Performance	(663,847,090.00)	(1,036,889,830.00)
Surcharge Tax	Note 54 in F/Performance	(1,415,861,520.00)	-
		<b>649,515,071.30</b>	<b>3,493,385,287.30</b>

Note ; In addition to the expenses mentioned above, Rs 1,600.00 Mn have been paid from the expressway income as loan installments of local bank loans obtained for Central Expressway-II during the year 2022. Further, an amount of Rs 848.8 Mn have been paid from the expressway income as value added tax (VAT) during the year 2022

**Note 01- User Income**

Amount Shown in the Accounts

7,847,395,612.15

Less

Adjustment for amount over stated

(234,885.19)

Re-Styled Amount

7,847,160,726.96**Note 02- Towing Income**

Amount Shown in the Accounts

54,333,070.98

Less

Adjustment for amount over stated

(18,518.52)

Re-Styled Amount

54,314,552.46**Note 03- Accident Damages Recovery**

Amount Shown in the Accounts

22,645,148.09

Add

Adjustment for amount under stated

253,403.71

Less

Adjustment for amount overstated

(599,111.11)

Re-Styled Amount

22,299,440.69**Note 04- Gratuity**

Amount Shown in the Accounts

32,544,798.74

Less

Adjustment for amount over stated

(784,804.31)

Re-Styled Amount

31,759,994.43

## Annexure -II

**ROAD DEVELOPMENT AUTHORITY**  
**STATEMENT OF BUSINESS INCOME LIABLE FOR INCOME TAX FOR THE YEAR ENDED**  
**31ST DECEMBER 2022**

	RS '000	
	2022	2021
<b>Interest Income</b>		
Interest on Treasury Bills	1,397,623,776	756,295,293
Interest on Others	2,714,421	2,628,522
Gross Interest	1,400,338,197	758,923,815
<b>Business Income</b>		
Income from Clients' Work		
Value of Work Done	441,205,873	651,707,448
Less Direct Expenses	(372,300,302)	(557,192,596)
Gross Profit from Clients' work	68,905,571	94,514,852
Fees for Services	136,621,987	241,891,817
Hire Income & Rent	406,342,720	446,872,024
Overhead Recoveries	33,222,289	34,868,664
Interest on Staff Loans	12,970,928	14,786,667
Other Income	327,261,675	490,267,245
Funds Received for Maga'ma Programme	-	-
Recovery of Overhead for MRRDP	-	-
Retention Money Written Back	(94,614,212)	(3,556,008)
Provisions Written Back	-	(1,038,936)
	232,647,463	485,672,301
Net Income From Casting Yard	579,488	1,821,023
Net Income From Asphalt Sales	(4,878,346)	1,169,456
Net Income From Interlocking Blocks	17,974	22,208
Adjustment related to prior year as per section 23 (6 & 7)	44,217,636	-
Expressway Income		
Income from Expressways	8,120,366,768	8,168,525,164
Less		
Direct Expenses Expressways	(5,391,143,087)	(3,642,592,292)
	2,729,223,681	4,525,932,872
<b>Total Liabie Business Income for the year</b>	<b>5,060,209,588</b>	<b>6,606,475,699</b>



**ROAD DEVELOPMENT AUTHORITY**  
**STATEMENT OF FINANCIAL PERFORMANCE WITH BUDGETED VS ACTUALS**  
**FOR THE YEAR ENDED 31<sup>ST</sup> DECEMBER 2022**

	Rs.'000				
	Re Revised Budget 2022	Revised Budget 2022	Budget 2022	Actual 2022	Variance
<b>Revenue From Non Exchange Transaction</b>					
Recurrent Grant - Annex II Note A	79,855,580	43,888,393	451,300,887	108,669,186	28,813,606
Capital Grant - Annex II Note B	339,230,934	328,814,610	358,632,742	18,280,098	(320,950,836)
Revenue From Exchange Transaction Annex II Note C	10,554,813	14,575,467	13,409,484	10,964,676	409,863
<b>Total Revenue</b>	<b>429,641,327</b>	<b>387,278,471</b>	<b>823,343,114</b>	<b>137,913,960</b>	<b>(291,727,367)</b>
<b>Operating Results</b>					
Recurrent Revenue					
Income from Non Exchange	79,855,580	43,888,393	451,300,887	108,669,186	28,813,606
Net Income from Exchange Transaction					
Net Income from Expressways - Annex II - R -1	2,748,974	7,066,677	6,794,887	649,514	(2,099,460)
Surplus from Clients' Work - Annex II - R -2	25,996	25,996	25,996	70,465	44,469
Fees for Services - Annex II - R -3	215,290	301,390	301,390	136,621	(78,669)
Hire Charges & Rent - Annex II - R -4	289,010	697,300	697,300	406,343	117,333
Interest - Annex II - R -5	518,000	203,000	203,000	1,413,309	895,309
Overhead Recoveries - Annex II - R -6	20,000	9,000	9,000	33,222	13,222
Income from Casting Yards - Annex II - R -7	200	1,000	1,000	580	380
Income from Inter Locking Concrete Blocks - Annex II - R -8	30	-	-	18	(12)
Surplus from Asphalt External Sales - Annex II - R -9	200	1,000	1,000	(4,878)	(5,078)
Income Others - Annex II - R -10	50,100	89,500	84,500	124,962	74,862
Reversal of provisions & Creditors write back	110,000	1,000	-	202,300	92,300
Total Net Recurrent Revenue from Exchange Transactions	3,977,800	8,395,862	8,118,072	3,032,456	(945,344)
<b>Total Recurrent Revenue</b>	<b>83,833,380</b>	<b>52,284,256</b>	<b>459,418,960</b>	<b>111,701,642</b>	<b>27,868,262</b>
<b>Capital Expenditure</b>					
Development & Maintenance Expenditure -Voted Funds from Ministry of Highways	7,187,080	7,135,000	21,875,000	9,184,656	(1,997,576)
Development & Maintenance Expenditure - Voted Funds from State Ministry of Rural roads and Other Infrastructure	2,526,000	6,000,000	23,000,000	1,606,219	919,781
Development & Maintenance Expenditure - RDA Funds				9,200	(9,200)
Development & Maintenance Expenditure - Voted Funds 100000 Km Programme Non RDA Roads	115,597,146	-	332,752,006		115,597,146
Development Expenditure Compensation on Land Acquisition					
Finance Cost	28,082,000	24,648,096	23,292,893	52,621,536	(24,539,536)
<b>Total</b>	<b>153,392,226</b>	<b>37,783,096</b>	<b>400,919,899</b>	<b>63,421,611</b>	<b>89,970,615</b>
<b>Overhead Expenditure - Annex III</b>					
Personnel Emoluments	10,489,114	10,877,846	11,063,515	8,315,031	2,174,083
Supplies & Consumables Used	137,000	137,000	137,000	88,816	48,184
Other Administrative Expenses	1,218,061	1,179,475	1,179,475	842,404	375,657
<b>Total</b>	<b>11,844,175</b>	<b>12,194,321</b>	<b>12,379,990</b>	<b>9,246,251</b>	<b>2,597,924</b>
<b>Total Expenditure</b>	<b>165,236,401</b>	<b>49,977,417</b>	<b>413,299,889</b>	<b>72,667,862</b>	<b>92,568,539</b>
Current Surplus / ( Deficit ) for the year	(81,403,021)	2,306,838	46,119,070	39,033,780	(120,436,801)
Current Surplus / ( Deficit ) Net of Levy to the Treasury	(81,403,021)	2,306,838	46,119,070	39,033,780	(120,436,801)
Non Exchange Capital Grants to Property Plant & Equipment	339,230,934	328,814,610	358,632,742	18,280,098	320,950,836
Depreciation & Amortization Expenses	(43,744,193)	(34,794,745)	(35,140,888)	(51,263,198)	7,519,005
Profit & Loss on disposal of sale of assets acquired	50,000	5,000	5,000	49,953	47
Surplus / (Deficit) relating to the year on Capital Grant PPE	295,536,741	294,024,866	323,496,854	(32,933,147)	328,469,888
Surplus /(Deficit) for the period after accounting of Capital Grant before Income Tax	214,133,721	296,331,704	369,615,925	6,100,633	208,033,088
Less Income Tax Expenses	(921,985)	(2,011,927)	(1,946,698)	(612,567)	(309,418)
Deferred Tax	(1,456,638)	-	(1,525,218)	15,968	(1,472,606)
<b>Surplus for the period after Income Tax</b>	<b>211,755,098</b>	<b>294,319,777</b>	<b>366,144,009</b>	<b>5,504,034</b>	<b>206,251,064</b>

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**ROAD DEVELOPMENT AUTHORITY**  
**STATEMENT OF RE REVISED BUDGETED REVENUE TO BE GENERATED**  
**DURING THE YEAR 2022**

	Rs.'000				
	Re Revised Budget 2022	Revised Budget 2022	Budget 2022	Actual 2022	Variance
<b>Revenue From Non Exchange Transaction - Note A</b>					
<b>Recurrent Grant</b>					
Voted Funds Received for Maintenance & Improvements Works - Note 1	44,313,080	13,135,000	420,057,994	47,400,427	3,087,347
Voted Funds Received / Receivable for Local Bank Capital & Interest Payment - Note 2	28,082,000	23,292,893	23,292,893	53,263,291	25,181,291
Voted Funds Received for Overheads - Note 3	7,460,500	7,460,500	7,950,000	8,005,468	544,968
	<b>79,855,580</b>	<b>43,888,393</b>	<b>451,300,887</b>	<b>108,669,186</b>	<b>28,813,606</b>
<b>Capital Grant to Property Plant &amp; Equipment -Note B</b>					
Marine Drive Extension up to Panadura	200,000	200,000	550,000		(200,000)
Marine Drive Extension up to Panadura	300,000	300,000	450,000		(300,000)
Land Acquisition for Completed & On going Projects	3,700,000	4,500,000	9,810,000		(3,700,000)
Acquisition of Capital Assets	40,000	40,000	50,000	8,040	(31,960)
Capital Repayments CKE & Others	5,058,996	818,874	818,874		(5,058,996)
Development of 100,000 km of alternative roads to access main roads and expressways	15,400,000	-	24,817,006		(15,400,000)
Grant related to the Completed Expressway Transferred	100,000	100,000	100,000	1,418,483	1,318,483
Grant related to the Roads & Bridges Transferred from the projects	300,000,000	300,000,000	300,000,000	6,748,161	(293,251,839)
Grant related to the Land Transferred from the projects				2,091	2,091
Grant related to Settlement of Borrowing Cost related to on going Projects	11,720,685	21,555,736	20,736,862	9,806,048	(1,914,637)
Grant related to the Motor Vehicle Transferred from the Projects	500,000	500,000	500,000	295,550	(204,450)
Grant related to Motor Bicycles Transferred from the Projects	50,000	50,000	50,000	1,725	(48,275)
Grant related to Intangible Assets from the Projects	1,411,253				(1,411,253)
					(750,000)
Grant related to Buildings Transferred from the Projects	750,000	750,000	750,000		
	<b>339,230,934</b>	<b>328,814,610</b>	<b>358,632,742</b>	<b>18,280,098</b>	<b>(320,950,836)</b>
<b>Revenue From Exchange Transaction - Note C</b>					
Value of Work Done Clients	472,270	472,270	472,270	450,559	(21,711)
Income from Expressways ( Southern , OCH , CKE ,SE & CEP)	8,764,883	12,777,797	11,611,814	8,120,367	(644,516)
Fees for Soil Test	126,000	126,000	126,000	101,984	(24,016)
Consultancy Fees	4,500	4,500	4,500	-	(4,500)
Charges for Supervision	50,000	91,500	91,500	27,748	(22,252)
Charges for Transport	500	500	500	1,373	873
Road Reinstatement Fees	95,000	95,000	95,000	70,014	(24,986)
Miscellaneous Services	100	100	100	-	(100)
Road Survey Income	500	500	500	159	(341)
Design Fees	500	1,000	1,000	-	(500)
Fees for Borehole investigation	1,000	5,000	5,000	-	(1,000)
Fees for Environment Impact Assessment	100	100	100	-	(100)
Hire Charges & Rent	289,010	697,300	697,300	410,885	121,875
Interest	518,000	203,000	203,000	1,413,309	895,309
Overhead Recoveries	20,000	9,000	9,000	33,222	13,222
Casting Yard-External Sales	1,000	1,200	1,200	2,150	1,150
Inter Locking Concrete Blocks-External Sales	150	-	-	108	(42)
Asphalt Plant-External Sales	1,200	1,200	1,200	5,536	4,336
Other Income	160,100	84,500	84,500	327,362	167,262
Sale Proceeds on Disposal of Property Plant & Equipment	50,000	5,000	5,000		(50,000)
	<b>10,554,813</b>	<b>14,575,467</b>	<b>13,409,484</b>	<b>10,964,776</b>	<b>409,963</b>
<b>Voted Funds Received for Maintenance &amp; Improvements Works - Note 1</b>					
Survey & Investigation, Weak Bridges & Others	587,080	535,000	1,615,000	798,799	211,719
Road Maintenance Works	3,000,000	3,000,000	10,000,000	2,492,471	(507,529)
Road Widening & Improvement Works Funded by line Ministry Votes	3,600,000	3,600,000	10,260,000	1,259,050	(2,340,950)
Development of 100,000 km of alternative roads to access main roads	34,600,000	-	375,182,994	41,626,750	7,026,750
Road Widening & Improvement Works Funded by Other Ministries Votes					-
Construction of rural Bridges using Old Bridge Component	1,496,000	6,000,000	23,000,000		(1,496,000)
Rural road Reawakening Programme ( Maganeguma)	1,030,000			1,223,357	193,357
	<b>44,313,080</b>	<b>13,135,000</b>	<b>420,057,994</b>	<b>47,400,427</b>	<b>3,087,347</b>
					Cont...

Rs.'000					
	Re Revised Budget 2022	Revised Budget 2022	Budget 2022	Actual 2022	Variance
<b>Voted Funds Received / Receivable for Local Bank Capital &amp; Interest Payment - Note 2</b>					
Funds Received/Receivable for Local Bank Interest	28,082,000	23,292,893	23,292,893	48,974,915	20,892,915
Funds Received/Receivable for Local Bank Capital Repayment				4,288,376	4,288,376
	<b>28,082,000</b>	<b>23,292,893</b>	<b>23,292,893</b>	<b>53,263,291</b>	<b>25,181,291</b>
<b>Voted Funds Received for Overheads - Note 3</b>					
Road Development Authority Overhead	7,460,500	7,460,500	7,950,000	8,005,468	544,968
	<b>7,460,500</b>	<b>7,460,500</b>	<b>7,950,000</b>	<b>8,005,468</b>	<b>544,968</b>
<b>Revenue</b>					
<b>R-1 Expressway Income - Annex IV</b>					
Expressway Income	2,748,974	7,066,677	6,794,887	649,514	(2,099,460)
	<b>2,748,974</b>	<b>7,066,677</b>	<b>6,794,887</b>	<b>649,514</b>	<b>(2,099,460)</b>
<b>Southern Expressway , OCH ,CKE , SE &amp; CEP</b>					
Income	8,764,883	12,777,797	11,611,814	8,120,367	(644,516)
Less Overhead & Maintenance Expenses	(3,522,756)	(3,010,804)	(2,298,783)	(3,092,701)	430,055
Salaries & Wages EMU	(2,349,023)	(2,181,351)	(2,069,979)	(2,298,443)	50,580
Depreciation	(144,130)	(518,965)	(448,165)		144,130
Taxes				(2,079,709)	(2,079,709)
	<b>2,748,974</b>	<b>7,066,677</b>	<b>6,794,887</b>	<b>649,514</b>	<b>(2,099,460)</b>
<b>R-2 Construction Works - Clients'</b>					
Value of Work done	472,270	472,270	472,270	450,559	(21,711)
Development & Maintenance Work	(446,274)	(446,274)	(446,274)	(380,095)	66,179
Surplus from Clients' Work	<b>25,996</b>	<b>25,996</b>	<b>25,996</b>	<b>70,464</b>	<b>44,468</b>
<b>R-3 Fees for Services</b>					
<b>R3-1 Net Income from Soil Test</b>	120,000	125,000	125,000	98,260	(21,740)
<b>R3-2 Consultancy Fees</b>	4,000	4,000	4,000	-	(4,000)
<b>R3-3 Net Supervision Fees</b>	35,000	81,500	81,500	6,019	(28,981)
Charges for Transport	500	500	500	1,373	873
<b>R3-4 Net Road Reinstatement Fees</b>	55,000	85,000	85,000	30,969	(24,031)
<b>R3-5 Net Design Fees</b>	400	900	900	-	(400)
Miscellaneous Services	100	100	100		(100)
<b>R3-6 Road Survey Fees</b>	-	300	300	-	-
<b>R3-7 Fees for Environment Impact Assessment</b>	90	90	90	-	(90)
<b>R3-8 Fees for Borehole Investigation</b>	200	4,000	4,000	-	(200)
	<b>215,290</b>	<b>301,390</b>	<b>301,390</b>	<b>136,621</b>	<b>(78,669)</b>
<b>R-3-1 Net Income from Soil Test</b>					
Fees for Soil Test	126,000	126,000	126,000	101,984	(24,016)
Less Testing Expenses	(6,000)	(1,000)	(1,000)	(3,724)	2,276
	<b>120,000</b>	<b>125,000</b>	<b>125,000</b>	<b>98,260</b>	<b>(21,740)</b>
<b>R-3-2 Net Consultancy Fees</b>					
Consultancy Fees	4,500	4,500	4,500	-	(4,500)
Less Expenses on Consultancy Fees	(500)	(500)	(500)	-	500
	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>-</b>	<b>(4,000)</b>
<b>R-3-3 Net Supervision Fees</b>					
Supervision fees	50,000	91,500	91,500	27,748	(22,252)
Less expenses	(15,000)	(10,000)	(10,000)	(21,729)	(6,729)
	<b>35,000</b>	<b>81,500</b>	<b>81,500</b>	<b>6,019</b>	<b>(28,981)</b>
<b>R-3-4 Net Road Re- Statement Fees</b>					
Road Re- Statement Fees	95,000	95,000	95,000	70,014	(24,986)
Less Expenses	(40,000)	(10,000)	(10,000)	(39,045)	955
	<b>55,000</b>	<b>85,000</b>	<b>85,000</b>	<b>30,969</b>	<b>(24,031)</b>
<b>R-3-5 Net Design Fees</b>					
Fees	500	1,000	1,000	-	(500)
Less Expenses	(100)	(100)	(100)	-	100
	<b>400</b>	<b>900</b>	<b>900</b>	<b>-</b>	<b>(400)</b>
<b>R-3-6 Net Fees for Road Survey Income</b>					
Fees	500	500	500	159	(341)
Less Expenses	(200)	(200)	(200)	(159)	341
	<b>-</b>	<b>300</b>	<b>300</b>	<b>-</b>	<b>-</b>
					Cont...

Rs.'000					
	Re Revised Budget 2022	Revised Budget 2022	Budget 2022	Actual 2022	Variance
<b>R-3-7 Net Fees for Environment Impact Assessment</b>					
Fees	100	100	100	-	(100)
Less Expenses	(10)	(10)	(10)	-	10
	90	90	90	-	(90)
<b>R-3-8 Net Fees for Borehole Investigation</b>					
Fees	1,000	5,000	5,000		(1,000)
Less Expenses	(800)	(1,000)	(1,000)		800
	200	4,000	4,000	-	(200)
<b>R-4 Hire Charges &amp; Rent</b>					
Hire of Plant & Machinery	17,000	17,000	17,000	8,595	(8,405)
Hire Charges Others	100	100	100	8,310	8,210
Rental on Hoardings	75,000	130,000	130,000	82,664	7,664
Rent Quarters	19,500	19,500	19,500	20,617	1,117
Circuit Bungalow	2,000	2,000	2,000	3,229	1,229
Lease Rent- Land	1,000	25,000	25,000	5,803	4,803
Rental Income Land Handed to effected parties				5	5
Lottery outlet Charges	1,000	1,600	1,600	868	(132)
Lease Rent - Gantries	10,000	75,000	75,000	16,869	6,869
Rental TV Cable Network	150,000	337,000	337,000	252,129	102,129
Rental Telephone Booth				3	3
Rental on Subway	6,000	77,000	77,000	6,691	691
Banner Charges	6,000	12,000	12,000	2,209	(3,791)
Rental Maganeguma Mahamedura Building	500	1,000	1,000	657	157
Rental on Buildings	100	100	100	-	(100)
Income from Trade Stoles	800			2,236	1,436
Rent income Land handed to effected parties	10				(10)
	289,010	697,300	697,300	410,885	121,875
Less					
Expenses on PMR				(4,542)	(4,542)
	289,010	697,300	697,300	406,343	117,333
<b>R-5 Interest Income</b>					
Interest on Temporary Surplus Money	500,000	185,000	185,000	1,397,624	897,624
Interest Others	3,000	3,000	3,000	2,714	(286)
Interest on Staff Loans	15,000	15,000	15,000	12,971	(2,029)
	518,000	203,000	203,000	1,413,309	895,309
<b>Overhead Recoveries</b>					
<b>R- 6 Overhead Recoveries F A Projects</b>	20,000	9,000	9,000	33,222	13,222
	20,000	9,000	9,000	33,222	13,222
<b>R-7 Income from Casting Yard</b>					
External Sales	1,000	1,200	1,200	2,150	1,150
Less					
Cost of External Sales of Casting Yard	(800)	(200)	(200)	(1,571)	(771)
	200	1,000	1,000	579	379
<b>R-8 Income from Inter Locking Concrete Blocks</b>					
External Sales	150	-	-	108	(42)
Less					
Cost of Sales - External Sales	(120)			(90)	30
	30	-	-	18	(12)
<b>R- 9 Income from Asphalt Plant</b>					
External Sales	1,200	1,200	1,200	5,536	4,336
Less					
Cost of Sales	(1,000)	(200)	(200)	(10,414)	(9,414)
Gross Profit	200	1,000	1,000	(4,878)	(5,078)
<b>R-10 Income Others</b>					
Miscellaneous Income	133,100	49,900	49,900	231,657	98,557
Non Refundable Tender Deposit	20,000	12,500	12,500	13,602	(6,398)
Liquidation Damage Recovered	7,000	22,000	22,000	82,003	75,003
Recovery of Overhead Client MRRDP	-	100	100	100	100
	160,100	84,500	84,500	327,362	167,262
Cont...					

**ROAD DEVELOPMENT AUTHORITY**  
**STATEMENT OF RE REVISED BUDGETED EXPENDITURE FOR THE YEAR ENDED 31ST DECEMBER 2022**  
**Rs.'000**

	Re Revised Budget 2022	Revised Budget 2022	Budget 2022	Actual 2022	Variance
<b>PERSONEL EMOLUMENTS</b>					
Salaries & Wages	6,901,569	7,121,453	6,972,743	6,680,656	220,913
EPF & ETF	965,957	1,079,303	1,056,996	961,478	4,479
Gratuity	2,128,836	2,128,836	2,128,836	-	2,128,836
Compensation	13,000	23,382	23,382	820	12,180
Overtime & Holiday Pay	375,000	405,076	405,076	260,577	114,423
Leave Encashment , Incentives etc.	104,752	119,797	476,483	411,501	(306,749)
	<b>10,489,114</b>	<b>10,877,846</b>	<b>11,063,515</b>	<b>8,315,032</b>	<b>2,174,082</b>
Supplies & Consumables Used	137,000	137,000	137,000	88,816	48,184
<b>OTHER ADMINISTRATIVE EXPENDITURE</b>					
Trainning Allowance	5,000	5,000	5,000	1,462	3,538
Medical Insurance	15,000	15,000	15,000	7,359	7,641
Travelling & Transport	151,000	185,175	185,175	89,676	61,324
Human Resource Development	5,000	15,000	15,000	1,450	3,550
Fees & Other Allowance	15,000	15,000	15,000	12,415	2,585
Communication	85,000	85,000	85,000	58,473	26,527
Rent Rates & Taxes	34,243	24,000	24,000	39,999	(5,756)
Utilities & Others	173,700	199,200	199,200	132,228	41,472
Fuel & Lubricant	369,000	176,000	176,000	238,464	130,536
License & Insurance Vehicles	30,000	30,000	30,000	23,171	6,829
Repair and Maintenance - Vehicles	163,000	163,000	163,000	132,810	30,190
Others	76,000	233,000	233,000	62,326	13,674
Audit Fees	4,000	4,000	4,000	2,300	1,700
Bank Charges	4,000	4,000	4,000	2,983	1,017
Input VAT Disallowed	25,000	25,000	25,000	26,607	(1,607)
Stamp Fees	700	700	700	30	670
Ceremonial Charges	-	400	400	-	-
Social Security Contribution Levy	7,637			6,893	744
Surcharges & Fines				-	-
Retention written Back					-
Valuation Charges Building				1,538	(1,538)
Valuation Charges Road Reservation					-
Liquidated Damages written back prior years					-
Expenses of Day care Centre				2,144	(2,144)
Payment of Deposit Written off				75	(75)
	<b>1,163,280</b>	<b>1,179,475</b>	<b>1,179,475</b>	<b>842,403</b>	<b>320,877</b>
<b>FINANCE COST</b>					
Interest on Local Bank Loans	28,082,000	24,648,096	23,292,893	52,621,536	(24,539,536)
	<b>28,082,000</b>	<b>24,648,096</b>	<b>23,292,893</b>	<b>52,621,536</b>	<b>(24,539,536)</b>

## ROAD DEVELOPMENT AUTHORITY

### Statement of Re Revised Expressway Income & Expenditure for the year ended 31/12/2022

	Rs '000				
	Re Revised Budget 2022	Revised Budget 2022	Budget 2022	Actual 2022	Variance
<b>Income</b>					
- User Income	8,000,000	12,412,118	11,249,220	7,737,388	(262,612)
ETC income	291,000	291,000	291,000	301,156	10,156
- Towing Income	50,000	23,718	22,769	43,296	(6,704)
- Accident Damages Recovery	30,000	47,961	45,825	38,527	8,527
- Solar power	1,500	3,000	3,000	-	(1,500)
	<b>8,372,500</b>	<b>12,777,797</b>	<b>11,611,814</b>	<b>8,120,367</b>	<b>(252,133)</b>
<b>Expenditure</b>					
<b>Personal Emoulements</b>					
Salaries & Wages	1,498,572	1,266,251	1,266,118	1,488,855	9,717
EPF	172,208	161,707	161,683	182,104	(9,896)
ETF	43,052	40,421	40,421	45,141	(2,089)
Gratiuity	90,273	90,273	90,273	49,940	40,333
Bonus	26,150	24,451	24,451	34,241	(8,091)
Medical Leave/Leave Encashment	2,000	98,141	98,141	87,019	(85,019)
Compensation	700	700	700	-	700
Overtime	515,360	499,406	388,192	411,143	104,217
	<b>2,348,315</b>	<b>2,181,350</b>	<b>2,069,979</b>	<b>2,298,443</b>	<b>49,872</b>
<b>Maintenance Expenditure</b>					
Greenary Works	-	-	-	16,001	(16,001)
Road Maintenance	958,118	1,026,068	722,533	675,987	282,131
Periodic Maintenance	-	-	-	92,809	(92,809)
	<b>958,118</b>	<b>1,026,068</b>	<b>722,533</b>	<b>784,797</b>	<b>173,321</b>
<b>Stationery &amp; Office Requisites</b>	149,510	114,110	37,689	72,670	76,840
Trainning	3,100	3,612	-	200	2,900
<b>Rent</b>	-	37	-	490	(490)
Rates & Taxes	52	-	-	67	(15)
Trainee Allowance	2,062	-	-	-	2,062
Fees & Other Allowance	1,745	-	-	-	1,745
Travelling & Hire charges	283,154	262,118	182,472	300,231	(17,077)
Communication	56,129	49,103	19,139	18,838	37,291
Fuel	416,276	185,796	163,775	260,670	155,606
Utility	617,213	406,096	326,992	160,242	456,971
Others	217,660	290,238	285,096	133,570	84,090
Repir & Maintenance Others	129,693	138,382	102,956	54,920	74,773
Repair & Maintenance Vechicles	146,898	169,170	163,477	73,822	73,076
Facilities to Police	449,496	320,074	248,654	165,484	284,012
Bank Charges	12,500	11,000	11,000	11,949	551
Finnace Cost	-	-	-	964,293	(964,293)
Social Security Contribution Levy	54,781	-	-	49,638	5,143
Ceremonial Charges	-	-	-	80	(80)
Compensation for Property Damage	3,000	-	-	-	3,000
Survey Charges	1,500	-	-	-	1,500
ETC Transaction cost & Discount	35,000	35,000	35,000	40,740	(5,740)
<b>Overhead Total</b>	<b>2,579,769</b>	<b>1,984,736</b>	<b>1,576,250</b>	<b>2,307,904</b>	<b>271,865</b>
<b>Depreciation</b>	460,011	518,965	448,165	-	460,011
<b>Total Cost</b>	<b>6,346,213</b>	<b>5,711,119</b>	<b>4,816,927</b>	<b>5,391,144</b>	<b>955,069</b>
<b>Net Profit from Expressways before Taxes</b>	<b>2,026,287</b>	<b>7,066,678</b>	<b>6,794,886</b>	<b>2,729,223</b>	<b>(702,936)</b>
<b>Income Tax Expenses</b>	1,507,050	-	-	663,847	843,203
<b>Surcharge Tax</b>	-	-	-	1,415,862	(1,415,862)
<b>Net Profit from Expressways after Taxes</b>	<b>519,237</b>	<b>7,066,678</b>	<b>6,794,886</b>	<b>649,514</b>	<b>(130,277)</b>



## 5.2 Financial Highlights in the preceding 10 year

	<b>2013 (Rs.)</b>	<b>2014 (Rs.)</b>	<b>2015 (Rs.)</b>	<b>2016 (Rs.)</b>	<b>2017 (Rs.)</b>	<b>2018 (Rs.)</b>	<b>2019 (Rs.)</b>	<b>2020 (Rs.)</b>	<b>2021 (Rs.)</b>	<b>2022 (Rs.)</b>
<b>Operating Results</b>										
Total Revenue	44,999,961,351.44	40,382,468,363.58	52,879,800,916.99	66,289,619,746.08	63,615,369,643.11	80,039,046,418.81	212,217,642,699.81	265,216,157,928.18	171,677,451,204.58	130,031,693,825.42
Total Expenditure	44,452,786,153.44	45,345,146,059.11	51,085,027,310.88	58,417,483,138.25	63,181,072,476.92	56,902,102,756.63	70,068,579,519.53	80,226,665,354.54	92,305,899,213.58	123,931,061,169.76
Surplus/(Deficit) for the period before Income Tax	547,175,198.00	(4,962,677,695.53)	1,794,773,606.11	7,872,136,607.83	434,297,166.19	23,136,943,662.18	142,149,063,180.28	184,989,492,573.64	79,371,551,991.00	6,100,632,655.66
Income Tax	353,814,768.00	601,094,090.00	1,070,067,047.03	1,181,650,040.16	241,754,236.00	1,681,047,137.00	2,239,532,755.09	1,552,108,597.00	506,970,884.00	612,567,309.00
Balance Surplus/ (Deficit) for the year after Deferred Tax	193,360,430.00	(5,563,771,785.53)	724,706,559.08	6,690,486,567.67	192,542,930.19	21,197,731,364.18	139,992,081,679.19	183,366,721,498.64	78,877,079,697.00	5,504,033,568.66
<b>Capital Employed</b>										
Paid Up Capital ( Government Contribution)	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
Other Component of Equity	132,563,886,735.76	184,208,805,112.92	174,149,124,583.38	216,708,304,049.98	216,936,259,651.43	2,939,125,500.02	1,427,619,575.59	2,517,138,957.06	4,572,623,600.96	5,730,024,265.92
Accumulated Surplus/ (Deficit)	(8,012,311,811.23)	(13,576,083,596.76)	(13,001,990,533.34)	(7,984,125,607.67)	(7,828,012,296.43)	300,836,617,346.69	487,835,037,110.57	686,795,372,147.52	773,932,201,687.25	779,436,235,255.91
Total Borrowings	33,728,021,979.49	110,271,842,038.18	132,959,378,712.63	136,685,672,486.85	168,605,341,129.35	195,260,873,439.90	218,942,412,588.85	289,533,769,153.21	268,312,979,375.70	264,893,659,984.72
	<b>158,280,596,904.02</b>	<b>280,905,563,554.34</b>	<b>294,107,512,762.67</b>	<b>345,410,850,929.16</b>	<b>377,714,588,484.35</b>	<b>499,037,616,286.61</b>	<b>708,206,069,275.01</b>	<b>978,847,280,257.79</b>	<b>1,046,818,804,663.91</b>	<b>1,050,060,919,506.55</b>
<b>Assets Employed</b>										
Non Current Assets	162,165,722,166.09	280,350,562,686.53	293,150,759,131.41	340,560,200,987.76	354,254,389,916.45	445,695,375,020.26	690,186,740,685.80	974,054,754,383.53	1,126,140,065,994.74	1,129,720,173,414.09
Current Assets	16,504,762,948.60	25,615,095,295.44	24,829,382,818.16	37,620,327,013.76	63,043,470,801.94	89,903,737,906.41	62,804,328,967.21	42,532,455,378.02	53,937,047,011.10	87,971,305,928.61
Total Liability (Excluding Borrowings)	20,389,888,210.67	25,060,094,427.63	23,872,629,186.90	32,769,677,072.36	39,583,272,234.04	36,561,496,640.06	44,785,000,378.00	37,739,929,503.76	133,258,308,341.93	167,630,559,836.15
	<b>158,280,596,904.02</b>	<b>280,905,563,554.34</b>	<b>294,107,512,762.67</b>	<b>345,410,850,929.16</b>	<b>377,714,588,484.35</b>	<b>499,037,616,286.61</b>	<b>708,206,069,275.01</b>	<b>978,847,280,257.79</b>	<b>1,046,818,804,663.91</b>	<b>1,050,060,919,506.55</b>

	<b>2013 (Rs.)</b>	<b>2014 (Rs.)</b>	<b>2015 (Rs.)</b>	<b>2016 (Rs.)</b>	<b>2017 (Rs.)</b>	<b>2018 (Rs.)</b>	<b>2019 (Rs.)</b>	<b>2020 (Rs.)</b>	<b>2021 (Rs.)</b>	<b>2022 (Rs.)</b>
<b>Key Indicators</b>										
Current Ratio	1.00	1.12	0.96	1.05	1.14	2.25	1.23	1.20	1.40	1.11
Quick Assets Ratio (Acid Test)	0.97	1.09	0.93	1.03	1.13	2.23	1.21	1.18	1.37	1.09
Assets Turnover Ratio	0.25	0.13	0.17	0.18	0.15	0.15	0.28	0.26	0.15	0.11
Assets Turnover Ratio (Eliminate the Current Assets)	0.28	0.14	0.18	0.19	0.18	0.18	0.31	0.27	0.15	0.12
Interest Coverage Ratio	0.26	(0.73)	0.16	0.51	0.03	1.33	9.66	13.48	5.42	0.12
ROE -Return on Equity (%)	0.16%	-3.26%	0.45%	3.21%	0.09%	6.98%	28.61%	26.60%	10.13%	0.70%
ROA -Return on Assets (%)	0.11%	-1.82%	0.23%	1.77%	0.05%	3.96%	18.59%	18.04%	6.68%	0.45%
Debt to Equity Ratio (%)	43.45%	79.31%	97.32%	81.19%	99.56%	76.31%	53.90%	47.48%	51.58%	55.09%
Debt Ratio (%)	30.29%	44.23%	49.32%	44.81%	49.89%	43.28%	35.02%	32.19%	34.03%	35.52%
Equity Ratio (%)	69.71%	55.77%	50.68%	55.19%	50.11%	56.72%	64.98%	67.81%	65.97%	64.48%



Chairman

Road Development Authority

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

**1. Financial Statements**

**1.1 Qualified Opinion**

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

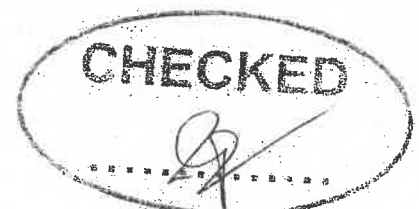
In my opinion, except for the effects of the matters described in the basis for Qualified Opinion section of my report, the accompanying financial statements give a true and fair view of the financial position of the Authority as at 31 December 2022, and its financial performance and its cash flows for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

I certify that the English translation is correct.

Name D. G. G. M. Doluweera

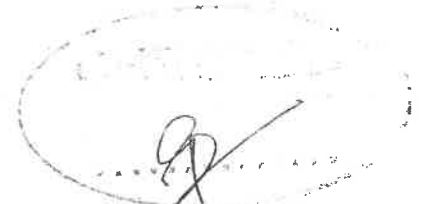
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Date 27/11/2023



## 1.2 Basis for Qualified Opinion

- (a) According to paragraph 25 of Sri Lanka Public Sector Accounting Standard No. 02, loans given to staff should be mentioned under investment activities, but the net result of Rs. 13.06 million loans given and recovered for the staff during the year under review had been mentioned under the changes of working capital.
- (b) 134 vehicles with a cost of Rs. 503.5 million, 94 buildings with a cost of Rs. 50.4 million and ferry boats and containers with a cost of Rs. 111.5 million belonging to the authority had been fully depreciated till 01 January 2021. However, the said assets were still being used by the authority, but the required disclosures in the financial statements of those assets were not made in accordance with Public Sector Accounting Standard No. 07 and according to Public Sector Accounting standard No. 03, the estimated error on the effective life of those assets had not been corrected and adjusted in the financial statements.
- (c) According to paragraph 42 of Sri Lanka Public Sector Accounting Standard No. 07, after identified as an asset, the fair value of an item of property, plant and equipment should be accounted when it can be measured reliably, but the value of the 271 motor vehicles in use by the authority at the end of the year under review had not been disclosed in the financial statements.
- (d) According to paragraphs 43 and 51 of Sri Lanka Public Sector Accounting Standard No. 07, the fair value of property items should generally be assessed on market-based evidence and the asset class itself should be revalued. Although the current market price should be valued by the recognized and relevant professionally qualified assessor, contrary to that, the value of the 1,689 vehicles owned by the authority was indicated in the financial statements as Rs. 7,108.9 million based on the cost and insured value by the insurance company.
- (e) According to section 58 of Sri Lanka Public Sector Accounting Standard No. 07, when the effective life of the main components of the entity's property, property, plant and equipment which are differed from those components should be depreciated on a different depreciation

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rate. However, the depreciation rates for various elements including bays, road banks, road surfaces, road signs which represent 63 percent of the authority's total assets have not been determined by the end of the year under review and that had been depreciated at the same rate of depreciation. Accordingly, it was observed that the real value of those assets is not represented by the financial statements.

- (f) According to paragraph No. 51 of Sri Lanka Public Sector Accounting Standard No. 07, the asset class itself should be recalculated in the revaluation of assets, but contrary to that, out of the 632 buildings belonging to the authority, only 262 buildings had been audited and accounted by the end of the year 2022.
- (g) According to paragraph 09 of Sri Lanka Accounting Standard No. 13, it was not indicated that the value of 20 shop rooms located in Borella tunnel and 02 controlled companies of land leased amounting to Rs. 40 million to be recognized as an investment asset in the financial statements as investment assets.
- (h) According to paragraph 16 of Sri Lanka Accounting Standard No. 14, details of related parties and transactions with related parties were not disclosed in the financial statements.
- (i) According to paragraph 30 of Sri Lanka Accounting Standard No. 16, client contract revenue should be recognized on the stage of completion, but contrary to that, the authority had recognized Rs. 107.28 million as income on the basis of fully completed work in the year under review.
- (j) According to paragraph 141 (m) of the Sri Lanka Accounting Standard No. 19, discount ratio on the main life assumptions used at the reporting date in calculating employee benefits, the basis on which the discount rate was determined and the expected rate of salary increases in the calculation of employee benefits should be disclosed in the financial statements, but such disclosures had not been made in the financial statements.
- (k) The accuracy of the relevant values could not be verified in the audit due to that the detailed sub documents related to verifying the balances of the Acroew items worth Rs. 242.2 million included in the financial statements were not submitted to the audit.

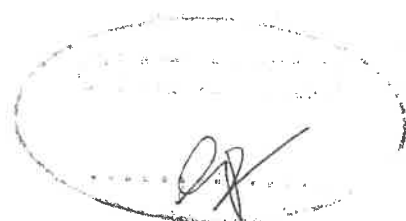


Accordingly, it was observed that recognition of income and recognition as expenses in two periods is contrary to the concept of adjustment.

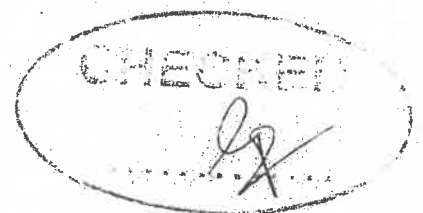
- (l) The Rural Road Project unit had implemented the project to rehabilitate 100,000 km of alternative roads at national, regional and rural levels funded by local banks under the regular purview of the Road Development Authority. Under the project, Rs. 125,586 million spent on partially completed non-national highway roads as at 31 December of the year under review was recognized as work in progress. The notes to the financial statements had revealed that these constructions would be written off as expenses after fully completion and the impact on the surplus or deficit of the authority due to these expenses would be offset by the grant of the treasury to repay the loan taken for the project.

Furthermore, it was observed that due to these capital expenditures are written off as recurrent expenditures by the authority, although they are indicated as capital assets in the government accounts, they are not transferred to the institutions that hold the custody of the assets.

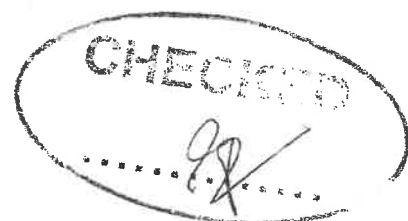
- (m) Although the total distance of A and B grade highways belonging to the authority is 12,225 km, when the capitalization of national highways was started from the year 2018 only 3,267 km belonging to 285 roads have been capitalized as at 31 December 2022. Accordingly, the value for the distance of 8958 km belonging to the A and B grades owned by the Road Development Authority was not indicated in the financial statements and this was 73 percent of the total road system mileage as at 31 December 2022.
- (n) 284 Km of highways had been completed as at 31 December 2022 and the construction had been done by the projects implemented by the foreign grant given to the line ministry through the treasury. Rs. 767,630 million of the total construction value of highways had been capitalized under the assets of the authority at the end of the year under review and credited to the state grant account. However, the written consent/ approval given by the treasury to the Road Development Authority for the accounting were not submitted to the audit.



- (o) Due to non-accounting of 07 acres of land purchased by the authority for the resettlement of displaced persons during road development activities, a computer information system purchased on various occasions, 25 motorcycles and 22 vehicles under the fixed assets, the assets of the authority was under calculated by Rs. 263.36 million.
- (p) According to the financial statements of 08 foreign aid projects, due to the fixed assets of costing to Rs. 34,044.46 million, which were handed over to the authority as at 31 December 2022, was not revalued and indicated in the financial statements of the authority, the fixed assets value had been under calculated.
- (q) A difference of Rs. 145.96 million was observed between the respective values due to that the value of the asset schedules submitted for audit was Rs. 815.74 million in relation to the assets of Rs. 961.71 million including buildings and machinery which were purchased mentioned in the financial statements submitted as at the end of the date of the year under review.
- (r) Although the financial statements of the authority disclosed that the authority has a direct controlling interest power of 99 percent of Maganeguma Emulsion Company, the share certificates for that were not submitted to the audit and it was observed that the authority haven't a consistent representation in the Board of Directors of the company. Further, it was mentioned in the financial statements of the authority that an investment of Rs. 01 million was made in the relevant company in the year 2004, but it was accounted as a loan amount in the financial statements of the relevant company.
- (s) Due to the non-receiving of allocations for the relevant expenditure heads of the line ministry from the treasury as required, the authority had given a total of Rs. 1,964.2 million until 30 September 2022 at the request of the Secretary of the line ministry as a loan of Rs. 494.2 million and Rs. 1,470 million respectively to the Ministry of Highways in the year 2021 and the year under review and the Secretary of the line ministry had given instructions on 05 August 2022 that the relevant amount should be indicated as a loan amount to be received from the General treasury in the accounts of the authority. Accordingly, the authority had accounted the relevant money as receivable from the treasury.



- (t) 07 percent annual interest shall be paid to the relevant compensation holders related to the acquired land during road widening and improvement from the date of issuance of the gazette notification 38(a) to the date of first payment of the compensation amount. Accordingly, the authority had not identified and accounted the total amount of statutory compensation and related interest to be paid as at 31 December of the year under review.
- (u) A difference of Rs. 10.87 million was observed between the balances of the Road Development Authority and Maganeguma Consultancy and Project Management (Pvt) Ltd as at 31 December of the year under review due to the non-performance of the adjustments related to the current accounts between the authority and its managed companies.
- (v) 2,099.41 hectares of land with a cost of Rs. 33,770 million assigned to the authority until 31 December of the year under review by various projects were not recognized as assets and accounted under non-current assets.
- (w) Due to the double counting of 105 vouchers submitted by the authority for the payment of land acquisition, the compensation and interest payable as at 31 December of the year under review had been overestimated by Rs. 34.42 million.
- (x) Although Rs. 2,112.11 million had been given for the construction of rural roads by the end of the year under review by the project of Inclusive Connectivity and development implemented under the World Bank aids for the construction of rural roads under the 100,000 km rural roads development programme in the year 2020-2021, that value had not been mentioned or disclosed in the financial statements of the Authority.
- (y) The land assets had been undervalued due to the non-capitalization of land acquisition amounting to Rs. 1,630.68 million assigned to the authority under the Ruwanpura Expressway Project till 31 December 2022.
- (z) The capitalized land acquisition expenditure under highways as at 31 December 2022 in the financial statements was Rs. 33,815.28 million and according to the information maintained by the Land division, the land acquisition expenditure for highways was Rs. 17,169.51 million. Accordingly, there was a difference of Rs. 16,645.78 million between the financial



statements and the information on land acquisition for projects maintain by the Land division.

- (aa) Although the interest income from fixed deposits and treasury bills during the year under review was Rs. 1334.75 million, the cash flow from investing activities was overstated by Rs. 65.59 million as it was shown under investing activities.
- (ab) The financial statements of the authority, its managed companies of Maganeguma Emulsion Products (Pvt) Ltd, Maganeguma Consultancy Project Management Services (Pvt) Ltd and Highway Transport (Pvt) Ltd have not been consolidated and the consolidated financial statements relating to the group have not been prepared.
- (ac) Due to that a system has not been prepared to be updated in the fixed assets register of the authority in cases where assets that need to be purchased and transferred between projects are purchased for the needs of project implementation on foreign loans and local commercial bank loans, 8,329 units of assets have not been mentioned in the financial statements.
- (ad) Due to that the value of net differed assets was Rs. 65.61 million mentioned under the debtor value as at the ended date of the year under review, the debtor value was overestimated by that value and the value of non-current assets was underestimated.

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 2022 Annual Report of the Authority

The other information comprises the information included in the 2022 Annual Report of the Authority but does not include the financial statements and my auditor's report thereon. Management is responsible for the other information.





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

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

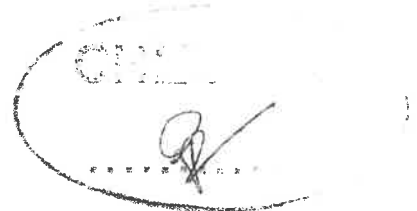
When I read the 2022 Annual Report of the Authority, if I conclude that there are material misstatements therein, I am required to communicate that matter to those charged with governance for correction. If further material uncorrected misstatements are existed those will be included in my report to Parliament in pursuance of provisions in Article 154 (6) of the Constitution that will be tabled in due course.

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

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

In preparing the financial statements, management is responsible for assessing the authority's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intend to liquidate the fund or to cease operations, or has no realistic alternative but to do so.

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



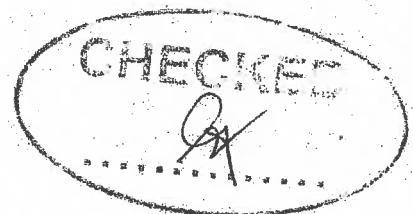
As per Sub Section 16(1) of the National Audit Act No. 19 of 2018, the fund is required to maintain proper books and records of all its income, expenditure, assets and liabilities, to enable annual and periodic financial statements to be prepared of the authority.

### 1.5 Auditor's Responsibility for the Audit of the Financial Statements

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

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

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the management.



- Conclude on the appropriateness of the management's use of the going concern basis of accounting and based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the corporation's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my auditor's report. However, future events or conditions may cause the corporation to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

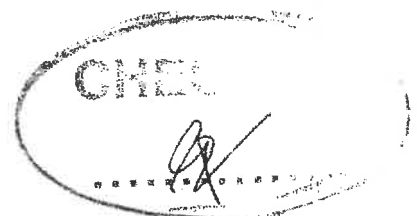
I communicate with those charged with governance regarding, among other matters, significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

## **2. Report on Other Legal and Regulatory Requirements**

2.1 The specific provisions were included about the following requirements in the National Audit Act, No. 19 of 2018.

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

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



- 2.1.3 The financial statements presented includes all the recommendations made by me in the previous year except the audit observations of 1.2(c),(e),(m); (n),(r)(u) and (z) described in the basis for Qualified Opinion section of my report as per the requirement of section 6 (1) (d) (iv) of the National Audit Act, No. 19 of 2018.
- 2.2 Based on the procedures performed and evidence obtained was limited to matters that are material, nothing has come to my attention.
- 2.2.1 Whether that any member of the governing body of the Corporation has any direct or indirect interest in any contract entered into by the Corporation which are out of the normal cause of business as per the requirement of section 12 (d) of the National Audit Act, No. 19 of 2018.
- 2.2.2 Whether that the Corporation has not complied with any applicable written law, general and special directions issued by the governing body of the corporation as per the requirement of section 12 (f) of the National Audit Act, No. 19 of 2018.

#### Reference to Rules / Directive

#### Description

(a) Financial Regulations of the Democratic Socialist Republic of Sri Lanka

i. Regulation No 104 -108

- When a loss occurred, investigations should be initiated to determine the extent and causes of the loss and to identify those responsible. Even though, according to the information submitted to the audit, the action had not been done to identify the losses to the authority and the parties who responsible for the 121 accidents that occurred during the year under review and only 02 preliminary investigations had been conducted.
- The 02 Cabs given to the Maga Neguma Construction Equipment Company by the Road Development Authority were completely damaged due to the rebellions that occurred on 09 May 2022 and although the estimated insurance compensation for that is Rs.27.5 million, the amount had not been received even at the end of the year under review. Further, although the investigations should be

started to determine the extent and causes of the loss and to identify those who responsible according to the Financial Regulations, it had not been done accordingly.

- ii. Financial Regulations 135(4) Although the financial empowerment document should be revised once in a specified period, the authority had not updated that document after the year 2020.
- (b) Section 10 of Chapter VIII of the Establishment Code Although the matters not covered by the Establishment Code regarding the payment of Holiday Pay for working on a public holiday should be asked from the Institutional Director, without that, Holiday Pay had been paid for the officers assigned for office work by considering the total number of hours worked after office hours on the basis of service requirement and calculated for a period of 08 hours as one holiday. Accordingly, Holiday Pay of Rs.6.84 million for the period of January to December 2022 had been paid to the staff officers attached to the Highway Operations, Maintenance and Management Division against the existing provisions.
- (c) Section 20 of the Payment of Gratuity Act No.12 of 1983 The value of provisions for gratuity for the year under review had been over calculated by Rs.1,232.83 million due to the fact that gratuity calculation was done by considering the 12 allowances including road development authority allowance, additional work allowance, adjustment allowance and engineering allowance, which are specialized to the authority and are paid with various objectives in addition to cost of living allowance. Further, an Rs.40.92 million had been over paid during the year under review due to payment of gratuity including unauthorized allowances.
- (d) Public Administration Circular No.02/2018 dated 24 January 2018
- i. Section 1 The authority had not introduced a method of human resource development and had not arranged to sign annual performance contracts for staff or introduce a performance evaluation method.

ii. Section 5

A human resource development plan had not been prepared.

(e) Management Services  
Circulars

i. Paragraph No.04  
Annexure II of Circular  
No.30 dated 22 September  
2006

The Authority had recruited 259 officers for 14 posts without implementing the staff restructuring recommendations submitted by the Department subject to prepare a Scheme of Recruitment according to the terms and guidelines of the Department of Management Services. Rs.56.78 million had been over paid as salary in the year under review due to the payment of salary scales higher than the basic salary of the salary scales approved by the Department of Management Services for these officers.

ii. Circular No.28 (ID) dated  
01 August 2006

The 51 officers for 12 unapproved posts had been recruited by Department of Management Services and paid Rs.23.6 million as salaries during the year under review.

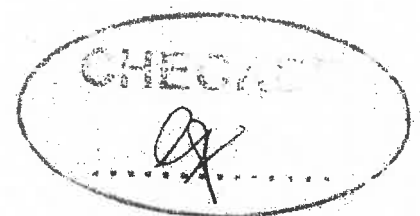
(f) Guidelines for State  
Owned Enterprises dated  
16 November 2021

i. Section 3.2

Although approval of the Board of Directors and the approval of the Department of Management Services with the recommendations of the Line Ministry should have been obtained for the Scheme of Recruitment, such approval had not been obtained for the Scheme of Recruitment of the authority. It was also observed that this situation has been going on since 2005.

ii. Section 3.3

Although the employee needs of each division of the SOE should be indicated in the form of a Human Resource Plan in the strategic plan prepared by the authority, such divisional employee requirements had not been identified.

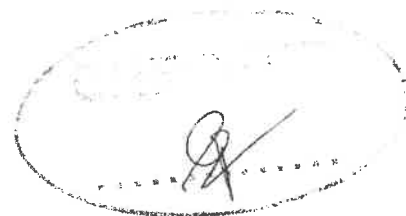


2.2.3 That the powers, duties and functions of the authority have not been performed as per the requirement of Section 12(g) of the National Audit Act No.19 of 2018 except for the following observations.

Powers, Duties and Functions	Observations
(a) Sections 13 and 14 of the National Thoroughfares Act, No.40 of 2008 and Paragraph 07 of the Extraordinary Gazette Notification No.1732/12 dated 18 November 2011	The money collected as Highway tolls should be credited to the fund of the authority, and the funds should be used for the charged development and maintenance of the national highways. Nevertheless, Rs.1,000 million from such collected funds had been given to the Ministry of Highways during the year under review contrary to those facts.
(b) National Thoroughfares Act, No.40 of 2008 i. Section 4(3)	"Action Plan for Integrated Road System Development and Maintenance" specifying the road development projects of the district undertaken by the Road Development Authority, the relevant provincial council, the relevant local government bodies and other agencies had not been prepared.
(c) Cabinet Decision No:CP/05/1711/016/110 dated 03 November 2005	Action had not been taken to establish a Road Maintenance Trust Fund decided by the Cabinet Ministers even at the end of the year under review.

2.2.4 That the resources of the Authority had not been procured and utilized economically, efficiently and effectively within the time frames and in compliance with the applicable laws as per the requirement of section 12 (h) of the National Audit Act, No. 19 of 2018 except for the following observations.

- (a) Arrangements had not been done to collect Rs.50.07 million of arrears from 28 external organizations and 05 private individuals for the rental of machinery owned by the Road Development Authority, the rental of shops, the use of road reserves and the promotion activities on road reserves by the end of the year under review.
- (b) The 290 officers of the Road Development Authority were employed in 18 project offices during the year under review and the Road Development Authority had paid Rs.65.1 million in salary for the relevant staff. However, it was observed that, action



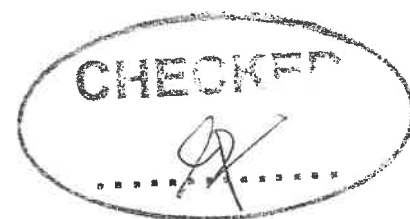


had not been taken to recover the respective salaries even at the end of the year under review and the work of 07 projects out of these 18 projects to be received had been completed by the end of the year under review.

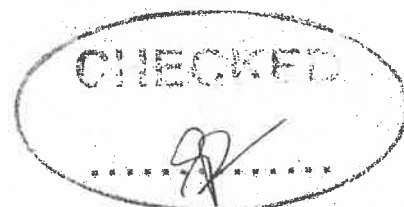
- (c) The authority had re-stated the financial statements for each year from 2019 to 2021 and the income tax payable had decreased by Rs.209.5 million due to this. Accordingly, although the overpaid income taxes should have been reduced, action had not been taken to offset those over payments against to the income tax payables in the year.
- (d) Deferred output tax included in the financial statements of the authority as of 31 December 2022 was Rs.79.58 million and although the sum of the balances that have existed for more than 05 years is Rs.35 million in this balance, action had not been taken to settled the relevant balances until end of the year.
- (e) Although the agreement reached by Road Development Authority with Bank of Ceylon on 18 December 2014 for the charge of electronic toll on the Colombo-Katunayake Expressway has expired on 08 June 2020 and 02 years have passed, action had not been taken to enter in to a new agreement. A total of Rs.19.7 million had been paid to the Bank of Ceylon as transaction cost for 03 years from 2020 to 2022 without a valid agreement.
- (f) According to the decision of the Board of Directors of the Authority, in order to encourage the users of the Electronic Toll Collection System on the Colombo-Katunayake Expressway, it was decided to give a 10 percent discount on the prescribed toll to the users of the road during the first 06 months of switching to the Electronic Toll Collection System. However, due to the implementation of the discount system after that period without approval, the authority had lost a total of Rs.89 million incomes for the 03 years from 2020 to 2022 including Rs.33 million related to the year 2022.
- (g) The Authority had given 19 vehicles worth Rs.228.6 million to the Ministry of Highways and the Prime Minister's Office, and 11 vehicles worth Rs.83.5 million to the Maga Neguma Construction Equipment Company and, Rs.281.35 million had been spent on vehicles from external agencies on rental basis for the duty needs of Expressway in the year under review.
- (h) The staff of the Road Development Authority as of 31 December 2022 was 10,801 and total recurring expenses of Rs.61,778.97 million had been spent during the year under review for those staff as Rs.8,315.03 million for salaries and wages in the year 2022, Rs.842.4 million for administrative expenses and Rs.52,621.53 million for local bank loan interest and loan installments. Accordingly, annual average salaries and wages expenditure per capita had been Rs.0.77 million. Furthermore, although

an provision of Rs.140,294.27 million had been allocated to the Road Development Authority for capital expenditure in 2022, the amount of provision received was Rs.96,008.46 million. Rs.21,231.7 million out of that amount was used to settle the commitments incurred in the year 2021 and the capital expenditure incurred in the year 2022 was Rs.98,225.92 million, and the unsettled expenditure value at the end of the year under review was Rs.23,449.15 million. Due to having to spend about 39 percent of the total expenditure of Rs.160,004.89 million on recurring expenses, the fulfillment of the objectives and role of the Road Development Authority was at a low level and it was observed in the audit that special attention should be paid to the preparation of an effective combine plan and an action plan related to this after a long study.

- (i) Loss of interest income to the Authority was Rs.410.69 million as a result of the authority had given Rs.1,226.43 million that was invested in short-term fixed deposits as of 31 December 2022 to the Ministry according to the request of the Line Ministry. And also, giving cash to Line Ministries without the approval of the Treasury was controversial in the audit.
- (j) The cash deposits and advances given for providing goods and services amounting to Rs.16.5 million during the period from 2011 to 2020 had not been settled or get back. Furthermore, this balance included Rs.5 million which was 50 percent of the expenditure incurred for organizing the opening ceremony of the Southern Expressway in the year 2011.
- (k) According to Section 21(1) of the Pradeshiya Sabhas Act No.15 of 1987, the right of roads and streets within the administrative limits of Pradeshiya Sabha area is owned by that local government entity. Thus, although the expenses incurred by the authority for the repair and development of those roads should have been capitalized to those entities, it was written off as an expense without such capitalization and it was controversial in the audit. In such, Rs.9,218 million incurred for non-RDA roads had been written off as expenses in the year under review.
- (l) According to the financial statements as of 31 December of the year under review, although the cost for the land acquisition for the construction of Expressways was Rs.33,815.28 million, the land division of the authority had not maintain a land register related to that.
- (m) Action had not been taken to recover the Rs.6.19 million that has been paid to members of the technical evaluation committee under the 100,000 km road program in relation to the years 2020, 2021 exceeding the provisions of the 2006 procurement guidelines. Furthermore, the relevant balance included Rs.3.03 million due from an officer who had served and retired from the authority.



- (n) The value of work in progress as on 31 December of the year under review under the weak bridge rehabilitation program was Rs.692.48 million. The contract included in that for the reconstruction of Demodara-Spring Sand Bridge No.13/6 belonging to Uva province worth Rs.50.29 million was started on 05 June 2019 and was scheduled to be completed by 31 March 2020. However, due to late payment of pre-work advance to the contractor to 29 May 2020 and 07 September 2020, the contractor had not completed the relevant work and its physical progress remained at 90 percent by the end of the year under review.
- (o) As of 31 December 2022, under the 100,000 km road development project, the value stated under the work in progress (WIP – Non RDA) as the cost incurred for the rehabilitation of roads not owned by the authority during 2020-2022 was Rs.125,586.76 million. Nevertheless, the documents related to the ongoing works, including the name of the contractor, the contract period, the value and the extension of the contract period were not submitted to the audit.
- (p) The amount retained as of 31 December 2022 was Rs.1,089.73 million in relation to the contracts executed by the authority excluding the 100,000 km road project and the value exceeding 03 years in that balance was Rs.503.66 million. The retention money could have not been released on time due to non-completion of contract work and non-correction of defects by the contractors.
- (q) Rs.175.60 million were withheld due to non-requesting by the contractors out of the retained amount payable as at 31 December 2022, and from this, Rs.12.42 million out of the retained amount of 22.88 million under Deyata Kirula project which has exceeded the defect liability period and the work has not been completed had been proposed to write off as on the end date of the year under review. Furthermore, although the defect liability period of 45 contract projects carried out by the Southern Provincial Regional Office has ended in the years 2017-2021, due to non-issuance of the work completion certificate, the retention money to be paid was Rs.5.72 million and Rs.8.51 million related to 08 contracts had not been settled due to non-availability of funds for payment of retention money.
- (r) Cash deposit balance received from clients for performance of contract work was Rs.2,959.35 million at the end of the year under review. Out of that, the number of contracts which 05 years were exceeded but unfulfilled was 150 and the related balance was Rs.614.94 million. Furthermore, the number of unfulfilled contracts between 3-5 years was 449, and the related balance was Rs.1,015.75 million. It was observed that the delay in the exchange of information related to the contracts with the provincial offices and the weaknesses in the follow-up activities had also led to the non-settlement of these cash deposits. Furthermore, although an amount of Rs.42.96 million overpaid by the Sri Lanka Mahaweli Authority included in this



client deposit balance had been applied for on 16 November 2022, the authority has not confirmed its correctness and the amount had not been settled by the audit date of 10 June 2023.

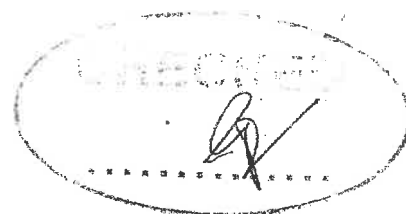
- (s) The value of advances given to contractors by the authority for 10 construction projects was Rs.45,811.79 million and among those values, advances of Rs.15.53 million given in relation to 05 projects were given before the year 2015, and the respective balances had not been settled even at the end of the year under review. Furthermore, a total of Rs.39,976.2 million had been paid in advance for the Central Expressway Project Phase I, Central Expressway Project Phase III and Ruwanpura Expressway Project and work on 03 related projects had been stopped midway. Accordingly, the advance of Rs.45,811.79 million given for starting the work had not been settled.
- (t) According to the agreement reached between the Government of Sri Lanka and the Korea Import and Export Bank on 06 April 2017, it had been decided to provide a loan amount of USD 199.27 million for the Kandy Tunnel construction project and complete the work within a period of 05 years from the date of receiving the loan amount. It had also been decided to obtain the Environmental Impact Assessment Report (EIA) and get the approval of the Central Environment Authority for the same and to prepare an action plan for resettlement before entering into a written agreement regarding obtaining the relevant loan amount. Accordingly, although the contract for the preparation of the Environmental Impact Assessment Report with an estimated value of Rs.95.75 million was handed over to University of Peradeniya on 25 March 2021 and Rs.59.86 million had been paid to the contractor by the end of the year under review, the preparation of the report had not been completed by 31 May 2023. Furthermore, the contract for the preparation of resettlement action plans was handed over to a private company on 04 October 2022 for Rs.8.47 million and although the work should be completed within 04 months according to the contract agreement, the relevant work had not been completed by 30 May 2023. Due to this, the selection of a contractor for the construction under the project could not be started until 31 August 2023.
- (u) The authority had paid Rs.60 million to the National Housing Development Authority for the construction of tourist houses in 2005. Although the work of Rs.44.18 million had been completed out of that amount, the authority had not taken steps to complete the work related to the remaining Rs.15.82 million or to recover the related advance amount by the end of the year under review.
- (v) The Secretary of the Line Ministry had given instructions to the Director General of the Authority on 03 October 2022 to revise and correct the engineering overestimates prepared under the 100,000 km alternate roads rehabilitation program.

Furthermore, the Secretary of the Ministry had informed the audit on several occasions that the overestimated contract estimate values would be revised and the final bills would be paid. However, later, the Director of the Authority General had been instructed by the letter No.MOR&H/SEC/GEN/2022/71 dated 03 October 2022 of Secretary of Ministry to pay the contract value for contracts signed before 27 April 2021 and to pay for contracts signed after that as per the actual work done. Accordingly, the authority's payment of Rs.115,435 million to the contractors by 31 December 2022 based on overestimates was controversial in the audit.

- (w) As on 31 December 2022, the total road distance awarded to contractors under the National, Regional and Rural 100,000 km alternate roads rehabilitation program was 17,847 km and the work that had been completed from that was 6,298 km. The extent in further work in progress was 11,549 km. For these works Rs.142,821 million had been paid at the end of the year under review and the value of outstanding bills as on that date was Rs.16,810 million. To cover these expenses, Rs.43,205 million from local banks, Rs.68,263 million under the Ministry expenditure heads and Rs.35,940 million by issuing treasury bills on two occasions as Rs.31,353 million on 27 December 2022 and Rs.4,587 million on 13 March 2023 had been obtained.
- (x) It was observed that the contract cost was overestimated by Rs.220.91 million due to the price ratios of the main work subjects were overestimated, the raw material transportation distance was more than the actual distance, the project supervision cost and administration cost were mentioned in high rate and inclusion of abnormal values for raw material waste in the preparation of estimates related to 119 roads of 42 road construction projects implemented under the 100,000 km road project in Kurunegala, Polonnaruwa and Nuwara Eliya districts.
- (y) According to Section 21(1) of the Pradeshiya Sabhas Act No.15 of 1987, although it was stated that the Pradeshiya Sabha has the general authority regarding roads and streets within the administrative limits of Pradeshiya Sabha area, Road Development Authority has entered in to a contract to develop these roads under the 100000 km construction program regardless of those provisions and it was revealed during the sample audit conducted on the construction of these roads in Kurunegala district that the written permission had not been obtained from the relevant Pradeshiya Sabhas. Although the authority had sent letters to the Pradeshiya Sabha to return the roads that had been completed, clogged on midway and contracted but work had not started, the respective Pradeshiya Sabhas had refused to accept those roads due to the deficiencies in the road development works.



- (z) The 2481 work orders worth Rs.193,518 million had been given to the Maga Neguma Construction Equipment Company for 6,426km road construction work in the 100,000 km road development project by 31 December 2022 and out of that, work of 4,732.8km roads costing Rs.131,650 million had been started. Among them, the company had undertaken to directly carry out only 71 work orders worth Rs.5,920 million related to 306.97 km of roads. It was as low as 03 percent of the total work order value and contracts for 1,753 work orders costing Rs.125,730 million for the remaining 97 percent work related to 4,425.87 km roads had been given to subcontractors identified as service providers of the company. Furthermore, awarding sub-contracts in this way was contrary to the Board of Directors Paper No:2008/1109 of Road Development Authority and the objective of awarding contract to a state-owned company according to the Cabinet Decision No:CP/20/0731/221/005-1 dated 07 May 2020 had also not been met and about Rs.20,955 millions of government fund had been remitted to private contractors as subcontractors' profits. As well as 351 work orders amounting to Rs.32,736 million had been cancelled by the end of the year under review and the construction works of 306 work orders worth Rs.29,130 million had not been commenced.
- (aa) As per clause 5.4.4 of the Government Procurement Guidelines, pre-work advance of 20 percent of the contract amount may be granted on submission of acceptable advance payment security. But while giving pre-work advance for 1753 contract work orders given to the sub-contractors by Maga Neguma Construction Equipment Company, pre-work advance security was obtained only in relation to 16 work orders. Further, the pre-work advance value to be settled on 31 December 2022 was Rs.1910 million and there was an uncertainty of settlement or recovery of the said amount.
- (ab) The validity period of 26 work advance securities amounting to Rs.590.28 million received from the contractors while providing work advance to the contractors in Matara district had expired at the end of the year under review. However, the responsible officers of the Road Development Authority had not taken actions to extend the validity period of the work advance security related to the roads that have not been completed and the road has been clogged in midway or to take it over to the Road Development Authority. Due to this, the pre-work advance of Rs.398.92 million paid to the contractors was not recovered as of 15 March 2023 which was the date of audit.
- (ac) As revealed during the sample audits, the 74 construction contracts with a cost of Rs.1,735.62 million awarded to Maga Neguma Construction Equipment Company in Kegalle district had not been started and work on 124 roads in Puttalam district had not been started. Also, although Rs.5,291 million on the development of 20 roads in Puttalam district and Rs.377.26 million on the development of 10 roads in

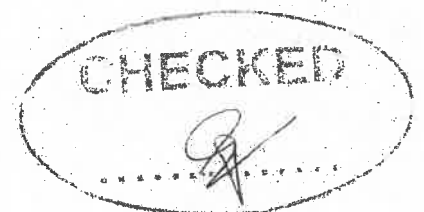


Polonnaruwa district were spent, those constructions and development of 208 roads in Puttalam district had been stopped midway. Due to this, the public using the roads had been inconvenienced and the raw materials brought for the development activities remained unsafe.

- (ad) Due to complete escape of ABC from 10 road development projects with a value of Rs.62.74 million which had been outspread ABC and developed under 02 contract packages in Matara district, it was observed that the roads have become the same as before development and the road has become unusable for traffic. Accordingly, the amount of Rs.17.15 million paid to the contractors had been idle expenses.
- (ae) According to the details submitted by the project offices as on 31 December 2022, the total number of shares of land acquired for 14 projects was 48,427 and under Section 44 of the Land Acquisition Act, the number of shares taken over by the authority at the end of the year under review was 4,543 or only 09 percent of it.

### 2.3 Other Matters

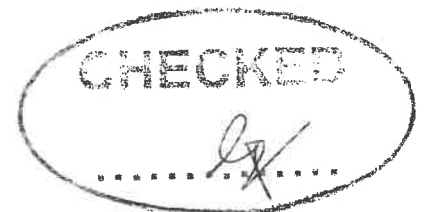
- (a) According to the information provided to the audit, the amount of loans to be repaid from the loans obtained by the local banks as of 31 December 2022 was Rs.356,059.32 million, and the amount of interest that had to be paid to the local commercial banks during the period of 05 years due to taking the loan was Rs.108,970.36 million. Furthermore, as on 31 December of the year under review, the interest to be paid was Rs.37,668.7 million and the loan installment value to be paid was Rs.2,502.3 million.
- (b) Period of installment payment of loans worth Rs.356,059.31 million that had further to be paid as at 31 December 2022 out of the loan amount of Rs.408,541.01 million which was taken by the authority based on a grace period between 2 ½ and 4 ½ years from 07 local commercial banks on 34 occasions on the basis of repayment within a period of 10 to 18 years was further extended and the debt had been restructured by the submitting a Cabinet Memorandum No.MFE/ERD/14/CM/2020/065 dated 13 March 2020. Consultancy fees of Rs.10.80 million were paid to the People's Bank for getting advice related to restructuring and the authority had to pay extra interest amount of Rs.400.74 million on the annual increased interest rate due to debt restructuring.
- (c) The Cabinet had given approval to take loans from local banks for the development of the second phase of the Central Expressway project from Mirigama to Kurunegala, payment of arrears, to pay compensation for the acquisition of land in phase I, II and III of that road according to the Cabinet Decision No.CP./19/2547/119/068-1 dated 25 September 2019 and No.CP/19/1983/119/068 dated 07 August 2019. On the basis of payment of loan installments and loan interest





using the cash collected from the expressway based on the ability to repay, Rs.4,312 million from the Bank of Ceylon on 18 November 2019 and Rs.3,688 million from the People's Bank on 04 October 2019 totaling to Rs. 8,000 million loan amount had been taken. The remaining outstanding loan balances were Rs.2,084 million and Rs.1,720.68 million respectively by 31 December 2022. Accordingly, the loan installment paid from the income of the Expressway was Rs.4,195 million, and the amount of interest paid on these loans was approximately Rs.3,000 million. Furthermore, the construction works of Expressway developed using loan amount had stopped midway.

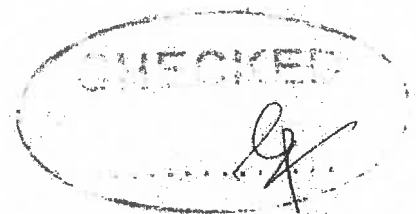
- (d) Rs.36,671.62 million Treasury Bonds had been issued under an interest rate of 22.5 percent due to the inability of the Treasury to make provisions for the settlement of the outstanding amount as of 31 December 2022 as loan interest and installment for the loan amount obtained from the local banks. Furthermore, besides getting loans from local banks, treasury bills had been issued under an interest rate of 22.5 percent by 31 December 2022 for Rs.32,217.89 million to be paid to 36 contractors in relation to the construction work of 100,000 km road program. Due to the issuance of treasury bills in this way, the government has to bear additional expenses and it was observed that the annual expenses are approximately Rs.15,155.69 million.
- (e) The Highway Transport (Private) Ltd Company belonging to the Authority had not submitted its financial statements for audit since 2016. Also, the audit opinion related to the financial statements submitted from the year 2017 to the year 2019 of the Maga Neguma Construction Equipment Company was disclaimed and an adverse audit opinion was presented for the year 2020.
- (f) According to Section 133 of the Companies Act No. 107 of 2007, although a company should hold the Annual General Meeting of shareholders once every year, its 04 subsidiary companies owned by the authority had not act accordingly.
- (g) In the inter-company accounts maintained to record the transactions between the Road Development Authority and its subsidiary companies, although Rs.107.17 million exceeding 02 years and Rs.314.58 million exceeding 05 years have been shown as payable to the authority, necessary actions had not been taken to settle the respective balances by the end of the year under review.
- (h) As per No.CP/23/0394/608/033 dated 20 March 2023, it has been decided to close down the 04 subsidiary companies owned by the Authority, the going concern of the respective companies was in an uncertain state.



- (i) The annual action plan prepared by the authority for the year 2022 did not show a plan of action to achieve the Sustainable Development Goals and what projects are planned to be carried out under the Sustainable Development Goals identified by the authority, and the related Sustainable Development Goals indicators (SDG Indicators) and Criteria such as the expected performance of those indicators during the year were not included in the annual action plan. Also, the Sustainable Goals expected to be achieved up to the year 2030 had not been specifically identified.
- (j) Although the number of Management Assistant posts allocated by the Administration Division for the staff of Highway Operations, Maintenance and Management Divisions was 81 as on 31 December 2022, the actual number of employees employed in those divisions was 136 on that date. Accordingly, it was observed that 55 employees are working in the respective divisions in excess of the approved number of posts. Furthermore, 24 employees who were appointed by the Director General of Authority as cashiers and watchers in the Highway Operations, Maintenance and Management Division who were working temporarily in Management Assistant positions had not been assigned to the respective permanent positions.
- (k) Although an internal circular issued by the Director General of Authority has instructed not to employ employees recruited on direct labor basis in office work, on the contrary, 106 and 181 direct workers recruited on permanent and casual basis respectively for provincial offices were not used for road maintenance work and had been used for office work.
- (l) According to paragraph 15 of Sri Lanka Public Sector Accounting Standard No.09, although the stock should be shown at the lower of cost and net realizable value, the stock of unusable auto spare parts with cost of Rs. 26.68 million had not been valued according to the standard. From the year 2019, a value equal to the relevant cost was shown as provision for non-moving stocks in the financial statements. Furthermore, although a committee was appointed on 02 January 2020 to dispose of those stocks, the related disposal activities had not been completed by 15 June 2023.

W.P.C. Wickramaratne

Auditor General



Answers given to the audit paragraphs of the Auditor General's report pursuant to section 12 of the National Audit Act No 19 of 2018 regarding the financial statements and other legal and regulatory requirements of the Road Development Authority for the year ended 31 December 2022, actions taken in that regard and current position

## 1.2 Basis for the Qualified Opinion

Para No.	Audit Paragraph	Actions taken and current position
(a)	According to paragraph 25 of Sri Lanka Public Sector Accounting Standard No. 02, although loans given to staff should be mentioned under investment activities, the net result of Rs. 13.06 million value of loans given to staff and recovered during the year under review had been mentioned under the changes of working capital.	As mentioned in section 25 of the Sri Lanka Public Sector Accounting Standard No. 02, Investment activities are the amount of cash flows made to resources in anticipation of their contribution to future service performance of the entity. Accordingly, the granting/ recovery of employee loans by the authority is not an investment for the resources required to perform the future services of the institution. It is mentioned under operating activities as it is done in the operating cycle apart from investments. Therefore, the changes of employee loans are shown under working capital.
(b)	134 vehicles with a cost of Rs. 503.5 million, 94 buildings with a cost of Rs. 50.4 million and ferry boats and containers with a cost of Rs. 111.5 million belonging to the authority had been fully depreciated till 01 January 2021. However, the said assets were still being used by the authority, but according to Public Sector Accounting Standard No. 07, the required disclosures about those assets were not made in the financial statements and according to Public Sector Accounting Standard No. 03, the estimated error on the effective life of those assets had not been corrected and adjusted in the financial statements.	<b>134 vehicles worth Rs. 503.50 million</b> Valuation is being done by a committee consisted with chartered engineers in respect of fully depreciated vehicles and the relevant adjustments are expected to be made for that. As per notification issued by the audit division in the previous years, effective life for vehicles was changed from 10 years to 5 years and hence there is not an error in estimation as you mentioned. <b>94 buildings worth Rs. 50.40 million</b> The total number of buildings that have fully depreciated is 95. Currently, this building class is being assessed through the valuation department. 31 out of these 95 buildings have been assessed and work is being done to account the assessed values received from the valuation department.
(c)	According to paragraph 42 of Sri Lanka Public Sector Accounting Standard No. 07, after recognition as an asset, the fair value of an item of property- related equipment should be accounted when the fair value can be reliable measured, but the value of the 271 motor vehicles in use by the Authority had not been disclosed in the financial statements.	The relevant 271 vehicles have been identified yet and comparisons and the relevant adjustments will be made in the year 2023.
(d)	According to paragraphs 43 and 51 of Sri Lanka Public Sector Accounting Standard No. 07, the fair value of property items should normally be assessed on market-based evidence and the asset class should be revalued. A recognized assessor with relevant professional qualification should have assessed the market price for that purpose, but without doing that, the value of 1689 vehicles owned by the authority was stated in the financial statements as Rs. 7,108.9 million based on the cost and the values insured by the insurance company.	The formal assessed value of the vehicle is determined and the insurance is obtained in order to get the insurance for the vehicles owned by the Road Development Authority. This professional assessment is done by an authority committee consisting of chartered engineers.
(e)	According to section 58 of Sri Lanka Public Sector Accounting Standard No. 07, when the effective lives of the main components of the entity's property, plant and equipment are different from each other, those components	The development of the Assets Valuation System module has been commenced for a systematic approach in the Sri Lanka Road Assets Management System (SLRAMS). Also, work of the consultancy service of the pilot project through the TCAM project has been

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	should be depreciated on a different depreciation rate. However, the depreciation rates for various items including bays, road banks, road surfaces, road signs, which represent 63 percent of the authority's total assets, have not been determined by the end of the year under review and that had been depreciated under the same rate of depreciation. Accordingly, it was observed that the real value of those assets is not represented in the financial statements.	completed. The selected officers of the authority are being trained through this project. The asset audit is to be completed through this system by the end of the year 2024.
(f)	According to paragraph No. 51 of Sri Lanka Public Sector Accounting Standard No. 07, the asset class should be recalculated in the revaluation of assets, but contrary to that, out of the 632 buildings belonging to the authority, only 262 buildings had been audited and accounted by the end of the year 2022.	The same class of buildings owned by the authority is already being assessed by the valuation department. Out of those buildings, 347 buildings have been assessed yet. Valuation of the remaining buildings is also doing. But, accounting of these assets is done on the basis of the date on which the valuation is received from the valuation department. If the valuation department provides assessed values for all these buildings on the same day, the same class of buildings can be accounted on the same day, but in practice this process has already taken 03 years. However, the valuation will be completed by accounting as soon as the valuation is received and the relevant asset class will be formally revalued.
(g)	According to paragraph 09 of Sri Lanka Public Sector Accounting Standard No. 13, the value of 20 shops located in Borella tunnel and investment value of lands rented to 02 controlled companies amounting to Rs. 40 million had not been recognized as an investment asset and not indicated as investment assets in the financial statements	An action will be taken in future regarding the compliance of existing shops in the Borella tunnel as an investment asset.  Maganeguma Consultancy and Management (Pvt) Ltd. has paid taxes to the Road Development Authority till May 2023 for the land acquired on rental basis. Although a draft was prepared to enter into an agreement between the authority and the relevant company, it was not possible to enter into an agreement as the company was proposed to be liquidated. Maganeguma Emulsion (Pvt) Ltd. company informed that the assessed amount given for the recovery of the tax to be charged for the land given on rental basis is not acceptable by the Chairman and Managing Director of the said company by letter No. MNE/GM/064/22 dated 01.12.2022. Since the said company did not accept the valuation report and it was proposed to liquidate the said company, an agreement could not be reached.
(h)	According to paragraph 16 of Sri Lanka Public Sector Accounting Standard No. 14, details of related parties and transactions with related parties were not disclosed in the financial statements.	Related parties will be disclosed in accordance with paragraph 16 of Sri Lanka Public Sector Accounting Standard No. 14.
(i)	According to paragraph 30 of Sri Lanka Public Sector Accounting Standard No. 16, the client contract revenue should be recognized on the stage of completion, but contrary to that, the authority had recognized Rs. 107.28 million as income on the basis of fully completed work in the year under review.	Accounts are made according to section No. 33 of Sri Lanka Public Sector Accounting Standard No. 16 for client works of the Road Development Authority and revenue is recognized according to the amount of client works completed for the period under consideration. The remaining of work completed clients, i.e. the balance money of work completed client deposits to income is implemented annually by the authority and it is disclosed under general note No. 6 in the final financial statement.
(j)	According to paragraph 141 (q) of the Sri Lanka Public Sector Accounting Standard No. 19, although other used quantitative assumptions, including the discount rate on the basic life	The assumptions used in the calculation of employee benefits will be disclosed in future in the financial statements.





	<p>expectancy assumptions used at the reporting date, the basis on which the discount rate was determined and the expected rate of salary increases in the calculation of employee benefits should be disclosed in the financial statements, such disclosure had not been made in the financial statements.</p>	
(k)	<p>The accuracy of the respective values could not be verified in the audit due to that the detailed sub-documents related to verifying the balance of acroew item included in the financial statements were not submitted to the audit.</p>	<p>Rs. 242,286,928.00 worth of acroew items has been submitted to the audit and the values of those items have not been given separately to the authority. Information related to the relevant values has been called from the relevant project and it will be submitted to the audit in future.</p>
(l)	<p>The Rural Road Project unit had implemented the project to rehabilitate 100,000 km of alternative roads at national, regional and rural levels funded by local banks under the regular purview of the Road Development Authority. Under the project, Rs. 125,586 million spent on partially completed not included as national highways as at 31 December of the year under review were recognized as work in progress (WIP). The notes to the financial statements had revealed that these constructions would be written off as expenses after fully completion and the impact on the surplus or deficit of the authority due to these expenses would be offset by the grenat of the treasury to repay the loan taken for the project. Accordingly, it was observed that recognition of income and recognition as expenses in two periods is contrary to the adjustment concept. Further, it was observed that these capital expenditures are written off as recurrent expenditures by the authority, even though they are mentioned</p>	<p>The accounting process related to the 100000 km alternative road rehabilitation project has been disclosed under the accounting policies. Income and expenditure are adjusted to the relevant period. The capital expenditure incurred by the Road Development Authority while handing over the relevant assets to the institutions holding the custody of the assets will be arranged to inform those institutions in advance.</p>
(m)	<p>Although the total distance of highways belonging to A and B grades belonging to the authority is 12,225 km, inly 3,267 km belonging to 285 roads have been capitalized from the year 2018, when the capitalization of national highways, to 31 December 2022. Accordingly, the value for the distance of 8958 km belonging to the A and B grades owned by the Road Development Authority was not mentioned in the financial statements, which was 73 percent of the total distance of the road system as at 31 December 2022.</p>	<p>The following items have been identified as ongoing and proposed actions under the Transport Connectivity and Asset Management Project (TCAMP) as per the proposed action plan for road capitalization.</p> <ol style="list-style-type: none"> <li>(1) The Technical Committee has received approval for the Asset Valuation Manual. One day training programmes were held for the relevant group of officers. The advisory service has successfully completed the pilot project.</li> <li>(2) Lists of road equipment of the respective roads of A, B, AB grades and highways have been entered in SLRAMS.</li> <li>(3) Preparation of mobile application for collecting culverts/ side drains/ other structural information are complete.</li> <li>(4) Creation of asset valuation module in SLRAMS has been completed successfully.</li> <li>(5) Procurement of Ground Penetrating Rader (GRP) is approved by the Technical Evaluation Committee and the project procurement committee. Since it is not possible to complete the procurement activities within the TCAMP project period, the current ICDP (Inclusive Connectivity and Development Project) supported by the World</li> </ol>

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		<p>Bank has been submitted for obtaining the approval of the World Bank for procurement activities.</p> <p>After receiving approval from the World Bank, the procurement activities under the ICDP project are scheduled to be carried out.</p> <p>Other tasks which are essential for road asset assessment and which were proposed but could not be completed during the TCAMP project period (Collection of culverts/ side drains/ other structures information for 6 provinces, using mobile application and collection of right information) needs to be done through another project.</p>
(n)	<p>284 kilometers of highways had been completed as at 31 December 2022 and the construction was done through projects implemented by foreign aid given to the Ministry of Lines through the Treasury. Rs.767, 630 million of the total construction value of highways had been capitalized under the authority's assets and credited to the state grant account at the end of the year under review.</p> <p>However, the written consent/permission given by the Treasury to the Road Development Authority for this accounting was not submitted to the audit.</p>	<p>As per the instructions of the letter No. PED/I/RDA/3/II (i) of 2022.07.25 received from the Department of Public Enterprises in this regard, after the completion of highways and other projects financed by foreign loans, the relevant line ministry will transfer the assets to the Road Development Authority. It has been informed that the transfer should be done legally.</p>
(o)	<p>07 acres of land purchased by the authority for the resettlement of displaced persons during road development activities, a computer information system purchased on various occasions, 25 motorcycles and 22 vehicles were not accounted for as fixed assets and due to that the assets of the authority under calculated by Rs. 263.35.</p>	<p>The information received regarding the land is being checked and the relevant account adjustments will be made in the year 2023.</p> <p>100.15 million rupees are still being verified regarding the related computer systems. Then the relevant adjustments are expected.</p> <p>When transferring the vehicles purchased by the projects to the authority, no entries are made in the authority's books from the stage when the project accounts for the vehicles have been completed. Often the vehicles are depreciated/partially depreciated while being handed over to the authority and the authority does not account for them on cost basis.</p> <p>However, after transfer to the authority, a formal appraisal value will be given before taking insurance for the same. (By a committee consisting of Chartered Engineers) keeping accounts in the books of the Authority based on those values.</p> <p>However, the information related to 22 vehicles and 25 motorcycles worth Rs.135.10 million is to be collected and adjusted.</p> <p>The value mentioned in the audit paragraph is not Rs.263.35 million but Rs. 269.25 million have been answered.</p>
(p)	<p>According to the financial statements of 08 foreign aid projects, as of December 31, 2022, the cost of fixed assets handed over to the authority was Rs. 34,044.46 million and the value of fixed assets was under calculated due to the fact that the fixed assets were not included in the financial statements of the authority.</p>	<p>During the handing over of project assets to the Road Development Authority, arrangements are being made to account for each asset with a value of one rupee.</p> <p>The activities of the EXIM Bank Aided Hunan project will end on 31.12.2023 and according to the recommendations of the committee appointed to complete the projects of the Ministry Secretary, all the assets are being handed over to the Road Development Authority. Also, the values of the assets purchased by the project will be included in the accounts of the</p>

		<p>authority during the preparation of the final accounts on 31.12.2023.</p> <p>During the liquidation of the expressway project from New Kelani Bridge to Athurugiriya, the fixed assets owned by the project have been transferred to the authority under a formal system in accordance with the guidelines issued by the Road Development Authority related to asset management.</p> <p>The transfer of fixed assets to the authority has been done based on net book values by letter No. RDA/EHP/NKBA/ACC/W.Up/03 and dated 23.03.2023 in this regard.</p> <p>Landslide Disaster Prevention Project Office Instrument No. RDA/LDPP/E/7(PMU) has been formally handed over to the Kandy Multimodal Transport Terminal Development Project.</p> <p>Information regarding the relevant capitalization of other projects will be obtained and the relevant capitalization will be done promptly.</p> <p>The values related to the roads of the Landslide Disaster Management Project have been capitalized under roads in August 2023.</p>
(q)	<p>A difference of Rs. 145.96 million was observed between the respective values due to the fact that the value of the asset schedules submitted for audit was Rs. 815.74 million in relation to the assets of Rs. 961.71 million including buildings and machinery which were presented in the financial statements submitted on the last day of the reviewed year.</p>	<p>Discrepancies in the balances of the asset books and the financial statement mentioned herein will be checked and necessary corrections will be made in future.</p>
(r)	<p>It was disclosed that the Authority has a direct control ownership of 99 percent of the Maganeguma Emulsion Company in the financial statements of the Authority, but the share certificates for that were not submitted to the audit and it was observed that the Authority does not have a corresponding representation in the Board of Directors of the company.</p> <p>Although it was mentioned in the financial statements of the authority that an investment of Rs. 01 million was made, it was accounted as a loan amount in the financial statements of the relevant company.</p>	<p>The Board of Directors of Maganeguma Emulsion Company is appointed by the Board of Directors of the Road Development Authority. The members of the Board of Directors of Maganeguma Emulsion Company are composed of officials of the authority as well as external parties.</p> <p>Although the Road Development Authority has requested the stock certificates several times, the said certificates have not yet been received by the authority. However, the amount invested by the authority is mentioned in the books of the authority as a claim investment.</p>
(s)	<p>As per the request of the Secretary of the Ministry of Lines by September 30, 2022, due to the non-receipt of the allocated allocations for the related expenditure heads of the Ministry of Lines, the total sum of Rs. 494.2 million and Rs. 1,470 million in the years 2021 and under review respectively to the Ministry of Highways by 30 September 2022. An amount of Rs. 1,964.2 million was given on loan basis and the Secretary of the Line Ministry had given instructions to show the relevant amount as a loan amount due from the General Treasury in the accounts of the authority on 05 August 2022. Accordingly, the authority had accounted for the</p>	<p>The Secretary of the Ministry to the Secretary of the Ministry of Finance, Economic, Stabilization and National Policy bearing MOH/HWY/Acc18/2022/14 dated 17.02.2023 after asking the Ministry of Lines how to account the amount given to the management units by the Road Development Authority and then with copies to the Road Development Authority In the letter and in the letter dated 26.04.2023 bearing MOH/HWY/Acc18/2022/14, the Chief Financial Officer of the Ministry of Highways has asked for instructions to the Director General of the Public Enterprises Department and no reply has been received so far.</p> <p>The loan amount to be received on 30.10.2023 is Rs.</p>



	money in question as receivable from the treasury.	1,690.20 million and the line ministry has been informed to settle this amount.
(t)	07 percent annual interest shall be paid to the respective compensation holders from the date of issue of Gazette Notice 38(a) related to the land acquired during road widening and improvement till the date of first payment of compensation. Accordingly, the authority had not identified and accounted for the total amount of statutory compensation and related interest as of December 31 of the year under review.	<p>In the process of land acquisition, the process of issuing gazettes under section 38 (a) and paying compensation and interest is a process that should be done in connection with several institutions.</p> <p>The institutions such as the Survey Department, the Divisional Secretariat, the Valuation Department, the Ministry of Lands, the Government Press, the Lakehouse Institute and the village officers, and other related institutions can also be mentioned.</p> <p>According to the Land Acquisition Act, the land sector vouchers will be made and payments will be made and accounted for only in relation to the plots for which allocations have been requested by the respective Divisional Secretariats for the completion of the acquisition process and the payment of the relevant compensation and interest. That vouchers cannot be created and accounted which were prepared under forecast.</p>
(u)	<p>A difference of Rs. 10.87 million was observed between the balances of the Road Development Authority and Maganeguma Consultancy and Project Management (Pvt.) Company As of December 31 of the year under review, a difference of Rs. 10.87 million was observed between the balances of the Road Development Authority and Maganeguma Consultancy and Project Management (Pvt.) Company due to the non-performance of the adjustments related to the current accounts between the Authority and its managed companies.</p> <p>Due to the non-performance of the adjustments related to the current accounts between the Authority and its managed companies.</p>	<p>A comparison between the current accounts of the Road Development Authority and Maganeguma Consultancy and Project Management (Pvt) Company has been submitted to the audit.</p> <p>Also, the comparison statement was forwarded to the relevant company and inquired about the balance discrepancies, but no response was received from the relevant company until now.</p> <p>The reason for the difference shown for building rent receivable is that Maganeguma Consulting Company has not accounted for rent and revision taxes for the period from September to December 2022 (04 months). For that, the Asset Management Division has issued invoices bearing numbers 24 and 25 on 16.05.2023 and the relevant amount has been settled in May 2023.</p> <p>The balances of Maganeguma Consultancy and Project Management Private Company related to the construction sector have been written off and the retention amount of 5.9 million rupees has been written off as at 31.12.2022.</p> <p>100,000 km for the supply of Coldmix in the project as at 31.12.2022, the amount due to Maganeguma Consultancy and Business Management Pvt. Ltd. has been paid in the month of April 2023.</p> <p>Central Province -Rs. 3,941,677.25 Uva Province -Rs. 9,562,666.32</p> <p>The amount to be paid to the respective company for the supply of other Coldmix as at 31.12.2022 has been paid by May 2023.</p>
(v)	2,099.41 hectares of land with a cost of Rs. 33,770 million assigned to the authority by various projects were not recognized as assets and accounted under non-current assets as at 31 December of the year under review.	This land value has been set aside and it has been revealed that no depreciation is done in the accounting policy note No. 2.3 (iii) of the financial statements in this regard.
(w)	Due to the double counting of 105 vouchers submitted by the authority for the direct	105 vouchers have been double calculated due to a computer error while calculating the compensation and

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	acquisition of land, the amount of compensation and interest payable as on December 31 of the year under review had been overestimated by Rs.34.42 million.	interest value payable on 31.12.2022. This error was corrected in January 2023.
(x)	Under the construction of 100,000 km rural roads under the Rural Road Development Program, the "Inclusive Connectivity and Development" project operating under the assistance of the World Bank had provided Rs. 2,112.11 million, but that value had not been disclosed in the year 2020-2021.	Under the refinancing facility as per the loan agreement of the integrated development project implemented under the World Bank loan assistance, Rs. 2,712.11 million has been reimbursed in the financial year under review, the integrated development project implemented under the World Bank loan assistance under the refinancing facility as per the loan agreement, Rs. 2,712.11 million has been reimbursed. According to the financial agreement for this, km. 100,000 Rural Road Development Program has taken into consideration bills paid for the construction of rural roads during the refinancing period of 2020.10.31-2021.11.02. According to the financial agreement for this, 100,000 km Rural Road Development Program has taken into consideration bills paid for the construction of rural roads during the refinancing period i.e. 2020.10.31-2021.11.02. However, cash flow has not been generated directly or indirectly to the Road Development Authority during this reimbursement and all cash flows have been directly remitted to a designated account maintained at the Central Bank in the name of the Deputy Treasury Secretary. This amount has not been reimbursed to the Road Development Authority and the transaction is related to the Ministry of Highways.
(y)	The land assets had been under-calculated due to the non-capitalization of land acquisition costs of Rs.1, 630.68 million assigned to the authority under the Ruwanpura Expressway Project till 31 December 2022.	According to the liquidation accounts prepared on 31.03.2023 for the capitalization of land acquisition costs of the Ruwanpura Expressway project, all costs including the costs related to land acquisition were capitalized in July 2023 under work in progress.
(z)	The capitalized cost of land acquisition under highways in the financial statements was Rs.33, 815.28 million as at 31 December 2022 and according to the information maintained by the Land Division, the cost of land acquisition for highways was Rs.17, 169.51 million. Accordingly, there was a difference of Rs.16, 645.78 million between the financial statements and the information on land acquisition for projects done by the Land Division.	<p>This difference is due to the comparison of two records that cannot be used for comparison. The value of capitalized highways land disclosed in the financial statements is the value of land obtained from the financial statements of completed projects and the value of land acquisitions provided to the audit by the Lands Division is the land acquisitions for which payments have been made by the Lands Division.</p> <p>The Road Development Authority started paying compensation and interest for the acquired land from September 2019 and before that it was done by the Ministry of Lines or the relevant project. The details of the payments made by the line ministry are not accurately mentioned in the authority's data records. Therefore, the value of capitalized highways land is correct as the land acquisition value mentioned in the respective project accounts is correctly capitalized.</p> <p><u>Southern Transport Development Project</u></p> <p>The payment information is obtained from the database provided by the Southern Transport Development Project. It includes only compensation, interest and lac amount related to land acquisition. Apart from this, compensations related to additional acquisitions are not included in this value.</p>

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		<p>Colombo Katunayake Expressway Colombo Outer Ring Road Project Phase I, II, III</p> <p>The gap between the values given in the financial statements and the land sector related to the above projects is due to the value in the data file given when the project was handed over to the land sector and the sum of the payments made by the land sector after the project was handed over to the land sector.</p> <p>The amount of compensation and interest paid for the land acquisition of the Southern Expressway Extension I, II, III, IV expressway projects is not included in the Rs.17.169 million calculated as the cost incurred for the expressways provided by the land department. Its value is Rs. 9.2 million.</p>
(aa)	Interest income from fixed deposits and treasury bills in the year under review was Rs.1334.75 million, but it was shown under investing activities as Rs.1, 400.34 million, so the cash flow from investing activities was overstated by Rs.65.59 million.	This difference is due to the fact that the interest income received in the previous year and the current year has been adjusted under the change in working capital, instead of the interest income received from cash fixed deposits and treasury bills. Noted to indicate compliance from 2023 onwards.
(ab)	The Authority, its managed companies C/S Maganeguma Emulsion Products (Pvt) Company, Maganeguma Consulting and Project Management Services (Pvt) Company, Maganeguma Road Construction and Machinery (Pvt) Company and Highway Transport (Pvt) Company. The financial statements of the companies have not been consolidated and the consolidated financial statements relating to the group have not been prepared.	Matters regarding the fact that the financial statements of the managed companies have not been prepared and the consolidated financial statements of the group have not been prepared are given in Note No. 2.2 of the accounting policies.
(ac)	Due to the that a system has not been prepared to be updated in the authority's fixed asset register in cases where assets that need to be purchased and exchanged between projects are purchased for the needs of projects running on foreign loans and local commercial bank loans and are exchanged between projects, 8,329 units of assets have not been prepared. The value was not disclosed in the financial statements.	<p>The Director General of the Road Development Authority has issued circulars from time to time preventing the exchange of assets of projects running on foreign loans and domestic commercial bank loans between the respective projects, but contrary to those circulars, in the exchange of assets between the projects, there is a reference to the projects themselves without being included in the authority's documents.</p> <p>This should be controlled by a formal system and if the above circulars are formally executed and the documents to be completed and handed over to the project authority at the end of the project in 2018 are properly updated, the said problem will be solved.</p>
(ad)	The value of net deferred assets was Rs. 65.61 million under the debtor value as at the last day of the year under review, the debtor value was overestimated by that value and the value of non-current assets was underestimated.	It is informed that the value of Deferred Assets (Deferred Assets) has been shown under the debtor value from the year 2018 to until now and arrangements will be made to show it under non-current assets from the year 2023.

2.2 In the basis of the proceedings followed and the obtained evidence and confined to material facts, there was no anything for my attention to making the following statements.

2.2.1 According to the requirement mentioned in section 12 (d) of the National Audit Act No. 19 of 2018, any member of the governing council of the authority has a relationship, directly or otherwise, outside the normal course of business in relation to any agreement involving the authority.

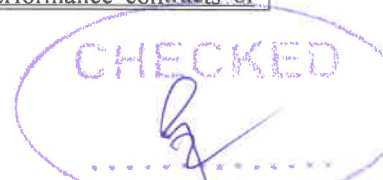


2.2.2 In accordance with the requirement mentioned in section 12 (f) of the National Audit Act No. 19 of 2018, that they have not acted in accordance with any relevant written law or other general or special directives issued by the governing council of the authority except for the following observations.

Reference to Rules/ Directives	Description	Answer
(e)	Code of Financial Regulations of the Democratic Socialist Republic of Sri Lanka	
i.	Regulation No.104 - 108	<ul style="list-style-type: none"> <li>When a loss occurs, investigations should be initiated to determine the extent and causes of the loss and to identify those responsible. However, according to the information submitted to the audit, the authority had not identified the losses and the parties responsible for the 121 accidents that occurred during the year under review, and only 02 preliminary investigations had been conducted.</li> </ul> <p>The relevant departments informed the mechanical department and the internal audit department about all vehicle accidents along with the initial report, obtained the relevant police reports and applied for insurance claims.</p> <p>In many cases where it appears that the driver of the Road Development Authority is clearly not at fault in the accident, the preliminary investigation has not been conducted and only in other cases the preliminary investigation has been conducted. There have been 07 accidents in which the estimated amount for repairs exceeds 250,000.00 rupees, and 05 accidents were reported in which the driver was not guilty through preliminary investigations.</p> <p>Out of the above 07 accidents, 02 accidents where the driver was found to be guilty have been referred for formal further investigation and disciplinary action. A circular was issued informing the relevant departments to conduct preliminary investigations for all traffic accidents in the future. Currently, accident reporting, submission of related preliminary investigation reports, etc. are being done as per the instructions of the circular.</p>
		<ul style="list-style-type: none"> <li>02 cabs given by the Road Development Authority to the Road Construction and Machinery Company were completely damaged due to the riots that took place on May 9, 2022 and the estimated insurance compensation for that is Rs. 27.5 million. The amount was not received even at the end of the year under review. Further, although investigations should be started to determine the extent and causes of the loss and to identify those responsible, according to the monetary regulations, it was not done accordingly.</li> </ul> <p>The police filed a case in the High Court regarding the two vehicles that were completely damaged due to the rioting incident that took place on May 09, 2022, and due to the delay in the police investigation, the damage recovery process was delayed and the damaged vehicles are no longer needed as case material for the case. A written statement was obtained by the police.</p> <p>Then the Board of Directors of the Road Development Authority also got approval to get the title as full damages. Since the insurance company is working to provide insurance compensation after canceling the registration of the two vehicles, the registration was canceled after submitting the relevant documents for cancellation of registration to the Department of Motor Transport and those documents have been submitted to the insurance company for future claim payments.</p>
ii.	Financial Regulation 135(4)	<ul style="list-style-type: none"> <li>Although the financial delegation document should be revised once in a specified period, the authority had not been updated the document</li> </ul> <p>The Board of Directors approved the document for delegation of financial powers and it is scheduled to be implemented from 01.01.2024.</p>



		after the year 2020.	
(b)	Section 10 of chapter VIII of the Establishment Code	Although matters not covered by the Establishment Code regarding the payment of dayspay for working on a public holiday should be referred from the Director of Institutions, Apart from that, the officers assigned for office work had calculated the total number of hours worked after office hours and paid dayspay for a period of 05 hours as a holiday. Accordingly, dayspay allowances of Rs. 6.84 million for the period from January to December 2022 was paid to the staff officers attached to the Highway operations, maintenance and management division against the existing provisions.	As per section 10 of the chapter VIII of the Establishment Code, officers who do not receive overtime allowances in related to a programme of continuous nature are entitled to an amount equal to 1/20th of the monthly salary, subject to conditions. As compared to all sections of the Road Development Authority, the duties of the highway operations, maintenance and management unit are continuous throughout the 24 hours. So the Technicians, Operations and engineers engaged in those duties as well as the officers who prepare the related documents in the offices, after the normal office hours. Also due to duties such as emergency traffic jams on highway, immediate preparation of damage estimates in the case of accidents, constant customer complaints and employee problem solving, working hours are not limited to 08 hours. In order to employ the officers/ employees who are engaged in those services for extra time on a daily basis, the Acting Director General of the Road Development Authority added the number of hours work beyond 08 hours in one working shift and paid one dayspay per 08 hours and allowed for payment transactions for a maximum of 15 days per month calculated each by the Administrative order No. 01 dated 02.01.2012.
(c)	Section 20 of the Payment of Gratuity Act No. 12 of 1983	<ul style="list-style-type: none"> <li>In addition to the cost of living allowance, due to the calculation of gratuity with considering the 12 allowances including road development authority allowance, additional work allowance, adjustment allowance and engineering allowance which are unique to the authority and those are paid with different objectives, the value of gratuity allocations related to the year under review had been over calculated by Rs. 1,232.83 million. Further, an excess of Rs. 40.92 million was paid during the year under review due to payment of gratuity including unauthorized allowances.</li> </ul>	<p>The Road Development Authority will apply only the following allowances which are calculated as contributions to the Employees' Provident Fund in the payment of gratuities and the approval of the Board of directors has been received for this.</p> <ul style="list-style-type: none"> <li>Basic salary</li> <li>Cost of living allowance</li> <li>Road Development Authority allowance</li> <li>24% adjustment allowance</li> <li>Additional work allowance</li> <li>Engineering allowance</li> </ul> <p>Disagree with the observation that there has been over calculation due to allowances related to gratuities. Apart from that, the Labour Commissioner's letter No. IR/16/Establishment/2018 has also clarified regarding the salary to be related to the payment of gratuity.</p>
(d)	Public Administration Circular No. 02/2018 dated 24 January 2018:		
i.	Section 1	<ul style="list-style-type: none"> <li>The authority had not introduced a human resource development system and had not arranged to sign annual performance contracts for staff or introduce a performance evaluation system.</li> </ul>	<p><u>Methodology of Human Resource Development</u> The methodology followed by the authority for human resource development is as follows.</p> <ol style="list-style-type: none"> <li>At the end of the year, call information about its staff training needs from all sectors as that the entire staff is represented for a coming year.</li> <li>Based on the information obtained, the data prepared and the limitations of the existing provisions and facilities are analyzed and a human resource development plan is prepared for the coming year.</li> <li>Implementation of programmes throughout the year as per the plan as prepared.</li> </ol> <p><u>Methodology to sign annual performance contracts or</u></p>



			<p><u>performance appraisals for staff</u>  Agree with the audit observations.  Now, the recruitment procedure has been submitted to the Department of Management Services. It has not been possible to sign the performance agreement or introduce a performance evaluation system until approval is received.  After receiving the approval of the Management Services Department for the recruitment procedure, action will be done to sign performance agreements and prepare a performance evaluation system. Further, after the approval of the recruitment procedure, the above actions are expected to be done within 02 years.</p>
ii.	Section 5	<ul style="list-style-type: none"> <li>A human resource development plan was not prepared.</li> </ul>	<p>Due to the adverse conditions in the country (such as covid-19 and fuel crisis) in the year 2022, as there were practical problems in mobilizing employees and calling resources for training programmes, preparing a systematic human resource development plan, organizing training programmes accordingly and related other activities had to be restricted a lot.  But, although in that situation, the training programmes needed to maintain the functioning of the institution were implemented by the training division through the online method.  Based on the callings for information about the training needs of the staff made in previous years, a human resource plan is prepared for the year 2023 covering the entire staff of the Road Development authority and it is being carried out accordingly.</p>
(e)	Management Service Circulars		
i.	Annexure II in paragraph No. 04 of Circular No. 30 dated 22 September 2006	<ul style="list-style-type: none"> <li>The authority had recruited 259 officers for 14 posts without implementing the staff restructuring recommendations submitted by the Department of Management Services subject to a recruitment and promotion procedure prepared according to the terms and guidelines of that Department. Rs. 56.78 million had been paid in the year under review as salary in excess of the salary scales approved by the Department of Management Services.</li> </ul>	<p>Department of Management Services has received approvals for recruitment procedure in categories and these errors will be rectified with approval for all categories. Likewise, it has been proposed to give them posts as personally as the relevant persons are not unfair and arrangements will be made to avoid such mistakes in future.</p>
ii.	Circular No. 28 (II) dated 01 August 2006	<ul style="list-style-type: none"> <li>Department of Management Services had recruited 51 officers for 12 unapproved posts and paid Rs. 23.6 million as salaries during the year under review.</li> </ul>	<p>The Department of Management Services has approved the posts of Senior Personal Secretary, Senior Computer Operator, News Officer, Video Cameraman, Camera man and Security Controller and the number of employees as at the audited date. Only the salary codes used for these positions are not approved.  But the salary codes of the posts of Senior Accounts Officer, Assistant Store Keeper, Camera Assistant, Lift Operator and Plumber have not been approved by the Department of Management Services.  Considering the role assigned to this authority at that time, these positions were created based on the need of the service. However, since the above 06 positions have been approved by the Department of Management Services, the value mentioned in the audit report that 51</p>

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			<p>officers have been recruited and paid as salaries for 12 positions is not correct.</p> <p>This issue will be resolved once the recruitment procedure is approved by the Department of Management Services.</p>
(f)	Coe of Guidelines for State Owned Enterprises dated 16 November 2021		
	Section 3.2	<ul style="list-style-type: none"> <li>Although the scheme of recruitment should be approved by the Board of Directors and approved by the Department of Management Services with the recommendations of the line ministry, such approval was not obtained for the recruitment and promotion procedure of the authority. It was also observed that this situation has been coming from since the year 2005.</li> </ul>	<p>The Department of Management Services is well aware of the practical application of the recruitment procedure 2005 approved by the Board of Directors. Based on the service requirements of the Road Development Authority and the guidelines given by the Department of Management Services, action was made by the Road Development Authority to prepare the new recruitment procedure after combine all the opinions of the professional associations and consultants.</p> <p>In the situation of no approved recruitment procedure in the Management Services Department, the management of the Road Development Authority has the legal authority to implement the 2005 recruitment procedure approved by the Board of Directors until the new recruitment procedure is prepared and approved by the Management Services Department and due to that the 2005 recruitment procedure is implemented as a legal document.</p> <p>The Road Development Authority is an institute that take under the statutory boards and public corporations and fully government owned companies and it is empowered by the Road Development Authority Act to carry out such activities upon the approval of the Board of Directors. The Board of Directors has the power to make appointments, promotions, fixation of salary etc. in terms of section 13 (1) (a) (b) (c) and (d) of the Act. The Director General can carry out the above activities with the approval of the Board of Directors in order to implement the institutional affairs smoothly when necessary.</p> <p>In the recruitment procedure reviewed by a committee appointed by the Secretary of the Ministry of Transport and Highways and submitted for the approval of Department of Management Services on 09.09.2022 with the recommendation of the ministry, Director General, Additional Director General, Deputy Director general (Previously in Director post) and only MM 1-3 service category/salary category posts respectively received approval from that department.</p> <p>Out of these, officers have been appointed on 09.11.2023 for 06 Additional Director General posts.</p>
	Section 3.3	<ul style="list-style-type: none"> <li>The employee needs of each division of the organization (Divisions of the SOE) should be indicated in the form of a human resource plan in the strategic plan prepared by the authority, but such sectorial employee needs were not identified.</li> </ul>	<p>The new recruitment procedure for the Road Development Authority has been submitted for the approval of the Department of Management Services. Identify the responsibilities, activities, tasks related to each division/ office and the necessary policies, procedures, legal regulations, circulars, manpower assessment, employee classification, road development plan and employee requirements of respective divisions/offices to implement those divisions and decision making, organization and restructuring are related. Therefore, based on the above facts, the administration and operational manual expected to be prepared for the entire organization will be done in future in parallel with the approval of the aforementioned recruitment</p>



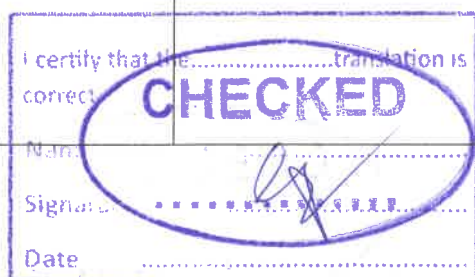
			procedure and the restructuring of the organizational structure of this authority, where the matters mentioned in the relevant audit paragraph will also be taken into consideration.
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2.2.3 That the powers, duties and functions of the authority have not been acted upon in accordance with the requirement mentioned in section 12 (g) of the National Audit Act No. 19 of 2018 except for the following observations.

	Powers, Duties and Functions	Observations	Actions taken and current situation
(a)	Section 13 and 14 of the National Highways Act No. 40 of 2008 and paragraph 07 of the Extraordinary gazette No. 1732/12 dated 18 November 2011	The money collected as highway charges should be credited to the fund of the authority and the fund should be used for the development and maintenance of the national highway charges. But contrary to those facts, Rs. 1,000 million from the collected funds had been given to the Ministry of Highways during the year under review.	According to the decisions of the Board of Directors (No. CEP250/2263/2021 and 2022/02-01) at the request of the Ministry of Highways, Rs. 1000 million was given to the central Expressway Project I and Ruwanpura Expressway project for the construction of highways on the basis of recovery and out of the money given to the Central Expressway project, Rs. 250 million has been offset in the year 2023 for the tax payable to the treasury for the year 2022.
(b) National Highways Act No. 40 of 2008			
i.	Section 4(3)	“Action plan for the Integrated Road System Development and maintenance” specifying the road development projects of the district undertaken by the Road Development Authority, the relevant provincial council, the relevant local authority and other institutions had not been prepared.	After informing Hon. Minister in this regard, the relevant committees have been established according to the National Highways Act No. 40 of 2008. This matter will be done with according to the instructions given by the committee in future. But since there are no new projects, the committee has not met till now.
(c)	Cabinet decision No AMP/05/171/016/1 10 dated 03 November 2005	Until at the end of the year under review, the Cabinet of Ministers had decided to establish a trust fund for road maintenance.	Line Ministry and Road Development Authority are implementing this cabinet decision.

2.2.4 That the resources of the authority have been procured and used in accordance with the relevant rules in a frugal, efficient and effective manner, except for the following observations as per the requirement mentioned in section 12 (h) of the National Audit Act No. 19 of 2018.

Paragraph No.	Audit Paragraph	Action taken and current situation
(a)	Action to collect Rs. 50.07 million of arrears from 28 external institutions and 05 persons for the rental of machinery owned by the Road Development authority, the rental of shops, the use of road reserved and the promotion of road reserved by the end of the year under review had not done.	Out of the amount of Rs. 5.26 million to be received for the rental of machinery in the year 2021 to the two private associated companies of the authority, an amount of Rs. 3,533,600 has been received from Sunbeam construction. Necessary arrangements are being made to recover the remaining money. Out of the arrears of Rs. 4.81 million to be received from 05 persons for rent of shops in Borella tunnel was at 31 December 2022, Rs. 383,033.29 has been paid yet and the remaining is related to 03 shops that did not pay annual rent. Among those three shops, an amount of Rs. 838,217.23 will



		<p>be charged from 01/01/2020 to 31/12/2022 from shop No. 01, Mr. Kapila Wijesiriwardena, No. 8/73, Sri Siddhartha Mawatha, Colombo 06. Vacated and taken over by Colombo executive engineer on 12.09.2023. The legal division is going to act about the amount to be charged. Mr. Upul Peiris, whose address is No. 45/2, Saranapala Thero Mawatha, Colombo 08 mentioned as shop No. 02, will be charged Rs. 2,995,598.06 from 01/05/2008 to 31/12/2022. Case No. 17343/05/19 against these persons has not been completed yet.</p> <p>Rs. 597,825.00 will be charged from Mr. B.L. Padmasiri, no. 144/3, Mahabutgamuwa, Mulleriyawa from 15.12.2019 to 31.12.2022 as mentioned shop No. 07. He has made a written request to pay the arrears in installments and accordingly the amount is currently being paid in installments. Rs. 275,000.00 has been paid as at 31.10.2023 from the outstanding amount. Arrangements has been made to inform the relevant people to increase the installment payment amount and pay it immediately.</p> <p>Rs. 5 million to be received from Goviyapana Gimanhala to the Road Development Authority for the use of road reserves for the year 2021. The Board of Directors paper No. 2432/2023, which was submitted for approval in relation to the collection of rent for the hotel, has been approved from letter No. RDA/CH/BM/05/2023 dated 31.05.2023. Accordingly, annual interest charges from June 2023 have been notified to Wijesiri Kulathunga, the tenant, through letter No. RDA/PM&amp;R/RP/CGHW/5 dated 08.06.2023 and once again reminders were sent from letter No. RDA/PMR/IG-II dated 25.08.2023 from the assets management and revenue division.</p> <p>The amount to be received from 23 institutions for advertising within the limits of the Road Development Authority was Rs. 35 million until 31 December 2022. Out of this amount, Rs. 18.37 million have been settled yet. Actions have been made to send reminders to the relevant parties to pay the remaining amount.</p>
(b)	290 Officers of the Road Development Authority were employed in 18 project offices and the Road Development Authority had paid Rs. 65.1 million in salary for the relevant staff. However, it was observed that the work of 07 projects out of these 18 projects to be received had been completed by the end of the year under review.	Rs. 46.8 million has been recovered from the projects of the Road Development Authority and requests have been made from the relevant projects to settle the remaining amount.
(c)	The authority had re-stated the financial statements for each year from 2019 to 2021 and due to this the income tax payable had decreased by Rs. 209.5 million. Accordingly, although the overpaid income taxes should have been reduced, the overpayments were not offset against the income taxes to be paid in the year.	According to section 151 (1) of the Inland Revenue Act No. 04 of 2003, Rs. 123,478,433.00, which is 60% out of the amount of income tax to be received now, has been set off for the first quarter of the assessment year 2023/2024 and since the tax audit for the year 2019/2020 has not yet been completed, the tax receivable related to that year will be set off in future.
(d)	Deferred output tax included in the financial statements of the authority as at 31 December 2022 was Rs. 79.58 million and the sum of balances that have existed for more than 5 years in this balance was Rs. 35 million, but the relevant balances had not been settled until the end of the year	<p>Deferred output tax has been set off by Rs. 20.73 million out of Rs. 79.58 million. The sum of Rs. 6.76 million outstanding balances for more than 5 years has been settled out of Rs. 35 million.</p> <p>Rs. 1,919,100.02 out of the sum of the balances less than one year included in the deferred output tax related to the salary paid to the project management units, Rs. 1,909,100.02 and Rs. 332,453.04 out of the balances from</p>



		<p>01 year has been settled yet.</p> <p>The litigation related to the amount to be charged for shop No. 02 located inside the Borella tunnel has not been completed yet.</p> <p>The amount related to the Southern expressway operation maintenance and management unit is the deferred output tax amount related to the amount of income to be received on 31.12.2022 from the vehicle accidents of the Southern Expressway operation maintenance and management unit. Adjustments are being made in the ledger account of the income to be received from vehicle accidents that are settled or settled on the basis of lawsuits are being directly accounted to that account and those are being settled.</p> <p>The deferred output tax related to Colombo Katunayake expressway is Rs. 1,460,010.15 as at 31.12.2022 and out of that, Rs. 787,038.99 has been outstanding from more than 5 years. The delayed output tax amount is related on 07.08.2017 at Colombo katunayake expressway. The amount of delayed output tax elated to Rs. 6,033,965.59 to be received in related with a vehicle accident caused by Rs. Mr. Laksiri</p> <p>In order to recover this amount, the legal division of the Road Development Authority has filed a lawsuit against those who caused the accident in the court requesting damages and currently 07 cases have been held. The net session is scheduled to be held on 16.02.2024</p> <p>Repeated requests have been made for recovery of outstanding delayed output tax.</p>
(e)	<p>The agreement reached with Bank of Ceylon on 18 December 2014 for the collection of electronic charges on the Colombo Katunayake expressway has expired on 08 June 2020, but new agreement has not been reached. A total of Rs. 19.7 million had been paid to the Bank of Ceylon as transaction cost for 03 years from 2020 to 2022 without a valid agreement.</p>	<p>According to the agreement reached between the Road Development Authority and the Bank of Ceylon in December 2014 for the collection of electronic charges, the ETC system is valid for a period of 05 years from the date of implementation.</p> <p>It started in 09 June 2015 and ended on 08 June 2020. Rs. 7.50 per transaction till the number of customers reach 10000 and thereafter Rs. 6.00 was also agreed to pay a transaction cost to the Bank of Ceylon through that agreement.</p> <p>An evaluation committee was appointed by the Director General of Road Development Authority for making a new agreement and the requests were made to reduce from Rs 6.00 to Rs. 2.50 in the meetings held from 22.04.2021 to 28.07.2021 between that committee and the Bank of Ceylon and there was no agreement for that between the two parties, but it was agreed to reduce the transaction fee to Rs. 4.00.</p> <p>As the services provided by the Bank of Ceylon during the interim period continued to be provided in the same manner and the TEC system cannot be operated without that service, the same transaction cost as agreed in December 2014 i.e. Rs. 6 will continue to be maintained until the new agreement is signed and completed.</p> <p>The board paper No. 2473/2023 was submitted for the approval of the Board of Directors of the authority to arrange for the signing of the agreement between the Authority and the Bank of Ceylon.</p> <p>The agreement was sent to the Bank of Ceylon to confirm the date of signing, but they again changed some legal statements in the agreement and the agreement document was returned and the document was further reviewed by the legal division and the monitoring express operation and maintenance management division stating the conditions to</p>



		be amended and after forwarding on 30.10.2023, it was sent again to the Bank of Ceylon.
(f)	<p>According to the decision of the Board of Directors of the authority, it was decided to give a 10 percent discount to the users of the prescribed charges during the first 06 months to users of that electronic charges payment system in order to encourage the users of the electronic payment system of the Colombo katunayake expressway. However, due to the implementation of the discount system after that period without approval, the authority had lost a total of Rs. 89 million for the 03 years from 2020 to 2022, including Rs. 33 million related to the year 2022.</p>	<p>According to the Board of Directors paper No. 1624/2015, the 10% discount was given to ETC customers for a period of 06 months. Then the Board paper No. 1755/2016 has approved to increase the 10 % discount to 20% to increase ETC customer attraction. However, the 105 discount was maintained to minimize potential losses.</p> <p>The primary objective of introducing this discount was to increase the number of users of the ETC road to reduce the heavy traffic congestion at the jaela and Peliyagoda payment booths. Due to the continuation of the discount, there was a clear increase in the number of ETC users, thereby reducing the existing traffic congestion.</p> <p>Furthermore, many benefits can be achieved such as reduction of fuel consumption, reduction of environmental pollution as there is no need to wait near payment windows, reduction of travel time, etc., by using ETC and as steps should be taken to further improve the use of ETC.</p> <p>The cancellation of this 10% discount was submitted for the approval of the Board of Directors on October 20, 2023. But the Board of Directors did not agree to cancel the discount.</p>
(g)	<p>The authority had given 19 vehicles worth Rs.228.6 million to the Ministry of Highways and the Prime Minister's Office, and 11 vehicles worth Rs.83.5 million to the Maganeguma Construction Machinery Company and for the duty needs of highways in the year under review. Rs. 281.35 million had been spent on vehicles from external agencies on rental basis.</p>	<p>Vehicles have been temporarily released to external agencies and the Ministry of Highways only with the approval of the Secretary of the Ministry and the Board of Directors of the Road Development Authority.</p> <p>Most of the specialized vehicles required for highway maintenance work are not owned by the Road Development Authority and have been acquired on rental basis. Road Development Authority has provided most of the vehicles required for operations.</p> <p>Southern Expressway, Southern Expressway Extension, Colombo Katunayake Expressway, Outer Ring Expressway and Central Expressway are operated and maintained 24 hours a day.</p> <p>However, the number of vehicles taken on rental basis has been reduced yet</p>
(h)	<p>The staff of the Road Development Authority was 10,801 as at 31 December 2022 and for those staff in the year 2022, Rs. 8,315.03 million for salaries and wages, administrative expenses were Rs. 842.4 million, and for local bank loan interest and loan installments, Rs. 52,621.53 million and Rs. 61,778.97 million as total recurring expenses had been spent during the year under review.</p> <p>Accordingly, the average annual salary and remuneration expenditure per capita was Rs. 0.77 million. Furthermore, although an allocation of Rs. 140,294.27 million had been allocated to the Road Development Authority for capital expenditure in 2022, the amount of allocation received was Rs. 96,008.46 million.</p> <p>Out of that amount, Rs.21, 231.7 million was used to settle the liabilities incurred in the year 2021, and the capital expenditure incurred in the year 2022 was Rs.98,</p>	<p>The amount of approved allocation from the General Treasury for the Road Development Authority was Rs. 109,296.9 million and Rs. 104,021.9 million had been received in the year 2022. In the year 2022, the expenditure will be Rs. 105,583 million, of which Rs. 48,378.8 million had been carried and for local bank loan interest and installments Rs. 38,804.0 million had been carried.</p> <p>The main reason for this is that the amount of provision received every year should be allocated for the payment of local bank loan installments and the money received by the local banks is allocated for development activities.</p> <p>Road Development Authority's 2024-2028 strategic plan is being prepared and the 2024 action plan is planned to include more effective activities.</p> <p>While preparing the next compact plan and action plan, special attention will be paid to the points mentioned in the Auditor General's report.</p>





	<p>225.92 million, and the unsettled expenditure value at the end of the year under review was Rs.23, 449.15 million.</p> <p>Due to having to spend about 39 percent of the total expenditure of Rs.160, 004.89 million on recurring expenses, the fulfillment of the objectives and role of the Road Development Authority was at a low level. It was observed during the audit that special attention should be given.</p>	
(i)	<p>The authority had invested Rs.1, 226.43 million in short-term fixed deposits as at 31 December 2022 and had given it to the ministry at the request of the line ministry, resulting in a loss of interest income of Rs.410.69 million. Also, giving money to line ministries without the approval of the Treasury was controversial in the audit.</p>	<p>Due to the crisis situation in the country, the line ministry did not receive money. These loans had to be given due to protests by the public due to non-receipt of compensation for the land given for road development. Also, according to the letter HWY/ACC/02/Commit/2021 and dated 05.08.2022 sent by the Secretary of the Ministry of Highways, the Road Development Authority has given this amount as the implementing agency.</p>
(j)	<p>The money deposits and advances given for the provision of goods and services amounting to Rs. 16.5 million had not been settled or refunded During the period from 2011 to 2020. Furthermore, this balance included Rs.5 million which was 50 percent of the expenditure incurred for organizing the opening ceremony of the Southern Expressway in the year 2011.</p>	<p>Out of this advance amount of Rs. An amount of 113,904.00 has been settled now and the heads of the relevant departments have been informed to settle the remaining amount.</p>
(k)	<p>According to Section 21(1) of the Local Council Act No. 15 of 1987, the right of roads and roads within the administrative limits of the local government is owned by the said local authority.</p> <p>Thus, the expenses incurred by the authority for road repair and development activities should have been capitalized to those institutions, but it was controversial in the audit that it was written off as an expense without such capitalization.</p> <p>Rs.9, 218 million incurred for non-RDA roads had been written off as expenses in the year under review.</p>	<p>Under the Ranmawath project program of the Road Development Authority, road widening and improvement, the expenditure has been capitalized only for roads yet.</p> <p>The amount spent on non-RDA roads as on 31.12.2022 under the project of 100,000 km (after collecting all the start-up advances) has not been capitalized and written off under development expenses.</p> <p>For that purpose, the amount of 225 roads that do not belong to the Road Development Authority will be Rs. 9,706.84 was written off as expenses in the year 2022.</p> <p>The transactions of capitalization of completed roads belonging to the Road Development Authority and writing off the roads not belonging to the Road Development Authority as recurring expenses, i.e. adjusting the income according to the relevant period of expenditure will continue in the same manner and the cost of the roads not belonging to the Road Development Authority will be forwarded to the relevant institutions.</p>
(l)	<p>According to the financial statements as of December 31 of the year under review, the land acquisition cost for highway construction was Rs. 33,815.28 million, but the land division of the authority did not maintain a land register related to it.</p>	<p>Procurement work is done to make the data system.</p>
(m)	<p>Rs. 6.19 million had not been recovered by the end of the year under review under the 100,000 km road programme in relation to the years 2020, 2021.</p> <p>Furthermore, the relevant balance included</p>	<p>Overpayments have been recovered from only 4 officers and the remaining officers are settling the payments in installments now.</p> <p>Rs. 4.6 million has been collected in cash and the amount of 1.5 million, which was charged from pensioners, is also</p>

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	Rs. 3.03 million to be charged from an officer who had served and retired from the authority.	included in it.
(n)	<p>The value of work in progress as on December 31 of the year under review under the weak bridge rehabilitation program was Rs.692.48 million.</p> <p>The contract for the reconstruction of Demodara-Spring Valley bridge No. 13/6 belonging to Uva province worth Rs. 50.29 million was started on June 5, 2019 and was scheduled to be completed by 31 March 2020.</p> <p>However, due to late payment of pre-work advance to the contractor between 29 May 2020 and 07th September 2020, the contractor had not completed the relevant work and by the end of the year under review, its physical progress remained at 90 percent.</p>	The contract work on Demodara Spring Valley Bridge has now been completed and the full completion certificate has been issued.
(o)	<p>The cost incurred for the reconstruction of roads under the 100,000 km project as at 31 December 2022 not owned by the authority during the period 2020-2022, the value shown under the work in progress (WIP - Non RDA) was Rs. 125,586.76 million.</p> <p>But the documents related to the ongoing works, including the name of the contractor, the contract period, the value and the extension of the contract period, were not submitted to the audit.</p>	<p>A data warehouse (PMS) containing all the details of all the roads related to the 100,000 km road project is maintained, and the primary purpose of this is to monitor and review the progress of the project. Therefore, in addition to the four points mentioned here, there is a large amount of data in this database and this data can be obtained whenever required. But since there is a large amount of this data in nine provinces, it takes enough time to analyze the data to file the information mentioned in the audit in one report.</p> <p>Also, the Audit Sections have provided all the information requested earlier, and the internet link to the data warehouse (PMS) and soft copies have been provided.</p> <p>Furthermore, a report containing the information mentioned here under the call for information RAH/B/LBFE/2023/A/INF/08/08 referred by the Government Audit Division has been given by e-mail on 27.10.2023.</p>
(p)	<p>Excluding the 100,000 km road project, the amount retained as of December 31, 2022 was Rs. 1,089.73 million in relation to the contracts executed by the authority, and the value of the balance beyond 03 years was Rs. 503.66 million.</p> <p>Due to non-completion of contract work and non-correction of defects by the contractors, the retention money could not be released on time.</p>	<p>Out of the amount withheld on 31.12.2022 is Rs. 1089.73 million regarding the construction sector, Rs.458.868 million is related to the construction sector.</p> <p>Widening and improvement of roads –Rs. 435.406 Mn</p> <p>Deyata Kirula Rs.. 22.878 Mn</p> <p>Paving stones and Rs.. <u>0.590 Mn</u></p> <p style="text-align: right;"><u>458.868</u></p> <p>Out of the retained amount of Rs. 435.406 million, Rs. Mr. 98.61 and currently Rs. 336.68 is payable until 30.09.2023. Rs. 32.45 million has been paid for road widening and improvement for more than 3 years till 30.09.2023 and there is a balance of Rs.48.46 million. Rs.38.60 million has been paid and an amount of Rs.133.28 million is remaining till 30.09.2023. Rs. 10.46 payments are made from deyata Kirula retained money till 30.09.2023 and the balance is Rs. 12.42 is remain.</p> <p>The retained money of stone paving contractors remains the same as Rs.0.59 million till 30.09.2023.</p> <p>Out of the retained money of Rs. 89.60 million related to payment division, Rs. 7,704,583.16 has been released in the</p>

		<p>year 2023. In relation to the money withheld from other contractors, the relevant provincial directors and directors are working to get recommendations to release, collect or write off the money.</p> <p>Also, out of the retained amount included in Contract No. RDA/MMC/BD/PG/05, Rs. 826,000 has been recommended not to be released by the committee.</p> <p>Rs. 368,828.90 included in the same contract and Rs. 298,732.35 has been received by the Voucher Payments Department for release.</p> <p>The amount of retention money related to the rural bridge construction sector as at 31 December 2022 which has exceeded 05 years is Rs. 3,130,557.79 million and during the period of 3-5 years the amount of compensation amount is Rs. 4,343,552.29 million. In this regard, arrangements will be made to check and release or take income.</p> <p>Letter No. RDA/DDF1/15/E and dated 17.06.2023 has been issued informing the Provincial Directors, Chief Engineers and Executive Engineers to obtain necessary confirmations for further retention, release or crediting of long term detentions in Provincial Offices. .</p> <p>Regarding the Western Province, the system regarding the release of retention money was changed in the year 2023 and the retention money that had accumulated for a long time in the Road Development Authority was given to the Ministry of Highways. After completion of the procedure, the contracts completed yet and the retainer requested by the contractor were released.</p> <p>Also 22/RM 52 related to Rs. 3.43 billion has been credited to revenue on non-receipt of claims during the year. The concerned Chief Engineers were informed to give recommendations on further retention or revenue of the long-term retention balances.</p> <p>It was informed on 04.07.2023 to take necessary steps to remove from the books the outstanding retentions for a long time exceeding 05 years and reminders were again sent on 30.10.2023.</p> <p>Out of Rs. 109 million had been retained for each subject in Sabaragmuwa Province, about Rs.39.3 million have been released yet. Efforts are being made to promptly release the retained funds which have not been completed on time and the deficiencies have not been rectified.</p> <p>Also, this money has been deposited in the public deposit account of the Ministry of Highways and from the provincial offices Rs. 20.06 million has been requested to be released to the relevant contractors and the line ministry has requested and settled the amount.</p>
(q)	<p>Out of the Rs. 175.60 million of the withheld amount to be paid as at 31st December 2022 was withheld due to non-requesting by the contractors and it was proposed to write off Rs.12.42 million out of Rs.22.88 million under Deyata Kirula project, which has exceeded the defect liability period and the work has not been completed.</p> <p>Furthermore, although the defect liability period of 45 contract projects carried out by the Southern Provincial Regional Office has ended in the years 2017-2021, due to</p>	<p>Out of the Rs. 53.74 million, that amount withheld in respect of the construction sector, vouchers for the payment of Rs. 42.85 million rupees have been received yet After receiving money imprest, and action will be taken to pay that.</p> <p>The contracts have been re-reviewed and the related documents have been forwarded to the Chief Engineers to settle the balance of remaining projects. The amount will be settled based on the recommendations of the Chief Engineers.</p> <p>The correct amount withheld due to non-requesting of contractors in the rural bridge construction sector is Rs. 14,750.394.96 as at 31 December 2022. In Action have</p>

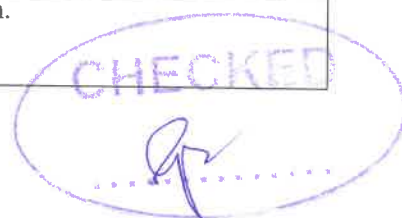


	<p>non-issuance of the work completion certificate, the retention money to be paid was Rs. 5.72 million, and related to 08 contracts, Rs. 8.51 million was not settled due to non-availability of funds for payment of retention money.</p>	<p>been taken to inform the engineers and contractors in charge of the relevant projects in this regard. Payments or incomes are processed on their recommendation.</p> <p>Among the retained amount mentioned under the provincial offices, the rural road and rural bridge programs implemented in the year 2021 are also included. However, the relevant contractors for this have been informed by the letter No. RDA/DDF1/15/E dated 2023.06.17 informing the provincial directors and all related officials to take measures to release the retention money or credit the revenue.</p> <p>It has been proposed to write off the rest of the projects in the amount of 12.42 million rupees related to Deyata Kirula project.</p> <p>Out of the retention amount due on 31.12.2022, eight contracts related to Rs. 8.51 million is the retention money related to the Mirijjawila internal road project to be received from the Board of Investment, and the relevant money has been requested for that, but since the money has not been received yet, the balance is shown in the accounts. The relevant Chief Engineers were informed to give recommendations on further retention or revenue of the long-term retention balances.</p> <p>The retention money which had retained in the Road Development Authority for a long time has been sent to the Ministry of Highways. Retention money was released for completed contracts and requested contracts by the contractor.</p>
(r)	<p>The client deposit balance (Client Deposit) was Rs. 2,959.35 million at the end of the year under review. Out of which 05 years were exceeded, but the number of unfulfilled contracts was 150, and the related balance was Rs. 614.94 million. Furthermore, the number of unfulfilled contracts between 3-5 years was 449, and the related balance was Rs. 1,015.75 million. It was observed that the delay in the exchange of information related to the contracts with the provincial offices and the weaknesses in the follow-up activities had also affected to the non-settlement of these cash deposits.</p>	<p>The balance of the client deposit is Rs. 2,959.35 million and out of that balance beyond 05 years is Rs. 523.07 million and the balance between 3-5 years is Rs. 1,102.74 million. This audit paragraph should be changed.</p> <p>Among the balances that have exceeded 5 years, most of them are deposits related to the Kandy Wastewater Management Project and Visal Matala Water Project as client deposits by the National Water Supply and Drainage Board. As these projects have not yet been completed, the deposits have been retained till now.</p> <p>Also out of this amount About Rs. 67 million works have been completed in March-June 2023.</p> <p>However, if there is any balance in the completed projects, they should be credited to the revenue and the unfinished works should be completed as soon as possible by the letter of Director Finance No. RDA/FD/DDF1/54/Client and dated 15.06.2023 to all Provincial Directors. Instructions are given for awareness.</p>
(s)	<p>Furthermore, an amount of Rs.42.96 million overpaid by the Sri Lanka Mahaweli Authority included in this client deposit balance had been applied for on 16 November 2022, but the authority had confirmed its correctness and the amount had not been settled by the audit date of 10 June 2023. .</p>	<p>The Sri Lanka Mahaweli Authority has provided the provision for the Welioya-Gajabapura Nadunkarni road and the State Development and Design Corporation has awarded the contract. Its progress is 33% and the contractor has requested to suspend this project through a memorandum of understanding informing that the construction of this project is not possible due to the shortage of fuel, shortage of materials and the huge increase in the prices of materials in the year 2022.</p> <p>Accordingly, arrangements are being made to sign the MoU. Furthermore, the Moratuwa branch of the Bank of</p>

		<p>Ceylon has been informed on 06 July 2023 to pay the advance security to recover the advance given to this project.</p> <p>Since the construction of this project has been stopped, the Mahaweli Authority has been informed that the necessary arrangements are being made to pay the remaining amount back to the Mahaweli Authority.</p>
(t)	<p>The value of advances given to contractors by the authority for 10 construction projects was Rs.45,811.79 million, and among those values, advances of Rs.15.53 million had been given in relation to 05 projects before the year 2015 and the respective balances were not settled even at the end of the year under review. Even at the end of the year under review, the respective balances were not settled. Furthermore, a total of Rs. 39,976.2 million had been paid in advance for the Central Expressway Project Phase I, Central Expressway Project Phase III and Ruwanpura Expressway Project, and the work on 03 related projects had been stopped on the way. Accordingly, the advance of Rs. 45,811.79 million given for starting the work had not been settled.</p>	<p>Central Expressway Project Phase I, Central Expressway Project Phase III projects are being done and the respective advances will be settled during the settlement of future bills.</p> <p>The liquidation accounts of Ruwanpura Expressway have been received by the authority and the relevant account adjustments have been made in July 2023 and the remaining amount of Rs. 27.95 million have been recovered.</p> <p>The advance amount to be recovered by 31.12.2022 in the construction sector is Rs. 43.09 and by 30.09.2023, Rs. 24.09 million have been collected.</p> <p>Actions are being taken to recover the outstanding advance amount of Rs 1.41 million in rural bridge construction sector through legal action.</p> <p>The amount of Rs.3, 862,451.25 related to the payment section has been settled in May 2023 from a bill that should have been paid to CECB by the construction section.</p> <p>Regarding the Central Province, Out of the balance regarding the Central province to be charged from Celtec Group, Rs. Mr. 2.21 have been settled yet and Rs. Mr. 5.59 has been proposed to be settled from the bills held by the Director of Construction. The contractor has also been told to offset the excess withheld amount from the guarantees offered and a reminder has been given on 15.11.2023.</p> <p>Out of the balance to be settled from Kavindu Builders Rs. 3.32 million have been recovered and another Rs. Bills have been received to cover an amount of 840,240.00. Also the legal department has been informed on 30.10.2023 to take legal action to recover the remaining amount.</p>
(u)	<p>According to the agreement reached between the Government of Sri Lanka and the Korea Import and Export Bank on April 6, 2017, a loan amount of USD 199.27 million will be provided for the Kandy Tunnel construction project and the work will be decided to complete within a period of 05 years from the date of receiving the loan amount. Before entering into a written agreement regarding obtaining the relevant loan amount, it was decided to obtain the Environmental Impact Assessment Report (EIA) and get the approval of the Central Environment Authority for the same and to prepare an action plan for resettlement.</p> <p>Accordingly, the contract for the preparation of the environmental impact assessment report with an estimated value of Rs.95.75 million was handed over to Peradeniya University on March 25, 2021, and Rs.59.86 million had been paid to the contractor by the end of the year under review. The preparation of the report was</p>	<p>After obtaining all the necessary information for the preparation of the environmental study report, the existing excessive objection will be alleviated and the committee appointed to prepare and examine the environmental study report will be forwarded to the Central Environment Authority after inspection.</p> <p>The preparation of the resettlement action plan is in its final stages and has been delayed due to heavy protests and non-disclosure of necessary information by residents of the proposed tunnel construction sites.</p>



	<p>not completed by 31 May 2023.</p> <p>Furthermore, the contract for the preparation of resettlement action plans was awarded to a private company on October 4, 2022 for Rs. 8.47 million, and according to the contract agreement, the work should be completed within 04 months, but the relevant work was not completed by 30 May 2023.</p> <p>Due to this, the selection of a contractor for the construction under the project could not be started until 31 August 2023.</p>	
(v)	<p>The authority had paid Rs.60 million to the National Housing Development Authority for the construction of tourist houses in the year 2005. Although the work of Rs.44.18 million had been completed out of that amount, the authority had not taken steps to complete the work related to the remaining Rs.15.82 million or to recover the related advance money at the end of the year under review.</p>	<p>Although inquiries have been made through the Director General's letter No. RDA/FD/FAS/31 and dated 2022-08-23 in the year 2022, the response has not been received from the National Housing Development Authority. A re-notification has been made in this regard. However, the awareness regarding the remaining money will be made and related activities will be done to settle it.</p>
(w)	<p>The Secretary of the Ministry of Lines had given instructions on 03 October 2022 to the Director General of the Authority to revise and correct the engineering estimates prepared under the 100,000 km alternative road rehabilitation program. Furthermore, the Secretary of the Ministry had informed the audit that on several occasions the overestimated contract estimate values would be revised and the final bills would be paid.</p> <p>However, later on, the contract value for contracts signed before 27th April 2021 and the actual work done for contracts signed after that, vide Ministry Secretary's letter No. MOR&amp;H/SEC/GEN/2022/71 dated 03 October 2022 to the Director General of the Authority had been instructed.</p> <p>Accordingly, the authority's payment of Rs. 115,435 million to the contractors by December 31, 2022 based on high estimates was disputed in the audit.</p>	<p>The relevant provincial Directors have been informed in this regard to revise the estimates according to the agreements reached in the discussion held on 29.03.2021 under the leadership of the Secretary of the Ministry of Highways with the participation of the ministry officials and government audit officials.</p> <p>However, the contracting companies expressed their objection in writing stating that they would not agree to the revisions in the contract amount as they had obtained the project by giving a competitive discount for the engineering estimate. Also, it was further emphasized that steps will be taken under the conditions mentioned in the contract agreement for the prejudice caused by this. These projects are projects implemented by Lump Sum method and the method adopted is to give only the engineering estimate value to the contractors and get a competitive discount for it.</p> <p>. Since the value for each item is not given to the contracting company, after comparing the minimum cost of constructing the road with the total estimated amount, the contracting company gives discount money to the project.</p> <p>Accordingly, for the contracts awarded under the categories of 50 million and 250 million, an amount of Rs. 7,200 million has been reduced as a discount from the engineering estimate during the awarding of the contract and as the contract has been awarded as a discount on the engineering estimate, the change in its Contractors may refer to contractual claims and if so, the amount to be paid by the contractors will increase proportionately.</p> <p>Accordingly, there has been no overestimation or loss to the government due to the award of the contract as a discount on the engineering estimate.</p>
(x)	<p>The total road distance awarded to the contractors was 17,847 km out of which the completed work was 17,847 km and out of</p>	<p>Agree with the audit paragraph.</p>



	<p>that, 6,298 were completed as at 31 December 2022 under the programme of the national, regional and rural 100,000 km alternative road rehabilitation program under the local fund. The work in progress was 11,549 km. For these works Rs. 142,821 million had been paid at the end of the year under review and the value of outstanding bills as on that date was Rs. 16,810 million.</p> <p>Rs. 43,205 million from local banks and Rs. 68,263 million and by issuing treasury bills on December 27 2022 was taken to cover these expenses, Rs. 31,353 million and on March 13, 2023 Rs. 4,587 million and Rs.35,940 million had been received on two occasions.</p>	
(y)	<p>In relation to preparing 42 projects for 119 roads under the project of 100,000 km roads in Kurunegala, Polonnaruwa and Nuwara Eliya districts, due to the price rates of the main work subjects were over calculation, raw material transportation distance was more than the actual distance, project monitoring cost and administration cost, included high rate for raw material wastage, it was observed that the contract cost was overestimated by Rs.220.91 million due to inclusion of abnormal values.</p>	<p><u>Over-calculation of rates of major work subjects</u></p> <p>Under the leadership of the Ministry Secretary of the Ministry of Highways, the relevant provincial directors have been informed to revise the estimates according to the agreements reached in the discussion held on 29.03.2021 with the participation of the ministry officials and government audit officials. However, the contracting companies expressed their opposition in this regard in a written statement and informed that they do not agree to the revisions of the contracted amount as they have obtained the project by giving a competitive discount for the engineering estimate. Also, it was further emphasized that steps will be taken under the conditions mentioned in the contract agreement for the prejudice caused by this.</p> <p>These projects are projects implemented by Lump Sum method and the method adopted is to give only the engineering estimate value to the contractors and get a competitive discount for it. Since the value for each item is not given to the contracting company, after comparing the minimum cost of constructing the road with the total estimated amount, the contracting company gives discount money to the project.</p> <p>Accordingly, the total discount given for the engineering estimate of the projects P10 (QA), P11 (QA), P10 and P16 in Polonnaruwa district mentioned in the audit observations is 40.7 Mn and the engineering estimate amount is not based on the contract award. Therefore, although the engineering estimate was overcalculated as 3.53 Mn, the contractor was not awarded an overestimated contract value due to the award of 40.07 Mn on a discounted basis. Further, no loss has been incurred by the government due to the errors mentioned in the engineering estimate and after 27.04.2021 all the estimates were revised and the tender was awarded.</p> <p>Since the contract has been awarded as a discount based on the engineering estimate, by changing it, the contractors may refer to contractual claims and in that case, the amount to be paid by the contractors will increase proportionately. This road development consists of rural road projects and also as a combination of several roads identified separately in one project. A provision has been set aside in the preliminary estimate to be used for the needs arising from</p>





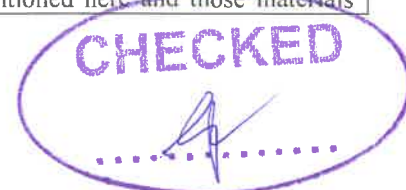
		<p>the commencement of the construction of these roads. But according to the amount of facilities obtained in practice, the cost details related to the item of that estimate (Break Down) have been prepared for payment. Accordingly, payment will be made only if the contractor has maintained worksite offices.</p> <p>In cases where the office facility has not been obtained, the entire portion allocated for the office facility has been removed from the item and necessary steps have been taken to make the payment. These road projects are awarded as lump sum contracts and payments are made under the Milestone Payment method.</p> <p>Therefore, such missed payments remain as savings on the final bill.</p> <p>Revision has been made under a Provisional Sum item to install project name boards at work sites. Installation of project name boards is done to mark the commencement of projects or when projects are handed over to the public. Payments were made only for project nameplates that were installed in this way and no bill payment was recommended or paid under this item for projects where nameplates were not installed.</p> <p>Most of the selected rural roads in Nuwara Eliya District under the 100,000 km Road Development Program are difficult roads with hills and windings. Also, there are only two ready mix plants in Nuwara Eliya district. Due to the heavy demand, it is difficult to get concrete from those places as planned. Also, due to the constant rainy weather in Nuwara Eliya district, it is very difficult to carry out the construction work as planned. Therefore, taking into account the difficulties arising in the supply of ready mixed concrete, estimates were prepared under STI-049 road standard rate on the basis of concrete being prepared at the work site and used for these roads.</p> <p>Based on the above practical and environmental conditions, it is difficult to make preconceived notions in the implementation of the project works in Nuwara Eliya. At the time of preparing the estimate, the concrete is made manually at the work site and the rate is considered to be used for the required works and a discount has been taken while awarding the contract.</p> <p>This is a district where there are limited number of contractors, but the contractors get ready mixed concrete at an additional cost, but road construction is done using small-sized ready mixed concrete trucks on narrow internal roads.</p> <p>However, although the calculations have been made using only the price of concrete for these estimates, additional costs are incurred to maintain the standard and quality of ready mixed concrete as mentioned above. No special consideration has been given to this in the calculations of the estimate.</p> <p>Due to those reasons, if a contractor uses ready mixed concrete instead of manually mixed concrete for the work site, the payment has been made at the rate at which the contract was awarded regardless of the production method.</p> <p><u>Material transport distance is longer than actual distance</u></p>
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		<p>These road contract packages are designed to include multiple roads. Therefore, the material transportation distance has been taken into consideration not for one route but for all the routes under the contract. Accordingly, at the time of preparing estimates, a moderate value has been used separately for gravel soil, ABC Asphalt and Bitumen for the transportation of materials for all roads.</p> <p>Determine the average distance for liquid transportation based on the distance to material deposits (gravel soil) and material production plants (ABC Crusher, Asphalt/ Bitumen plant), supply capacity, quality, ability to provide promptly and whether the relevant licenses have been properly updated.</p> <p>But with the commencement of the 100,000 km road development project across the island, licenses have been issued for new material factories at various locations. Therefore, more than the number of material manufacturing plants that existed at the time of preparation of estimates have been established. Accordingly, the future estimates have been prepared taking into account the new locations.</p> <p>Further, as the 100,000 km project is an island-wide project, due to the increase in demand for raw materials, changes in material prices also occur in practice. As a result, a competition is created in obtaining raw materials and it was also observed that the contractors have to transport materials at a distance greater than the distances used for preparing the estimates.</p> <p>Further in some cases, the distance obtained by Google Maps as the actual distance may change as alternative routes have to be used due to the objections of the local residents to the use of certain narrow roads in the transportation of raw materials.</p> <p>Further since this project is a lump sum contract project, the contract has been awarded based on the maximum discount percentage given for the engineering estimate. These projects have been awarded for less than the engineering estimate. Here, while calculating the amount of discount given to the name of the contracting company, the ability of each contractor to procure raw materials is considered and a discount is given to the engineering estimate. Therefore, this has not resulted in an overestimation.</p> <p><u>High proportion of project monitoring cost and administrative cost</u></p> <p>The Road Development Authority has earmarked 4% of the direct costs for the supervision and administration costs of projects carried out under direct labour.</p> <p>This method has also been implemented for projects that are completed by direct labor under 100,000 km projects. Accordingly, 4% of the supervision and administration cost for 26 projects has been calculated and allocated based on</p>
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	<p>engineering estimates, but the actual supervision and administration cost so far is Rs. 2,348,522.97 only. Provision has been made under a Provisional Sum item for safe traffic control. Most of these roads are rural roads and vehicles are controlled only when necessary. Accordingly, in such cases, payments are made on the basis of joint measurements taken by the representatives of the contracting company and the representatives of the Road Development Authority. As no such need arose here, payments were not made.</p> <p><u>Inserting abnormal values for raw material waste</u></p> <p>Since most of these developed roads are rural roads, the raw materials to be transported are piled up depending on the topography, or they have to find suitable safe places for storage quite far from the work sites. And no land acquisition will be done in these projects and construction work will be done within the existing road limits. Due to this, material damage occurs. Also, when using materials for these types of roads, transport activities are carried out internally in the project due to the need of road construction (Internal Transport). Also, taking into account the measures related to material damage that are being followed in other rural road projects that are currently in operation and have been implemented, 10% amount has been used at the time of cement preparation for material damage with the lowest value.</p> <p>This rural road project is being offered under the Lump Sum Contract System, where contracts have been entered into with the contract company to perform the tasks agreed upon (Defined Scope) based on the Contract Amount. Also, a discount amount (Discount Amount) is obtained from the contractors who presented before the contract award based on the engineering estimates. In this, the contractors are given discounts for the total contract amount prepared on the basis of the engineering estimate, where the discounts are given taking into account all matters including the amount of work included in the engineering estimate and the amounts for material damage.</p> <p>According to that methodology, all these projects have been awarded under the contract amount lower than the engineering estimate. According to these facts, there has been not loss to the institution or the government based on the 10% percentage considered in connection with liquid damages while preparing the estimate. As per the agreement reached in the discussion held on 29.03.2021 under the leadership of the Ministry Secretary of the Ministry of Highways with the participation of the ministry officials and government audit officials, instructions were given to reduce the above percentage from 10% to 5%. Accordingly, according to the instructions given by the Ministry Secretary, after 27.04.2021, all the estimates mentioned here were revised and the tender was awarded. Funds have been allocated for providing raw material storage facilities under the item Allow for Mobilization of Contractors. It is hoped that the raw materials will be stored safely without damaging their basic compositions and that there will be no shortage of construction materials. Also, there is no storage of construction materials such as Asphalt and Concrete mentioned here and those materials</p>
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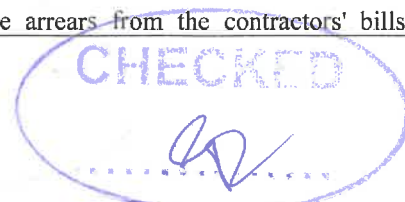
		<p>are obtained from the material manufacturing plant and used for road construction works under the prescribed condition control methods.</p> <p>The material mentioned here as waste is the waste that occurs during the construction due to the following reasons.</p> <ol style="list-style-type: none"> <li>1. The road should be prepared using construction materials wider than the width specified in the service requirement for the alignment to be done at both ends and the additional materials used therein during the road construction.</li> <li>2. As the existing rural roads are not constructed as per the prescribed plan, the amount of extra material required to prepare a uniform surface as per the plan</li> <li>3. As the existing rural roads are narrow and there is no adequate road reserve, material damage occurs between the transportation of construction materials from material warehouses to the construction site and material damage occurs at the construction site.</li> </ol> <p>A percentage of material damage caused by environmental changes and practical reasons is set aside as material waste. The 100,000 km project has not awarded any new contract after March 2022.</p> <p>A Supplementary Agreement is signed with the respective contracting parties and the contract is being finalized for uncompleted projects.</p>
(z)	<p>According to Section 21 (1) of the Local Council Act No. 15 of 1987, the local council has the general authority regarding roads and roads within the administrative limits of the local council. It was revealed during the sample audit conducted on the construction of these roads in Kurunegala district that there was a contract to develop roads under the lack of construction program, but no written permission had been obtained from the relevant Pradeshiya Sabhas.</p> <p>Although the authority had sent letters to the local councils to return the roads that had been completed, halted and contracted but work had not started, the respective local councils had refused to accept the return of those roads due to the deficiencies in the development of those roads.</p>	<p>The project aims to fulfill human needs through rural road development outside the scope of the Road Development Authority.</p> <p>(a) The details of the roads selected for development have been informed in writing to the relevant local council before the development and approval has been obtained.</p> <p>(b) Maduragoda Kotahena Temple Junction Road (2.000 Km) is striped.</p> <p>Disagree with observations.</p> <p>According to the existing road usage and the authority's engineering observations, it was decided to apply only carpet on the existing road.</p> <p>Since the construction of this road has been completed and the maintenance validity period of the road has also passed and the road has now been handed over to the local council, the future maintenance work should also be carried out by that institute.</p> <p>The surface finish of Rathwita to Kurudugolla trail (2.250 km) is weak.</p> <p>Disagree with the audit paragraph.</p> <p>Due to the location of paddy fields on both sides and insufficient space for shoulder preparation, such conditions can practically occur during vehicle movement.</p> <p>Since the maintenance validity period has also been exceeded and the road has now been handed over to the local council, future maintenance work should also be carried out by that institute.</p> <p>A part of the embankment (20m) of Korossa Muttettuaya</p>



		<p>Dambarayaya road (1.600 km) has been broken. I agree with the audit paragraph.</p> <p>During the recent heavy rains, the banks of the place collapsed. By that time, the construction of the road had been completed and the road had been handed over to the local council. This has happened due to the falling leaves of the trees on both sides of the road and blocking the side drains, causing the water to drain across the road at this place. The maintenance of this road should be done by the Pradeshiya Sabha.</p> <p>(c) 100,000 km alternative roads development program could not be implemented as planned due to the covid 19 epidemic situation in the country, restrictions on imported raw materials caused by the economic crisis, excessive increase in the price of goods and services, delayed bill payments, construction raw material prices. The rise and shortage of construction materials in the market are the issues. Due to this, many projects were abandoned by contractors.</p> <p>Also, due to the economic crisis in the country, the work subject of all projects that have not been completed will be revised and the road will be used at a minimum cost based on the upcoming allocations according to the circular 2022/03 issued by the Ministry of Finance regarding the control of public expenditure and the instructions given by the Ministry of Highways. Future development works will be done in such a way that the users are not inconvenienced and road safety is secured.</p> <p>Since these roads have been handed over to the respective local government agencies, if there is any maintenance, the work should be done by those institutions.</p> <p>The District Chief Engineers of the Road Development Authority informed the relevant local government institutes and 100,000 km project works have been started to develop the roads that have not been completed in the project with minimum cost to make them suitable for vehicular traffic and the work completed road length is 176 km and developing work length is 266 km and the to be developed length is 575 km.</p>
(aa)	<p>6,426 2481 work orders worth Rs. 193,518 million in the 100,000 km road development project road km. were given to Manguma Construction Machinery Company till 31 December 2022 and out of which the cost was Rs. 131,650 million for road km. 4,732.8 had started work.</p> <p>Among them, the company had undertaken to directly carry out only 71 work orders worth Rs. 5,920 million related to 306.97 km of roads. It was as low as 03 percent of the total work order value and the remaining work related to 97 percent of road km. 4,425.87 Contracts for 1,753 work orders costing Rs.125, 730 million were awarded to subcontractors identified as service providers of the company.</p> <p>Furthermore, awarding sub-contracts in this</p>	<p>According to Cabinet Decision 20/0731/221/005-I under the program to develop 100,000 km of roads, contracts, work orders (Work Orders) have been given to Maganeguma Institute.</p> <p>Accordingly, 2416 work orders worth 190,800 million rupees for 7,377.37 kilometers of roads have been given by the provincial directors.</p> <p>2416 have been given by the Provincial Provincial Directors.</p> <p>Furthermore, the Road Development Authority has not been informed about the awarding of subcontracts for these projects.</p>



	<p>way was contrary to Road Development Authority's Board of Directors Paper No: 2008/1109, and according to Cabinet Decision No. AMP/20/0731/221/005-1 dated 07 May 2020, the contract to a state-owned company Disbursement targets were also not met and about Rs.20,955 million of government money had been remitted to private contractors as subcontractors' profits.</p> <p>Furthermore, 351 work orders amounting to Rs.32, 736 million had been cancelled, while the construction works of 306 work orders worth Rs.29, 130 million had not been started by the end of the year under review.</p>	
(ab)	<p>As per clause 5.4.4 of the Government Procurement Guidelines, pre-work advance of 20 percent of the contract amount may be granted on submission of acceptable advance payment security.</p> <p>But while giving pre-work advance for 1753 contract work orders given to the subcontractors by Maganeguma Construction Machinery Company, pre-work advance security was obtained only in relation to 16 work orders. Further, the pre-work advance value to be settled on 31 December 2022 was Rs.1910 million and there was an uncertainty of settlement or recovery of the said amount.</p>	<p>As per Cabinet Memorandum 20/1999/319/018-1 dated 01.05.2021, Maganeguma has been exempted from submitting an advance payment security in advance payment for 100,000 km projects awarded under work orders.</p> <p>Accordingly, for the work orders issued to the agency, 10% advance payment will be made for placement at the work site, and the remaining 10% will be paid upon the engineer's certification.</p> <p>In this regard, the Maganeguma Institute has not given us the details regarding subcontracting and obtaining advance payment security from the subcontractors.</p> <p>In accordance with the circular number 03/2022 issued by the Ministry of Finance dated 26.04.2022, the scope reduction of the unfinished projects and instructions to complete the projects is given due to the economic crisis in the country and according to the instructions given by the Ministry of Highways,</p> <p>After the work of these projects abandoned on the way, the pre-work advance value to be collected by December 31, 2022 has been mentioned as Rs. 156.55 million advance balance of Rs. 37.98 million and all advances will be recovered by the end of November.</p>
(ac)	<p>The validity period of 26 work advance securities amounting to Rs.590.28 million received from the contractors while providing work advance to the contractors in Matara district had expired at the end of the year under review.</p> <p>However, the responsible officials of the Road Development Authority had not worked to extend the validity period of the work advance security related to the roads that have not been completed and the road has been abandoned on the way or to hand it over to the Road Development Authority. Due to this, as of 15 March 2023, which was the date of audit, the pre-work advance of Rs.398.92 million paid to the contractors was not recovered.</p>	<p>According to Circular No. 03/2022 dated 26.04.2022 issued by the Ministry of Finance and according to the instructions given by the Ministry of Highways, the scope reduction of the unfinished projects has been revised and instructions have been given to complete the projects.</p> <p>An amount of Rs.389, 264,342.39 was to be recovered as at 15.03.2023 and the amount of advance shown under the value not yet recovered should be correct as Rs.389, 264,342.39.</p> <p>As per the bills received yet, the remaining amount of advance to be recovered as on 31.10.2023 is Rs. 291,586,541.48 has been reduced. The rest of the advance amount to be collected will be covered by future bills.</p> <p>The relevant contractors and Road Development Authority officials held a meeting with the Director General on 11.10.2023 where the following decisions were reached in this regard.</p> <ol style="list-style-type: none"> <li>1. A report (Recovery Plan for Repayment) by the contractors to the provincial offices.</li> <li>2. Set off the arrears from the contractors' bills</li> </ol>



		<p>from another project or arrange for them to be settled with the contractors' money.</p> <p>3. Otherwise, the contractor will carry out an estimated amount of work commensurate with the amount of arrears.</p>
(ad)	<p>As revealed during the sample audits, 74 construction contracts with a cost of Rs. 1,735.62 million assigned to Maganeguma Construction Company in Kegalle district had not been started and work had not started on 124 roads in Puttalam district.</p> <p>Also, 5,291 million rupees were spent on the development of 20 roads in Puttalam district and Rs. 377.26 million were spent on the development of 10 roads in Polonnaruwa district, but the construction and development of 208 roads in Puttalam district were stopped midway. Due to this, the public using the roads were inconvenienced and the raw materials brought for the development activities remained unsafe.</p>	<p><u>Kegalle District</u></p> <p>Cabinet approval was given for the awarding of work orders to Maganeguma Machinery Company for the 100,000 km road projects implemented under the project and the value of the contracts awarded to the contractors in the district has reached the maximum limit of the total contract value that can be awarded to one contractor. As there were works that needed to be constructed urgently, the contracts were awarded to Maganeguma.</p> <p>However, the roads mentioned here have not been completed due to the rapid spread of the Covid epidemic throughout the island, difficulties in sourcing raw materials, fuel shortages, high prices of materials and services, and late payment of bills to the contracting company.</p> <p>Further, the development works of these roads were stopped as per the instructions given to control public expenditure as per the circular No. 03/2022 of the Ministry of Finance and dated 2022-04-26. Based on the allocations received in the future, these roads will be prepared and handed over to related agencies for maintenance so that the road users can use them without difficulty.</p> <p>Furthermore, the contract was awarded to the Maganeguma company, subject to the decision to have the projects that had been started under Ranmawath and stopped on the way by the same company. However, due to the above-mentioned facts, the development works of those roads had to be stopped midway.</p> <p>Now, the relevant local government agencies have been informed and Km. 100,000 project work has been started to develop the unfinished roads with minimum cost to make them suitable for vehicular traffic.</p>
		<p><u>Puttalam District</u></p> <p>Imports of construction materials (cement, steel wire, bitumen, explosives) were restricted due to the economic crisis and due to high fuel prices, fuel restrictions, inordinate increase in construction materials and services and late payment bills to contractors for road development, the contractors temporarily halted the development of the project. As such, the construction work of the projects could not be completed.</p> <p>According to the circular 03/2022 issued by the Ministry of Finance and accordingly the instructions given by the Ministry of Highways, the work subject of these unfinished projects has been revised and the road can be used by the public without difficulty (motor able condition) by using the direct road development authority at a minimum cost. It is planned to be developed on the basis of future provisions using labor.</p> <p>After informing the relevant local government institutions, 100,000 km project work has been started to develop the roads that have not been completed at a minimum cost</p>





		<p>suitable for vehicular traffic and the raw materials brought for the development work are used for the road development work carried out under the direct labor system.</p>
		<p><u>Polonnaruwa District</u></p> <p>All these projects are planned and started projects to be completed within a specified period. However, due to the crises in the country which are out of the control of the authority such as fuel shortage, tar glut, cement glut, financial crisis and according to the circular No. BD/CBP/01/01/04-2022 dated 26.04.2022 issued to the Public Expenditure Control. These projects had to be stopped immediately.</p> <p>. Therefore, due to the inability to systematically stop the work, the construction materials brought for the construction of these projects had to be stored in the same places.</p> <p>But according to the priority of the currently blocked roads, the Road Development Authority has instructed to complete the construction work under the direct labor system.</p> <ul style="list-style-type: none"> <li>• ABC, Gravel, CSS, Shoulder material from Manampitiya - Aralaganwila - Maduruoya and Aralaganwila Namalgama - Ruhunugama Ariyadhamma temple entrance roads were used for the rest of the Manampitiya Aralaganwila - Maduruoya road.</li> <li>• ABC and Gravel in the internal roads of Vedkachiya Grama Niladhari domain were handed over to Mahaweli Authority for construction work along with all the roads.</li> <li>• The Paving Blocks, Query dust and 20mm Steel that were taken for the internal roads at Higurakgoda Base Hospital and Jayamaga Piriven have been safely parked and will be used for the roads under the direct labor system in near future.</li> <li>• Hume pipe, timber, binding wire, 12mm steel from the other mentioned roads have been taken to the work units belonging to the authority and stored and are to be used for the construction works of the roads.</li> </ul>
(ae)	<p>ABC was developed under 10 road development projects with a value of Rs.62.74 million under 02 contract packages in Matara district. Due to the complete withdrawal of ABC from 10 road development projects, the roads have become the same as before development and the road has become unusable for traffic. It was also observed. Accordingly, the amount paid to the contractors was Rs. 17.15 million</p>	<p>(a) The roads under the P74 contract were planned to be developed with asphalt and concrete as per the Authority's engineering observations. (Asphalt roads- 01, Concrete roads- 09)</p> <p>Due to vehicles driving on the road surface where this ABC was applied and due to constant exposure of this surface to rainy weather, the ABC applied surface has been damaged and traffic has become difficult.</p> <p>In this, The payment of Rs.1, 631, 270.00 has been made for the basic construction work done with the prescribed standard for these roads and I inform you that it is not a disposal cost as the parts will be used in future developments.</p> <p>(i) <b>P74 – 2 Arahena Road</b></p> <p>The road used to be a light vehicular road with a weakened concrete section and an earthen section. Accordingly, this road was planned to be developed by preparing the base using ABC and laying asphalt on it, but due to the stoppage of the construction work, it was not possible to lay asphalt.</p>



The surface of the ABC pavement has been damaged due to vehicular traffic on this ABC pavement and repeated exposure of the surface to rainy weather. As this road is steep, vehicular traffic has become difficult on the damaged ABC, but I informed that light vehicles are using this road.

As this road is a steep mountain road, due to the suspension of development activities after the construction of ABC, due to the vehicles traveling on the road and the water that falls on the road during rains, the stones on the surface are loosened and the stones flow into the drains on both sides of the road and the drains are blocked. Therefore, there has been an obstacle to the full flow of rainwater over the drains. It is planned to be realized using our direct workers.

Also, I would like to inform you that since the land with houses located mostly on both sides of this road is higher than the road, ABC has not been piled on these lands and crops have not been damaged.

Also, I would like to inform that the Road Development Authority has not received any complaint regarding the matters mentioned in the audit report.

Before the development of this road, it was identified that the road was in a difficult condition for vehicular traffic as the concrete parts were damaged and the soil parts were eroded. I agree that road users have been inconvenienced due to the loosening of the ABC stones used for the development of this road, and I inform that these projects stopped on the way of the development work due to the economic crisis in the country beyond the control of the Road Development Authority.

I would like to inform you that the necessary arrangements will be made to complete the work under direct labor in future as soon as the provisions are available, thereby avoiding the difficulties for the people and vehicles using the road.

Currently, The work on this road has been completed under the 100,000 km road project.

(ii) **P 74-5 Ashokarama Road**

The road base was laid to the required standard using ABC in the road proposed to be developed with concrete paving. After that, with the economic crisis in the country, the development work of this road was stopped by the contractor. Accordingly, I would like to inform you that because the ABC that was used on the road has been washed away by the rain water and the stones have been scattered due to the vehicular traffic, difficulties have arisen for people and vehicular traffic.

Estimates have been prepared to complete the development work at a minimum cost so that it is suitable for vehicle traffic (motorable condition) and steps will be taken to develop those roads based on the receiving allocations.

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		<p>(iii) <b>P74-6 Bogahawaththa -2 , P74-7 Jikian Road , P74-8 Bogahawaththa -1, P74-9 Uduwila Temple Road , P74-10 Sampath uyana</b></p> <p>The road base was prepared to the required standard using ABC in these roads proposed to be developed with concrete paving. After that, with the economic crisis in the country, the development work of this road was stopped by the contractor. Accordingly, I would like to inform you that the ABC that was used on the road has been washed away by rainwater and due to vehicle traffic, the stones have been damaged.</p> <p>Estimates have been prepared to complete the development works under minimum cost so that these roads are suitable for vehicle traffic (motorable condition) and steps will be taken to develop those roads based on the upcoming allocations.</p> <p>The proposals for the roads mentioned here were observed by our engineers along with the officials of the relevant local government agencies and it was recognized that the roads which had been developed by catching stones had become dilapidated and subsidence had also occurred at various places. Accordingly, according to the recommendations of our engineers, estimates were prepared for concrete paving of these roads using ABC.</p> <p>(b) The work was started for the development of carpeting and parts of the road were paved with ABC tarred in this project and prepared according to the standard for carpeting and the bills were submitted and the payments were also made.</p> <p>But after that the work on this project also had to be stopped in the middle due to the reasons mentioned in No. 06 (a) above. Due to the frequent rains and floods in this area, the construction work of these roads, which were completed in parts, has not been completed, and the ABC has become unusable and difficult to use for traffic.</p> <p>Since the culvert construction work, drain construction work etc. related to this project had been completed and the work done with proper standard, payments have been made to the contractor only. This road is also planned to be completed motorable by direct labor as the provisions are received. Therefore, as stated in the audit inquiry, I would like to inform you that the expenses incurred for this purpose are not idle expenses.</p> <p>(i) Road from near Hawdola to Maragoda Estate via Wakmulla</p> <p>Several places of this 1806 meter long road have been concreted and 385 meters (0+042-0+140, 1+449-1+522, 1+546-1+666 and 1+712-1+806) have been paved. 170 m (0+000-0+042 and 0+140-0+268) and 1251 m of soil sections (0+268-1+449 , 1+522-1+546 and 1+666-1+ 712) is a narrow road (2.4 m) which was unequally developed.</p> <p>The road will be widened to 3 meters for safe traffic and during the development, the construction machines used for the construction work and the heavy vehicles will take into</p>
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		<p>account the damage that may be caused to those parts when passing on the concrete and catgal road sections, and according to the engineering recommendations and criteria, it will be a uniform development. Estimates were prepared to develop the entire road with asphalt.</p> <p>With considering the possible damage to those parts while traveling on the parts, estimates were prepared to develop the entire road with asphalt as per the engineering recommendations and criteria so that it would be a uniform development.</p> <p>According to this, although culvert construction and concrete work were done on this road, and asphalt was prepared after applying primer coat using ABC, the contractor company stopped the construction work here due to the difficulties caused by the economic crisis in the country and the delay in bill payments.</p> <p>The ABC surface of this road located in a steep area has been damaged due to the daily traffic of vehicles and heavy rainfall in the area and the traffic has become difficult. Estimates have been prepared to complete the development work at a minimum cost so that it is suitable for vehicle traffic (motorable condition) and steps will be taken to develop those roads based on the upcoming allocations.</p> <p>In order to widen the road on both sides of the paddy fields of this road which had been primed with ABC, 6" x 9" stones of proper quality were laid to strengthen the foundation of the weak soil parts (Soft Ground) and ABC was used for those stone holes (Key Aggregate).</p> <p><b>(i) Maliduwawaththa Road</b></p> <p>Although this road is mentioned as a 1158 meter long concrete paved road, it should be correct as follows. The length of the concrete paved sections of this road is 496 meters (0+000-0+348 , 0+929-1+000 and 1+081-1+158) , and 81 meters of stone paving (1+000-1+081 ) and 581 m of earthy sections (0+348-0+929) was unequally developed road.</p> <p>Although all the culverts on this road have been completed, ABC has been laid and primed, and then Asphalt has been prepared, I would like to inform you that due to the difficulties caused by the economic crisis in the country and the delay in bill payments, the contractor has stopped the construction work here.</p> <p>The ABC surface of this road located in a steep area has been damaged due to the daily traffic of vehicles and heavy rainfall in the area and the traffic has become difficult. Estimates have been prepared to complete the development work at a minimum cost so that it is suitable for vehicle traffic (motorable condition) and steps will be taken to develop those roads based on the upcoming allocations.</p> <p><b>(c) P 139 (QA) Derankana Road 1</b></p> <p>As mentioned earlier, due to the difficulties faced by the contracting company due to the economic crisis in the country and late payment of bills, the contractor stopped the construction work.</p> <p>At that time, the necessary widening (Edge Widening) for the development of this road was done and ABC was applied for it, and since the construction of culverts and sidewalls of the road were done with proper standards, I</p>
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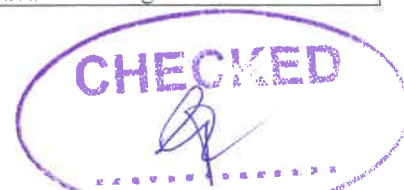


		<p>inform that the payments for those parts have been made. I would like to inform you that the payment made for these construction parts is not an idle expenditure as the Road Development Authority will take steps to make this road suitable for traffic under the direct labor of the road development authority based on the upcoming allocations.</p> <p>Due to the fact that this road is connected to Pelawatta - Thiniyawala - Moravaka B-363 road belonging to the Road Development Authority and is a convenient road for the people entering Neluva area, this road was requested by the local residents during a "Gama samaga Pilisandara" program held at the Derangala National School under the chairmanship of the former president. It was advised to widen and prepare it for traffic.</p> <p>Accordingly, I would like to inform you that our engineers observed this road with the officials of the relevant local government agencies and according to the recommendations of the engineers, the road which was a narrow road (2.4 meters) was planned to be widened and developed to a minimum width of 3 meters for safe traffic. I would like to inform you that the whole road was planned to be developed using Asphalt, considering the damage that may occur when the construction machines and heavy vehicles pass over these concrete sections during the widening and development of the road and the existing concrete road sections were also damaged.</p> <p>Estimates are being prepared for the development to be suitable for vehicular traffic and the development will be done based on the upcoming allocations.</p> <p><b>(d) Contract package No. P76 (QA) - Upto Thihagoda- Badawella -Udugama Road</b></p> <p>The contractor prepared the development work of this road with proper standard along ABC. In view of the crisis that arose in the country in the last period, the work on this project had to be stopped temporarily. As vehicular traffic takes place on the surface of ABC, I am informed that traffic has become difficult due to the escape of ABC. The maintenance department of the Road Development Authority has taken steps to repair the blocked places due to the ABC deposited in the canals. Also, under the upcoming provisions for this road, steps have been taken to prepare the road so that the public can use the road without difficulty (motorable condition) by using direct labor. Carpeting was completed under direct labor.</p>
(af)	<p>According to the details submitted by the project offices as on December 31, 2022, the total number of plots of land acquired for 14 projects was 48,427 and under Section 44 of the Land Acquisition Act, at the end of the year under review, the number of plots taken over by the authority was 4,543 or only 09 percent of it.</p>	<p>As the registration is done under section 44 after the compensation is paid to the government after acquisition, the rest of the plots will also be registered under section 44 after the compensation is paid.</p>



## 2.3 Other Matters

Paragraph No.	Audit Paragraph	Answer												
(a)	<p>According to the information provided to the audit, the amount of loans to be repaid from the loans obtained by the local banks was Rs. 356,059.32 million till 31 December 2022 and the amount of interest that had to be paid to the local commercial banks during the period of 05 years due to taking the loan. Rs. 108,970.36 million. Furthermore, as on December 31 of the year under review, the interest to be paid was Rs.37, 668.7 million and the loan installment value to be paid was Rs.2, 502.3 million.</p>	<p>According to this statement, it should be correct that "the expenditure shown as financial expenses in the financial statements during a period of 05 years was Rs. 108,970.36 million" and its values are as follows for each year.</p> <table><tr><td>2018</td><td>16,304,277,521.00</td></tr><tr><td>2019</td><td>15,866,202,677.00</td></tr><tr><td>2020</td><td>13,551,363,730.00</td></tr><tr><td>2021</td><td>14,276,855,572.00</td></tr><tr><td>2022</td><td><u>48,971,664,891.00</u></td></tr><tr><td></td><td><u>108,970,364,391.00</u></td></tr></table> <p>When taking local bank loans, the relevant interest percentages are decided by the relevant banks in consultation with the Foreign Resources Department. Also these loans have been taken on AWPLR basis not at fixed loan interest rate but at variable loan interest rate. Since April 2022, due to the increase in the interest rate due to the economic crisis in the island, the loan interest amount in the year 2022 has increased abnormally. This is a situation that has been exacerbated by the increase in AWPLR and this cost may come down substantially when the country recovers.</p> <p>The Treasury has agreed to release the funds required to pay the insurance interest and loan premiums contracted by the Road Development Authority by the due date. At the end of each month, the amount of cash required for the next month and the dates on which they should be received are sent to the Treasury through the Ministry through the prescribed forms.</p> <p>Additionally, an awareness letter about the amount to be paid to the respective banks and a letter requesting the final amount to be paid will be sent to the Ministry before the due date of the interest payment. Accordingly, the money will be released by the Ministry on the due date. This process has been running continuously for 10 years. But this time the Treasury has been slow to settle them. Therefore, the responsible authority is not responsible for the payment of penalty interest.</p>	2018	16,304,277,521.00	2019	15,866,202,677.00	2020	13,551,363,730.00	2021	14,276,855,572.00	2022	<u>48,971,664,891.00</u>		<u>108,970,364,391.00</u>
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(b)	<p>Rs. 408,541.01 million received by the authority in 34 cases from 07 local commercial banks on the basis of 10 to 18 years based on a grace period of 2 ½ to 4 ½ years and to be paid further by 31 December 2022 The loan amounting to Rs. 356,059.31 million was further extended by the Cabinet Memorandum No. MFE/ERD/14/CM/2020/065 dated 31 March 2020 and the loan was restructured.</p> <p>Rs. 408,541.01 million received by the authority in 34 cases from 07 local commercial banks on the basis of 10 to 18 years based on a grace period of 2 ½ to 4 ½ years and to be paid further by 31 December 2022 The loan amounting to Rs. 356,059.31 million was further</p>	<p>Appointment of a transaction advisor is mandatory for the debt restructuring process. This is also recommended in the Cabinet Paper. Accordingly, even though the People's Bank and the Bank of Ceylon were appointed for joint transaction consultation, no fee was paid for the Bank of Ceylon and the People's Bank paid Rs. 20.0 million was billed and submitted. The Treasury discussed the amount to be paid for the consultancy service and decided to pay Rs. 10.0 million was agreed upon and the amount was paid by the authority to People's Bank.</p> <p>Before the loan restructuring period Rs. 15.0 billion was released by the Treasury through the line ministry to pay the loan installments. Debt restructuring under the treasury delayed the payment of these loan installments for 10-15 years. Although the loan interest (base interest) payable during that period was approved at 0.75%, it was reduced by the loan management to an interest rate of 0.5%. A saving of 0.25% was also availed through it.</p>												



	<p>extended by the Cabinet Memorandum No. MFE/ERD/14/CM/2020/065 dated 13 March 2020 and the loan was restructured.</p> <p>. Consultancy fees of Rs. 10.80 million were paid to the People's Bank for getting advice related to restructuring and the authority had to pay extra interest amount of Rs. 400.74 million on the annual increased interest rate due to debt restructuring.</p>	<p>However, due to the increase in AWPLR due to the current economic crisis in the country, even if this situation is aggravated, when the country recovers, there will be real economic benefits.</p> <p>On annual increased interest rate of Rs. The additional interest payment of 400.74 million has been estimated as a direct cost. But there should have been a review of the indirect costs/losses avoided by this decision taken in the face of the economic crisis in the country.</p>
(c)	<p>Under the Cabinet Decision No. A.M.P./19/2547/119/068-1 dated 25 September 2019 and No. A.M.P./19/1983/119/068 dated 07 August 2019 the Cabinet had given approval to take loans from local banks for the development of the second section of the Central Expressway project From Mirigama to Kurunegala according to, payment of arrears, compensation for land acquisition in sections I, II and III of the road.</p> <p>. On the basis of payment of loan premiums and loan interest using the money collected from the expressway based on the ability to repay, Rs. 4,312 million from the Bank of Ceylon on 18 November 2019 and Rs. 3,688 million from the People's Bank on October 4, 2019, totaling Rs. 8,000 million. Had taken a loan. The remaining outstanding loan balances are Rs. 2,084 million and Rs.1, 720.68 million. By 31 December 2022.</p> <p>Accordingly, the loan premium paid from the revenue of the highway is Rs. 4,195 million, and the amount of interest paid on these loans was approximately Rs.3, 000 million. Furthermore, the construction work of highways developed using loan money had stopped on the way.</p>	<p>Arrangements had been made to obtain domestic bank loans for the Central Expressway-II project on treasury guarantees. Due to the inability of the General Treasury to issue guarantees for this 08 billion domestic loan and the fact that all foreign loans were borne by the General Treasury, the Road Development Authority implemented as much as possible the revenue collected from the highways to obtain a local bank loan.</p> <p>. It was accepted by all as a timely and reasonable proposal taken at that time and it was implemented.</p> <p>The loan amount of Rs.4,312 million obtained from Bank of Ceylon and Rs.3,688 million obtained from People's Bank was obtained only for Central Expressway Project-II and the work was completed and handed over to the authority and the road was opened to the public from 15.01.2022 and the entrance fees Toll road is used.</p>
(d)	<p>Due to the inability of the Treasury to make provisions for the settlement of the outstanding amount as of December 31, 2022 as loan interest and premium for the loan money obtained from the local banks, under an interest rate of 22.5 percent, Rs. 36,671.62 million Treasury Bonds had been issued.</p> <p>Also, the road 100,000 km in relation to the program for road construction work, and Rs. 32,217.89 million to be paid to 36 contractors, treasury bills had been issued under an interest rate of 22.5 percent by December 31, 2022. Due to the issuance of treasury bills in this way, the government has to bear additional expenses and it was observed that the</p>	<p>The manner in which the value of the expenditure referred to here as the expenditure incurred by the Government due to the issuance of Treasury Bills was calculated is questionable.</p> <p>Due to the crisis in the country, the construction industry, which contributed a lot to the national economy, had collapsed. At that time the unpaid bills due to them were Rs. There were about 80.0 billion and the funds for that were not received by the authority through the Treasury. As an alternative solution to that, the proposal to provide these treasury bonds was presented.</p> <p>If it was not done, the construction sector would have collapsed completely, so getting treasury bonds was an effective decision taken with a forward-looking view. This resulted in the circulation of money in the country and a resurgence of small scale construction contractors in their work. Due to the issuance of treasury bonds, the amount of</p>

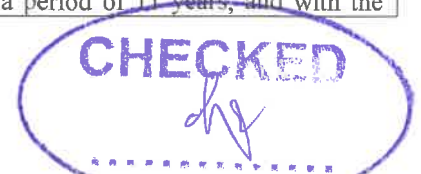




	annual expenses are approximately Rs.15, 155.69 million.	unpaid bills yet has reduced to Rs. 10.0 billion.
(e)	The Highway Transport (Private) Company belonging to the Authority had not submitted its financial statements for audit since 2016. Also, the audit opinion related to the financial statements submitted from the year 2017 to the year 2019 of the Maganeguma Construction and Machinery Company was disclaimed and an adverse audit opinion was presented for the year 2020.	Fixed time frame for preparation of financial statements from 2016 to 2019 of Highway Transport (Private) Company has already prepared financial statements from 2016 to 2018 but Board of Directors approval is required. Financial Statements from 2018 to 2021 of Maganeguma Construction and Machinery Company have been submitted to the Auditor General with corrections. The 2022 financial statements of the Ascent Construction and Machinery Company are being prepared.
(f)	According to Section 133 of the Companies Act No. 07 of 2007, although a company should hold the annual general meeting of shareholders once every year, its 04 companies managed by the authority had not done so.	Some of the managed companies decided not to have annual general meetings due to legal issues regarding the ownership of shares during the establishment of the bodies. Annual General Meetings were not held as more institutions did not submit their statements of accounts on time. However, further work is being done to update the currently missing account arrangements.
(g)	Rs. 107.17 million exceeding 02 years and Rs. 314.58 million exceeding 05 years have been shown as receivable to the authority in the inter-company accounts maintained to record transactions between the Road Development Authority and its managed companies,, but at the end of the reviewed year to settle the respective balances. Necessary steps were not taken.	The Highway Transport (Private) Company has completed the financial reports till 2018 but Board of Directors approval is required. The Maganeguma Emulsion Products (Pvt) Company and C/s Maganeguma Consultancy and Project Management (Pvt) Company related to emulsion supply and cold mix supply have been made and sent to those companies till 30.09.2023. Actions are being taken to settle the discrepancies between the balances between the Maganeguma Road Construction and Machinery (Pvt) Company and the Road Development Authority.
(h)	As per No. CP/23/0394/608/033 dated March 20, 2023, it has been decided to close down the 04 managed companies owned by the Authority, and the continued existence of the respective companies was in an uncertain position.	The liquidation of companies controlled by the Road Development Authority is handled by a special committee consisting of board members. The liquidation process is not complicated as the assets are owned by the Road Development Authority.
(i)	The annual action plan prepared by the authority for the year 2022 did not show a plan of action to achieve the sustainable development goals and what projects are planned to be carried out under the sustainable development goals identified by the authority, and the related sustainable development indicators (SDG Indicators) and Criteria such as the expected performance of those indicators during the year were not included in the annual action plan. Also, the sustainable goals expected to be achieved up to the	The future action plan will be prepared to include the planned projects and related sustainable development indicators and their expected annual performance by identifying the desired objectives up to the year 2030 Under the sustainable development goals identified in relation to the Road Development Authority.  The 2024-2028 Strategic Plan has identified specific sustainability goals to be achieved up to 2028 and plans to prepare the 2024 Action Plan to include their annual performance.



	year 2030 were not specifically identified.	
(j)	<p>The number of Management Assistant posts allocated by the Administration Division for the staff of Highway Operations, Maintenance and Management Divisions was 81 as at 31 December 2022, but the actual number of employees employed in those divisions was 136 on that date.</p> <p>Accordingly, it was observed that 55 employees are working in the respective departments in excess of the approved number of posts. Furthermore, 24 employees who were appointed by the Authority's Director General as cashiers and patrollers in the Highway Operations, Maintenance and Management Division, but who were working temporarily in management assistant positions, were not assigned to the respective regular positions.</p>	<p><u>Employment of Management Assistants in excess of approved carder</u></p> <p>The points given in 2.2.4.1 (j) are also relevant for this regarding the Road Development Authority's annual transfer policy. Accordingly, it is agreed that there are management assistants working in excess of the number allotted by the administrative department from those employed in Bandaragama head office and interchange offices belonging to the highway operations maintenance and management division.</p> <p>Due to the inability to carry out annual transfers in previous years, there are management assistants who have been working in those offices for a long time due to the need of service.</p> <p>However, in relation to the year 2024, the necessary activities are currently being carried out to call for applications for annual transfers in the future. Priority will be given to those who have requested transfers.</p> <p>Also, other surplus employees who are in excess of the approved number of employees related to the posts of Management Assistant/Clerk are expected to be transferred under the 2024 Annual Transfer Orders for vacancies in other offices.</p> <p>But due to the highway restructuring programme, the management has decided not to apply the 2024 annual transfer policy to the highway operations maintenance and management division.</p> <p><u>Performance of duties of management assistant positions by officers holding positions other than Management Assistants</u></p> <p>It is agreed that the duties of the posts of Management Assistant shall be performed by the officers holding positions other than Management Assistant.</p> <p>The operational duties of the Highway Operation Maintenance and Management Division are carried out continuously 24 hours a day and officers/employees are deployed on duty under the shift system to cover that period.</p> <p>The duties in the computer field must be carried out continuously for 24 hours and although the natures of the duties are diverse along with the duties of positions such as engineer cashiers, they are interrelated in the highway operation maintenance and management process.</p> <p>Although the approved number of management assistants for the highway operation maintenance and management division is 81, the number of Management Assistants is not sufficient for the duties of this division, so requests have been made to increase this number. But it has not yet been approved.</p> <p>Therefore, as there is not enough staff in the computer field as well as in the administrative field to carry out the operational activities without interruption, some cashiers and patrol travelers who have met the relevant qualifications for the positions of management assistants to be temporarily employed in the duties of the management assistant position in order to continue the activities of this department.</p> <p>The expressway system was established in the year 2011 and has now exceeded a period of 11 years, and with the</p>



		<p>expansion of the said road system, the role assigned to the highway operations, maintenance and management department has also expanded a lot. Hence adequate staff is required to carry out these activities.</p> <p>Accordingly, due to the non-approval of the required number of Management Assistants for the role assigned, other post holders have been temporarily employed for the duties of the Management Assistant position.</p> <p>There is no problem in appointing the cashiers as well as regular management assistants who have been employed in the duties of the management assistant position as the salary category and recruitment qualifications are the same and they have already met the relevant qualifications for that position.</p> <p>Therefore, a request has been made from the Department of Management Services to give approval for the establishment of the position of Management Assistant so that only the cashiers who have been employed in the duties of the Management Assistant position will be personal.</p>
(k)	<p>Although an internal circular issued by the Authority's Director General has instructed not to employ employees recruited on direct labor basis in office work on the contrary, 106 direct workers recruited on permanent and casual basis for provincial offices and 181 road maintenance It was not used for activities but was used for office activities.</p>	<p>It is also agreed that a minimum number of permanent and casual workers were employed for office work even though the employees hired on direct labor basis were advised not to engage in office work. The currently approved number of employees for this authority was approved in the year 2009, taking into consideration the work volume of the authority at that time.</p> <p>Due to the expansion of the construction and maintenance work carried out by the authority in the period that has passed so far, there is not enough minimum staff in relation to the primary level and other positions to carry out the duties assigned by the higher management properly. It was. Also, according to the National Budget Circular No. 3/2022 issued in the year 2022 regarding public expenditure control, external recruitment was also not possible.</p> <p>Therefore, there were vacancies in the post of management assistant and also in the primary level posts like driver, watchman and office worker in many offices. Since there was not enough number of employees to carry out the duties related to those positions, it was practically a very difficult task to carry out those activities with a limited number of employees.</p> <p>Due to this situation, a minimum number of direct labor employees who have met the basic qualifications for the respective positions have been temporarily employed for the vacancies of several primary level positions for certain offices.</p> <p>Also, it is expected to remove the direct workers from office work after recruiting enough employees and assigning them to the respective offices for the regular positions that are currently receiving the service using direct workers.</p>
(l)	<p>According to paragraph 15 of Sri Lanka Public Sector Accounting Standard No. 09, the inventory should be stated at the lower of cost and net realizable value, but the inventory of auto spare parts with unusable cost of Rs.26.68 million was not valued according to the standard.</p> <p>A value equal to the relevant cost was</p>	<p>The work of the committee appointed to get the recommendations related to the disposal of this stock which is not moving has not continued in the crisis environment in the country after the year 2020. However, it is expected that a new committee will be appointed in the near future and the related work will be carried out promptly.</p>





	shown as provision for non-moving stocks in the financial statements from the year 2019. Furthermore, although a committee was appointed on January 2, 2020 to dispose of those stocks, the related disposal activities were not completed by 15 June 2023.	
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Chairman  
Road Development Authority



## **Road Development Authority, Annual Report – 2022**

### **Performance of RDA**

All the detailed information on the performance of RDA and foreign funded projects during the year 2022 have been given in the above report. The following is only a summary of the performance of the salient areas of RDA's activities.

#### **1. Implementation of Road Maintenance:**

During the year 2022, the entire National network consisting of A & B class roads ( including bridges and other structures) and Expressways were maintained. Sand Sealing, Rectification and AC Overlay have been done on 196.2 km length of roads. National road maintenance expenditure for the year 2022 is Rs. 2,504.00Mn.

#### **2. Highways Development:**

Rehabilitation and improvement of roads throughout the country were carried out both with local funds as well as with foreign funds. 15.2 km of length was completed and about 56.5 km of length was in progress under widening and improvement projects with local funds as at end of 2022.

Under the programme of Development of 100,000km of alternative roads to access main roads and Expressways 6,300 km have been completed and 11,550 km were ongoing at the end of the year 2022. During the year, progress of most of the road rehabilitation & improvement works were interrupted due to the economic crisis arisen in the country.

#### **3. Construction of Bridges:**

In year 2022, 3 bridges have been completed under weak bridge improvement programme and widening & improvement programme undertaken with local funds. Another 2 bridges have been completed under foreign funded projects and construction work of 44 bridges were in progress at the end of the year.

#### **4. Quality Control in Road and Bridge Works:**

During 2022, Research and Development Division of RDA continued to provide advice and assistance in quality control of work during construction and maintenance of roads through provincial field laboratories. Revenue of about Rs.11.9 Mn has been made from laboratory testing of samples obtained through private organizations during the year while carrying out work worth about Rs. 3.4 Mn for RDA projects.

## **5. Property Management and Revenue Collection**

Issuing of licenses for Hoardings/Gantries/Cantilevers/Banners/Bus Shelters and other advertising instruments /devices on the road sides were continued during the year 2022. Total revenue earned by the PM&R Division from various sources by managing the properties of RDA during the period year 2022 is Rs. Rs.501.92Mn.

## **6. Implementation of Environmental and Social Safeguard Measures:**

The Environment and Social Division of the RDA continued its support for implementation of environmental and social safeguard measures of various road development projects including the preparation and review of EIA /IEE reports.

In 2022, preparation of EIA report and Resettlement Plan for Ruwanpura Expressway Phase II & III, preparation of EIA for proposed Rathnapura bypass. preparation of RAP, Preparation of Road Specific Environmental and Social Management Plan (ESMP) and Review/Editing of Environment and Social Reports for ICDP under the World Bank. Preparation of Social and Environmental Report for Kandy Multi Model Transport Development Project were carried out.

## **7. Expressway Development:**

The Central Expressway has been planned from Kadawatha to Dambulla, via Kurunegala with a link to Galagedara from Pothuhera. Construction work of this expressway has been planned under four sections. Civil works for section 1 from Kadawatha to Meerigama and for phase 1 of section 3 from Pothuhara to Rambukkana were in progress at the end of 2022. The central Expressway section 2 from Meerigama-Kurunegala ( Yaggapitiya) was opened for public on 15<sup>th</sup> January 2022. Land acquisition process is in progress for the section from Kurunegala to Dambulla.

## **8. Expressway Operations**

During the year 2022, Southern Expressway (E01-Kottawa to Mattala), Colombo – Katunayake Expressway (E03), Outer Circular Highway (E02-Kottawa to Kerawalapitiya), Andarawewa – Hambantota Expressway (E06) and Central Expressway (E04) Meerigama -Kurunegala (Yaggapitiya) section were in operation. During the year, total traffic volume travelled on the expressway network is 32,279,060 vehicles. Toll Revenue of Rs 8,960,73 Mn has been made during the year.

## 9. Overall Financial Performance against the budget 2022

The total budget allocation for RDA including domestic and foreign funds for the year 2022 was Rs. 247.8 bn and expenditure during the year was Rs. 195.4 bn. The foreign funds contributed to nearly 49% of the total funding allocation for 2022.

Activity	Allocation (Rs Mn)	Expenditure (Rs.Mn)
Expressways Development	70,958.38	34,397.09
Highways Development	155,541.68	144,968.99
Widening and Improvement of Roads	3,600.00	1,362.28
Construction of Bridges and Flyovers	9,552.20	6,622.83
Natural Disaster Affected Roads Rehabilitation	109.85	34.83
Institutional Support	8,034.60	8,013.51
Total	<b>247,796.70</b>	<b>195,399.53</b>

## **MEDIUM TERM MEASURES TAKEN TO IMPROVE THE PERFORMANCE OF THE ROAD DEVELOPMENT AUTHORITY**

1. In 2022, New Scheme of Recruitment and carder was prepared for the RDA and submitted to the Management Services Department through the ministry on the approval of the board of Directors of RDA.
2. The RDA continues to carry out feasibility studies, detail engineering design of roads & bridges and preparation of contract documents in house. These facilitated enhancement of efficiency, reduction in cost and minimizing the delays in project implementation while advancing technical knowledge of the staff in these fields.
3. Conducted local , foreign and online training programmes for the staff of RDA continuously to enhance their capacity. With the intention of enhancing the capacity, 11 officers of RDA were sponsored for long term courses in local universities/ institutions and 615 officers/employees of RDA were participated for online workshops/training programmes. Further during the year 38 employees were nominated for training courses, workshops and seminars conducted by outside organizations.
4. In 2022, New Scheme of Recruitment and carder was prepared for the RDA and submitted to the Management Services Department through the ministry on the approval of the board of Directors of RDA.
5. Updating of the Draft National Road Master Plan (NRMP) 2018-2027 for the period 2021-2030 was completed as National Road Master Plan 2021-2030. The NRMP 2021-2030 approved by the board of Directors of RDA was submitted to the Ministry of Highways.
6. In order to strengthen the RDA's capacity for Road Asset Management and to operationalize all the modules of the Sri Lanka Road Asset Management System (SLRAMS), RDA continued to obtained necessary financial assistance under the World Bank assistance Transport Connectivity & Asset Management Project (TCAMP).

During past, the government of Sri Lanka has allocated substantial amounts of funds for the development of the road network in the country through the line ministry to the RDA. However, the value of this infrastructure has not been evaluated. The asset valuation provides the opportunity to describe the importance of the road asset and investment in that asset in financial terms in the investment planning.

As the RDA does not have the required knowledge in valuation of the road infrastructure obtain a consultancy service was obtained for road asset valuation as a pilot project through the TCAMP. There are several consultancy and service contracts planned and ongoing under the TCAMP for the with this a new module will be added to the SLRAMS for the Road Asset Valuation. With the end of TCAMP by the end of Sept 2023, RDA will own a comprehensive road information system for systematic management of its Road Infrastructure.