



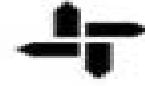
MINISTRY OF
PORTS & HIGHWAYS

ANNUAL REPORT 2012

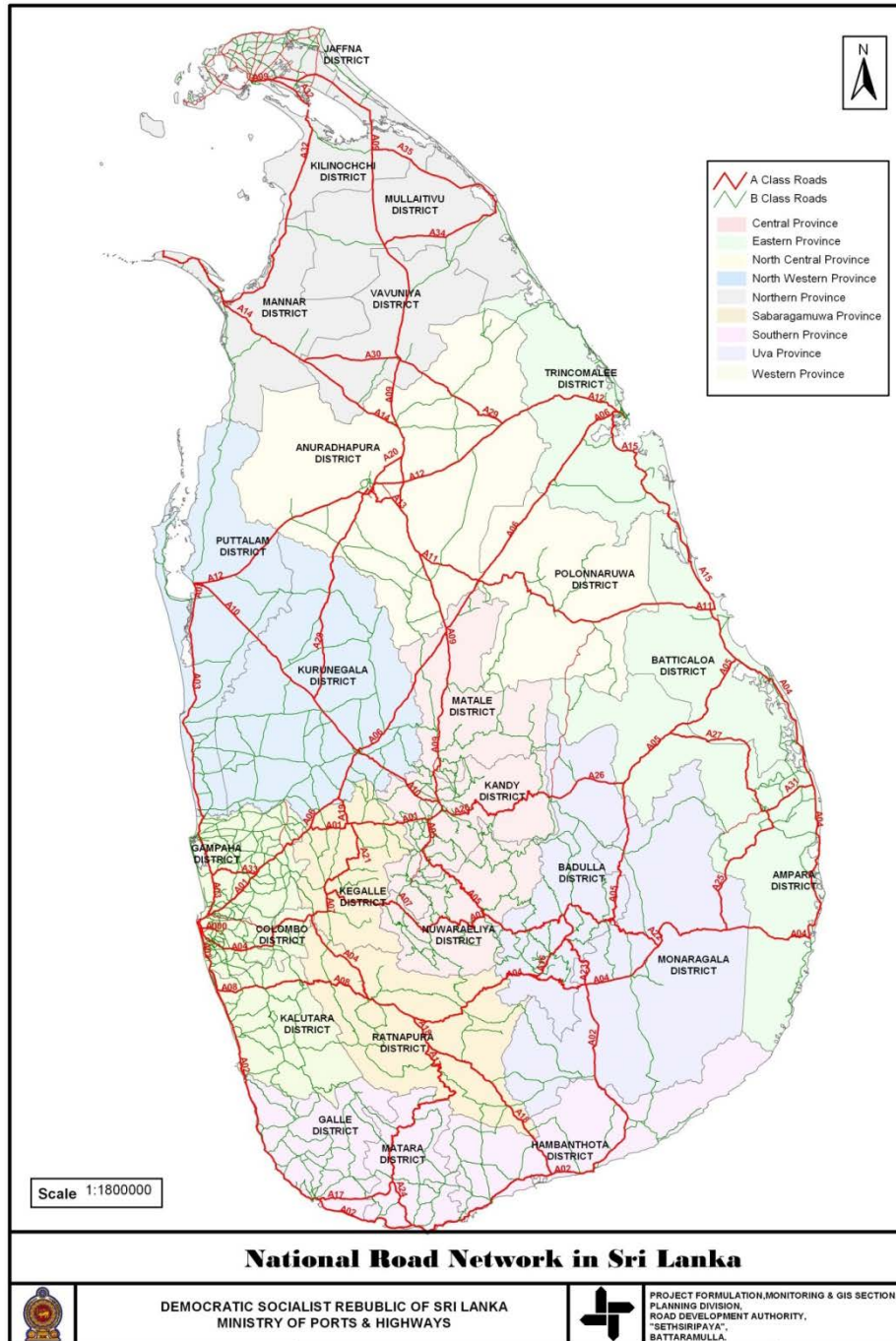


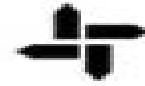
ROAD DEVELOPMENT
AUTHORITY



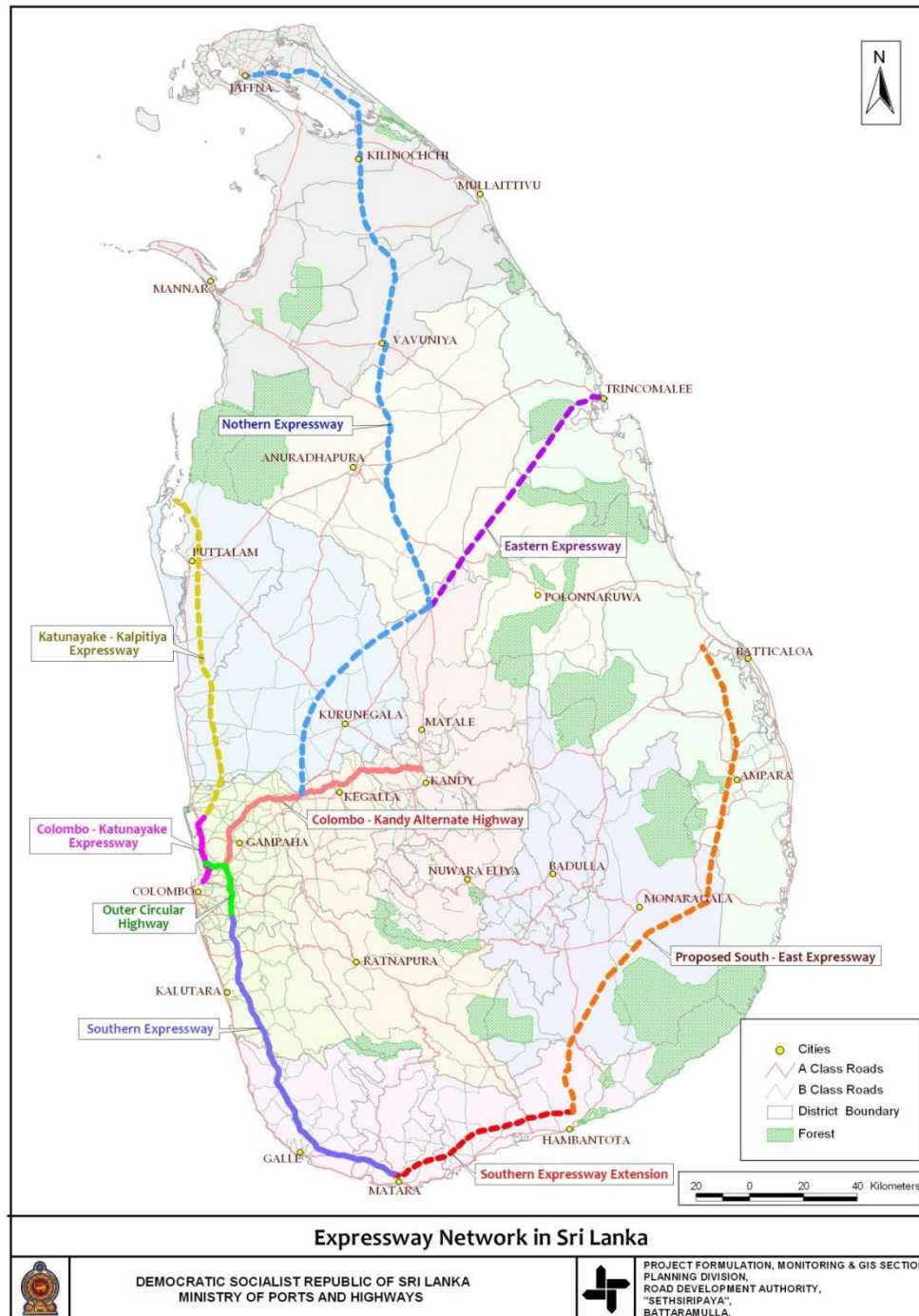


Map 1: National Road Network in Sri Lanka





Map 2: Expressway Network in Sri Lanka





Introduction

The Annual Report of Road Development Authority (RDA) for the year 2012 discusses the organizational and operational aspects of RDA in brief and provides rather detail information on its performance and achievements during the year.

A brief overview on operational aspects and performance of RDA has been given at the beginning and the organizational aspects of RDA have been discussed in Chapter 2 of the report. The functions, responsibilities of each operational division and in detail the performance of each area of work/service of RDA during the year have been enumerated in Chapter 3.

Constraints encountered by RDA in the implementation of its functions and responsibilities and the measures taken to mitigate such problems have been presented in Chapter 4 of the report.

The detail information on each foreign funded project, the management of which was directly handled by the Ministry of Ports and Highways has been included in Chapter 5.

The overall financial performance of RDA has been presented in Chapter 6 and the achievement of its goals and objectives have been presented in Chapter 7.

While the Financial Performance of RDA and Financial Statement have been given in Annexure – I, the Auditor General’s Report has been given in Annexure – II to the report.



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Annex I – Financial Performance of RDA and Financial Statement

Annex II – Auditor General's Report

Abbreviations

AADT	Annual Average Daily Traffic
ADB	Asian Development Bank
ADG	Additional Director General
ADT	Average Daily Traffic
AO&M	Asset Operation & Management
ATC	Area Traffic Control
BIQ	Basic Information Questionnaire
CANC	Cabinet Appointed Negotiation Committee
CARE	Conflict Affected Region Emergency
CE	Chief Engineer
CEA	Central Environmental Authority
CECB	Central Engineering Consultancy Bureau
CETRAC	Construction Equipment Training Center
CILT	Chartered Institute of Logistics and Transport
CKE	Colombo – Katunayake Expressway
DCC	Department of Coastal Conservation
DCP	Dynamic Cone Penetration
DF	Domestic Funds
DG	Director General
DIA	Disaster Impact Assessment
DPU	Data Processing Unit
EDCF	Economic Development Corporation Fund
EDCF	Economic Development Co-operation Fund Korea
EE	Executive Engineer
EOM&M	Expressway Operation, Maintenance and Management
EOT	Extension Of Time
EPF	Employees' Provident Fund
ESD	Environmental and Social Development
ETF	Employees' Trust Fund
FAG	Foreign Aid Grants
FAL	Foreign Aid Loans

FARDF	Foreign Aid related Domestic Funds
FWD	Falling Weight Deflectometer
GIC	Government Information Center
GIS	Geographic Information System
GOSL	Government of Sri Lanka
GPS	Global Positioning System
HDM – 4	Highway Development & Management - 4
HIHD	Hambantota International Hub Development
HIMS	Highways Information Management System
ICLP	Institute for Commercial Law and Practice
ICTAD	Institute for Construction Training and Development
IESL	Institution of Engineers, Sri Lanka
ITS	Intelligent Transport System
JBIC	Japan Bank for International Cooperation
JICA	Japanese International Cooperation Agency
KFAED	Kuwait Fund for Arab Economic Development
LAIS	Land Acquisition Information System
LOA	Letter Of Acceptance
MCC	Manual Classification Counts
MFAP	Miscellaneous Foreign Aided Project
MFNSV	Multi Function Network Survey Vehicle
MIS	Management Information System
MM&C	Maintenance Management and Construction
NAITA	National Apprentice and Industrial Training Authority
NHSP	National Highway Sector Project
NIBM	National Institute of Business Management
NPD	National Planning Department
NRCP	Northern Road Connectivity Project
NRMP	National Road Master Plan
NRRP	Northern Road Rehabilitation Project
NWS&DB	National Water Supply and Drainage Board
OCH	Outer Circular Highway
OFID	OPEC Fund for International Development
PC	Project Committees

PD	Project Director
PIP	Project Implementation Plan
PM&R	Property Management and Revenue
PMU	Project Management Unit
PRP	Priority Roads Project
R&D	Rsearch & Development
RBCU	Rural Bridge Construction Unit
RDA	Road Development Authority
RFAL	Reimbursable Foreign Aid Loans
RIS	Road Information System
RNIP	Road Network Improvement Project
RP	Resettlement Plan
RPPF	Road Project Preparatory Facility
RSAP	Road Sector Assistant Project
SFD	Saudi Fund for Development
SLFI	Sri Lanka Foundation Institute
SLIDA	Sri Lanka Institute of Development Administration
SLTB	Sri Lanka Transport Board
SOR	Scheme Of Recruitment
SPM	Special Projects Management
STDP	Southern Transport Development Project
TAARP	Tsunami Affected Areas Rebuilding Project
TEC	Technical Evaluation Committee
TIIP	Trincomalee Integrated Infrastructure Project
TOR	Terms Of Reference
UDA	Urban Development Authority
UOM	University of Moratuwa
UOP	University of Peradeniya
VOC	Vehicle Operating Cost
WLAN	Wireless Local Area Network



CHAPTER 1

Overview

The road network is the most valuable and one of the largest community assets which is fundamental to the economic, social, cultural, and environmental well being of the community. Sri Lanka has a road density of 1.5 km/m² which is considered as a high value when compared with other South Asian countries. Sri Lanka's road network is dense and well lay 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 has become inadequate which resulting the reduced efficiency in mobility. An efficient transport system is a prerequisite for the rapid economic development of the country and for improving quality of life of people. In Sri

Lanka, Road transport is the pre-dominant mode of transport with the road transport catering for about 92% of the passenger demand and 98% of freight demand. On the other hand, the deterioration of pavement structure accelerated by increased axle loads has reduced the useful life time of the road network necessitating majority of the roads demanding rehabilitation and capacity improvements. The RDA has been working on a sustainable programme to rehabilitate and improve the existing road network.

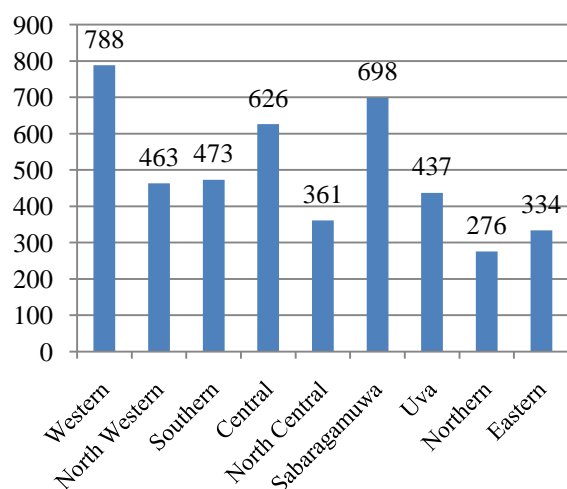
Sri Lanka's road network is divided into three categories as National Roads governed by the Central Government, Provincial Roads governed by Provincial Councils and roads governed by Local Authorities. The RDA also takes over roads that belong to the Provincial Councils and Local Authorities

and enlist them into the National Highways. In overall 12,165 km of roads classified as National Highways (A and B class roads) which serving inter – provincial and long – distance transport.

Table 1: Spread of Sri Lanka's Road Network (km) by Type and by Province

Province	National Roads		
	A Class	B Class	Total
Western	375.55	1,216.96	1,592.51
Central	415.03	1,351.90	1,766.93
Southern	351.69	1,155.62	1,507.31
Northern	734.49	524.14	1,258.63
Eastern	609.81	551.14	1,160.95
North Western	353.59	983.26	1,336.85
North Central	493.77	664.77	1,158.54
Uva	472.40	696.00	1,168.40
Sabaragamuwa	415.04	799.86	1,214.90
Total	4,221.37	7,943.65	12,165.02

Figure 1: Bridges under the purview of RDA in Province



Bridge, a roadway structure including supports, erected normally over a waterway for carrying traffic, having a clear span between supports of more than 3.0 m measured along the centre line of the roadway is the link that connect the road network across the country and is an very important structural element that constructed by the RDA. 4456 bridges come under the purview of the RDA for maintenance.



Maintenance of National Highways

The roads have to be maintained regularly to prevent from deterioration and to keep their service quality at satisfactory level throughout the year. The RDA gives topmost priority for the maintenance activities and work is carried out through direct labour, or through private contractors registered with ICTAD in the regions. The total funds required for the road maintenance allocated under the Road Maintenance Trust Fund are released to the regions according to the road condition assessments.

In addition to the routine maintenance, the RDA has a system to carry out periodic maintenance such as sand sealing, and 866.62 km of roads were sand sealed during 2012.

Road Rehabilitation and Improvement



Rehabilitation of roads is equally important to keep the road network in serviceable condition. The rehabilitation helps to extend the useful life of a road preventing imminent fall of service quality and transportation breakdowns.

Mear routine maintenance and rehabilitation of the age old highways do not contribute much to achieve desired mobility without improving them to add extra capacity. Capacity, riding quality, road safety and traffic management are the prime factors that need to be addressed to achieve the desired mobility on the road network. The total rehabilitated and improved length of roads during 2012 is 944.64 km.

Rehabilitation and Reconstruction of Bridges on National Highways



The bridges, as part of our road system, need maintenance, rehabilitation and reconstruction. The weak and narrow bridges create bottlenecks, cause load restrictions and traffic congestions. Many road improvement programmes include repairs and reconstruction of bridges and culverts. But in most instances the bridges are left out due to funding restrictions. Further, 22 steel bridges have been completed and the works on 12 such bridges were in progress during 2012.

Expressway Constructions



The idea of high mobility interprovincial highways and expressways took momentum

at the beginning of the 21st century keeping in line with the Socio – economic development goals. The National Road Master Plan (NRMP) prepared for 2007–2017 envisages construction of 594 km of highways and expressways. The construction works on 3 expressways has been already started and several other Expressways are being under planning stage. Sri Lanka's first ever access controlled expressway from Kottawa to Pinnaduwa is functioning smoothly by providing the support to maintain the rapid economic development of the country.

Planning & Programming

The overall operation of the RDA starts with planning in line with its goals and objectives. The annual programme for maintenance and rehabilitation is prepared based on the information collected from the regions and the programme for improvement work is based on the NRMP. From the road maintenance to large scale project works have to be planned prior to their implementation. Project Proposals were prepared for 10 projects and Concept papers were prepared for 17 projects during 2012.

Traffic Management and Road Safety



The RDA drives all of its efforts to see the road network is free of safety hazards and continually takes steps to improve the safety of road users. The road safety aspects are integrated into all improvement and new construction works. Traffic management studies for 9 road sections and signal design and time calculation process for 3 locations were in progress in 2012.

Design of Roads and Bridges

The RDA is a major Civil Engineering organization with specialized skills in Highway and bridge design. The RDA also provides consultancy services to other government agencies and private sector institutions on highway designs and bridge designs. Bridge design for 88 bridges and Highway design for 80.6 km length of roads were completed in 2012.

Collection of Income

The RDA makes income as consultancy fees for providing advisory services, designs and carrying out field and laboratory tests. It also earn income and revenue from its assets as rent from shopping complexes, gantries, resting parks and income from bus shelters, TV cable poles, hoardings, lottery stalls and fines from unauthorized hoardings etc. The revenue earned by RDA in 2012 was Rs.115, 019, 175.55

Financial Performance

Table 2: Financial Performance based on source of funds

Source of fund	Allocation (Rs million)	Expenditure (Rs million)
Domestic Funds (DF)	30, 863	30, 828
Foreign Aid Loan (FAL)	89, 964	89, 250
Foreign Aid Grant (FAG)	755	750
Reimbursable Foreign Aid –Loan (RFAL)	558	524
Reimbursable Foreign Aid –Grant (RFAG)	0	0
Counterpart Fund (CF)	0	0
Foreign Aid related Domestic Funds (FARDF)	10, 656	10, 618
Total	132, 795	131, 970

The total funding allocation for RDA including domestic and foreign funds for year 2012 was Rs. 132, 795 Million and the annual expenditure was Rs. 131, 970

Million. The foreign funds contributed more than 50% of the total funding.

Figure 2: Financial Performance based on source of funds

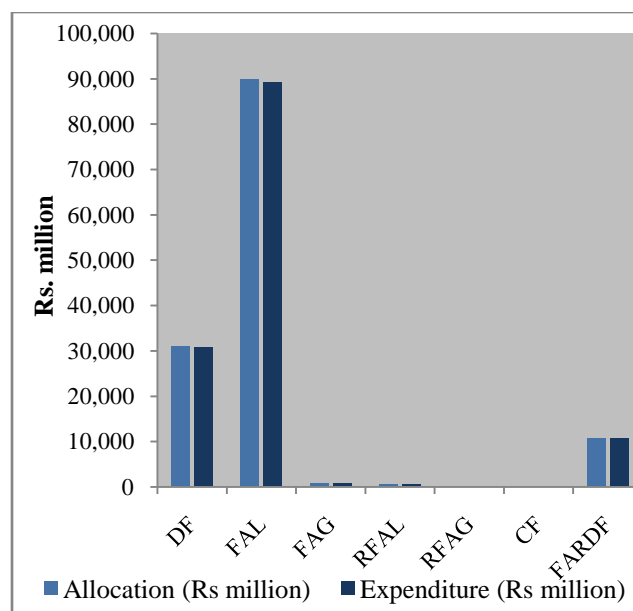


Table 3: Financial Performance based on Province

Source of fund	Allocation (Rs million)	Expenditure (Rs million)
Western	46, 234	46, 030
Central	5, 354	5, 286
Southern	19, 232	19, 142
Northern	12, 703	12, 662
Eastern	10, 132	10, 054
North Western	3, 480	3, 432
North Central	26, 238	26, 099
Uva	5, 916	5, 827
Sabaragamuwa	3, 506	3, 438
Total	132, 795	131, 970



CHAPTER 2

The Road Development Authority – An Introduction to the Organization

Road Development Authority is one of the Institutions under the Ministry of Ports & Highways which is the apex organization in Sri Lanka for ports and highways sector. The Ministry is responsible for the formulation of policies and programmes in regards to the subjects of ports and highways.

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.

2.1 Role of the Organization

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

The National Highway Network consisted of 12, 165 km of roads and 4,456 bridges

(span of more than 3m) as at the end of 2012.

2.2 Management of the RDA

The management of the RDA is effected by a Board of Management appointed by the Hon. Minister of Highways and Road Development. The Board of Management is responsible to the Hon. Minister for the implementation of Government Policy for

the development of the National Highway Network in the country.

Thirteen board meetings were held during the year 2012.

During the year 2012, the Board of Management comprised the following members;

Board of Management during the Period from January to December 2012

Mr. R.W.R. Pemasiri (Secretary, Ministry of Ports & Highways and Acting Chairman, Road Development Authority)	Chairman
Mrs. M. Gangatharan (Director, Department of National Planning, Ministry of Finance)	Member
Mr. K.L.L.Premnath (General Manager, National Water Supply & Drainage Board)	Member
Mr. B.A.Peeris (Director General, Geological Survey & Mines Bureau)	Member
Mr. A.W.M.Sarathchandra (Director Planning, Ministry of Transport)	Member
Mr. L.B.S.B.Dayaratne (Senior Assistant Secretary, Ministry of Lands)	Member
Mr.W.Wijerathne	Member
Mr. Hema Madiwela	Member
Mr. K.A.Gamini	Member
Mr. Navaratne Senanayake	Member
Mr. O.Ratnaweera (Working Director, Road Development Authority)	Member
Mr. P.Dissanayake (Additional Secretary, Ministry of Highways – Retired in February 2012)	Member
Mr. T.M.Herath (Additional Secretary (Technology), Ministry of Power & Energy – Retired in March 2012)	Member
<i>By Invitation</i>	
Mr. W.A.S.Weerasinghe (Director General, Road Development Authority)	Member



2.3 The Vision, Mission, Goals and Objectives

Vision

To be valued as the premier national institution of multi disciplinary excellence in highway engineering, which meets the community's expectations by providing an excellent national highway network.

Mission

As the premier national organization of the road sector, to provide an adequate and efficient network of national highways, to ensure mobility and accessibility at an acceptable level of safety and comfort, in an environment friendly manner, for the movement of people and goods paving way for the socio-economic development of the nation.

Goals and Objectives

- ❖ Achieve an adequate national highway network;
- ❖ Achieve an acceptable level of mobility in the national highway network through; maintaining the roads at an acceptable condition;
- ❖ Provide a high mobility expressway network;
- ❖ Take measures to reduce road user cost;
- ❖ Improve road safety in the national highway network;
- ❖ Ensure protection of the environment in all its activities;
- ❖ Ensure efficient utilization of assets and investments;
- ❖ Promote organizational development to enhance overall performance of RDA;
- ❖ Assist in the development of the local road construction industry.

2.4 Organizational Structure of RDA

The RDA is a major Civil Engineering Organization with specialized skills in Highway and Bridge Planning, Design, Construction, Maintenance and Highway 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. Under the newly approved organizational structure the Director General is assisted by 5 Additional Director Generals and 16 Directors to carry out various functions.

In addition there are 19 Project Directors of Project Management Units under the Ministry of Ports & Highways, and are appended to the RDA through the Director General. The organizational chart of the RDA is given in Figure 3.

2.5 Employees of the RDA

The RDA has a workforce of 5,789 employees on permanent and contract basis comprising of Engineering, Technical, Administrative, Accounting and other support staff. In addition it has 4,024 permanent laborers employed for routine maintenance work as at end of 2012. The Total approved carder under different service categories is given in the table below.

Table No 4: Summary of the Approved Cadre of RDA

Service Category	Approved Cadre
<i>Senior Management Service</i>	84
<i>Engineering Service</i>	583
<i>Administrative Service</i>	143
<i>Information Technology Service</i>	17
<i>Accounting Service</i>	97
<i>Legal Service</i>	6
<i>Technical Service 1</i>	102
<i>Technical Service 2</i>	832
<i>Clerical Service</i>	1, 497
<i>Supportive Staff</i>	2, 601
<i>Road Maintenance Labourer</i>	4, 024
Total	9, 986

2.6 Functional Divisions

The organizational structure of the RDA, there are 18 functional divisions of which 17 divisions are headed by a Director except for the Property Management & Revenue Unit. The Directors of the 16 divisions are reporting to the Additional Director Generals or to the Director General as per the details given below;

The Directors of the following three Divisions are directly reporting to the Director General.

Mechanical Division

Legal Division

Expressway Operation, Maintenance & Management Division

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

Maintenance Management and Construction Division

Works Division

Rural Bridge Construction Unit

In addition to these three Divisions, the ***Property Management and Revenue Unit*** also comes under the ADG, Asset Operation & Management. The Deputy Director, Property Management and Revenue Unit has to report to ADG (AO&M) through the Director, Maintenance Management and Construction.

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

Engineering Services Division

Highway Designs Division

Research & Development Division

Land Division

Environment & Social Development Division

The Director Planning (***Planning Division***) is reporting to the Additional Director General (Network Planning).

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

Administration Division

Finance Division

Procurement Division

Training Division

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

The ***Internal Audit Division*** and the ***Performance Audit Unit*** have been kept directly under the control of the Chairman, RDA. The Director Internal Audit and Deputy Director Performance Audit are reporting to the Chairman.

Most of the foreign funded projects are handled by the respective Project Management Units (PMUs), and they are functioning as independent PMUs under the Ministry of Ports & Highways. Projects Management Units are as follows;

- PMU of the Colombo Katunayake Expressway
- PMU of the Conflict Affected Region Emergency Project
- PMU of the Miscellaneous Foreign Aided Projects
- PMU of the National Highway Sector Project
- PMU of the Northern Expressway Project
- PMU of the Northern Road Connectivity Project
- PMU of the Northern Road Rehabilitation Project 1
- PMU of the Northern Road Rehabilitation Project 2
- PMU of the Outer Circular Highway Project Phase 1 & 3
- PMU of the Outer Circular Highway Project Phase 2

- PMU of the Priority Roads Projects 1
- PMU of the Priority Roads Projects 2 North
- PMU of the Priority Roads Projects 2 South
- PMU of the Road Network Improvement Project
- PMU of the Road Project Preparatory Facility
- PMU of the Southern Transport Development Project
- PMU of the Special Project Management
- PMU of the UK Steel Bridge Project
- PMU of the World Bank Funded Road Sector Assistance Project

These PMUs maintain independent accounting units, responsible to the Ministry of Highways & Road Development. At the RDA level, the activities of those projects are coordinated by the Additional Director General (Projects).

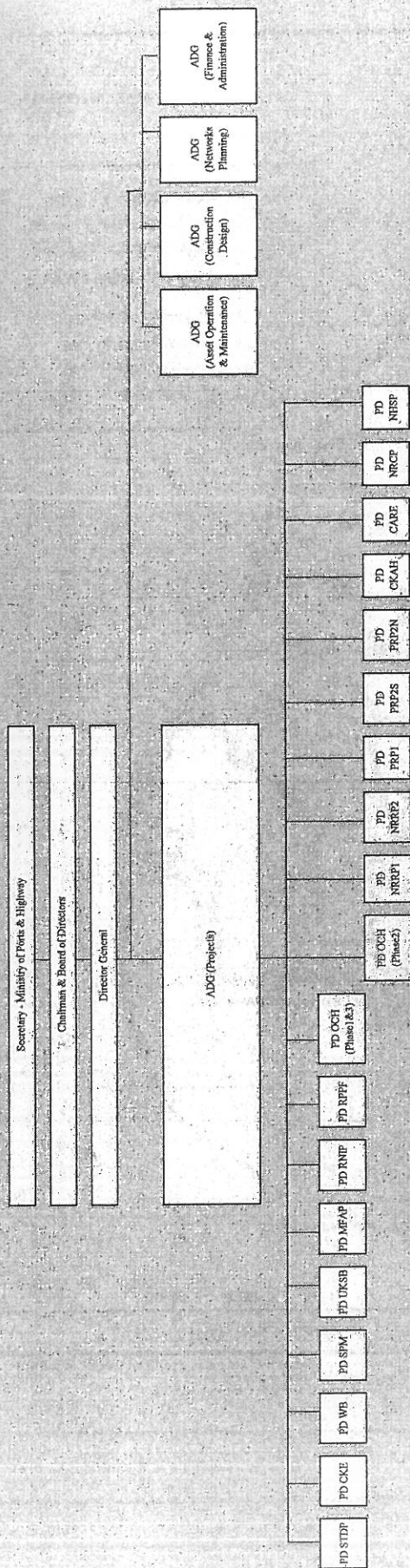
The organizational chart of the Project Management Units of the RDA is given in Figure 4.

2.7 Provincial Setup

Under the provincial set up of the RDA, there are 10 Provincial Directors reporting to Director Maintenance Management and Construction (MM&C). 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 for each District and Executive Engineer for each division. The Provincial Directors, Chief Engineers and Executive Engineers are supported by a number of other Engineers and Technical staff appointed on the basis of the workload.

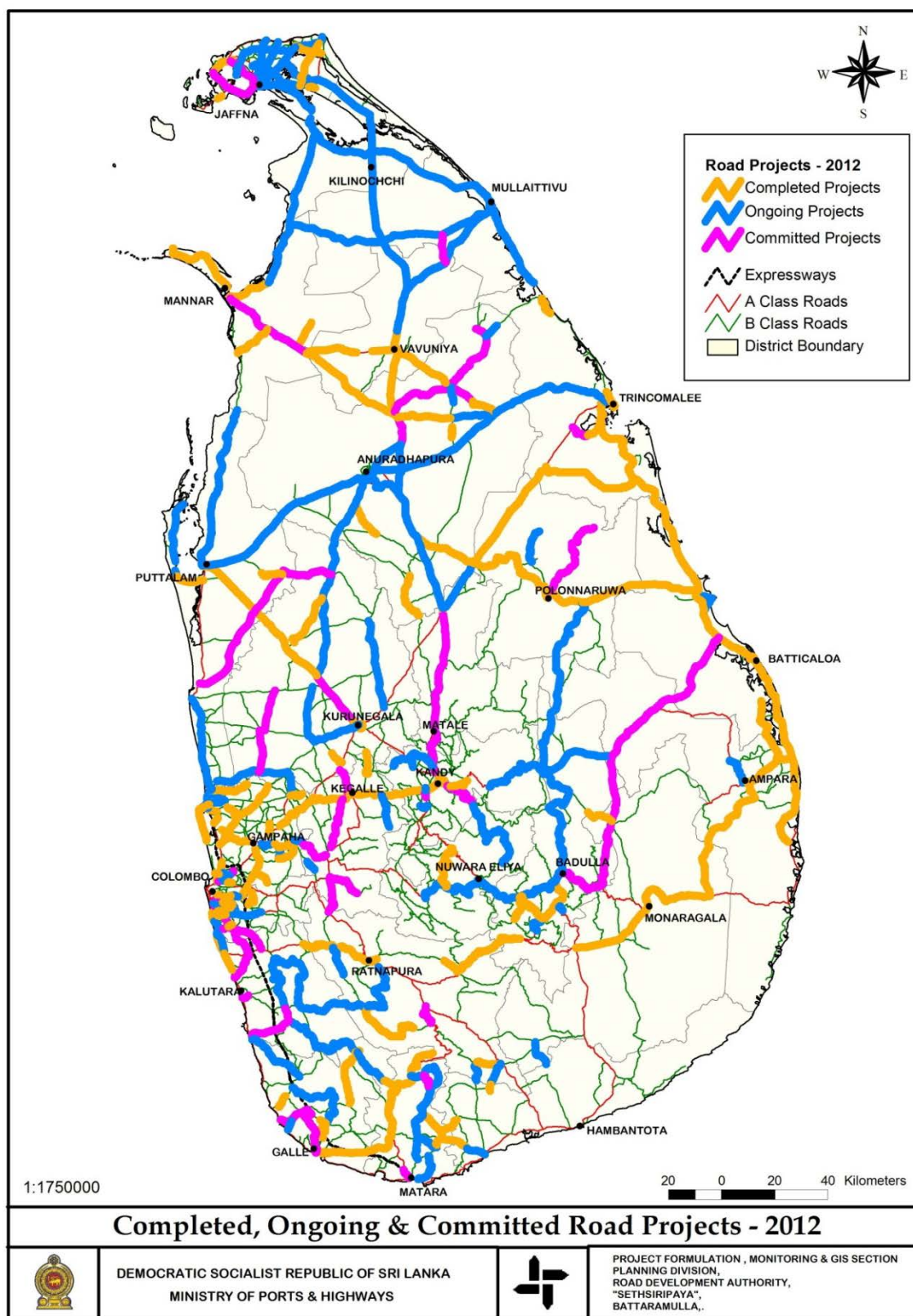


Figure 4: RDA Project Management Units' Organization Chart



ABBREVIATION

ADG	- Additional Director General
CARE	- Conflict Affected Region Emergency
CKAH	- Colombo-Kandy Alternative Highway
CKE	- Colombo-Katunayake Expressway
DD	- Deputy Director
MEAP	- Miscellaneous Foreign Aided Project
NISP	- National Highway Sector Project
NRCP	- Northern Road Connectivity Project
NRSP	- Northern Road Rehabilitation Project
UCH	- Outer Circular Highway
PD	- Project Director
PRP	- Priority Roads Projects
PR2N	- Priority Roads Projects 2 Northern
PR2S	- Priority Roads Projects 2 Southern
RNP	- Road Network Improvement Project
RPF	- Road Project Preparation Facility
SPM	- Special Project Management
STDP	- Southern Transport Development Project
UKSB	- UK Steel Bridge
WB	- World Bank Funded Road Sector Assistance Project

Map 3: Completed, Ongoing & Committed Road Project



CHAPTER 3

Performance of the RDA during 2012

The organizational structure of the Road Development Authority, consist of 18 functional Divisions of which conduct distinguish, separate and unique work in order to achieve the vision, mission, goal and objectives of the organization. The Divisions have been working on well organized distinct functions which lead to corresponding responsibilities to improve the existing road network.

As a major government body that stands to authorize, improve and stabilize effective and efficient national road network, RDA needs to overcome several milestones in significant approach. In such circumstance, RDA follows up its own identical prevalence and contributes the considerable service to the national highway sector. To enhance the quality of work, RDA subdivided its functions and responsibilities to the miner level while being concerning the citizen equally to provide high mobility transport mode.



3.1 Implementation of Road Maintenance

Road Maintenance is implemented through the Maintenance Management and Construction (MM&C) Division. The Additional Director General (Asset Operation & Management) and the Director (Maintenance Management & Construction) provide professional support to the Director General and also direct and coordinate the works of the Provincial Directors with the assistance of the Deputy Director. There are ten Provincial Directors and each Provincial Director has two or three Chief Engineers who are in charge of each of administrative district. Each Chief Engineer is assisted by two or three Executive Engineers depending on the number of kilometers of roads in the Division.

During the year 2012, continuously the road maintenance were carried out in ways of Routine Recurrent Maintenance, Periodic Maintenance, Structure Improvement, Maintenance of Road Furniture, and

Maintenance of Ferries etc. to improve the quality of the national road network for the better condition. For the year 2012, Province wise progress of Sand Sealing was as follows.

Table No. 5: Sand sealing work carried out with the Allocation of Road Maintenance Trust Fund during the year 2012

<i>Province</i>	<i>Sand Sealing (km)</i>
Western Province	73.52
Central province	122.97
Southern Province	32.90
Northern Province	127.59
Eastern Province	90.00
North Western Province	78.00
North Central Province	122.32
Uva Province	93.00
Sabaragamuwa Province	126.32
Total	866.62

Following maintenance activities are carried out by the MM&C Division to maintain and improve the quality of the road network.

Routine Maintenance

- Pothole patching
- Weeding
- General upkeep
- Clearing and re – cutting Drains
- Cutting Scupper Drains
- Clearing and de – silting Culverts
- Cleaning and painting of road Furniture
- Painting of bridges and culverts

Urgent Maintenance/Emergency Work

- Restoration of Flood damages including Earth slips and diversions

Periodic Maintenance

- Base and surface corrections
- Surface applications
- Grading and re – gravelling of Road shoulders

Recurrent Maintenance

- Repairing ruts, depressions, cracks, pot holes & surface irregularities
- Corrections to the road edges; shoulder edges

Other Major Activities

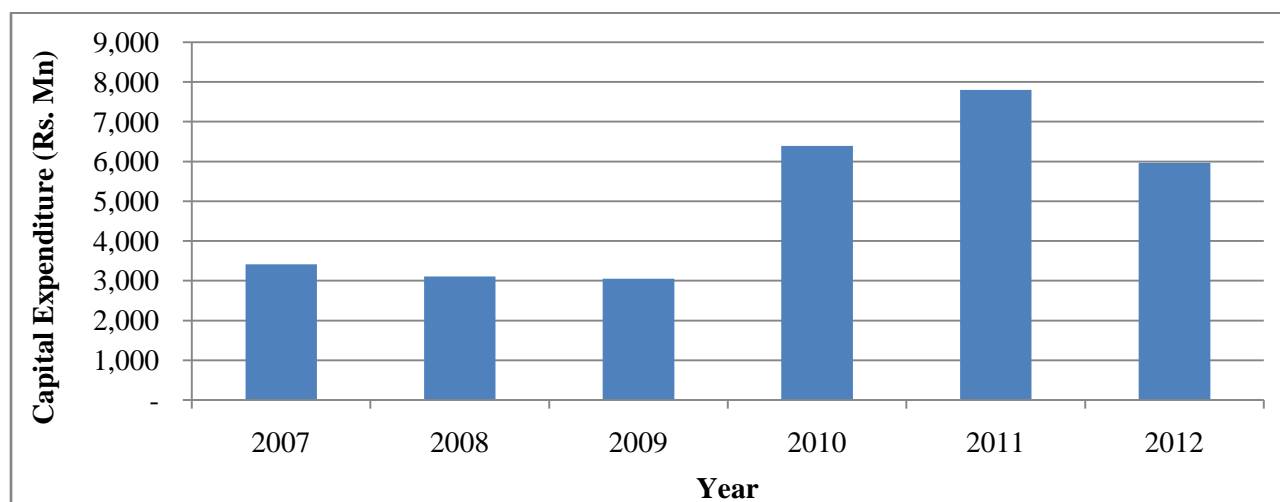
- Maintenance of National Roads (A&B Classes)
- Contract Administration, Preparation of Tender documents, Procurement work
- Preparation, assessment and approval of E.O.T and Variations
- Preparation of annual progress report for Road and Weak Bridges construction
- Preparation of annual Project Report, Monthly progress reports, Weekly progress Reports of the work handle by the division.
- Sand Sealing of Roads
- Maintenance of ferries

- Maintenance of RDA Buildings and Circuit Bungalows
- Management and operation of asphalt mix plants

At the end of 2012, Road Development Authority has spent Rs. 1, 636.63 Million for Periodic Maintenance and Rs. 1, 484.89 Million for Routine Maintenance.

Table No. 6: Progress Review Capital Expenditure Up to End of December 2012

<i>Description</i>	<i>Allocation for the year 2012 (Rs. Mn)</i>	<i>Expenditure at December 2012 (Rs. Mn)</i>
Project 01 : Routine Recurrent Maintenance - Maintain of roads, rehabilitation under foreign funds (Kuwait, JBIC, ADB & EDCF)	1, 484.89	1, 484.89
Project 02 : Continuation Work	695.84	695.84
Project 03 : Periodic Maintenance - Surface application/ Minor improvement	1, 636.63	1, 636.63
Rehabilitation of Navathkuli – Kerathivu – Mannar Road under minor improvement		
Project 04 : Structure Improvement - Improvements of Bridges, Culverts and Drainages	923.45	923.45
Project 05 : Maintenance of Lights, Signal Lights, Road Markings & installation of Road Furniture	699.09	699.09
Project 06 : Emergency Work/ Disaster work	498.57	498.57
Project 07 : Operation and Maintenance of Ferries	22.76	22.76
TOTAL	5, 961.23	5, 961.23
Allocation for the year 2012 Rs. 5, 500Mn. Transfer of Fund under FR66 on 11.02.2013 Rs. 461.23Mn.		

Figure No. 5: Capital Expenditure for Maintenance during the last 5 years**Construction of foot walks****Construction of retaining wall****Construction of side drains**

For road maintenance, Maintenance Management & Construction Division of RDA manage and operate ten Asphalt Plants which located at Ambanpola, Atabage, Balangoda, Ingiriya, Karametiya, Keragala, Kotadeniyawa, Medawachchiya, Polonnaruwa and Sooriyawewa. Further, three Crusher Plants were located at Ambanpola, Ramboda and Sooriyawewa and operated in success for the qualitative road construction with the skilled staff.

**Road Marking**

3.2 Highways Development under Local funds

Highways Development under Local funds is implemented through the Works Division. The Additional Director General (Asset Operation & Management) and the Director (Works) provide professional support to the Director General with the assistance of the Deputy Directors, Engineers and supporting staff. The Works Division handles all Road Widening and Improvements works on the Notional Highways. In addition JICA funded Projects and Local Bank Funded Projects are also handled by the Works Division.

Handling of Pre – Construction and Post – Construction works of all Road Widening and Improvement Projects and JICA Funded Projects further, Works Division handled all Pre – Construction works of Local Bank Funded Projects and Director Works act as the Engineer for the Contract of all Local Bank Funded Projects.

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 under pre – construction stage. In the post – construction process, Director Works facilitate 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.

3.2.1 Local Funded Project

During 2012, 232 widening and improvement projects were awarded, 23 projects were completed and 232 projects were in progress as at 31.12.2012 under funds provided from Government of Sri Lanka.

Table No. 7: Detail of Projects carried out under Widening and Improvement

<i>Province</i>	<i>District</i>	<i>No. of Projects Awarded in 2012</i>	<i>No. of Projects Awarded & Completed in 2012</i>	<i>Projects On Going 2012</i>	<i>Total kms Completed during 2012</i>	<i>Expenditure up to 31/12/2012 (Rs.)</i>
Western	Colombo	10	4	10	14.49	846,673,652.91
	Gampaha	49	0	49	28.00	2,105,272,769.50
	Kalutara	18	4	18	24.34	542,410,786.92
Central	Kandy	8	0	8	37.03	454,990,686.39
	Matale	7	0	7	10.40	294,778,697.98
	Nuwara Eliya	2	0	2	5.45	204,892,395.03
Southern	Matara	23	3	23	5.80	565,648,205.69
	Galle	2	0	2	18.80	241,186,504.76
	Hambantota	16	1	16	33.80	1,722,642,527.40
Eastern	Trincomalee	2	1	2	0.00	112,902,123.98
	Batticaloa/ Akkaripattu	2	0	2	0.00	62,837,565.06
	Ampara	5		5	0.00	118,648,291.38
Northern	Jaffna	2	0	2	0.00	127,507,227.04
	Mannar	0	0	0	5.56	102,903,503.92
	Vavuniya	0	0	0	10.00	559,063.50
North Western	Kurunegala	17	6	17	28.36	350,338,270.79
	Puttlam	2	0	2	10.38	116,797,969.68
North Central	Anuradhapura	6	0	6	58.00	401,782,262.55
	Polonnaruwa	1	0	1	13.05	175,055,647.11
Uva	Badulla	3	0	3	5.50	225,759,351.08
	Moneragala	0	0	0	2.00	284,648,262.03
Sabaragamuwa	Ratnapura	13	2	13	28.39	547,838,105.96
	Kegalle	15	2	15	12.00	583,452,957.63
Deyata Kirula – 2012(Anuradhapura/Polonnaruwa)		29	0	29	81.35	3, 741, 674, 722.55
Total		232	23	232	432.70	13, 931, 201, 550.84

Table No. 8: Annual Allocation and Expenditure for Widening and Improvement

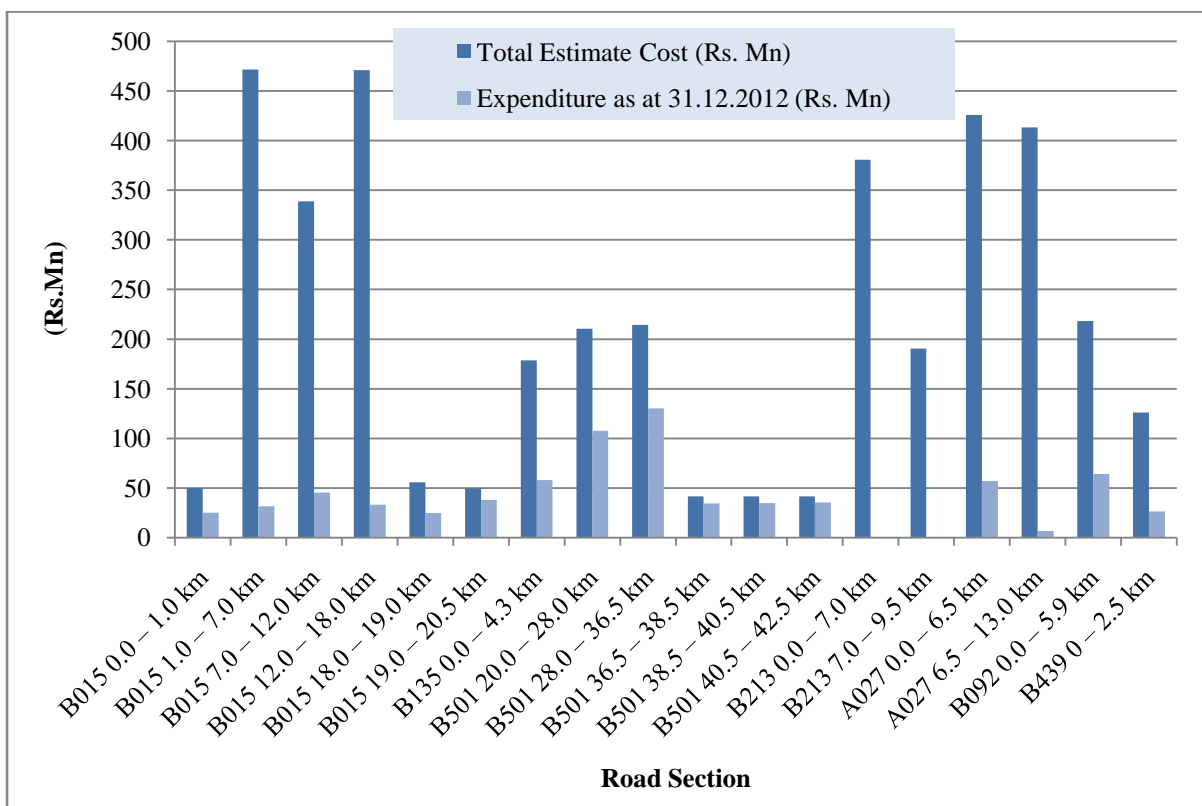
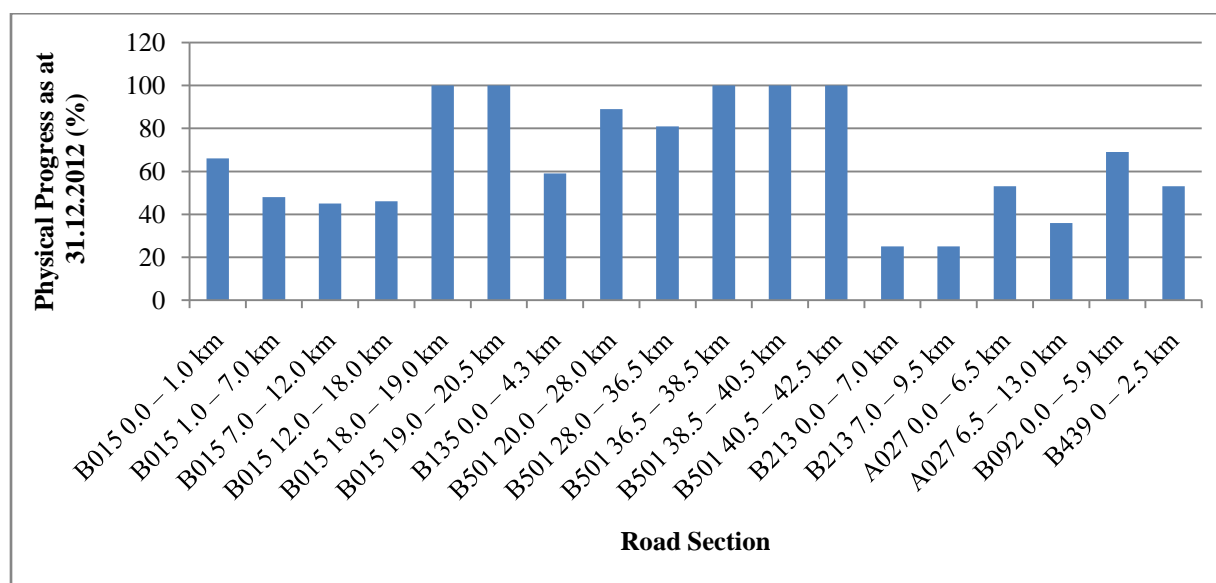
<i>Description</i>	<i>Total Allocation for 2012 (Rs.)</i>	<i>Total Expenditure as at 31.12.2012 (Rs.)</i>
Western Province	3,651,804,230.00	3,631,906,867.07
Colombo District	832,310,650.00	832,310,640.83
Gampaha District	2,223,797,430.00	2,203,900,089.18
Kalutara District	595,696,150.00	595,696,137.06
Central Province	1,106,936,750.00	1,106,936,696.72
Kandy District	480,290,900.00	480,290,894.58
Matale District	358,987,600.00	358,987,559.81
Nuwara Eliya District	267,658,250.00	267,658,242.33
Southern Province	2,965,736,100.00	2,965,736,005.26
Matara District	814,285,000.00	814,284,991.79
Galle District	352,339,500.00	352,339,466.41
Hambantota District	1,799,111,600.00	1,799,111,547.06
Northern Province	690,313,750.00	690,313,577.77
Vavuniya District	499,200.00	499,169.20
Mannar District	91,878,200.00	91,878,128.51
Jaffna District	116,033,300.00	116,033,283.88
Mullaitivu District	300,627,900.00	300,627,854.35
Kilinochchi	181,275,150.00	181,275,141.83
Eastern Province	292,579,250.00	292,579,140.98
Batticaloa District	57,022,700.00	57,022,602.91
Ampara District	125,297,300.00	125,297,288.62
Trincomalee District	110,259,250.00	110,259,249.45
North Western Province	476,301,895.00	476,301,852.23
Kurunegala	356,006,350.00	356,006,310.92
Puttalm District	120,295,545.00	120,295,541.31
North Central Province	561,310,320.00	561,310,278.69
Anuradhapura District	378,718,970.00	378,718,968.37
Polonnaruwa District	182,591,350.00	182,591,310.32
Uva Province	476,071,200.00	476,058,444.99
Moneragala District	262,482,900.00	262,470,194.00
Badulla District	213,588,300.00	213,588,250.99
Sabaragamuwa Province	1,208,244,700.00	1,208,244,639.75
Rathnapura District	623,271,750.00	623,271,712.17
Kegalle District	584,972,950.00	584,972,927.58
Grand Total	11, 429, 298, 195.00	11,409,387,503.46

3.2.2 Emergency Natural Disaster Rehabilitation Project – JICA

Emergency Natural Disaster Rehabilitation Project funded by JICA is carried out under Works Division in Central, North Central and Eastern Provinces. Flood damage roads of Ambatenne – Bokkawela – Arambekade Road (B015) and Geli Oya – Embekke Road (B135) in Central Province, Andarawewa – Balaluwewa Road (Jeya Mawatha) (B501) and Kekirawa – Talawa Road (B213) in North Central Province and Ampara – Uhana – MahaOya Road (A027), Deegawapi Temple Road (B092) and Varapathanchenai – Deegawapi Road (B439) in Eastern Province are rehabilitated under this project.

Table No. 9: JICA Funded Flood Damage Road Projects.

<i>Project Name</i>		<i>Road Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Physical Progress as at 31.12.2012 (%)</i>	<i>Expenditure as at 31.12.2012 (Rs. Mn)</i>
Central Province		24.80	1, 615.62		256.30
1	Section of 0+000 – 1+000 km on B015 Road	1.00	50.10	66.0	25.05
2	Section of 1+000 – 7+000 km on B015 Road	6.00	471.55	48.0	31.70
3	Section of 7+000 – 12+000 km on B015 Road	5.00	338.90	45.0	45.46
4	Section of 12+000 – 18+000 km on B015 Road	6.00	470.96	46.0	33.24
5	Section of 18+000 – 19+000 km on B015 Road	1.00	55.88	100.0	24.71
6	Section of 19+000 – 20+500 km on B015 Road	1.50	49.64	100.0	38.10
7	Section of 0+000 – 4+300 km on B135 Road	4.30	178.59	59.0	58.04
North Central Province		32.00	1, 120.83		342.55
8	Section of 20+000 – 28+000 km on B501 Road	8.00	210.48	89.0	107.61
9	Section of 28+000 – 36+500 km on B501 Road	8.50	214.39	81.0	130.21
10	Section of 36+500 – 38+500 km on B501 Road	2.00	41.59	100.0	34.58
11	Section of 38+500 – 40+500 km on B501 Road	2.00	41.58	100.0	34.66
12	Section of 40+500 – 42+500 km on B501 Road	2.00	41.59	100.0	35.50
13	Section of 0+000 – 7+000 km on B213 Road	7.00	380.80	25.0	-
14	Section of 7+000 – 9+500 km on B213 Road	2.50	190.40	25.0	-
Eastern Povince		21.40	1, 183.41		154.28
15	Section of 0+000 – 6+500 km on A027 Road	6.50	425.96	53.0	56.97
16	Section of 6+500 – 13+000 km on A027 Road	6.50	413.32	36.0	6.92
17	Section of 0+000 – 5+900 km on B092 Road	5.90	218.17	69.0	64.05
18	B439 Road	2.50	125.96	53.0	26.34
Total		78.20	3, 919.86		753.13

Figure 6: Financial Performance of the JICA Funded Flood Damage Road Projects**Figure 7: Physical Progress of the the JICA Funded Flood Damage Road Projects**

3.2.3 Local Bank Funded Road Projects

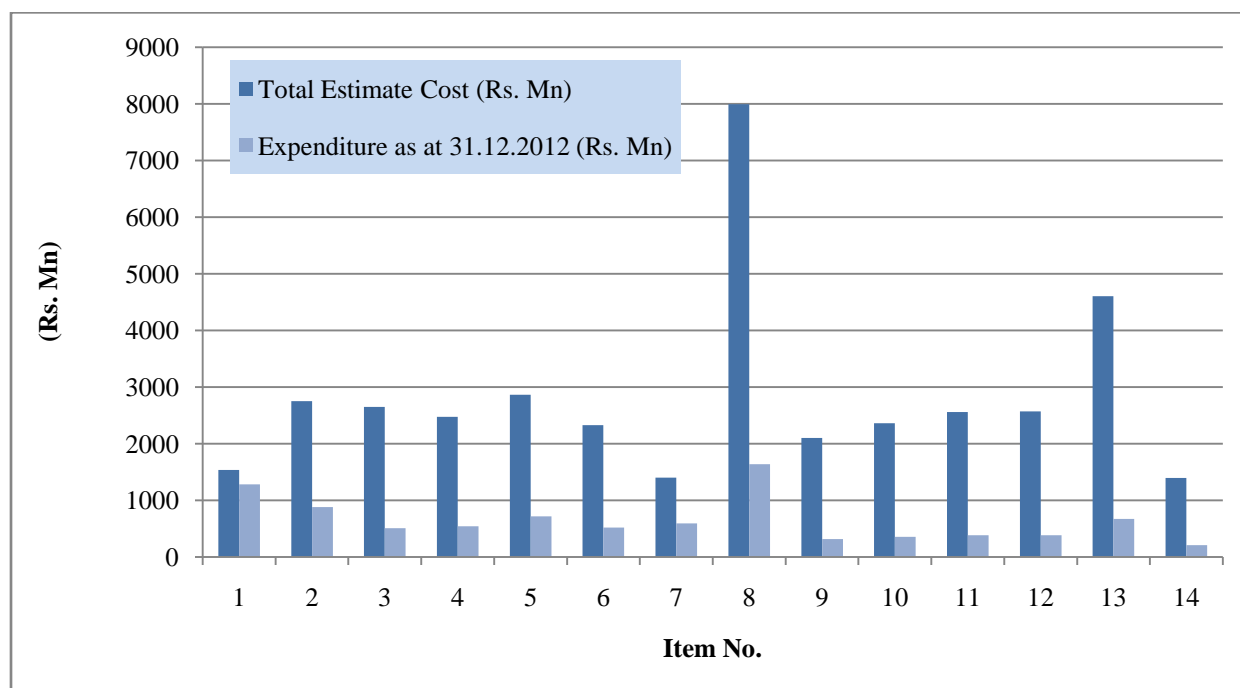
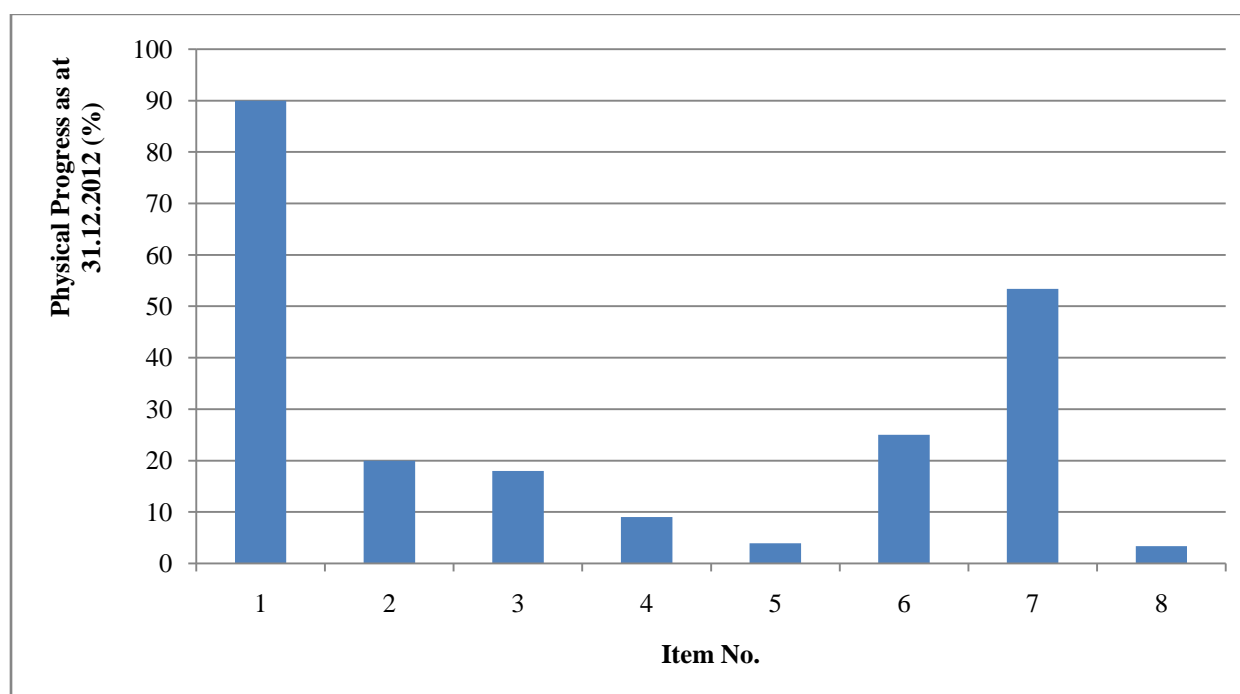
Works Division invites Technical and Financial proposal from the eligible domestic contractors for rehabilitation of National Roads. Once the proposals are evaluated and it negotiates by the Cabinet Appointed Negotiation Committee (CANC) and Project Committees (PC) and forward their recommendations to the Cabinet for approval. Once the approval granted, External Resource Department of the Ministry of Finance and Planning negotiates the Term and Condition of the Loan and RDA borrow an amount not exceeding the total project cost on Treasury Guarantee and implement the project.

In year 2012, 15 Domestic contractors submitted their proposals and 11 proposals were selected as eligible to implement.

Table No. 10: Local Bank Funded Road Projects

<i>Item No.</i>	<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress at the end of 2012 (%)</i>	<i>Funding Bank</i>	<i>Expenditure as at 31.12.2012 (RS. Mn)</i>
1	Ambepussa – Kurunegala – Trincomalee Road (A006) section from 91+420 – 112+920 km	21.50	1, 534.00	01.04.2011	01.10.2012	90.00	Commercial Bank	1, 284.42
2	Polonnaruwa – Tambala – Sungawila – Somawathiya Road (B488) section of 0+000 – 33+000 km	33.00	2, 750.00	13.01.2012	13.07.2014	20.00	Bank of Ceylon	880.59
3	Tennekumbura – Rikiligaskada– Ragala Road (B413) section from 0+000 – 20+400 km Kandehandiya – Adikarigama – Randenigala – Loggal Oya Road (B492) section of 0+000 – 13+600 km	34.00	2, 647.64	30.05.2012	30.11.2014	18.00	Bank of Ceylon	509.93
4	Galigomuwa – Ruwanwella Road (B127) section of 0+000 – 22+530 km	22.53	2, 472.36	13.01.2012	13.07.2014	9.00	Bank of Ceylon	544.54
5	Ibbagamuwa – Kumbukgete – Madagalla Road (B159) section of 0+000 – 34+190 km	34.19	2, 861.81	09.03.2012	09.03.2014	3.90	People's Bank	718.67
6	Katuwana – Alupothdeniya – Panamura Road (Non RDA) section of 0+000 – 23+000 km	23.00	2, 328.36	16.12.2011	16.12.2012	25.00	People's Bank	518.09

<i>Item No.</i>	<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress at the end of 2012 (%)</i>	<i>Funding Bank</i>	<i>Expenditure as at 31.12.2012 (RS. Mn)</i>
7	Narammala – Dankotuwa Road (B308) section from 0+000 – 16+030 km	16.03	1, 400.00	16.12.2011	16.06.2013	53.40	People's Bank	590.98
8	Puttalam – Trincomalee Road (A012) section from 84+240 – 181+340 km	97.10	7, 995.68	09.03.2012	09.09.2014	3.35	People's Bank	1, 637.78
9	Kesbewa – Kindelpitiya – Bandaragama Road (B216) section of 0+000 – 11+780 km	23.85	1, 029.91	10.10.2012	10.10.2014	Mobilized	Bank of Ceylon	315.56
	Waskaduwa – Bandaragama Road (B458) section of 0+000 – 12+070 km		1, 073.82					
10	Mahaoya – Aralaganwila Road (Non RDA) section of 0+000 – 24+000 km	24.00	2, 363.89	16.10.2012	16.04.2014	Mobilized	Bank of Ceylon	354.58
11	Anamaduwa – Uswewa – Galgamuwa Road (B019) section from 0+000 – 39+110 km	39.11	2, 561.64	01.11.2012	01.05.2015	Mobilized	National Savings Bank	384.25
12	Bangadeniya – Andigama – Anamaduwa Road (B045) section of 0+000 – 38+290 km	38.29	2, 570.95	19.11.2012	19.11.2014	Mobilized	Bank of Ceylon	385.64
13	Bibile – Pitakumbura – Namaloya – Inginiyagala Road (B527) section of 0+000 – 60+310 km	60.30	4, 605.00	19.11.2012	19.11.2015	Mobilized	Bank of Ceylon	670.75
14	Galagedera – Horana Road (B123) section of 0+000 – 19+050 km	19.05	1, 393.61	16.11.2012	16.11.2014	Mobilized	Commercial Bank	209.04
Total		492.63	39, 588.67					9, 004.82

Figure 8: Financial Performance of the Local Bank Funded Road Projects**Figure 9: Physical Progress of the Local Bank Funded Road Projects**

3.3 Reconstruction of Damaged/ Weak Bridges on National Highways

Reconstruction of Damaged/ Weak Bridges on National Highways is implemented through the Maintenance Management and Construction (MM&C) Division under the supervision of Deputy Director who direct and coordinate the works of the Provincial Directors, Chief Engineers and Executive Engineers. The Additional Director General (Asset Operation & Management) and the Director (Maintenance Management & Construction) provide professional support to the Director General with the assistance of the Deputy Director.

There are 4, 456 bridges on the National Road Network and the poor condition of the bridges will affect the road transportation system. Some of the existing bridges are presently in structurally weak or damaged condition. Due to the weak or damaged condition of these bridges it is required to

restrict the movement of vehicles and passengers. Therefore, reconstruction of damaged or weak bridges on national highway is significant in considering the traffic flow of the road network as well as the economy and development of the country.

Improvements of weak bridges were attended through force account and ICTAD registered contractors. In total 74 numbers of bridges were attended under the above program including work continued from 2011. During the year 2012, out of 74 bridges, 44 bridges were completed.

Table No. 11: Improvements of Weak Bridges in year 2012

<i>Province</i>	<i>In Progress</i>	<i>Completed</i>	<i>Expenditure (Rs. Mn)</i>
Western Province	7	6	51.94
Central Province	4	11	13.82
Southern Province	4	0	16.85
Nothern Province	3	1	7.42
Eastern – (Batticalo) Province	1	5	19.71
Eastern – (Akkaraipattu) Province	1	3	0.00
North Western Province	4	3	10.95
North Central Province	1	0	19.12
Uva Province	3	4	35.66
Sabaragamuwa Province	2	11	25.83
Total	30	44	201.29

3.4 Rural Bridge Construction

Rural Bridge Construction is implemented through the Rural Bridge Construction Unit (RBCU).

The Additional Director General (Asset Operation & Management) and the Director (Rural Bridge Construction) provide professional support to the Director General with the assistance of the Deputy Directors, Engineers and supporting staff. The Rural Bridge Construction unit was established to undertake urgent and emergency repairs of bridges and provide low cost bridges which were constructed using the salvaged steel components of the abandoned steel bridges to the rural areas to enable the rural community to access economic centers.

Mainly RBCU is responsible for construction of rural bridges using steel components from dismantle old bridges or new steel items whenever required and construction of Bailey Bridges under emergency situation. In both the above cases

bridge substructure is done by the contractor through contracts awarded by RBCU or by Provincial Directors (PDD) in the region depending on the value of the estimate. Bridge superstructure is done by RBCU on force amount.

Funds were allocated for the construction of rural bridges as follows.

Table No. 12: Allocated for the Construction of Rural Bridges in Year 2012.

<i>Description</i>	<i>Allocation for 2012 (Rs. Mn)</i>
Construction of rural bridges using old steel bridge components	52.73
Maintenance of Bridges (Maga Neguma)	23.09
Total	75.82

37 numbers of bridges have been identified for construction during 2012 under two programmes of Maga Neguma and RDA.

Table No. 13: Progress as at 31st December 2012

<i>Programme</i>	<i>No. of bridges</i>	<i>Completed projects</i>	<i>On going Projects</i>	<i>Design Stage</i>
RDA	28	05	08	15
Maga Neguma	09	04	04	01
Total	37	09	12	16

Table No. 14: New Construction of Rural Bridges under RDA Programme

<i>No.</i>	<i>District</i>	<i>Description</i>	<i>Expected Date of Completion</i>	<i>TEC including VAT (Rs. Mn)</i>	<i>Cumulative Expenditure up to 31.12.2012 (Rs. Mn)</i>	<i>Progress as at 31.12.2012 (%)</i>	<i>Remarks</i>
1	Ampara	Construction of bridge across Galoya on Pahalakanda Wevinna Road (30 m, 4 spans) EE: Ampara	30.08.2013	6.50	0.74	-	Pending approval of design
2	Ampara	Construction of bridges across LB canal Polwatte, Inginiyagala (28 m, 3 spans)	20.01.2013	6.40	0.01	5.0	Work in Progress
3	Ampara	Construction of bridge across Imbillanara Lahugala (12 m single span)	20.01.2013	4.80	0.01	15.0	Work in Progress
4	Anuradhapura	Construction of bridge at Asirigama, Anuradhapura (60 m, 4 spans) EE: Anuradhapura	28.02.2013	4.80	3.37	20.0	Substructure completed.
5	Badulla	Construction of bridge across Welimada Oya on Ambagahakumbura – Uva Paranagama Road (15 m, single span) EE: Bandarawela	30.08.2012	-	-	-	Design Stage
6	Badulla	Construction of bridge across Kahataththagoda – Ela on Maussagolla – Pahala Bibilegama Road (18 m, single span) EE: Bandarawela	31.12.2012	-	-	-	Design Stage
7	Colombo	Construction of bridge across Eswatte – Ela at Puwakpitiya (15 m, single span)	30.06.2013	9.80	0.004	-	To be Tendered
8	Galle	Construction of Dangedara Bridge, Galle (18 m, 2 spans) EE: Galle	14.09.2012	3.00	2.00	100.0	Hand rail and approaches to be done
9	Galle	Construction of Dodanduwa Wakmulla Bridge across Rathgama Kalapuwa, Galle (30 m, 3 spans) EE: Galle	01.10.2012	4.80	2.76	80.0	Deck concrete to be done

<i>No.</i>	<i>District</i>	<i>Description</i>	<i>Expected Date of Completion</i>	<i>TEC including VAT (Rs. Mn)</i>	<i>Cumulative Expenditure up to 31.12.2012 (Rs. Mn)</i>	<i>Progress as at 31.12.2012 (%)</i>	<i>Remarks</i>
10	Galle	Construction of bridge across Maha – Ela at Kumburugedara (25 m, 4 spans) EE: Hiniduma	04.06.2013	8.00	0.05	-	Work in Progress
11	Galle	Construction of bridge across Heen – Ela at Kahabaddala (22 m, 2 spans) EE: Hiniduma	04.06.2013	6.00	0.05	15.0	Center pier completed
12	Galle	Construction of bridge across Kaha – Heena – Ela at Ibbawala (15 m, single span) EE: Hiniduma	04.06.2013	3.40	0.31	-	Contract awarded
13	Galle	Construction of bridge across Ovilaha – Ela at Ankotawila (16 m, single span) EE: Hiniduma	04.06.2013	6.00	0.05	-	Contract awarded
14	Galle	Construction of bridge across Yan – Ela at Tuduwagewatta, Godemune, Hiniduma (15 m, single span)	30.08.2013	4.50	0.02	-	Contract awarded
15	Hambanthota	Construction of bridge across Menik Ganga near Katharagama – CTB depot (50 m, 4 spans) EE: Katharagama	31.12.2012	-	0.49	-	Design Stage
16	Kandy	Construction of bridge across Hasalaka – Ela at Uda Kubura Hunnasgiriya (25 m, 2 spans)	30.06.2013	12.10	-	-	To be Tendered
17	Kegalle	Construction of Algoda bridge across Katulesa – Ela, Ruwanwella (16 m, single span) EE: Ruwanwella	30.03.2013	4.20	4.98	100.0	Work completed
18	Kegalle	Construction of bridge across Aandapana – Ela on Iriyagolla – Walagoda Road (14 m, single span) EE: Rambukkana	28.02.2013	5.00	0.51	80.0	Substructure in Progress
19	Kegalle	Construction of bridge across Batapotha – Ela at Palapulawa, Nelundeniya (9 m, single span)	30.04.2013	5.60	-	-	To be Tendered

<i>No.</i>	<i>District</i>	<i>Description</i>	<i>Expected Date of Completion</i>	<i>TEC including VAT (Rs. Mn)</i>	<i>Cumulative Expenditure up to 31.12.2012 (Rs. Mn)</i>	<i>Progress as at 31.12.2012 (%)</i>	<i>Remarks</i>
20	Kegalle	Construction of bridge at Wathura, Kegalle (14 m, single span)	31.12.2012	2.00	-	-	Work in Progress
21	Kegalle	Construction of bridge at Randeniya Galpola (15 m single span)	30.08.2013	7.90	-	-	To be Tendered
22	Kegalle	Re – construction of collapsed bridge at Udahenkanda Deraniyagala, Kegalle (10 m, single span)	30.11.2012	2.40	2.03	30.0	Work in Progress
23	Kurunegala	Construction of Katugampola Bridge, Kurunegala (28 m, 4 spans) EE: Kurunegala	15.09.2012	5.50	2.38	80.0	Steel work completed.
24	Matara	Construction of bridge connecting Akuressa Road and Ela – Vella Road (15 m, single span)		6.00	-	-	To be Tendered
25	Monaragala	Construction of steel truss bridge at Gemunupura Hulandawa South across Hulandawa Oya, Monaragala (26 m, single span) EE: Monaragala	21.12.2012	10.70	5.41	70.0	Substructure completed
26	Monaragala	Construction of steel girder bridge at maaganda Oya Janapadaya, Monaragala (24m, 2 spans) EE: Monaragala	31.12.2012	7.60	3.78	70.0	Substructure completed
27	Rathnapura	Construction of bridge across Walawe Ganga at Liyangasthota, Kuttigala (80 m)	30.12.2013	-	-	-	Design Stage
28	Rathnapura	Construction of bridge across We Ganga at Dimbulwala (36 m, 3 spans)	30.08.2013	-	-	-	To be Tendered
Total				137.00	28.954		

Table No. 15: New Construction of Rural Bridges under Maga Neguma Programme

<i>No.</i>	<i>District</i>	<i>Description</i>	<i>Expected Date of Completion</i>	<i>TEC including VAT (Rs. Mn)</i>	<i>Cumulative Expenditure up to 31.12.2012 (Rs. Mn)</i>	<i>Progress as at 31.12.2012 (%)</i>	<i>Remarks</i>
1	Galle	Construction of bridge across Nakanda Lagoon Habaraduwa, Galle (11 m, 2 spans) EE: Galle	30.08.2012	3.50	2.27	100.0	Work completed
2	Galle	Construction of bridge across Brahmana Ella, Lankagama (15 m, single span)	30.03.2013	6.00			
3	Kegalle	Constructure of bridge at Pahala Kandala over Maussa – Ela (16 m, single span) EE: Ruwanwella	30.11.2012	5.50	4.25	75.0	Substructure completed
4	Kegalle	Construction of cable stayed bridge at Urupalawwa (40 m, 2 spans) EE: Ruwanwella	31.12.2012	6.00	1.51	25.0	Substructure is in progress
5	Kegalle	Construction of bridge across Eluwa Watuna Athula Ela on Eheliyagoda Dehiowita Road (9 m, single span) PD: Kegalle	31.12.2012	5.50	1.42	60.0	One Abutment completed
6	Kegalle	Construction of Pelampitiya Bridge (19 m, 2 spans) EE: Kegalle	30.11.2012	7.00	3.67	70.0	One Abutment completed and a pier completed
7	Kurunegala	Construction of bridge across Henegedara – Ela at Ethanawatta, Kurunegala (7 m, single span) EE: Kurunegala	31.12.2012	5.50	-	25.0	Tendered called by CE Kurunegala
8	Rathnapura	Construction of Kattange Bridge across We Ganga (30 m, 2 spans) EE: Rathnapura	10.12.2012	9.50	9.35	75.0	Substructure completed
9	Rathnapura	Construction of bridge across Heen – Ela on Hunuwala Polbokka Road (15 m, single span) EE: Rathnapura	01.06.2013	7.50	0.62	25.0	Substructure is in progress
Total				56.00	23.09		

Table No. 16: Other Construction of Rural Bridges

<i>No.</i>	<i>Description</i>	<i>TEC including VAT (Rs. Mn)</i>	<i>Cumulative Expenditure up to 31.12.2012 (Rs. Mn)</i>	<i>Progress as at 31.12.2012 (%)</i>
1	<i>Bailey Bridge Launching – RDA</i>			
	Bridge No. 29/4 on Tiruwanaketiya – Agalawatte Road B421 (C-200, 10 bays)			
	Bridge No. 4/1 on Sri Maha Bodiya – Korakulewewa (200, 2 lanes, 12 bays)			
	Oya Maduwa Deyata Kirula site (200 Extra wide, 12 bays)			
	Bridge No. 42/3 on Wandurambe – Ethumale – Yakkatuwa Road B454 (C-100, 6 bays)			
	Bridge No. 18/1 on Mullaitivu – Kokkilai Road B297 (C-100, 10 bays)			
	Bridge No. 11/1 on Talduwa – Meewitigammana Road B408 (C-100, 3 bays)	15.00	5.01	100.00
2	<i>Bailey Bridge Launching – Non RDA</i>			
	Malwalala Bridge Chinese 15 bays			
3	<i>Bailey Bridge de Launching – RDA</i>			
	Bridge No. 5/1 on Mullaitivu – Puliyankulam Road B296 (C-100, 10 bays)			
	Bridge No. 50/2 and 50/3 on Trincomalee – Pulmoddai Road B424			
4	<i>Bailey Bridge Repair – RDA</i>			
	Bridge No. 1/2 on Ulapane – Pussellawa Road B431			
	Bridge No. 18/1 on Mullaitivu – Kokkilai Road B297 (C-100, 10 bays)			
	Bailey bridge on Narahenpita – Nawala – Nugegoda Road B307			
5	<i>Urgent Repairs to RDA Bridges</i>			
	Thebuwana Bridge (46 m length)	10.00	9.82	100.00
	Bridge No. 12/3 on Katukurunda – Neboda Road B207			
	Bridge No. 1/3 on Kegalle – Bulathkohupitiya – Karawanella Road A021			
6	<i>Repairs to Non RDA Bridges</i>			
	Bridges Morawaka – Deniyaya		2.19	100.00
	Kataragama Cable Stayed Bridge			
	Gageyaya Cable Staed Bridge			
7	<i>Survey and Investigation</i>	10.00	0.08	
8	<i>Expenditure for continuation work from 2011</i>		6.68	
9	<i>Expenditure under Maga Neguma items</i>		23.09	
Total		35.00	46.87	

3.5 Design of Roads

In RDA road designs are carried out by the Highway Designs Division. The Highway Designs Division is one of the specialized divisions of the RDA which operates from the inception of RDA in 1986. It is one of the divisions coming under the purview of Additional Director General (Construction Design). The Highway Designs Division is headed by a Director who is assisted by two Deputy Directors, 12 Design Engineers and supporting staff.

This division carries out geometric design of roads and drainages, designs of intersection improvements, design of traffic light signalized intersections. The division also holds the responsibility for reviewing the

designs of expressway/interchanges etc. prepared by the consultants hired by the RDA and giving concurrence approval of the designs.

3.5.1 Work Completed during the year

Geometric designs for the following national roads have been completed during the year 2012.

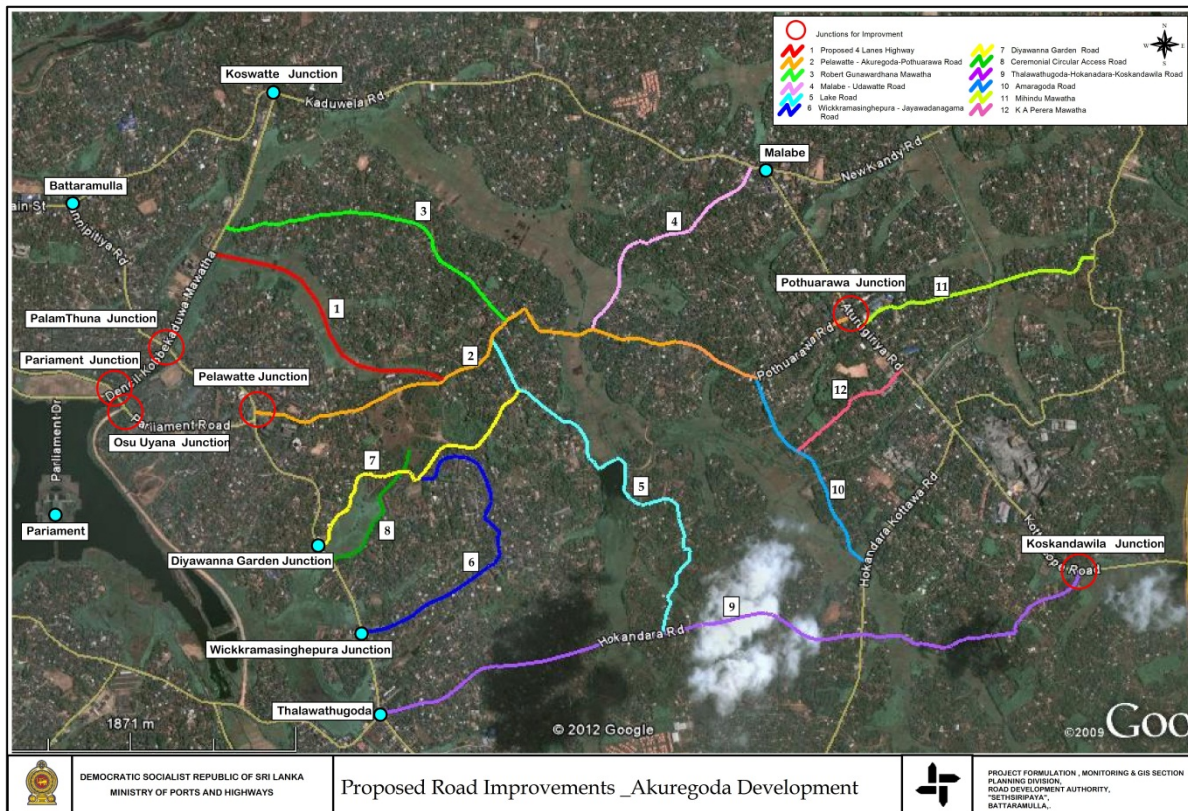
Table No. 17: Details of Design Projects completed during year 2012

<i>Description</i>	<i>Route No.</i>	<i>Length (km)</i>
ROADS		
Dehiowita – Deraniyagala – Noori Road	B093	15.00
Kegalle Bypass Road		2.20
Outer Circular Highway Project – NSII (-0+672 – 8+648) Kerawalapitiya to Kadawatha		9.30
Passara – Moneragala Road	A022	34.00
Veyangoda – Ruwanwella Road	B445	4.30
INTERSECTION DESIGN		
Diyathalawa Junction on Roehampton – Diyatalawa – Bandarawela Road	B396	0.20
Intersection at Madiwela Project Road and Sunil Mawatha		1.00
Intersection of Mainstreet on Munai Street, Batticaloa, Lake Road on Lake Road, No.1, Batticaloa Covington Road and Poompakar Road	B298 & B250	0.70
Intersestion of Puttur – Meesalai Road at Kanagampuliyady	AB032	0.60
Jaffna – Kankesanturai Road and Hospital Road Intersection	AB016	0.60
Kiribathgoda Bus Stand Junction on Colombo – Kandy Road	A001	0.80
Koswatta Intersection on Kotte – Bope Road	B240	0.80
Palam Thuna Junction on Inner ring Road	AB015	1.00

<i>Description</i>	<i>Route No.</i>	<i>Length (km)</i>
Pothanagama Junction		0.50
Thalawathugoda Intersection on Battaramulla – Pannipitiya Road	B047	1.00
Thiruneiveli Junction, 3 rd km of Jaffna – Palali Road	AB018	0.80
Walahchenai Junction		0.40
DAYATA KIRULA		
Government Quarters Intersection		1.50
Intersection of Ampara – Uhana – MahaOya Road and Ampara Hospital Road	A027	0.45
Intersection of Ampilanthurai – Veeramunai and Local Road in Kalmunai	B018	0.50
Intersection of Approach Road to Railway Station, Thirugnansampanthar Street, Main Road and Central Road in Trincomlee (Marathady Junction)	B424	0.45
Intersection of Chavalakadai – Chadayantalawa Road and Ampilanthurai-Veeramunai Road in Kalmunai (Chawalakadai Intersection)	B077	0.45
Intersection of Karativu – Ampara Road and Ampara Hospital Road in Ampara	A031	0.45
Intersection of Trincomalee – Pulmoddai Road and Dockyard Road in Trincomalee (St. Mary's College Intersection)	B424	0.45
Intersection of Weeragoda-Central Camp Road and Koolavady Central Camp Road in Kalmunai (Central Camp Intersection)	B077	0.45
Isurumuniya Intersection		1.20
Kurunegala Junction at Anuradhapura – Geometric Design -2		1.50

In cooperate with Urban Development Authority (UDA), RDA carried out several projects in designing of roads. Defence head quarter being placed around Akuregoda area is one of major project that RDA entitled with UDA. Among this project, geometric designs of following roads were completed during the year 2012.

- Akuregoda Road – 1.3 km
- Pelawatta Junction
- Sunil Mawatha
- Access Road to Defence Head Quarters from Major General Denzil Kobbekaduwa Mawatha – 1.6 km
- Ceremonial Road (Rampalawatta Tank Road) – 0.6 km



Map 4: Proposed Road Improvement for the Akuregoda Development Project

Following town improvement project carried out by the UDA were completed during the year 2012.

- Imaduwa Town improvement with By Pass Road – 2.0 km
- Rambukkana Town Improvement – 3.2 km
- Weeraketiya ('Kotabo' Junction) Town Improvement (Horizontal Alignment) – 0.5 km
- Dankotuwa Town Improvement – 1.0 km
- Eheliyagoda Town Improvement – 1.7 km

As a government body that stands for national highway sector, RDA influences the quality and standard work towards the citizens. For the precise outcome RDA review and make comments for designs prepared by consultants and submitted by the project Directors.

Table No. 18: Details of Design Review Projects completed during year 2012

<i>Design Review</i>	<i>Route No.</i>	<i>Length (km)</i>
ADB FUNDED NORTHERN ROAD CONNECTIVITY PROJECT		
Vavunia – HorawpathanaRoad	A029	11.00
Kebithigollewa – Padaviya Road	B211	31.00
Medawachchiya – Kebitigollewa Road	B283	25.10
Kandy – JaffnaRoad Section from Rambawa to Medawachchiya (141+100 – 155+250km)	A014	14.40
CHINA DEVELOPMENT BANK FUNDED PRIORITY ROAD PROJECT – 2		
Galkulama – AnuradhapuraRoad	A013	2.00
Hakmana – Beliatte – TangalleRoad (14+000 – 40+600 km)	B141	26.60
Horawala – Pelawatta – PitigalaRoad (0+000 – 25+740km)	B158	25.74
Kurunegala – Narammala – MadampeRoad(0+000 – 22+360km)	B247	22.40
Mahiyangana – Dimbulagala – DalukkaneRoad (8+180 – 9+700 km)	AB044	1.50
Mahiyangana – Dimbulagala – DalukkaneRoad(15+720 – 24+220 km)	AB044	8.50
Mahiyangana – Dimbulagala – DalukkaneRoad (24+432 – 72+807km)	AB044	48.70
Manampitiya – Aralaganwila – Maduruoya Road (0+000 – 3+000km)	B502	3.00
Reconstruction or Widening of Bridge on Tiruwanaketiya – AgalawatteRoad (41+540 – 45+309km)	B421	3.80
Tiruwanaketiya – AgalawatteRoad (33+532 – 38+560km)	B421	5.00
Tiruwanaketiya – Agalawatte Road(52+320km – 54+060km)	B421	1.80
Uswetakeiyawa – Epamulla – PamunugamaRoad.	B596	8.00

3.5.2 In Progress Work during the year 2012

Geometric designs for the following national roads are being ongoing during the year 2012.

Table No. 19:Ongoing Details of Design Projects during year 2012

<i>Description</i>	<i>Route No.</i>	<i>Length (km)</i>
ROADS		
Avissawella – Hatton – NuwaraEliyaRoad	A007	44.00
Colombo – HoranaRoad (1+100 to 13+800km)	B084	12.70
Colombo – Kandy Road Section from Peliyagoda – Kiribathgoda	A001	5.90
Dehiowita – Deraniyagala – Noori Road	B093	15.00
Eheliyagoda – Dehiowita Road	B110	26.00
Elpitiya – Avittawa – LewwanduwaRoad	B114	5.00
Extension of Southern Expressway Section from Walawe Ganga to Hambantota End (59+000 – 73+000 km)		14.00
Galdola Road		12.00
Galle – Baddegama Road	B128	20.00
Hanwella – Pugoda – Weke – UrapolaRoad	B146	12.50
Hokandara Road		2.50
Horawela – Pelawatte – Pitigala Road (0+000 – 17+500 km)	B158	17.50

<i>Description</i>	<i>Route No.</i>	<i>Length (km)</i>
Kegalle – Bulathkohupitiya – Karawanella Road (24+000 – 27+000 km)	A021	3.00
Kochchikade – Halpe Road	B 228	9.00
Kottawa – Talagala Road	B239	1.60
Kottawa Road (0+000 – 11+650 km)		11.70
Kotte – Bope Road (16+800 – 22+500 km)	B240	5.70
Lunugamwehera – Kataragama Road (9+480 – 13+805)		4.20
Mattakuliya Central Road		1.00
Moratuwa – Piliyandala Road	B295	2.40
Panagoda – Pitipana – Dampe Road		6.00
Puttalam – Trincomalee Road (112+000 – 124+000 km)	A012	12.00
Ratmalana – Mirihana Road	B389	2.00
Tennekumbura – Rikiligaskada – Ragala Road (20+000 – 73+00 km)	B413	73.00
Thampalakamam – Kinniya Road	B541	5.30
INTERSECTION DESIGN		
Alayapattuwa Junction		0.40
Ampara Hospital Junction on Ampara – Uhana – Maha Oya Road & Ampara Town Roads	A027 & B017	0.35
Andarawewa Junction		0.50
Anguruwella Junction on Galigomuwa – Ruwanwella Road & Warakapola – Ruwanwella Road	B127 & B457	0.50
Batticaloa – Tirikkondiadimadu – Trincomalee Road & Bar Road – Batticaloa Intersection	A015 & B046	45.00
Batticaloa – Tirikkondiadimadu – Trincomalee Road & Station Road Intersection	A015 & B030	0.60
Beligaha Junction on Galle – Baddegama Road	B128	0.40
Dangedara Junction on Galle – Baddegama Road	B128	0.50
Diyathalawa Junction		0.10
Dodangoda Junction		0.50
Eriyagaha Junction on Galle – Baddegama Road	B128	0.50
Galigamuwa Junction		1.00
Galkulama Intersection on Kandy – Jaffna Road	A009	0.30
Galle Intersection on Galle – Baddegama Road	B128	0.40
Hatton Intersection on Avissawella – Hatton – Nuwara Eliya Road	A007	0.35
Hiribura Junction on Galle – Baddegama Road	B128	0.30
Intersection at Diyatalawa on Roehampton – Diyatalawa – Bandarawela Road	B396	0.20
Intersection of Munai Street, Batticaloa, Lake Road, No.1, Batticaloa, Covington Road and Poompakar Road	B298 & B250	0.70
Intersection on Mankulam – Mullaitivu Road	A034	0.60
Jaffna – Point Pedro Road Intersection (Ariyakulam Intersection)	AB020	0.80
Jaffna – Point Pedro Road Intersection (Avarangal Intersection)	AB020	0.30
Jaffna – Point Pedro Road Intersection (Vempadi Intersection)	AB020	0.70
Jaffna Junction on Kandy – Jaffna Road	A009	0.30
Kahaduwwatta Junction on Galle – Baddegama Road	B128	0.40
Kamburupitiya Intersection		0.50

<i>Description</i>	<i>Route No.</i>	<i>Length (km)</i>
Kegalle Bypass Intersection Stage III on Colombo – Kandy Road	A001	0.40
Keselhenawa Junction on Kirimetiya – Yala Road	B224	1.75
Kiran Intersection		0.50
Koongaha Junction on Galle – Baddegama Road	B128	0.20
Koswatta Intersection on Kotte – Bope Road	B240	0.80
Kotiyakumbura Junction on Galigomuwa – Ruwanwella Road & Alawathura – Yatapana – Kotiyakumbura Road	B127 & B605	0.50
Matugama Junction (81+580 – 81+780) on Kandy – Jaffna Road	AA009	0.60
Mulativu Town Junction on Mankulam – Mullaitivu Road & Paranthan – Kachchai – Mullaitivu Road	A034 & A035	0.60
Nivithigala Intersection on Tiruwanaketiya – Agalawatte Road	B421	0.90
Oddisuddan Intersection on Mankulam – Mullaitivu Road	A034	0.50
Pelawatta Intersection on Battaramulla – Pannipitiya Road	B047	1.20
Police Garage Junction		0.20
Puttur – Meesalai Road Intersectins (Kanagampuliyadi Intersection)	AB032	0.60
Puttur – Meesalai Road Intersection	AB032	0.50
Rambewa Junction on Kandy – Jaffna Road	A009	0.30
Rambukkana Town Improvement		3.20
Ruwanwella Junction on Galigomuwa – Ruwanwella Road & Veyangoda – Ruwanwella Road	B127 & B445	1.00
Sarenthukade Junction on Galle – Baddegama Road	B128	0.50
Thebuwana Junction on Horana – Anguruwatota – Aluthgama Road	B157	1.00
Thirappane Town Improvement (115+080 – 115+620) on Kandy – Jaffna Road	A009	0.50
Waikkala Junction		1.00
Weeraketiya ‘Kotabo’ Junction		0.50
DAYATA KIRULA		
Clock Tower Junction on Batticaloa – Tirikkondiadimadu– Trincomalee Road	A015	0.50
Courts Junction on Batticaloa – Tirikkondiadimadu– Trincomalee Road	A015	0.50
Hospital Airport Junction		0.40
Intersection of Station Road, New Road & Bar Road		0.40
Intersection of Batticaloa – Tirikkondiadimadu– Trincomalee Road, Lady Manning Drive & Lloyds Avenue	A015	0.50

Robert Gunawardana Mawatha (1.6km) and Major General Denzil Kobbekaduwa Mawatha (1.5km) of Defence Head Quarters work are being ongoing during year 2012. For the following road projects designs review are being carrying out.

Table No. 20: Details of Ongoing Design Review Projects during year 2012

<i>Design Review</i>	<i>Route No.</i>	<i>Length (km)</i>
ADB FUNDED NORTHERN ROAD CONNECTIVITY PROJECT		
Mankulam – Mullaitivu Road (0+000 – 49+100km)	A034	49.10
ADB FUNDED ROAD PROJECT PREPARATIVE FACILITY		
Avissawella – Hatton – NuwaraEliya Road (72+000 – 115+584km)	A007	43.60
Kebithigollewa – Padaviya Road (15+500 – 31+345km)	B211	15.80
Medawachchiya – Kebitigollewa Road (0+000 – 25+740km)	B283	25.70
ADB FUNDED CONFLICT AFFECTED REGION EMERGENCY PROJECT		
Mankulam – Vellankulam Road (0+000 – 37+810 km)	B269	37.81
Paranthan – Poonakary Road (0+000 – 25+740km)	B357	25.74
CHINA DEVELOPMENT BANK FUNDED PRIORITY ROAD PROJECT – 2		
Horana – Anguruwatota – Aluthgama Road (0+000 – 32+000km)	B157	32.00
Hunugama – Middeniya Road (0+000 – 30+000 km)	NonRDA	30.00
Mahiyangana – Dimbulagala – Dalukkane Road (0+000 – 24+100 km)	AB044	24.10
Manampitiya – Aralaganwila – Maduru oya Road	B502	50.00
Nagoda – Kalawellawa – Bellapitiya Road (27+000 – 32+000 km)	B304	5.00
Palavi – Kalpitiya Road (10+020 – 12+075 km)	B349	2.50
Palavi – Kalpitiya Road (14+000 – 40+000 km)	B349	26.60
Paranthan – Poonakary Road (0+000 – 25+740 km)	B357	25.70
Reconstructin/ widening of Bridge on Tiruwanaketiya – Agalawatte Road (41+540 – 45+309 km)	B421	3.77
Reconstruction and widening of Bridge on Tiruwanaketiya – Agalawatte Road (33+450 – 67+800 km) Bridge No. 40/4, 41/2, 42/7 & 54/4	B421	34.35
Thihagoda – Kamburupitiya – Mawarala – Kotapola Road (23+000 – 47+000 km) – Design of Horizontal Alignment.	B415	24.00
Thihagoda – Kamburupitiya – Mawarala – Kotapola Road (9+432 – 19+500 km)	B415	10.70
Tiruwanaketiya – Agalawatte Road (16+000 – 20+000 km)	B421	4.00
Tiruwanaketiya – Agalawatte Road (20+000 – 26+650 km)	B421	6.65
Tiruwanaketiya – Agalawatte Road (38+560 – 41+560km)	B421	1.50
Tiruwanaketiya – Agalawatte Road (61+320 – 65+140 km)	B421	3.82
Tiruwanaketiya – Agalawatte Road Approach to Bridge No. 39/6 & 39/4. 45/3	B421	0.50
Uswetakeiyawa – Epamulla – Pamunugama Road (0+000 – 5+000 km)	B596	8.00
LOCAL FUNDED PROJECTS		
Puttalam – Trincomalee Road	A012	31.00

3.6 Design of Bridges

The Engineering Services Division is one of the specialized divisions in RDA which is responsible for design of bridges that comes under the Additional Director General (Construction Design). Engineering Services Division is managed by the Director Engineering Services and Deputy Director Bridge Designs comprising of Senior Design Engineers, Design Engineers, Draft Personnel and other supporting staff.

Designing of the bridges, culverts, drainage etc., implementing the land acquisition process, relocating infrastructure and providing advisory and support services in bridge projects are the responsibilities bound by the Engineering Services Division.

During the year 2012, design work completed were ranging from single span PSC (Pre Stressed Concrete) beam deck bridges of 7.0 m to 38.0 m span length having maximum overall length of 4,300 m in Outer Circular Highway project from Kerawalapitiya to Kadawatha. In addition steel concrete composite bridges, suspension

bridges and several other types of bridges were designed during the year 2012.

Totally, 123 bridge design projects were handled including 10 those were continued from previous year and 31 were carried over to the year 2013. Four bridge projects were temporarily suspended.

All aspect on project design and preparation of working drawings, Bill of Quantities and Engineer's Estimates were completed for 73 bridges. Altogether 88 bridges were completed and the total estimated cost of the projects was Rs.46,737.40 Million approximately.

For the year 2012, Cell type bridges for different clear spans and clear heights were designed and prepared the drawings.

Following superstructures were designed and Standard type drawings were prepared.

- Continuous Steel plate Girder (3 span – 30 m each)
- Continuous Steel plate Girder (3 span – 35 m each)
- Continuous Post – Tensioned Box Girder (3 span – 30 m each)
- Continuous Post – Tensioned Box Girder (3 span – 40 m each)
- 25 m Post – Tensioned Beam

The drawings and details submitted by NWS&DB (National Water Supply and Drainage Board) for laying of water pipes were checked and approved for the following bridge locations.

- Old Steel Bridge at Bentota.
- Bridge near Beira Lake in Galle Road.
- Naragala Bridge across Kalu Ganga.

The drawings and details submitted by Sri Lanka Telecom for the bridge No. 12/7 on Avissawella – Hatton – Nuwara Eliya Road and the drawings and details submitted by Dialog Broadbands Networks (Pvt) Ltd. for Old Kalladai Bridge and Old Panichchankerni Bridge for laying of their service lines along the bridge locations were checked and approved.

During the year 2012, site inspections consisting of 96 preliminary investigations, 25 detailed engineering surveys and 17 visits to bridge construction sites to resolve construction difficulties were carried out.

The beam casting yard, casting bed and anchoring system of Engineering

&Laboratory Services (Pvt) Ltd. at Sooriyawewa were inspected and granted approval with some conditions to cast 7.0m and 16.5 m long PSC beams. The same beams were tested for the design loads and granted approval to use in the RDA bridges.

Table No. 21: Bridge Design work Completed in year 2012

<i>Description</i>	<i>Route No.</i>	<i>Total Estimate Cost (Rs. Mn)</i>
URGENT BRIDGE PROJECTS & BRIDGES IDENTIFIED FROM THE LIST OF WEAK BRIDGES		
Via Duct on Approach Road to Kelanisir Bridge		605.60
Bridge No. 1/1 on Kaduwela – Biyagama Road	AB004	262.40
Bridge No. 10/2 on Ampilanthurai – Veeramunai Road	B018	190.60
Bridge No. 7/3 on Kollupitiya – SriJayewardenepura Road over Diyawanna Oya (Stage I)	A000	149.00
Bridge No. 1/1 on Security Access Road to New Parliament		105.70
Bridge No. 1/1 on Bulathkohupitiya – Dedugala Road	B067	59.30
Bridge No. 16/1 on Galigamuwa – Ruwanwella Road	B127	47.30
Bridge No. 22/1 on Galigamuwa – Ruwanwella Road	B127	35.00
Bridge No. 17/1 on Meepe – Ingiriya Road	B285	17.20
Bridge No. 11/6 on Galigamuwa – Ruwanwella Road	B127	12.70
Bridge No. 63/4 on Galle - Deniyaya – Madampe Road	A017	7.00
Bridge No. 63/3 on Galle - Deniyaya – Madampe Road	A017	6.50

Description	Route No.	Total Estimate Cost (Rs. Mn)
BRIDGES UNDER OCH PROJECT		
Overpass Bridge at Ch : 4+738 km		42,794.80
Overpass Bridge at Ch : 5+075 km		
Overpass Bridge at Ch : 6+657 km		
Overpass Bridge at Ch : 6+850 km		
Overpass Bridge at Ch : 7+342 km		
Underpass bridge at Ch : 7+853 km		
Underpass bridge at Ch : 8+150 km		
Peliyagoda – Puttalam Road (AA003) Interchange		
Via Duct Ch : 0+167 – 4+500 km		
Via Duct Ch : 5+300 – 6+200 km		
Box Culvert at Ch : 4+937 km		
10 Nos. of Box Culverts		
MISCELLANEOUS FOREIGN AIDED PROJECT		
Bridge No. 101/2 on Avissawella – Hatton – Nuwara Eliya Road	A007	109.50
Bridge No. 106/3 on Avissawella – Hatton – Nuwara Eliya Road	A007	106.50
Bridge No. 104/6 on Avissawella – Hatton – Nuwara Eliya Road	A007	97.50
Bridge No. 108/4 on Avissawella – Hatton – Nuwara Eliya Road	A007	97.50
Bridge No. 17/5 onBadulla – Karametiya – Andaulpotha Road	B036	89.80
Bridge No. 101/4 on Avissawella – Hatton – Nuwara Eliya Road	A007	81.00
Bridge No. 106/6 on Avissawella – Hatton – Nuwara Eliya Road	A007	75.00
Bridge No. 204/6 onColombo – Ratnapura – Wellawaya – Batticaloa Road	A004	74.10
Bridge No. 108/2 on Avissawella – Hatton – Nuwara Eliya Road	A007	58.50
Bridge No. 103/7 on Avissawella – Hatton – Nuwara Eliya Road	A007	57.00
Bridge No. 11/2 on Hanwella – Pugoda – Weke – Urapola Road	B146	53.30
Bridge No. 100/2 on Avissawella – Hatton – Nuwara Eliya Road	A007	49.50
Bridge No. 108/5 on Avissawella – Hatton – Nuwara Eliya Road	A007	49.50
Bridge No. 100/5 on Avissawella – Hatton – Nuwara Eliya Road	A007	48.00
Bridge No. 104/8 on Avissawella – Hatton – Nuwara Eliya Road	A007	46.50
Bridge No. 194/6 onColombo – Ratnapura – Wellawaya – Batticaloa Road	A004	43.70
Bridge No. 107/3 on Avissawella – Hatton – Nuwara Eliya Road	A007	40.50
Bridge No. 101/6 on Avissawella – Hatton – Nuwara Eliya Road	A007	30.00

<i>Description</i>	<i>Route No.</i>	<i>Total Estimate Cost (Rs. Mn)</i>
Bridge No. 107/1 on Avissawella – Hatton – Nuwara Eliya Road	A007	30.00
Bridge No. 105/1 on Avissawella – Hatton – Nuwara Eliya Road	A007	12.00
Bridge No. 106/5 on Avissawella – Hatton – Nuwara Eliya Road	A007	11.30
JAPAN AIDED PROJECTS		
Bridge No. 2/1 on Narahenpita – Nawala – Nugegoda Road	B307	121.30
Bridge No. 4/1 & 4/2 on Kalagedihena – Veyangodan Road	B179	43.30
Bridge No. 4/1 on Gangodawila – Boralesgamuwa Road	B134	42.00
Bridge No. 39/4 on Siyambalanduwa – Damana – Ampara Road	A025	41.90
Bridge No. 18/3 on Avissawella – Hatton – Nuwara Eliya Road	A007	30.50
NATIONAL HIGHWAY SECTOR PROJECT		
Bridge No. 14/7 on Nagoda – Kalawellawa – Bellapitiya Road	B304	46.00
Bridge No. 1/3 on Puttalam – Trincomalee Road	A012	9.50
CHINESE DEVELOPMENT BANK FUNDED		
Bridge No. 21/3 on Horawela – Pelawatte – Pitigala Road	B158	10.70
Bridge No. 18/4 on Horawela – Pelawatte – Pitigala Road	B158	3.70
ASIAN DEVELOPMENT BANK PROJECT		
Bridge No. 23/2 on Horana – Anguruwatota – Aluthgama Road	B157	46.60
Bridge No. 23/1 on Horana – Anguruwatota – Aluthgama Road	B157	43.30
OPEC FUNDED PROJECTS		
Bridge No. 3/2 on Polgahawela – Kegalle Road	A019	297.10
SOUTHERN TRANSPORT DEVELOPMENT PROJECT		
Bridge at Ch : 59+835 km on Southern Extension		238.00
NON RDA BRIDGES		
Bridge on Samawatachi – Munachchenai Road		157.40
Pedestrian Suspension Bridge at Lankapatuna, Trincomalee		17.30
Pedestrian overpass in front of Al – Ashrof National School, Kalmunai		10.60
Pedestrian overpass at Kuruwita on Colombo – Ratnapura – Wellawaya – Batticaloa Road		10.50
Bridge across central canal in Central camp at Kalmunai		7.80
Pedestrian overpass in front of School across Ekala – Kotadeniyawa Road		6.10
Total Estimated Cost		46,737.40

3.7 Quality Control in Road and Bridge Works

The Research & Development Division is mainly responsible for monitoring of quality control of work. This is coming under the Additional Director General (Construction Design) and this division consists of Regional Services & Projects Section and Central Laboratories & Investigations Section, which are headed by two Deputy 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.

During 2012, Research and Development Division of RDA continued to provide advice and assistance in quality control of work during construction and maintenance of roads through nine provincial field laboratories and field laboratories. Central Laboratory of Research & Development

Division of RDA located at Ratmalana consists of Soil Laboratory, Concrete Laboratory, Bitumen Laboratory and Chemistry Laboratory to carry out the material testing. Boring unit of RDA also placed at the central laboratory to implement the foundation investigation.

3.7.1 Regional Services & Projects Section

3.7.1.1 Quality Control on Road and Bridge Works

Advice and assistance in quality control of Road Projects and Field Personnel on road construction, rehabilitation and maintenance techniques work have been provided through 09 Provincial field laboratories. Road and bridge work projects are conducted under quality controlling process to minimize the failures that can be occurred in its life time.

3.7.1.2 Survey Investigations and Feasibility Studies, Research and Development

Survey investigations are carried on subgrade, subbase, base and asphalt layers. Field density test, mackintosh test, test pit, DCP test and core cutter are some of the survey investigations carry out by the RDA. Using such data feasibility studies are to be conducted. Research and Development

projects on materials are being handled to verify the conclusions, to adopt new procedures, to improve the quality of the road and to find out the suitability of the materials.

Remedial measures for landslides, which were carried out during the year are listed below.

- Landslides on Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004), Peradeniya – Badulla – Chenkaladi Road (A005) and Beragala – Hali – Ela Road (A016) in Uva Province.
- Landslides on Pussellawa and Nawalapitiya in Central Province.

3.7.1.3 Foundation Investigations



Foundation investigations for 26 Nos. of bridges were carried out during the year 2012, using boring units of R&D Division.



Borehole Investigations for the year 2012 are as follows.

Table No. 22: Borehole Investigation for Bridge locations for 2012

Project Activity	No. of Bore Hole Investigation
3 stories Building at Gelanigama for Southern Expressway	02
Bridge 14/1 on Thihagoda – Kamburupitiya – Mawarala – Kotapola Road (B415)	04
Bridge No. 10/1 on Kottawa – Talagala Road (B239)	04
Bridge No. 10/2 on Kuliapitiya – Hettipola Road (B243)	02
Bridge No. 10/3 on Kottawa – Talagala Road (B239)	04
Bridge No. 13/2 on Ja-Ela – Ekala – Gampaha – Yakkala Road (A033)	04
Bridge No. 5/8 on Delgoda – Dompe – Giridara Road (B095)	04
Bridge No. 8/4 on Kirindiwita – Assennawatte Road (B225)	04
Bridge No. 8/5 on Eheliyagoda – Dehiowita Road (B110)	04
Bridge No. 8/5 on Kirindiwita – Assennawatte Road (B225)	04
Bridge No. 9/1 on Kuliapitiya – Hettipola Road (B243)	04
Bridge No. 9/3 on Kuliapitiya – Hettipola Road (B243)	05
Bridge No. 92/4 on Peliyagoda – Puttalam Road (A003)	03
Bridge No. 10/1 on Kuliapitiya – Hettipola Road (B243)	02
Bridge on Bolawatta St. Sebastian Church Road Wennappuwa (Non RDA)	02
Bridge on Sindranthiya – Saliyankulam Road Wennappuwa (Non RDA)	02
Digarolla Bridge at Moratuwa on Old Galle Road	09
Proposed Bridge Across Wey ganga at Batugedara – Ratnapura (Non RDA)	02
Proposed Bridge at Bulathgama Across Halu Oya Balangoda (Non RDA)	02
Proposed Bridge on Access Road to Defence Head Quarters at Akuregoda Pelawatta	04
Proposed Bridge on approach Road to Kelanisiri Bridge	14
Proposed Bridge to Kadolanaduwa at Moragalle – Beruwala (Non RDA)	01
Proposed Foot Bridge connecting by Pass Road to Balangoda Pola (Non RDA)	02
Proposed New Bridge Across Ritigahaoya at Bulathkohupitiya Town	04
STDP Southern Section at Ch: 46+260 km, 50+780 km, 50+850 km	03
STDP Southern Section at Ch: 59+885 km, 60+450 km, 60+489 km	08



3.7.2 Central Laboratory and Investigations Section

3.7.2.1 Routine Testing Of Materials

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

A total income of Rs.30,366, 674.88 has been earned for laboratory testing of samples obtained through private organizations and RDA projects as given below.

Table No. 23: Summary of Income from Testing of Road Construction Material & Mix Designs in the Central Laboratories during the year 2012

Month	Concrete Laboratory (Rs.)	Soil Laboratory (Rs.)	Bitumen Laboratory (Rs.)
January	898,290.97	232,274.41	917,397.73
February	242,894.48	617,417.03	539,618.97
March	661,513.91	783,599.59	1,322,934.29
April	184,484.08	204,834.19	444,514.32
May	548,102.87	697,451.20	762,691.45
June	1,123,932.79	1,066,091.07	815,145.67
July	998,408.24	1,095,542.54	1,342,582.92
August	747,693.93	1,449,519.96	856,909.32
September	1,192,917.53	1,202,765.34	1,034,445.69
October	992,024.19	987,520.04	946,862.92
November	1,230,365.65	838,080.80	936,496.58
December	1,553,752.10	495,394.21	402,203.90
Total	10,374,380.74	9,670,490.38	10,321,803.76

3.7.2.2 Pavement Investigations and Overlay Designs for RDA Works and Other Organizations

Overlay designs based on pavement investigations consisting of Benkelman Beam Deflection tests, Dynamic Cone Penetration (DCP) tests, trial pit investigations and laboratory testing of soils were carried out. Details of Pavement Investigations and Design work carried out during the year 2012 were given in following Table.

Table No. 24: Details of Projects both Pavement Investigation and Design carried out

Project Activity	Request by
Anuradhapura - Padeniya Road(A028)	PD (MFAP)
Bypass Road of Imaduwa Town	CE (Galle)
Center Road, Mattakkuliya	CE (Colombo)
Defence Head Quarters – DenzilKobbakaduwa Mawatha	Director (HD)
Defence Head Quarters – Pelawatta- Akuregoda Road	Director (HD)
Defence Head Quarters – RobertGunawardena Road	Director (HD)
Defence Head Quarters – UdawattaRoad	Director (HD)
Defense Head Quarters – CeremonialAccess Road	Director (HD)
Defense Head Quarters – DiyawannaUdyana Mawatha	Director (HD)
Dehiowita – Deraniyagala – NooriRoad(B093)	PD (MFAP)
Ehaliyagoda – DehiowitaRoad(B110)	PD (MFAP)
Hikkaduwa – Baddegama – NilhenaRoad(B153)	PD (NHSP)
Kaduruwela by pass at Polonnaruwa	Director (HD), CE(Polonnaruwa)
Katugasthota – Palapathwelasection of Kandy – Jaffna Road (A009)Ch:4+600 – 32+540 km	PD(MFAP)
Maliban Junction to Panadura on Colombo – Galle – Hambantota – Wellawaya Road (A002) Ch:13+400 – 18+500 km	PD (RSAP)
Marine Drive Ramakrishna Road to Frazer Avenue	Director (HD)
Padiruppu – Vellaveli Road (B344)	Director (MM&C), CE(Batticaloa)
Peliyagoda – Kiribathgodasection of Colombo – KandyRoad(A001)Ch:5+860 – 13+100 km	PD(MFAP)
Thampalakamam – KinniyaRoad(B541)	PD(MFAP)

Table No. 25: Details of Projects carrying out Pavement Investigation

Project Activity	Request by
Palapathwela – Naula section of Kandy – Jaffna Road (A009) Ch:32+540 – 54+250 km	PD (MFAP)
Peliyagoda – Jaelasection of Peliyagoda – PuttalamRoad (A003)	PD (RSAP)
Maliban Junction to Panadura on Colombo – Galle – Hambantota – Wellawaya Road (A002) Ch:0+000 – 6+900 km	PD (RSAP)
Maliban Junction to Panadura on Colombo – Galle – Hambantota – Wellawaya Road (A002) Ch:24+800 – 29+000km	PD (RSAP)
Ampara Air Port Run Way	APD East, Akkaraipattu
BatticoloaAir Port Run Way	
Battaramulla – PannipitiyaRoad (B047) Ch:0+000 – 4+700 km, Battaramulla – KaduwelaRoad (up to Battaramulla Junction), Parliament Road Ch:0+000– 0+830 km	

Table No. 26: Details of Projects carrying out Pavement Design/ Design Review

Description of work	Request by
Horana – Anguruwatota – Aluthgama Road (B157) Ch: 5+000 – 32+000 km	PD (PRP2 – Southern)
Nawatkuli – Karaitiru – Mannar Road (A032)	PE (CECB) Mannar Office, PM (China Harbor Engineering Company)
Kebithigollawa – Padaviya Road (B211)	PD (NRCP/RPPF)
Medawachchiya – Kebethigollawa Road (B283)	PD (NRCP/RPPF)
Medawachchiya – Mannar – Talaimannar Road (A014)	PD (NRCP/RPPF)
Vavuniya – Horowpathana Road (A029)	PD (NRCP/RPPF)
Pelawatte - Neluwa (B363) (0+000 - 20+000km)	PD (PRP1 – RNIP)
Pelawatta – Kankotayawatta – Tinniyawela – Morawaka Road (B363) Ch: 20+000 – 58+000 km	PD (PRP1 – RNIP)
Thiruwanaletiya – Agalawatte Road (B421) Ch: 0+000 – 33+000 km	PD (PRP1 – RNIP)
Thiruwanaletiya – Agalawatte Road (B421) Ch: 33+000 – 58+000 km	PD (PRP1 – RNIP)
Kandy – Mahiyangana – Padiyatalawa Road (A026) Ch: 73+150 – 93+650 km	PD (PRP1 – RNIP)
Hakmana – Beliatte – Tangalle Road (B141)	PD (PRP1 – RNIP)
Bopalle Junction on Kiribbanara – Udamavura Road	PD (PRP1 – RNIP)
Tennekumbura – Rikiligaskada – Ragala Road (B413) Ch: 20+200 – 73+640 km	PD (PRP2 - Northern)
Galkulama – Anuradhapura Road (A013) Ch: 8+000 – 10+000 km	PD (PRP2 – Northern)
Kadahapola – Rambawewa Road (B166) Ch: 0+000 – 18+710 km	PD (PRP2 – Northern)
Kurunegala – Narammala – Madampe Road (B247) Ch: 0+000 – 22+000 km	PD (PRP2 – Northern)
Mahiyangana – Dimbulagala – Dalukkane Road (AB044) Ch: 2+1000 – 72+800 km	PD (PRP2 – Northern)
Thihagoda – Kamburupitiya – Mawarala – Kotapola Road (B415) Ch: 23+000 – 67+000 km	PD (PRP2 – Southern)
Horana – Anguruwatota – Aluthgama Road (B157) Ch: 5+000 – 32+000 km	PD (PRP2 – Southern)
Horawela – Pelawatte – Pitigala Road (B158) Ch: 0+000 – 17+500 km	PD (PRP2 – Southern)
Nagoda – Kalawellawa – Bellapitiya Road (B304) Ch: 27+000 – 57+000 km	PD (PRP2 – Southern)
Hungama – Middeniya Road Ch: 0+000 – 8+000 km	PD (PRP2 – Southern)
Katuwana – Alupothdeniya – Panamura Road	DD (Works)
Mahaoya – Aralaganwila Road Ch: 0+000 – 24+000 km	Director (Works)

3.8 Land Acquisition & Resettlement

The Land Acquisition&Resettlement Division is mainly responsible for land acquisition&resettlement work. This is coming under the Additional Director General (Construction Design) and headed by a Director who is assisted by Deputy Director and

there is a growing urgency to come up with creative and sustainable solutions to tackle the needfulness of infrastructure. This situation is ever boosted due to the rapid change of the environment. In this aspect the subject of lands has a vital importance in RDA because all constructions such as expressways, highways, bridges, roundabouts, and pavements as well as the expansions, widening and extensions and improvements of such structures require lands.

The major process involving lands in RDA is the acquisition. From the date that the acquisition proposal came to the agenda, the land acquisition process proceeded in accordance with the provisions of the Land Acquisition Act. The process also includes the taking over the land paying compensation, resettlement and registration under the government. It was noted that the land acquisitions are carried out by various other Project Management Units when needs

lands is the management of the lands owned or used by the RDA. This is done through Chief Engineers and Executive Engineers. In this respect, all relevant duties of lands occupied by RDA, transferred from Department of Highways are being collected and prepared a Database.

Land Acquisition procedure was proceeded as per the Land Acquisition Act No. 9 of 1950, under both normal and emergency acquisition procedures. The Land Acquisition & Resettlement Division was coordinated with Ministry of Land & Land Development, Department of Surveys, Divisional Secretaries offices, Department of Valuation and Attorney General's Department to pursue the land acquisition and resettlement functions. And also maintaining and updating the data base for easy handing and summarizing of records in respect of lands acquired by RDA for road development works.

Table 27: Land Acquisition Details and Payment of Compensation for Western Province

Project Name	No. of Lots	Publication of Section 2 Notice (Lots)	Publication of Section 38(a) Notice (Lots)	Acquisition Completed Lots Nos. (in 2012)	Payment made up to 2011	Payment made during 2012
Bandarawatta Junction	134	134	134	-	-	15,296,000.00
Base Line Road (Stage I & II) (AC005)	731	731	648	-	650,055,111.30	2,102,314.79
Battaramulla – Pannipitiya Road (B047)	599	599	599	-	-	31,435,739.63
Colombo – Kandy Road (A001)	3,296	3,296	3,296	1,266	193,454,404.10	269,827,289.80
Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004)	235	235	235	-	-	106,454,970.17
Dehiwala – Kawudana – Attidiya Road	270	270	270	-	-	7,035,051.63
Dehiwala – Maharagama Road	51	51	51	-	-	111,423.96
Duplication Road	14	14	9	-	131,854,769.40	-
Etulkotte – Mirihana – Kohuwela Road (B120)	61	61	61	-	-	953,183.74
Kadawatha Town	556	556	556	-	-	17,884,457.21
Kelaniya – Mudungoda Road (B214)	33	33	33	-	-	2,001,344.00
Maharagama Town on Colombo – Ratnapura – Wellawaya – Batticaloa Rd (A004)	235	235	235	65	38,915,185.00	106,454,970.17
Makola – Udupila Road (B262)	383	383	383	80	42,838,261.53	120,505,440.07
Malabe – Kaduwela Road (B263)	519	519	519	-	-	1,990,550.95
Marine Drive (Stage I - Melbourne Avenue to Bambalapitiya Station)	323	323	323	-	13,586,606.88	555,541,169.70
Mattakkuliya Bridge Approches	53	53	53	48	68,993,585.43	19,848,755.00
N.M. Perera Mawatha (Stage I Borella Junction to Ayurvedic Jun)	184	184	150	-	169,220,678.54	7,473,674.25
Nugegoda Fly Over on Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004)	141	141	141	140	-	19,281,277.40
Other Roads	3,141	3,141	3,141	-	-	-
Pitakotte – Talawatugoda Road (B368)	220	220	220	70	-	570,505.69
Ratmalana – Mirihana Road (B389)	162	162	162	-	-	9,716,268.87
Thibirigasyaya Road	225	225	225	1	619,000,000.00	231,000.00
W.A.Silva Mawatha	169	114	88	-	47,922,404.55	185,002.71

Table 28: Land Acquisition Details and Payment of Compensation for Central Province

Project Name	No. of Lots	Publication of Section 2 Notice (Lots)	Publication of Section 38(a) Notice (Lots)	Acquisition Completed Lots Nos. (in 2012)	Payment made up to 2011	Payment made during 2012
Atabage- Dunukeulla Rd	178	178	178	-	-	231,000.00
Other Roads	5,120	5,120	5,120	-	-	-
Thawalanthanna - Thalawakele	375	375	375	300	-	1,364,750.80

Table 29: Land Acquisition Details and Payment of Compensation for Sambaragamuwa Province

Project Name	No. of Lots	Publication of Section 2 Notice (Lots)	Publication of Section 38(a) Notice (Lots)	Acquisition Completed Lots Nos. (in 2012)	Payment made up to 2011	Payment made during 2012
Alternative Road at Mawanella	35	35	35	1	32,000.00	-
Bridge Construction on Kegalle By Pass Road Stage II	11	14	14	3	-	3,258,000.00
Kegalle By Pass Road Stage II	70	70	70	5	-	1,805,000.00
Kegalle by Pass Road Stage I	32	32	32	21	-	5,307,250.00
Other Roads	148	148	148	-	-	-
Thalduwa – Meevitigammana Road	122	113	113	74	-	6,514,644.31

Table 30: Land Acquisition Details and Payment of Compensation for Eastern, North Western, Northern, Southern and Uva Provinces

Project Name	No. of Lots	Publication of Section 2 Notice (Lots)	Publication of Section 38(a) Notice (Lots)	Acquisition Completed Lots Nos. (in 2012)	Payment made up to 2011	Payment made during 2012
Eastern Roads	76	76	76	-	-	-
North Western Roads	1,669	1,669	1,669	-	-	-
Northern Roads	3,792	3,792	3,792	-	-	-
Southern Roads	3,407	3,407	3,407	-	-	-
Uva Roads	401	401	401	-	-	-

The Land Acquisition & Resettlement Division has taken following actions to increase the productivity of the functions of land acquisition & resettlement work.

- Preparing a data base and 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.
- Updating Assets (Lands occupied by RDA) manual to identify the ownership and to make actions to transfer ownership to RDA.
- Publishing Section 44 for the acquired lands to date.

3.9 Implementation of Environmental and Social Safeguard Measures

Implementation of Environmental and Social Safeguard Measures are conducted through the Environmental and Social Development (ESD) Division of RDA. The Additional Director General (Construction Design) and the Director (Environmental and Social Development) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

From the initial guidance given through the Technical Assistance Project funded by ADB, Environmental and Social Development Division is well established and continued to assist all key divisions and Project Management Units set up in RDA in monitoring and executing environmental and social safeguard measures related to road development projects. Further, the division actively involved in various technical evaluation committees set up by various government agencies which included the Central Environmental Authority (CEA),

Department of Coastal Conservation (DCC), Forest Department, Department of Wildlife Conservation and Ministry of Power and Energy, etc.

Functions and responsibilities of ESD are mainly of two folds, i.e. the documentation part and safeguards monitoring part. Effectiveness of these activities was greatly supported by the Management Information System (MIS) developed for ESD, which contains bio-geographic and socio information of the country.



Joint field inspection with supervision consultant



Consulting general public

3.9.1 Environmental Dimensions

Basic Information Questionnaire (BIQ), Rapid Environmental Assessment check list, Environmental and Social chapters of project pre-feasibility and feasibility reports, Initial Environment examination, Environmental Impact Assessment reports, Environment action plans sections of contract bidding documents, Environment Management and Environment Monitoring plans and Monthly and Quarterly monitoring reports on environmental safeguards compliance are the Environment Safeguards compliance documents which are either prepared or reviewed by the division.

Support to various RDA divisions and projects with respect to Environmental Dimensions as follows.

Table 31: Details of Environmental Dimensions work done in year 2012

Road Project	Environmental Dimensions Activity
Akuregoda Road Project	Submitted BIQs to Ministry of Defense (MoD)
First 13 roads sections to be funded by OFID and Saudi Funds	Preparation of Environmental and Social Assessment
Kadawatha – Kerawalapitiya section of Outer Circular Highway	Incorporation of Environmental Management Plan
Landslide Disaster Protection Project of National Roads in Sri Lanka funded by JICA	Assisting in Environmental & Social Safeguard Compliance for application of counter measures
Northern Road Connectivity Project (NRCP)	Environmental & Social Safeguard Compliance.
Proposed alternate access road to Maradankadawela – Habarana – Tirikkondiadimadu Road (A011)	Preparation of BIQ
Proposed approach Road at Kelanisiri Bridge	Preparation of BIQ
Proposed bridge across Kokilai Bay	Submitted permit applications to obtain Environmental Clearance to DCC & received Terms Of Reference (TOR) for Hydrological study. MOU has been signed between NARA and RDA.
Proposed Bridge across the Batticaloa Lagoon at Manmunai	Obtaining environment approval from CEA
Puttalam – Marichchikadai Road (B379)	Obtained environmental approval
Rehabilitation of Dambulla – Galkulama (74+650 – 122+170 km) section of Kandy Jaffna Road (A009)	Preparation of Environmental Assessment report
Rehabilitation of Polduwa Bridge under UK steel bridge project	Obtained environmental approval.
Rehabilitation Road projects funded by additional financing from ADB	Reviewed Environmental Assessments prepared by consultants.
The bridges coming under Major Bridges Construction Project of the National Road Network funded by JICA	Preparation of BIQ and permit applications to obtain Environmental Clearance

Further, the following tasks were also attended.

- Inspection and reporting on environmental & social issues in Asphalt plants of RDA
- Assisting Disaster Management Centre in incorporating Disaster Impact Assessment (DIA) for road sector and acting as the key Division for the assessment.



Inspecting an Asphalt Concrete Plant



Measuring Road side noise levels

3.9.2 Social Dimensions

For the Social Safeguards, initial poverty and social assessment, involuntary resettlement screening check list, indigenous people summary check list, resettlement plans (RPs) and monitoring of reports on RPs are considered. Following social dimensions are done during the year 2012.

- Sent Project performance Management System (PPMS) report on STDP to ADB quarterly.
- Updated the Resettlement Plan (RP) for Anuradhapura – Puttalam section of Puttalam – Trincomalee Road (A012).
- Prepared two RPs for two packages of NRCP and received the approval of ADB. Assist NRCP in meeting social safeguards compliance required under ADB social safeguards policy and National policies.
- Completed the household survey for the preparation of the RP for the Matara – Hakmana Road (B275).
- Reviewed of RPs prepared by consultants for National Highway Sector project.



Conducting household survey



Monitoring environmental safeguard compliance

3.9.3 Management Information System (MIS)

The Management Information System (MIS) unit of Environmental and Social Development Division continued to gather data on Bio – Geographic and social information for preparation of required environmental and social safeguards documents and data bases. A database was prepared to store the information on lands acquired by RDA. Further, continued to monitor Project management Unit staff in entering data to the database.



Measuring available ROW



Inspecting a labor camp of a contractor

3.10 Planning and Reporting

Planning and reporting comes under the Planning, Formulation, Programming, Progress Monitoring and GIS unit (P2) of the Planning Division. P2 subdivision is headed by Deputy Director under the Director (Planning). The Additional Director General (Network Planning) and the Director (Planning) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

In fact, PII unit is responsible for all the documentation work involves from project identification to implementation. During this period, project identification, project formulation, preparation of concept papers for project approval, preparation of project proposals, carrying out Feasibility studies and preparation of Feasibility Study reports, Coordinating foreign missions with regard to implementation of foreign funded projects are some of the tasks involved between project identification to implementation.

Under the GIS unit of PII, Spatial Data Base related to National Road Network is maintained. New road traces are identified using GPS coordinates and maps are prepared for all road projects carried out by RDA as and when required.

In addition, Annual Action Plan and Corporate plan of Road Development Authority is prepared by PII unit of the Planning Division. Annual Action Plan is prepared in the beginning of every

year based on the information collected from provinces and divisions. 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 in the middle 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. This task is handled by PII unit.

PII unit is also responsible for preparation of some of the important reports prepared annually by RDA which describe the overall performance of Road Development Authority during the year on format. RDA Annual Report and RDA performance report to be send to Central Bank for the preparation of the Central Bank Annual Report are some of them.

Moreover, preparation of manuals and guidelines required for the RDA work, publishing and dissemination of those manuals and guidelines among employees of the RDA also fall under its responsibility.

3.10.1 Submission of Reports

During the year 2012, actions were taken by the Planning Division of RDA to prepare and submit following reports.

- Action plan for the year 2012 was prepared based on the budgetary provisions.
- RDA Annual Report for the year 2011 was prepared.
- All progress reports (monthly and quarterly) were submitted to the Ministry.
- Performance report of the RDA was prepared and submitted to the Central Bank
- Ongoing and committed project lists were prepared along with GIS maps and submitted to the management when required.
- Project Implementation Plan (PIP) was prepared and submitted along with ongoing & committed projects.

In order to ensure optimum utilization of the total budgetary provision for the year, necessary approvals for the transfers were obtained from the Treasury in accordance with the Financial Regulation (FR) 66.

3.10.2 Preparation of Project Proposals

Preparation of Project proposals and applications for donor funding as required by the External Resources Department were done with respect to the projects under different funding agencies as given below.

3.10.2.1 JICA Assistance

Financial Assistance for

- Major Bridge Construction Project of National Highways
- Land Slide Disaster Protection Project of National Roads of Sri Lanka

Technical Assistance for

- Intelligent Transport System for the Expressway Network of Sri Lanka
- Expressway Operation, Maintenance and Management

3.10.2.2 ADB Assistance

- Widening and Improvement of 195.71 km of National highways

3.10.2.3 OPEC Fund for International Development Assistance

- Rehabilitation/ Improvement of 72.32km of National Road Network in Sri Lanka
- Widening and improvement of 74.27 km of roads in Colombo District

3.10.2.4 Saudi Assistance

- Widening and Improvement of Peradeniya – Badulla – Chenkaladi Road (A005) section from Badulla to Chenkaladi

3.10.2.5 Chinese Assistance

- Widening and Improvement of 80.31 km of roads and two bridges on Tennekumbura – Rikiligaskada – Ragala Road (B413)
- Construction of Outer Circular Highway –Phase III

3.10.3 Preparation of Concept Papers for Foreign Funding

RDA submitted concept papers to National Planning Department (NPD) for the following projects.

- Construction of Trincomalee Outer Circular Road
- Widening and Improvement of Colombo – Horana Road (B084) section of 13+200 – 27+600 km
- Improvement of Galle – Baddegama Road (B128) section of 0+000 – 18+550 km
- Improvement of Ratmalana – Mirihana Road (B389) section of 5+700 – 7+840 km
- Improvement of Moratuwa – Piliyandala Road (B295) section of 2+620 – 5+110 km
- Widening and Improvement of Galle – Udugama Road (B129) and Udugama – Hiniduma Road (B429)
- Widening and Improvement of 74.27 km of roads in Colombo District under OFID
- Improvement of Colombo – Galle – Hambantota – Wellawaya Road (A002), Galle Road New Deviation (Cross Junc. to Egoda Uyana) (AB11) and Peliyagoda – Puttalam Road (A003) with financial assistance from World Bank
- Construction of expressway from Hambantota Seaport to Mattala Airport

- Widening and Improvement of Ampara – Inginiyagala Road (AB01) and Pallan Oya – Inginiyagala Road (B350)
- Reconstruction of Bridge Nos. 24/3 and 42/1 on Tennekumbura – Rikiligaskada – Ragala Road (B413)
- Widening and Improvement of Kandy – Kirimatiya Road (B195) and Ragala – Uda Pussallawa section on Nuwara Eliya – Uda Pussallawa Road (B332)
- Widening and Improvement of 131.94 km of road in North Central and Eastern Provinces
- Construction of Kokilai bridge
- Widening and Improvement of Welimada – Kirklees Road (B471), Lunugamwehera – Kataragama Road, Ampitiya – Gurudeniya Road and Radella – Nanuoya section on Avissawella – Hatton – Nuwara Eliya Road (A007)
- Widening and Improvement of 120.60 km of National Highways in Southern Province
- Widening and Improvement of Ganewalpola – Dachchahalmillawa Road (B133) and Kekirawa – Thalawa Road (B213)

3.10.4 Feasibility Studies

Following Feasibility Studies were carried out during the year 2012;

- Feasibility study for Reconstruction of 34 bridges on National Highways with financial assistance of Kuwait Fund for Arab Economic Development (KFAED)
- Feasibility study for Improvement of 202.29 km of National Highways under co – financing of Saudi and OFID
- Feasibility Study for Improvement of Colombo – Galle – Hambantota – Wellawaya (A002) Road from Maliban Junction to Cross Junction and Walana Junction to New Galle Road Diversion (AB011)

3.10.5 Issue of Special Permits for Oversized/ Overweight Vehicles

- Applications have been evaluated and eleven permission letters were issued for transportation of over dimension cargo.
- Recommendations for the registration of ninety eight oversized vehicles were issued.
- Two approvals were granted to drive unregistered overweight mobile cranes on National Highways as and when necessary during the year

3.10.6 Coordination of project preparatory work with foreign missions

RDA provided necessary assistance for the foreign missions on project preparatory work in respect of the following proposed projects and maintained a closer co – ordination to ensure successful completion of their work.

- To OFID mission for Rehabilitation/ Improvement of 72.32km of National Road Network in Sri Lanka
- To JICA mission related to Major Bridge Construction Project
- To JICA mission for the Landslide protection project
- To JICA mission for establishing Intelligent Transport System (ITS) for expressway network of Sri Lanka
- To JICA mission for the preliminary study for an additional bridge across Kelani river to connect CKE with Colombo city
- To KOICA mission for Area Traffic Control (ATC) System in Colombo Metropolitan Region
- Work related to the preparatory mission of JICA on Urban Transport Development Project for Colombo Metropolitan Region and Suburb



Presentation and Pre – bid for the JICA Landslide Protection Project



Site visite on 10th October 2012 for the JICA Landslide Protection Project

3.10.7 Work related to studies and research handled by outside organizations

RDA planning division performed following functions in respect of the studies and research work outsourced to other agencies,

- Work related to Kandy City Transport Study, the feasibility study of which has been assigned to University of Moratuwa (UOM) in collaboration with University of Peradeniya (UOP) including attending meetings, site visits, evaluations etc.
- Work related to bypass tunnel to divert traffic on Kandy – Mahiyangana – Padiyatalawa Road (A026) within Kandy city which has been assigned to Central Engineering Consultancy Bureau (CECB)
- Work related to Establishment of Transport Data base and analysis for Colombo Metropolitan Region which has been assigned to UOM.

3.10.8 Preparation of GIS maps

During the year 2012, over 200 location maps and detailed maps were prepared by GIS unit for Project Proposals, funding applications, Annual Reports and other reports relevant to the national road network in Planning Division as well as Project Monitoring Units, the Ministry of Ports and Highways, other Divisions in RDA and other outside institutions. In addition to the above GIS Unit prepared new location maps using GPS data and Google images for the purpose of designing new roads and bridges.

3.10.9 Other Works

- A seminar was conducted on “Asset Management in RDA”
- Work related to the Hambantota International Hub Development (HIHD) Project.

3.11 Traffic Forecasting Model for Sri Lanka

Traffic Forecasting Model for Sri Lanka is implemented under the Planning, Formulation, Programming, Progress Monitoring and GIS unit (P2) of the Planning Division.

Traffic forecasting on National Road Network is important in the planning process. Future traffic is forecasted using Traffic forecasting models taking into account the future development plans of the country and these data are used in transport related studies carried out by PII unit in

Planning Division. This unit also maintains a comprehensive data base of the National Road Network related to condition and other characteristics and these statistics are provided to various other organizations on their request.

3.11.1 Development of Traffic Forecast Model

RDA, Planning Division initiated developing a model to forecast future traffic demand on national road network with the technical assistance of JICA. This demand forecasting system covers almost all of A and B class National Roads and expressways in Sri Lanka.

Major features of this system could be summarized as follows:

a)	Present Road Network:	A, AB, B class National Road network and Expressway network in whole of Sri Lanka (approx. 2300 links)
b)	Zoning:	314 zones (DSD boundary)
c)	Vehicle type:	All type of vehicles is displayed as one. (PCU base)
d)	Present OD:	Estimated by using District base OD which was described in Road Master Plan in 2007 and sample OD interview survey which was implement in January 2010.
e)	Assignment method:	User Equilibrium Assignment method
f)	Forecasted Year:	Year 2012, 2017, 2022, 2027, 2032 and 2037

3.12 Road Condition Data Collection and Evaluation

Road condition data collection and Evaluation is carried under the Data Processing Unit (DPU) established in 2012 under the Planning, Formulation, Programming, Progress Monitoring and GIS unit (P2) of the Planning Division.

On the path of “Wonder of Asia”, the vision of Sri Lanka, the development of infrastructure in the country is necessary to achieve the goals. As the pre – dominant mode of transport in Sri Lanka, road transport system need to be enhanced at satisfactory level with proper operating speeds, less travel time, good condition of the road infrastructures and adequate capacity of the transport system. To overcome the objectives, the picture of the present National Road Network has to be encountered by collecting the relevant road data. DPU was established under Planning Division to accomplish the desired task.

DPU collects the road condition data using Multi Function Network Survey Vehicle (MFNSV) and the Falling Weight Deflectometer (FWD) which were received under the World Bank Funded Road Sector Assistance Project (RSAP) and performs the process at the office to produce outputs for Highway Development & Management (HDM – 4) software which developed to

cater the components of strategic planning, work programming and project preparation within the highway management process. Further, using collected data, the two databases of Highways Information Management System (HIMS) and Road Information System (RIS) are maintained to find out the roads to be rehabilitated in relevant period.

3.12.1 Multi Function Network Survey Vehicle (MFNSV) and Falling Weight Deflectometer (FWD)

Multi Function Network Survey Vehicle (MFNSV) and Falling Weight Deflectometer (FWD) are used to collect the road condition data.

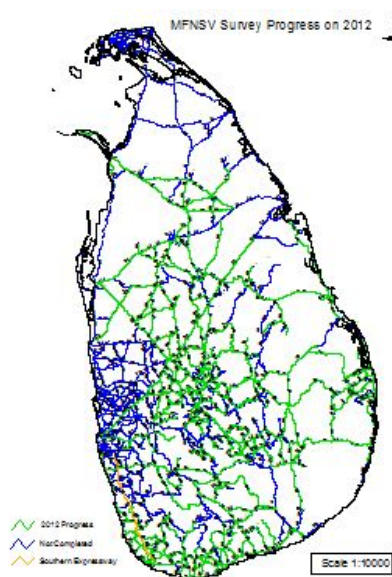
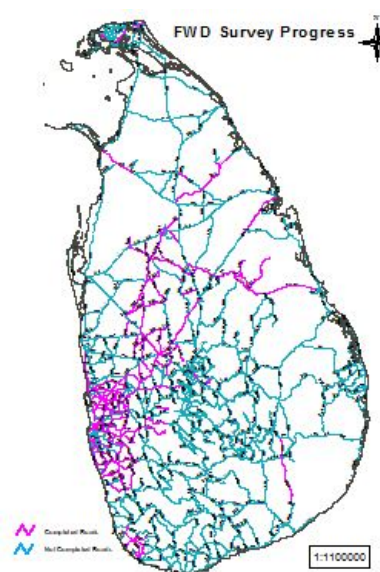
MFNSV & FWD were taken to Dayata Kirula – 2012 Exhibition at Oyamduwa from 2nd to 13th February 2012.

Table No. 32: Survey progress of MFNSV & FWD

<i>Type of survey</i>	<i>Survey length (Lane kilometres)</i>	<i>Net work (kilometers)</i>	<i>Project (lane kilometers)</i>	<i>On expressways (lane kilometers)</i>
MFNSV	11, 631.08	6, 468.70	546.60	385.00 (STDP/OCH)
FWD	974.22	759.16	585.10	37.72 (CKE)

3.12.1.1 MFNSV Data Processing

Data Processing for Roughness was completed for all the roads/ sections surveyed.

Map 5: MFNSV Survey Progress**Map 6: FWD Survey Progress**

3.12.1.2 MFNSV Reports Issued

- MFNSV Roughness survey Report for Colombo – Galle – Hambantota–Wellawaya Road(A002) form Galadari Roundabout to Kollupitiya Junction(2km), Bambalapitiya Junction to South City Limit (4 km) and Ra De Mel Mawatha (4 km).
- MFNSV Roughness Survey Report for Beliatta – Walasmulla Road (B054)and Kalkudah Road (B184).
- MFNSV Roughness Survey Report for Outer Circular Highway Kottawa to KaduwelaSouthern section.
- MFNSV Roughness Survey Report for Southern Expressway and submitted the raw data to Expressway Operation, Maintenance and Management Division of RDA.

3.12.1.3 MFNSV Image Analysis work

- MFNSV Image Analysis for condition parameters on Colombo – Galle – Hambantota–Wellawaya Road(A002) from Galadari Roundabout to Kollupitiya Junction(2km), Bambalapitiya Junction to South City Limit (4 km) and Ra De Mel Mawatha (4 km).
- MFNSV Image Analysis for condition parameters on RSAP1 Roads(28 sections on 14 Roads/sections. Total length 606.35km)
- MFNSV Image Analysis for condition parameters and inventory parameters on Saudi Funded Road Projects (13 roads/sections.Total length 224.64 km) for HDM4 – EconomicAnalysis in the feasibility study.
- MFNSV Image Analysis for condition parameters and inventory parameters on OPEC Funded Road Projects (14 roads/sections. Total length 65.45km) for HDM4 – EconomicAnalysis in the feasibility study.
- MFNSV Image Analysis for condition parameters and inventory parameters for RSAP2 Projects on Colombo – Galle – Hambantota–Wellawaya Road(A002)from Maliban Junction to Nalluruwa Junction (17.50 km) and Peliyagoda – PutlamRoad (A003) from Peliyagoda to Seeduwa (16.90 km) for HDM4 – EconomicAnalysis in the feasibility study.
- MFNSV Image extraction in week pavement locations for overlay design reports (5 Nos. mentioned under item FWD Overlay Design).

3.12.1.4 FWD Deflection Data Reports

- Colombo – Galle – Hambantota–Wellawaya Road(A002) from Galadari Roundabout to Kollupitiya Junction(2km), Bambalapitiya Junction to South City Limit (4 km) and Ra De Mel Mawatha (4 km).
- 11 Numbers of roads/sections of Northern Road Connectivity Project for the total length of 135 km.
- Horana – Anguruwatota – Aluthgama Road (B157)section from 5+000km to 32+000km and Nagoda – Kalawellawa – Bellapitiya Road (B304) section from 27+000km to 57+000km.
- Colombo – KatunayakeExpressway Project on (Cement Treated Macadam Base Coarse) CTMBC sections and sections with Asphalt Concreted surface over CTMBC.

3.12.1.5 Overlay Design Reports Base on FWD Data

- Galkulama – Anuradhapura Road (A013) section from 0+000 km to 8+000 km.
- Colombo – Kandy Road (A001) section from Peliyagoda to Kiribathgoda.
- RSAP2 Projects on Colombo – Galle – Hambantota – Wellawaya Road (A002) from Maliban Junction to Nalluruwa Junction and Peliyagoda – Putlam Road (A003) from Peliyagoda to Seeduwa.
- Veyangoda – Ruwanwella Road (B445) section from 0+000 km to 4+250 km.
- Kandy – Mahiyangana – Padiyatalawa Road (A026) section from 14+200 km to 26+107 km.

3.12.1.6 MFNSV & FWD Annual Service visits

As per the contract agreement the supplier has to carry out maintenance and repair of the machine as agreed by RDA. Following programmes were carried out accordingly. The experts from the two companies visited Sri Lanka and they did the relevant calibration, maintenance and repair work of the two machines with our staff.

Table No. 33: Maintenance and Repair of the MFNSV & FWD

<i>Type of Machine</i>	<i>Date</i>	<i>Work done</i>	<i>Name of the expert</i>	<i>Name of the Company</i>
MFNSV	20.08.2012 to 24.08.2012	(a) MFNSV equipment full checkup. (b) MFNSV full calibration. (c) Trial surveys.	Mr. Viet Pham	ARRB Group Ltd, Australia
FWD	20.12.2011 to 22.12.2011	(a) Troubleshooting of the error message of the FWD machine.	Dr. Olle Tholen	KUAB Company, Sweden
	05.09.2012 to 09.09.2012	(a) FWD machine full checkup and attended to required maintenance. (b) Replaced the rubber buffer. (c) Performed full machine calibration.	Mr. Afshin Lotfi	KUAB Company, Sweden
	14.12.2012 to 19.12.2012	(a) Troubleshooting of the electronic error of the FWD machine circuit board.	Mr. Mickel Forsgren	KUAB Company, Sweden

3.12.2 Highway Development and Management (HDM – 4)

3.12.2.1 HDM – 4 Analysis for Vehicle Operating Cost (VOC)

- VOC analysis for Conflict Affected Region Emergency Projects (CARE) for 2 roads.
- VOC analysis for Conflict Affected Areas Rehabilitation Project (CAARP) for 10 roads.
- VOC analysis for RSAP2 Projects for 14 numbers of roads.
- VOC analysis for National Network.
- HDM – 4 Vehicle fleet calibrations for the year 2012.

3.12.2.2 HDM – 4 Analysis for Economic Evaluation of Road projects for Feasibility Study Purpose

- Economic Analysis of Saudi funding projects (13 Nos. roads/sections)
- Economic Analysis of OPEC funding projects (14 Nos. roads/sections)
- Economic Analysis of RSAP2 Projects under World Bank Funding on Colombo – Galle – Hambantota–Wellawaya Road (A002) from Maliban Junction to Nalluruwa Junction and Peliyagoda – Putlam Road (A003) from Peliyagoda to Seeduwa.

3.12.3 Highways Information Management System (HIMS)

- Visual road condition survey data from all the EE Divisions were collected.
- Uploading, processing & maintaining of road condition, roughness, traffic and project completion data (network data) into HIMS was done.
- HDM – 4 input file for the year 2012 was prepared.
- Annual report on Data Collection & Monitoring Indicators for the Core Network & RSAP 1 road projects was submitted to the World Bank.
- Different types of data reports (Roughness Data/VOC Data/Road Inventory Data and Road Condition Data) were prepared on requests made by individuals and organizations.

3.13 Traffic Data Collection

Traffic data collection comes under the Data Collection and Evaluation unit (P1) of the Planning Division. P1 subdivision is headed by Deputy Director under the Director (Planning). The Additional Director General (Network Planning) and the Director (Planning) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

As the premier highway sector in the country, traffic data of the National Road Network is significant to the RDA for the road improvement and maintenance. Therefore RDA collects traffic

data itself for easy handling together with accuracy, proficiency and continuance. Because of the importance of the traffic data RDA handling separate division with skilled professional staff to collect traffic data.

For the year 2012, following different types of data were collected throughout the division.

3.13.1 Traffic Surveys

Periodic Traffic Counting Surveys and Turning Movement Surveys were carried out at selected locations of the road network as a routine work of the unit. Further, Traffic Surveys were also carried out at other locations where the traffic data were requested for design purpose.

3.13.1.1 Periodic Traffic Counting Programme

In Periodic Traffic Counting Programme, RDA collects Average Daily Traffic (ADT) which refers to the number of vehicles traveling through a particular point on the road in a 24-hour period, Manual Classification Counts (MCC) and Annual Average Daily Traffic (AADT) which represents the average of all days during the year with typical traffic conditions. Throughout the year 2012, as a routine work following data were collected in a precise manner.

- Volume counts of ADT at 117 locations.
- MCC at 106 locations.
- AADT survey was conducted at 27th km of Peliyagoda – Puttalam Road (A003) in each months and monitored traffic variation.

3.13.1.2 Turning Movement Survey

For junction improvement, signalization and geometric design at the intersections, Turning Movement Surveys represent significant figure and therefore in traffic data collection this is considered as an important function. For the year 2012, Turning Movement Surveys at 29 intersections in Western, Southern, Northern and Eastern provinces were carried out for the traffic maneuver study and design.

3.13.2 Axel Load Surveys Roughness Measurements Surveys

Axel Load Survey provides estimation of standard axel loads data for the traffic on particular road which becomes essential input for the pavement structural design. Axial Load Surveys only at 05 locations were carried out during the year 2012 due to constraints of equipments and vehicles.

Table No. 34: Axel load survey locations

<i>Road Name</i>	<i>Route No.</i>	<i>Location</i>	<i>Duration</i>
Colombo – Kandy Road	A001	57 th km	12 hours
Colombo – Kandy Road	A001	102 nd km	12 hours
Colombo – Ratnapura – Wellawaya – Batticaloa Road	A004	34 th km	12 hours
Kandy – Jaffna Road	A009	269 th km	12 hours
Medawachchiya – Mannar – Talaimannar Road	A014	47 th km	12 hours

3.13.3 Roughness Measurements Surveys

710 km of roughness survey was carried out during the year 2012. Merlin Calibration tests were carried out at 12 locations.

3.14 Taking – over of roads

Data Collection and Evaluation unit (P1) of the Planning Division is responsible to the activities related to taking – over of roads.

Out of 116,000 km of entire road network instead of National Highways of 12, 165 km, secondary roads (C, D and E class roads) managed by the Provincial Councils and serving for intra – provincial traffic, roads managed by Pradeshiya Sabah/ Local Government and roads managed by other sectors mainly Irrigation, Mahaweli

& Estates are presented. For certain conditions, out of these roads some are taken over and gazetted as National Highways.

Considering Clause No. 8 under National Thoroughfares Act No. 40 of 2008, the Minister may by order published in the Gazette to declare any road to be a National Highway.

In year 2012, following roads were declared as National Highways.

Table No. 35: Taken – Over Roads in year 2012

<i>Route No.</i>	<i>Name of Road</i>	<i>From (km)</i>	<i>To (km)</i>	<i>Length (km)</i>
Central Province				
B621	Atabage – Dunukeulla Road	0+000	7+620	7.62
Southern Province				
B622	Hungama – Talawa – Middeniya Road	0+000	25+370	25.37
B623	Medamulana – Gonadeniya – Debokkawa Road	0+000	11+720	11.72
B624	Talawa – Dambarella – Hingura Road	0+000	6+600	6.60
B625	Ambakolawewa – Morayaya – Gonadeniya Road	0+000	4+230	4.23
B626	Polonmaruwa – Beliatta Road	0+000	6+600	6.60
B627	Dammulla – Weeraketiya Road	0+000	10+100	10.10
B628	Tangalla – Kadurupokuna – Beliatta Road	0+000	8+760	8.76
B629	Walasmulla – Julampitiya Road	0+000	13+100	13.10
B630	Beliatta – Kirinda Road	0+000	13+870	13.87
B631	Hambantota – Gonnoruwa – Meegahajandura Road	0+000	30+300	30.30
Western Province				
B632	Sapugaskanda Oil Refinery Junction – Biyagama Free Trade Zone (Samurdhi Mawatha)	0+000	6+770	6.77
Total				145.04

3.15 Road Safety & Traffic Management

Road safety and traffic management comes under the Traffic Management and Safety unit (P3) of the Planning Division. P3 subdivision is headed by Deputy Director under the Director (Planning). The Additional Director General (Network Planning) and the Director (Planning) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

Safety is the important factor induced in modern world. Among the society, major consideration has been given to the road safety due to the road accidents occurred in highway network. The RDA drives all of its efforts to see the road network is free of safety hazards and continually contrives to improve the safety of road users; both passengers and motorists. The road safety

aspects are integrated into improving and rehabilitating projects aligned with the new technology.

By implementing proper designs, RDA tries to minimize the opportunities for the road accidents in Sri Lankan road network due to the rapid development and a heavy load of vehicular traffic.

3.15.1 Traffic Signs and Road Markings

Table No. 36: In Progress Projects of Traffic Signs and Road Marking in 2012

<i>Description</i>	<i>Section</i>
Colombo – Galle – Hambantota – Wellawaya Road (A002) from Maliban Junction to Nalluruwa	13+500 – 30+580 km
Colombo Katunayake Expressway	0+000 – 25+700 km
Dankotuwa Town	
Kandy – Mahiyangana – Padiyatalawa Road (A026)	0+000 – 15+000 km
Mahiyangana – Dimbulagala – Dalukkane Road (AB044)	0+000 – 10+000 km
Outer Circular Highway at Kerawalapitiya	
Outer Circular Highway at Peliyagoda – Puttalam Road (A003)	
Tiruwanaketiya – Agalawatte Road (B421)	0+000 – 5+000 km

For the road safety of both passengers and motorists, traffic signs and road markings are placed on the road side for warning and informing the condition of the road. In order to achieve the most suitable safest condition RDA attempt to design appropriate drawings for particular locations.

Table No. 37: Completed Projects of Traffic Signs and Road Marking in 2012

<i>Description</i>	<i>Section</i>
Airport access Road Junction	
Ambepussa – Kurunegala – Trincomalee Road (A006)	107+840 – 112+300 km
Ambepussa – Kurunegala – Trincomalee Road (A006)	156+000 – 178+000 km
Bandarawela – Welimada Road (B044)	0+000 – 20+200 km
Battaramulla Town (From Subuthipura to Udumulla Road) 0.5 km	
Batticaloa – Tirikkondiadimadu – Trincomalee Road (A015)	36+000 – 108+000 km
Colombo – Galle – Hambantota – Wellawaya Road (A002)	23+306 – 30+576 km
Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004)	1+940 – 15+350 km
Denegama – Mulatiyana Road (B098)	0+000 – 12+140 km
Galle – Deniyaya – Madampe Road (A017)	45+000 – 65+000 km
Hakmana – Meella – Talahaganwaduwa Road (B142)	0+000 – 11+230 km
Hatton intersection on Avissawella – Hatton – Nuwara Eliya Road (A007)	
Intersection of Batticaloa – Tirikkondiadimadu – Trincomalee Road (A015), Munai Street, Batticaloa Road (B298), Customa Road and Kanthi Street at Batticaloa Town	
Intersection of Lake Road(B250), Hospital Road and Airport Road at Batticaloa	
Intersection of Station Road, Bar Road(B046) and Thirucuriputhondar Street at Batticaloa	
Kalutara Holly cross Junction on Colombo – Galle – Hambantota – Wellawaya Road (A002)	
Kandy – Jaffna Road (A009)	258+000 – 320+000 km
Kantale – Perathuveli Road (B196)	0+000 – 3+060 km
Kiran Roundabout	
Kiribathgoda – Oil Refinery, Sapugaskande (B221)	0+000 – 5+000 km
Moragahayata Junction on Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004)	
Mullaitivu – Kokkilai Road (B297)	0+000 – 10+000 km
Panadura – Nambapana – Ratnapura Road (A008)	34+040 – 67+850 km
Peliyagoda – Puttalam Road (A003)	0+000 – 18+000 km
Proposed new bridge at Polduwa Junction	
Pulugupitiya Junction on Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004)	

During the year 2012 traffic signs and road markings of the following road sections were revised.

Table No. 38: Revised Projects of Traffic Signs and Road Marking in 2012

<i>Description</i>	<i>Section</i>
COMPLETED	
Allai – Kantale Road (B010)	0+000 – 2+330 km
Batticaloa – Tirikkondiadamadu – Trincomalee Road (A015)	91+040 – 107+380 km
Kandy – Jaffna Road (A009)	122+340 – 129+180 km
Kandy – Jaffna Road (A009)	185+000 – 195+000 km
Kandy – Jaffna Road (A009)	207+000 – 230+000 km
Kandy – Jaffna Road (A009)	230+000 – 240+000 km
Kandy – Jaffna Road (A009)	251+600 – 254+600 km
Kandy – Jaffna Road (A009)	258+560 – 266+900 km
Kandy – Jaffna Road (A009)	276+680 – 286+860 km
Kandy – Mahiyangana – Padiyatalawa Road (A026)	73+140 – 78+000 km
Kandy – Mahiyangana – Padiyatalawa Road (A026)	78+000 + 83+000 km
Kandy – Mahiyangana – Padiyatalawa Road (A026)	83+000 – 92+200 km
Lankapatuna Road 12 km	
Mullaitivu – Puliyankulam Road (B296)	0+000 – 10+200 km
Peradeniya – Badulla – Chenkaladi Road (A005)	75+000 – 89+000 km
Peradeniya – Badulla – Chenkaladi Road (A005)	89+000 – 124+000 km
Puttalam – Trincomalee Road (A012) 70 km	
Trincomalee new deviation 10 km	
IN PROGRESS	
Anuradhapura – Rambewa Road (A020)	
Colombo Katunayake Expressway 25 km	
Hakmana – Beliatte – Tangalle Road (B141) 7.47 km	
Jaffna – Kankesanturai Road (AB016)	9+300 – 17+200 km
Jaffna – Palali Road (AB018)	9+300 – 17+200 km
Jaffna – PointPedro (AB020)	0+000 – 12+000 km
Jaffna – PointPedro (AB020)	12+000 – 20+375 km
Kalkudah – Valachchenai Road (B185)	
Kalkudah Road (B184)	
Kandy – Jaffna Road (A009)	195+000 – 207+048 km
Kandy – Jaffna Road (A009)	240+000 – 251+500 km
Kandy – Jaffna Road (A009)	257+000 – 258+000 km
Kandy – Jaffna Road (A009)	266+900 – 276+680 km

<i>Description</i>	<i>Section</i>
Kandy – Jaffna Road (A009)	286+860 – 314+000 km
Kandy – Jaffna Road (A009)	98+000 – 122+000 km
Manipay – Kaithady Road (B268)	0+000 – 14+140 km
Mankulam – Mullaitivu Road (A034)	0+000 – 13+000 km
Mankulam – Mullaitivu Road (A034)	24+000 – 38+500 km
Navakkuli – Kerativu – Mannar Road (A032)	0+000 – 17+500 km
Oddusudan – Nedunkerny Road (B334)	0+000 – 10+680 km
Outer Circular Highway 12 km	
Paranthan – Kachchai – Mullaitivu (A035)	0+000 – 6+000 km
Puttalam – Trincomalee Road (A012), Service Road and Willu Road at Puttalam End	53+000 – 76+500 km
Vallai – Telippalai – Araly (B437)	0+000 – 4+140 km

3.15.2 Type Plans and Landscaping

Type plans and landscaping are prepared for different purposes of sign boards such as advance direction, place identification, informative etc. where necessary to advise the road consumers. Following type plans were prepared during the year 2012.

Table No. 39: Implemented Type Plans and Landscaping during the year 2012

<i>Type of Sign Board</i>	<i>Project Area</i>	<i>Number of Sign Boards</i>
Advance Direction Sign Boards	Deyata Kirula at Oyamaduwa	01
Advance Direction Sign Boards	Anuradhapura Town area	63
Advance Direction Sign Boards	Avissawella area	18
Advance Direction and Place Identification Sign Boards	Peradeniya – Badulla – Chenkaladi Road (A005)	
Gantry Boards		02
Prohibitory Sign Boards	Southern Expressway	06
Informative Sign Boards	Wild Life area	

3.15.3 Black Spots and Hazards Locations Improvements

If more than 10 accidents reported within the year inside the circular area of 100 m radius at the junction or 600 m length on stretch road then the location is generally considered as a Black Spot. Generally consider Hazards Locations as where either actual or opportunity to present more than 10 accident within the year inside the circular area of 100 m radius at the junction or 600 m length on stretch road. Black Spots and Hazards Locations where frequently accidents taken place are needed to consider for the countermeasures and designed for safety measures. Therefore during the year 2012, following locations were identified as Hazards Locations.

- Golumadama Junction
- Pannipitiya Dharmapala Vidyalaya
- Peliyagoda – Puttalam Road (A003) Ch: 2+824 – 18+207 km
- Minuwangoda Horagasmulla Primary School on Ekala – Kotadeniyawa Road (B111)
- Peliyagoda – Puttalam Road (A003) Ch: 7+300 km
- Kollupitiya in front of Railway Station
- Waikkala Junction at Wennappuwa
- In front of Castle Hospital

3.15.4 Safety Analysis

For the accident locations, need to identify the causes and implement the study considering road condition, geometric design, speed of the vehicle, environmental condition, traffic condition, passenger condition etc. During the year 2012, following sections on Colombo – Ratnapura – Wellawaya – Batticaloa Road were analyzed in safety purpose.

- Section from Wellawaya to Siyabalanduwa was completed.
- Section from Ratmalana to Panadura was in progress.

3.15.5 Traffic Management

Traffic Management involves directing vehicular and pedestrian traffic to manage traffic flows and providing advice concerning traffic congestion. With the development of the country, there is a rapid increase in number of vehicles as well as passengers penetrate into the city area. The increase of vehicle density and the population density of the country tend to increase the traffic

congestion of the national highways. Therefore to reduce the travel time, traffic management is needed to consider with the new technology. During the year 2012, traffic management studies for the following roads and junctions were in progress.

- Alteration route from Dematagoda to Rajagiriya
- Eheliyagoda by pass
- Hikkaduwa by pass
- Imaduwa by pass
- Kaduruwela by pass
- Kahawatta by pass
- Kosgama by pass
- Lake line road
- Warakapola by pass

3.15.6 Signalization of Junctions

Traffic signal operations play an important role in the safe and efficient movement of people, goods, and vehicles through our roadway systems by controlling competing flows of traffic.

3.15.6.1 Signal Designs and Time Calculation

For a particular junction, Signal Designs and Time Calculation are significant in controlling the traffic flow. Therefore, considering the traffic congestion of the road network suitable Signal Designs and Time Calculation must be conducted for a particular junction.

In year 2012, for the following locations Signal Designs and Time Calculation were completed.

- Amended Piliyandala Junction Project
- Amended Kohuwala Junction Project

End of the year 2012, following projects were in progress for Signal Designs and Time Calculation purpose.

- Kaduwela Junction
- Panadura Clock tower
- Panadura SLTB (Sri Lanka Transport Board) bus stand

3.15.6.2 Reinstallation/ Alteration of Signals

Due to the junction improvements, traffic signals are needed to reinstall and for the year 2012, following projects were conducted under this section.

- Welikada – In Progress
- Katugastota – Completed

3.15.6.3 Time Updating at the Junctions

In particular, it is needed for routine signal timing updates to keep pace with changes in population growth and traffic patterns. Following projects were implemented under time updating of traffic signals at the junctions for the year of 2012.

Table No. 40: Signal Timing Updates Project in year 2012

<i>Completed Projects</i>	<i>In Progress Projects</i>
<ul style="list-style-type: none"> ➤ Borella Junction ➤ Kanatta Junction ➤ Katugastota Junction ➤ Kelanitissa Junction ➤ Nugegoda Junction ➤ Orugodawatta Junction ➤ Polhengoda Junction 	<ul style="list-style-type: none"> ➤ Dematagoda Junction ➤ Ingram Junction

3.15.6.4 Accident Repairs

Due to the accidents certain traffic signals are damaged and needed to repair.

Table No. 41: Traffic Signals Repairs Due To Accidents in year 2012

<i>Completed Projects</i>	<i>In Progress Projects</i>
<ul style="list-style-type: none"> ➤ Bestian Mawatha Junction ➤ Dehiwala Junction ➤ Dematagoda Junction ➤ Kohuwala Junction ➤ Moratuwa Railway Station ➤ Nugegoda Flyover ➤ Rajasinghe Pedestrian Crossing ➤ Second Cross Street ➤ Telwatta Junction 	<ul style="list-style-type: none"> ➤ Golumadama Junction

3.16 Maintenance of Management Information System

Maintenance of Management Information System comes under the Management Information System unit (P4) of the Planning Division. P4 subdivision is headed by Deputy Director under the Director (Planning). The Additional Director General (Network Planning) and the Director (Planning) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

Establishment and maintenance of main server and a mail server of the RDA, Establishment of a Local Area Network at the head office, providing internet and e – mail facilities, Development and Maintenance of RDA website, Development and Maintenance of RDA's page in the website of Public Enterprises Reform Commission in Sri – Lanka, Installation and maintenance of Highways Information

Management System (HIMS), Development and maintenance of a project monitoring system for projects undertaken by RDA by maintaining a project database, Conducting training programs to improve IT knowledge of RDA working staff, and Development of RDA intranet are the functions conducted under Maintenance of Management Information System of RDA.

3.16.1 Network Administration

RDA is having a computer network of around 290 computers and a file server, mail server, and a proxy server at the Sethsiripaya premises. Out of 290 computers, 104 computers are facilitated with Email and internet. All those computers are inter – connected by a Wireless Local Area Network (WLAN). 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.

All the divisions have the benefit of having a common shared folder in the main file server. Each and every divisional user has different levels of access privileges to the main server. 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.

3.16.2 Maintenance of Email Facility & Mail Server

At present, RDA email server is maintaining approximately 230 email accounts for the head office and regional staff. Recently RDA Planning Division introduced a spam filtering solution to filter spam emails and block most of the outside intruders to the system.

RDA email server is maintaining separate email accounts for regional staff in all the provinces. Most of them are having broadband connections in order check their emails.

3.16.3 Maintenance of RDA Website

RDA having its own website and it is updated accordingly. The main updates are the procurement details and relevant documents of projects, current project progress of every month with the relevant photographs, Resettlement Implementation Plans of PMUs and the training programmes conducted by the Training Division of RDA. In addition, updating of RDA Web Page on Government Information Center (GIC – 1919) website was implemented regularly.

3.16.4 Preventive Mechanism against Virus Attacks

In the month of December 2012, Management Information System (MIS) Unit has prepared a RDA IT User Policy for all the divisions which was approved by the Director General and sent to all divisional heads.

As a main precaution for virus attacks in the computer network, MIS unit has provided a client-server version of a licensed antivirus software package to 180 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.

3.16.5 Financial Application Packages in Finance Division

Currently the computer network configuration of the RDA Finance Division is based on domain server architecture with a separate server with 55 Client computers. The Finance Division of RDA is using two main computer application packages for the day to day financial processes. The main packages are the Salary Package and the other package is the Final Accounts Package.

3.16.6 Finger Print Attendance System

Currently the RDA Planning Division MIS unit staff downloads the attendance data and provides the necessary network support to the newly introduced finger print attendance system. Currently there are 12 finger print attendance registers at the RDA head office premises.

3.17 Expressway Management

Operation, maintenance and management of expressways (especially Southern Expressway) in Sri Lanka are implemented under the division of Expressway Operation, Maintenance and Management (EOM&M) Division of RDA. The division comes under the Director General and headed by a Director. Division is assisted by a Deputy Director, Chief Engineer, nine Engineers who specify on nine fields and supporting staff.

Since, the section of Kottawa to Pinnaduwa of Southern Expressway opened to the public on the 27th November 2011, there is a necessity to implement the activities of operation, maintenance and management for smooth functioning of the Expressway. In addition to Southern Expressway, there are many expressways such as Colombo – Katunayake Expressway, Outer Circular Highway etc. under construction and planning stage which are to be opened in near future that make the rapid spread of

expressway network where need to consider the expressway management.

Therefore, EOM&M Division is mainly responsible for basic Planning, Management and Operation of Traffic activities, Tolling activities and Maintenance activities of the Expressways together with budgeting and auditing. It is also responsible for conducting traffic studies, studies related to maintenance work and studies related to tolling activities.

During the year 2012, following activities were carried out by the EOM&M Division.

- Manuals related to Traffic, Tolling and Maintenance were completed.
- Training of Traffic crew, Tolling crew (Tellers), Maintenance crew and Administration staff were continued.
- Prepared Database for revenue collection and traffic volume.
- Developed software for Traffic analysis.
- Developing software for accident analysis report is in progress.
- Prepared and finalized relevant documents for user fee collection in Southern Expressway.
- The data base of Slopes, Bridges, Road and Road Furniture is in progress.

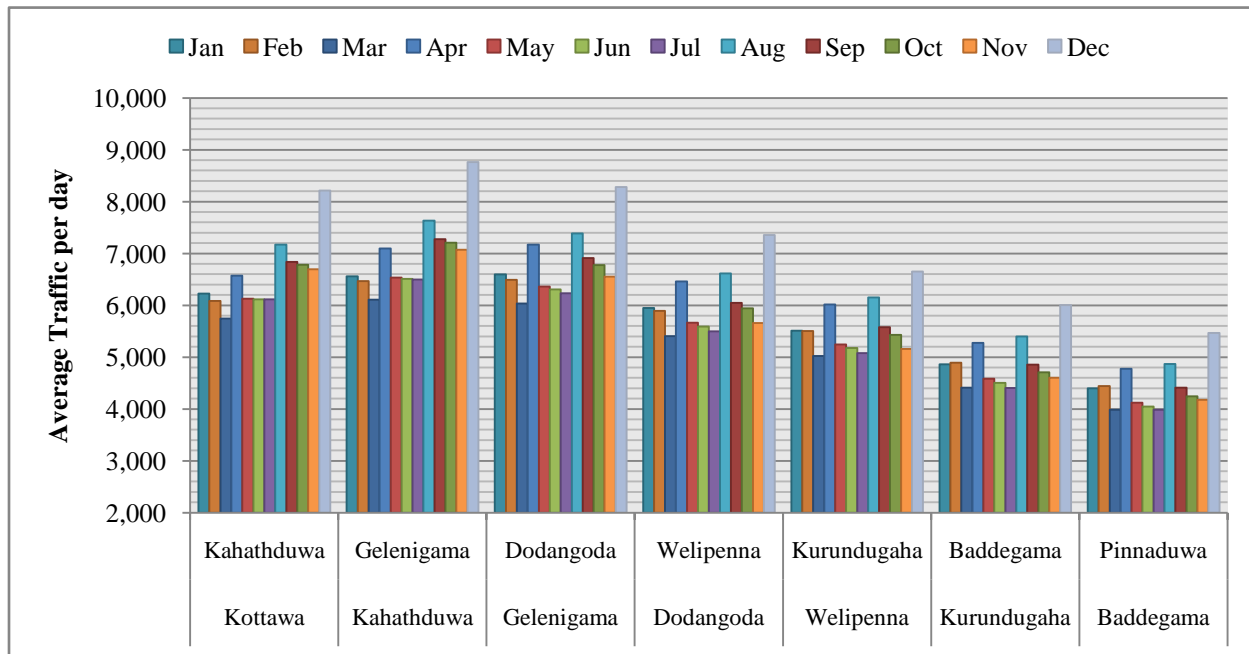
- The rest area at Welipenna and Kottawa interchanges were opened by His Excellency the President on 6th November 2012.
- Routine maintenance was completed under direct labour in Expressway with ramps.
- During the year Traffic patrolling was carried out in 24 hrs.
- Control room operation was continued in 24 hr.
- Tolling operation was continued in 24 hr.

3.17.1 Traffic Volume of the Southern Expressway

During the year 3,489,474 numbers of vehicles were travelled on the Southern Expressway with average speed of 90 km/h and average travelling time of 63 minutes for the section of Kottawa to Pinnaduwa. Among these trips, highest percentage of 15 % was travelled from Kottawa Inter Change to Pinnaduwa Inter Change.

Table No. 42: Total Traffic Volume for the year 2012

<i>Month</i>	<i>Traffic Volume</i>
January	283, 534
February	260, 622
March	261, 640
April	294, 932
May	281, 618
June	270, 202
July	273, 411
August	319, 635
September	294, 426
October	299, 840
November	288, 311
December	361, 303
Total	3, 489, 474

Figure 10: AADT of Southern Expressway in Year 2012 (From Jan to Dec. 0:00am – 24:00am)

3.17.2 Revenue for the Southern Expressway

As a toll road the Southern Expressway is collected the revenue from the travelers in term of user fee charges. Manual Toll Collection Methodology is being implemented to charge user fee. Paper Tickets are being issued in case of system failure as not to prevent the disturbance for the smooth function.

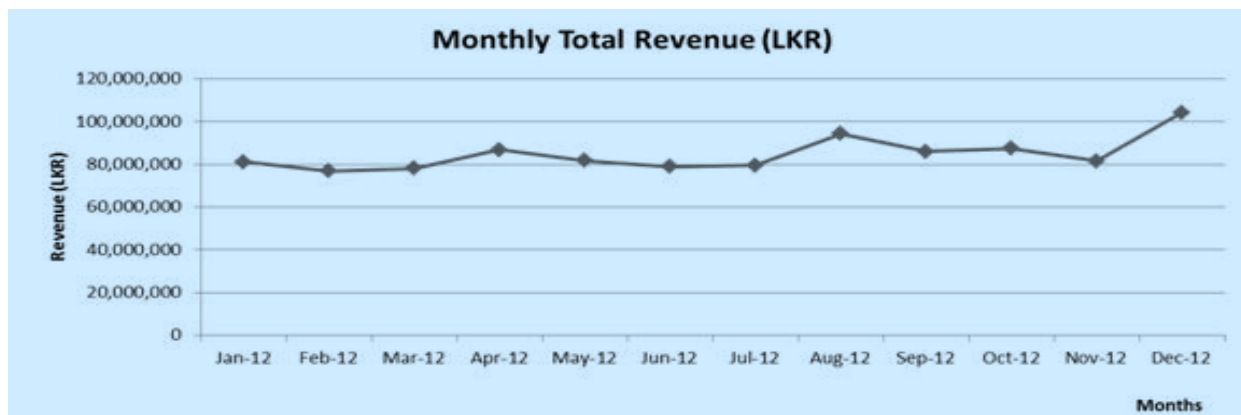
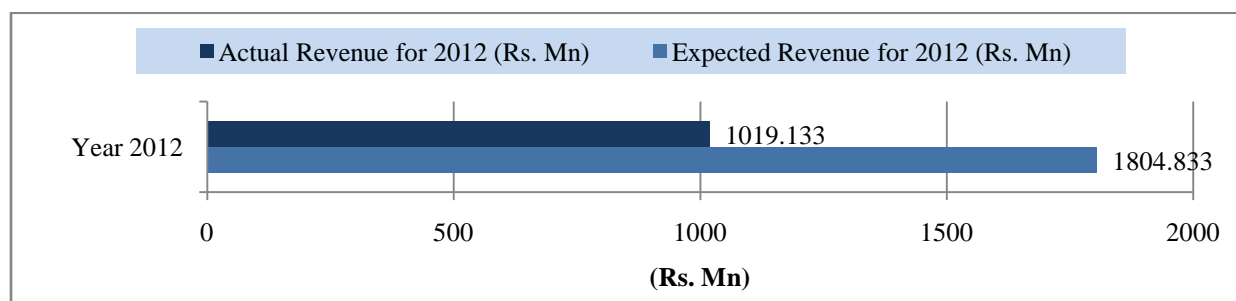
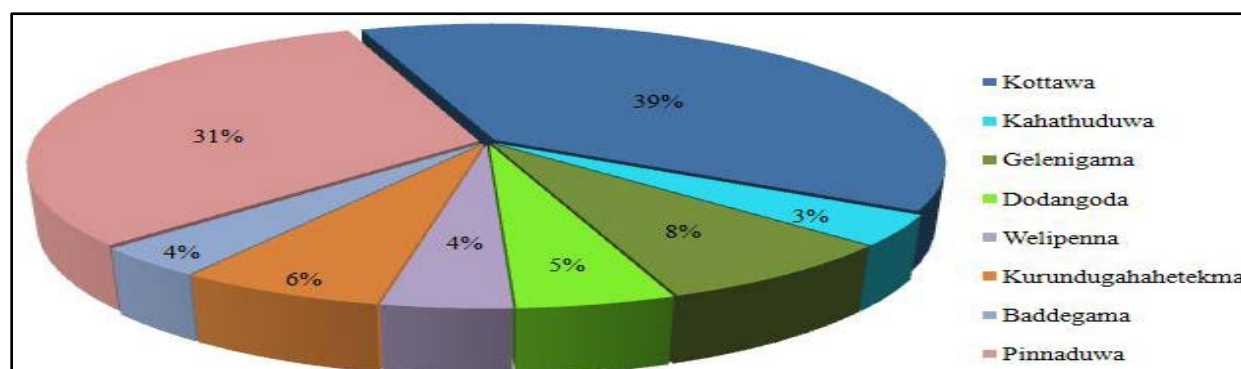
**Figure 11: Average Revenue per Day from Southern Expressway (Rs.)**

Table No. 43: Total Revenue from Southern Expressway for the year 2012

<i>Month</i>	<i>Revenue (Rs. Mn)</i>
January	82.591
February	76.711
March	77.255
April	87.906
May	81.418
June	78.264
July	80.294
August	92.625
September	87.638
October	88.876
November	81.065
December	104.482
Total	1, 019.133

From the Southern Expressway, RDA expected to earn Rs. 1, 804.83 million in year 2012. But the revenue for the year 2012 was Rs. 1, 019.13 million, whereas actual revenue was 56.47 % of expected revenue.

Figure 12: Comparison of Expected and Actual Revenue for year 2012**Figure 13: Distribution of Revenue within Inter Changes (Rs. Millions)**

During the year 2012, highest revenue was earned at Kottawa Inter Change and the lowest revenue was earned at the Kahathuduwa Inter Change. Distribution of Revenue within Inter Changes is as follows.

3.17.3 Accident Data for the Southern Expressway

One of the main objectives to implement the expressways is to reduce the fatal or non – fatal accidents happen in the national highway network which cause significant in social issues. In view of the expressways are recent experience to the Sri Lankan citizen; there are certain travelers yet not having pronounced knowledge on how to use the expressways. While the free traffic flow exists in expressway travelers intend to speed the vehicles unawareness. Exceeding the speed limit has become the major reason for the accidents happened in the Southern Expressway. Considering the year 2012, there were four fatal accidents and 496 total accidents.

Table No. 44: Total Accident Summary in 2012

<i>Month</i>	<i>Fatal</i>	<i>Grievous</i>	<i>Non Grievous</i>	<i>Property Damage</i>	<i>Total Accident</i>
January	0	1	4	35	40
February	1	2	0	31	34
March	1	0	1	27	29
April	0	5	2	62	69
May	0	3	1	36	40
June	0	2	1	40	43
July	1	1	1	34	37
August	0	2	1	34	37
September	0	3	3	41	47
October	0	1	1	45	47
November	0	3	0	35	38
December	1	3	1	30	35
Total Summary	4	26	16	450	496





3.17.4 Vehicle Breakdown in Southern Expressway

Under the EOM&M Division there is special unit with skilled and well trained employees together with new equipments and vehicles to implement the process of vehicle breakdown.

Table No. 45: Vehicle Breakdown Summary for the year 2012 in Southern Expressway

<i>Month</i>	<i>Heat</i>	<i>Engine PR.</i>	<i>Tyre Punch</i>	<i>Fuel Problem</i>	<i>Battery & Electronic Problem</i>	<i>Belt/Cable Damage</i>	<i>Others</i>	<i>Total Breakdowns</i>
January	423	111	183	62	18	23	63	883
February	283	102	143	66	21	15	30	660
March	272	90	154	57	25	25	17	640
April	270	70	160	37	26	17	18	598
May	248	61	120	45	19	31	15	539
June	207	47	109	50	12	14	14	453
July	177	62	91	42	12	16	11	411
August	231	80	117	38	13	10	14	503
September	177	66	114	44	14	10	19	444
October	172	76	91	39	19	5	15	417
November	167	61	87	38	18	8	4	383
December	230	73	116	42	22	11	16	510
Total	2, 857	899	1, 485	560	219	185	236	6, 441



3.17.5 Maintenance of the Southern Expressway



Maintenance of the Southern Expressway has to be carried out to maintain the quality of the expressway, to carry out smooth functioning of the expressway and also to repair the damaged road furniture due to accidents.



3.18 Property Management and Revenue Collection

Property Management and Revenue Division was established in August 2004 with an intention to generate income for Road Development Authority out of its own sources. The division is headed by a Deputy Director who comes under the Director (Maintenance Management & Construction) and supported by Engineers and supporting staff.

Property Management and Revenue Division (PM&R) generated income supplements the funds annually received from the treasury for RDA to carry out its mission of upgrading, maintaining and constructing of National Highways network in Sri Lanka, maintenance of lands and buildings belong to RDA and enhancing welfare of its employees. Therefore it is considered to develop RDA lands and buildings in order to generate more income.

Measures have been taken to find out the possibility of charging from the, utility services uses the road reservations. In addition, the Road beautification works in Centre Islands and Roundabouts and the Road Reservations located at important places are carrying out using RDA Employees and deploy interested private parties to get their sponsorship on beautification works as a mode of advertise their products.

3.18.1 Issue of Licenses for Billboards/ Hoardings/ Gantries/ Cantilevers

RDA generates revenue by levying rentals from Hoardings/ Billboards/ Gantries/ Cantilevers/ Telephone Booths/ Bus Shelters/ Lottery Stalls/ Roundabouts/ Television Cable Poles and rental for cable laying etc. Licenses for Hoardings/ Gantries/ Cantilevers/ Banners and other advertising material on the road sides were issued and sent approved reports to the Executive Engineers and other relevant heads of Division.

In the year 2012, following were granted according to the guidelines.

- 397 Nos. of New Hoardings were permitted
- 619 Nos. of Hoardings renewals permitted
- Permitted 3, 974 Nos. of Banners
- 264 Nos. of free approvals for various Non Commercial Displays

3.18.2 Leasing Of Road Reservation for Commercial Purpose

Tenders were called from the public to lease out few road reservations at Nuwara Eliya during the festival season in 2012. Income received from leasing of reservations at Nuwara Eliya during the festival season is Rs.1, 763, 257.12 for one month period.

3.18.3 Resting Areas to be Established on National Highways

New resting park established at Galle Road, Goiyapana. Constructions of a resting place have been completed at Culvert No.38/8 on Peradeniya – Badulla – Chenkalady Road (A005). This resting park is constructed by Regional Economic Development Agency.

3.18.4 Revenue Collection in 2012

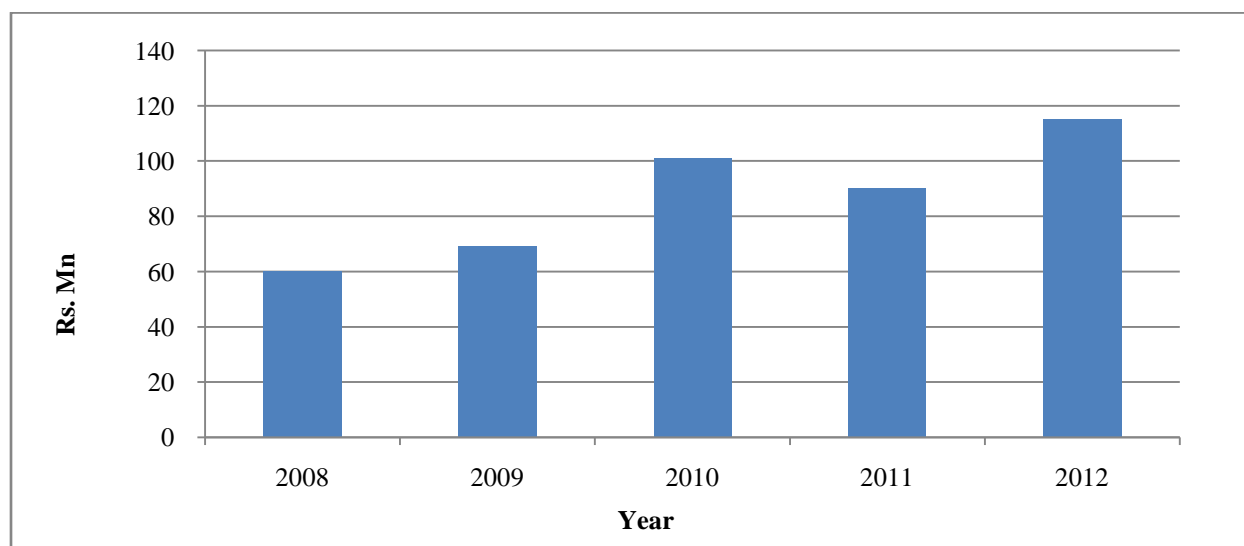
Revenue collected from various sources by managing the properties of the RDA during the year 2012 is Rs. 115,019,175.55.

Table No. 46: Classification of PM&R Revenue Collection from 2010 – 2012

<i>Description of the Item</i>	<i>2010 (Rs.)</i>	<i>2011 (Rs.)</i>	<i>2012 (Rs.)</i>
Income on Banners	5,224,140.87	1,346,304.25	2,324,191.60

Rent of Shopping Complex	638,226.80	3,583,122.60	2,670,688.28
Income on Hoardings	61,018,022.41	28,535,524.79	41,541,548.75
Income on Bus Shelters	831,340.06	7,357,189.73	3,497,141.60
Income on Gantries/Cantilevers	29,177,860.62	20,955,621.91	28,778,267.87
Income on Trade & Lottery Stalls	1,111,473.98	151,014.46	301,428.53
Income on Roundabouts, Splitter Islands, Traffic Islands & Centre Islands	171,734.38	910,272.01	861,944.70
Income on Fiber Optical Poles/TV Cable Network & Telephone Exchange	1,075,023.26	25,677,670.94	33,146,421.98
Resting Park	121,546.38	124,639.14	134,285.12
Income from Trade Stalls during Festival Season at Nuwara Eliya	1,777,628.84	1,672,114.57	1,763,257.12
Total	101,146,997.60	90,313,474.40	115,019,175.55

Figure 14: Revenue Collection for The Period of 2008 – 2012



Certain limitations adopted by environmental authorities on display of hoardings banners, Bus Shelters and pennants on the road sides given adverse affect to the expected income from Property Management and Revenue Division.

No outstanding amount for the rentals of Borella Shopping Complex in this year except shop No.01 and 02. Legal action has been taken against the owner of the Shop No.01 and 02 as a result of this particular tenant compel to make payments as installments. Lease agreements have been renewed for Kurunegala Shopping Complex.

3.18.5 Road Beautifications Works



Beautification of Nugegoda Old Kesbewa Road Section

Under the road beautification work, RDA beautifies and maintains Centre Islands & Roundabouts and the Road Reservations located at important places. In order to get plant requirement for beautification works operated by PM&R Division, RDA decided to establish a nursery of flora plants. In year 2012, it was arranged to make flora plants at Homagama Depot and at Dabare Mawatha, Narahenpita and Attidiya Badovita locations were identified for establish plant nurseries. Necessary assistance obtained from the officers of the National Botanical Garden Department to grow the plant varieties Vinca, Exora and other exotic plants.

At the end of the year 2012, 6,300 exotic plants were produced to use for beautification works. Out of this about 2,200 plants were planted in Castle Street Centre Median/ Sethsiripaya Center Medium & Thalawathugoda Roundabout. The balance 4,100 Nos. of plants was in Homagama Plant Nursery.



Plant Nursery

Table No. 47: Maintenance of Beautification Work in year 2012

<i>Road Section</i>	<i>Activity</i>
Bambalapitiya to Kolpetty Section on Marine Drive: planted SeaSide Reservation “Moodilla” plants	Watering, Manuing & Weeding
At the Centre Median from Devi Balika to Ayurveda Junction on Kollupitiya – Sri Jayewardenepura Road	Beautification work, Fertilizing
At the Centre Median from Ayurveda Junction to Polduwa Junction on Kollupitiya – Sri Jayewardenepura Road	Cutting Grass, Watering
At the Centre Median from Polduwa Junction to Sethsiripaya 1 st gate section on Kollupitiya – Sri Jayewardenepura Road	Watering, Prune of Exora Plant, Weeding and Grass Cutting
2900 m ² area from the Nugegoda Rail gate up to Kattiyahandiya Junction at Nugegoda Old Kesbewa Road	Maintenance & Landscaping (Shoulder Filling, Watering, Grass Cutting, Grass Turfing etc)

3.19 Mechanical Services

Mechanical Services are conducted through the Mechanical Division of RDA. The Director (Mechanical) provides professional support directly to the Director General with the assistance of the Deputy Director, Mechanical Engineers, Plant Engineers and other supporting staff.

Since the Director Post is not filled Deputy Director (Mechanical) is covering the duty of Director (Mechanical). Mechanical Division consists of the Director’s office and Transport Division at the head office and a maintenance workshop at Angulana and Anuradapura.

Mechanical Division also handles the maintenance of asphalt premix plants; Crusher Plants installed at various locations.

The Mechanical Division is responsible for providing vehicles, construction machinery and equipment, production plants, launch & ferry services and related services required such as operation, monitoring, maintenance and management for the smooth functioning of the Road Development Authority using

the available resources. Mechanical Division provides necessary assistance and consultation in major machine repairs work for Rural Bridge Rehabilitation workshop at R&D premises and repairs to machinery taken over from Maganeguma Road Construction Equipment Co. Ltd.

3.19.1 Progress and Performance in Mechanical Service for the year 2012

During the year 2012, the Mechanical Division of RDA performed following services in order to achieve the objectives of the RDA.

- Prepared the specification and Bid document for procurement of following machinery and submitted for procurement committee approval and proceeded for procurement.
 - 01 Unit Road Milling Machine
 - 15 Units Skid Steer Loaders
 - 03 Units Cargo Trucks for Road Marking Machines
- 03 Units Cargo Trucks for Road Marking Machines were procured and the procurement of 15 units Skid Steer Loaders was postponed to the year 2013 due to financial constraints. Procurement of Milling Machines was initiated through RSAP (World Bank funded Road Sector Assistance Project) Division.
- 190 units of Chinese Road Construction Machines & Equipment and Plants were received from the Ministry of Economic Development during 2012 and utilized them through base workshop in Angulana and divisional offices. The detail of them is appended below.

Table No. 48: Chinese Road Construction Machines & Equipment and Plants were received from the Ministry of Economic Development

<i>No.</i>	<i>Item</i>	<i>Quantity</i>
1	Air Compressor 600cfm-Diesel Movable Screw	3
2	Angle Broom/Mechanical Broom Attachment	17
3	Asphalt Mixing Plant-CL1000	6
4	Asphalt Paver (Crawler Type)	6
5	Asphalt Paver (Wheel Type)	11
6	Cabin Tractor Prime Mover (30T)	1
7	Crushing & Screening Plant	3
8	Drummed Asphalt Melter	3
9	Emulsion Sprayer-Hand Type	17
10	Excavator with Breaker	1

11	Full Hydraulic Motor Grader	2
12	Generator 400KW	8
13	Liquid Asphalt tanker (10000ltr)	20
14	Pneumatic Tyre Roller	23
15	Skid Steer Loader	17
16	Static Roller	17
17	Truck Mounted Crane (10T Crane Truck with 5T Crane)	2
18	Wagon balance 7.5M	6
19	Welding Plant Engine Driven	9
20	Wheel Loader 1.7CM	12
21	Wheel Loader 2.7CM	3
22	Generator 600KW	3
Total		190

- Discarded machinery, equipment, vehicles, scrap materials etc. which were available at Ganewalapola, Kundasale and Angulana were disposed.
- 20 vehicles were hired from outside for the use of RDA officials and others. The hire charges for above vehicles during the year 2012 was Rs.10,430,047.83.
- Asphalt premix plants received through Ministry of Economic Development have been installed at Sooriyawewa, Ambanpola, Madawachiya, Kothmale, Polannaruwa and Balangoda and commenced the operations.
- One crusher plants has been installed at Ambanpola and commenced the operations. Installation of other two plants at Sooriyawewa and Rampoda were commenced and ongoing.
- Two unit hydraulic excavators were received from Japan under “**Japan’s Grant Aid for the Industrial Products**” and these items were ceremonially handed over to RDA by his Excellency Nobuhito Hobo, Ambassador of Japan in Sri Lanka.



3.20 Manpower Development

Implementation of manpower development is conducted through the Training Division of RDA. The Additional Director General (Administration & Finance) and the Director (Training) provide professional support to the Director General with the assistance of the Deputy Director and supporting staff.

The Road Development Authority is the principal highway authority in the country. The 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. The main objective of the Training Division is to provide facilities for all categories of employees in the RDA to enhance their

knowledge, upgrade their skills and develop appropriate attitudes in order to improve their effectiveness and efficiency at work. These objectives are generally achieved by identification of training needs and preparation and implementation of the training programme. The training

programme usually consists of lectures, seminars, workshops and field demonstrations organized in-house and supplemented where appropriate, by making use of training courses conducted at other organizations.

3.20.1 In – House Training Programme

Certain training programmes were conducted within training division by arranging RDA employee as a resource person and RDA resources to implement. In year 2012 2,841 RDA employees were followed in – house training programme.

Table No. 49: In – House Training Programme in year 2012

<i>No.</i>	<i>Description Training</i>	<i>No. of Participants Attended</i>	<i>No. of Days</i>
1	Communication in English – conducted by Skill Development Fund Limited for all categories of staff (Continuous Programme from 2011, 2 Groups)(13 Days)	70	7
2	Computer Training (MS Word/Excel) for clerks, TOO, Typists (Continuous Programme from 2011, 2 Groups) (8 Days)	34	4
3	Troubleshooting, Maintenance & Minor Repairs to the Personnel Computer for all categories of staff (1 Group continuous from 2011, 4 Groups)(6 Days per groups)	80	21
4	Computer Training AutoCAD 2D conducted for Technical Officers (1 Group continuous from 2011)(8Days)	17	4
5	Computer Training on LibreOffice (OpenOffice) Package (3 Groups)(5 Days)	51	15
6	Induction Course for Newly Recruited Management Assistants and for the Officers Internally Promoted to the Post of Management Assistant (3 Groups)(5 Days)	280	15
7	Computer Training Programme on “Introduction to MsWindows 7, MS Office 2010 (3 Groups) (8 Days)	51	25
8	Saturday Computer Training Programme on “Introduction to MS Windows7, MS Office 2007 and Internet & E – Mail” (2 Groups) (11Days)	30	22

<i>No.</i>	<i>Description Training</i>	<i>No. of Participants Attended</i>	<i>No. of Days</i>
9	Induction Course for Newly Recruited Engineers (3 Group continuous from 2011)(5 Days)	121	10
10	Training Programme for all Technical Officers in Provincial Officers of RDA (2 Groups)(1 Day)	218	2
11	Training Programme for Newly Recruited Office Aids (1 Group) (1 Day)	56	1
12	Training Programme for the Officers Internally Promoted to the post of Accountant and Accounts Assistants (1 Group) (2 Days)	43	2
13	Training Programme for the officers internally promoted to the post of Administrative Officers and Administrative Assistants (1 Group)(2 Days)	56	2
14	Internet & E-Mail for Office Work (8 Province and 3 PMU groups)	294	13
15	AutoCAD Civil 3 D for Engineers (3 Groups; 1 ongoing)(5 Days)	51	12
16	Contract Administration for Engineers (3 groups)(1 Day)	89	3
17	Land acquisition & Related Matters (2 provinces)(1 Day)	205	2
18	Special Training Programme for Finance Matters (1 group)(2 Days)	20	2
19	Guide to Traffic sign & Road Marking Practices (7 Provinces)(1 Day)	430	7
20	Thoroughfare Ordinance & Other related Acts (7 Province)(1 Day)	372	7
21	Training of RDA officers for Sinhala Language (1 Group ongoing)	15	9
22	Design Concept of Rehabilitation of Existing Roads (1 group)(1 Day)	35	1
23	Training for Drivers of Expressway Operation, Maintenance & Management Division (2 groups; 1 ongoing)(3 Days)	86	5
24	Awareness of Public Procurement Process (1 group)(1 Day)	40	1
25	Typing Training for Sinhala & English Key – Board (1 group ongoing)(5 Days)	17	4
26	Training Programme for all Provincial Directors, Chief Engineers and Executive Engineers of RDA	80	1

3.20.2 Training at Outside Organizations

In addition to the in – housetraining activities described above, the Training Division nominated 437officers of the RDA for relevant training courses and seminars conducted in outside organizations.

Table No. 50: Training Programme at Outside Organizations in year 2012

<i>No.</i>	<i>Name of Organizations</i>	<i>Details of Training</i>	<i>No of Officers Trained</i>
1	Institute of Chartered Accountants of Sri Lanka	One day seminar on “Beyond Budgeting”	05
2	Institute of Supply and Materials Management of Sri Lanka	Certificate Course on “Store Management”	02
3	Central Bank of Sri Lanka	Training Programme on “Tender Procedures & Procurement Management”	03
4	Construction Equipment Training Center (CETRAC)	One day training programme on “Maintenance of Auto Electrical Systems”	01
5	University of Peradeniya	Workshop on “Sustainable Highway Infrastructure”	70
		Four Days workshop on “Computer Aided Structural Analysis”	01
		One day seminar on “Arbitration in Construction Industry”	05
6	University of Moratuwa	Training Programme on “Use of Modified Bitumen for Road Construction”	16
		Training Programme on “Good Practice in Asphalt Pavement Construction”	20
		Training Programme on “Transportation Research Forum 2012 and Industry Conference in Highway Engineering & Transportation System	42
		Programme on “Are You Ready 2012”	01
7	University of Colombo	Certificate course on “Statistical Package for Science”	06
8	Institute for Commercial Law and Practice (ICLP)	Seminar on “Arbitration for Commercial Disputes”	05
		“A Guest Lecture on Investment Arbitration”, “The legal Consequences of Breach of Government Undertaking to Investors” and “Impediments to physical Infrastructure Development”	09
9	EMSO Pvt. Limited	Training Programme on “ArcGIS software”	01
10	Sri Lanka Foundation Institute (SLFI)	Workshop on “Project Proposal Formulation”	01
		Workshop on “Improving Staff Capacity for Institutional Development”	20
		Workshop on “Good Governance and Leadership”	04
		Certificate course on “Professional Development”	07
11	Institution of Engineers, Sri Lanka (IESL)	One day course on “Accounting for Engineers”	02
		Training Programme on “Current Topics in Concrete Technology”	01
		Seminar on “Dispute Resolution in the Construction Industry in Sri Lanka”	08
12	Skilled Development Fund	Certificate Course on “Store Keeping – Sinhala Medium”	02

<i>No.</i>	<i>Name of Organizations</i>	<i>Details of Training</i>	<i>No of Officers Trained</i>
	Limited	Seminar on “Effective Internal Auditing”	04
		Training Programme on “Human Capital Management for Aspiring HR Professionals”	11
		Intensive Course on “Project Management Primavera P6”	33
		Workshop on “Correct Attitudes and Motivation”	40
13	PRGA Service (Pvt.) Ltd	Training Programme for “Implementation of International Financial Reporting Standards SLFRS and LKAS”	17
14	Aitken Spence PLC	The Axim Revolution Strategy, Leadership Innovation HRM Awards Training Conference	13
15	Institute of Personal Management, Sri Lanka	International Human Resources Conference 2012	07
16	Ceylon Institute of Builders	Symposium on “World Construction Symposium – Global Challenges in Construction Industry”	13
17	National Institute of Labour Studies	Training Programme on “Super 5s as a productivity Tool”	01
		Training Programme on “Development of Secretarial Skill”	04
		Training Programme on “Essential Competencies for HR Managers”	03
18	The Department of Motor Traffic	Training Programme on “Minimization the pollution and Emotional gas from the Vehicle”	01
19	Institute for Construction Training and Development	Seminar on “Construction Insurance”	05
		Workshop on “Hybrid Vehicle Technology”	07
20	IESL College of Engineering (Pvt.) Ltd	Workshop on “Assessing Environmental Feasibility in Development Project”	14
21	Institute of Environmental Professionals, Sri Lanka	Certificate Course on “Environment Impact Assessment”	02
22	Sri Lanka Institute of Development Administration (SLIDA)	Training Programme on “Diploma in English for Professional”	03
23	Marlbo Trading Company	Fluke Technical Seminar and Demonstration for Testing and Meals Ring Instruments”	01
24	Institute for Professional Excellence	Workshop on “Contractors all Risk Insurance”	06
25	Chartered Institute of Logistics and Transport (CILT)	International Conference on “Sustainability – Transforming Economies through Logistics”	20
Total			437

3.20.3 Opportunities to Follow Long Term Courses at Local Universities/ Institutions

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

Table No. 51: Long Term Courses at Local Universities/ Institutions in year 2012

<i>No.</i>	<i>Organization</i>	<i>Details of Training</i>	<i>No of Officers Nominated</i>
1	University of Moratuwa (UOM)	PG Diploma / M.Eng. in Highway & Traffic Engineering 2011/2012	04
2	National Institute of Business Management (NIBM)	Advanced Diploma in Human Resource Management	04
3	Institute for the Development of Commercial Law and Practice	Diploma in “Commercial Arbitration 2012 – 2013”	09
Total			17

3.20.4 Overseas Training

Fourteen officers of the RDA were nominated to overseas training courses, workshops and conferences during 2012.

Table No. 52: Overseas Training Programme in year 2012

<i>No.</i>	<i>Country</i>	<i>Details of Training</i>	<i>No. of Officers participated</i>
1	Japan	Training Programme on "Public Participation, Consensus Building and Resettlement in Public Works Project for Asian Countries" to be held in Japan from 26 th and 27 th of September 2012.	01
		Seminar on "Disbursement Under Japanese ODA Loan Project in South Asia Region" to be held in Japan from 9 th of July to 13 th of July 2012.	01
		Training Programme on "Trunk Road Management and Maintenance (A)" to be held in Japan from 13 th to 22 nd of September 2012.	01
		The Master's Degree Programme in “Infrastructure Management” at Yokohama National University, Japan 2013 – 2015	01
		Official Visit to Japan for Tender Opening of Manmunai Bridge in Batticaloa from 23 – 30 June 2012	01
		Workshop on "Administration Environmental & Social consideration Process for Implementation of Japanese ODA Loan Project to be held in Japan from 17 th to 30 th of June 2012.	02

		Training programme on "Result – Based Planning Budgeting & Evaluation" to be held in Japan from 18 th to 21 st June 2012.	01
		"Maintenance of Mountain Road (Training for Loan Project) to be held in Japan from 29 th October to 15 th December 2012.	02
		Seminar on "Road Development & Disaster Prevention after the Great East Japan Earthquake" to be held in Japan from 25 th November to 1 st December 2012.	01
2	India	Regional Programme on "Project Management" to be held in India from 15 th to 20 th October 2012.	01
3	Malaysia	Workshop on Strengthening Negotiation Capabilities of senior Officers from Developing countries in commonwealth to be held at Kuala Lumpur, Malaysia from 2 nd to 13 th April 2012	01
4	Singapore	Training Programme on "Road Infrastructure Management and Maintenance" to be held in Singapore from 20 th February to 2 nd March 2012.	01
Total			14

3.20.5 Training of Engineers for the Professional Review

The nomination of engineers for design office training under the design office priority list is functioning smoothly under the supervision of the Training Division. During the year 2012, Twenty Nine engineers were nominated for design training to design offices as follows.

Table No. 53: Design Training Programme for Engineers in year 2012

<i>Name of the Design Office</i>	<i>No. of Engineers Nominated</i>
Highway Design Office	10
Bridge Design Office	13
Kandy Design Office	02
Rathnapura Design Office	02
Kurunegala Design Office	02
Total	29

3.20.6 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.

Table No. 54: Training Opportunities for Undergraduates and Apprentices

<i>No.</i>	<i>Local Universities and Institutes</i>	<i>No. of Students</i>
1	Faculty of Engineering, University of Peradeniya	56
2	Institute of Engineering Technology, Katunayake	40
3	Faculty of Engineering, University of Ruhuna	03
4	National Diploma in Technology Apprentices Institute of Technology, University of Moratuwa	01
Total		100

3.20.7 Site Visits Organized By the Training Division

In year 2012, Site Visit to Outer Circular Highway Project was conducted and 120 RDA employees were attended in this programme.

3.20.8 Promotion Examinations

Under Training Division Promotion Examinations were held in year 2012 for 121 employees for the promotion of Technical Assistants to the post of Technical Officer and for 11 employees for Internal Recruitment for the Post of Personal Secretary.

3.21 Legal Services

Legal Service activities are carried out by the Legal Division of RDA at Head Office. It is one of the divisions directly reporting to the Director General. The Legal Division is headed by a Director who is assisted by five Legal Officers and supporting staff.

The RDA as an organization having large number of employees to take care of its assets all over the island and carrying out development activities which involves recovering its right of way and reservations and taking over of private lands for the improvement works throughout the island

come across litigations against it and its employees. Furthermore, The RDA also needs to deal with the actions filed by its own employees at the Labour Tribunal. The Legal Division of the RDA deals with the legal activities connected with litigation involving the RDA.

Legal Division filled cases under section 42 of the National Thoroughfares Act against the persons who violates the building limit and section 50 for the encroachments under the New Thoroughfares Act No. 40 of 2008.

Legal Division has filled 248 Magistrate Court cases in various provinces and managed to get the orders in favour of the RDA which would help the RDA to clear the Road Reservations belonging to the RDA and to clear the building limits for future developments. In addition, legal Division has collected sum of Rs.472,247.00 from people who damage property belonging to the RDA.

Generally following legal services were carried out by the Legal Division of RDA.

- Drafting and Filing complaints, answers, objections and various other types of pleading on behalf of the RDA.
- Appearing before the District Courts, Court of Appeal and the Supreme Court as instructing Attorney and assisting the Attorney General's Department for such cases were implemented under Legal Division.
- Giving opinion on various legal issues.
- Drafting agreements and deeds on behalf of the RDA and projects.

A summary of cases filed against the RDA and the cases filed by the RDA during the year 2012 is given below.

Table 55: Cases filed during the year 2012

<i>Description</i>	<i>Cumulative up to 31.12.2011</i>	<i>Cases filed against RDA in year 2012</i>	<i>RDA filed against outsiders in year 2012</i>	<i>Completed Cases during 2012</i>	<i>Total as at 31.12.2012</i>
Supreme Court	03	04	-	02	05
Court of Appeal	18	14	01	12	21
District Court	91	36	03	19	111
High Court	15	04	01	11	09
Labour Tribunal	01	02	-	-	03
Human Rights Council	02	06	-	07	01

Magistrate Court	146	-	248	18	476
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3.22 Procurement Services

Procurement Services are conducted through the Procurement Division of RDA. The Additional Director General (Administration & Finance) and the Director (Procurement) provide professional support to the Director General with the assistance of supporting staff.

Mandate envisaged with the division is to handle the procurement activities of road and bridge improvement works under the GOSL funding and the stationery & goods acquisitions in bulk for the RDA. Main functions include inviting bids, evaluation and awarding the contracts for the development activities while supporting the supply chain requirements of the Organization.

Road and bridge works for construction were not directed to the division to attend the procurement process. Consumables and stationery worth of Rs. 18.6 million was purchased for the consumptions. Rs. 1,728,760.00 cash collection was contributed towards the revenue and working capital of the Organization.

3.23 Personnel Management

Personnel management activities are carried out by the Administration Division of RDA at Head Office. It is one of the divisions coming under the purview of Additional Director General (Finance & Administration). The Administration Division is headed by a Director who is assisted by two Deputy Directors, 05 Administrative Officers and supporting staff.

Administration Division is responsible for the overall Human Resource Management functions relevant to the RDA. Personnel management activities such as recruitment, development, promotion, disciplinary actions, management of attendance and leave of employees etc. are carried out by the Administration Division.

Table No. 56: Workforce of Employee as at 31.12.2012

Category	Permanent	Contract
Senior Management Service	80	-
Engineering Service	486	117
Administration Service	158	-
Information Technology Service	8	11
Accounting Service	93	-
Legal Service	6	-
Technical Service 1	54	2
Technical Service 2	614	219
Clerical Service	1, 008	908
Supportive Staff	1, 181	844
Road Maintenance Labourer	4, 024	-
Total	7, 712	2, 101

3.23.1 Human Resource/ Personnel Functions

Employees are the main assets that contribute the RDA to lead main government body functions consistency with high quality to improve the national road network in Sri Lanka. At the end of the year 2012 RDA totally consist of 9,813

employees and thus the personnel management considered as major function in the organization. Following personnel functions are carried out through the Administration Division during the year 2012.

3.23.1.1 Recruitment of Employees

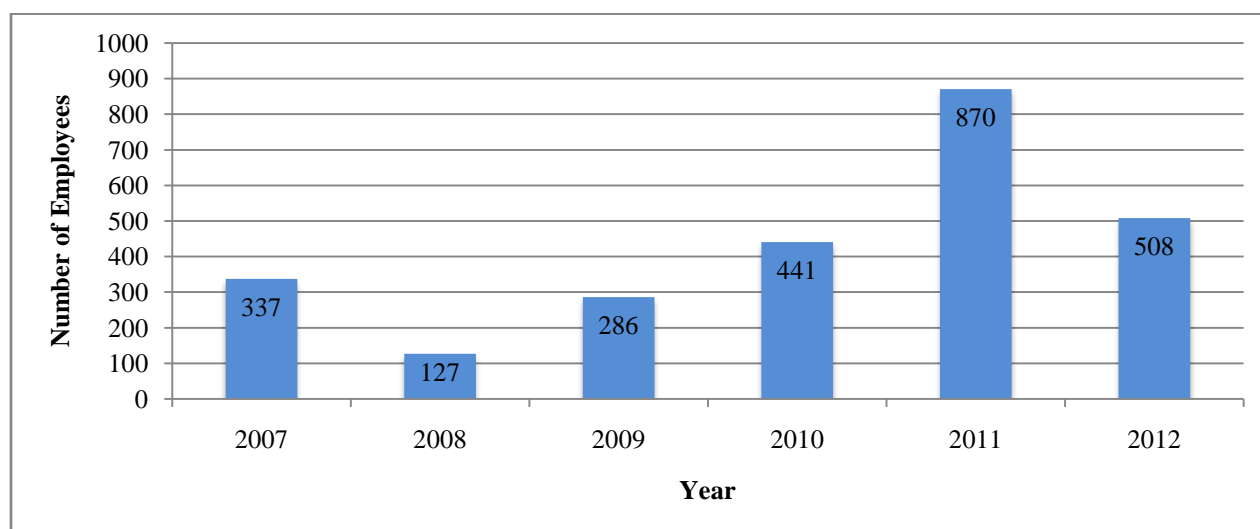
508 employees were newly recruited during the year.

Table No. 57: Details of Employees recruited during year 2012

Designation	No. of Employees
Civil Engineer	64
Management Assistant (Graduate)	02
Technical Officer	07
Research Assistant	20
Draughtsman	04
Financial Assistant	04
Personal Secretary	01
Mechanical Superintendent	02
Work Supervisor	42

Computer Technician	02
Management Assistant	87
Head Tellers	02
Teller Superintendent	04
Assistant Teller Superintendent	01
Tellers	27
Control Room Operator	02
Patrolling Crew Persons	09
Assistant Store Keeper	01
Helper	10
Screedman	22
Lorry Driver	11
Roller Operator	02
Mechanic	06
Circuit Bungalow Keeper	01
Watcher	68
Light Equipment Operator	33
Laboratory Assistant	03
Heavy Machine Operator	02
Welder	03
Paver operator	01
Office Aide	54
Office Laborer	11
Total	508

Figure 15: Number of Employees Recruited during 2007 - 2012 period



3.23.1.2 Placement of Employees

Annual transfer applications were called and appointed transfer board recommended the transfers.

3.23.1.3 Training and development of Employees

Training and development of employees is a critical function of RDA and the approvals for such programmes are considered as personnel management where to obtain through administration division. Therefore, in year 2012, administration division obtained the approval from External Resource Department and Honorable Minister for the 58 officers who had been awarded overseas scholarships, trainings and workshops during the year.

3.23.1.4 Promotion of Employees

Internal promotions were granted to 303 employees. Applications were called for grade promotion from all categories according to the cadre ratio. Interviews were held for 243 employees for grade promotion according to the cadre and 54 employees were granted for their promotions.

3.23.1.5 Functions relating to the Salaries and Remuneration of Employees

Prepared the final draft of Scheme Of Recruitment (SOR) where the functions relating to the salaries and remuneration of employees were mentioned. With the amendments revision of SOR completed around 98%.

3.23.1.6 Industrial relations

As a leading government body that stands on national highway sector, RDA bound to oblige the activities related to highway engineering service in Sri Lanka. Thus, RDA contributed flexible, friendly and professional industrial relationship between the other international and local government, semi government and private organizations in highway sector to improve the national highway network.

- Involved in construction of RDA stalls for 3 National Exhibition held during the year.

3.23.1.7 Grievances Handling

As an organization the grievance handling process was implemented by the personnel management of the RDA. Psychological Causes induced due to difficulty in adjusting with each other both employer and worker

in order to clash of personalities and Industrial Causes induced due to terms and conditions of employment, working condition, wages and other benefits and denial of other rights of workers were handled by the personnel management.

3.23.1.8 Disciplinary Functions

To maintain the disciplinary of the organization personnel management of the RDA implemented the disciplinary actions.

- 19 numbers of disciplinary inquiries were completed and 16 numbers were commenced.

3.23.1.9 Management of Attendances and Leave of the Employees

Following actions which related to the management of attendances and leave of the employees were handled by the personnel management of the RDA.

- Granted “No Pay Leave” for 15 employees for employment.
- 23 employees were served with vacation of the post notices.
- 52 employees were resigned from the post.

3.23.2 General Administrative Functions

Functions relating to the office space and maintenance are conducted under the personnel management. Providing of supporting services such as telephone, office equipment and furniture to enhance the organization environment to improve the quality of the workplace is also a major activity implemented by the personnel management.

3.23.3 Establishment Functions

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.

- 78 numbers of Administrative Circulars Letters and 19 numbers of Administrative Circulars have been issued.

At the same time, personnel management carried out the welfare activities as a beneficiary that helps to increase the living condition of the employees. Following welfare activities were carried out during the year 2012.

- Paid self insurance scheme benefits to 82 employees amounting of Rs. 10, 171, 882.76.
- Processed and forwarded 17 Duty Free Vehicle applications to the department of Trade Traffic & investment Policy.
- Paid gratuity to 62 employees amounting Rs. 25, 082, 035.99.
- Paid language allowance to 6 employees and paid additional incremental allowance to 29 employees.
- Paid Distress Loan to 371 employees amounting Rs. 66, 529, 257.00.
- Paid Motor Bicycle Loan to 26 employees amounting Rs. 3, 900, 000.00.
- Paid Push Bicycle Loan to 16 employees amounting Rs. 160, 000.00.
- RDA is providing Bank Loan Facility to vehicle permit holding executive offices with a ceiling of Rs. 1.5 million reimbursing a part of interest rate.
- Provided Bank Loan facility to 276 numbers of executive offices during the year on concessionary interest rate reimbursing a percentage of the interest from the RDA.
- Assisted 64 employees to get their Employees' Provident Fund (EPF) and 70 employees to get their Employees' Trust Fund (ETF) benefits.

Other than these functions following general activities has been done under the personnel management.

- Translation of Annual Report 2010 into Sinhala and Tamil language and printed 1200 copies.

3.24 Financial Management

Financial management activities are carried out by the Finance Division of RDA at Head Office. It is one of the divisions coming under the purview of Additional Director General (Finance & Administration). The Finance Division is headed by Director Finance and is assisted by two Deputy Directors, a team of Accountants and supporting staff. There are ten Regional Accountants and related staff in all ten Regions. They are administratively under Provincial Directors.

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 and 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 Unit, Expressway Operation, Maintenance and Management Division and Research and Development Division are administratively under the Director of the

relevant Unit/Division. Project Payment Unit was attached to the Works Division, with effect from 4th April 2012 and it is now administratively under the Director (Works). In addition to above, all Chief Engineers(CE) 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 prescribed finance authority limits.

3.24.1 The Budget and Tax Programme in RDA

The Budget and Tax unit of the Finance Division is entrusted with attending to preparation of overhead budget for the RDA and tax matters of the RDA including VAT, NBT, Income Tax etc.

3.24.2 Financial Performance of the RDA

During the year under review the overall financial performance of the RDA on the works and the general maintenance cost of RDA (Overhead) was as given in the table.

Table No. 58: Overall Financial Performance of the RDA in year 2012

<i>Category</i>	<i>Allocation (Rs. Mn)</i>	<i>Funds Received and Spent (Rs. Mn)</i>	<i>Percentage of Achievement (%)</i>
Road Works	27,791.80	27,675.50	99.6
RDA's General Maintenance	3,600.00	3,600.00	100.0
Total	31,391.80	31,275.50	99.6

Table No. 59: TheSummary of Financial Position of RDA during 2009 – 2012 period

	<i>Rs. (Mn) in 2009</i>	<i>Rs. (Mn) in 2010</i>	<i>Rs. (Mn) in 2011</i>	<i>Rs. (Mn) in 2012</i>
<u>Assets</u>				
Non Current Assets	468.70	2, 018.49	3, 273.05	6, 981.44
Current Assets	5, 488.13	8, 417.85	10, 867.78	21, 348.34
Total Assets	5, 956.84	10, 436.34	14, 140.83	28, 329.78

	<i>Rs. (Mn) in 2009</i>	<i>Rs. (Mn) in 2010</i>	<i>Rs. (Mn) in 2011</i>	<i>Rs. (Mn) in 2012</i>
<u>Equity & Liabilities</u>				
Capital & Revenue	(2, 750.97)	(4, 029.16)	(3, 956.71)	(3, 957.67)
Non Current Liabilities	157.78	1, 711.22	4, 617.66	13, 210.82
Current Liabilities	8, 550.03	12, 754.29	13, 479.88	19, 076.63
Total Equity & Liabilities	5, 956.84	10, 436.34	14, 140.83	28, 329.78

3.24.3 Revenue of RDA

The Revenue Unit of the Finance Division was able to earn total income of Rs. 1,698.70 Mn which includes Rs. 467.60 Mn as income from services provided, hire of machinery etc. The allocation of revenue was done through the Revenue Unit of the Finance Division and the Unit also carried out fund management. The Unit has earned Rs. 173.20 Mn as interest from their fund management activities during the year.

3.24.4 Salaries for RDA Employees

The Salaries Unit of the Finance Division is preparing salaries for around 5, 400 employees and also attends to maintaining EPF and ETF records. The Unit also attends to payment of staff loans and recovery process.

3.24.5 The Assets &Stores of RDA

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 including office furniture, machinery, land & buildings etc. The verification of fixed assets is carried out island wide annually. The verification for 2012 was carried out in October 2012 and completed

as scheduled. Physical verification of stocks/inventory items too started at the end of the year and completed.

3.24.6 Financial Accounts and Financial Information of RDA

The Final Accounts Unit of the Finance Division attends to maintenance of financial accounts for the RDA and submission of financial information to Management. The Unit receives revenue and payment details of the Provincial Offices through the Regional Accounting Unit of the Finance Division for accounting with the Head Office revenue & payments data. The Unit uses an accounting package for the preparation of accounts.

The Annual Financial Statement for 2012 was submitted to the Auditor General on 18th April 2013.

3.24.7 The Regional Accounting Unit of RDA

The Regional Accounting Unit in Head Office coordinates all Regional Accountants in provinces for release of imprest for works and their overheads. For obtaining their receipts, they are checked and reconciled with the records maintained by the Regional Accounting Unit and submitted to Final Accounts Unit for accounting.

3.24.8 The Payment Unit of the RDA

The Payment Unit of the Finance Division attends to settlement of all the payments relating to the Division in Head Office (except work bills of Works Division, RDA which are attended by the Project Unit). Those payments includes payments for civil works and overhead payments such as fuel, repair & maintenance of office equipment, vehicles, rent, office requisites staff salaries, loans etc.

3.25 Performance of Internal Audit Function

Performance of Internal Audit Function is carried out under Internal Audit Division. This is coming under the Chairman of RDA and headed by a Director who is assisted by Deputy Director, Internal Auditors, Audit Officers, Technical Officers and supporting staff.

Internal Audit work is carried out according to the Internal Audit Programme for the year approved by the Board/Authority. This programme has been designed taking into consideration, the organizational structure,

the accounting system, methods, controls and procedures followed, volume of the transactions covering operational and financial activities of RDA all over the Island.

3.25.1 Works carried out under Internal Audit Function

- Assisting the top management that the policies of RDA are effectively applied throughout the RDA in an efficient manner and organization is effectively fulfilling its objectives.
- Planning and co-coordinating the works of the Internal Audit Division, so as to ensure that the overall objectives of the organization are met in the most effective and economic manner.
- Carrying out independent appraisal of internal control operations and ascertaining the soundness and the adequacy of the internal checks for the prevention and detection of errors and frauds.
- Reviewing the systems, controls and procedures in the organization and ensuring effective operation of the system.
- Identifying weaknesses and shortcomings and recommending compliance/ improvements to the systems, controls and procedures.
- Ensuring proper control of assets and inventory items.
- Developing audit objectives and related audit techniques in areas needing audit attention including audit programmes laid down on development plans and preparing detailed audit programs based on this objectives and techniques.
- Ensuring the accuracy and the completeness of records maintained by RDA and verifying the accuracy of the information produced by the Finance Division.

- Appraising the quality performance of staff and to ensure that responsibilities assigned to them are carried out.
- Submitting audit reports to Chairman on every audit and investigation carried out and ensure that the internal audit division is used as an effective management tool in achieving RDA's objectives.
- Examining project/maintenance work, labour utilization, control of inventory etc.
- Assisting in prevention of frauds and waste and reporting of waste or frauds noted.
- Liaison with the Auditor General's Department through the Superintendent of Government Audit.
- Ascertaining the extent to which the RDA assts are safeguarded from losses of all kinds.
- Ascertaining whether administration and financial rules of the RDA and other supplementary instruction issued by the Government from time to time are being followed.
- Maintenance of professionalism and independence of Internal Audit Division.
- Co – ordinating activities relating to audit & management committee of RDA.

Table No. 60: Audit Implemented As Per the Programmed Work for the Year 2012

	<i>Nos. of Programmed Audit Reports</i>	<i>Nos. of Completed Audit Reports</i>	<i>Progress Percentage as per the programmed (%)</i>
Financial and Management Audit	68	70	103
Field Audit – Districts	25	25	100
Divisions & Units	16	15	94
Project Management Units	12	12	100
Expressway Operation, Maintenance and Management Division	12	11	92
Asphalt plants	08	08	100
Total	141	141	

In addition to programmed work, 12 workshops for RDA staff, 20 audits for computerization of Accounts Division of CE offices, 05 field audits for roads constructed under Project Management Units and 29 investigations were carried out during the year 2012.

CHAPTER 4***Constraints to Progress during 2012***

As the premier highway authority in the country and is responsible for the maintenance and development of the National Highway Network and the planning, design and construction of new highways, bridges and expressways to aggrandize the existing network, RDA carried out activities satisfactorily in year 2012. While RDA fulfilling its objectives and achievements several constraints come into existence as barriers for aspired

progress. Even in 2012, several constraints affect in delaying, diverting and contradiction in progress of the RDA annual programme.

These constraints were created due to several reasons such as natural condition, weather condition, social condition, financial condition etc. which may or may not satisfactorily handle by preventing, precluding or taking remedial actions.

4.1 Implementation of Road and Bridge Work**4.1.1 Constraints Appeared in Implementation of Roads and Bridge**

Implementation of roads and bridge works encountered with the following constraints;

- One major constraint was the delays occurred in releasing the imprest by the treasury. As a result monthly work bills of the contractors could not be settled by RDA in time. This affected the progress of the project work and also increased the cost of the contract prices.
- Extra time taken during land acquisition caused undue delays in project implementation.
- Delays occurred in the relocation of utility services also contributed to the delays in project implementation.
- Change of scope of work due to actions taken to accommodate requirements of the other development activities of the areas was also a constraint.
- Unforeseen ground conditions in work sites affected the progress of work.
- Adverse weather conditions also affected project implementation.

4.1.2 Remedial Actions Taken & Proposed

Contractors have been granted time to complete the above Projects based on the provisions given in the conditions of the Contract. However, prolongation costs have not been paid to the contractor.

4.2 Land Acquisition and Resettlement

4.2.1 Constraints Appeared in 2012

Accordingly, though Land Division, playing a vital role of ongoing development in the country under the co-operate plan of RDA, some failures also could be observed which forms bottle necks of the process. These matters mostly makes the process under performance and can be discuss as follows,

- Inability of updating the Act in order to the present requirement of the road sector.
- Lack of priority given by the stockholders i.e. Ministry of Land & Land Development, Department of Valuation, Department of Surveying and Divisional Secretariat offices which directly deal with the process activities.
- Lack of properly designed, computer network system for maintaining, handling and searching of data systems of data within the Division.
- Lack of prominent officials and trained staff available to cater the process in other departments and DS offices.
- Lack of funds 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.

4.2.2 Remedial Actions Taken

Land Division is taking the following remedies to minimize the situations.

- Making and maintaining good relationship with other departments and Divisional Secretaries officials making proper incentive schemes.
- Monitoring and maintaining progress with relevant stakeholders. (such as Divisional Secretary, Department of Valuation, Department of Surveying)

- Preparing a data base and 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.
- Updating Assets (Lands occupied by RDA) manual to identify the ownership and to make actions to transfer ownership to RDA.
- Publishing Section 44 for the acquired lands to date.

4.2.3 Proposing Remedial Actions

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.
- Necessary carder fulfillment, especially of Land Officers etc.
- Revision of Act according to the present requirements.

4.3 Planning and Reporting

4.3.1 Issues related to MFNSV and FWD surveying

As a suggestion for the present issues, train additional survey team for both MFNSV and FWD in case of transfer/retirement of present working group can be given.

4.3.1.1 MFNSV

One SLS laser was out of order and it took longer time to purchase a new SLS Laser and fix to the machine. Back up vehicle breaking down was also delayed the MFNSV survey progress. Following remedial measures were taken to MFNSV

- The faulty SLS laser was repaired and kept as a spare laser.
- Request a proper back up vehicle with good condition to minimize frequent breakdowns.

4.3.1.2 FWD

FWD surveys got delayed due to Breakdown of tow – vehicle and the faults in the FWD Machine. As a remedial measure request an additional vehicle with high capacity to be used as the FWD towing vehicle when surveying in hilly areas.

4.3.2 Issues related to data analyzing and management

4.3.2.1 Constraints in data analyzing and management

- Not having a proper data storage system (server).
- Lack of staff for data extraction.
- Difficulty in using HIMS current version.(v1.3).
- Lack of properly designed project information database.

4.3.2.2 Suggestions for data analyzing and management

- Provide suitable server environment with sufficient capacity.
- It is required at least 8 Nos. Image Analysts to extract the road condition data (approximately 11,000 network km) within one year.
- It is necessary to upgrade the HIMS desktop version (current version – v1.3) to SQL based version to handle the information more efficiently.
- Develop and update a Project Monitoring System (PMS) linked to RIS to obtain project information.

4.4 Maintenance of a Management Information System

- Difficulty in replacing network and hardware accessories (Ex. Wireless Access Points, Adapters etc.) or computer hardware items (Ex. Wireless network cards, hard disks etc.) This is due to lack of backup hardware accessories for the computer network.
- Lack of user commitment to day to day IT related issues in all divisions.
- Lack of proper AC power supply in “Sethsiripaya” premises.

4.5 Mechanical Services

4.5.1 Constraints aroused in 2012

- Insufficient funds allocation for procurement of new equipment for road maintenance works.
- Delay in payments regards to the repair and maintenance of vehicles and machinery
- A mechanical superintendent is required for the Transport division to handle minor repairs and routine maintenance of the vehicles attached to transport division
- Unskilled operators are operating light machinery such as Pedestrian Rollers, Rammers and plate compactors in the regions and this leads under utilization and additional repairs.
- Following inadequate facilities to cater the demand of repairs and maintenance works of more than 1000 units of vehicles and machinery.
 - ✓ Specialized equipment such as overhead crane, hydraulic hoist, etc.
 - ✓ Stores facilities at the workshop

4.5.2 Proposing Remedial

- Demanding sufficient funds in the budget for procurement of equipment for road maintenance works and workshop equipment to upgrade the facilities at the workshop at Angulana.
- To assign an accountant in the finance division to handle the payments regards to vehicle and machinery & plant repairs & maintenance
- Following staff should be appointed to strengthen the mechanical division, Workshops and transport division
 - ✓ 01 English Typist Cum Computer Operator for workshop
 - ✓ 01 Accounting Assistant for workshop
 - ✓ 01 Store Keeper for workshop
 - ✓ 02 Store-man for workshop
- Following staff should be appointed to strengthen the Anuradhapura Workshop
 - ✓ 01 Mechanical Engineer
 - ✓ 02 Mechanics
 - ✓ 01 Electrician
 - ✓ 02 Helpers
 - ✓ 01 Store-man
 - ✓ 01 Driver

- We propose to appoint skill operators or to arrange full training programme on operation and routine maintenance for those who operate the light equipment available in the divisions.
- We propose to appoint an English Typist cum Computer Operator & Mechanical Superintendent for to handle the minor repairs of pool vehicles at transport Division.
- We propose to appoint Mechanical Superintendents for each province to handle the minor repairs and routine maintenance and to coordinate with mechanical division and workshop regarding the repairs and other matters related to vehicle and machinery in the provinces.

4.6 Manpower Development

Following constraints encountered by the Training Division

- Inadequate space available in the lecture hall and lack of facilities in the Computer room and lecture hall for conduct training Programmes.
- Cancellation of some Training Programmes due to poor attendance of participants.
- Difficulty to arrange some Training Programmes due lack of Resource persons.

4.7 Procurement Services

4.7.1 Constraints in Procurement Services

An efficient procurement procedure cannot be performed if the employees transferred on the disciplinary grounds are continued to be accumulated at the division.

4.7.2 Remedial Action Taken and Proposed

The procurement division should be allowed to prepare a “Procurement Plan” based on the “Action Plan” identified for the development works. Moreover the procurement division should be allowed to carry out the obligatory procurement activities which are required to prove the transperence policy and the efficient operations of the Organization. Also it is proposed maintaining a database containing capability and capacity of the prospective contractors along

with financial and physical progress of the construction works under the contracts that supported with the details of the road history on GIS base. The outline of the needs were discussed with few donor agencies where consent for funding a project too expressed.

4.8 Personnel Management

Following constraints occurred in year 2012 within the Administration Division

- Implementation of New SOR has been delayed due to the difficulties of getting in approval of Salaries and Cadre Commission.
- Objections of the Trade Unions to the Draft SOR have further delayed the implementation of New SOR.
- Difficult to implement of Annual Transfers is due to reasons cannot be controlled by the RDA.
- Lack of adequate office space and office equipment like computer etc. to accommodate all the staff of the Administration Division.



CHAPTER 5

Foreign Funded Projects Implemented in year 2012

The organizational structure of the Road Development Authority, consist of 19 Project Management Units of which conducting separate projects funded by Foreign Agencies in order to achieve the vision, mission, goal and objectives of the organization. The Project Management Units have being working on assigned roads/ bridge projects to improve the quality and traffic flow of the national road network.

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



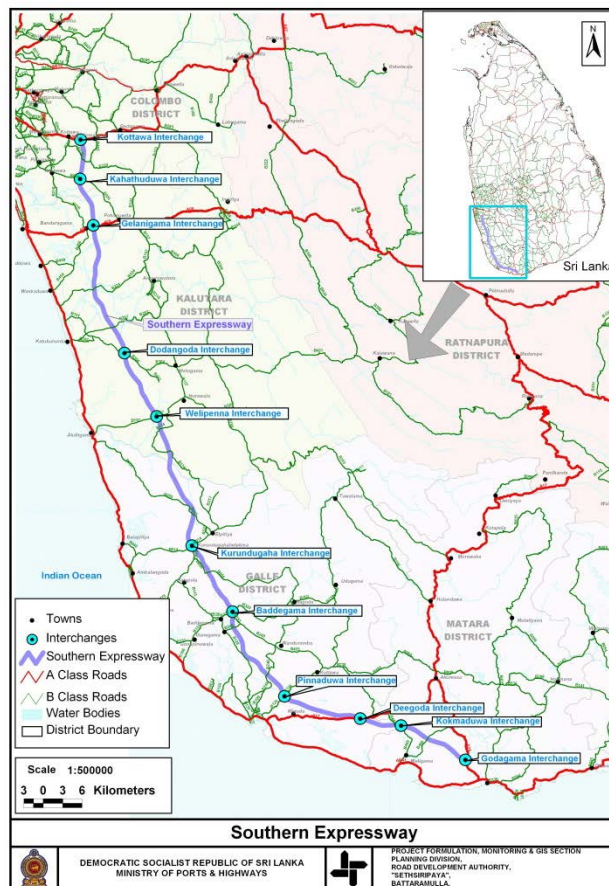
The main activities of the PMU are;

- Activities related to project loans and grants with relevant Donor Agencies.
- Procurement activities connected with consultancy and civil work contracts.
- Acquisition of Land and Resettlement.
- Payment of Compensation and Resettlement allowance.
- Coordination between relevant other organizations.
- Coordination between the Contractor and the Consultant.
- Monitoring and mitigating the environment measures according to the requirements of the Central Environmental Authority (CEA).
- Preparation of Environmental Monitoring Plan (EMP).
- Preparation of Resettlement Implementation Plan (RIP) for the Project.
- Carrying out awareness programme for the affected residents of the area
- Management of payments to the relevant parties involved in the project.
- Review of progress periodically of individual contracts identifying the slippages, problems and facilitating solutions in consultation with higher authorities.
- Implementing technical performance reporting procedure.
- Preparing Project Financial plan and Management
- Preparation of Budget Estimates, Engineer's Estimate, Monthly Progress Reports and Cabinet Papers.
- Management and Monitoring of the Consultancy Services of Projects.
- Management, Monitoring and certifying payments of the Civil work Contract of Projects.
- Evaluation, amendment and extension of Consultancy Services Contract
- Approval of Cost Variations and related time extension of Civil Works Contract.
- Arrangement of Monthly Steering Committee Meetings and other coordinating Meetings with Donor Agencies, Budget Department, External Resources Department and Utility Agencies.
- Attending to Legal Matters and Human Rights Cases of the Projects handled by the PMU.

5.1 Southern Transport Development Project

Southern Transport Development Project (STDP) constructs Southern Expressway which connecting Kottawa in Colombo suburbs to Matara in the Southern Province with an access road from the Highway to Galle, which is the capital of Southern Province. Implementation of project activities has been commenced in January 2003. The operation of expressway section from Kottawa to Pinnaduwa (95.3km) and Galle Port Access Road (5.8 km) was commenced on 27th November 2011. Remaining section of the expressway from Pinnaduwa to Godagama (35.8 km) scheduled to commence full operation by mid of 2013. STDP consists of several project components, financed by ADB, JBIC, NDF, SIDA and GOSL. Main objective of this project is to assist the development of the economy of Southern Province by encouraging growth in industries, tourism, fisheries and agriculture. Access to the expressway is only through eleven interchanges, which are located at places where Expressway crosses major roads/highways.

Map 7: Southern Expressway



Following objectives are expected to be achieved after the implementation of this project.

- Improved transport facilities for future development of the Southern Region.
- Enhanced economical activities in the Project influence zone.
- Poverty reduction as a result of the economic development.
- Security against potential Tsunami impacts on the Western Coast.
- Reduction of fatal and non-fatal accidents (Most of the victims are pedestrians and cyclists) on Colombo – Galle – Hambantota – Wellawaya (A002) highway.
- Development of Galle Port.

His Excellency the President Mahinda Rajapaksha, the President of the Democratic Socialist Republic of Sri Lanka declared open the service center on Southern Expressway and the newly built Kottawa entrance which connects the Southern Expressway to the Colombo Outer Circular Road on 06 December 2012.

In year 2012, STDP carried out the construction work from Pinnaduwa to Matara with the donation funded by Exim Bank of China under two packages; one from Pinnaduwa to Kodagoda and the other from Kodagoda to Godagama.

Table No 61: Progress of Package 1 – Section from Pinnaduwa to Kodagoda

<i>Description</i>	<i>Progress</i>	
	<i>Planned (%)</i>	<i>Actual (%)</i>
Earth works	83.20	53.60
Base course	4.50	5.80
Pavement	0.00	0.00
Structures	94.70	29.00
Incidentals	10.80	2.60



Scopes Protection



Blasting Area excavation in process



Table No 62: Progress of Package 2 – Section from Kodagoda to Godagama

<i>Description</i>	<i>Progress</i>	
	<i>Planned (%)</i>	<i>Actual (%)</i>
Earth works	75.40	64.90
Base course	22.70	22.60
Pavement	15.60	7.35
Structures	59.90	41.10
Incidentals	15.20	4.55



Boulder Filling



**Reinforce Concrete Pipe laying and
backfilling**

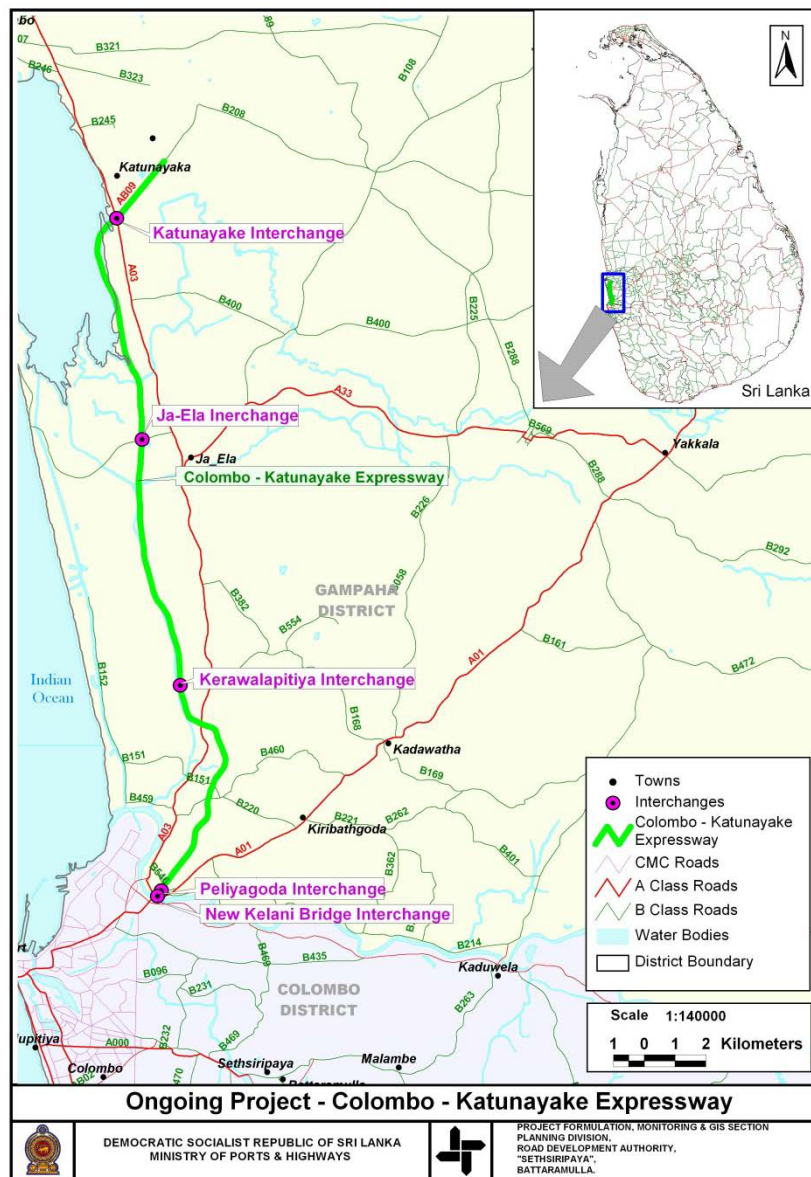
Table No. 63: Project Detail of Southern Transport Development Project

<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
<i>Physically Completed</i>								
Kottawa – Dodangoda Section	34.40	21, 978.08	19.10.2005	23.11.2011	100	18, 337.80	-	4, 158.08
Dodangoda – Kurudugahahethekma Section	31.60	24, 000.00	24.03.2006	23.11.2011	100	16, 061.35	-	4, 957.63
Kurudugahahethekma – Pinnaduwa Section	29.30	30, 204.51	25.04.2003	23.11.2011	100	25, 849.00	-	1, 038.49
<i>Physically In Progress</i>								
Pinnaduwa – Kodagoda Section	14.20	18, 700.00	20.04.2011	22.04.2013	2.81	1, 986.60	19.41	1, 039.74
Kodagoda – Godagama Section	20.35		20.04.2011	22.04.2013	6.20	1, 254.85	34.74	2, 711.40
<i>Total</i>	<i>129.85</i>	<i>94, 882.59</i>				<i>63, 489.60</i>		<i>13, 905.34</i>

5.2 Colombo – Katunayake Expressway Project

Colombo – Katunayake Expressway (CKE) Project is responsible for the implementation of Colombo – Katunayake Expressway which is 25.80 km length that linking Colombo and the International Airport at Katunayake. With funds provided from Exim Bank of China & GOSL, CKE being under construction to facilitate easy access to Colombo for the passengers coming from Katunayake Airport. Access to the expressway is only through four interchanges, which are located at places where Expressway crosses major roads/highways.

Map 8: Colombo – Katunayake Expressway





Katunayake Inter Change at Airport Junction



Pedestrian over pass at Kerangapokuna

During the year 2012, following work conducted under the CKE Project

- Soft ground treatment works along the CKE trace were completed.
- Rock filling at lagoon area was completed.
- Construction of all bridges including via ducts at Hunupitiya and Katunayake Inter Change are in progress.
- Physical progress of the construction of the bridges is about 81 % and 96 % Box Culverts have been completed.
- 95 % of the embankment filling and 70% of road base have been completed.
- Preparation of embankment slopes and drainage works along the road trace were also in progress.
- Over laying of first two layers of road pavement are being carried out by the contractor.

Land Acquisition and Resettlement works are in progress with 97.85 % cumulative progress at the end of year 2012 for a value of Rs. 2, 8383.33 million.



Hunupitiya via - Duct



Peliyagoda Inter Change

Table No. 64: Project Detail of Colombo – Katunayake Project

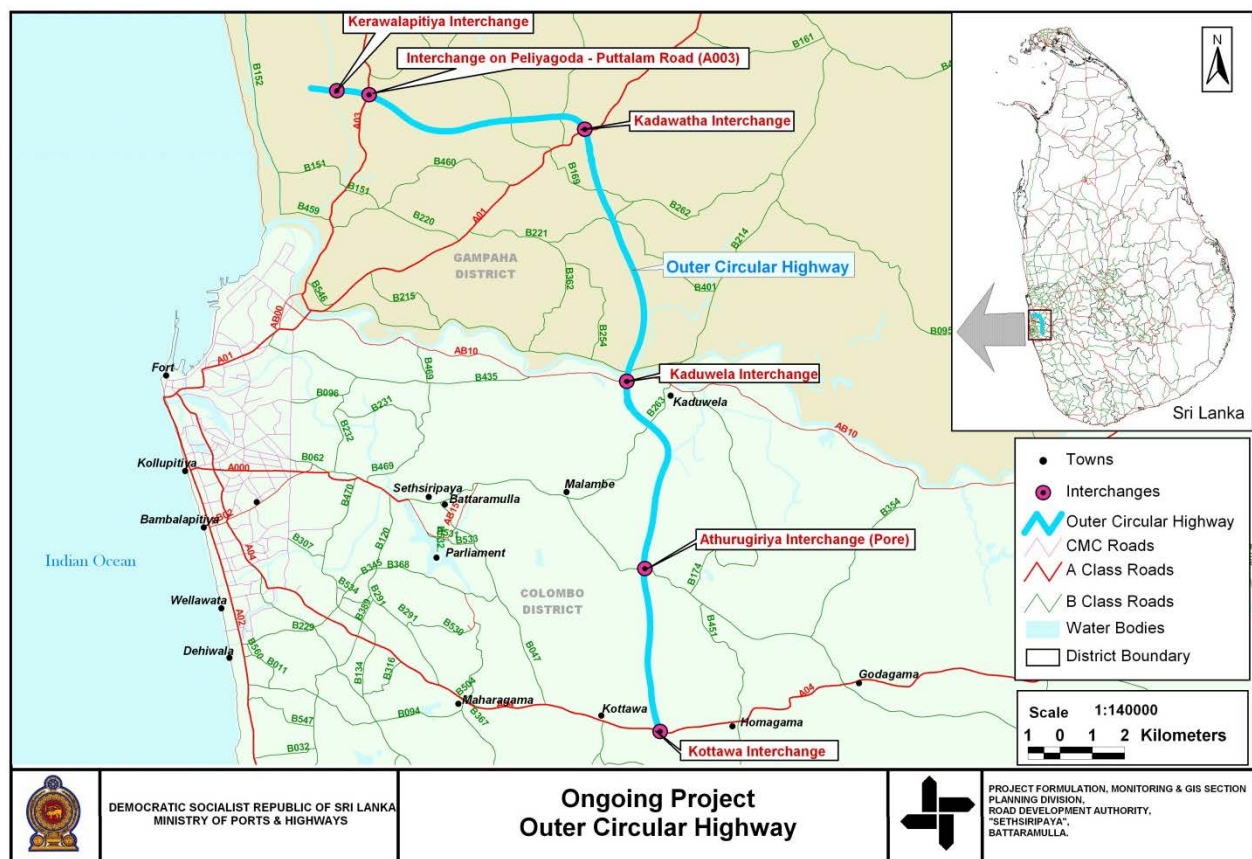
<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Construction work	25.80	42, 550.00	18.08.2009	24.08.2013	53	23, 345.20	73.50	7, 998.50

**Ja – Ela Inter Change****Bored Pile Construction at
Kerawalapitiya****Slope Protection with Hexagonal
Blocks at Peliyagoda Inter Change****Guard Barrier Fencing****Crushed Stone Pile Construction at
Kerawalapitiya****Strengthening Of Abutment
Columns at Wanawasala Existing
Railway Bridge**

5.3 Outer Circular Highway Project

Outer Circular Highway (OCH) Project is responsible for the implementation of Outer Circular Highway is 29.20 km in length and limited access highway (expressway) approximately 20 km away from city of Colombo connecting all expressways and A – class highways radiating from city of Colombo. The OCH starts from Southern Expressway at Kottawa and traverses through Maharagama, Kaduwela, Biyagama, Mahara, Wattala Divisional Secretariat areas and ends up at Kerawalapitiya. The OCH project is divided into three phases namely Phase 1, Phase 2 and Phase 3. Phase 1 and Phase 3 come under project Director (Phase I & III) and Phase 2 comes under Project Director (Phase II). There are six interchanges to access to the expressway.

Map 9: Colombo – Outer Circular Highway



5.3.1 Outer Circular Highway Phase 1

Phase 1 of the OCH Project is responsible for the implementation section from Kottawa to Kaduwela which is 11.00 km in length. Phase 1 is headed by Project Director (Phase I & III) and the project is funded by JICA.



**Construction of Side Ditch at 27+320 –
27+360 km, LHS**



**Fixing of Reinforcement for Pile Cap in
Abutment in Bridge No.15**

Land acquisition for the Athurugiriya Inter Change is in progress. At the end of the year 2012 there were Rs. 1, 600.47 Million expenditure for land acquisition and Rs. 13, 350.36 Million for Construction and Civil Works. During the year 2012, construction activities were carried out as follows.

Table No. 65: Progress of Construction Activities in OCH Phase 1

<i>Description</i>	<i>Cumulative Progress at the end of 2012 (%)</i>	
	<i>Scheduled</i>	<i>Actual</i>
Embankment Filling (Earth Work)	100.00	78.04
Sub Base and Base Course	74.46	41.53
Pavement	39.44	20.31
Structures	100.00	88.90
Drainage	100.00	22.28
Incidentals & Facilities	34.14	37.14
Day Works	65.00	26.50
Overall	91.38	71.74



**Progressing of Panel Wall Construction
work at Ramp 05 Approach A1**

5.3.2 Outer Circular Highway Phase 2

Phase 2 of the OCH Project is responsible for the implementation section from Kaduwela to Kadawatha which is 8.90 km in length. Phase 2 is headed by Project Director (Phase II). This section is constructed under JICA funding. Under the section of Kaduwela – Kadawatha there are two Inter Changes at Kadawatha and Kaduwela, seven bridges and five overpasses. Road is constructed for four lane toll road with provision for the expansion to six lane in future. Estimated construction cost for the OCH Phase 2 is Rs. 44.88 Billion.

There was a 3.4 % physical progress and 8.6 % of overall progress under the section of Kaduwela – Kadawatha in OCH in year 2012.



Gravel compaction Pile



**Rock Replacement at Ch 11+720 –
11+930 km**

Table No. 66: Progress of Construction Activities in OCH Phase 2

<i>Description</i>	<i>Cumulative Progress at the end of 2012 (%)</i>	
	<i>Scheduled</i>	<i>Actual</i>
Excavation	31	15
Embankment Filling (Soil)	14	4
Rock Replacement	48	16
Gravel Compaction Piles	66	43
Band Drains	43	4
Bored Piling	20	10
Culvert	25	8

Table No. 67: Progress of Land Acquisition of the OCH Phase 2

<i>Project Activity</i>	<i>Scheduled</i>	<i>Cumulative Expenditure as at December 2011 (Rs. Mn)</i>	<i>Physical Progress as at December 2011 (%)</i>	<i>Expenditure During 2012 (Rs. Mn)</i>	<i>Physical Progress as at December 2012 (%)</i>
Land Acquisition for main Alignment	882 Lots	1, 644.00	89.5	675.00	95.7
Land Acquisition for Resettlement	2.12 Acres	19.45	100.0	0.00	100.0
Resettlement site Development	2.12 Acres	3.00	40.0	3.47	95.0

**Construction of Box Culvert at Ch. 11+935 km****Ch. 14+900 km****Bored Pilling via - duct****Embankment Filling**

5.3.3 Outer Circular Highway Phase 3

Phase 3 of the OCH Project is responsible for the construction of section from Kadawatha to Kerawalapitiya which is 9.30 km in length. Phase 3 is headed by Project Director (Phase I & III).

As at the end of December 2012, Phase 3 has spent Rs. 524.50 Million for Land Acquisition process. During the 2012, following activities related to the section of Kadawatha – Kerawalapitiya were carried out.

- Land acquisition is in progress while 89.52 % of the process was completed.
- Cabinet approval has been received to award the contract to Metallurgical Corporation of China Ltd. (MCC) and contract agreement has been signed.
- Expressing at Interest was called and request for proposal has to be sent to the selected consultancy firms.
- Contract is awarded for Millagaha Waththa Resettlement Land.

Table No. 68: Project Detail of Outer Circular Highway Project

<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Phase 1 – section from Kottawa to Kaduwela	11.00	26, 959.00	Dec. 2009	May 2013	35.35	14, 950.83	71.74	5, 444.05
Phase 2 – section from Kaduwela – Kadawatha	8.90	49, 317.00	09.01.2012	08.01.2015	-	716.70	3.4	10, 101.10
Phase 3 – section from Kadawatha – Kerawalapitiya	9.30	66, 700.00	Aug. 2013	Feb. 2017	-	3, 349.71	-	524.50
Total	29.20	142, 976.00				19, 017.24		16, 069.65

5.4 Northern Expressway Project

Northern Expressway Project is responsible for the implementation of Northern Expressway to link the Northern Province to the other provinces and assist to the development of the economy of the Province by encouraging growth in industries, tourism, fisheries and agriculture. Approximately Northern Expressway will be 127 km in length. The Northern Expressway Project office has been opened on 17th October 2012 and the Government of Sri Lanka (GOSL) has taken a policy decision to expedite the construction of Northern Expressway to be implemented in three stages.

As the government has assigned high priority to this project and anticipates commencing construction at the earliest, the feasibility study of the Northern Expressway has been commenced on 10th day of the September, 2012 after signing the Memorandum of Understanding for

consultancy services for Northern Expressway feasibility study between Road Development Authority and M/s SMEC International Pty Ltd in association with Ocyana Consultants (Pvt) Ltd pending signing of the contract.

Considering this scenario, the Feasibility Study of the Northern Expressway has been organized in five groups as follows to expedite the project implementation and planned to complete within 8 month from the date of commencement.

- Economic & Financial, PPP and Transport Planning
- Highway and Structural Design
- Geotechnical and Tunnel Design
- Surveying and Hydrological
- Environmental, Social and Resettlement

In order to minimize the time required for carrying out Environmental Studies, Hydrological Studies, Traffic Studies, Economical Analysis, Surveys and Geotechnical Investigations, the reports of the previously done studies in affecting areas of proposed Northern Expressway have been collected from relevant institutes such as Planning Division of RDA, Central Environmental Authority, Tourist Board and Sri Lanka Ports Authority.

Identifying the most appropriate trace for the proposed Northern Expressway has been carried out in several options of alignments by considering following aspects.

- To Minimize The Demolishing Of Buildings
- To Minimize The Cost For Structures As Viaducts, Tunnels And Over/Under Passes
- To Minimize The Travelling Distance
- To Minimize The Bad Environmental Effect
- To Minimize The Cost For Soft Ground Treatment
- To Maximize The Expressway Standards
- To Maximize The Economic Development

By considering this scenario, the Northern Expressway has been proposed from the interchange of Outer Circular Expressway at Enderamulla to Kurunagala via Meerigama with a link to Kandy as at the end of December, 2012.

Table No. 69: Project Detail of Northern Expressway Project

<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Feasibility Study	127 km (Approximately)	414.23	10.09.2012	30.11.2013	-	-	-	4.83

5.5 Special Projects Management

Special Projects Management (SPM) unit carries out Projects Financed by Japan International Co-operation Agency (JICA) & Kuwait Fund for Arab Economic Development (KFAED). Currently, SPM involve in construction of new Kallady Bridge, reconstruction of five bridges in eastern province, construction of Manmunai Bridge and construction of Southern Extension of Baseline Road (Phase III).

5.5.1 Construction of New Kallady Bridge



Construction of New Kallady Bridge 427/1 on Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004) carries out under Pro – Poor Eastern Infrastructure Development Project funded by JICA.

During the year 2012, sub structure work and 36 numbers of beam launching were completed by the project unit. In addition to that Approach Road work, Deck Slab work, Diaphragm work etc. are in progress.



Beam Launching work



Stressing work for beam

5.5.2 Reconstruction of Five Bridges in Eastern Province

Under this project, four bridges are located on Peradeniya – Badulla – Chenkaladi Road (A005) and the other bridge is located on Batticaloa – Tirikkondiamadu – Trincomalee Road (A015). Reconstruction of Five Bridges in Eastern Province is carried out under JICA Grant. The project is responsible for the completion of these five bridges in April 2013. At the end of December 2012, physical progress for all five bridges was 81.30 % while the total expenditure was Rs.1,369.60 Million.

5.5.2.1 Bridge No. 1: 240/4 located on A005 Road

The bridge is known as Mahaoya Athuganga and 26 m in length. For this bridge Sub Structure and Super Structure works were completed and Approach road work was in progress at the end of the year 2012.



5.5.2.2 Bridge No. 2: 241/2, 241/3, 241/4 located on A005 Road

During the construction of second bridge which is known as Mundeni Bridge of 85 m in length, Sub Structure work was completed whilst Super Structure work and Approach road work in progress at the end of December 2012.



5.5.2.3 Bridge No. 3: 247/1(Pulavady Bridge) located on A005 Road

At the end of 2012, Sub Structure and Super Structure works of the Pulavady Bridge of which 16 m in length were completed and Approach Road work for the third bridge was in progress.

**5.5.2.4 Bridge No. 4: 283/7(Chenkalady Bridge) located on A005 Road**

Chenkalady Bridge is 36 m in length. During the year 2012, Sub Structure work was completed intermittently Super Structure work and Approach Road work were in progress.

**5.5.2.5 Bridge No. 5: 59/1(Pannichchankerny Bridge) located on A015 Road**

Sub Structure and Super Structure works were completed and Causeway works were in progress at the end of 2012 along the 133 m length of Pannichchankerny Bridge.



5.5.3 Construction of Manmunai Bridge across Batticaloa Lagoon

Construction of Manmunai Bridge is implemented under JICA fund and the following works were in progress at the end of 2012.

- Cofferdam
- Temporary ferry Jetty
- Temporary Bridge
- Piling stage



Coffer Dam construction



Temporary Ferry Jetty construction

5.5.4 Construction of Southern Extension of Baseline Road (Phase III)

In year 2012, Land acquisition process was in progress for 1st km for the construction of Southern Extension of Baseline Road (Phase III). There are 72 numbers of lots in totally to be acquired and 4 numbers of lots were already acquired. 7 numbers of lots were published under Section 38A.

Table 70: Project Detail of Special Projects Management Unit for the year 2012

<i>Road/ Bridge Name</i>	<i>Length</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
<i>Pro – Poor Eastern Infrastructure Development Project</i>								
Rehabilitation of Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004) from Akkaraipattu to Batticaloa	64 km	6, 250	Dec. 2007	Dec. 2010	100.00	5, 114.25	100.00	1, 547.23
Rehabilitation of Batticaloa – Trikonadiadimadu – Trincomalee Road (A015) from Batticaloa to Trikonadiadimadu	36 km							
Kallady Bridge(Bridge No.427/1)	288.35 m		19.04.2010	March 2013	27.68	70.00		
<i>Reconstruction of Five Bridges in Eastern Province Under JICA Grant</i>								
Bridge No. 1– 240/4 on A005 Road	26 m	1, 930	02.06.2011	April 2013	10.50	536.46	81.30	833.14
Bridge No. 2 – 241/2, 241/3, 241/4 on A005 Road	85 m							
Bridge No. 3 – 247/2 on A005 Road	16 m							
Bridge No. 4 – 283/7 on A005 Road	36 m							
Bridge No. 5 – 59/1 on A015 Road	133 m							
<i>Construction of Manmunai Bridge Under JICA Grant</i>								
Manmunai Bridge (New bridge across Batticaloa Lagoon)	210 m	1, 870	29.06.2012	15.05.2014	-	-	13.70	0.73
<i>Total</i>		<i>10, 050</i>				<i>5, 650.71</i>		<i>2, 381.10</i>

5.6 Miscellaneous Foreign Aided Project

Miscellaneous Foreign Aided Project(MFAP) was created in year 2000 to handle the Foreign Aided Projects which are mostly bi – lateral agencies. At the beginning, Kuwait fund was the funding agency. Presently, the unit handles the OPEC Fund for International Development (OFID), Saudi Fund for Development (SFD), Economic Development Co-operation Fund Korea (EDCF) and France Aided Development projects.

5.6.1 Land Acquisition Payments for Physically completed Projects

Following projects have already been completed and only the compensation payments for acquired lands are in progress.

Table No. 71: Land Acquisition Payments Made By MFAP For The Physically Completed Projects.

<i>Road/ bridge Name</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Rehabilitation of Ratnapura – Balangoda section of Colombo – Ratnapura – Wellawaya– Batticaloa Road (A004)	96.00	317.23	98.00	2.33
Rehabilitation of Balangoda – Bandarawela section of Colombo – Ratnapura – Wellawaya– Batticaloa Road (A004)	38.50	196.64	80.00	19.55
Rehabilitate/ Reconstruction of bridge project funded by Kuwait	99.00	565.08	99.00	9.22
Construction of Kinniya Bridge and Improvements to Thampalakamam – Kinniya Road (B541) under SFD	39.50	48.31	59.50	5.26
Turn – Key construction of five steel bridges under Austrian Assistance	99.00	2.75	99.00	1.55
Total		1, 130.01		37.91

In addition to the Land Acquisition payment made for the Rehabilitate/ Reconstruction of bridge project funded by Kuwait, Rs. 197.78 Millions were paid for the completed civil work.

5.6.2 Physically In Progress Projects in year 2012

Currently, two projects are handled by the MFAP unit namely Improvements to Anuradhapura – Padeniya Road (A028) and Improvement of Avissawella – Hatton – NuwaraEliya Road (A007).

Table No. 72: In Progress Project Detail of Miscellaneous Foreign Aided Project in year 2012

<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>		<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Improvements to Anuradhapura – Padeniya Road (A028) section of Ch.0+000 – 80+800 km	80.80	9, 580	01.07.2009	30.11.2012	Civil Works	53.00	5, 305.62	100.00	2, 984.92
					Land Acquisition	70.00	63.12	80.00	20.90
Improvement of Avissawella – Hatton – Nuwara Eliya Road (A007) section of Ch.72+000 – 115+567 km	43.57	7, 250	01.12.2011	31.05.2014	Civil Works	0.00	187.70	25.52	1, 252.40
					Land Acquisition	40.00	0.23	55.00	2.52
Total	124.37	16, 830					5, 556.67		4, 260.74

5.6.2.1 Improvements to Anuradhapura – Padeniya Road

Length of 80.8 km section on Anuradhapura – Padeniya Road (A028) was constructed for standard two lane under Economic Development Co – operation Fund (EDCF) from the republic of Korea which included 3.5 m Carriageway, 1.5 m Paved Cycle Lane and 2.0 m Shoulder for one each lane resulted in 14.0 m total width for the road section. There are 5 major bridges, 24 minor bridges and 9 junctions where located at Padeniya, Daladagama, Ambanpola, Galgamuwa, Nallachchiya, Thambuththegama, Thalawa, Ratmale and Anuradhapura on this road section.



Ch. 0+000 km



**Wearing Course Paving of Galgamuwa
Town**



**Installation of Arrow Boards at
Daladagama Clock tower Roundabout**



**Wearing Course paving of Ehetuwewa
Road, Galgamuwa**



Guard Rail installation



Ending Point

5.6.2.2 Improvement of Avissawella – Hatton – Nuwara Eliya Road

The project of Improvement of Avissawella – Hatton – Nuwara Eliya Road for the section of Ch. 72+000 – 115+567 km is funded by EDCF. Following are the expected objectives in improving of Avissawella – Hatton – Nuwara Eliya Road (A007).

- To support the regional economy growth
- To shorten the travel time
- To create the road net work hub of central mountains
- To improve the quality of transportation services
- To enhance safety travel

During the year 2012, Earth Slips have occurred along the implementing road section due to the heavy rain.



Earth slip at Ch. 73+255 km



Earth slip at Ch. 111+305 km



Earth slip at Ch. 80+330 km



Massive Earth slip at Ch. 112+500 km

5.6.2.3 Projects to be commenced in year 2013

The Procurement works pertaining to following projects were in progress during the year 2012, so that the works can be commenced during the year 2013.

- Road Network Development Project funded by the funding agency of Saudi Fund for Development (SFD).
- National Roads Improvement Project funded by the funding agency of The OPEC Fund for International Development (OFID).
- Reconstruction of 46 Nos. of Steel Bridges on National Roads funded by the funding agency of Government of French.

5.7 World Bank funded Road Sector Assistant Project

World Bank funded Road Sector Assistant Project (RSAP) unit was created to handle the projects funded by World Bank. Currently, RSAP is involved in two subdivided projects named as Phase 1 and Phase 2 of having length of 45.4 km and 33.95 km respectively. World Bank has provided US \$ 100 Million second Additional Finance for Rehabilitation and Improvement of these 79.35 km of National Road Network.

5.7.1 Phase 1 of RSAP

Phase 1 of RSAP unit includes length of 45.40 km road section which comprised of 42.30 km on Ambepussa – Kurunegala – Trincomalee Road (A006) section from 157+000 km to 199+300 km and the balance 3.10 km on Kantale – Perathuveli Road (B196). This project is being implemented under four contracts packages and they have commenced on 11.07.2011. The construction carrying out under Phase 1 is in almost completed stage as for more than 90 % of each contract has been accomplished.



Ch. 160+000 km



Ch. 180+000 km



Ch. 169+000 km



Ch. 190+000 km

5.7.2 Phase 2 of RSAP

Sections of 13+350 – 29+850 km on Colombo – Galle – Hambantota – Wellawaya Road (A002) and 0+000 – 17+500 km on Peliyagoda – Puttalam Road (A003) are being constructed under the Phase 2 of RSAP unit. In year 2012, Design and Design Review was carried out in Phase 2 to commence the civil work in year 2013. This project is being implemented under four contracts packages as follows.

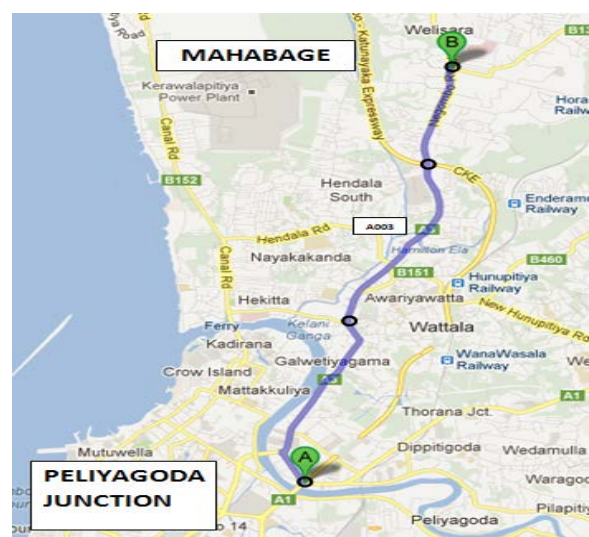
Map 10: Contract 1: Maliban Junction to Cross Junction on A002 Road



Map 11: Contract 2: Cross Junction to Panadura Bridge & Panadura Bridge to Nalluruwa Junction on A002 Road



Map 12: Contract 3: Peliyagoda Bridge to Mahabage on A003 Road



Map 13: Contract 4: Mahabage to Ja Ela on A003 Road

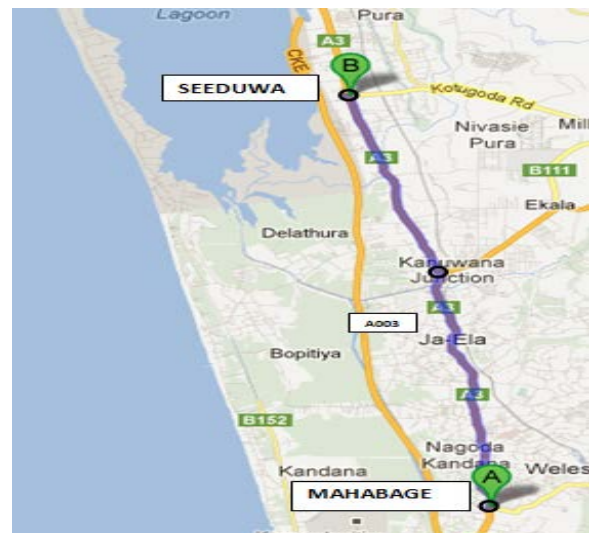


Table No. 73: In Progress Project Detail of World Bank funded Road Sector Assistant Project in year 2012

<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Phase 1 : Ambepussa – Kurunegala – Trincomalee Road (A006) & Kantale – Perathuveli Road (B196)								
Section from Kantale to Gantalawa (157+000 – 167+280km) on A006 Road & B196 Road	13.38	864.70	11.07.2011	10.10.2012	4.55	156.04	99.50	607.47
Section from Gantalawa to Thambalagamuwa (167+280 – 178+000 km) on A006 Road	10.72	834.10	11.07.2011	10.10.2012	2.25	125.12	99.50	582.32
Section from Thambalagamuwa to Sardapura (178+000 – 190+000km) on A006 Road	12.00	719.10	11.07.2011	10.10.2012	3.52	117.51	97.30	350.54
Section from Sardapura to Trincomalee (190+000 – 199+300km) on A006 Road	9.30	948.40	11.07.2011	10.10.2012	4.00	153.00	90.40	356.10
Phase 2 :Colombo – Galle – Hambantota – Wellawaya Road (A002) &Peliyagoda – Puttalam Road (A003)								
Maliban Junction to Cross Junction (13+350 – 18+300km) on A002	4.95	2, 101.00	Scheduled to commence in 2013					
Cross Junction to Panadura Bridge & Panadura Bride to Nalluruwa Junction (18+300 – 29+850 km) on A002	11.50	2, 925.00						
Peliyagoda Bridge to Mahabage (0+000 – 18+500 km) on A003	9.00	1, 621.00						
Mahabage to Jaela (0+600km - 18+500km) on A003 Road	8.50	1, 458.00						
Total	79.35	8, 969.70					551.67	1, 896.43

5.8 National Highway Sector Project

The National Highway Sector Project (NHSP) is the first sector loan in Sri Lanka. The objective of the project is to promote the economic and social development with the enhancement of the role played by the highway network of the country. Currently, NHSP is engaged in three projects where two are funded by Asian Development Bank (ADB) and the other is funded by OPEC Fund for International Development (OFID).

5.8.1 National Highways Sector Project: ADB Loan No. 2217 SRI

The effective date of the loan is 20.02.2007 and the project completion date is 31.12.2012. The project mainly comprises of the following sub projects.

5.8.1.1 Rehabilitation and Upgrading of National Highways

Under the ADB loan, NHSP is carried out rehabilitation and upgrading project in total length of 221.90 km for the following road sections to improve the quality of the national road network. Construction and civil work for these roads were completed as at the end of December 2012.

- Ambepussa – Kurunegala – Trincomalee Road (A006) section from Habarana to Kantale (113+000 – 156+600 km) and the road construction was already completed in 2010.
- Peradeniya – Badulla – Chenkaladi Road (A005) section from Nuwara Eliya to Badulla (Ch.75+200 – 130+100 km) which was completed during year 2012.
- Kandy – Mahiyangana – Padiyatalawa Road (A026) section from Udatenna to Mahiyanganaya (31+300 – 72+100 km) that the civil work was completed in 2012.
- Puttalam – Trincomalee Road (A012) section from Puttalam to Anuradhapura (0+000 – 82+600 km) was also reached to the 100 % of physical progress



**Gabion wall construction at
Ch.112+950 km, RHS on A005**



**Turfing Embankment Slope at
Ch.122+000 km, LHS on A005**



**Fixing of sign boards at Ch.119+100
km, LHS on A005**



Temple Island at 125+830 km on A005

5.8.1.2 Performance Based Maintenance

Following two road sections have been taken under the performance based maintenance pilot project following under Avissawella, Ratnapura and Hatton Executive Engineer's Division. At the end of 2012, project was completed for total length of 108.00 km.

- Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004) section of 60+000 – 96+000 km
- Avissawella – Hatton – NuwaraEliya Road (A007) section of 0+000 – 72+000 km

5.8.1.3 Head Office Building for RDA

Under the institutional strengthening component of ADB, part of the loan has been allocated for the construction of a head office building for RDA. The contract for the construction was awarded on 17.08.2010 to a local contractor and the work in progress.



10th level Structural work



Inlet Chamber and STP structural work



Chiller Pumps Installation at level – 1



A/C Ducting work at level – 4

5.8.2 National Highways Sector Project Supplementary Loan No. 1: ADB Loan No. 2767 SRI

The financial resources available in the original loan are not adequate for improving the Southern Highway Link Roads. It has been understood that the inter connection between the Southern Expressway and the other roads are necessary to achieve the expected development goals. An additional allocation of US\$ 105.6 Million is necessary

for improving southern highway link roads and a supplementary loan of US\$ 85.0 Million has been granted and signed the agreement with ADB on 14.12.2011. The GOSL component of the project is US\$ 20.6 Million. The effective date of the loan is 23.02.2012 and the project completion date is 31.12.2015.

The project is mainly comprised of the improvement of following roads.

- Matara – Akuressa Road (A024) section from Ch. 0+000 – 3+400 km
- Hikkaduwa – Baddegama – Nilhena Road (B153) section from Ch. 0+000 – 14+340 km
- Horana – Anguruwatota – Aluthgama Road (B157) section from 30+000 – 53+600 km
- Katukurunda – Neboda Road (B207) section from 0+000 – 2+720 km
- Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004) section from 7+900 – 8+900 km and 23+000 – 27+200 km
- Colombo – Horana Road (B084) section from 1+100 – 13+800 km

As at the end of year 2012, Katukurunda – Neboda Road (B207) was being under construction and civil work of the other project roads were not commenced during the year.



Compaction of Base Course at 0+350 km, LHS



Pipe crossing at 0+950 km Air Force Junction area, RHS



Shifting of Telecom Lines at 0+950 km, LHS



Reinforcement Culvert Deck Slab at 1+107 km, RHS

5.8.3 National Highways Sector Project: OFID Loan No. 1355P

The loan was signed in Colombo on 4th October 2010 and became effective on 10th February 2011. The date of loan expiry is 30th June 2015. This loan is administered by ADB. The loan comprises of Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004) section from 8+900 – 23+000 km.



Binder course completed at 10+180 km



Pile cap concreting at Delkanda Bridge 11+384 km

Table No. 74: Project Detail of National Highway Sector Project

<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
National Highways Sector Project: ADB Loan No. 2217 SRI								
A012	82.60	5, 043.00	01.06.2009	31.08.2012	80.80	3, 268.50	100.00	1, 198.56
A026	40.80	5, 412.00	01.11.2008	29.02.2012	95.40	4, 250.24	100.00	652.00
A005	54.90	6, 116.00	01.12.2008	30.07.2012	73.70	3, 767.86	100.00	1, 384.18
Performance Based Maintenance on A004 & A007	108.00	108.60	02.03.2011	01.09.2012	92.00	218.69	100.00	87.64
Highway Secretariat Building		1, 307.00	04.11.2010	30.11.2012	41.00	470.79	82.00	551.51
National Highways Sector Project Supplementary Loan No. 1: ADB Loan No. 2767 SRI								
B207	2.72	388.10	25.05.2012	17.08.2013	0.00	0.00	26.70	140.10
B084	12.70	3, 721.30	March 2013	March 2015	0.00	0.00	0.00	280.16
National Highways Sector Project: OFID Loan No. 1355P								
A004	14.10	1, 260.00	01.06.2011	31.12.2012	42.50	708.08	98.00	485.91
Total	315.82	23, 356.00				12, 684.16		4, 780.06

5.9 Road Network Improvement Project

Road Network Improvement Project (RNIP) unit was engaged in the implementation of two foreign funded projects. In addition, RNIP is responsible for the financial management of Chinese funded Priority Road Projects (PRP 1, PRP 2S and PRP 2N) and Northern Road Rehabilitation Project.

5.9.1 AFD funded Trincomalee Integrated Infrastructure Project under Tsunami Affected Areas Rebuilding Project (AFD – TAARP)

The Trincomalee Integrated Infrastructure Project (TIIP) funded by the Agence Francaise de Development (AFD) is a multi sector project aimed at providing comprehensive support to reconstruction and re – development of the Trincomalee District. Under the project AFD – TAARP, Euro 53.26 Million credit facility amount was funded by the AFD and Euro 18 Million was contributed by Government of Sri Lanka (GOSL). Total length of 153 km roads rehabilitation and five major bridge constructions were conducted under this project.

The TIIP commenced in the year 2006 and was completed by now. The project was handed over to RDA by sections and the last section was taken over by RDA on 2nd August 2012. The five major bridges and the roads are open for traffic at present.

5.9.2 Spanish Bridges Project under Tsunami Affected Areas Rebuilding Project (SPAIN – TAARP)

Initially under the Tsunami Affected Areas Rebuilding Project four bridges were constructed in the Trincomalee and Batticaloa Districts. For this project Euro 21.627 Million credit facility amount was funded by the Government of Spain. From the savings of the SPAIN – TAARP, project was extended to another four bridges. The work on the Thondamanaru and Salapiaru bridges under extended project are in nearing completion stage.

Table No. 75: Project Detail of AFD funded Trincomalee Integrated Infrastructure Project under Tsunami Affected Areas Rebuilding Project (AFD – TAARP)

<i>Road/ Bridge Name</i>	<i>Length</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Batticaloa – Tirikkondiadamadu – Trincomalee Road (A015)	99.00 km	11, 217.00	08.08.2008	31.08.2012	99.00	9, 262.20	100.00	1, 186.20
Allai – Kanthale Road B(010)	42.00 km							
Coastal Road	12.00 km							
Construction of five Bridges on A015								
Ralkuli Bridge	175 m							
Upparu Bridge	315 m							
Gangei Bridge	245 m							
Kayenkerni Bridge	85 m							
Verugal Bridge	105 m							
Consultancy Services		548.72				514.00		73.00
Incremental Cost						85.40		69.80
Total		11, 765.72				9, 861.60		1, 329.10

**Table No. 76: Project Detail of Spanish Bridges Project under Tsunami Affected Areas Rebuilding Project
(SPAIN – TAARP)**

<i>Bridge Name</i>	<i>Length (m)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Initial Bridges under the project funding								
Irakkandi Bridge	300.0							
Puddavaikattu Bridge	300.0							
Yan Oya Bridge	150.0			31.03.2010				
Oddaimavadi Bridge	250.0							
Included four Bridges for the project savings		3, 660.00	Jul. 2007		100.00	3, 608.40	100.00	32.27
Salapiaru Bridge	95.0			2010				
Thondamanaru Bridge	129.0			Aug. 2012				
Thopur Bridge	22.5			2010				
Thambalagamam Bridge	23.0			Jan. 2013				
Total	1, 269.50	3, 660.00				3, 608.40		32.27

5.10 Northern Road Rehabilitation Project

Northern Road Rehabilitation Project (NRRP) unit was funded by Exim Bank of China.

Immediately after the liberation of the Northern Province, the Government of Sri Lanka launched a comprehensive programme for the accelerated development of the Province. An important sectoral component of this programme was the rehabilitation of the strategic road links throughout the region to provide an enabling environment to promote economic growth and community development. The work in the project includes the improvement and rehabilitation of 512 km of road in the Northern Province.

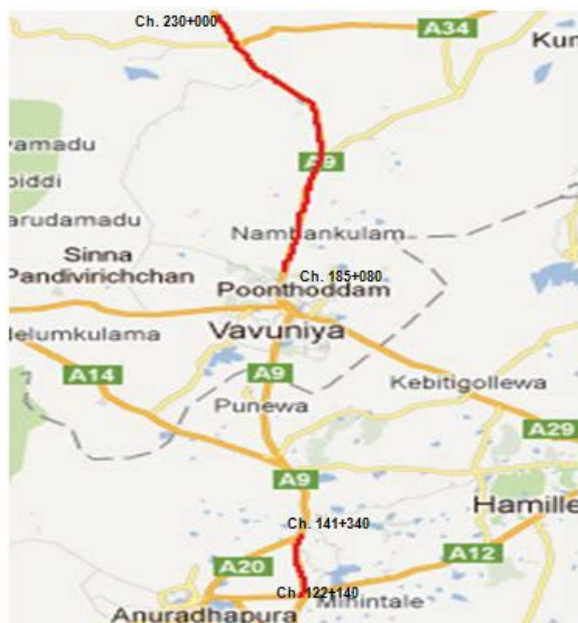
Under this project seven civil work contracts were awarded. Out of these seven contracts, six contracts were commenced in 2011 and are currently in progress. The other contract was also commenced in September 2012 and is being under implementation.

To support this initiative the Exim Bank of China provided US \$ 423.88 Million for the improvement and rehabilitation of roads identified under the Northern Road Rehabilitation Project. In addition, Rs. 6, 730.01 Million was contributed by Government of Sri Lanka.

Under the project following road sections were constructed.

5.10.1 Kandy – Jaffna Road (A009) from Galkulama to 230th km

Map 14: Road Section of Contract 1



Total length of 63 km is being constructed under the section of Galkulama to 230th km. For the section there are 8 major bridges, 15 minor bridges and 141 culverts.



Asphalt Paving at Ch. 212+530 – Ch. 212+710 km



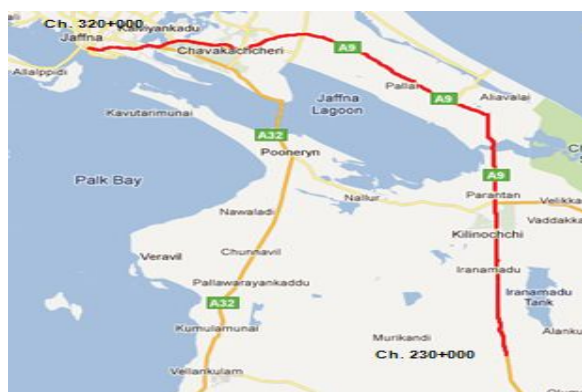
Lined Drain Construction at Ch. 211+000 – Ch. 211+050 km



Handrails & End Pilaster Construction at Br. No. 141/1A

5.10.2 Kandy – Jaffna Road (A009) from 230th km to Jaffna

Map 15: Road Section of Contract 2



Section of 230+000 – 320+000 km length of 90 km on Kandy – Jaffna Road being under construction and there are 6 minor bridges and 119 culverts as structural improvements which were already completed during year 2012.



Base Construction at Ch. 300+300 km



Turfing at Ch. 293+500 km



Shoulder Construction at Ch. 305+080 km



Completed section at Ch. 234+500 km

5.10.3 Navakkuli – Kerativu – Mannar Road (A032)

Map 16: Road Map of Contract 3



**Asphalt Concrete Compaction at
Ch. 68+100 – Ch. 68+352 km**

On Navathkuli – Karaitivu – Mannar Road (A032) 67 km is being under construction and as structural components there are 6 major bridges, 53 minor bridges and 101 culverts to be implemented to accomplish the projects scope.



Culvert Construction at Culvert No. 13b

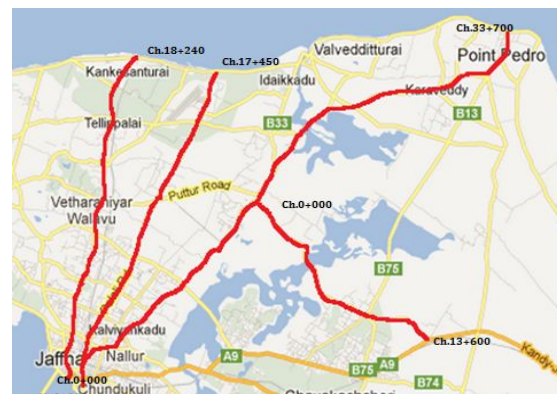


**Slop Preparation for Rip Rap Construction
at Ch. 71+720 – Ch. 71+800 km**

5.10.4 Jaffna – Point Pedro Road (AB020), Puttur – Meesalai Road (AB032), Jaffna – Kankasanthurai Road (AB016) and Jaffna Palali Road (AB018)

Map 17: Contract 4 Roads

In total of 84 km were constructed under the contract for four roads of AB020, AB032, AB016 and AB018. There are 91 numbers of culverts under this contract which are being in progress. Total estimate cost for the contract is US \$ 88.72 Million and the project was commenced on 09.06.2011.





**Road Way Excavation on AB020 at
Ch. 1+170 km**



**Base Construction on AB016 at
Ch. 0+910 – Ch. 1+400 km**



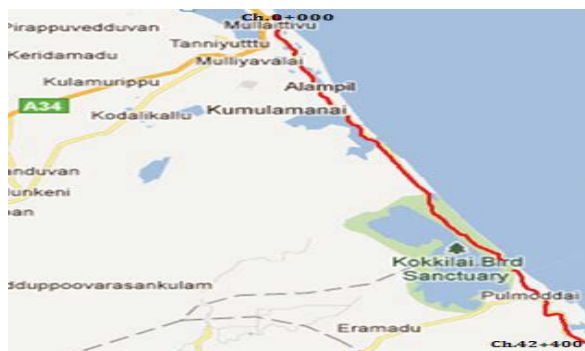
**Shoulder construction on AB032 at
Ch. 1+350 km**



**Asphalt Paving on AB018 at
Ch. 1+890 km**

5.10.5 Mullaitivu – Kokkilai Road(B297)

Map 18: Contract 5 Road B297



Length of 42.40 km on Mullaitivu – Kokkilai – Pulmudai Road is being constructed under NRRP project unit which was scheduled to have 2 major bridges, 1 minor bridge and 128 culverts. This road was planned to complete on 13.08.2013 with US \$ 50.01 Million.



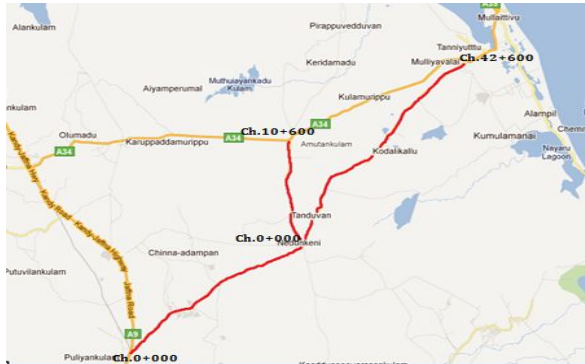
**Lined Drain & Retaining Wall
Construction at Ch. 19+200 km**



**Culvert Construction at
Culvert. No. 18/7**

5.10.6 Oddusudan – Nedunkerny Road (B334) and Mulativu – Puliyankulam Road (B296)

Map 19: Contract6 Roads



Length of 52.6 km is being constructed for both B334 and B296 road. Under this contract there are 8 major bridges, 22 minor bridges and 125 culverts to carry out the construction. In order to implement the contract US \$ 50.01 Million was funded by China Exim Bank.



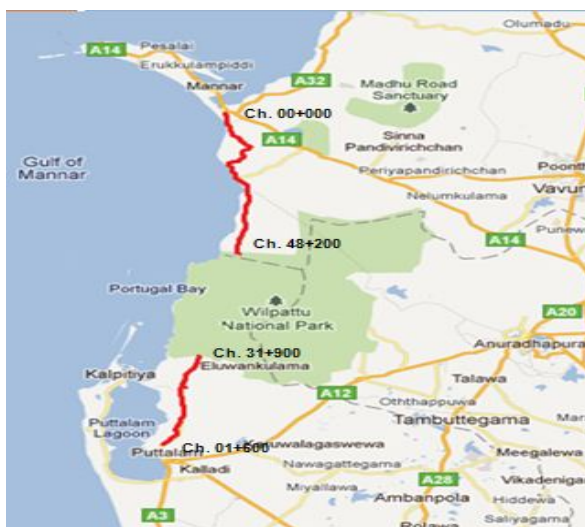
Embankment Construction on B296 at Ch. 26+300 km



Road Marking on B334 at Ch. 9+400 km

5.10.7 Puttalam – Marichchikadai Road (B379) and South Coast Road (Thallady – Arrippu – Marichchikadai) (B403)

Map 20: Contract7 Road B379



Culvert Construction at Cul. No. 6/4 km

Puttalam – Marichchikade – Mannar Road (B379) is being constructed for 113 km length. This contract was commenced in 2012 as on 24.08.2012. At the end of the year there was only 0.34 % progress in this project.

Table No. 77: Project Detail of Northern Road Rehabilitation Project for year 2012

<i>Contract No.</i>	<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
1	A009	63.00	9,592.08	07.02.2011	06.08.2013	22.53	4,832.79	81.10	2,220.09
2	A009	90.00	9,532.92	22.02.2011	21.08.2013	24.78	3,848.07	96.84	4,448.44
3	A032	67.00	6,532.50	10.11.2011	09.05.2014	-	749.84	23.25	2,004.30
4	AB020	84.00	10,185.00	09.06.2011	08.12.2013	12.42	3,437.65	64.76	3,027.41
	AB032								
	AB016								
	AB018								
5	B297	42.40	5,777.45	14.02.2011	13.08.2013	20.25	2,298.34	59.35	884.68
6	B334	52.60	5,741.30	15.08.2011	14.02.2014	18.67	1,877.58	66.62	1,895.49
	B296								
7	B379	113.00	9,887.50	24.08.2012	23.02.2015	-	-	0.34	2,104.35
	B403								
Total		512.00	57,248.75				17,044.27		16,584.76
Consultancy							479.61		351.58
Incremental Cost							32.78		60.37
Shifting Services							281.19		14.91
Grand Total							17,837.85		17,011.62

5.11 Priority Roads Project – 1

The China Development Bank Co Ltd (CDB) provided US \$ 152.80 Million in 2010 for the improvement and rehabilitation of roads identified under the Priority Roads Project (Phase I). The objective of the project is to improve the condition of 178.97 km of roads in the National Highway network in the Uva, Eastern, Sabaragamuwa, Western, Southern and Northern Provinces identified on a priority basis by the RDA.

The civil works are executed under six contracts. One contract was completed during 2012 and the other five contracts are being in progress.

5.11.1 Hakmana – Beliatte – Tangalle Road (B141), Bopale Junction on Kiriibbanara – Udamauara Road and Siribopura Flyover

Section of 11+840 – 19+310 km on Hakmana – Beliatte – Tangalle Road and section of 0+000 – 8+500 km on Bopale Junction on Kiriibbanara – Udamauara Road in which total length of 15.97 km are being constructed under this project. 6.215 km on B141 road has been completed and handed over to EE Beliatte. Balance 1.255 km section road works are in progress within available carriageway due to the land acquisition issues.



Beliatte End



**Center Median at Bopale –
Kiriibbanara – Udamauara Road**



Turfing on approach ramp to flyover



Flyover at Siribopura

5.11.2 Pelawatta – Kankotiyawatta – Thiniyawala – Morawaka Road (B363)

Total length 47 km from the section of 0+000 – 35+000 km and 41+000 – 53+000 km on B363 road was commenced on 01.07.2011. 13 km road section was completed during 2012.



Asphalt Concrete at Ch. 12+300 km



Culvert Backfilling at Ch. 8+827 km

5.11.3 Thiruwanaletiya – Agalawatta Road (B421)

Section of 0+000 – 33+450 km on Thiruwanaletiya – Agalawatta Road is being constructed and out of 153 proposed numbers of culverts, 87 numbers were already completed, 6 numbers are being in progress and the rest of 60 numbers are to be started. 9.6 km road section was completed in year 2012.



Leveling dense graded aggregate Base at Ch. 12+600 km



ABC preparation for Priming work at Ch. 5+330 km



Apply Bituminous Prime Coat at Ch. 4+310 km



Head Wall Base Concrete work at Ch. 7+410 km

5.11.4 Kandy – Mahiyangana – Padiyathalawa Road (A026)

Length of 20 km for the section of 73+150 – 93+150 km on A026 Road was commenced on 01.07.2011 and original scope of work has been completed. Works relevant to snag list items are being in progress. At the end of 2012, additional work of 1.1 km section including Mahiyangana Town area is in progress.



Rubble Concrete at Ch. 87+400 km



Sodding at Ch. 90+200 km



Pedestrian Crossing



Sodding at 88+500 km

5.11.5 Kalkudah Road (B184) and Kalkudah – Valachchenai Road (B185)

Construction work for the road length of 10.05 km for Kalkudah Road (B184) and Kalkudah – Valachchenai Road (B185) was completed on 30.06.2012.

5.11.6 Paranthan – Kachchai – Mullaitivu Road (A035)

Section of 0+000 – 52+000 km on Paranthan – Kachchai – Mullaitivu Road (AA035) is being under construction and more than 60 % of construction work was completed at the end of 2012. Total Estimated Cost for the project was Rs. 5, 700 Million.

Table No. 78: Project Detail of Priority Roads Project – 1

Contract No.	Road Section	Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipated Date of Completion	Progress up to 2011 (%)	Expenditure up to 2011 (Rs. Mn)	Progress as at end of Dec. 2012 (%)	Expenditure during 2012 (RS. Mn)
1	B141	7.47	1,350.00	01.07.2011	31.12.2012	35.00	585.78	95.00	596.40
	Bopale Junction	8.50				28.00		65.00	
	Siribopura Fly Over		2,675.00		30.06.2012	18.00	1,055.87	64.00	653.74
2	B363	47.00	3,900.00	01.07.2011	30.06.2013	15.00	1,430.49	45.00	429.70
3	B421	33.45	2,800.00	01.07.2011	30.06.2014	17.00	973.69	40.00	400.63
4	A026	20.50	1,550.00	01.07.2011	31.12.2012	9.00	535.42	90.00	556.23
5	B184	5.63	700.00	01.07.2011	30.06.2012	27.00	306.89	100.00	243.42
	B185	4.42							
6	A035	52.00	5,700.00	22.06.2011	21.12.2013	9.64	2,070.46	63.79	1,586.83
Total		178.97	18,675.00				6,958.60		4,466.95
Consultancy							124.74		110.86
Incremental Cost							-		56.10
Shifting Services							-		4.91
Grand Total							7,083.34		4,638.82

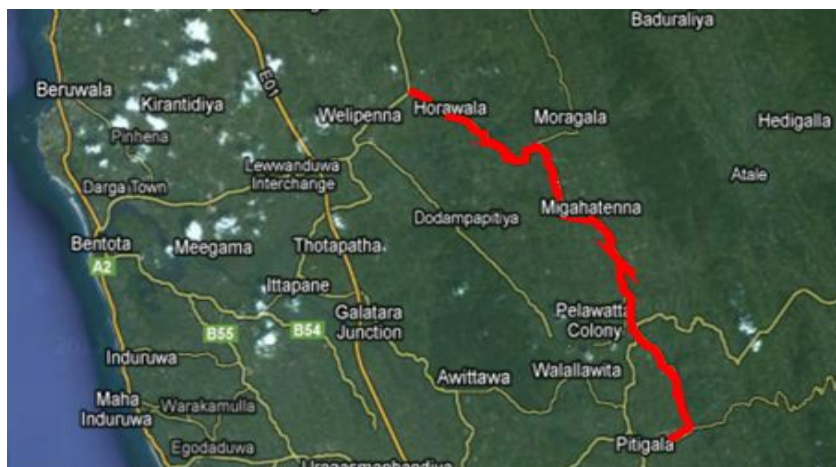
5.12 Priority Road Project – 2 (Southern)

With the additional loan funded by the China Development Bank Co. Ltd. (CDB), Rehabilitation & Improvement of 161.09 km length of A & B class roads, 30.00 km length of Provincial Roads and 02 Nos. of Flyovers including access roads in Hambantota are being under construction by Priority Road Project – 2 (Southern) unit.

The project is executed under eight contracts and contracts are currently in progress. Final surfacing of the improved road would be Asphalt Concrete except 7.00 km length of road in which concrete surfacing would be done.

5.12.1 Horawela – Pelawatte – Pitigala Road (B158)

Map 21: Horawela – Pelawatte – Pitigala Road (0+000 – 17+500 km)



Under the first contract section of 0+000 – 17+500 km on Horawela – Pelawatte – Pitigala Road is constructed and at the end of 2012 more than 25 % of construction was completed.



Roadway Excavation at Ch. 5+680 km



**Backfilling of Retaining Wall at
Ch. 2+635 km**

5.12.2 Tiruwanaketiya – Agalawatte Road (B421), Horana – Anguruwatota – Aluthgama Road (B157) and Horawela – Pelawatte – Pitigala Road (B158)

5.12.2.1 Tiruwanaketiya – Agalawatte Road (B421)

Road section of 33+450 – 67+800 km is constructed for Rs. 3, 500 Million and was scheduled to 24 months project duration period.



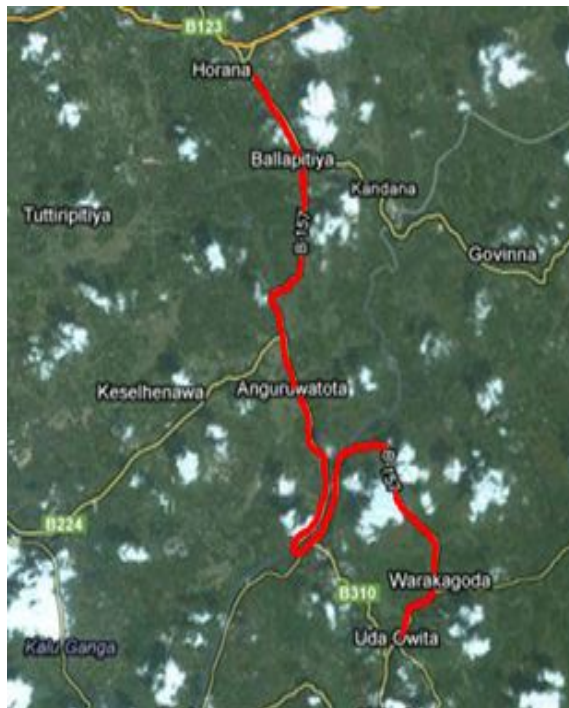
ABC leveling at 51+300 km



Asphalt laying at 42+150 km

5.12.2.2 Horana – Anguruwatota – Aluthgama Road (B157)

Map 22: Horana – Anguruwatota –
Aluthgama Road Road
(5+000 – 32+000 km)



Rock Excavation

Under this contract 27 km road length is constructed with Rs. 2, 820 Million and scheduled to complete on 11.12.2013. At the end of 2012, construction of 59 numbers of culverts was completed.



Bypass Road for Bridge 23/1

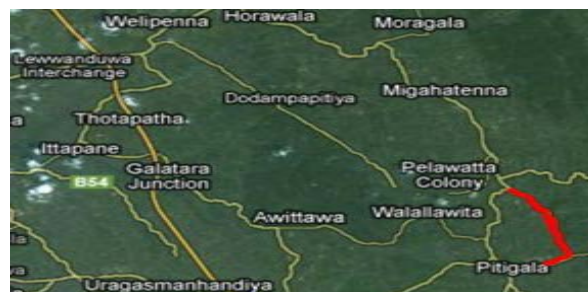


Laying A/C Wearing Course

5.12.2.3 Horawela – Pelawatte – Pitigala Road (B158)

Road section of 17+500 – 25+740 km on Horawela – Pelawatte – Pitigala Road was selected to this contract and currently the construction of this 8.24 km is in progress. At the end of 2012, implementation of 59 numbers of culverts and 5.58 km road length was completed.

Map 23: Horawela – Pelawatte – Pitigala Road (17+500 – 25+740 km)



Rock Excavation at Ch. 20+100 km



Laying A/C Wearing Course at Ch. 18+550 km

5.12.3 Construction of Flyovers

5.12.3.1 Construction of the flyover at Mattala Airport Access Road Junction in Hambantota Hub Development

90.0 % of construction of structural work for the Flyover at Mattala Airport Access Road Junction in Hambantota Hub Development was completed at the end of 2012. Construction of access road is in progress.



Base Course Laying, T-WRoad



Re-barin Flyover Deck



Flyover Deck Construction Works



Toe Wall at Abutment A1

5.12.3.2 Construction of a flyover at 100 feet Road and Bypass Road Junction in Hambantota Hub Development

Rs. 2, 890 Million estimated project of construction of a flyover at 100 feet Road and Bypass Road Junction in Hambantota Hub Development is in progress. At the end of 2012, progress of 95 % was achieved at Under pass 1, 45 % progress was achieved at Under pass 2 and 52 % progress of construction of Fly over was completed.



Box Culvert Construction



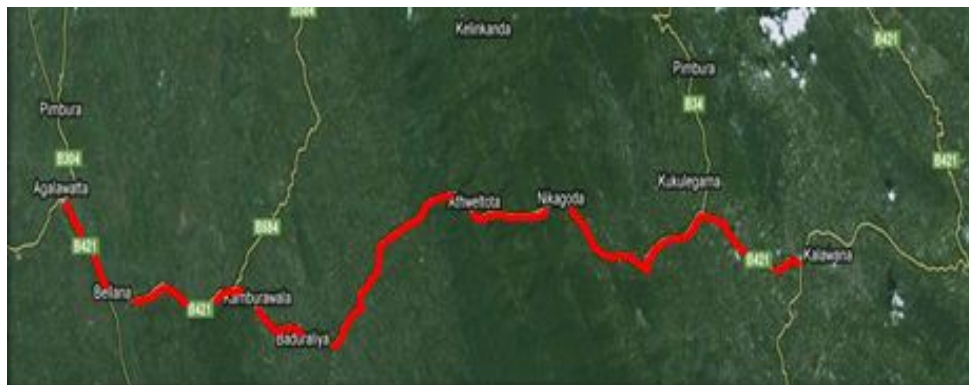
Construction of Underpass - 2



Pile Cap Construction at Abutment A1

5.12.4 Reconstruction/ Widening of Bridges on Tiruwanaketiya – Agalawatte Road (B421)

Map 24: Tiruwanaketiya – Agalawatte Road (33+450 – 67+800 km)



The contract of Reconstruction/ Widening of bridges on Tiruwanaketiya – Agalawatte Road at the section of 33+450 – 67+800 km considered Bridge Nos. of 35/4, 36/5, 39/4, 39/6, 40/4, 41/2, 42/7, 45/4 and 47/8 on Tiruwanaketiya – Agalawatte Road is implemented under contract amount of Rs. 1,169.00 Million. Under this project construction was completed for the Bridge Nos. of 39/4 and 39/6. Although 50 %

progress was achieved at Bridge No. 35/4, 58 % progress was achieved at Bridge No. 42/7 and 67 % progress was attained at the Bridge No. 45/4.



Bridge No. 39/4



Bridge No. 39/6



Bridge No. 45/4

5.12.5 Reconstruction/ Widening of Bridges on Horana – Anguruwatota – Aluthgama Road (B157)

The project include the Reconstruction/ Widening of Bridge Nos. of 6/3, 8/1, 8/4, 9/4, 11/1, 12/1, 12/2, 13/7, 20/5 and 27/8 on Horana – Anguruwatota – Aluthgama Road. At the end of 2012, construction work was completed at the Bridge Nos. of 11/1 and 12/2. In addition, 50 % progress was achieved at Bridge No. 13/7, 80 % progress was achieved at Bridge No. 12/1 and 90 % progress was attained at the Bridge No. 20/5.



Bridge No.12/1



Bridge No.13/7



Bridge No.12/2



Bridge No.20/5

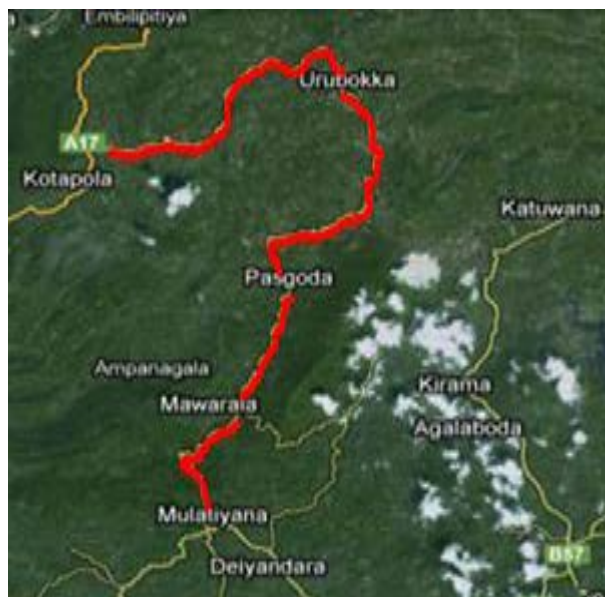
5.12.6 Thihagoda – Kamburupitiya – Mawarala – Kotapola Road (B415)

Construction of 44 km road length was commenced in 2012 and was scheduled to complete in 2014. Currently, the implementation is in progress and 57 culverts were completed. Asphalt laying was completed for 1.46 km road length.



Base Course Finishing Work

**Map 25: Thihagoda - Kamburupitiya -
Mawarala - Kotapola Road (23+000 -
67+000 km)**



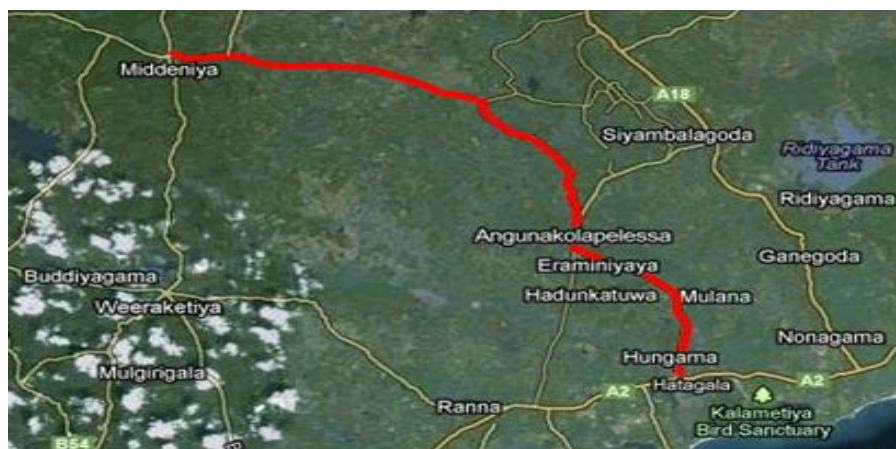
Soft ground Treatment



Culvert Construction - No. 24/7

5.12.7 Hungama - Thalawa - Middeniya Road (B622)

Map 26: Hungama - Thalawa - Middeniya Road



30 km road length of Hungama - Middeniya Provincial Road for the section of 0+000 - 30+000 km is constructed under CDB funds. At the end of the year 2012, 39 culverts were completed and ABC was laid for the 0.7 km.



Pavement Edge Widening

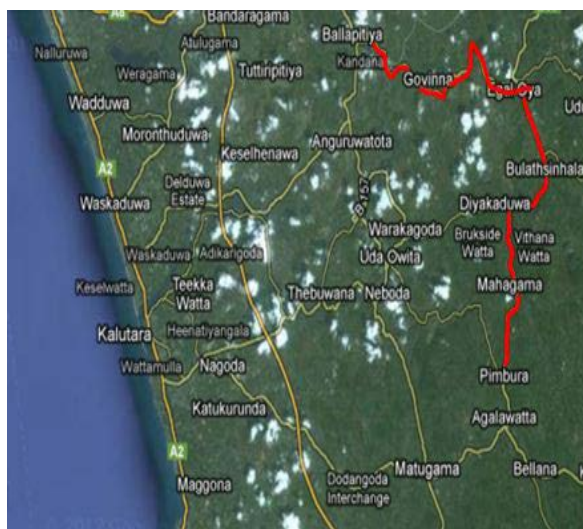


Drain Construction

5.12.8 Nagoda – Kalawellawa – Bellapitiya Road (B304)

Section of 27+000 – 57+000 km on Nagoda – Kalawellawa – Bellapitiya Road was commenced on the estimated cost of Rs. 3, 622.90 Million and currently, is in progress.

**Map 27: Nagoda – Kalawellawa –
Bellapitiya Road
(27+000 – 57+000 km)**



ABC Laying



Laying A/C Wearing Course

Table No. 79: Project Detail of Priority Roads Project – 2 (Southern)

<i>Contract No.</i>	<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
1	B158	17.50	1, 478.00	06.12.2011	05.06.2013	-	222.40	26.33	361.38
2	B421	34.35	3, 500.00	12.12.2011	11.12.2013	-	527.50	15.00	820.82
	B157	27.00	2, 820.00	12.12.2011	11.12.2013	0.40	425.00	19.97	665.93
	B158	8.24	1, 080.00	12.12.2011	11.12.2012	-	162.70	27.80	257.57
3	Flyover at Mattala		3, 090.00	07.12.2011	06.12.2013	6.00	465.70	67.00	1, 193.72
	Flyover at 100 feet Road		2, 890.00	12.12.2011	11.12.2013	-	435.50	50.00	963.25
4	Bridges on B421		1, 169.00	06.12.2011	05.12.2013	-	175.90	33.00	320.88
5	Bridges on B157		350.00	06.12.2011	05.12.2013	0.50	52.60	58.80	165.27
6	B415	44.00	3, 609.40	07.04.2012	06.04.2014	-	-	6.34	1, 287.50
7	Hungama – Middeniya Road	30.00	2, 046.34	20.03.2012	19.03.2014	-	27.70	12.54	701.00
8	B304	30.00	3, 622.90	20.03.2012	19.03.2014	-	-	16.30	1, 444.99
Total		191.09	25, 655.64				2, 495.40		8, 182.31
Consultancy							0.87		45.1
Incremental Cost									14.0
Shifting Services									86.90
Grand Total							2, 496.34		8, 328.31

5.13 Priority Road Project – 2 (Northern)

With the additional loan funded by the China Development Bank Co. Ltd. (CDB), Rehabilitation & Improvement of 313.81 km length of A & B class roads in the Western, Uva, Eastern, Sabaragamuwa and North Central Provinces and 85.01km length of Provincial Roads in Nuwara Eliya District are being under construction by Priority Road Project – 2 (Northern) unit.

The project is executed under eleven contracts and ten contracts are currently in progress. Final surfacing of the improved road would be Asphalt Concrete except 8.05 km length of road in which concrete surfacing would be done.

5.13.1 Kandy – Mahiyangana – Padiyatalawa Road (A026)

The contract of Improvement and Rehabilitation of Kandy – Mahiyangana – Padiyatalawa Road for the section of 93+150 – 102+280 km was completed on 06.12.2012 and handed over to RDA.



Shoulder works at Ch. 102+000 km



Padiyathalawa Junction at Ch. 102+280 km

5.13.2 Badulla – Karametiya – Andaulpotha Road (B036)

In the section of 0+000 – 48+200 km on Badulla – Karametiya – Andaulpotha Road, Embankment construction was completed for 21.8 km, Sub base construction was done for 23.7 km, ABC was laid for 22.8 km, A/C was laid for 22.8 km and 166 culverts was completed at the end of 2012.



Asphalt Pavement at 22+100 – 22+700 km



Construction of Culvert No. 18/7

5.13.3 Mahiyangana – Dimbulagala – Dalukkane Road (AB044)

The section of 0+000 – 24+100 km on Mahiyangana – Dimbulagala – Dalukkane Road is considered under the Improvement and Rehabilitation project and the construction work is in progress. At the end of 2012, 19 culverts were constructed while 20.8 km was laid with A/C.



**Embankment filling at
Ch. 23+500 – 24+000 km, LHS**



Turfing at Ch. 6+000 – 7+000 km, LHS

5.13.4 Bibile – Uraniya – Mahiyangana Road (B057)

Bibile – Uraniya – Mahiyangana Road section of 22+000 – 39+580 km was identified to improve and currently are in progress. 14 culverts were completed and A/C laying was completed for 6.14 km.



Priming Work



Core Testing



Asphalt Work at 29+500 km



Chemical Blasting at 23+800 km

5.13.5 Galkulama – Anuradhapura Road (A013)

Galkulama – Anuradhapura Road sections of 0+000 – 15+000 km and 16+000 – 16+640 km are in progress and 46.5 % progress of the contract was achieved at the end of 2012.



**Asphalt Laying at
Ch. 10+829 – 10+890 km, LHS**



**Lined Drain at
Ch. 9+480 – 9+490 km, LHS**

5.13.6 Kadahapola – Rambawewa Road (B166), Kurunegala – Narammala – Madampe Road (B247) and Galagedara – Rambukkana Road (B122)

Kadahapola – Rambawewa Road (B166)



Backfilling at Culvert No. 4/1



**Capping Beam Concreting at Culvert
No. 11/2**

Kurunegala – Narammala – Madampe Road (B247)



ABC Compaction at Ch. 15+100 km



**Preparing to Concrete the Deck in
Culvert No. 21/3**

The contract consist of 59.57 km length in which the sections of 0+000 – 18+710 km on B166, 0+000 – 22+360 km on B247 and 0+000 – 18+500 km on B122. At the end of 2012, 9 culverts from B166, 27 culverts from B247 and 20 culverts from B122 were constructed.

Galagedara – Rambukkana Road (B122)



Culvert No. 9/2



Drain Construction at Ch. 8+015 km, RHS

5.13.7 Tennekumbura – Rikiligaskada– Ragala Road (B413)

Improvement and Rehabilitation of Tennekumbura – Rikiligaskada – Ragala Road for the section of 20+300 – 73+640 km in Central Province is currently in progress. At the end of 2012, 22 culverts were completed.



Pipe Culvert at 20+030 km



**Backfill for Retaining Wall at
Ch. 20+635 – 20+665 km**

5.13.8 Uswetakeiyawa – Epamulla – Pamunugama Road (B596)

8.05 km total road length of Uswetakeiyawa – Epamulla – Pamunugama Road in central Province is considered to rehabilitate with concrete surfacing under CDB fund, estimating the project cost to Rs. 1490.00 Million.



**Construction of RCC retaining wall at
Ch. 0+035 – 0+075 km, RHS**



**Preparation of finished concrete
surface at Ch. 4+070 km, LHS**

5.13.9 Palavi – Kalpitiya Road (B349)

Improvement and Rehabilitation of Palavi – Kalpitiya Road length of 26.60 km for the section of 14+000 – 40+600 km in North Western Province parallel to Puttalam Lagoon is in progress. During 2012, constructions of 12 culverts were completed under this section.



Culvert No. 22/1



Ch. 16+800 km, LHS

5.13.10 Mahiyangana – Dimbulagala – Dalukkane Road (AB044) and Manampitiya – Aralaganwila – Maduru oya Road (B502)

The contract consist of 51.70 km length in which the sections of 24+100 – 72+800 km on AB044 and 0+000 – 3+000 km on B502.

Mahiyangana – Dimbulagala – Dalukkane Road (AB044)



Culvert 73/2, Head wall concrete at RHS



**Embankment construction at Ch.
69+250 km, RHS**

5.13.11 Provincial Roads in Nuwara Eliya District

To improve the quality of the traffic flow in RoadNetwork, the following 13 Provincial Roads in Nuwara Eliya District are implemented under this contract.

Table No. 80: Improvement and Rehabilitation of Provincial Roads in Nuwara Eliya District under PRP 2N

<i>Road Name</i>	<i>Road No.</i>	<i>Length (km)</i>
Elamulla – Mandaram Nuwara – GonapitiyaRoad (0.00 – 11.20 km)	386C	11.20
Padiyapelella – ElamullaRoad (0.00 -2.82 km)	392C	2.82
Pallebowala – Gannewa – UdagamaRoad (0.00 – 4.00 km)	393C	4.00
Perawanguwa – UnanthennaRoad (0.00 – 5.60 km)	394C	5.60
Poramadulla – PallobowalaRoad (0.00 – 9.60 Km)	395C	9.60
Wattegedara Handiya – ParagahaArawa – BolagandawalaRoad (0.00 – 3.20 km)	407C	3.20
Kahawadanda – AmbagaspitiyaElma Road (0.00 – 3.20 km)	408C	3.20
Nildandahinna – Galkadawala – TerepeheRoad (0.00 – 16.00 km)	410C	16.00
Madulla – KurupanawalaRoad (0.00 – 3.95 km)	413C	3.95
Rasingolla –TerepeheRoad (0.00 – 10.80 km)	414C	10.80
Wathumulla – KetakaduwaRoad (0.00 – 3.20 km)	417C	3.20
Kahawadanda – Mathurata – LiyanwelaRoad (0.00 – 7.24 km)	168D	7.24
Dambagolla – Madulla Road (0.00 – 4.20 km)	170D	4.20
Total		85.01

At the end of 2012, construction of 170D, 393C, 394C, 407C and 413C were already completed.



**Asphalt Laying completed section at
Ch. 2+500 – 2+180 km on 170D**



**Asphalting completed section at Ch.
4+600 km on 394C**

Table No. 81: Project Detail of Priority Roads Project – 2 (Northern)

<i>Contract No.</i>	<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
1	A026	9.13	730.00	07.12.2011	06.12.2012	-	109.80	100.00	322.90
2	B036	48.20	3, 370.00	07.12.2011	06.12.2013	5.00	507.20	46.50	1, 296.12
3	AB044	24.10	2, 202.00	07.12.2012	06.12.2014	3.00	331.40	85.00	833.43
4	B057	17.58	1, 620.00	20.03.2012	19.03.2014	-	24.30	30.40	587.80
5	A013	16.64	1, 434.00	07.11.2011	06.11.2013	10.00	359.60	46.07	405.03
6	B166	18.71	1, 951.68	18.06.2012	17.06.2014	-	-	13.80	1, 833.18
	B247	22.36	2, 482.85			-	-	13.00	
	B122	18.50	1, 925.47			-	-	8.00	
7	B413	53.44	7, 307.10	20.03.2012	19.09.2014	-	109.60	17.30	1, 551.30
8	B596	8.05	1, 490.00	09.01.2012	08.01.2013	-	223.50	57.70	293.31
9	B349	26.60	2, 974.00	30.05.2012	29.05.2014	-	-	16.00	978.61
10	AB044	48.70	5, 020.00	06.06.2012	05.06.2014	-	-	5.43	1, 402.02
	B502	3.00				-	-		
11	Provincial Roads in Nuwara Eliya District	85.01	2, 876.00	20.03.2012	19.03.2014	-	-	24.60	1, 053.35
Total		398.82	35, 383.10				1, 665.50		10, 557.05
Consultancy									14.00
Incremental Cost							2.50		45.90
Shifting Services									90.00
Grand Total							1, 668.00		10, 706.95

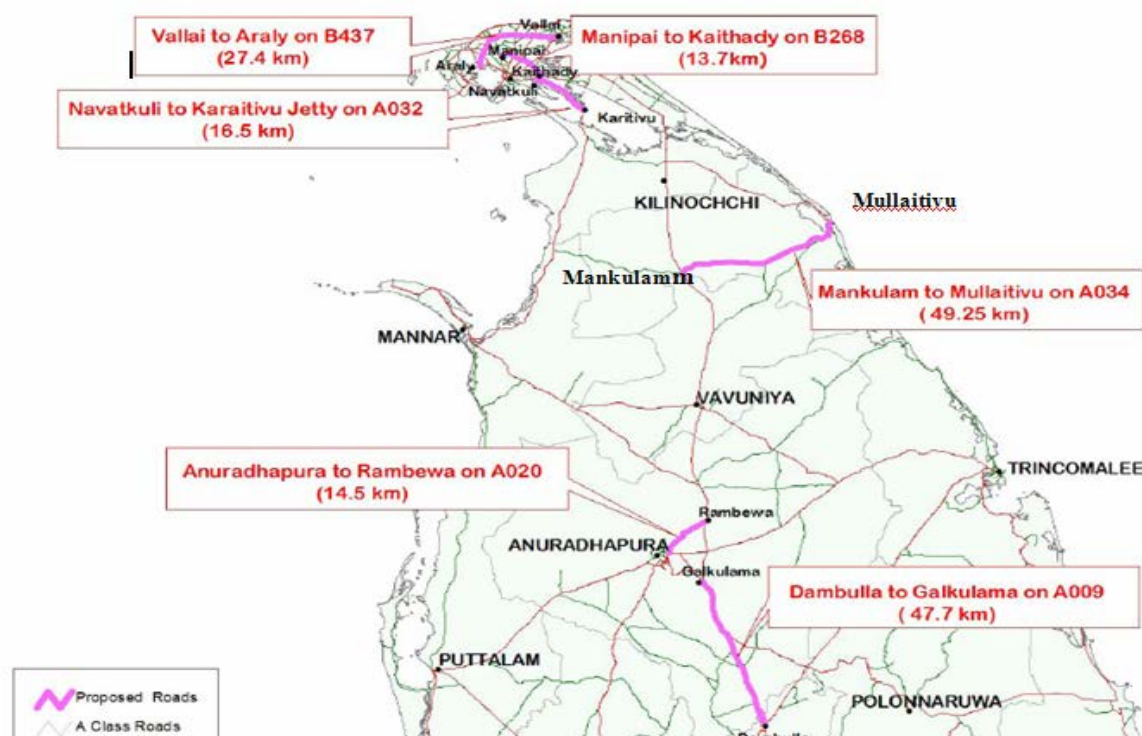
5.14 Northern Road Connectivity Project

Northern Road Connectivity Project (NRCP) unit was created to rehabilitate and improve the National Roads in the Northern Region and it link roads with the assistance of the loan provided from Asian Development Bank (ADB). The total cost for the project is US \$ 133.55 Million. ADB financed 89 % from the total cost and balanced 11 % is financed by the GOSL to cover the cost of taxes and duties. The project output is to rehabilitate and improve 169.90 km of National Highways consisting of 128.50 km of “A” Class Roads and 41.40 km of “B” Class Roads in the Northern Province and North Central Province. The outcome of the project are primarily improving road connectivity in the country’s Northern Region and helping to restore the access to basic social needs. Also, it will facilitate to improve the transport system in Sri Lanka and contribute to regionally balanced and socially inclusive economic growth.

5.14.1 Northern Road Connectivity Project: ADB Loan No. 2639 SRI

The effective date of the loan is 22.10.2010 and the loan closing date is 30.12.2015. The project mainly comprises of ten contracts which involve in construction of 169.90 km national roads.

Map 28: Northern Road Connectivity Project Road construction



Following roads are comprised under the ten project contracts.

- Kandy – Jaffna Road (A009) section from Dambulla to Thonigala (Ch. 74+650 – 98+000 km)
- Kandy – Jaffna Road (A009) section from Thonigala to Galkulama (Ch. 98+000 – 122+170 km)
- Anuradhapura – Rambewa Road (A020) section from Anuradhapura to Rambewa (Ch. 0+000 – 14+500 km)
- Navakkuli – Kerativu – Mannar Road (A032) section from Navathkuli to Kerativu Jetty (Ch. 0+000 – 17+400 km)
- Manipay – Kaithady Road (B268) section from Manipay to Kaithady (Ch. 0+000 – 14+020 km)
- Vallai – Telippalai – Araly Road B437 section from Vallai to Araly (Ch. 0+000 – 27+400 km)
- Mankulam – Mullativu Road (A034) section from (Ch. 0+000 – 13+000 km)
- Mankulam – Mullativu Road (A034) section from (Ch. 13+000 – 24+000 km)
- Mankulam – Mullativu Road (A034) section from (Ch. 24+000 – 38+500 km)
- Mankulam – Mullativu Road (A034) section from (Ch. 38+500 – 49+100 km)



Wearing Course completed area at Ch. 77+000 – 78+000 km on A009



Pedestrian Crossing Marking at Ch. 1+820 km, RHS on A020



Asphalt Wearing Course Ch. 106+500 – 106+900 km, RHS on A009



Road Marking and Kerbs at Ch. 12+100 km, RHS on A032



**Asphalt laying at
Ch. 1+550 km, RHS on B268**



**ABC Laying at Ch. 22+130 km RHS on
A034**



**Parapet Wall & Guard Stones at
Ch. 2+540 km, RHS on B437**



**Asphalt Wearing Course Construction
Ch. 37+500 – 37+800 km on A034**



**View of Mankulam Junction, Road
Markings on AA034**



**Reinforcement Work for Deck Slab
Bridge at Ch. 43+820 km on A034**

At the end of 2012, sections of Ch. 0+000 – 14+500 km on Anuradhapura – Rambewa Road (A020) and Ch. 0+000 – 14+020 km on Manipay – Kaithady Road (B268) were completed and more than 70 % of progresses were achieved in the other contracts.

Table No. 82: Project Detail of Northern Road Connectivity Project

<i>Contract No.</i>	<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
1	A009	23.35	1, 326.93	07.06.2011	28.11.2012	4.30	245.41	70.50	727.00
2	A009	24.17	1, 446.66	07.06.2011	28.11.2012	2.10	269.49	81.60	886.60
3	A020	14.50	752.65	07.06.2011	21.11.2012	2.20	134.24	100.00	584.00
4	A032	17.40	1, 387.42	07.06.2011	27.01.2013	14.00	238.18	90.90	877.50
5	B268	14.02	628.74	07.06.2011	28.11.2012	9.00	124.71	100.00	485.01
6	B437	27.40	1, 483.61	07.06.2011	27.05.2013	3.40	335.95	80.20	756.20
7	A034	13.00	913.84	07.06.2011	26.12.2012	9.50	186.18	95.00	703.60
8	A034	11.00	586.57	07.06.2011	28.11.2012	12.00	108.25	74.00	340.19
9	A034	14.50	927.79	07.06.2011	28.11.2012	15.00	180.66	91.00	612.96
10	A034	10.60	1, 319.34	07.06.2011	28.11.2012	11.30	264.10	73.00	790.50
Total		169.94	10, 773.55				2, 087.17		6, 763.56

5.14.2 Northern Road Connectivity Project – Additional Financing

From the additional financial assistance provided by the ADB, NRCP was identified certain National Highways that need to rehabilitate and improve in Northern Region and was divided into nine contracts. Currently, Procurement process of these contracts is in progress. Single Stage Two Envelops procedures were adopted for the procurement of Contractors under International Competitive Bidding. Cabinet Appointed Procurement Committee (CAPC) and Technical Evaluation Committee (TEC) were appointed on

10.02.2010 to procure the civil works Contractor. The bids for contract packages from CP11 to CP 15 were invited 1st October of 2012 and the closing date was 29th November 2012. Contract packages CP16 to CP 19 were invited on 21st of December 2012 and closing date is 18th February 2013.

Table No. 83: Project detail of NRCP- Additional Financing

<i>Contract Package No</i>	<i>Contract Title</i>	<i>Length (km)</i>	<i>Province</i>	<i>Duration</i>	
				<i>Civil Works (months)</i>	<i>Performance Based Maintenance (Years)</i>
RDA/NRCP(AF)/ICB/ADB/CP-11	Rehabilitation / Improvements to A029 – Vavuniya – Horowupathana Road from 24+000 to 34+950 km	10.95	North Central	18	5
RDA/NRCP(AF)/NCB/ADB/CP-12	Rehabilitation / Improvements to B283 – Medawachchiya – Kebithigollewa Road from 0+000 to 12+600 km	12.6	North Central	20	5
RDA/NRCP(AF)/NCB/ADB/CP-13	Rehabilitation / Improvements to B283 – Medawachchiya – Kebithigollewa Road from 12+600 to 25+400 km	12.8	North Central	20	5
RDA/NRCP(AF)/ICB/ADB/CP-14	Rehabilitation / Improvements to B211 – Kebithigollewa – Padaviya Road from 0+000 to 15+500 km	15.5	North Central	20	5
RDA/NRCP(AF)/ICB/ADB/CP-15	Rehabilitation / Improvements to B211 – Kebithigollewa – Padaviya Road from 15+500 to 31+345 km	15.85	North Central	20	5
RDA/NRCP(AF)/ICB/ADB/CP-16	Rehabilitation / Improvements to A014 – Medawachchiya – Mannar – Talaimannar Road from 47+000 to 62+100km	15.10	Northern	20	5
RDA/NRCP(AF)/ICB/ADB/CP-17	Rehabilitation / Improvements to A014 – Medawachchiya – Mannar – Talaimannar Road from 62+100 to 76+500km	14.40	Northern	20	5
RDA/NRCP(AF)/ICB/ADB/CP-18	Rehabilitation / Improvements to AB019 – Jaffna – Pannai – Kayts Road from 0+000 to 10+000 km	10.00	Northern	20	5
RDA/NRCP(AF)/ICB/ADB/CP-19	Rehabilitation / Improvements to AB019 – Jaffna – Pannai – Kayts Road from 10+000 to 20+275 km	10.275	Northern	18	5

5.15 Road Project Preparatory Facility

The Road Project Preparatory Facility (RPPF) is an Asian Development Bank (ADB) funded Technical Assistance Loan project. The objective of the loan is to assist the Government of Sri Lanka (GOSL) efficiently develop the road network, focusing on road project preparation. The loan will enable road sector institutions to conduct preconstruction on time without delaying for funds from external agencies and ensure readiness of the follow – on project implementation. The loan will also help enhance road agencies capacity to implement projects. The loan is for national and provincial roads and expressways, including PPP project. The total cost of the facility is US\$20 Million equivalent. ADB will provide a loan of US\$15 Million. The GOSL will finance the remaining US\$ 5 Million of the total cost, comprising remuneration of counterpart staff, international and local travel, surveys, office accommodation, taxes and duties and other miscellaneous costs.

Procurement work of consultants is in progress for Contract Package IX for which Consulting Services for Feasibility Study (FS) and Preliminary Design of Southern Highway Extension.

Table No. 84: Project Detail of Northern Road Connectivity Project

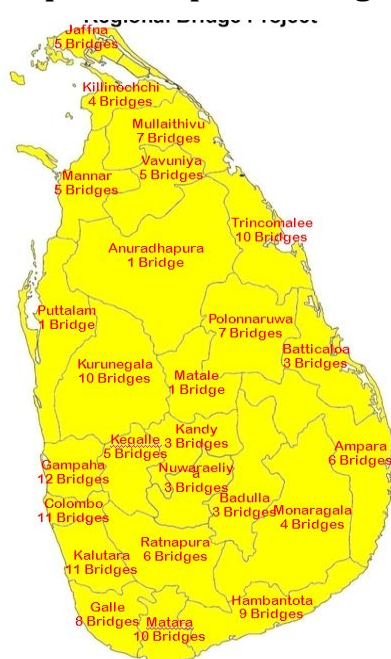
<i>Contract No.</i>	<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
V-B	Review of FS and Detail Design (DD) of Southern Link Roads	77.00	69.10	Nov. 2010	May 2011	100.00	75.43	100.00	0.92
X	FS&DD for Additional National Roads	121.00	129.23	Dec. 2011	Aug. 2012	-	-	100.00	176.94
	FS & DD for Provincial Roads	69.00							
Contract Variation	FS & DD of Provincial Roads	400.00	166.94	Dec. 2011	Aug. 2012	4.00	123.22	100.00	50.36
Contract Variation	Package Jaffna district		90.05	Feb. 2010	Aug. 2010	100.00	87.24	100.00	4.53

5.16 UK Steel Bridge Project

UK Steel Bridge Project unit was established in 2007 to handle the Bridge Projects using British Government Financial Assistance. The Ministry of Ports & Highways (MOP&H) representing the Government of the Democratic Socialist of Sri Lanka has entered into a contract with Mabey and Johnson Limited on 20th September 2007 for the design, manufacture and supply of Compact Bridging Components and associated goods and services. Improvement of access through rural and main roads is the major objective of the implementation of this project.

5.16.1 UK Steel Bridge Project – Phase I

Map 29: Completed Bridges



HSBC UK provides the financial assistance to the UK Steel Bridge Project – Phase I for the period of 23rd January 2008 to 22nd January 2012. Under the project, The structures are to be supplied to, and erected throughout Sri Lanka according to the approved list developed by the MOP&H, using components from the bridging supplied that identifies 162 bridges of specific length and 5 Flyovers.

Table No. 85: Overall Performance of Regional Bridge Project at the end of 2012

<i>Description</i>	<i>Number of Bridges</i>
No. of Bridges completed at the end of 2011	128
No. of Bridges completed during 2012	22
No. of Bridges in progress at the end of 2012	12
Total	162

Constructions of Steel Bridge are carried out either by UK Steel Bridge Project Management Unit (PMU) by itself or by other parties including Director Works, Project Directors and Chief Engineers (CE) etc. whereas the supplying of super structure and supervision is implemented by the UK Steel Bridge.

Table No. 86: Construction of the Steel Bridges by UK Steel bridge PMU under Phase I

<i>Project Activity</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Bridge No 12/7 on Avissavella Hatton Nuwara Eliya Road (A007)	33.39	18.02.2011	15.02.2012	90.00	19.03	100.00	4.80
Bridge No. 27/4 on Hiniduma – Opatha – Pitabeddara Road (B156)	20.52	09.03.2011	05.01.2012	52.00	6.96	100.00	4.55
Bridge No. 14/2 on Ampara – Uhana – Mahaoya Road (A027)	34.30	21.04.2011	10.09.2012	40.00	12.01	100.00	20.88
Bridge No. 1/1 on Welimada By Pass (B581)	50.71	06.05.2011	04.03.2012	75.00	26.77	100.00	18.66
Bridge No. 26/3 on Hiniduma – Opatha – Pitabeddara Road (B156)	18.35	22.04.2011	07.02.2012	62.00	5.87	100.00	4.66
Bridge No. 46/1 on Galle – Deniyaya – Madampe Road (A017)	35.85	15.04.2011	14.08.2012	33.00	7.79	100.00	16.80
Bridge No. 2/3 on Kaluaggala – Labugama Road (B188)	39.92	20.06.2011	26.12.2012	28.00	2.69	100.00	26.95
Bridge No 53/5 on Galle – Deniyaya – Madampe Road (A017)	15.61	02.12.2010	10.03.2012	83.00	7.31	100.00	7.20
Marine Drive Bridge Over Dehiwela Canal	15.62	19.10.2010	12.01.2012	90.00	7.53	100.00	5.99
Akade Bridge - Kurunegala	6.89	15.11.2011	13.02.2012	95.00	-	100.00	4.06
Balance Work of Mahawali Bridge at Kandakadu	116.37	26.07.2011	30.06.2012	58.00	35.61	95.00	73.38
Galahitiyawa Ambagahakumbura Bridge – Badulla	22.25	14.12.2011	18.09.2012	5.00	-	52.00	17.78

<i>Project Activity</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Bridge Nos. 3/1 & 3/3 Wennappuwa – Kirimetiya Road (B473)	89.01	15.04.2011	15.01.2012	24.00	27.32	95.00	17.77
Bridge No. 21/3 on Thiruwanaletiya – Agalawatte Road (B421)	43.19	22.06.2011	10.06.2012	17.00	1.71	25.00	6.20
Bridge No. 33/2 on Thiruwanaletiya – Agalawatte Road (B421)	65.91	20.06.2011	05.10.2012	21.00	2.43	50.00	38.07
Bridge No. 14/1 on Thiruwanaletiya – Agalawatte Road (B421)	78.47	20.06.2011	19.12.2011	23.00	12.83	75.00	64.21
Total	686.37				175.87		331.95

Completed Projects



Mahaweli Bridge at Kandakadu on Seruwawila – Somawathiya Road



Bridge on Yapahuwa Galtenwewa Road



Eppala Panangala Bridge across Ginganga at Gangaramaya



**Bridge No. 34/2 on Ambepussa
Kurunegala Trincomalee Road
(Near Kurunegala Hospital)**



**Bridge No. 4/3 on Welikada
Kohilawaththa Road**



**Bridge No. 3/1 on Wennappuwa
Kirimetiyan Road (B473)**

Ongoing Projects



**Bridge No 14/1 on Thiruwanaleti - Agalawaththa
Road (B421)**



**Bridge No. 33/2 on Thiruwanaleti - Agalawaththa
Road (B421)**



**Bridge No. 21/3 on Thiruwanaleti Road –
Agalawaththa Road**



**Bridge on Galahitiyawa
Ambagahakumbura Road**

Table No. 87: Construction of the Steel Bridges by Other Parties

<i>District</i>	<i>Location</i>	<i>Responsibility</i>
Completed Bridges in 2012		
Ampara	Kittaangi Bridge	CE Akkaraipattu
Ampara	Bridge at Nawagiriya (Ampara Katta Palama)	CE Ampara
Anuradhapura	Bridge No. 4/1 on Sri Maha Bodiya Korakulawewa Road (Deyata Kirula – Thisawewa)	Rural Bridge
Galle	Bridge No. 34/4 on Pelawaththa Morawaka Road	Project Director PRP1
Galle	Bridge on Omantha Thotupola	EE Hiniduma
Kegalla	Thanakolawatte Bridge No. 2	CE Kegalle
Kurunegala	Bridge No. 34/2 on Ambepussa Kurunegala Trincomalee Road	Non PMU
Kurunegala	Bridge at Dambadeniya – Pothupitiya Road (Kuliyapitiya)	EE Kurunegala
Kurunegala	Maduragoda - Kotehena bridge at Rideegama	EE Kurunegala
Matara	Bridge No. 59/2 on Galle – Deniyaya – Madampe Road	EE Deniyaya
Mullaithivu	Bridge on Nayar Lagoon	PD North
Ongoing bridges at the end of 2012		
Colombo	Bridge No. 6/2 Orugodawatta Ambathale Bridge	CE Colombo
Galle	Panangala Bridge	EE Hiniduma
Kegalla	Thanakolawatte Bridge No. 3	CE Kegalle
Kurunegala	Galdeniya – Apaladeniya Road	CE Kurunegala
Kurunegala	Wariyapola, Koonmitiyana (Veudagama – Katupotha Rd)	CE Kurunegala
Kurunegala	Bridge on Yapahuwa Galtenwewa	CE Kurunegala
Nuwara Eliya	Bridge on NuwaraEliya Adventure Park	UDA – N'Eliya/SL Army
Ratnapura	Bridge on Panamura Welipotha Yaya road	CE Ratnapura
Ratnapura	Bridge No. 6/2 on Wewelwaththa Agasland Uwella Road	CE Ratnapura

Table No. 88: Project Detail of UK Steel Bridge Project – Phase I

<i>Project Activity</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Supply of Bridges	13, 248.00	23.01.2008	22.01.2011	100.00	13, 248.00	100.00	-
Design & Survey	730.00	23.01.2008	22.01.2012	100.00	730.00	100.00	-
UK Technical Assistance	470.00	23.01.2008	22.01.2013	95.00	462.00	98.00	8.00
Local Services (Construction)	12, 852.00	23.01.2008	22.01.2013	91.00	10, 027.00	97.00	189.00
Total	27, 300.00			92.00	24, 467.00	97.00	197.00

5.16.2 Veyangoda Flyover Project

Building Steel Flyover, Construction of approaches and Junction Improvements is the scope of the Veyangoda Flyover Project which is having the duration period of 14 months. Veyangoda Flyover is constructed with 7 piers with the length of 255 m and the width of 11.9 m comprised with dual Carriageway having width of 3.5 m in each and 2 Foot walk existing with 1.2 m width in each. Loan amount is Euro 11, 223, 177 and the commencement date was 23.10.2012.

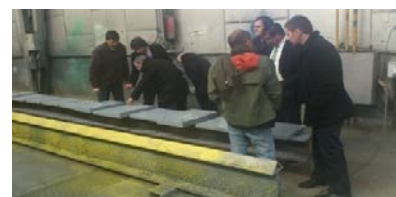
Table No. 89: Project Detail of Veyangoda Flyover Project

<i>Project Activity</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
Design, material Supply and substructure construction	1, 915.35	23.10.2012	23.12.2013	-	-	25.00	0
Acquisition, Compensation, Utility Shifting, Paying Taxes and Insurances	550.00	23.10.2012	23.12.2013	-	-	10.00	2.50
Total	2, 465.35					22.00	2.50

At the end of 2012, construction of access road was in progress, pilling work was completed, Pier 3 Pile cap was completed and Fabrication of Superstructures already commenced whilst the 28% of progress was achieved. Land acquisition process and utility shifting are in progress.



Cutting of Hot Rolled Sections



Construction of Bearing Plates for Piers



Fabrication of main Girders



Prototype Traffic Deck Panel with Anti Skid Surface Treatment

5.16.3 UK Steel Bridge Project – Phase II

UK Steel Bridge Project – Phase II is a new project recently engaged with UK Steel Bridge Project unit. Project proposal has been received from Mabey Bridge for 104 bridges and loan amount would be £45 million. Project Duration is 4 Years and the funding source is HSBC UK. The Contract Agreement signed with the Contractor on 26th April 2012.

Table No. 90: Project Detail of UK Steel Bridge Project – Phase II

<i>Project Activity</i>	<i>Contract Value(Rs. Mn)</i>
Supply of Bridges	7, 211.00
Design & Survey	462.50
UK Technical Assistance	298.50
Local Services (Construction)	1, 298.00
Total	9, 270.00

5.17 Conflict Affected Region Emergency Project

The Government of Sri Lanka has obtained a loan from ADB for a Conflict Affected Region Emergency (CARE) Project. The objective of the project is to significantly expand and strengthen the urgently needed reconstruction of essential infrastructure and administrative services, and create livelihood and sustainable employment opportunities in the conflict affected areas by supporting the recovery of the region's economy. The project will focus primarily on the conflict affected Northern Province and some components will also focus on the Eastern Province and some border villages in the North Central Provinces, which were affected by the conflict. The Project comprises four components. Component A of the project is re-establishing connectivity. Under component A, Part 3 of the Project, rehabilitation of 65 km of National B Class Roads in the Northern Province will be carried out by RDA.

Map 30: Conflict Affected Region Emergency Project



5.17.1 Mankulam – Vellankulam Road (B269)

Table No 91: Progress of Mankulam – Vellankulam Road

<i>Description</i>	<i>Progress</i>	
	<i>Planned (%)</i>	<i>Actual (%)</i>
Earthworks	45	32
Bridges	60	23
Culverts	38	29
Sub- base	35	18
Base Course	24	17
Asphalt	17	14



Base Course prepared for Priming



Base Course Preparation



Asphalt work Commenced



Base Course Preparation

5.17.2 Paranthan – Poonakary Road (B357)

Table No 92: Progress of Paranthan – Poonakary Road

<i>Description</i>	<i>Progress</i>	
	<i>Planned (%)</i>	<i>Actual (%)</i>
Earthworks	100	33
Bridges	70	45
Culverts	100	27
Sub- base	100	18
Base Course	81	15
Asphalt	71	10

**Preparing Base for Prime****Embankment Construction****Bridge in Progress****Table No. 93: Conflict Affected Region Emergency Project**

<i>Contract No.</i>	<i>Road Section</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated Date of Completion</i>	<i>Progress up to 2011 (%)</i>	<i>Expenditure up to 2011 (Rs. Mn)</i>	<i>Progress as at end of Dec. 2012 (%)</i>	<i>Expenditure during 2012 (RS. Mn)</i>
1	B269	37.81	1,775.20	20.09.2011	19.09.2013	2.30	19.50	33.0	576.32
2	B357	25.74	1,361.92	20.09.2011	13.03.2013	4.20	136.00	34.0	300.70
Total		63.55	3, 137.12				155.50		877.02

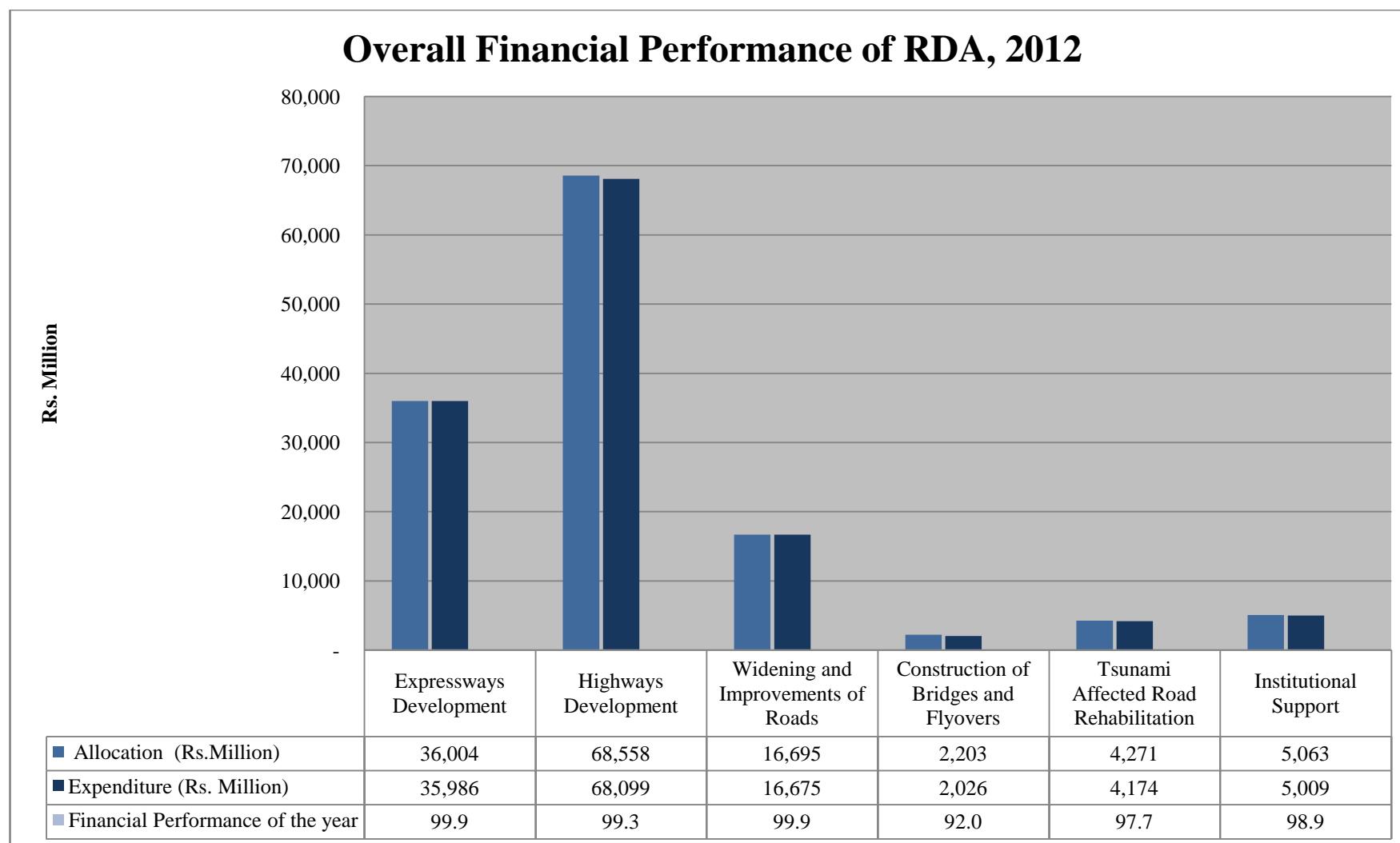
CHAPTER 6***Overall Financial Performance of RDA***

The financial performance of the RDA in development and maintenance of the National Highway Network and Construction of Highways/ Expressways in respect of projects funded by Foreign Aid Loans (FAL), Reimbursable Foreign Aid Loans (RFAL), Foreign Aid Grants (FAG), and Foreign Aid related Domestic Funds (FARDF) and Domestic Funds (DF) during the year 2012 is Rs 131.97Billion. The details of the financial performance are given in Annex I and a summary is given in table below.

Table No. 94: Overall Performance of RDA for the year 2012

<i>Activity</i>	<i>Allocation (Rs.Million)</i>	<i>Expenditure (Rs. Million)</i>	<i>Financial Performance of the year (%)</i>
Expressways Development	36, 004	35, 986	99.90
Highways Development	68, 558	68, 099	99.30
Widening & Improvement	16, 695	16, 675	99.90
Construction of Bridges & Flyovers	2, 203	2, 026	92.00
Tsunami Affected Road Rehabilitation	4, 271	4, 174	97.70
Institutional Support	5, 063	5, 009	98.90
Total	132, 795	131, 970	99.40

Figure 16: Overall Finance Performance of RDA



CHAPTER 7

Achievement of Goals and Objectives

The details of notable achievements of RDA during the year 2012 can be shown as follows.

Table No. 95: Achievement of Goals and Objectives during the year 2012

<i>Goals and Objectives</i>	<i>Achievements</i>
Achieve an adequate National Highway Network	866.62 km length of roads sand sealed
	Urgent maintenance work on 12, 165 km of roads and 4,456 bridges were attended
Achieve an acceptable level of mobility in National Highway Network	Improvement of 44 weak bridges were completed
	22 new steel bridges were constructed
	232 widening and improvement projects were awarded, 23 projects were completed and 232 projects were in progress
	Rehabilitation of 371.62 km 2 Lane were completed , 2012.29 km 2 Lane are in progress, 14.10 km 4 Lane are in progress
Provide a high mobility Expressway Network	Civil work for 81.5 km of STDP, CKE and OCH are in progress.
	Feasibility study of the Northern Expressway is in progress
Reduce road user cost	4 Fly overs are being constructed
	9 traffic management studies are in progress
	Signal Design & Time Calculation for 2 junctions were completed and 3 junctions are in progress
Improve road safety	Traffic signs and road markings were designed for 27 road sections
	Designs of traffic signs and road markings on 18 road sections were revised
	8 vital road locations were identified as Black Spot locations for improvement

<i>Goals and Objectives</i>	<i>Achievements</i>
Ensure protection to the Environment	Assisted OCH, NRCP and JICA Landslide Project in the areas of environmental safeguard compliances
	Obtained environment approval for Manmunai Bridge, Polduwa bridge and B379 Road
	Prepared BIQ for A011 Road and Kelanisiri Bridge
Promote organizational development	26 in - house training programmes were held for 2,841 personnel
	14 officers were sent for foreign training
	437 personnel were provided training in other agencies in Sri Lanka
	Opportunities to follow long term courses at local universities / institutions were provided to 17 officers
Ensure efficient utilization of assets and investments	3 feasibility studies were carried out
	141 audit reports were completed
	There was 99.4% total expenditure against total allocation
Assist in development of the local road construction industry	Increased volume of work provided more opportunities to local contractors and they were encouraged to enhance their capacity

Annex – I

Details of the Overall Financial Performance During 2012

<i>Development Activity</i>	<i>Allocation for the year (Rs.)</i>	<i>Expenditure during the year (Rs.)</i>
<i>Expressways Development</i>		
Southern Transport Development Project (STDP)	11, 181, 861, 400	11, 180, 612, 128
Colombo – Katunayake – Expressway	8, 005, 420, 000	7, 998, 552, 413
Outer Circular Highway	16, 506, 496, 700	16, 496, 113, 628
Colombo – Kandy Alternate Highway	15, 777, 000	15, 776, 824
Northern Expressway	52, 613, 225	52, 613, 220
Expressway Management Unit	242, 220, 210	242, 220, 201
<i>Sub Total 1</i>	<i>36, 004, 388, 535</i>	<i>35, 985, 888, 414</i>
<i>Highways Development</i>		
Maintenance of Roads and Bridges (Road Maintenance Trust Fund)	5,961,233,500	5,961,233,453
Ratnapura – Beragala – Bandarawela Road – EDCF	2,600,000	2,346,000
Rehabilitation of Balangoda – Bandarawela Road – EDCF	22,200,000	19,900,000
Road Network Improvement Project – ADB	48,469,615	48,469,607
Road Network Improvement Project – JBIC	-	-
Road Sector Assistance Project (RSAP) – WB	679,000,000	381,651,133
National Highway Sector Project(NHSP) – ADB	5,062,507,350	4,974,362,356
Base Line Road – Phase III – JBIC	31,850	31,800
Badulla – Kandy Alternate Road (Raja Mawatha)	8,822,000	8,821,895
Access and National Road Development for Special Development Projects	37,255,000	37,254,379
Padeniya – Anuradapura Road	3,014,902,000	3,014,407,322
Road Sector Assistance Project II (RSAP) – WB	2,111,190,000	2,110,368,856
Strengthening of National Roads – Kadawatha – Nittambuwa Road	107,420,800	107,420,773
Road Network Development for International Hub Development	2,916,650,000	2,916,639,714
Rehabilitation of Hatton – Nuwaraelliya Road – EDCF	1,224,765,000	1,224,748,667
Improvement of National Road Network in Northern – China	16,110,000,000	16,102,618,862
Northern Road Connectivity Project – ADB	4,980,389,000	4,980,372,530
Improvement of Traffic Management & Road Safety	9,013,000	9,012,865
Traffic Management in Grater Colombo Area	21,723,000	21,722,440
Improvement of Roads taken over as National Highways recently	780,000	779,635
Improvement of Drainage facilities for National Road Network	2,783,000	2,782,035

<i>Development Activity</i>	<i>Allocation for the year (Rs.)</i>	<i>Expenditure during the year (Rs.)</i>
Rehabilitation & Improvement of Priority Road Project CDB I NEW VOTE	7,518,451,800	7,477,967,157
Rehabilitation & Improvement of Priority Road Project CDB II NEW VOTE	17,873,662,050	17,872,661,666
National Highway Sector Project (NHSP) Supplimentary Loan (ADB)	844,401,050	823,528,597
<i>Sub Total 2</i>	<i>68,558,250,015</i>	<i>68,099,101,743</i>
<i>Widening and Improvements of Roads</i>		
Western Province	3,651,804,230	3,631,906,867
Central Province	1,106,936,750	1,106,936,697
Southern Province	2,965,736,100	2,965,736,005
Northern Province	690,313,750	690,313,578
Eastern Province	292,579,250	292,579,141
North Western Province	476,301,895	476,301,852
North Central Province	561,310,320	561,310,279
Uva Province	476,071,200	476,058,445
Sabaragamuwa Province	1,208,244,700	1,208,244,640
Tax	1,300,304,300	1,300,304,241
Pro-Poor Infrastructure Development	-	-
Deyata Kirula	3,965,636,460	3,965,636,452
<i>Sub Total 3</i>	<i>16,695,238,955</i>	<i>16,675,328,196</i>
<i>Construction of Bridges and Flyovers</i>		
Reconstruction of 27 bridges – Kuwait Funded	3,000,000	2,732,531
Reconstruction of 10 bridges – Kuwait Funded	204,995,350	108,796,707
Batticaloa – Trincomalee Road Project (Kinniya Bridge) – Saudi Funded	6,000,000	5,266,600
Construction of Steel Bridges – Austria	1,549,600	1,549,554
Construction of Mannar Bridge – JICA	220,000	209,114
Improvements at Rajagiriya Junction and Kiribathgoda – Kadawatha Road – Chinese Fund	517,100	517,015
Reconstruction of Damaged /Weak Bridges on National Highways	201,289,000	201,288,728
Regional Bridge Project – UK	300,497,905	300,021,152
Reconstruction of Five Bridges in Eastern Province – Japan	833,138,000	833,137,530
Construction of Manmunai Bridge Across Batticaloa Lagoon JICA Grant	5,733,400	733,339
Construction of Pedestrian Subways at Kurunegala, Maharagama & Kottawa	-	-
Construction of Rural Bridges using old bridge Components	52,175,000	52,175,000
Construction of Flyover for Veyangoda Railway	593,466,200	520,067,644

<i>Development Activity</i>	<i>Allocation for the year (Rs.)</i>	<i>Expenditure during the year (Rs.)</i>
Crossing (Spain)		
Regional Bridges Project -UK Phase 11	-	-
<i>Sub Total 4</i>	<i>2,202,581,555</i>	<i>2,026,494,915</i>
<i>Tsunami Affected Road Rehabilitation</i>		
Tsunami Affected Areas Rebuilding Project (TAARP) – ADB	32,300,000	32,273,693
Tsunami Affected Areas Rebuilding Project (TAARP) – EU	25,000,000	24,699,865
Trincomalee Integrated Infrastructure Project (TIIP) – AFD	1,332,195,000	1,329,194,327
Tsunami Affected Areas Rebuilding Project (TAARP) – Construction of Bridges – Spain	9,311,300	9,280,060
Pro – Poor Easter Infrastructure Development – Japan	1,543,237,250	1,543,236,591
Katukurunda – Matara Road section of CGHW Road – WB	-	-
Emergency Natural disaster Rehabilitation Project (GOSL-JICA)	1,328,985,850	1,235,523,153
<i>Sub Total 5</i>	<i>4,271,029,400</i>	<i>4,174,207,689</i>
<i>Institutional Support</i>		
Maintenance cost RDA	3,600,000,000	3,600,000,000
Acquisition & Improvement of Capital Assets	67,382,470	67,382,454
Rehabilitation & Improvement of Capital Assets	10,051,730	10,051,726
Human Resource Development	8,197,900	8,197,880
Road Project Preparatory Facility(RPPF)	283,500,000	243,714,653
Surveys, Investigation and Feasibility Studies	67,351,770	67,351,765
Land Acquisition for Completed & ongoing Projects	1,026,749,550	1,012,046,007
<i>Sub Total 6</i>	<i>5,063,233,420</i>	<i>5,008,744,485</i>
<i>Grand Total</i>	<i>132, 794, 721, 880</i>	<i>131, 969, 765, 443</i>

MINISTRY OF PORTS & HIGHWAYS

ROAD DEVELOPMENT AUTHORITY

FINANCIAL STATEMENTS

2012

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF FINANCIAL POSITION AS AT 31 ST DECEMBER 2012

		2012	2011
		(Rs.)	(Rs.)
ASSETS			
CURRENT ASSETS	NOTE		
Cash & Bank Balances	1	755,729,787.62	1,402,423,342.83
Debtors	2	2,618,055,802.41	1,046,177,913.12
Inventories	3	755,578,424.28	452,315,416.59
Pre - Payments		15,113,621.87	2,382,156.08
Deposits & Advances	4	9,595,713,539.04	3,890,326,789.76
Amount Receivable for JICA Projects / Raod Widening Projects		65,200,128.15	3,646,789,106.41
Current Account Maganaguma Road Construction & Equipment Co (Pvt) Ltd	5	1,220,597,167.28	1,696,874,980.35
Current Account Maganaguma Consultancy & Project Management Services Co (Pvt) Ltd	6	12,879,479.04	16,445,833.84
Other Current Assets	7	326,064,596.57	397,072,937.09
TOTAL CURRENT ASSETS		15,364,932,546.26	12,550,808,476.07
NON CURRENT ASSETS			
Equity Investments	8	8,072,000.00	2,200,000.00
Other Investments	9	65,168,768.80	32,718,984.04
Property Plant & Equipment	10	78,218,941,999.91	1,552,440,567.63
Work in Progress on Buildings		1,133,960.49	43,260,494.89
Intangible Assets	11	789,000.00	-
Deferred Expenses of Local Bank Loans	12	3,171,871,733.43	179,710,663.70
TOTAL NON CURRENT ASSETS		81,465,977,462.63	1,810,330,710.26
TOTAL ASSETS		96,830,910,008.89	14,361,139,186.33
CURRENT LIABILITIES			
Payables to Deposits & Retention Money	13	4,868,656,504.91	4,232,889,051.07
Payable to Contractors	14	9,986,317,725.91	5,523,534,740.57
Funds to be Utilized for Works		-	4,285,684,223.93
Payable Maganeguma Emulsion Production Company	15	35,429,052.56	27,484,511.25
Payable Maganeguma Road Constuaction & Equipment Company	16	28,361,736.15	20,695,712.00
Payable Maganeguma Consultancy & Project Management Company	17	168,872,252.58	106,908,838.01
Accrued Expenses	18	498,932,892.38	477,467,158.98
Creditors & Others	19	1,907,978,943.18	873,084,518.50
Employee Benefits		1,040,654,130.12	1,485,197,596.75
TOTAL CURRENT LIABILITIES		18,535,203,237.79	17,032,946,351.06
NON CURRENT LIABILITIES			
Loans from Local Bank for Widenning & Improvement Projects	20	8,932,453,425.52	431,201,850.00
Recoveries for Motor Bicycle Transferred to Employee		7,792,905.20	6,307,448.80
TOTAL LIABILITIES		8,940,246,330.72	437,509,298.80
NET ASSETS		27,475,449,568.51	17,470,455,649.86
NET ASSETS / EQUITY		69,355,460,440.38	(3,109,316,463.53)
EQUITY & LIABILITIES			
CAPITAL & RESERVES			
Paid Up Capital		1,000,000.00	1,000,000.00
Capital & Reserves		-	1,010,209,321.55
Available for Sale Financial Assets		5,872,000.00	-
Asset Revalue Reserve Account		2,593,476.98	2,593,476.98
Government Grant Expressways		76,444,118,416.66	-
Government Grant Projects		1,107,548,787.97	1,316,661,309.07
Accumulated (Deficit)		(8,205,672,241.23)	(5,439,780,571.13)
NET ASSETS / EQUITY		69,355,460,440.38	(3,109,316,463.53)

These Financial Staements have been prepared in compliance with Sri Lanka Public Sector Accounting Standards (SLPSAS).The Board of Directors are responsible for the preparation and presentation of these Financial Statements.

.....
R.W.R.Pemasiri
Chairman

.....
W.A.S.Weerasingha
Director General

.....
T.M.Karunaratna
Director Finance

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF FINANCIAL POSITION AS AT 31 ST DECEMBER 2012

		2012	2011
		(Rs.)	(Rs.)
ASSETS			
CURRENT ASSETS	NOTE		
Cash & Bank Balances	1	755,729,787.62	1,402,423,342.83
Debtors	2	2,618,055,802.41	1,046,177,913.12
Inventories	3	755,578,424.28	452,315,416.59
Pre - Payments		15,113,621.87	2,382,156.08
Deposits & Advances	4	9,595,713,539.04	3,890,326,789.76
Amount Receivable for JICA Projects / Raod Widening Projects		65,200,128.15	3,646,789,106.41
Current Account Maganaguma Road Construction & Equipment Co (Pvt) Ltd	5	1,220,597,167.28	1,696,874,980.35
Current Account Maganaguma Consultancy & Project Management Services Co (Pvt) Ltd	6	12,879,479.04	16,445,833.84
Other Current Assets	7	326,064,596.57	397,072,937.09
TOTAL CURRENT ASSETS		15,364,932,546.26	12,550,808,476.07
NON CURRENT ASSETS			
Equity Investments	8	8,072,000.00	2,200,000.00
Other Investments	9	65,168,768.80	32,718,984.04
Property Plant & Equipment	10	78,218,941,999.91	1,552,440,567.63
Work in Progress on Buildings		1,133,960.49	43,260,494.89
Intangible Assets	11	789,000.00	-
Deferred Expenses of Local Bank Loans	12	3,171,871,733.43	179,710,663.70
TOTAL NON CURRENT ASSETS		81,465,977,462.63	1,810,330,710.26
TOTAL ASSETS		96,830,910,008.89	14,361,139,186.33
CURRENT LIABILITIES			
Payables to Deposits & Retention Money	13	4,868,656,504.91	4,232,889,051.07
Payable to Contractors	14	9,986,317,725.91	5,523,534,740.57
Funds to be Utilized for Works		-	4,285,684,223.93
Payable Maganeguma Emulsion Production Company	15	35,429,052.56	27,484,511.25
Payable Maganeguma Road Constuaction & Equipment Company	16	28,361,736.15	20,695,712.00
Payable Maganeguma Consultancy & Project Management Company	17	168,872,252.58	106,908,838.01
Accrued Expenses	18	498,932,892.38	477,467,158.98
Creditors & Others	19	1,907,978,943.18	873,084,518.50
Employee Benefits		1,040,654,130.12	1,485,197,596.75
TOTAL CURRENT LIABILITIES		18,535,203,237.79	17,032,946,351.06
NON CURRENT LIABILITIES			
Loans from Local Bank for Widenning & Improvement Projects	20	8,932,453,425.52	431,201,850.00
Recoveries for Motor Bicycle Transferred to Employee		7,792,905.20	6,307,448.80
TOTAL LIABILITIES		8,940,246,330.72	437,509,298.80
NET ASSETS		27,475,449,568.51	17,470,455,649.86
NET ASSETS / EQUITY		69,355,460,440.38	(3,109,316,463.53)
EQUITY & LIABILITIES			
CAPITAL & RESERVES			
Paid Up Capital		1,000,000.00	1,000,000.00
Capital & Reserves		-	1,010,209,321.55
Available for Sale Financial Assets		5,872,000.00	-
Asset Revalue Reserve Account		2,593,476.98	2,593,476.98
Government Grant Expressways		76,444,118,416.66	-
Government Grant Projects		1,107,548,787.97	1,316,661,309.07
Accumulated (Deficit)		(8,205,672,241.23)	(5,439,780,571.13)
NET ASSETS / EQUITY		69,355,460,440.38	(3,109,316,463.53)

These Financial Staements have been prepared in compliance with Sri Lanka Public Sector Accounting Standards (SLPSAS).The Board of Directors are responsible for the preparation and presentation of these Financial Statements.

.....
R.W.R.Pemasiri
Chairman

.....
W.A.S.Weerasingha
Director General

.....
T.M.Karunaratna
Director Finance

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF CASH FLOW
FOR THE YEAR ENDED 31ST DECEMBER 2012

	2012	2011
Operating Deficit before Income Tax as per Financial Statements	(547,429,580)	(385,204,114)
<u>Adjustments</u>		
Deferred Revenue Transferred	(4,671,801,446)	(567,126,190)
Depreciation	4,663,424,364	609,811,229
Gratuity Provision	(444,543,467)	218,048,873
ESC Written off	25,672,268	45,018,007
Other Debtors Written off	483,066	3,767,743
Deposits Written Back	(27,233,042)	(52,127)
Income Tax Expenses	(31,533,975)	(11,612,374)
Provision for Legal Claims	75,000	-
Provision for Impairment of Mobilization advance	(7,421,891)	-
Provision for Non Moving Assets	(108,922)	-
Profit on Disposal of Property Plant & Equipment	(46,938,315)	(9,052,542)
Adoption to SLPSAS	(2,186,928,115)	-
Operating Profit before Working Capital Changes	(3,274,284,054)	(96,401,495)
Increase in Inventories	(303,263,008)	(73,120,107)
Increase in Debtors	(1,571,877,889)	(137,652,189)
Increase /Decrease in Other Investments	(32,449,785)	12,700,525
Increase in Deposits and Advances	(5,718,118,215)	(1,033,114,187)
Decrease /Increase in Other Current Assets	71,008,341	(30,363,995)
Increase in Deferred Expenses of Local Bank Loans	(2,992,161,070)	(179,710,664)
Decrease/Increase in Amount Receivable from the Treasury	3,581,588,978	(2,358,747,599)
Decrease in Current Account M.N.E.P Co (Pvt) Ltd	7,944,541	165,695,216
Increase in Current Account M.N.R.C & E. Co (Pvt) Ltd	483,943,837	(343,023,818)
Increase in Current Account M.N.C.P.M.S. Co (Pvt) Ltd	65,529,769	124,386,136
Increase in Deposits & Retention Money Payable	635,767,454	1,036,309,807
Decrease in Liquidator of RC&DC CO (PVT) LTD	-	(72,158,715)
Decrease/Increase in Funds to be Utilized for Works	(4,285,684,224)	797,482,823
Increase in Payable to Contractor	4,462,782,985	2,424,345,523
Increase in Accrued Expenditure	21,465,733	29,646,968
Increase/Decrease in Creditors & Others	1,034,894,425	(310,534,508)
Net Cash Generated from Operating Activities	(7,812,912,181)	(44,260,279)
<u>Investing Activities</u>		
Property Plant & Equipment Purchased out of RDA Funds	(253,259,204)	(89,087,886)
Property Plant & Equipment Purchased under Domestic Fund	(67,382,509)	(25,813,553)
Property Plant & Equipment Transferred from Projects	(80,714,056,673)	(148,441,368)
Property Plant & Equipment Transferred from Other Oraganization	(136,450,000)	-
Property Plant & Equipment Transferred from RDM	-	(179,426)
Property Plant & Equipment from Lease	(110,259,075)	-
Sale Proceeds of Property Plant & Equipment RDA	47,015,523	9,108,135
Increase /Decrease in Equity Investments	(5,872,000)	72,158,715
Decrease in Capital & Reserves	(1,010,209,322)	
Increase in Financial Assets	5,872,000	
Increase in Intangible Assets	(789,000)	
Decrease in Work In Progress	42,126,534	2,087,468
Net Cash Utilized in Investing Activities	(82,203,263,726)	(180,167,915)
<u>Financing Activities</u>		
Increase in Deferred Revenue - Domestic Fund	67,382,509	25,813,553
Increase in Deferred Revenue - Project	240,043,904	148,441,368
Increase in Deferred Revenue - Expressway	80,467,493,070	
Increase in Deferred Revenue - Local Organization	110,858,333	
Decrease in Deferred Revenue - Capital Grant	(23,589,272)	2,820,152
Decrease in Deferred Revenue - Capital Assets	(1,962,924)	179,426
Increase in Differed Revenue - Other Projects	6,519,700	
Increase in recovery of Motor Bicycle Transferred to Employees	1,485,456	1,621,735
Increase in Loan from Local Banks for Widening Works	8,501,251,576	431,201,850
Net Cash provided by Financing Activities	89,369,482,352	610,078,084
Net Increase in Cash & Cash Equivalents	(646,693,555)	385,649,889
Cash & Cash Equivalents at the Beginning of the Year	1,402,423,343	1,016,773,454
Cash & Cash Equivalents at the End of the Year	755,729,788	1,402,423,343

ROAD DEVELOPMENT AUTHORITY**STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 31 DECEMBER 2012**

	Paid Up Capital	Revaluation Reserve	Capital & Reserves	Available-for - Sale Reserve	Government Grants Expressways	Government Grants Projects	Retained Earnings (at debit)	Total
Balance as at 01st January 2012	1,000,000.00	2,593,476.98	1,010,209,321.55	-			(5,439,780,571.13)	(4,425,977,772.60)
Profit / (Loss) for the Year	-	-		-			(578,963,555.31)	(578,963,555.31)
Adoption to SLPSAS			(1,010,209,321.55)		76,444,118,416.66	1,107,548,787.97	(2,186,928,114.79)	74,354,529,768.29
Other Comprehensive Income	-	-		5,872,000.00			-	5,872,000.00
Total Comprehensive Income								
Balance as at 31st December 2012	1,000,000.00	2,593,476.98	-	5,872,000.00	76,444,118,416.66	1,107,548,787.97	(8,205,672,241.23)	69,355,460,440.38

**ROAD DEVELOPMENT AUTHORITY
ACCOUNTING POLICIES**

1 CORPORATE INFORMATION

1.1 General

Road Development Authority was established by the Road Development Authority Act No 73 of 1981 on 18th December 1981.

1.2 Principal Activities and Nature of Operations

Carrying out road planning and development of road and provision of efficient and regular services for road developments and maintenance projects approved by Government of Sri Lanka.

1.3 Financial Year

The Authority's Financial reporting period ends on 31st December.

1.4 Regesterd Office

Regesterd Office of the Authority is at Sethsiripaya Battaramulla.

1.5 Date of Authorization for Issue

The financial statements of the Authority for the year ended 31 December 2012 were authorized for issue in accordance with a resolution of the Board of Directors dated 20th June 2014.

2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

2.1 Basis of Preparation

The Authority prepared its Financial Statements for previos period ended 31st December 2011 in accordance with SLAS which were effective up to 31st December 2011. The Financial Statement for 2012 is Authority's first financial statement prepared in accodance with SriLanka Public Sector Accounting Standards (SLPSAS).

The effect of transition to SLPSAS on previously reported financil positions, financial performance and cash flows of the Authority have been adjusted for showing comparative figures of the previous year.

2.2 Property Plant & Equipment - Valuation & Depreciation

- (a) Property Plant & Equipment are recorded at cost of purchase or construction, and are shown in the accounts at cost less accumulated depreciation. Depreciation is provided at the following rates on straight line basis over the period of the estimated useful life of the different types of assets.

Expressways	5% p.a
Buildings	5% p.a
Furniture & Office Equipment	20% p.a
Computers	33.33% p.a
Motor Vehicles	20% p.a
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
Bailey Bridging Items	10% p.a
Bicycles	20% p.a
Bridge Equipment	10% p.a

Motor Cycles	20% p.a
R & D Equipment	20% p.a
Electrical Fittings & Fixtures	25% p.a
Training Equipment	20% p.a
Ferry Boats	20% p.a
Motor Launch	20% p.a
Medical Instruments	25% p.a
Containers used as Office Space	25% p.a

- (b) The cost of toll collection expressway handedover to RDA (Southern Expressway E -01) was capitalized in the Financial Statements of RDA.The cost was obtained from the audited Financial Statements of the project for the year.
- (c) RDA had received 23 Nos vehicles for a value of Rs 136,450,000 million from General Treasury during the year 2012.
- (d) (i) Assets purchased out of Govt. Grants received and assets received from Projects have been accounted in accordance with SLIPSAS.
- (ii) Grants received for assets purchased have been shown in the accounts as deferred revenue and recognized as income in the income statements to the extent of the amount depreciated during the year
- (e) Expenditure incurred on construction of Bridges, Roads etc. have been shown as Development Expenditure in the statement of Financial Performance.

2.3 Stock

- (i) Stocks other than Finished products have been valued at cost or net realizable value which ever is lower in accordance with the SLPSAS
- (ii) Finished product of casting yard was valued at standard cost based on H S R
- (iii) Finished product of asphalt plant was also valued at standard cost based on H S R
- (iv) Finished product of Inter Locking Concrete Blocks was valued at cost

3 Taxation

A V.A.T

- i V.A.T is paid on cash basis w.e.f. September 2001. as per the ruling dated 12th November 2001 received from Department of Inland Revenue.
- ii Recurrent grant received was made exempt from VAT since September 2005 as per Treasury ruling dated 13.09.2005. Therefore input tax paid on overhead payments out of recurrent grant has been charged as expenditure since September 2005
- iii VAT is accounted through a VAT control account and Input Tax (other than payment made out of recurrent grant after September 2005) and output tax are charged to the control account and any VAT amount disallowed or un-claimed is treated as expenditure.

B E S C

E S C paid has been shown in accounts and carried forward to be set off against the future Income Tax Liability as per Finance Act. No 11 of 2004. Balance amount of Rs 25,672,268/- was written off in the accounts during the year as stipulated period of 5 years during which these ESC payments can be setoff against the income tax liability as per ESC amendment Act No:15 of 2007

- C Income Tax
Income Tax payable represents the Income Tax payable on expressway income and other RDA income which includes interest income on temporary surplus money.
- D N B T
NBT paid has been shown in accounts as an expenditure and NBT collected from customers has been shown as part of the revenue
- 4 Gratuity
Gratuity of employees is provided only for those who have completed the one year period of service required as per IPSAS 25 & it has been calculated on formula method.
- 5 Management Fee & Overhead recovery from PMUU
Overhead component of 6% is charged from PMUU on the amounts paid by RDA on behalf of PMUU
- 6 Funds Received for Road Maintenance and Road Improvement Works / Clients' Works
Funds Received for Road Maintenance and road Improvement Works (Ministry / Trust Fund / RWI Fund & JICA) were shown as Revenue & the actual expenses incurred were shown as expenses in the Statement of Financial Performance for the year.
Value of work done relating to clients' work were computed on actual works carried out on behalf of clients during the year.
- 7 Asphalt Plants
Four numbers asphalt plants were installed and put into operation during the year 2010, to produce asphalt for road maintenance work of RDA.
Also Cold mix plant was installed and put into operation during the year 2011.
Additional five number of asphalt plants were installed and put in to operation during the year 2012 and four number of crusher plants were also installed during the year 2012.
Management has decided to treat this Asphalt Plants as separate cost centers and to ascertain the performance of operations of these separately. Transactions relating to operations of the asphalt plants were recorded and the performance was ascertained separately .
- 8 Production of Inter Locking Concrete Blocks
Production of Inter Locking Concrete Blocks were started at each provincial regions during the year 2010 with funds and machinery received from Road Development Ministry .
Grants received to purchase these assets were shown in the accounts as deferred revenue and recognized as income in the income statements to the extent of the amount depreciated during the year as per SLPSAS
- 9 Southern Expressway
Southern Expressway was handed over to RDA and opened for public use from 27.11.2011.
User fee collection net of VAT and other related expenses is shown in Statement of financial Performance under other revenue.

10 Work Executed under Loans from Local Banks

During the year 2011 Local Banks have granted loans for Road Widening & Improvement works at a Fixed Interest Rates. Following banks have granted the Loans .

Bank	Loan Amount	Amount Utilized as at 31 / 12 /2012
Commercial Bank	2,934,000,000.00	1,266,480,030.00
Bank of Ceylon	19,144,668,615.73	3,703,328,674.00
People's Bank	14,585,855,092.87	3,369,334,722.00
National Savings Bank	2,561,638,611.00	384,250,000.00
DFCC Bank	577,376,618.00	209,060,000.00
Total	39,803,538,937.60	8,932,453,426.00

**ROAD DEVELOPMENT AUTHORITY
GENERAL NOTES**

- (1) (i) The capital is paid up as follows :

1982	Rs. 250,000/=
1983	Rs. 750,000/=
Total	<u>Rs. 1,000,000/=</u>

- (ii) Details of Funds received are given below

	Funds Received
	Rs.
Ministry	9,945,947,167.23
Trust Funds	4,686,882,523.45
Road Wid. & Impro.	13,254,790,030.17
JICA	1,189,152,050.13
Recurrent	3,600,000,000.00
	<u>32,676,771,770.98</u>

- (2) Amount of Rs. 8,265,727.04 received from bank as accumulated interest on withdrawal of RMC Deposits during the year 2011 & 2012 is shown in interest in suspense account as a liability as the legal opinion as to whether this interest is to be released to Road Maintenance Contractors has not been reached as at 27.02.2013
- (3) The accounting activities of the Authority were decentralized to 09 Provincial Directors' Offices w.e.f. 1st May, 1990 on a decision taken by the Management.
- (4) Contingent Liabilities
There is a contingent liability amounting to Rs:118,947,388.49 as at 31.12.2012 in respect of court cases filed by employees and outside parties against the RDA.
- (5) Equity Investment
Investments have been shown in the account at fair value.

ROAD DEVELOPMENT AUTHORITY.
NOTES TO THE FINANCIAL STATEMENT
AS AT 31.12.2012

Note 10

Property Plant & Equipment

DESCRIPTION	COST					DEPRECIATION					NET VALUE	
	OPENING BALANCE 01.01.2012	DISPOSALS	ADDITIONS	ADJUSTMENTS	BALANCE 31.12.2012	OPENING BALANCE 01.01.2012	DISPOSALS	CHARGES FOR THE YEAR	ADJUSTMENTS	BALANCE 31.12.2012	BALANCE 31.12.2012	BALANCE 31.12.2011
LAND	54,816,966.30		124,500,000.00	(28,839,000.00)	150,477,966.30	-				-	150,477,966.30	54,816,966
LEASE LAND			110,259,075.00		110,259,075.00	-		11,025,906.00		11,025,906.00	99,233,169.00	
BUILDINGS	278,083,237.54		8,320,536.96	-	286,403,774.50	199,966,743.17		6,519,730.34		206,486,473.51	79,917,300.99	78,116,494
EXPRESSWAYS	-		80,467,493,070.17		80,467,493,070.17	-		4,023,374,653.51		4,023,374,653.51	76,444,118,416.66	-
FURNITURE & OFFICE EQUIP:	108,261,809.98	(2,129,926.25)	26,558,124.01		132,690,007.74	71,762,714.00	(2,054,129.31)	13,496,138.72		83,204,723.41	49,485,284.33	36,499,096
COMPUTERS	85,694,859.87	(279,547.50)	34,792,673.57		120,207,985.94	68,025,293.31	(279,537.49)	15,245,100.30		82,990,856.12	37,217,129.82	17,669,567
ELECTRIC & ELECTRICAL FITTINGS	20,190,380.69	(102,200.00)	5,745,236.08		25,833,416.77	12,879,034.90	(101,831.33)	3,377,749.38		16,154,952.95	9,678,463.82	7,311,346
MOTER VEHICLES	517,420,381.81	(2,443,996.25)	269,192,559.33	(1,300,000.00)	782,868,944.89	431,047,715.30	(2,443,988.25)	78,121,324.91		506,725,051.96	276,143,892.93	86,372,667
PLANT MACHINERY & EQUIP	4,777,330,693.88	(475,805.00)	212,227,877.90		4,989,082,766.78	3,646,278,714.11	(475,801.00)	471,404,279.83	(76,761,079.25)	4,040,446,113.69	948,636,653.09	1,131,051,980
DRAWING & SURVEY EQUIP	18,995,031.67	(1,160.00)	20,500.00		19,014,371.67	18,215,441.46	(1,156.00)	283,113.66		18,497,399.12	516,972.55	779,590
TOOLS & EQUIPMENT	52,746,476.94		4,749,564.31		57,496,041.25	30,130,566.06		5,760,147.39		35,890,713.45	21,605,327.80	22,615,911
COMMUNICATION OUTLAY	11,470,775.46	(54,685.00)	3,002,941.86	(5,600.00)	14,413,432.32	8,820,117.63	(53,676.13)	1,211,734.78		9,978,176.28	4,435,256.04	2,650,658
REFERENCE BOOKS	2,397,572.79		9,996.88		2,407,569.67	2,397,162.79		3,748.83		2,400,911.62	6,658.05	410
BAILY BRIDGES & PARTS	222,741,867.04		-		222,741,867.04	208,740,613.81		7,268,458.86		216,009,072.67	6,732,794.37	14,001,253
BRIDGE EQUIPMENT	172,813,357.13		-		172,813,357.13	172,813,353.13		-		172,813,353.13	4.00	4
PUSH BICYCLE	260,235.00		10,950.00		271,185.00	184,737.83		25,635.00		210,372.83	60,812.17	75,497
MOTER BICYCLES	22,755,724.28	(659,385.00)	58,000.00		22,154,339.28	19,499,780.44	(659,377.00)	3,258,580.86	(3.00)	22,098,981.30	55,357.98	3,255,944
R & D EQUIPMENT	93,225,259.06		403,235.00		93,628,494.06	92,713,818.39		159,948.33		92,873,766.72	754,727.34	511,441
FERRY BOATS	19,188,000.00		-		19,188,000.00	19,187,996.00		-		19,187,996.00	4.00	4
TRAINNING EQUIPEMT	6,676,479.12		-		6,676,479.12	6,676,455.11		-		6,676,455.11	24.01	24
LAB EQUIPMENTS	9,510,140.78		1,935,580.56		11,445,721.34	9,510,140.78		214,242.86		9,724,383.64	1,721,337.70	-
ACROW ITEMS	64,236,000.00		-		64,236,000.00	64,236,000.00		-		64,236,000.00	-	-
MEDICAL INSTRUMENTS	1,469,100.00		2,358,540.00		3,827,640.00			737,786.25		737,786.25	3,089,853.75	1,469,100
MOTOR LAUNCH	95,242,616.51		-		95,242,616.51			19,048,523.30		19,048,523.30	76,194,093.21	95,242,617
OFFICE CONTAINERS			9,769,000.00		9,769,000.00			908,500.00		908,500.00	8,860,500.00	
TOTAL	6,635,526,965.85	(6,146,705.00)	81,281,407,461.63	(30,144,600.00)	87,880,643,122.48	5,083,086,398.22	(6,069,496.51)	4,661,445,303.11	(76,761,082.25)	9,661,701,122.57	78,218,941,999.91	1,552,440,567

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL POSITION

	2012	2011
	(Rs.)	(Rs.)
Note 01 Cash & Bank Balances		
139101 B/C Corp.Branch_ General	3,000,754.42	6,601,251.57
139102 B/C Corp.Branch_ Client	6,551,339.91	90,569,871.60
139103 B/C Corp.Branch_ Ministry	19,059,481.09	7,547,820.77
139104 B/C Corp.Branch_ Treasury	34,473,832.65	1,964,028.55
139105 B/C Corp.Branch_ Recurrent	16,315,602.83	17,402,863.43
139106 B/C Corp.Branch_ Road Wide. & Improvement	304,022.42	325,541.36
139108 B/C Corp.Branch_ Medical Insurance	986,018.16	139,357.93
139110 B/C Corp.Branch_ Hordings	1,731,765.43	8,223,845.62
139111 B/C Corp.Branch_ Loan	593,757.43	173,753.83
139113 JICA Project - Local Funded	-	-
139114 JICA Project - Foreign Funded	12,272.00	-
139115 People's Bank Corporate Branch	97,596.01	-
1392 Cash at Bank _ Region	63,921,196.63	42,147,047.84
1392A Cash at Bank _ Casting Yard	12,444,799.83	9,528,638.24
1392B Cash at Bank _ Asphalt Plant	331,826.35	2,412,211.31
1392C Cash at Bank _ RBCU	-	316,655.80
1392D Cash at Bank _ Medical Insurance	265,892.92	449,216.00
1394 Cash in Transit_ Region	15,943,788.37	65,068,197.18
1394C Cash in Transit -RBCU	701,367.25	-
1396 Petty Cash Imprests	2,762,169.91	688,673.40
171 Fuel Imprest	232,304.01	364,368.40
1398 Stamp Imprest	-	-
1342 Treasury Bill (Repurchase) agreement	576,000,000.00	1,148,500,000.00
	<u>755,729,787.62</u>	<u>1,402,423,342.83</u>

Note 02 Debtors:

13304101/2 Receivable Others	7,676,151.63	11,937,464.57
13304201 Interest Receivable on Treasury Bills	7,912,087.91	1,625,947.80
133043 Insurance Corp.Claims Receivable.	1,656,242.51	-
133044 Rent Receivable	6,032,319.39	3,759,519.65
13305 RMC-Debtors for Stocks	168,830.54	168,830.54
13306103 Ministry of Finance	244,070.97	115,015.71
13306104 Sri Lanka Foreign Employment Bureau	74,322.85	70,480.72
13306107 Ministry of Policy Planning	319,724.66	69,316.66
13306108 Upper Kotmale Hydropower project	125,216.44	101,785.27
13306111 Water Board	-	323,029.53
13306112 Resettlement & Disaster Relief Service	340,698.41	80,131.10
13306113 Transport & Coperative	319,737.33	177,382.95
13306115 Ministry of Parliament Affairs	173,974.62	202,053.82
13306116 Ministry of Local Government & Provincial Council	649,361.38	378,896.22
13306117 Ministry of Irrigation & Water Resource	153,133.25	136,733.43
13306118 Ministry of Culture & Arts	54,018.72	49,000.32
13306119 Ministry of Agriculture	-	1,998.00
13306120 Ministry of Corporative & Internal Trade	45,492.46	-
133071 Overhead Control A/C ADB	1,383,196.32	15,826,703.33
133071 Overhead Control A/C MFAP	530,064.82	3,706,563.22
133071 Overhead Control A/C JAP	521,937.89	2,098,229.21
133071 Overhead Control A/C STDP	895,123.40	7,456,046.43
133071 Overhead Control A/C OCH	670,999.41	10,971,399.03
133071 Overhead Control A/C CKH	-	983,682.27
133071 Overhead Control A/C World Bank Project	4,919,867.86	4,702,192.35
133071 Overhead Control A/C CKE	149,526.10	2,747,264.03
133071 Overhead Control A/C R.P.P. Facility	-	2,225,617.46
133071 Overhead Control NHS Project	5,910.49	2,639,899.92

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL POSITION

	2012	2011
	(Rs.)	(Rs.)
133071 Overhead Control Steel Bridge Project	72,132.45	1,169,811.83
133071 Overhead Control - N R C P	7,545.09	1,243,452.02
133071 Overhead Control - C D B	449,981.80	224,055.30
133071 Overhead Control - C A R E	35,383.20	222,051.46
133071 Overhead Control - OCH 11	52,666.29	301,104.91
133072 Salary Control PMUU	53,053,773.12	-
133081 Amount Receivable H/O	536,789.93	-
133082 Amount Receivable R/O	1,243,063,002.29	4,047,783.45
133091 Other Debtors C.P.C.	127,976.79	127,976.79
133091A Other Debtors C.P.C.- PRDA	2,175,404.00	2,175,404.00
133093 Debtors for Land Relocation	6,833,954.06	8,033,985.40
133094 Bitumen Advance	37,449,217.69	61,768,916.46
133121 Com. of Inland Revenue W.H.T - Interest	547,848.90	547,848.90
133122 Com. of Inland Revenue W.H.T - Income	1,928,672.46	1,928,672.46
133124 C.G.I.R. Notional Tax Credit	45,631,268.74	28,304,908.62
133127 C.G.I.R. E.S.C.	382,423,163.00	354,635,097.00
13313 Commissioner of Election	133,276.32	70,400.35
133151 Debtors Casting Yard (Note 05.1)	2,633,222.80	424,735.99
13316 Unpaid VAT	803,915,726.90	420,327,873.02
13317 Debtors Asphalt Plant (Note 05.2)	1,962,787.22	1,962,787.22
221 CD Debtors for Client's Work	-	2,390,823.45
223202 Commissioner General of Inland revenue V.A.T.	-	83,715,040.95
	<u>2,618,055,802.41</u>	<u>1,046,177,913.12</u>
Note 05.1 Debtors Casting Yard		
133151/2 Debtors Casting Yard	14,759,947.80	424,735.99
Less		
224192 Control Casting Yard	12,126,725.00	-
	<u>2,633,222.80</u>	<u>424,735.99</u>
Note 05.2 Debtors Asphalt Plant		
133171 Debtors Asphalt Plant External	1,962,787.22	1,962,787.22
133172 Debtors Asphalt Plant Internal	1,765,198,825.37	1,003,464,836.95
	<u>1,767,161,612.59</u>	<u>1,005,427,624.17</u>
Less		
22420 Creditors Control Asphalt Plant	1,765,198,825.37	1,003,464,836.95
	<u>1,962,787.22</u>	<u>1,962,787.22</u>
Note 03 Inventories as at 31 December 2012		
13100 Assets stock	514,896.69	270,992.69
13101 OECF Spare Parts Control A/C	32,139,476.53	32,248,398.53
131012 Stationery	18,802,419.07	15,223,778.68
131013/A Inventory Stock	227,673.01	237,410.54
131014 Empty Articles	2,057,914.50	5,663,085.94
131015 Spares	14,394,746.35	6,007,465.57
1310116 Others	104,795,654.68	37,344,668.12
1310117 Direct Materials	302,446,967.92	245,995,246.49
13101185 Rural Bridge Constuction Material Steel	6,145,177.34	4,155,567.39
13101186 Rural Bridge Constuction Material Other Material	113,646.00	147,867.00
13101188 Rural Bridge Constuction Material Fuel Stock	232,088.94	192,678.52
13101189 Rural Bridge Constuction Material Spare Parts	24,610.00	221,880.00
13101189A Rural Bridge Constuction Materials Tools	238,248.93	230,649.88
1310118 Construction Material Rural Bridge	6,753,771.21	4,948,642.79
1310119 Tools	3,847,186.81	-
13101601 Uniform Materials	2,052,475.12	1,058,567.84

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL POSITION

	2012	2011
	(Rs.)	(Rs.)
13101602 Shoes & Sandals	4,027,122.50	1,340,249.00
131017 Tyres	4,422,500.10	5,980,267.08
131018 Stock acquired from RC&DC	-	146,263.00
131019 Material Stock - Casting Yard	3,864,732.20	2,360,539.70
131020 Lubricant Stock	1,436,256.49	2,158,148.98
131021 Material Stock - Asphalt Plant	227,782,798.03	55,327,515.01
131021D Material Stock - Inter Locking Concrete Blocks	4,703,357.53	9,350,799.66
131201 Finished Products/ Goods Casting Yard	9,993,162.12	4,805,591.29
131201D Finished Products Inter Locking	11,315,313.42	21,847,785.68
	<u>755,578,424.28</u>	<u>452,315,416.59</u>

Note 04 Deposits & Advances:

1350111 Purchase Advance- Overhead	1,635,750.32	981,643.27
1350115 Purchase & Other Advance- Rural Bridge Division	276,490.00	262,710.90
1350116 Purchase Advance-Asphalt Plant	31,321,725.71	34,265,235.55
1350117 Purchase Advance-Maintenance	8,356,553.42	10,165,947.93
1350118 Purchase Advance- E O M U	13,907,321.66	-
135012 Purchase Advance Regions	2,094,535.69	1,329,216.82
135012A Purchase & Other Advance - CE's Office Regions	998,279.33	585,766.03
135013 Purchase Advance -Casting Yard	81,050.00	1,700,943.76
13502112 Contract Advance- Payment Unit Head Office	221,168.11	346,058.11
13502115 Contract Advance- Project Unit	379,500.00	5,825,000.00
1350212 Contract Advance-Projects	15,818,224.00	18,391,000.00
135022 Contract Advance-Region	70,532,425.86	68,244,503.35
135022A Contract Advance - CE's Office Regions	1,352,405.33	276,682.20
135023 Contract Advance- Client	7,909,102.33	6,651,624.39
1350511 Survey Advance	2,761,038.52	3,458,502.72
13506 Mobilization Advance (Note 04 A)	9,195,820,968.24	3,425,376,165.11
13506G On Account Payments Client R/O	178,375.11	-
13507 Advance on LC Margin	-	9,771,154.53
13509 RMCC's Deposit kept in Investments with Bank	180,000.00	730,000.00
1351011 Deposits Fuel Head Office	-	1,025,000.00
135102 Deposits- Services	5,386,430.00	1,050,430.00
135103 Deposits- Rent-RDA	17,069,000.00	10,550,500.00
135105 Deposit Others Regional	620,000.00	300,000.00
135106 Deposits Asphalt Plant	113,000.00	404,000.00
13512 On A/C Payments - Projects	137,888,938.76	273,997,755.73
13514 On A/C Payments - JICA Project	45,892,104.00	14,636,949.36
13517 On A/C Payments Payment Unit	34,919,152.65	-
	<u>9,595,713,539.04</u>	<u>3,890,326,789.76</u>

Note 04 A Mobilization Advance

13506012 Mobilization Advance Road Widening & Improvement	783,192,892.72	733,533,405.54
13506011 Mobilization Advance Maldives Project	247,004,525.63	-
1350606 Mobilization Advance - Harbour Development	112,497,768.66	580,048,315.36
1350607 Mobilization Advance - Dayata Kirula	696,830,230.46	1,004,983,835.84
1350608 Mobilization Advance - JICA Project	335,742,033.27	14,383,825.30
13506A Mobilization Advance - Regions	105,604,491.08	130,663,688.94
13506C Mobilization Advance - Clients - Regions	236,560,647.84	622,297,112.44
13506D Mobilization Advance - Asphalt Plant	50,840,092.02	3,135,355.27
13506013 Mobilization Advance RWI - Loans	6,555,603,388.21	274,054,448.42
13506E Mobilization Advance - R B C U	765,534.39	-
13506F Mobilization Advance - Payment Unit	71,179,363.96	62,276,178.00
	<u>9,195,820,968.24</u>	<u>3,425,376,165.11</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL POSITION

		2012	2011
		(Rs.)	(Rs.)
Note 05	Current Account - Maganaguma Road Construction & Equipment Co (Pvt) Ltd		
14204	Debtors for Assets & Consu.trans	63,276,544.87	63,276,544.87
14206	Hire of Plant & Machinery	513,668,607.74	655,037,481.59
14207	Work Bills	70,738,302.54	68,285,103.68
14209	Mobilization Advance	572,913,712.13	910,275,850.21
		<u>1,220,597,167.28</u>	<u>1,696,874,980.35</u>
Note 06	Current Account Maganaguma Consultancy & Project Management Services Co (Pvt) Ltd		
14306	Hire of Plant & Machinery	-	76,101.82
14309	Mob. Advance	12,879,479.04	16,369,732.02
		<u>12,879,479.04</u>	<u>16,445,833.84</u>
Note 07	Other Current Assets:		
1361	Staff Loans	302,155,912.90	361,920,882.60
136201	Salary Advance	879,800.00	1,131,716.66
136203	Overtime Advance	10,000.00	-
136204	Festival Advances	10,849,372.89	11,307,718.60
136207	Book Advance	896,243.12	1,603,547.11
136208	Other Advance	-	69,000.00
136209	Regional Staff Advances	2,822,614.68	7,969,307.00
136211	3 Months Flood Relief Advance	2,499,707.92	7,604,026.21
1364	Staff Debtors H/O	2,504,217.17	1,774,484.39
1365	Shortages of Consumable Stock	3,446,727.89	3,446,727.89
22371	Unpaid Salaries	-	76,122.30
224012	Other Sundry Recovery from Staff	-	169,404.33
		<u>326,064,596.57</u>	<u>397,072,937.09</u>
Note 08	Investments in Equity (at cost):		
11B1	Housing & Development Finance Corporation. (Note 08 .1)	6,072,000.00	200,000.00
12003	Maganaguma Emulsion Production Co (Pvt) Ltd	1,000,000.00	1,000,000.00
12005	Maganaguma Consultancy & Project Management Services Co (Pvt) Ltd	1,000,000.00	1,000,000.00
		<u>8,072,000.00</u>	<u>2,200,000.00</u>
Note 08.1			
	Number of shares	120,000	
	Market Value per Share (Rs)	50.60	
		<u>6,072,000.00</u>	<u>-</u>
1343	Administrative Borrowings Account in the Treasury	-	14,167,985.06
1344	State Mortgage & Investment Bank	65,168,768.80	18,550,998.98
		<u>65,168,768.80</u>	<u>32,718,984.04</u>
Note 11	Intangible Assets		
11A1	Computer Software Cost	2,175,720.00	-
11A2	Computer Software Acc.Depreciation	(1,386,720.00)	-
		<u>789,000.00</u>	<u>-</u>
Note 12	Deferred Expenses of Local Bank Loans		
184A	Commercial Bank	1,093,469,538.55	179,710,663.70
184B	Peoples Bank	1,337,443,732.44	-
184C	Bank of Ceylon	740,958,462.44	-
		<u>3,171,871,733.43</u>	<u>179,710,663.70</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL POSITION

		2012 (Rs.)	2011 (Rs.)
Note 13 Retention Payable & Deposits			
221CD	Client Deposits	660,854,156.71	1,520,337,699.96
221SD	Security Deposits	955,693.81	2,362,418.34
221RD	Refundable Deposits	109,639,754.24	94,275,122.10
221 RM	Retention Money	3,607,719,406.71	2,210,921,526.22
221DLD	Deposits - Liquidated Damages	484,793,709.66	400,608,597.95
221PSD	Performance Security Deposits	660,423.78	350,326.50
		<u>4,868,656,504.91</u>	<u>4,232,889,051.07</u>
Note 14 Payable to Contractors			
2221	Project Contractors	7,544,653,452.48	4,080,996,738.08
2222	Other Contractors	2,441,664,273.43	1,442,538,002.49
		<u>9,986,317,725.91</u>	<u>5,523,534,740.57</u>
Unamortized Grants			
221RW	Special Funds RWI	-	3,525,359,436.06
221JI	Special Fund - JICA Project	-	32,602,448.12
		<u>-</u>	<u>4,285,684,223.93</u>
		<u>-</u>	<u>4,285,684,223.93</u>
Note 15 Payable Maganeguma Emulsion Company			
220A1022	On Account Payments	35,429,052.56	27,484,511.25
		<u>35,429,052.56</u>	<u>27,484,511.25</u>
Note 16 Payable Maganeguma Road Construction & Equipment Company			
220A2012	Work Bills	-	20,695,712.00
220A2022	On Account Payments	28,361,736.15	-
		<u>28,361,736.15</u>	<u>20,695,712.00</u>
Note 17 Payable Maganeguma Consultancy & Project Management Company			
220A3012	Work Bills	11,542,517.11	106,908,838.01
220A3022	On Account Payments	157,329,735.47	-
		<u>168,872,252.58</u>	<u>106,908,838.01</u>
Note 18 Accrued Expenses			
2231	Administration overhead	100,135,979.87	63,605,027.32
223302	Commissioner General of Inland Revenue V.A.T	28,064,004.43	-
223303	Commissioner of Inland Revenue E.S.C	63,191,586.00	60,000,000.00
223304	Commissioner General of Inland Revenue Payee	93,123.16	163.65
223307	Differed Output Tax	58,976,083.08	78,710,961.07
2233512	C G I R - NBT	40,143,172.00	86,298,075.00
2233511	Commiss.of Inland Revenue C.I.G.F.L	24,782,545.75	130,851.07
2233510	Commissioner General of Inland Revenue Stamp Duty	3,595.00	229,470.00
2234	Employees' Provident Fund 8%	13,105,734.74	19,518,401.22
2235	Employees' Provident Fund 12%	20,832,252.63	29,287,896.73
2236	Employers' Trust Fund 3%	5,061,114.75	7,298,003.86
22374	Incentive Bonus	2,879,996.00	2,624,062.50
22375	Medical Leave Encashment payable	136,361,826.57	125,982,902.56
22410	Audit Fees	5,301,878.40	3,781,344.00
22371	Unpaid Salaries	-	-
		<u>498,932,892.38</u>	<u>477,467,158.98</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL POSITION

		2012 (Rs.)	2011 (Rs.)
Note 19	Creditors & Others		
223201/02	Creditors for Materiel Supplies	646,763,647.08	344,546,799.05
223203	Creditors for Materiel Supplies Asphalt Plant	349,683,392.00	219,937,849.00
223203A	Creditors for Other Supply Asphalt Plant	370,183,201.49	97,525,702.27
223204	Creditors for Materiel Supplies Inter Locking	1,782,989.59	862,285.64
224011	Other Sundry Recoveries from Staff Head Office	903,313.72	
224012	Other Sundry Recoveries from Staff Regional	691,689.34	
22401	Other Sundry Recoveries from Staff	1,595,003.06	4,127,139.25
22403	Salary Control Account	38,222.00	76,268.37
22404	Direct Labour Salaries Control Account	56,020.86	15,484.02
224063	Creditors on Fixed Assets	4,900,892.00	-
2240702	Advance Received on Rent	8,066,708.76	11,103,024.30
2240703	Other Creditors Regional	-	3,374,467.79
2240704	Other Creditors Project	11,367,054.20	28,628,883.40
2240705	Other Creditors CPC	70,564,302.50	96,184,883.00
2240708	Employee Deduct. for Welfare Fund	1,863,012.34	-
136207	Staff Creditors	-	8,269.60
22432	Provision for RMC Stock.	168,831.00	-
22433	Provision for Plant & Machinery.	261,893,605.00	-
22434	Provision for Legal Claims	600,000.00	-
22435	Provision for Impa. of Mobilization Advance	18,347,233.00	-
		<u>1,907,978,943.18</u>	<u>873,084,518.50</u>
Note 20	Loans Excuted from Banks		
221U01	Commercial Bank	1,057,440,030.28	431,201,850.00
221U02	Bank of Ceylon	4,505,678,673.68	
221U03	Peoples Bank	3,369,334,721.56	
		<u>8,932,453,425.52</u>	<u>431,201,850.00</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2012

		2012 (Rs.)	2011 (Rs.)
Note 21 Voted Funds Received for Maintenance Works			
411	Funds Received Ministry Fund	9,945,947,167.23	7,236,332,978.77
412	Funds Received Trust Fund	4,686,882,523.45	7,824,849,648.06
413	Funds Received RWI Fund	13,254,790,030.17	11,638,091,123.49
		27,887,619,720.85	26,699,273,750.32
Note 22 Funds Received for JICA project			
413	Funds Received JICA project	1,189,152,050.13	12,397,551.14
		1,189,152,050.13	12,397,551.14
Note 23 Client Works			
412	Value of Work Done Clients	3,153,959,940.45	1,098,380,233.04
62	Development Expenditure - Client	3,134,923,258.07	965,900,934.50
69	Overhead for Client's Work	32,961,584.51	41,991,141.28
	(Deficit) /Surplus from Clients Works	(13,924,902.13)	90,488,157.26
Note 24 Expressway Income Southern			
4901	User Fees	907,039,866.06	74,940,383.94
4902	Road Damages Expressway	21,347,981.31	
		928,387,847.37	74,940,383.94
	Expenses	206,527,216.07	40,924,734.39
		721,860,631.30	34,015,649.55
Note 25 Fees for Services			
4301/9304	Fees for Soil Test	99,296,869.56	86,351,964.39
4302	Consultancy Fees	2,822,071.93	3,528,539.16
4303	Charges for Supervision	31,886,250.85	45,449,233.30
4305	Road Reinstatement Fees	64,389,922.83	57,345,861.60
4306	Miscellaneous Services	141,071.43	170,762.51
4308	Design Fees	6,773,482.24	-
		205,309,668.84	192,846,360.96
Note 25.1			
4301	Fees for Soil Test	99,310,700.56	86,351,964.39
5119	Testing Expenses	13,831.00	-
		99,296,869.56	86,351,964.39
Note 25.2			
4303	Supervision Charges	77,901,218.48	45,449,233.30
5119A	Supervision Expenses	5,266,102.50	-
6912	Overhead's for Supervision Charges	40,748,865.13	
		31,886,250.85	45,449,233.30
Note 25.3			
4308	Design Fees	22,016,071.43	-
5118	Design Fees Expenditure	15,242,589.19	-
		6,773,482.24	-
Note 26 Hire Charges & Rent			
45011	Hire of Plant & Machinery	69,000,923.29	74,864,016.57
45013	Hire Chargs Others	2,022,836.91	1,543,238.41
4503	Rental on Hoardings	48,022,403.67	44,562,102.55
4504	Rent Quarters	8,268,321.48	8,595,127.59
4505	Circuit Bungalow	1,127,539.76	1,159,546.65
4506	Lease Rent- Land	5,627,551.01	2,483,928.57
4515	Banner Charges	2,324,191.60	1,346,304.25
4509	Lottery outlet Charges	77,202.15	151,014.46
4510	Lease Rent - Gantries	28,778,267.87	20,956,846.40
4514	Rental on Subway	2,670,688.28	3,583,123.31
4512	Rental TV Cable Network	33,139,840.35	25,127,823.57
4513	Rental Telephone Booth	6,581.63	549,847.37
		201,066,348.00	184,922,919.70

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2012

	2012	2011
	(Rs.)	(Rs.)
Note 27 Interest		
44011/44012 Interest on Temporary Surplus Money	173,263,601.24	95,899,226.92
44014 Interest on Others		811,740.73
4402 Interest on Staff Loans	15,313,797.19	15,163,404.71
	<u>188,577,398.43</u>	<u>111,874,372.36</u>
Note 28 Other Income		
4801 Sale of Document	1,767,037.93	2,830,155.81
4802 Sale of Condemned Articles	33,932,221.90	20,637,672.10
4803 Non Refundable Tender Deposit	7,756,364.84	10,972,565.12
4806 Recovery for Damages	7,819,813.34	7,351,250.09
4807 Donation Received	-	214,500.00
4808 Profit on Disposal of Assets (Note 28 A)	46,938,314.54	9,017,314.25
4810 Surcharges	732,546.66	232,743.89
4811 Sale of Empty Tar Barrels	361,528.18	762,654.17
4812 Miscellaneous Income	11,577,470.30	23,653,438.15
4813 Liquidated Damages	1,042,856.82	-
4814 Deposits Written Back	27,233,042.05	52,126.94
4817 Sale of Steel	-	416,567.00
4818 Licence Fee for Building Limit	927,790.27	732,274.41
4820 Recovery of Performance Bond	638,123.56	450,978.80
4821 Recovery of Overhead for Client RDM	3,218,141.08	-
	<u>143,945,251.47</u>	<u>77,324,240.73</u>
Note 28 A Profit on Disposal of Assets		
Sale Proceeds	47,015,522.77	9,108,135.12
Less : Surplus Excessly Accounted in 2010/2009	-	(35,227.76)
Written Down Value	(77,208.23)	(55,593.11)
	<u>46,938,314.54</u>	<u>9,017,314.25</u>
Note 29 Overhead Recoveries		
421 Overhead Recoveries F A Projects	24,929,738.39	15,935,520.94
422 Overhead Recoveries -Salaries	-	1,211.50
426 25% overhead Recovery from Bitumen Consume	-	693,053.87
	<u>24,929,738.39</u>	<u>16,629,786.31</u>
Note 30 Income from casting Yard		
4A Sales	3,479,786.71	5,495,328.59
Less		
70 Cost of Sales	2,899,822.26	4,579,440.49
	<u>579,964.45</u>	<u>915,888.10</u>
Note 31 Income from Asphalt Plant		
4C Sales	-	1,752,488.59
Less		
73 Cost of Sales	-	1,488,088.05
Surplus from Asphalt Plant	-	264,400.54
Note 32 Deferred Income Transferred		
4021 Deferred Income Writtenoff Domestic Fund	38,323,755.02	35,564,377.36
4021A Deferred Income Writtenoff Capital Grant	9,230,720.00	-
4022 Deferred Income Writtenoff Projects	4,091,587,531.17	23,983,664.73
4023 Deferred Income Writtenoff Foreign Grants	-	1,061,756.74
4024 Deferred Income Writtenoff Local Organization	504,400,761.66	504,473,534.36
4025 Deferred Income Writtenoff Interlocking	2,011,859.05	2,042,857.09
4026 Deferred Income Writtenoff Internal Funds	655,152.41	-
4027 Deferred Income Writtenoff Ministry of Finance	25,591,666.67	-
	<u>4,671,801,445.98</u>	<u>567,126,190.28</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2012

		2012	2011
		(Rs.)	(Rs.)
Note 33 Development & Maintenance Expenditure			
61	Development Expenditure Ministry Fund	8,838,126,534.57	7,236,332,978.77
65	Development Expenditure Trust Fund	4,690,262,333.30	7,824,849,648.06
63	Development Expenditure Road Widening & Improvement Project	14,730,898,807.28	11,638,091,123.49
637	Development Expenditure Maldives Project	344,710,464.69	-
638	Development Expenditure Interest on Loans	249,012,802.29	-
		28,853,010,942.13	26,699,273,750.32
Note 34 Development & Maintenance Expenditure JICA			
634	Development Expenditure JICA Project	815,505,534.67	12,397,551.14
		815,505,534.67	12,397,551.14
Note 35 Personal Emoluments			
5101	Salaries & Wages	1,973,850,289.59	1,477,728,929.06
5102	EPF & ETF	313,899,080.35	189,721,104.80
51023	Gratuity	(169,445,707.89)	175,109,054.77
51025	Compensation	383,446.94	3,053,610.90
51032	Overtime & Holiday Pay	188,861,360.82	128,347,406.66
5104	Incentive Bonus & Medical leave encashment	166,548,978.72	139,063,192.09
		2,474,097,448.53	2,113,023,298.28
Note 36 Supplies & Consumables Used			
512	Stationery & Office Requisite	42,883,456.00	49,433,257.25
		42,883,456.00	49,433,257.25
Note 37 Other Administrative Expenses			
51052	Medical Insurance	11,324,665.34	9,767,428.67
5106	Traveling & Transport	133,284,027.38	99,854,499.11
5107	Human Resource Development	10,965,350.83	7,600,974.90
511	Fees & Other Allowances	9,428,370.58	6,432,762.69
515	Communication	24,047,171.57	20,708,743.96
5161	Rent , Rates & Taxes	103,884,449.74	94,705,275.38
51701	Utilities & Others	90,535,057.68	64,622,144.95
513	Fuel & Lubricant	105,259,870.47	77,192,448.67
514	License Insurance Vehicles	17,258,083.34	20,941,046.48
5185	Repairs & Maintenance of Passenger Vehicles	83,869,562.32	67,476,302.93
5181-88	Repairs & Maintenance Others	37,588,132.21	15,996,586.37
519	Audit Fees	1,520,534.40	1,530,176.00
		628,965,275.86	486,828,390.11
Note 38 Other operating Expenses			
521	Bank Charges	2,304,381.43	1,748,501.32
5232	V.A.T.Adjustment	10,356.76	89,090.10
5233	Debit Tax	-	8,358,144.28
5235	Stamp Fees	791,020.00	-
5237	ESC Written-off	25,672,268.00	45,018,007.00
5238	Nation Building Tax	127,624,596.00	175,770,033.00
5241	Ceremonial Charges	25,000.00	6,875.00
5262	Provision for Other Debtors Written Off	483,066.06	3,767,743.31
5265	Provision for Legal Claims	75,000.00	-
5266	Provision for Impairment of Mobilization advance	(7,421,891.00)	-
5267	Provision for Non Moving Assets	(108,922.00)	-
		149,454,875.25	234,758,394.01
Note 39 Income from Inter Locking Concrete Blocks			
4D	Sales	17,974,701.09	64,365,699.59
	Less		
72D	Cost of Sales	35,899,476.81	77,346,780.71
		17,924,775.72	12,981,081.12

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31ST DECEMBER 2012

		2012	2011
		(Rs.)	(Rs.)
Note 40 Depreciation & Amortization Expenses			
53	Depreciation	637,581,529.35	609,811,228.72
54	Amotrization	4,025,842,834.51	
		4,663,424,363.86	609,811,228.72
Note 41 Finance Costs			
522	Interest on Others	229,430.95	
5226	Interest on Lease Land	3,263,333.00	
		3,492,763.95	-
Note 42 Income Tax Expenses			
55	Income Tax & S R L	31,533,975.00	11,612,374.00
		31,533,975.00	11,612,374.00
Note 43 Accumulated (Deficit)			
3522	Accumulated (Deficit) brought forward	(5,439,780,571.13)	(5,042,964,083.01)
	Adoption of SLPSAS	(2,186,928,114.79)	-
		(7,626,708,685.92)	(5,042,964,083.01)

ROAD DEVELOPMENT AUTHORITY

STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER				
	Note	2012 IFRS	2012 SLPSAS	Transition
ASSETS				
Non-Current Assets				
Property, Plant & Equipment	3	1,291,830,771	77,996,708,831	76,704,878,060
Leasehold Land (Right-To-Use Land)	4	99,233,167	99,233,169	2
Investment Properties	5	123,000,000	123,000,000	-
Intangible Assets	6	789,000	789,000	-
Available-for-Sale (AFS) Financial Assets	7	6,072,000	8,072,000	2,000,000
Other Assets	8	67,168,769	-	(67,168,769)
Work in Progress on Buildings		-	1,133,960	1,133,960
Total Non-Current Assets		1,588,093,707	78,228,936,960	76,640,843,253
Current Assets				
Inventories	9	723,451,200	755,578,424	32,127,224
Trade and Other Receivables	10	3,141,794,667	2,618,055,802	(523,738,865)
Other Investments		-	641,168,769	641,168,769
Amounts to be Claimed for Road Development & Maintenance Projects	11	11,520,963,892	65,200,128	(11,455,763,764)
Deferred Expenses of Local Bank Loans	9	-	3,171,871,733	3,171,871,733
Deposits and Advances	12	487,394,507	415,006,193	(72,388,314)
Prepaid Expenses		15,113,622	-	(15,113,622)
Mobilization Advances	13	9,763,266,927	9,195,820,968	(567,445,959)
C/A Maganaguma Road Construction & Equipment Co (Pvt) Ltd		-	1,220,597,167.28	1,220,597,167
C/A Maganaguma Consultancy & Project Management Services Co (Pvt) Ltd		-	12,879,479.04	12,879,479
Employee Loans	14	326,064,597	326,064,597	-
Cash and Cash Equivalents	15	763,641,876	179,729,788	(583,912,088)
Total Current Assets		26,741,691,288	18,601,973,049	(8,139,718,237)
TOTAL ASSETS		28,329,784,995	96,830,910,009	68,501,125,016
EQUITY & LIABILITIES				
Equity				
Paid Up Capital	16	1,000,000	1,000,000	-
Revaluation Reserve		2,593,477	2,593,477	-
Available-for-Sale Financial Assets Reserve		5,872,000	5,872,000	-
Retained Earnings (at debit)		(3,967,138,429)	(8,205,672,241)	(4,238,533,812)
Total Equity		(3,957,672,952)	(8,196,206,764)	(4,238,533,812)
Non-Current Liabilities				
Interest Bearing Borrowings	17	8,932,453,426	8,932,453,426	(0)
Deferred Revenue	18	122,604,341	-	(122,604,341)
Government Grants	20	992,737,352	77,551,667,205	76,558,929,853
Retirement Benefits Obligation	19	1,040,654,130	1,040,654,130	0
Recoveries for Motor Bicycle Transferred to employee		-	7,792,905	7,792,905
Total Non-Current Liabilities		11,088,449,250	87,532,567,666	76,444,118,418
Current Liabilities				
Voted Funds Tied up with Contract Advances and Inventories	21	4,045,358,218	-	(4,045,358,218)
Liability to Make Lease Payments - Settlements Fall Due Within One Year	22	42,220,211	-	(42,220,211)
Trade Payables	23	11,656,594,492	9,986,317,726	(1,670,276,766)
Other Payables	24	686,717,066	1,907,978,943	1,221,261,877
Advance Payments - Clients Contract	25	657,841,178	660,854,157	3,012,979
Deposits		-	600,082,942	600,082,942
Payable Maganaguma Emulsion Production Company		-	35,429,053	35,429,053
Payable Maganaguma Road Constuaction & Equipment Company		-	28,361,736	28,361,736
Payable Maganaguma Consultancy & Project Management Company		-	168,872,253	168,872,253
Retention Payables		3,607,719,406	3,607,719,406	-
Provisions and Accrued Expenses	26	502,558,126	498,932,892	(3,625,234)
Total Current Liabilities		21,199,008,697	17,494,549,107	(3,704,459,590)
TOTAL EQUITY & LIABILITIES		28,329,784,995	96,830,910,009	68,501,125,016

ROAD DEVELOPMENT AUTHORITY
Reconciliation of 2012 IFRS Notes & 2012 SLPSAS Notes of Statement of Financial Position

	2012 IFRS	2012 SLPSAS	Transition
Note 03			
Property, Plant & Equipment	1,291,830,771.00	77,996,708,830.91	76,704,878,060
Accounting of Expressway as per SLPSAS			76,444,118,416.66
Provision for Impairment Machinery		261,893,605.00	
Work In Progress		(1,133,960.00)	260,759,645.00
			76,704,878,061.66

	2012 IFRS	2012 SLPSAS	Transition
Note 07			
Available-for-Sale (AFS) Financial Assets	6,072,000.00	8,072,000.00	2,000,000
Maganaguma Emulsion Production Co (Pvt) Ltd			1,000,000.00
Maganaguma Consultancy & Project Management Services Co (Pvt) Ltd			1,000,000.00
			2,000,000.00

	2012 IFRS	2012 SLPSAS	Transition
Note 08			
Other Assets	67,168,769.00	-	(67,168,769)
Maganaguma Emulsion Production Co (Pvt) Ltd			(1,000,000.00)
Maganaguma Consultancy & Project Management Services Co (Pvt) Ltd			(1,000,000.00)
State Mortgage & Investment Bank			(65,168,768.80)
			(67,168,768.80)

	2012 IFRS	2012 SLPSAS	Transition
Work in Progress on Buildings	-	1,133,960.49	1,133,960
This amount has been deduct from IFRS Note No 3			

	2012 IFRS	2012 SLPSAS	Transition
Note 09			
Inventories	723,451,200.00	755,578,424.28	32,127,224
Provision for Impa. of Non Moving Invent.			32,139,477.00
Stationery Stock			(12,251.72)
			32,127,225.28

	2012 IFRS	2012 SLPSAS	Transition
Note 10			
Trade and Other Receivables	3,141,794,667.00	2,618,055,802.41	(523,738,865)
Rent Receivable			
Hire of Plant & Machinery - M'neguma Road Construction		(513,668,607.74)	
Debtors for Assets & Consu.trans		(63,276,544.87)	
Provision for RMC Stock.		168,831.00	
Receivable Others		7,676,151.63	
Bitumen Advance		37,449,217.69	
Interest Receivable on Treasury Bills		7,912,087.91	(523,738,864.38)

	2012 IFRS	2012 SLPSAS	Transition
Note 10			
Other Investments		641,168,768.80	641,168,769
Treasury Bill (Repurchase) agreement			576,000,000.00
State Mortgage & Investment Bank			65,168,768.80
			641,168,768.80

	2012 IFRS	2012 SLPSAS	Transition
Note 09 & 11			
Amounts to be Claimed for Road Development & Maintenance Projects	11,520,963,892.00	65,200,128.15	(11,455,763,764)
Deferred Expenses of Local Bank Loans		3,171,871,733.43	3,171,871,733
		3,237,071,861.58	(8,283,892,030)
Reversal of Fund Receivable			(8,283,892,030)

ROAD DEVELOPMENT AUTHORITY
Reconciliation of 2012 IFRS Notes & 2012 SLPSAS Notes of Statement of Financial Position

Note 12	2012 IFRS	2012 SLPSAS	Transition
Deposits and Advances	487,394,507.00	415,006,192.67	(72,388,314.33)
Prepaid Expenses	15,113,622.00	-	(15,113,622.00)
	502,508,129.00	415,006,192.67	(87,501,936.33)
Receivable Others			(7,676,151.63)
Bitumen Advance			(37,449,217.69)
Work Bills			(70,738,302.54)
On Account Payments			28,361,736.15
			(87,501,935.71)

Note 13	2012 IFRS	2012 SLPSAS	Transition
Mobilization Advances	9,763,266,927.00	9,195,820,968.24	(567,445,958.76)
Mobilization Advance			(572,913,712.13)
Mob. Advance			(12,879,479.04)
Provision for Impa. of Mobilization Advance			18,347,233.00
			(567,445,958.17)

	2012 IFRS	2012 SLPSAS	Transition
C/A Maganaguma Road Construction & Equipment Co (Pvt) Ltd		1,220,597,167.28	1,220,597,167
C/A Maganaguma Consultancy & Project Management Services Co (Pvt) Ltd		12,879,479.04	12,879,479.04
		1,233,476,646.32	1,233,476,646.32
C/A Maganaguma Road Construction & Equipment Co (Pvt) Ltd			
Debtors for Assets & Consu.trans		63,276,544.87	
Hire of Plant & Machinery		513,668,607.74	
Work Bills		70,738,302.54	
Mobilization Advance		572,913,712.13	1,220,597,167.28
C/A Maganaguma Consultancy & Project Management Services Co (Pvt) Ltd			
Mob. Advance		12,879,479.04	12,879,479.04
			1,233,476,646.32

Note 15	2012 IFRS	2012 SLPSAS	Transition
Cash and Cash Equivalents	763,641,876.00	179,729,787.62	(583,912,088)
Treasury Bill (Repurchase) agreement			(576,000,000.00)
Interest Receivable on Treasury Bills			(7,912,087.91)
			(583,912,087.91)

Note 18 & 20	2012 IFRS	2012 SLPSAS	Transition
Deferred Revenue	122,604,341.00	-	(122,604,341.00)
Government Grants	992,737,352.00	77,551,667,204.83	76,558,929,852.83
Recoveries for Motor Bicycle Transferred to employee		7,792,905.20	7,792,905.20
	1,115,341,693.00	77,559,460,110.03	76,444,118,417.03
Deferred Revenue Expressways			76,444,118,416.46

Note 21	2012 IFRS	2012 SLPSAS	Transition
Voted Funds Tied up with Contract Advances and Inventories	4,045,358,218.00	-	(4,045,358,218)
This amount treated as Revenue in the Statement of Financial Performance of 2012			

ROAD DEVELOPMENT AUTHORITY
Reconciliation of 2012 IFRS Notes & 2012 SLPSAS Notes of Statement of Financial Position

Note 23	2012 IFRS	2012 SLPSAS	Transition
Trade Payables	11,656,594,492.00	9,986,317,725.91	(1,670,276,766)
Creditors for Materiel Supplies		(646,763,647.08)	
Creditors for Materiel Supplies Asphalt Plant		(349,683,392.00)	
Creditors for Other Supply Asphalt Plant		(370,183,201.49)	
Creditors for Materiel Supplies Inter Locking		(1,782,989.59)	
Other Creditors Project		(11,367,054.20)	
Other Creditors CPC		(70,564,302.50)	
Creditors for Direct Labour works		(10,898,026.95)	
Suppliers' Control Account		(468,804.30)	
Creditors Control Inter Locking Concrete Blocks		(4,264,043.08)	(1,465,975,461.19)
On Account Payments Maganeguma Emulsion Company		(35,429,052.56)	
Work Bills Maganeguma Consultancy & Project Management Company		(11,542,517.11)	
On Account Payments Maganeguma Consultancy & Project Management Company		(157,329,735.47)	(204,301,305.14)
			(1,670,276,766.33)

Note 22 ,24 & 25	2012 IFRS	2012 SLPSAS	Transition
Other Payables	686,717,066.00	1,907,978,943.18	1,221,261,877
Advance Payments - Clients Contract	657,841,178.00	660,854,156.71	3,012,979
Deposits	-	600,082,941.49	600,082,941
Retention Payables	3,607,719,406.00	3,607,719,406.71	1
Liability to Make Lease Payments - Settlements Fall Due Within One Year	42,220,211.00		(42,220,211)
	4,994,497,861.00	6,776,635,448.09	1,782,137,587
Creditors for Materiel Supplies		646,763,647.08	
Creditors for Materiel Supplies Asphalt Plant		349,683,392.00	
Creditors for Other Supply Asphalt Plant		370,183,201.49	
Creditors for Materiel Supplies Inter Locking		1,782,989.59	
Other Creditors Project		11,367,054.20	
Other Creditors CPC		70,564,302.50	
Creditors for Direct Labour works		10,898,026.95	
Suppliers' Control Account		468,804.30	
Creditors Control Inter Locking Concrete Blocks		4,264,043.08	1,465,975,461.19
Provision for Impa. of Non Moving Invent.		32,139,477.00	
Provision for RMC Stock.		168,831.00	
Provision for Plant & Machinery.		261,893,605.00	
Provision for Legal Claims		600,000.00	
Provision for Impa. of Mobilization Advance		18,347,233.00	313,149,146.00
Advance Payments - Clients Contract			3,012,979.90
This has been corrected in 2013			1,782,137,587.09

Note 26	2012 IFRS	2012 SLPSAS	Transition
Provisions and Accrued Expenses	502,558,126.00	498,932,892.38	(3,625,234)
Medical Leave Encashment payable	139,387,060.00	136,361,826.57	(3,025,233.43)
This has been corrected in 2013			(600,000.00)
Provision for Legal Claims	600,000.00	-	(3,625,233.43)

ROAD DEVELOPMENT AUTHORITY
Reconciliation of 2012 IFRS Notes & 2012 SLPSAS Notes of Statement of Financial Performance

	2012 IFRS	2012 SLPSAS	Transition
Note 27			
Voted Funds -	32,660,677,547	32,676,771,771	16,094,224
Work done of Ministry Fund	8,838,126,535	8,838,126,535	-
Closing Fund Balance Ministry		1,107,820,633	1,107,820,633
Work done of Trust Fund	4,686,882,523	4,686,882,523	-
Work done of RWI Fund	10,690,898,960	10,690,898,960	-
Closing Fund Balance RWI		2,563,891,070	2,563,891,070
Work done of JICA	815,505,535	815,505,535	-
Closing Fund Balance JICA		373,646,515	373,646,515
Voted Funds Recurrent	-	3,600,000,000	3,600,000,000
Local Bank Expenses	2,992,161,070		(2,992,161,070)
Amount Receivable Treasury	4,637,102,924		(4,637,102,924)
	32,660,677,547	32,676,771,771	16,094,224
Total of Fund Closing Balances		4,045,358,218	
Voted Funds Recurrent	-	3,600,000,000	7,645,358,218
Local Bank Expenses		(2,992,161,070)	
Amount Receivable Treasury		(4,637,102,924)	(7,629,263,993)
			16,094,224
Note 28			
Road Developments and Maintenance Expenses	32,660,677,547	29,668,516,477	2,992,161,070
Local Bank Expenses Accounted as Deferred Expenses			2,992,161,070
Note 29 & Note 30			
Revenue	1,698,700,349	1,671,467,308	(27,233,041)
Direct Expenses	(557,155,561)	(557,155,561)	-
Gross Profit	1,141,544,788	1,114,311,747	(27,233,041)
Client	302,665,097	3,153,959,940	2,851,294,843
	(256,395,373)	(3,167,884,843)	(2,911,489,470)
Fees for Services	266,581,057		(266,581,057)
	(94,232,972)	205,309,669	299,542,641
Hiring Income	201,066,348	201,066,348	-
Expressway Income	928,387,847		(928,387,847)
	(206,527,216)	721,860,631	928,387,847
	1,141,544,788	1,114,311,746	(27,233,042)
Deposits written back added to Client in IFRS account			(27,233,042)
Note 31			
Other Operating Income	772,723,930	4,841,256,400	4,068,532,470
Overhead Recoveries	24,929,738	24,929,738	-
Others	116,712,210	143,945,251	27,233,041
Profit from Casting Yard	579,964	579,964	-
Loss from Interlocking Concrete Blocks	(17,924,776)	-	17,924,776
Amortization of Deferred Revenue	648,426,793	4,671,801,446	4,023,374,653
	772,723,929	4,841,256,400	4,068,532,471
Amortization of Expressways			4,023,374,653
Deposits written Back			27,233,041
Loss from Interlocking Concrete Blocks			17,924,776
			4,068,532,470
Note 32 & Note 33			
Administrative Expenses	3,938,463,748	7,958,825,420	4,020,361,672
Interest Expenses	3,492,764	3,492,764	-
Direct labour Expenses	1,719,587,460	1,719,587,460	-
Loss from Interlocking Concrete Blocks	-	17,924,776	17,924,776
	5,661,543,972	9,699,830,419	4,038,286,447
Amortization of Expressways			4,023,374,653
Loss from Interlocking Concrete Blocks			17,924,776
Medical Leave Encashment			(3,025,234)
Stationery Stock			12,252
			4,038,286,447

ROAD DEVELOPMENT AUTHORITY**STATEMENT OF COMPREHENSIVE INCOME FOR THE YEAR ENDED 31 DECEMBER**

	Note	2012 IFRS	2012 SLPSAS	Transition
UTILIZATION OF VOTED FUNDS FOR ROAD DEVELOPMENTS AND MAINTAINENCE PROJECTS				
Voted Funds	27	32,660,677,547	32,676,771,771	16,094,224
Road Developments and Maintainence Expenses	28	(32,660,677,547)	(29,668,516,477)	2,992,161,070
		-	3,008,255,294	3,008,255,294
Road Rehabilitation Improvement Works Out of Voted Funds Allocated to Economic Development Ministry		2,878,527,885	-	(2,878,527,885)
Road Rehabilitation Improvement Expenses		(2,878,527,885)	-	2,878,527,885
		-	-	-
OPERATION				
Revenue	29	1,698,700,349	1,671,467,308	(27,233,041)
Direct Expenses	30	(557,155,561)	(557,155,561)	0
Gross Profit		1,141,544,788	1,114,311,747	(27,233,041)
Recurrent Fund Vote		3,600,000,000	-	(3,600,000,000)
Other Operating Income	31	772,723,929	4,841,256,400	4,068,532,471
Direct Labour		(1,719,587,460)	(1,719,587,460)	0
Administrative Expenses	32	(3,938,463,748)	(7,980,242,959)	(4,041,779,211)
Operating Profit / (Loss)		(143,782,491)	(3,744,262,273)	(3,600,479,782)
Net Finance Income	33	185,084,634	188,577,398	3,492,764
Profit / (Loss) Before Tax		41,302,144	(3,555,684,874)	(3,596,987,018)
Income Tax Expenses	34	(31,533,975)	(31,533,975)	0
Profit / (Loss) for the Year		9,768,168	(3,587,218,849)	(3,596,987,017)

Auditor General's Report - 2012



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கணக்காய்வாளர் தலைமை அபிபதி திணைக்களம்
AUDITOR GENERAL'S DEPARTMENT



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எனது இல.
My No.

RT/D/RDA/FA/2012

ඔබේ අංකය
உமது இல.
Your No.

දිනය
திகதி
Date

28 November 2014

The Chairman,

Road Development Authority



CHAIRMAN'S OFFICE

2618

04 DEC 2014

R.D.A.

Report of the Auditor General on the Financial Statements of the Road Development Authority for the year ended 31 December 2012 in terms of Section 14(2)(c) of the Finance Act, No. 38 of 1971

The English version of the above mentioned report is sent herewith.

Chunmy

W.P.C. Wickramaratne,
Acting Auditor General.

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f.n.e. 26/12/2014

- Copies to :- 1. Secretary - Ministry of Highways, Ports and Shipping
 2. Secretary - Ministry of Finance and Planning

(2) D/Finance
f.n.e.

Copys: Hs. Soyze. Amarat

(3) Stat (Budget #/c)
FNA pl. Pl give copy
to S. Stat (Gr. Budget)
11/12/2014



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මගේ අංකය
எனது இல.
My No. }

RT/D/RDA/FA/2012

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Your No. }

දිනය
திகதி
Date }

28 November 2014

The Chairman,
Road Development Authority.

Report of the Auditor General on the Financial Statements of the Road Development Authority for the year ended 31 December 2012 in terms of Section 14(2)(c) of the Finance Act, No. 38 of 1971.

The audit of financial statements of the Road Development Authority for the year ended 31 December 2012 comprising the statement of financial position as at 31 December 2012 and the statement of comprehensive income, statement of changes in equity and cash flow statement for the year then ended and a summary of significant accounting policies and other explanatory information, 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 Section 13(1) of the Finance Act, No. 38 of 1971 and Section 16(3) of the Road Development Authority Act, No. 73 of 1981. My comments and observations which I consider should be published with the Annual Report of the Authority in terms of Section 14(2)(c) of the Finance Act, appear in this report. A detailed report in terms of Section 13(7)(a) of the Finance Act, was issued to the Chairman of the Authority on 23 September 2013.

1.2 Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS) and for such internal control as the management determines is necessary to enable the preparation of financial statements that are free from material misstatements, whether due to fraud or error.

1.3 Auditor's Responsibility

My responsibility is to express an opinion on these financial statements based on my audit. I conducted my audit in accordance with Sri Lanka Auditing Standards. Those Standards require that I comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatements.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Authority's preparation and fair presentation of the financial statements 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 Authority's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating



the overall presentation of the financial statements. Sub-sections (3) and (4) of Section 13 of the Finance Act, No. 38 of 1971 give discretionary powers to the Auditor General to determine the scope and extent of the audit.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my qualified audit opinion.

1.4 Basis for qualified Opinion

My opinion is qualified based on the matters described in paragraph 2.2 of this report.

2. Financial Statements

2.1 Qualified Opinion

In my opinion, except for the effects of the matters described in paragraph 2.2 of this report, the financial statements give a true and fair view of the financial position of the Road Development Authority as at 31 December 2012 and its financial performance and cash flows for the year then ended in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS).

2.2 Comments on Financial Statements

2.2.1 Accounting Policies

The Authority had not disclosed the purposes of Government grant of Rs.32,648,921,966 shown in the financial statements and utilized during the year under review to enable to make fair presentation and improvement of the financial controls.

2.2.2 Sri Lanka Public Sector Accounting Standards (SLPAS)

The following observations are made.

- (i) The cost of 09 vehicles amounting to Rs.48.45 million provided by the Department of National Budget on lease basis in 2011 had been brought to account in 2012. However, the cost of amortization amounting to Rs.3.79 million for the year 2011 had not been retrospectively adjusted in the accounts as required by SLPSAS -03.
- (ii) A vehicle valued at Rs.17.90 million had been transferred from Colombo- Katunayake Expressway Project to the Authority on 26 November 2010. However, the vehicle had not been accounted for, in 2010. Instead, it had been accounted in the year 2012. Further, the depreciation thereon amounting to Rs.3.78 million for the years 2010 and 2011 had not been retrospectively adjusted in the accounts as required by SLPSAS -03.

2.2.3 Accounting Deficiencies

The following observations are made.

- (a) The value of lands transferred from the foreign funded Projects and Department of Highways and out of 36 lots, the value of 21 lots of land



named Makuludeniya with an extent of 0.62018 hectare located at Dabare Mawatha in Narahenpita which were used for activities of the Authority had not been valued and brought to the financial statements.

- (b) A land with an extent of 1.1304 hectares located at Udumulla in the Kaduwela Divisional Secretariat area had been acquired and a sum of Rs.56 million had been paid by the Road Development Authority as compensation on 05 June 2002. However, this had not been shown as an asset of the Authority.
- (c) Wadulawatta land at Orugodawatte in extent of 2 hectares had been acquired on 24 February 2010 at a valuation of Rs.5,875,788. But it had been shown in the financial statements as Rs.373,786 by understating Rs.5,502,002.
- (d) Even though the financial statements of the Local Bank Funded Road Rehabilitation Project (LBFRP) should be prepared separately, the operating results of the Project had been amalgamated with the financial statements of the Authority.
- (e) The work-in- progress and accumulated profits had been overstated by Rs.7,000,000 due to erroneous accounting of the payment of lease rentals on the leasehold land at Denzil Kobbakaduwa Road.
- (f) Erroneous journal entries amounting to Rs.3,025,234 had been passed at the end of the year by the Authority for making provision of encashment of unutilized vacation leave. As a result, the deficit for the year under review and accrued expenses had been understated and overstated respectively by Rs.3,025,234.
- (g) It was observed that an erroneous journal entry for Rs.3,012,980 had been passed at the end of the year by debiting client deposit account and crediting retained profit account. As a result, the equity and the current liability of the Authority had been overstated and understated respectively by the same amount in the financial statements.
- (h) A land at Denzil Kobbakaduwa Road has been obtained by the Authority from the Urban Development Authority on a leasehold basis and a sum of Rs.50 million had been paid to a Religious Institute on three occasions since 2007 to 2010 as a compensation for cancellation of the previous lease agreement with the lessee. However, out of the total compensation, a sum of Rs.30 million had been brought to account and shown as cost of leasehold land during the year under review and the balance of Rs.20 million had been erroneously charged to Administrative Expenses in 2009.
- (i) It was observed that 77 brand new vehicles procured at a cost of Rs.1,113.33 million and one vehicle purchased at a cost of Rs.5.4 million by the Southern Expressway Project and handed over to the Authority in 2011 and 2012 respectively had not been brought to the Ledger Accounts.
- (j) The value of 13 Asphalt Manufacturing Plants installed Island wide by the Authority in 2012 with the assistance of the Ministry of Economic Development had not been determined and brought to account whilst the



installation cost amounting to Rs. 124,165,390 had only been capitalized. Therefore, the value of the plants shown under the machinery and the Government grants received had been understated.

- (k) A sum of Rs.17,739,681 spent on the opening ceremony of Southern Expressway had not been shown as receivable from the Southern Transport Development Project in the financial statements as at 31 December 2012.
- (l) The cost of renovation works of quarters in Batticaloa amounting to Rs.1,121,546 had been shown under work- in progress instead of being shown under improvement of buildings.
- (m) Building maintenance cost aggregating Rs.1,482,503 incurred by the North Western Provincial office had been capitalized under buildings.
- (n) The cost of reconstruction of Chief Engineers Office and the officers' quarters at Trincomalee amounting to Rs 2.4 million had been written off against the grants received from the Road Sector Assistant Project in 2012 without considering its capital nature.
- (o) Advertising expenses amounting to Rs 4,481,450 incurred on various purposes had been erroneously shown under cost of work done on construction of bypass road at Kegalle town.

2.2.4 Accounts Receivable and Payable

The mobilization advances aggregating Rs.77,040,957 paid to the contractors had remained unrecovered for over 3 years.

2.2.5 Non- Compliance with Laws, Rules, Regulations and Management Decisions.

Instances of non- compliance observed in audit are given below.

Reference to Laws, Rules, Regulations and Management Decisions	Non- compliance
(a) Finance Act, No 38 of 1971	
(i) Section 8(i)	The Budget of the RDA for the year 2012 which was required to be approved by the Board of Directors before 30 September 2011, had been approved only on 12 November 2012.
(ii) Section 14(1)	The Draft Annual Report for the year 2012 to be prepared within 60 days after the closure of financial year had not been prepared even up to 30 June 2013 to enable to submit the copies of such reports to the respective Ministry and the Auditor General.
(b) Treasury Circulars.	
(i) Public Enterprises Circular No. PED/28 dated 31 January 2005	The approval of the Director General of the Department of Public Enterprises had not been



obtained by the Authority in connection with purchase of 17 vehicles valued at Rs.46,239,371 and 02 vehicles valued at Rs.28,573,096.

- (ii) Public Enterprises Circular No. PED/47 dated 18 December 2007 The RDA had prepared and approved the Corporate Plan for 2011-2015 only on 15 May 2013. The Corporate Plan for 2012-2016 had not been approved by the Board of Directors even as at 31 August 2013.
- (iii) Paragraph 08 of the Department of National Budget Circular No.150 dated 07 December 2010 Twenty three new vehicles valued at Rs. 136 million had been provided to the Authority under the funds provided by the Department of National Budget in 2011 and the Authority also had prepared a list of 113 vehicles to be disposed. However, 13 vehicles had only been disposed as at 31 December 2012 and the proceeds of sale of those vehicles amounting to Rs.7,157,449 and proceeds of sale of 06 other vehicles amounting to Rs.3,453,724 which were not included in the above list had not been credited to the Consolidated Fund.
- (c) Finance Circular No. 327 of 17 October 2011 of the Road Development Authority Petty cash imprests aggregating Rs.894,169 granted to two Divisions of the Head Office and 22 Sub-offices of the Authority and fuel imprests aggregating Rs.209,348 granted to 06 Sub-offices had not been settled at the end of the year as instructed by the Circular.

3. Financial Review

3.1 Financial Results

According to the financial statements presented, the operations of the Authority for the year under review had resulted in a pre-tax net deficit of Rs.547 million as against the pre-tax net deficit of Rs.385 million for the preceding year thus indicating a decrease of Rs. 162 million in the financial results for the year under review. Even though, there is a surplus of Rs. 688 million in the Southern Expressway, the cost of personal emoluments, direct labor, other administration and client works increased by Rs.829 million had been attributed for this decreased in the financial results of the year under review.

3.2 Analytical Financial Review.

Even though the income and the cost of the Southern Expressway had been stated in the financial statements of the Authority, the activities of the Authority had resulted a net deficit for the year under review and the previous year thus indicating a net increase in accumulated deficit. Certain significant items shown in the



statement of financial position as at 31 December 2012 as compared with the previous year are given below.

	As at 31 December	
	2012	2011
	Rs. Mn	Rs. Mn
Net Current Assets	(3,170)	(4,482)
Net Assets	69,355	(3,109)
Accumulated Deficit	(8,205)	(5,439)

The increases of the net Assets of the Authority had been resulted due to capitalized the cost of the Southern Expressway by Rs.76,444 million during the year 2012.

4. Operating Review

4.1 Performance

4.1.1 Non- Commercial Activities of the Authority

(a) Maintenance of National Roads and Bridges.

The allocation and actual expenditure on maintenance of bridges and flyovers are as follows.

	Original Allocation for 2012	Revised Allocation	Actual Expenditure	Utilization as a percentage of Original Allocation
	Rs. million	Rs. million	Rs. million	
General maintenance	1296.8	2807.4	2830.8	218
Continuous maintenance	689.2	882.0	878.1	127
Periodical maintenance	1579.6	558.5	552.9	35
Drainage system maintenance	861.3	132.0	126.6	15
Signal lights maintenance	483.5	132.5	128.8	27
Maintenance works under emergency and natural disasters	569.1	982.6	978.6	172
Operations of ferry and maintenance	20.5	5.0	4.2	20
Total	5500.0	5500.0	5500.0	

The following observations are made in this regard.

The Authority had readjusted the initial Provincial wise allocations at the end of the year so as to minimize the gap between the actual utilization and the initial allocation. The following observations are made compared with the initial allocation.

- (i) Except for the Northern Province, other Provinces had exceeded their allocations for general maintenance.



- (ii) Continuous road maintenance purposes had been exceeded by seven Provincial offices.
- (iii) The allocation made for periodical road maintenance and drainage systems maintenance had been underutilized by all Provinces. Further, out of the total allocation amounting to Rs. 483 million made for the traffic light maintenance purposes, only a sum of Rs.128.8 million had been utilized. The Additional Provincial office at Akkaripattu had not utilized the total allocation amounting to Rs.4.89 million made for traffic light maintenance and Rs.32 million for maintenance of the drainage system.
- (iv) The progress regarding utilization of allocation made for ferry maintenance purposes was extremely low.
- (v) The Planning Division of the Authority had spent a sum of Rs.13 million without any allocation made for traffic light maintenance for that Division.

(b) **Maintenance, Widening and Improvement of Roads**

The following observations are made.

- (i) In addition to the total allocation for roads maintenance, further allocation of Rs.32.50 million had been made by the Authority for maintenance of the light/signal light/road marking and installation of road furniture in the area under the purview of the Executive Engineer's Office, Horana. However, an expenditure amounting to Rs.12.79 million representing 39.36 per cent of the allocation had only been incurred by the Executive Engineer's Office for that purpose in 2012 so as enable to ensure whether the better road safety condition prevailed in the area.
- (ii) A sum of Rs.2,458,151 spent on four reconstruction works carried out by the Executive Engineer's Office, Agalawatte during the year 2012 had not been included in the Annual Action Plan of the Authority for the year 2012.
- (iii) Thirty three road widening and improvement works carried out by the Ratnapura and Kegalle Provincial Offices had not been included in the Annual Action Plan for 2012 and 33 road maintenance activities shown in the Annual Action Plan for 2012 had not been carried out by the above offices.
- (iv) Eleven works identified as emergency works had not been commenced during the year under review whilst six other works had been completed by spending a sum of Rs.26,824,774.



(c) **Construction of Bridges, Flyovers and Reconstruction of Damaged or Weak Bridges (Bridge Design / Rural Bridges)**

The allocation and actual expenditure of construction of bridges and flyovers of the Authority for the year 2012 are as follows.

Description	Allocation for the year	Actual Expenditure	Utilization as a Percentage of Allocation
-----	-----	-----	-----
	Rs.Mn	Rs.Mn	
Re construction of Damaged or Weak Bridges - Continuation Works	573.3	629.5	109.8
Reconstruction of Damaged or Weak Bridges- New works	126.7	4.4	3.5
Construction of Rural Bridges	100	78.6	78.6

The following observations are made in this regard.

- (i) The amount allocated to reconstruct the damaged bridges in 9 Provincial Offices during the year 2012 was Rs.573.3 million whereas a sum of Rs.629.5 million had been spent. The Provincial Offices of Central, Northern, North Western and Sabaragamuwa Provinces had exceeded their annual allocations made for re-constructions of damaged or weak bridges under construction works.
- (ii) Fourty seven projects for reconstruction of bridges in 10 Provincial Offices had been identified to be carried out. However, six projects which had not been included in the Action Plan had been carried out whilst four projects included in the Action Plan had not been commenced even up to 31 December 2012.
- (iii) Three Provincial Offices of Central, Northern and North Central Provinces had not fully utilized their allocations made for reconstruction of damaged or weak bridges in five provinces, under new works.
- (iv) Although, 71 damaged or weak bridges had been identified in five provinces, works pertaining to 59 bridges had not been commenced even up to 31 December 2012.
- (v) Out of 31 projects identified to implement under the construction of rural bridges, 6 projects had not been included in the Action Plan. Further, construction works of 13 rural bridges had not been commenced during the year 2012.



(d) **Road Widening and Improvements**

According to the Action Plan of the Authority for the year 2012, Rs.5,400 million had been provided for road widening and improvements in 25 districts and according to the Performance Report, a sum of Rs.11,932 million had been utilized.

The following observations are made in this regard.

- (i) Whilst the offices in 16 districts had exceeded their allocations made for road widening and improvement purposes, the works planned to be carried out in Mullativu, Batticaloa and Trincomalee Districts had not been commenced even as at 31 December 2012. The cost of Rs.4,821 million for 289 works which were not included in the Action Plan of the year under review.
- (ii) According to the Annual Work Plan, 593 works of road widening and improvement had been identified. However, 289 works which had not been identified in the work plan had been carried out at a cost of Rs.4,821 million during the year under review.

4.1.2 Commercial Activities of the Authority

(a) **Manufacturing of Interlock Concrete Paving Blocks**

A sum of Rs. 52 million had been released to the Provincial Directors of the Authority to purchase of 54 Interlock Block Paving Machines. Accordingly, 54 machines had been purchased and operated under the supervision of Executive Engineers. The following observations are made in this regard.

- (i) 38 machines located at the Executive Engineer's Offices had not functioned up to 31 December 2012 due to lack of raw materials, inadequate demand and increase of production cost above the sale price.
- (ii) According to the information made available from the Executive Engineer's Offices, 100,162 blocks had remained as stock without any demand during the year 2012.

(b) **Asphalt Manufacturing Plant**

The manufacturing processes of the Asphalt manufacturing plant at Balangoda had been commenced on 16 July 2012 and 1342 metric tons of wearing course, 6103 metric tons of binding course and 5587 metric tons of cut backs had been produced since then up to July 2013. The following observations are made in this regard.

- (i) 3680 litres of diesel valued at Rs.423,200 had been used before commencement of operations. The reasons for the use of diesel had not been explained to audit.
- (ii) According to the records maintained at the plant, regarding the asphalt production (Output) and quantities of diesel and kerosene



issued (Inputs) during the year 2012 and up to 16 July 2013, it was revealed in audit that abnormal quantities of diesel and kerosene had been issued for production. Therefore, the average diesel consumption ranged from 7 litres to 74 litres per metric ton of asphalt and the kerosene ranged from 1 litres to 17 litres per metric ton of cut back. But, the quantity required for producing a metric ton of asphalt and cut back was around 9 litres and 5 litres of diesel and kerosene respectively.

- (iii) A power generator was used to generate electricity for operations of the plant and the diesel requirement for the generator was estimated at 33 litres per hour of operation. However, production records and diesel issued thereon had indicated that the usage of diesel for one hour of operation ranged from 15 litres to 1386 litres, which was unrealistic.

4.2 Transactions of Contentious Nature

The Authority had made significant number of transactions relating to rehabilitation of roads and procurements of material such as premix, patching material and emulsion etc. with three private companies based on the decision made by the Board of Directors of the Authority at the meeting held on 14 August 2008. The following observations are made in this connection.

- (i) According to the financial statements for the year ended 31 December 2012, a sum of Rs.23,822 million had been spent by the Road Development Authority for road widening reconstruction and maintenance purposes during the year under review and it was revealed in audit that road widening reconstruction contracts had been carried out by one of the above Company. However, the information relating to the physical progress of work done at the regional level as at end of the year had not been made available by the Authority.
- (ii) Information relating to construction and consultancy services assigned to the above mentioned Companies was not made available to audit.
- (iii) The balances aggregating Rs.1,236,424,625 shown in the four ledger accounts of the Authority as receivable on transactions with a company had been directly confirmed by the respective Company as Rs.1,685,544,068 and the difference of Rs.449,119,443 observed, was not explained.
- (iv) The balances aggregating Rs.44,189,194 shown in three ledger accounts of the Authority as payable on transactions with the above two companies had been directly confirmed by the Companies as Rs.3,185,346,898 and the difference of Rs.3,141,157,704 observed, was not explained.
- (v) The balances aggregating Rs.35,429,053 shown in the ledger accounts of the Authority as payable relating to transactions with one of the above Company had been confirmed directly by the Company as Rs.51,291,044 and the difference of Rs.15,861,991 observed, was not explained.

- (vi) The balances shown as receivable in the ledger accounts of the Authority relating to the transactions with the above two companies had not been confirmed by the respective companies.
- (vii) It was observed that certain contracts had been directly awarded to the above Companies by the Authority without following procurement procedures in terms of Chapter 3 of the Government Procurement Guidelines - 2006. The Chairman of the Authority had stated that a Cabinet decision had obtained on 04 February 2013 to awards contracts to the above Companies without following procurement procedure.

4.3 Contract Administration

4.3.1 Road Rehabilitation and Improvement

(a) Local Bank Funded Road Rehabilitation Project (LBFRRP)

As decided by the Cabinet of Ministers at the meeting held on 09 February 2011, the Authority had been permitted to obtain loans of US\$ 500 million (equivalent to Rs.55,915 million) from local banks to rehabilitate priority road works with a length of 600 kilometres in island wide. Therefore, the local banks had offered the loans to the contract value amounting to Rs.50,319,762,550 to rehabilitate 19 roads with a total length of 543.36 kilometers as at 30 June 2013. According to the decision of the Cabinet of Ministers dated 09 February 2011, the contractors registered at the Institute for Construction, Training and Development (ICTAD) under C1 grade for road constructions were allowed to prepare technical and financial proposals for roads selected by the Authority for rehabilitation purposes. The following observations are made in this regard.

- (i) The Authority had withdrawn a sum of Rs 49,308,245 exceeding the net amount to be paid to the contractors from the banks and had used the excess money for the payment of Retention and Construction Industrial Grant Fund Levy. Therefore, interest had been paid by the Authority on excess withdrawals as well.
- (ii) As approved by the Cabinet of Ministers, the Authority had allocated the selected roads to the contractors who had also selected by the Authority and invited for competitive biddings for the respective roads. It was observed that the average price per km proposed and agreed by the contractors with the Authority had remained very high and it differed from road to road. Further, 35 per cent profit margin had also been included in the quoted prices even though no rates were permitted to be included in calculation of cost estimates, as stipulated in the Highway Schedule of Rates (HSR).

(b) Kegalle Bypass (2.06 Kilometres)

The two stage Project which was initiated in 2008 with the aim of avoiding traffic jam in Kegalle Town had not been completed even as at 31 December 2012.



The work performance remained unsatisfactory due to the following weaknesses in control system.

- (i) The work of Stage -01 had been initiated in 2008 at an estimate of Rs.81.61 million under the direct labour basis and subsequently handed over to the Maganeguma Road Construction Company at an estimated cost of Rs169.73 million. The works of Stage - 02 had also been commenced under the direct labour basis in 2010 at a cost of Rs. 35.79 million. However, a separate Project Office had been established in November 2011 due to slow progress of works.
 - (ii) The Project Chief Engineer's Office- Kegalle had not maintained a separate ledger for work done on direct labour basis. Therefore, details relating to the total expenditure amounting Rs. 403,915,173 incurred by the Project Office could not be obtained in audit.
 - (iii) The Project Office had taken action to split the work and offer them to contractors to enable the approval of payments within the authorized limit of Rs.3 million. However, it was observed that the split work had been offered to the same contractor.
 - (iv) It was observed that procurements valued at Rs 131,807,232 had been made from an unregistered supplier.
- (c) **Thanakolawatte Bridge- Kegalle District- (Rural Bridges Division)**
The construction work of the bridge was expected to be completed by 27 July 2011. However, works valued at Rs.22,557,650 had not been completed even by 13 February 2013. The Chairman had replied as follows, " Transport difficulties experienced by the contractor in transporting materials and machineries connected with the location of the site has caused delays. However, the work is continued by the contractor."
- (d) **No 33/1 Bridge at Veyangoda- Ruwanwella Road**
Contract for the construction of the above Bridge had been awarded to a State Corporation at a cost of Rs74,171,053. Even though four extensions had been allowed, it had not been completed even as at 31 December 2012. However, a sum of Rs.3,500,030 had been paid due to escalation of prices exceeding the maximum allowances payable.
- (e) **Urupellawwa Suspension Bridge at Dehiowita- Deranivagala - Nooriya Road**
The contract for construction of the sub - structure for suspension bridge was awarded to a contractor at a price of Rs. 1,715,377. However, the construction works of super structure was not completed even as at 13 February 2013.
- (f) **Miriswatte - Waturugama Road (Gampaha Chief Engineer's Office)**
Rehabilitation and reconstruction of the Miriswatte - Waturugama Road (0+000km to 5+000km) at a cost of Rs 36,734,093 had been awarded to a private contractor on 15 September 2011. The following observations are made in this regard.



- (i) The contractor had delayed the commencement of the work due to the delay in releasing mobilization advance, disputes in land acquisitions and removal of existing sub structures. Subsequently, the contractor had abandoned the work on 15 May 2013 and advances paid amounting to Rs. 2,046,982 remained unrecovered.
- (ii) The land acquisition activities had not been finalized even as at 31 December 2012. A sum of Rs 4,803,000 remitted by the Authority to the Divisional Secretary, Mahara on September 2011 for payment of compensation on lands acquired had remain in a Deposit Account of the Mahara Divisional Secretariat even up to 31 August 2013 without being utilized for the intended purposes.

(g) Maganeguma Development Programmes – (Provincial Director's Office, Sabaragamuwa)

Thirty five block paving road construction works for Rs.22,000,000 had been planned for 2012. Of these, 08 works had only been completed as at 31 December 2012. Further, 12 works were in progress and 15 works had not commenced. Several such block paving/concreting works had been assigned to the Maganeguma Road Construction and Equipment Company and several cracks developed on road surfaces due to sub standard work were revealed at the audit field inspections of 06 road construction works costing Rs.107,280,376 carried out on 12 December 2012.

(h) Horana – Anguruwathota-Aluthgama Road (Executive Engineer's Office Horana)

Contracts for overlaying asphalt of two sections of the Horana-Anguruwathota-Aluthgama Road had been awarded to two contractors under an emergency basis in view of opening of the Southern Expressway. asphalt overlaying contract for section from 42+300km to 44+600km of the road had been awarded at a bid price of Rs. 31,097,750 excluding VAT. The respective bid value exceeded the Engineer's estimate by 19 per cent. The contract for the asphalt overlaying of section 45+000 km to 47+000km had been awarded at a bid price of Rs. 26,335,320 excluding VAT. The bid value exceeded the Engineer's estimate by 10 per cent. The following observations are made in this regard.

- (i) The asphalt overlaying work had been commenced by the contractor on 24 November 2011 and completed within three days on 26 November 2011. However, according to the information collected from the construction file, the contractor had furnished his bids only on 19 November 2011 and therefore, normal bid procedure had been followed after the completion of the overlaying works.
- (ii) According to the measurements made relating to the track coat using the emulsion, for road Section from 42+300 kilometers to 44+600 kilometers total area for the asphalt laying work was 12,949.23 square meters. Considering the 50 mm standard thickness for overlaying of asphalt, the required asphalt premix per cubic metre (ie 2.35 metric



ton .per cu.m.), should be 1,521.53 metric ton ($12,949.23 \times 0.05 \times 2.35$). However, the contractor had been paid for 1,865 metric tons resulting in an over payment of a sum of Rs 5,323,785 for 343.47 metric tons . Further, it was observed that payment for the asphalt binder coat had been made by the Authority based on the number of vehicle loads and not based on actual measurements.

- (iii) According to the measurements made for the track coat using the emulsion, the road length and the road width of Section from 45+000 kilometers to 47+000 kilometers had been measured and the total area for the asphalt laying was 5,124.3 square metres. Considering the 50 mm standard thickness for overlaying of asphalt and the requirement of asphalt premix per cubic meter (ie , 2.35 metric ton. per cubic metre), total number of asphalt required for the above road section should be 602.10 metric tons ($5,124.30 \times 0.05 \times 2.35$). However, actual payments made thereon to the contractor was 680.25 metric tons and as a result a sum of Rs.1,067,529 for 8.15 metric tons had been overpaid to the contractor. Further, it was observed that the payment for the asphalt binder course had been made by the Authority based on the number of load of vehicles and not based on actual measurements.

(i) **Development of Holy Cross Roundabout (Chief Engineer's Office – Kalutara)**

The contract for the development of a roundabout at Holy Cross College junction at Kalutara had been awarded to a private contractor at an estimated cost of Rs. 8.34 million on 09 May 2011. As indicated in the Bill of Quantity for the development of the roundabout, 1,500 linear metres of Guard Rails valued at Rs.12,541,605 had been supplied by the contractor. However, the actual requirement was only 373.5 linear metres of Guard Rails which was much less than the quantity indicated in the Bill of Quantity . Therefore, 807.5 linear meters of Guard Rails valued at Rs. 6,726,506 had been utilized by the Chief Engineer's Office for various other purposes and the balance quantity of 306 linear meters of Guard Rails valued at Rs.2,574,990 had been unprotectedly kept at the office premisses .

(j) **Development of Bus Stand Junction in Panadura Town**

The contract for the Development of Bus Stand Junction in Panadura town valued at 45.5 million was expected to commence on 17 October 2011 and completed before 17 January 2012. A mobilization advance of Rs.4.53 million had been granted on 19 December 2011. However, the works had not been commenced and the contract was cancelled on 31 December 2012. The mobilization advance had not been recovered even as at 31 June 2013.

The Chairman of the Authority had stated that the contract was cancelled as the work had been identified for execution under a World Bank Project and action would be taken to recover mobilization advance from the contractor.



(k) **Road Rehabilitation Works at the Rest Area of Southern Expressway
(Executive Engineer's office -Agalawatta)**

The estimated value of the work amounted to Rs.24,170,198 and it included four main jobs such as asphalt overlaying on Southern Transport Development Project rest area and internal roads, cutting and removing soil for the fuel station, asphalt overlaying on access roads and construction of a two 0.6 m diameter Reinforcement concrete (RCC), pipe culvert etc and the Executive Engineer's Office had completed these works at a cost of Rs.17,739,681 on direct labour basis.

The following observations are made in this regard.

- (i) The cost incurred thereon had been treated as cost of road maintenance works without taking action to recover it either from the contractor for Southern Transport Development Project or the lessee of the rest area (Sri Lanka Insurance Corporation) which was the operator of the rest area.
- (ii) It was observed that the Executive Engineer's office- Agalawatta had overlaid asphalt at a cost of Rs 2,666,443 for the additional road named Rubber Estate Circular Road "for access to the rest area" at the time of opening of the rest area of the Southern Transport Development Project. However, a length of 420 metres of this road remained unused by the general public at present.

4.4 Irregular Transactions

The following observations are made.

(a) **Expressway Management Unit**

A sum of Rs.40,201,167 had been spent during the year under administration expenses pertaining to the unit of the Department of Police attached to the operations of Expressway.

However, a Memorandum of Understanding had not been signed by the Authority with the Department of Police to resolve matters such as nature of services provided by the Department of Police and costs to be incurred by the Authority.

(b) **Exchanging State Land for Leasehold Land**

- (i) The extent of 77 perches of state owned land located at Narahenpita which had been transferred from the Department of Highways had been allowed to be used by a Religious Institute for their own purposes, since 2007. However, the legal ownership of the land had not been transferred to the institute even as at 30 June 2013. Further, the approval of the Commissioner of Land had not been obtained in terms of Circular No. SP/RD/02/10 dated 03 February 2010 of the Presidential Secretariat.



- (ii) Further, another land at Denzil Kobbekaduwa Road had been obtained by the Road Development Authority from the Urban Development Authority on a leasehold basis and a sum of Rs.50 million had been paid to the said Religious Institute on three occasions from 2007 to 2010 to compensate for the above mentioned land located at Narahenpita. The approval of the Cabinet of Ministers had been granted on 19 November 2009 in this regard. Therefore, the reasonableness of exchanging a state owned land to a leasehold land and capitalization of Rs.30 million which is a part of the total cost of 50 million, incurred by the Authority for leasing purposes could not be ascertained in audit.

(c) Leasehold land Exchanged for State owned Land

According to the decision made by the Cabinet of Ministers on 19 November 2009, the annual lease rental amounting to Rs.1000 was required to be paid to the Urban Development Authority on leasing the land at Denzil Kobbekaduwa Mawatha. However, according to the provisions made in the Lease Agreement No.1432 of 27 August 2008 signed by the Road Development Authority with the Urban Development Authority dated 20 August 2008, the annual lease rental had been determined at Rs.6 million for over 50 years. Action had not been taken to revise the lease agreement to enable to reduce of the annual lease payment as determined by the Cabinet of Ministers.

Further, the lease rentals other than initial payment had not been made even though the provisions thereon had been made in the financial statements as at 31 December 2012. According to the provisions in the lease agreement, penalties should be imposed for outstanding balances. Therefore, penalties aggregating Rs.12,546,572 will be charged on the outstanding lease rentals.

4.5 Fruitless Transactions

The following observations are made .

(a) Designing of Bridges for Reconstruction

The Feasibility Studies and Comprehensive Designs of Bridges in the Island had been completed at a cost of Rs1,657,380,806 by the Project during 2004-2008. However, the Bridge Design Division had carried out redesigning of 18 bridges which were designed by the said Project during 2011-2012. A contract for designing and construction of Bridges in Galigamuwa- Ruwanwella Road had been awarded to a private contractor at a cost of Rs.2,472,357,070 which was implemented under the Local Bank Funded Road Rehabilitation Project. However, designing works of the bridges on the said road had been carried out by the Bridge Designs Division of the Authority.

(b) Interest Bearing Borrowings

According to Clause 8 of the loan agreements entered into with Banks under the Local Bank Funded Road Rehabilitation Project, an amount equivalent to



the net amount to be paid to the contractor should be withdrawn from the respective Banks. However, a sum of Rs.7,643,468 which represents retention money payable to two contractors had been withdrawn in excess from Banks in April 2012 and the additional amount had been refunded to the banks on 09 August 2012.

(c) Deduction of Value Added Tax from Priority Road Project

According to the letter No. EP/06/20/03/0360 dated 10 July 2012 of the Director General of the Department of Fiscal Policy, all contracts operating under the Rehabilitation of Priority Road Project will be exempted from all taxes. It was observed that a sum of Rs 17,593,594 had been deducted as Value Added Tax from the contractor's bills and remitted to the Commissioner General of Inland Revenue on 02 April 2012.

4.6 Identified Losses

Compensation had not been claimed on accidents to three motor vehicles due to delays in submission of claims or repairing without obtaining prior approval of the Insurer. Another vehicle had met with an accident in 2010 and the insurance claim had been rejected due to an unauthorized journey. The vehicle had been subsequently repaired in April 2012 at a cost of Rs.1,147,680 and charged against the income of the Authority. Action had not been taken to recover the damage from the parties responsible.

4.7 Assets Management

(a) Workshop- Angulana

The following observations are made.

- (i) Although the Authority has a well equipped vehicle maintenance workshop at Angulana to carry out repairs and maintenance of all type of vehicles and machinery, a sum of Rs. 74,006,655 had been spent by the Authority as at 31 December 2012 for repairing vehicles. A large number of repairs to vehicles had been carried out by the RDA at outside garages without utilizing the RDA workshop.
- (ii) According to the approval received from the Board of Directors, the activities of vehicle service station at the workshop had been commenced with effect from 02 November 2011. At present, servicing of vehicles is limited to the Authority's vehicles attached to the offices of Western Province, even though it was expected to extend such facilities to the vehicles owned to the Government institutions and Maganeguma Companies.
- (iii) It was observed that there were delays in completion of repairs. According to the explanations made by the Officer – In –Charge of



workshops, repairs had been delayed due to lack of staff in technical grades such as mechanics, electricians, helpers, etc.

(b) Lands

- (i) The land at Narahenpita had been demarcated into 34 plots and out of that 13 plots only had been distributed among the displaced people of Basline Road Project. The balance 21 plots of the undistributed land and two other lands had remained idle without being utilized for the intended purposes.
- (ii) The other land at Orugodawata with an extent of 2 hectares had been acquired in the year 2010 in the same manner. However, action had not been taken even as at 31 December 2013 to transfer the legal ownership of the land to the residents.

(c) Motor Vehicles

It was observed that 55 motor vehicles belonging to the Authority had been allowed to be used by external parties as at 31 December 2012.

(d) Main Stores at Maradana

Equipment valued at Rs.32,679,741 had been purchased on a request made by the Director (Mechanical) of the Authority out of a grant received from Central Engineering Consultancy Bureau in 2000 and 2001. However, such assets remained at the stores for over 12 years without being utilized for the intended purposes.

(e) Officers' Quarters at Nagoda-Kalawellawa

The officers' quarters at Nagoda- Kalawellawa had remained idle in a deteriorating condition. The renovation works of the quarters started in 2000 at a cost of Rs3,043,238, had not been completed even as at 31 December 2012. Subsequently it had been abandoned.

4.8 Human Resources Management

(a) Lack of a proper Human Resource Management Plan

The following observations are made.

- (i) The Authority had not established a separate Division for Human Resources Management activities even though the workforce of the Authority exceeds 8,000 employees. The Human Resources Management activities had functioned under the supervision of the Director, Administration and Finance Division
- (ii) For the purpose of effective utilization of Human Resources, the requirements of the Human Resource should be determined through a need analysis. The Authority had not carried out a comprehensive need analysis and prepared a Human Resources Management Plan accordingly.



- (iii) The Authority had not obtained approval of the Governing Board and the Line Ministry with the concurrence of the Department of Public Enterprises of the General Treasury for the scheme of recruitment and promotions according to Section 9.3.1 of the Public Enterprises Circular No.PED/12 of 02 June 2003.

(b) Overpayment of Acting Allowances

Acting allowance of Rs. 648,365 had been paid to a Director of the Authority for acting in the post of Project Director of Public Private Partnership Project from January 2008 to February 2013. However, the Director had been appointed only for one year and that Project is not in operation at present.

5. Accountability and Good Governance

5.1 Budgetary Control

It was observed that the Authority had not presented a detailed budget for capital expenditure. Therefore, major variations of capital items could not be investigated. The revised budget for the year 2012 had been approved by the Board of Directors on 12 November 2012. Therefore, the budget had not been utilized as an effective instrument of management control.

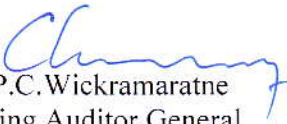
5.2 Presentation of Financial Statements

The draft financial statements for the year under review had been submitted to the Auditor General on 18 April 2013. After the deficiencies referred to the Management of the Authority with regard to the presentation of financial statements, the draft financial statements had been withdrawn on 22 May 2014 and resubmit the revised financial statements on 25 June 2014.

6. Systems and Controls

Deficiencies in systems and controls observed during the course of audit were brought to the notice of the Authority by my detailed report issued in terms of Section 13(7) (a) of the Finance Act, No 38 of 1971. Special attention is needed in respect of the following areas of control.

- (a) Road Maintenance and Client Works
- (b) Presentation of Financial Statements
- (c) Disclosure of Transaction with Related Parties
- (d) Management of Regional Offices
- (e) Utilization of Motor Vehicles
- (f) Utilization of Lands
- (g) Contract Administration
- (h) Inventory Control


W.P.C. Wickramaratne
Acting Auditor General

Comments on the report of the Auditor General
on
The Financial Statement
of the
Road Development Authority
for the year ended 31 st December 2012
in terms of section 14 (2) (c) of the finance Act
No.38 of 1971

Audit Para No	Audit Quarry	Reply
2.2.1	<p><u>Accounting Policies</u></p> <p>The authority had not disclosed the purpose of Government grant of Rs 32 ,648,921,966 shown in the financial Statements and utilized during the year under review to enable to make fair presentation and improvement of the financial controls.</p>	<p>RDA has prepared the Financial Statements in accordance with the Sri Lanka Public Sector Accounting Standards. As per the standard separate disclosure of funds received and utilization under purpose of allocation is not compulsory</p>
2.2.2 (i)	<p><u>Sri Lanka Public Sector Accounting Standards</u></p> <p>The cost of 09 vehicles amounting to Rs.48.45 million provided by the National Budget Department on lease basis in 2011 had been brought account in 2012. However, the cost of amortization amounting to Rs.3.79 million for the year 2011 had not been retrospectively adjusted in the accounts as required by SLPSAS -03.</p>	<p>Noted to comply with in the preparation of Financial Statements for 2013</p>
2.2.2 (ii)	<p>A vehicle valued at Rs.17.90 million had been transferred from Colombo- Katunayake Expressway Project to RDA on 26 November 2010. This had not been accounted for, in 2010. Instead, it had been accounted in the year 2012. However, the depreciation thereon amounting to Rs.3.78 million for 2010 and 2011 had not been retrospectively adjusted in the accounts as required by SLPSAS -03.</p>	<p>Noted to company with in the preparation of Financial Statements for 2103</p>
2.2.3 (A)	<p>The value of lands transferred from the foreign aided projects and Department of Highways and out of 36 lots the value of 21 lots, of the land named Makuludeniya with an extent of 0.62018 hectare located at DabareMawatha in Narahenpitawhich were used for activities of the Authority had not been valued and brought to the Financial Statements.</p>	<p>Lands acquired by foreign funded projects remain as right of way of the road. Land Division of this Authority has already taken action to get the ownership of all lands transferred to the Authority form the Dept. of Highways. As these are crown lands it takes time due to long procedure such as surveying valuing, obtaining approval from relevant authorities etc. Value of those assets will be accounted after receipt of legal ownership to RDA.</p> <p>Action has been taken to show the value in the Financial Statements for 2013.</p>

2.2.3 (B)	A land with extent of 1.1304 hectares located at Udumulla in the Kaduwela Divisional Secretariat Area had been acquired and a sum of Rs.56 million had been paid by the Road Development authority as compensation on 05 June 2002. However, this had not been shown as an asset of the Authority.	The land has not been vested to RDA. Therefore, it was not taken in to RDA accounts. Action will be taken to get the ownership of the land to RDA and account the value in the future accounts.
2.2.3 (C)	Wadulawatta land at Orugodawattein extent of 2 hectares had been acquired on 24 February 2010 at a valuation of Rs.5,875,788. But it had been shown in the financial statements as Rs.373,786 by understating Rs 5,502,002.	As per records at Finance Division RDA hasn't paid to UDA for Wadulawatta Land. Action will be taken to get the value of this land to RDA accounts.
2.2.3 (D)	Even though the financial statements of the Local Bank Funded Road Rehabilitation Project (LBFRP) should be prepared separately, the operating results of the Local Bank Funded Road Rehabilitation Project had been amalgamated with the financial statements of the authority.	Loans from Local Banks have been obtained for Widening & Improvement of specific roads and these loans have to be charged to cost of those specific construction works. Treasury has given only a separate vote to repay the loan interest. There is no separate funding arrangement for the Project's overhead expenditure. Overhead expenses have to be met from the RDA vote. Further, the Loan Agreements entered are between RDA and Funding Agencies if a separate Financial Statement for Local Bank Funded Projects prepared, RDA's financial statements will not show true position.
2.2.3 (E)	The work-in-progress and accumulated profits had been overstated by Rs.7,000,000 due to erroneous accounting of the payment of lease rentals on the leasehold land at Denzil Kobbakaduwa Road.	Lease rental interest to be charged to expenditure for the years 2010, 2011 and 2012 has been calculated as per the IFRS and these amounts (Rs. 4,618,303 for 2008-2010, Rs.2,798,100 for 2011 and Rs. 3,263,333 for 2012) and adjusted retrospectively. Therefore, Rs. 7 Mn already charged to expenditure in the year was revised to the credit of

		Retained Earnings Account in the accounts. There is no debit to work-in-progress.
2.2.3 (F)	Erroneous journal entries amounting to Rs.3,025,234 had been passed at the end of the year by the Authority for Provision of encashment of unutilized vacation leave .As a result,the deficit for the year under review and accrued expenses had been understated and overstated respectively by Rs.3,025,234	This has now been corrected in 2013 accounts
2.2.3 (G)	It is observed that an erroneous journal entry for Rs.3,012,980 had been passed at the end of the year by debiting client deposit account and crediting retained profit account . As a result, the equity and the current liability of the Authority had been overstated and understated respectively by the same amount in the final statements.	This has now been corrected in 2013 accounts
2.2.3 (H)	A land at DenzilKobbakaduwa Road has been obtained by the RDA from UDA on a leasehold basis and a sum of Rs.50 million had been paid to a Religious Institute on three occasions since 2007 to 2010 as compensation for cancellation of pervious lease agreement with lessee. However, out of total compensation a sum of Rs.30 million had been brought to account and shown as cost of leasehold land during the year under review andthe balance Rs.20 million had been erroneously charged to Administrative Expenses in 2009.	Third payment of Rs. 20.0Mn paid in March 2010 has been charged to expenditure by an oversight. This has now been corrected. As these payments are capital nature these are to be added to the cost of the Secretariat Building which is being constructed in this land.
2.2.3 (I)	It was observed that 77 brand new vehicles procured at a cost of Rs 1,113.33 million and one vechicle purchased at a cost of Rs 5.4 milllion by the Southern Expressway Project and handed over to the Authority in 2011 and 2012 respectively had not been brought to the Ledger accounts.	This has been accounted in the year 2013
2.2.3 (J)	The value of 13 Asphalt Manufacturing Plants installed Islandwide by the RDA in 2012 with the assistance of the Ministry of Economic Development had not been determined and brought to account whilst the installation cost amounting to Rs.124,165,390 had only been capitalized. Therefore, the value of the plants shown under the Machinery and the government grants received had been understated.	We have received 10 Nos Asphalt Plants and 03 Nos Crusher Plants from Economic Development Ministry and ownership of the those Plants have not been given to RDA and still remain as a property of the Economic Development Ministry. Therefore the value of the plants have not been shown in the accounts. According to the

		them ownership of those Plants will be given to RDA in due course.
2.2.3 (K)	A sum of Rs.17,739,681 spent on the opening ceremony of Southern Expressway had not been shown as receivable from Southern Transport Development Project in the financial statements as at 31 December 2012.	In connection with the opening ceremony of Southern Highway, RDA improved adjacent roads. Therefore, this amount has nothing to do with the expenditure of Southern Expressway Construction and cannot be claimed from STDP.
2.2.3 (L)	The cost of Renovation works of quarters in Batticola amounting to Rs.1,121,546 had been shown under work- in progress instead of being shown under improvement of building	Adjustment to transfer the above repair & maintenance cost of building has already been made in 2013 accounts.
2.2.3 (M)	Building maintenance cost aggregating Rs.1,482,503 incurred by the North Western Provincial office had been capitalized as building.	Transfer of expenditure to recurrent expenses has already been done.
2.2.3 (N)	The cost of reconstruction of Chief Engineers Office and the officers' quarters at Trincomalee amounting Rs 2.4 million had been written off against the grants received from the Road Sector Assistant Project in 2012 without considering its capital nature.	This reconstruction work has been carried out by the RSAP Project and all the expenses have been incurred by them from their GOSL Funds. No funds has been received by RDA and no payment has been made by RDA, and also no entry has been passed for Rs. 2.4 Mn against grant account. However, action will be taken to obtain the value of the reconstruction from the project and capitalize.
2.2.3 (O)	Advertising expenses amounting to Rs 4,481,450 incurred on various purposes had been erroneously shown under cost of work done on construction of Bye -pass road at Kegalle Town.	Action will be taken to review the expenditure & make necessary adjustments
2.2.4	The mobilization advances aggregating Rs.77,040,957 paid to the contractors had remained unrecovered for over 3 years	Out of the total of Rs. 2,742,703,525 a sum of Rs. 409,862,968 has been recovered. The balance remaining over a period of more than three years amounting to Rs. 77,040,957 will be recovered within three months.
2.2.5	Non Compliance with Laws, Rules, Regulations and Management Decisions	

		Reference to Laws, Rules, Regulations and Management Decisions	Non- Compliance	
		Finance Act, No 38 of 1971		
	2.2.5 a(i)	Section 8(i)	The budget of the RDA for the year 2012 which was required to be approved by the Board of Directors before 30 September 2011. had been approved only on 12 November 2012.	
	2.2.5 a(ii)	Section 14(1)	The draft annual report for the year 2012 to be prepared within 60 days after the closure of financial year had not been prepared even up to 30 June 2013 to enable to submit the copies of such reports to the respective Ministry and the Auditor General.	
	2.2.5 b (i)	Circular No. PED/28 dated 31 January 2005 of the Department of Public Enterprises	The approval of the Director General of Public Enterprises Department had not been obtained by the authority in connection with purchases of 17 vehicles valued at Rs.46,239,371 and 02 vehicles valued at Rs.28,573,096 .	
				<p>Budget was submitted to the Board of Directors in time. After reviewed by Board of Directors, certain amendments were later incorporated into the Budget. Thereafter, the Budget was approved on 12/11/2012</p> <p>The Draft Report is being prepared and Final Report will be submitted after receiving Audited Financial Statements for 2012 which has to be included into the Annual Report.</p> <p>As the supervision of those contracts had to be commenced simultaneously with the commencement of civil work procurement of vehicles included in the Cabinet approved BOQs of the contracts were done.</p>

2.2.5 b (ii)	Circular No. PED/47 dated 18 December 2007 of the Department of Public Enterprises	The RDA had prepared and approved the Corporate Plan for 2011-2015 only on 15 May 2013. The Corporate Plan for 2012-2016 had not been approved by the Board of Directors even as at 31 August 2013	Corporate Plan for 2012-2016 was submitted to the Board on 9 th July 2013 and it was approved by the Board with some amendments on 10 th October 2013. Disposing of old vehicles identified for disposal in the list prepared is done on receipt of new vehicles from the Treasury. We have not completed the disposal of all vehicles identified in the list. Action will be taken to comply with circular instructions. Instructions have been issued to follow the circular instructions without fail in the closing of accounts for 2013 to avoid such situations
	Paragraph 08 of the Circular No:150 of 07 December 2010 of the Ministry of Finance and Planning	Twenty three new vehicles valued at Rs. 136 million had been provided to the RDA under the funds provided by the Department of National Budget in 2011 and the authority also had prepared a list of 113 vehicles to be disposed. However, 13 vehicles had only been disposed as at 31 December 2012 and the proceeds of sales of those vehicles amounting to Rs.7,157,449 and proceeds of sales of 06 other vehicles amounting to Rs.3,453,724 which were not included in the above list had not been credited to the Consolidated Fund.	
	Finance Circular No. 327 of the RDA dated 17 October 2011	Petty cash imprests aggregating Rs.894,169 granted to two Divisions of the Head Office of RDA and 22 Sub offices of the authority and fuel imprests aggregating Rs.209,348 granted to 06 sub offices had not been settled at the end of the year as instructed by the Circular.	
2.2.5 b (iii)			
2.2.5 (c)			

3 3.1	<p>Financial Review</p> <p>Financial Results</p> <p>According to the Financial Statement presented the operations of the Authority for the year under review had resulted in a pretax net deficit of 547 million as against pretax net deficit of 385 million for the preceding year thus indicating a decrease of Rs 162 million in the financial results for the year under review. Even though , there is a surplus of 688 million in the Southern Expressway , the cost of personal emoluments ,direct labour ,other administration and client works increased by 829 million had been attributed for this decreased in the financial results of the year under review.</p> <p>3.2 Analytical Financial Review</p> <p>Even though the income and the cost of the Southern Expressway had been stated in the financial statements of the authority, the activities of the authority had resulted a net deficit for the year under review and the previous year thus indicating a net increase in accumulated deficit . Certain significant balances shown in the Statement of Financial Performance as at 31 December 2012 compared with the previous year are given below.</p> <table border="1" data-bbox="378 1142 971 1507"> <thead> <tr> <th rowspan="3"></th><th colspan="2">As at 31 December</th></tr> <tr> <th>2012</th><th>2011</th></tr> <tr> <th>Rs.Mn</th><th>Rs.Mn</th></tr> </thead> <tbody> <tr> <td>Net Current Assets</td><td>(3,170)</td><td>(4,482)</td></tr> <tr> <td>Net Assets</td><td>69 ,355</td><td>(3,109)</td></tr> <tr> <td>Accumulated Deficit</td><td>(8,205)</td><td>(5,439)</td></tr> </tbody> </table> <p>The increase of the net assets of the Authority had been resulted due to capitalize the cost of the Southern Expressway by Rs 76,444 million during the year 2012.</p>		As at 31 December		2012	2011	Rs.Mn	Rs.Mn	Net Current Assets	(3,170)	(4,482)	Net Assets	69 ,355	(3,109)	Accumulated Deficit	(8,205)	(5,439)	<p>Erosion in Net Current Assets is mainly due to payable to contractors (Rs. 11,656 Mn) for accrued work bills and retention money on completed contracts (Rs. 1,501 Mn) included in current liabilities. There is no erosion in total assets, Rs. 13,210.82 Mn when compared to previous year and rather there is an increase in Total Assets. Further, the Accumulated Deficit Over Capital and Reserves (Rs. 3,957.67 negative value) has not adversely changed when compared to previous year.</p> <p>However, audit observation is noted to review the present financial reporting system for restructuring if necessary.</p>
	As at 31 December																	
	2012		2011															
	Rs.Mn	Rs.Mn																
Net Current Assets	(3,170)	(4,482)																
Net Assets	69 ,355	(3,109)																
Accumulated Deficit	(8,205)	(5,439)																

4 4.1 4.1.1 (A)	Operating Review Performance <u>Non- Commercial Activities of the Authority</u> <u>Maintenance of National roads and bridges.</u> <p>According to the progress reports of RDA for the year 2012, the breakup of the allocation and actual expenditure of construction of bridges and flyovers are as follows.</p>	<p>For the year 2012 Rs 5500 Mn has been allocated for maintenance of National Roads and Bridges under 7 maintenance activities. The revised allocation & expenditure at the end of the year is as below</p>
4.1.1 A(i)	<p>The allocation made for general maintenance had been exceeded by all the provinces except the allocation made for the Northern Province.</p>	<p>Due to deterioration of roads under weather conditions, original road maintenance allocations in the other provinces except Northern Province were exceeded. Since most of the roads in Northern Province were rehabilitated or under taken for rehabilitation under other road development programmes maintenance expenditure in the province was within the allocation.</p>
4.1.1 A(ii)	<p>The progress reports indicated that the allocations made for continuous road maintenance purposes had been exceeded by seven provincial offices.</p>	<p>This was due to high cost of material, hire and labour.</p>
4.1.1 A(iii)	<p>The allocation made for periodical road maintenance and drainage systems maintenance had been underutilized by all Provinces</p> <p>Further , out of the total allocation amounting 483 million made for the signal light maintenance purposes, only a sum of Rs 118 million had been utilized whilst the Additional Provincial Office at Akkaripattu was not utilizing the total allocation amounting to Rs.4.89 million made for signal light maintenance. The Planning Division had spent a sum of Rs.13 million without any allocations made thereon for that Division.</p>	<p>Most of the roads in all the Provinces were undertaken for development including drainage systems or completed under other road development programmes during the year. As such, there were less utilization of allocations. The allocation given to Akkaraipattu PD Division was remained not utilized due to facts explained above.</p> <p>As such expenditure on some road maintenance items were remained not utilized, underutilized or exceeded with compared to the initial distribution. However, we were able to control the expenditure within the total allocation.</p>

4.1.1 A(iv)	The progress on utilization of allocations made for Ferry maintenance purposes was extremely low.	Several locations where ferries were operated, new bridges were constructed e.g. Batticaloa - Trincomalee Road, Trincomalee - Pulmudei Road. Therefore, the expenditure on ferry maintenance has been reduced.
4.1.1 A(v)	The Planning Division of the authority had spent a sum of Rs 13 million without any allocation made for traffic light maintenance for that Division	Maintenance of signal lights are done through State Development and Construction Corporation (SD & CC). During the year no major repairs were needed. As such, a saving was observed in the original allocation and the saving was redistributed for other maintenance activities.
(B)	<u>Maintenance ,Widening and Improvement of Roads</u> The following observations are made.	
4.1.1.B (i)	Out of the total allocation for road maintenance, a sum of Rs.32.50 million had been further allocated by the RDA for maintenance of the Light/signal light/Road marking and installation of Road furniture in the area under the purview of EE office - Horana. However, actual expenditure amounting to Rs.12.79 million representing 39.36% had only been incurred by the EEs office for that purpose in 2012 so as enable to ensure good road safety condition in the area.	Slow progress was due to procurement and material supply delays experienced at that time
4.1.1.B (ii)	A sum of Rs.2,458,151 of four re-construction works carried out by the EE's office during the year 2012 had not been included in the Annual Action Plan of the RDA for 2012	Items not included in the original Action Plan will be included into the revised Action Plan for the year
4.1.1.B (iii)	Some of the maintenance activities carried out by the Ratnapura and Kegalle Provincial offices in 2012 were not included in the Annual Action Plan. Therefore, the basis for selection of roads which need urgent maintenance works were not revealed in audit. 13 maintenance activities carried out by the above offices in 2012 were not included in the Annual Action Plan.	Considering the condition of the roads and national interest those works were attended. Expenditure was within the revised allocation .13 items have been commenced due to urgency of work and some items were in the 2011 work programme and expenditure have been incurred in 2012 under Continuation work.

4.1.1.B (iv)	Eleven works identified as emergency works had not been commenced during the year under review whilst six other works had been completed by incurring a sum of Rs.26, 824,774.	Works have been started in emergency situation due to floods and landslides. Out of those 11 items, 4 items have been completed at present and works on other items are in progress.												
4.1.1.C (i)	<p><u>Construction of bridges, flyovers and reconstruction of damaged weak bridges (Bridge Design/Rural Bridges)</u></p> <p>According to the progress reports of RDA for the year 2012, the breakup of the allocation and actual expenditure of construction of bridges and flyovers are as follows.</p> <table border="1"> <thead> <tr> <th>Description</th><th>Allocation 2012Rs. Mn</th><th>Actual Exp. 2012Rs. Mn</th></tr> </thead> <tbody> <tr> <td>Re construction of Damaged or Weak Bridges -Continuation Work</td><td>573.3</td><td>629.5</td></tr> <tr> <td>Reconstruction of Damaged or Weak Bridges- New work</td><td>126.7</td><td>4.4</td></tr> <tr> <td>Construction of Rural Bridges</td><td>100</td><td>78.65</td></tr> </tbody> </table> <p>It was observed that a sum of Rs.573.3 million had been allocated for the year 2012 to nine Provincial Directors Offices for continuation work of reconstruction of damaged bridges and a sum of Rs.629.5 million had been utilized during the year under review. However, provincial offices in Central, Northern, North Western and Sabaragamuwa provinces had exceeded the annual allocation made for above purpose.</p>	Description	Allocation 2012Rs. Mn	Actual Exp. 2012Rs. Mn	Re construction of Damaged or Weak Bridges -Continuation Work	573.3	629.5	Reconstruction of Damaged or Weak Bridges- New work	126.7	4.4	Construction of Rural Bridges	100	78.65	
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4.1.1.C (ii)	Further, 47 Projects had been identified to carry out reconstruction works under the Action Plan 2012 in 10 provincial offices. However, the works of six Projects which were not included in the Action Plan had been carried out whilst the works of four Projects included in the Action Plan had not been commenced even up to 31 December 2012	<p>Even though the allocations of some provinces were exceeded, the total expenditure was within the budgetary allocation for the year.</p> <p>This has happened as we have to identify the priority of work considering the Governments other Development programmes in the Country and national interest. However action will be taken to revise the action plan accordingly.</p>												

<p>4.1.1.D (ii)</p>	<p>According to the Annual Work Plan, 593 works on road widening and improvement purposes had been identified. However, 289 works which were not included in the Annual Work Plan had been carried out by incurring an additional cost of Rs.4, 821 million during the year under review.</p>	<p>This has happened mainly due to reasons explained above.</p>
<p>4.1.2 (A)</p>	<p><u>Operations of Commercial Activities</u> The following observations are made <u>Manufacturing of Interlock Concrete paying Blocks</u> As per letter of the Secretary to the Ministry of Ports and Highways No MM/MG/03/15 dated 24 December 2010, a sum of Rs. 52 million had been released to the Provincial Directors of the RDA to purchase Interlock Block paying Machines and to continue its operations. Therefore, 54 machines had been purchased and operated under the supervision of Executive Engineers.</p> <p>(i) According to the information collected, 15 out of 38 machines located at the EE offices, were not functioning as at 31 December 2012. The machines located at Nittambuwa, Galle, Kalutara, Horana, Bibile and Tangalle had not commenced operations due to technical defects</p> <p>(B) <u>Asphalt Manufacturing Plant(Site at Balangoda)</u> The manufacturing processes of the Asphalt manufacturing plant at Balangoda had commenced on 16 July 2012 and 1342 MT of wearing course, 6103 MT of binding course and 5587MT of cut backs had been produced since then up to July 2013.</p> <p>(i) It was observed that 3680 Liters of diesel valued at Rs.423,200 had been used by the plant during May and June 2012, before commencement of the plant operations. The reasons for use of such a large stock of diesel had not been explained in audit.</p> <p>(ii) According to the information made available from records maintained at the plant regarding the asphalt productions (Output) and quantities of diesel and kerosene issued (Inputs) during the year 2012 and up to 16 July 2013, it was revealed that abnormal quantities of diesel and kerosene</p>	<p>Interlocking block casting machines located at Nittambuwa, Galle, Kalutara, Horana, Bibila, Tangalle EE's office are not functioning at present due to lack of demand for the product and cost effectiveness.</p> <p>Diesel Consumption at the end of year 2012 was recorded as 45,287.38 litres since there was no continuous productions during that period of July to December 2012. Due to interruption of productions a diesel consumption remained high, because more fuel, were consumed by the plant machinery for heating up the plant bitumen. However, The calculated actual average consumption of diesel during</p>

	<p>had been issued for the productions. Therefore, the average diesel consumption ranged from 7 liters to 74 liters per Metric Ton of Asphalt and the kerosene oil ranged from 1 litre to 17 litres per Metric Ton of cut back. However, as per explanations made by the Engineer, the required quantity for producing of a MT of asphalt and cut back was around 9 litres and 5 litres of diesel and kerosene respectively</p>	<p>that period was 8.95 liters per metric ton while the estimate is 9 litre per metric ton. Similarly, the calculated average kerosene consumption was 3.01 litre per metric ton while the estimate is 5.0 litre per metric ton. Therefore, no excess consumption of diesel and Kerosene is observed. Details with regard to this are available with Director (Works).</p>
(iii)	<p>A power generator was used to generate electricity for the plant operation and the diesel requirement for the generator was estimated at 33 litres per hour of operation of the Plant. However, production records and diesel issued thereon had indicated that the usage of diesel for one hour of operation ranged from around 15 litres to 1386 litres entered in the register of stock which was unrealistic.</p>	<p>Calculated average diesel consumption is 2.02 litre per metric ton during the period. Estimated diesel consumption is 2.42 liter per metric ton. As such diesel consumption of the generator is within the estimated consumption limits</p>
4.2	<p><u>Transactions of Contentious Nature</u></p> <p>The RDA had made significant volume of transactions with three private companies namely Maganeguma Road Construction and Equipment Company Limited, Maganeguma Consultancy and Project Management Services Company Limited and Maganeguma Emulsion Production Company based on decisions made by the Board of Directors of RDA at their meetings held on 14 August 2008 and a circular had been issued by the Chairman of RDA No.RDA/CH/MMC/2/9 dated 22 May 2008 to award contracts for road rehabilitation and procurements of material such as premix patching material and emulsion etc.</p>	
(i)	<p>As per the financial statements for the year ended 31 December 2012, a sum of Rs.23,822 million had been incurred by the Road Development Authority for road widening reconstruction and maintenance purposes during the year and it was revealed in audit that road widening reconstruction contracts had been carried out by the above Company. However, the information relating to the physical progresses of work done at the regional level at the yearend could not be readily available from the head office of the RDA</p>	<p>The total number of works awarded to Maganeguma Companies is over 300 and action will be taken to submit the progress within a month.</p>

4.2 (ii)	Information of the contracts relating to construction and consultancy services assigned to above mentioned were not furnished to audit.	As above
4.2 (iii)	However, the balances aggregating Rs. 1,236,424,625 shown in the four ledger accounts of the RDA as receivable on transactions with Maganeguma Road Construction and Equipment Company had been confirmed directly by the respective Company as Rs.1,685,544,068 and the difference of Rs.449,119,443 observed was not explained.	<p>We have recorded hire charges receivable on accrual basis as per the invoices we have sent to them. Recovery of hire chargers were made as a deduction against payable to them on the supply of premix. This difference was mainly due to non-adjustment of some of the amounts so deducted in their amount. We confirm that the amount shown as receivable in our amounts is correct.</p> <p>However, action will be taken to reconcile this figure with their records. At the time of closing down of RC & DC, some assets, material stocks & other consumables which were available at production sites were handed over to MagaNeguma Road Construction and Equipment Company. Handing over and taking over documents are available at Finance Division to evidence this. They may have not been accounted those in their records.</p> <p>Reconciliation is being done.</p>
4.2 (iv)	The balances aggregating Rs. 44,189,194 shown in three ledger accounts of the RDA as payable on transactions with Maganeguma Road Construction and Equipment Company had been confirmed directly by the Company as Rs. 3,185,346,898 and the difference of Rs.3,141,157,704 observed was not explained.	Under work bills of regions, we have shown only the amount payable to MagaNeguma Road Construction and Equipment Company from Regional offices. In addition to this amount we have outstanding amount of Rs. 2,263,942,500.87 to MagaNeguma Company on work bills relating to Widening & improvement works as at 31.12.2012. As per our records amount shown in account as payables to MagaNeguma is correct. Invoices relating to supply of premix have been accounted on accrual basis as per the invoices available with us as

		<p>at 31.12.2012.</p> <p>Reason for the difference may be due to non-adjustment of deduction made from payable for supply of premix to recover hire charge in MagaNeguma account. However those figures will be reconciled with MagaNeguma figures. As per our records we have retention payable to MagaNeguma Company as at 31.12.2012 as follows. Retention payable from regions Rs. 225,406,602.51 Retention payable on road widening & improvement work Rs. 922,583,727.06 Rs1,347,990,329.57 Above figures are correct as per our records. However reconciliation is being done.</p>
4.2 (v)	The balances aggregating Rs. 35,429,053 shown in the ledger accounts of the RDA as payable relating to transactions with MagaNeguma Emulsion Company (pvt) Ltd had been confirmed directly by the Company as Rs.51,291,044 and the difference of Rs.15,861,991 observed was not explained.	This payable has also been accounted on accrual basis as per the invoices outstanding available on 31.12.2012. Reconciliation is being done with MagaNegumaEmulsion Company (pvt) Ltd Reconciliation is being done.
4.2 (vi)	The balances shown in the receivable ledger accounts of the RDA on transactions with Maganeguma Consultancy and Project Management Services Company Limited had not been confirmed by the respective companies.	We have made several requests to the MagaNeguma consultancy and project management services company asking them to confirm the balances directly to auditors But, they have not responded.
4.2 (vii)	It was observed that certain contracts had been directly awarded to the Maganeguma Companies by RDA without following procurement procedure as per the chapter 3 of Government Procurement Guidelines of the National Procurement Agency Circular No.8.	We have obtained a cabinet decision in this regard on 14.02.2013. A Copy of cabinet decision attached. Annex 4

4.3	<u>Contract Administration</u> The following observations are made.	
4.3.1	<u>Road rehabilitations and Improvements</u>	
(A)	<u>Local Bank Funded Road Rehabilitation Project (LBFRRP)</u> As decided by the Ministers of Cabinet at their meeting held on 09 February 2011, the RDA had been permitted to obtain loans equivalent of USD 500 million from local banks to rehabilitate propriety roads with a length of 600 km islandwide. Therefore, the local banks had offered contracts valued at Rs.50,319,762,550 to 15 contractors to rehabilitate 19 roads with a total length of 543.36 km as at 30 June 2013. As per the decision of the Ministers of Cabinet on 09 February 2011, the contractors who registered at the ICTAD under C1 grade for road constructions were allowed to make technical and financial proposals on roads selected by the RDA for rehabilitation purposes. The following observations are made in this regard.	
(i)	The RDA had withdrawn funds amounting to Rs 49,308,245 exceeding net amounts to be paid to the contractors from the lending agencies and uses the excesses for other payments. Therefore an interest had been paid by RDA should on excess withdrawals as well.	The withdrawal of Rs. 49,308,245 represents the amount of retention money and CGIFL tax relevant to the payments made. As release of retention money becomes due on a future date, Rs.33,037,267 was set off against the subsequent withdrawal from the lending agency. The balance amount will be set off against future withdrawals.
(ii)	As approved by the Cabinet of Ministers, the RDA had allocated the selected roads to the contractors who had been also selected by the RDA and invited for competitive biddings for the respective roads. It was observed that the average price per Km proposed and agreed by the contractors with RDA had remained very high and it differs from road to road. Further, 35% profit margin had also been included in the quoted prices even though no rates are permitted to be included in calculation of cost estimates, as stipulated in the Highway Schedule of Rates (HSR).	Contract proposals had prepared with 35% profit margin. However, the TEC evaluations were based on the Engineers estimate based on the HSR.

<p>B</p>	<p><u>Kegalle By - Pass (2.06 Kilometers)</u></p> <p>The two stage Project which was initiated in 2008 with the aim of avoiding traffic jam in Kegalle Town, had not completed any stage even as at 31 December 2012.</p> <p>The work administration remained unsatisfactory due to the following weaknesses in control.</p> <p>(i) The works of the Stage -01 had been initiated in 2008 at an estimate of Rs.81.61 million under direct labour basis and subsequently handed over to Maganeguma Road Construction Company at a estimated cost of Rs169.73 million. The works of Stage -02 had also commenced under direct labour basis in 2010 at a cost of Rs, 35.79 million. However, a separate Project Office had been created in November 2011 due to slow progress on works.</p> <p>(ii) The Project Chief Engineer's Office- Kegalle had not maintained a separate ledger for work done on direct labour basis Therefore, details relating to the total expenses amounting Rs 403,915,173 incurred by the Project Office could not be obtained for audit.</p> <p>(iii) The Project Office had taken action to divide the works and offer them to contractors to enable to approve payments within the authorized limit amounting to Rs.3 million. Therefore, instances were observed where the same work had been separated into various contracts and offered to the identical contractor.</p> <p>(iv) It was observed that procurements valued at Rs 131,807,232 had been made from un- registered suppliers</p>	<p>Direct labour work was not started although it was estimated. The work was awarded to Maganeguma Construction Company Ltd at a cost of Rs.54,767,588.16 on 10.07.2009. . Direct Labour work for stage(2) commenced in July 2011 at a cost of Rs.93,725,257.22. Now the progress of the work is satisfactory.</p> <p>Instructions were given to Chief Engineer, Kegalle to maintain a separate ledger properly in his office</p> <p>According to CE-Kegalle, separate tenders had been prepared for different work items in the whole work in order to get the bids from potential bidders who are capable of attending to the particular service. The value of each work below Rs. 3 Mn However, in the evaluation of bids, some bidders had won more than one contract.</p> <p>In order to obtain more competitive, workable and realistic bids quotations were called from suppliers registered with RDA Head Office, Central Province, Sabaragamuwa Province and from the suppliers nearby Kegalle RDA Office.</p>
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C	<p><u>Thanakolawatte Bridge- Kegalle District (Rural Bridges Division)</u></p> <p>Although the construction works of the Bridge was expected to be completed by 27 July 2011 only a part of the bridge valued at Rs.22,557,650 had not been completed even by 13 February 2013. The Chairman had replied as follows "Transport difficulties experienced by the contractor in transporting material and machineries connected with the location of the site has caused delays. However, the work is continued by the contractor."</p>	Transport difficulties experienced by the contractor in transporting material and machinery connected with the location of the site has caused delays. However, the work is continued by the contractor.
D	<p><u>No 33/1 Bridge at Veyangoda- Ruwanwella Road</u></p> <p>Contract for the construction of the Bridge had been awarded to a state corporation at a cost of Rs74,171,053. Even though four extensions had been allowed, it had not been completed as at 23 December 2009. However, a sum of Rs3,500,030 had been paid due to escalation of prices exceeding the maximum allowance payable.</p>	Payment for price escalation was done based on the conditions of Contract applicable to the contract as per clause 47 of ICTAD/SBD/01 (Volume 1)
E	<p><u>Urupellawwa Suspension Bridge at Dehiowita-Deraniyagala - Nooriya Road</u></p> <p>Contract for the construction of the sub-structure for Suspension Bridge was awarded to a contractor at a price of Rs. 1,715,377. However, the construction work was not completed even by 13 February 2013.</p>	This contract is for the construction of bridge substructure only. Contractor has finished the construction work within contract period. The superstructure of the bridge is to be completed by RDA. The superstructure was delayed due to an obstructing electricity pole. Electricity pole has now been shifted and the work is in progress.
F	<p><u>Miriswatte - Waturugama Road (Gampaha Chief Engineer's Office)</u></p> <p>Rehabilitation and reconstruction of the Miriswatte - Waturugama Road (0+000km to 5+000km) had been offered to a private contractor on 15 September 2011 at a cost of Rs 36,734,093. The following observations are made in this regard.</p>	
(i)	<p>The contractor had delayed to commence the works due to late release of mobilization advances, disputes in land acquisitions and removing existing sub structures. The contractor had vacated the site on 15 May 2013 and the advances amounting to Rs. 2,046,982 was remained un-recovered.</p>	Due to problems in acquisition of lands, commencement of the contract was delayed. The remaining advance amount will be recovered from other contracts awarded to the contractor.

(ii)	<p>The land acquisition activities also remained un-completed as at 31 December 2012. A sum of Rs 4,803,000 remitted by Ministry the RDA to the Divisional Secretary – Mahara on September 2011 for payment of compensation on lands acquired had remained in a deposit account even upto 31 August 2013 without utilizing for intended purposes.</p>	<p>Payments for land acquisitions have been made by the Ministry. This money will be used for payment of compensation on lands acquired in future or will get refunded by them if the acquisition gets delayed.</p>
G	<p><u>Maganaguma Development Programmes – (Provincial Director’s office, Sabaragamuwa)</u></p> <p>According to the progress report, many non RDA works had been attended by the respective provincial offices. Therefore, 35 block paving road construction works amounting to Rs.22,000,000 had been planned for 2012. Of these, 08 works had only been completed as at 31 December 2012. Further, 14 number of works remained in progress and 15 works had not commenced. Many such block paving/concreting works had been assigned to Maganaguma Road Construction and Equipment Company.</p> <p>The total cost of Rs.107,280,376 of 05 road construction site had been visited on 12 December 2012 by audit teams and revealed that the cracks were appeared in many of roads the surfaces thus indicating that the works were of poor quality.</p>	<p>No Comments</p> <p>According to PD Sabaragamuwa Those defects have now been rectified</p>
H	<p><u>Horana – Anguruwathota-Aluthgama Road (EE Office Horana)</u></p> <p>Contracts for overlaying Asphalt of two sections of the Horana- Anguruwathota-Aluthgama Road had been awarded to two contractors under an emergency basis in view of opening of the Southern Expressway. Asphalt overlaying contract for section from 42+300km to 44+600km of the road had been offered at a bid price of Rs. 31,097,750 excluding VAT. The respective bid value was 19% higher than the Engineer’s estimate. The contract for the asphalt over laying of the section 45+000 km to 47+000km had been awarded at a bid price of Rs. 26,335,320 excluding VAT. The bid value was 10% higher than the Engineer’s estimate.</p> <p>(i) The asphalt overlaying works had been commenced by the contractor on 24 November 2011 and completed within three days on 26 November in</p>	<p>No comment</p> <p>Quotations were called CE (Kalutara) as per the emergency basis in view of Opening</p>

	<p>2011. However, according to the information collected from the respective construction file, the contractor had furnished his bids only on 19 November 2011 and therefore, normal tender procedure had been adopted mischievously and followed after the completion of the overlaying works.</p>	<p>Southern Express Way and Opened on 19th November 2011. It was decided to commence the work with the lowest bidder while the Procurement work is in Progress. Accordingly Works were carried out by three days with overnight working.</p>
(ii)	<p>According to the measurements made for the track coat using emulsion, the road length, road width of Section 42+300km to 44+600km had been measured and therefore, total area for the asphalt laying was 12,949.23 square metres. Considering the 50 mm standard thickness for overlaying of asphalt, the required asphalt premix per cubic meter (ie 2.35 M.T. per cu.m.), should be 1,521.53 M.T. (12,949.23 x 0.05x2.35). However, actual payments made to the contractor for this section was 1,865.M.T. accordingly, a sum of Rs 5,323,785 for 343.47 MT had been over paid to the contractor. Further, it was observed that, the payment for the asphalt binder course had been made by the RDA, based on the number of load of vehicles and not based on actual measurements.</p>	<p>The road sections were constructed through wet lands. In most locations, there were considerable irregularities on the existing road surface and no time for rectification since it had to be complete within three days. New asphalt layer was over laid without correcting such irregularities. Therefore, asphalt thickness became more than the estimated figure. Payment for the asphalt binder course delivered to the site and used for the road under the supervision of the RDA officers was based on the measured quantity taken from the Goods Received Notes (GRN's)</p>
(iii)	<p>According to the measurements made for the track coat using emulsion, the road length, road width of Section 42+300km to 44+600 km had been measured and therefore, the total area for the asphalt laying was 5,124.3 square metres. Considering the 50 mm standard thickness for overlaying of asphalt and the requirement of asphalt premix per cu.m (ie , 2.35mt. per cu.m.), total number of asphalt required for the above Road section should be 602.10mt (5,124.30 x 0.05x2.35). However, actual payment made thereon to the contractor was 680.25.M.T. and as a result a sum of Rs.1,067,529 for 8.15 mt had been overpaid to the contractor. Further, it was observed that, the payment for the asphalt binder course had been made by the RDA based on the number of load of vehicles and not based on actual measurements.</p>	<p>Asphalt over laying was done without improving the base due to urgency of work as explained above. Although the road area was 5,124.3 square meters and standard thickness was 50mm. more quantity of asphalt concrete material was consumed. Payment for the asphalt binder course delivered to the site and used for the road under the supervision of the RDA officers was based on the measured quantity taken from the Goods Received Notes (GRN's) As such, payments made were for actual quantity supplied to the road.</p>

I	<p><u>Development of Holy Cross Roundabout (CE Office - Kalutara)</u></p> <p>Contract for the development of the roundabout at Holy Cross College junction had been awarded to a private contractor at an estimated cost of Rs. 8.34 million on 09 May 2011. As indicated in the BOQ for the development of the roundabout, 1,500 linear metres of Guard Rails valued at Rs12,541,605 had been supplied by the contractor. However, the actual requirement was only 373.5 linear metres of Guard Rails which was much lesser than the quantity indicated in the BOQ. Therefore, 807.5 linear metres of Guard Rails valued at Rs. 6,726,506 had been utilized by the CE Office for various other purposes. balance quantity of 319.5 linear metres of Guard Rails valued at Rs2,663,096 had remained at the office premises without proper security. (Ref. RT/D/RDA/2012/LA/IN/AQ-40)</p>	<p>Total quantity of Guard Rails estimated was for the development of Holy Cross Roundabout and other Kaluthara Town Roads. 373.5 liner meters were used for the Holly cross Roundabout and 820.5 liner meters were used for the other roads in Kalutara Town. The balance quantity now available at RDA work Unit is 306 linear meters. These quantity will be used for the road sections at Kalutara College and Holly Cross College.</p>
J	<p><u>Development of Bus Stand junction in Panadura Town</u></p> <p>The contract for the Development of Bus Stand junction in Panadura town valued at 45.5 million was expected to commence on 17 October 2011 and to be completed before 17 January 2012. Mobilization advances of Rs.4.53 million had been granted on 19 December 2011. However, such works had not commenced and the contract was cancelled on 31 December 2012. The mobilization advance had not been recovered even as at 31 June 2013.</p>	<p>The contract was cancelled as the work has been identified for exclusion under a World Bank Project. Action will be taken to recover mobilization advance paid from another RDA contract awarded to the contractor.</p>
K	<p><u>Road rehabilitation works at the rest area of Southern Highway (EEs office -Agalawatta</u></p> <p>The estimated value of the work was Rs.24,170,198 and it included four main jobs such as asphalt overlaying on STDP rest area and internal roads, cutting and removing soil for the fuel station, asphalt overlaying on access roads and construction of a two 0.6 m diameter RCC pipe culvert etc., the following comments are made in this regard. However, the EEs office completed these works at a cost of Rs.17,739,681 on direct labour basis.</p>	<p>No Comments</p>

<p>(i)</p> <p>(ii)</p>	<p>The cost incurred thereon had been treated as cost of road maintenance works without taking action to recovered either from the contractor for STDP or Sri Lanka Insurance Corporation which is the operator of the rest area.</p> <p>It was observed that the EEs office- Agalawatta had overlaid asphalt at a cost of Rs 2,666,443 for the additional road named Rubber Estate Circular Road “ to access to the rest area at the time of opening of the rest area of the STDP. However, 420 metre length of this road is not used by the general public at present.</p>	<p>The expenditure can not be recovered from the Contractor for STDP as the work was not within the contracted work. Also it can not be recovered from the Insurance Corporation as per the arrangement with them.</p> <p>According to the information received, the road is being in use.</p>
<p>4.4</p> <p>A</p>	<p><u>Irregular Transactions</u></p> <p>Following observations are made.</p> <p>Expressway Management Unit It was observed that a sum of Rs.40,201,167 had been incurred during the year under review to meet the costs such as electricity, water, fuel, vehicle hire, gas, building rent, stationery and inventories etc., at the unit of Department of Police attached for the operations of Expressway.</p> <p>However, a Memorandum of Understanding had not been signed by the RDA with the Department of Police to resolve the matters such as nature of services provided by the Department of Police and costs to be incurred by the RDA.</p>	<p>It has been agreed by RDA on the request of Police to give accommodation with facilities such as accommodation electricity, water, fuel, gas and transport etc to the police officers providing services for the operation of expressway. Action will be taken to review and regularize the matter.</p>
<p>B</p> <p>(i)</p>	<p><u>Exchanging state hold Land for lease hold Land</u></p> <p>The state owned land with the extent of 77 perch located of Narahenpita which was transferred to RDA from the Department of Highways had been allowed to used by the Sri Lanka Rammagna Nikaya Arakshaka Sabhawa (SLRNAS) for their own purposes, since 2007. However, the legal ownership of the land had not been transferred to SLRNAS even as at 30 June 2013. Further, the approval of the Commissioner of Lands had not been obtained as per Circular No. SP/RD/02/10 of 03 February 2010 of the</p>	<p>This land being a state owned land has been handed over to Divisional Secretary, Thimbirigasyaya on 20th February 2007 and the Divisional Secretary has handed over the land to the Sri Lanka Rammagnanikaya Arakshaka Sabhawa on the same day. A copy of the handing over sheet is submitted herewith - Annex - 5</p>

(ii)	<p>Presidential Secretariat.</p> <p>Further, another land at DenzilKobbekaduwa Road had been obtained by the RDA from UDA on a lease hold basis and a sum of Rs.50 million had been paid to SLRNAS on three occasions since 2007 to 2010 to compensate the above mentioned land located at Narahenpita. The approval of Ministers of Cabinet had been granted in this regard at their meeting held on 19 November 2009. Therefore, the reasonability of exchanging a state owned land to a lease hold land and capitalization of 30 million which is part of the total cost of 50 million, incurred by the RDA for leasing purposes could not be determined in audit.</p>	<p>As these payments are capital nature these are to be added to the cost of the secretariat building which is being constructed in this land</p>
C	<p><u>Leasehold land Exchanged for state owned land</u></p> <p>According to the decision made by the Ministers of Cabinet on 19 November 2009 the annual lease rental amounting to Rs.1000 was required to be paid to the Urban Development Authority on leasing the land at DenzilKobbekaduwaMawathe. However, as per provisions made in the Lease Agreement No.1432 of 27 August 2008, the signed by the RDA with UDA dated 20 August 2008, the annual lease rental had been determined at Rs.6 million for over 50 years. Action had not been taken to revise the lease agreement to enable to reduce the annual lease payment as determined by the Ministers of Cabinet.</p> <p>Further, the lease rentals instead of initial payment had not been paid eventhough the provisions thereon had been made in the financial statements as at 31 December 2012. According to the provision made in the lease agreement, penalties will be imposed for outstanding balances. Therefore, penalties aggregating Rs.12,546,572 will be charged on the outstanding lease rentals</p>	<p>Discussions & Negotiations were had with UDA for amending the Lease rental rate of this land Rs. 1000.00 per year as per Ministers of Cabinet approval on 11.11.2009. As a result Director General - UDA has informed us vide his letter Ref.10/8/2349 dated 22.06.2010 that action was in progress for obtaining approval of Board of Directors - UDA for amending the rental Clause in the lease agreement. The matter is still pending with UDA and is followed up by our land Division.</p> <p>As UDA has given their consent to reduce the lease rental no payments were made in settlement of rental for the land</p>

4.5	<p><u>Fruitless Transactions</u> Following observations are made.</p>	Engineering Services Division was not aware of the projects implemented under ADB loan No.SRI 2080 during 2004 - 2008. All 18 Bridges specified in the audit report were in weak & narrow condition up to the year 2012. Hence, Engineering Services Division undertook the design of those bridges as requested by the respective regional officers. Design of Bridge Nos.11/6 ,16/1 & 22/1 on Galigamuwa-Ruwanwella Road was carried out by the Bridge Designs Office on the request of the CE Kegalle before the implementation of Rehabilitation Project under Local Bank Funding.
A	<p><u>Designing of Bridges for Reconstruction purposes</u></p> <p>The Feasibility Studies and Comprehensive designs of bridges in the island had been completed at a cost of Rs1,657,380,806 by the Project implemented during 2004-2008. However, the Bridge Design Division had carried out redesigning of 18 bridges which were designed by the said Project during 2011-2012. A contract for designing and constructing the Bridges in Galigamuwa- Ruwanwella Road had been awarded to a private contractor at a cost of Rs.2,472,357,070 which was implemented under the local bank loan project. However designing works of the bridges in the said road had been carried out by the Bridge Design Division.</p>	
B	<p><u>Interest Bearing Borrowings</u></p> <p>According to Clause 8 of the loan agreements entered into with Banks under the Local Bank Funded Road Rehabilitation Project the amount equivalent to net amount to be paid the contractors should be withdrawn from the respective banks. However, a sum of Rs.7,643,468 which represents retention money payable to two contractors had been withdrawn excessively from banks in April 2012 and having realized that the additional amount had been refunded on 09 August 2012 .</p>	By an Oversight we had withdrawn the total bill amount from the bank & subsequently this excess amount was refunded to bank.
C	<p><u>Local Bank Funded Road Rehabilitation Project (LBFRP)</u></p> <p>According to the letter No. EP/06/20/03/0360 dated 10 July 2012 of the Director General of Department of Public Policy, all contracts operating under LBFRP will be exempted from all taxes . It was observed that a sum of Rs 17,593,594 had been deducted from the contractor's bills and remitted to DGIR on 02 April 2012.</p>	Tax exemptions are requested and obtained from the treasury on a case by case basis (i.e after signing the contract agreement, the RDA has to request the Treasury). In this particular case CIGFL has been paid before such exemption

<p>4.7</p> <p>A</p> <p>(i)</p> <p>(ii)</p>	<p><u>Assets Management</u></p> <p>The following observations are made.</p> <p><u>Workshop- Angulana</u></p> <p>The RDA maintains a well equipped workshop at Angulana to carry out repairs and maintenance of all type of vehicles and machinery of the RDA. According to the accounts, a sum of Rs. 74,006,655 had been incurred by the RDA as at 31 December 2012 for vehicle repairing purposes. However, a large number of repairs to vehicles were carried out by the RDA at outside garages without utilizing its own resources to a maximum level. Eventhough the workshop is fully equipped , action had not been taken by the RDA to upgrade some of the facilities of the workshop to carry out routine repairs of wheel alignment, radiator pump, air condition unit and upholstery works and other repairs such as tinkering works, engine machining works and Re-cambering of leave springs etc., had not been carried out. Therefore, such repairs had been carried out at outside garages.</p> <p>According to the approval received from the Board of Directors, the activities of vehicle service station at the work shop had commenced with effect from 02 November 2011. The entire operations of the service station had been assigned to the Deputy Director, Mechanical (workshop). However, such post had remained vacant with effect from 26 of November 2012 without taking action to fill the vacancy immediately. Therefore, at present servicing of vehicles was limited for the RDA vehicles located at the offices Western Province even though it was expected to extend such facilities to the vehicles owned to government institutions and Maganaguma companies.</p>	<p>The Angulana Workshop is not equipped to carry out wheel alignments, engine machining works etc. In addition, tinkering, re-cambering of leaf springs, air conditioning, upholstery etc. need highly skilled and well trained staff. The work shop does not have both these resources. As such we have to get the service of out side garages for those repairs.</p> <p>There is no Post of Deputy Director (Mechanical) in the Angulana Workshop. Only a Post of Mechanical Engineer is available and it is not vacant. Due to limited staff and other resources it is not possible to extend the vehicle service facilities provided by the Service Station to outsiders.</p>
<p>B</p> <p>i</p>	<p><u>Lands</u></p> <p>The land at Narahenpita had been demarcated into 34 plots and out of in 13 plots had been distributed among the people displaced due to implementation of Basline Road Project, under the agreements to pay 300 monthly rentals over 25</p>	<p>Blocks of lands were distributed to affected parties who opted to accept the blocks. Undistributed lands will get distributed in</p>

ii	<p>years. The undistributed plots of the land had remained idle without utilizing it for the intended purposes.</p> <p>The Other land at Orugodawata comprising 2 hectares had been acquired on 24 February 2010 under the deed No.2176 and was expected to be distributed among the people displaced due to Basline Road Development Project and reminded idle without using it for the intended purpose. Further, Kuraniyawatte comprising 2.899 hectares purchased on 09 July 1993 at a cost of Rs.8,600,000 and distributed among displaced persons due to Baseline Road Development activities. However, action had not been taken to transfer the legal ownership of the land to the residents even as at 31 December 2013</p>	<p>future compensation packages.</p> <p>Land Division of this Authority is in the process of transferring the ownership to the residents. In most of the cases, parties who obtained the blocks of land from RDA are not available at the block at present. Further, they have not responded for obtaining deeds. This has delayed the transfer process as we are bound to transfer the legal ownership to the party who obtained the block of land from RDA.</p>
C	<p><u>Motor Vehicles</u></p> <p>It was observed that 55 vehicles belonging to the RDA had been allowed to be used by external parties as at 31 December 2012.</p>	<p>Letters making requests to handover the vehicles have been sent to relevant parties. Director, (Mechanical) has been instructed to follow up the matter.</p>
D	<p><u>Main Stores at Maradana</u></p> <p>Equipment valued at Rs.32,679,741 had been purchased on a request made by the Director (Mechanical) out of a grant received from OECF in 2000 and 2001. However, such assets remained for over 12 years at the stores without being utilized for the intended purpose.</p>	<p>The equipment & tools mentioned in the audit comment were transferred to RDA Workshop Angulana in the year 2013 for their use. Parts of Drilling items which are expected to be used by RDA for rock blasting works in the future road projects are remained in the stores.</p>
E	<p><u>Officers' Quarters at Nagoda-Kalawellawa</u></p> <p>The officers' quarters at Nagoda- Kalawellawa had remained idle in a depleting condition. The renovation works of the Quarters started in 2000 at a cost of Rs3,043,238 and not completed as at 31 December 2012. Subsequently it had been abandoned.</p>	<p>Arrangements will be made for the completion of the balance work of the quarters.</p>

4.8 A	<p><u>Human Resources Management</u></p> <p><u>Lack of a proper HRM Plan.</u></p> <p>The following observations are made.</p> <p>(i) The Authority had not established a separate Division for Human Resources Management activities even though the workforce of the RDA exceeds 8,000 employees and the strength of the workforce had a huge impact on fulfilling the objectives of the Authority. According to the Organization Structure of the Authority, the Human Resources Management activities functioned under the Administration and Finance Division under the supervision of the Director, Administration.</p> <p>(ii) For the purpose of effective utilization of HR, the requirement of the HR should be determined through Need Analysis. RDA had never carried out a comprehensive Need Analysis and prepared a HRM Plan accordingly. Further, it was observed that recruitments for minor grades had been made by the provincial offices without obtaining the approval of the head office.</p> <p>(iii) As per Section 9.3.1 of the Public Enterprises Guidelines for Good Governance circular No.PED/12 of 02 June 2003, a scheme of recruitment and promotion of the public enterprises should be approved by the Governing Board and the Line Ministry with the concurrence of the Public Enterprises Department of the General Treasury. However, the concurrence for the scheme of recruitment and promotions of the Authority had not been obtained even as at 31 December 2011.</p>	<p>Action for Establishment of a Human Resources Management Unit is in progress. Approval of the Salaries & Carder Commission for RDA new recruitment procedure has already been requested and the matter is followed up by Director (Administration).</p> <p>Preparation of a HRM Plan after analyzing needs is in progress. All recruitment are done by the Administration Division in Head office on the approval of Director General of this Authority. According to Director Administration, no such appointments in regional offices made without approval of the Head office</p> <p>RDA new recruitment and promotion procedure has already been submitted to the salaries & carder commission for their approval. This is followed up by Director Administration</p>
B	<p><u>Overpayment of acting Allowances</u></p> <p>Acting allowances amounting to Rs. 648,365 had been paid to a Director of RDA for acting in the post of Project Director of Public Private Partnership Project from January 2008 to February</p>	<p>Recovery has been temporally stopped for further review.</p>

	<p>2013. According to the appointment letter issued by then Secretary to the Ministry of Highways the respective officer had been appointed only for one year. Further the respective project not functions at present. After issuing the audit query in this regard, the acting allowance had been stopped with effect from 25 March 2013. However, no action had been taken to recover the over payment.</p>	
<p>5</p> <p>5.1</p>	<p><u>Accountability and Good Governance</u></p> <p><u>Budgetary Control</u></p> <p>It was observed that the Authority had not presented a detailed budget for capital expenditure .Therefore major variations in capital items could not be investigated .The Revised budget for the year 2012 had been approved by the Board of Directors on 12 November 2012. Therefore, it was observed that the budget had not been utilized as an effective instrument of management control.</p>	<p>Satisfactory budgetary control is always exercised and the budget is used as a effective management tool in controlling expenditure within the budget and in decision making by the management. Though we took every endeavor to minimize deviations, due to some practical difficulties in some item variations were observed. However more effort will be made to improve the effectiveness of the budgetary control in future budgets.</p>
<p>5.2</p>	<p><u>Presentation of Financial Statements</u></p> <p>The draft financial statements for the year under review had been submitted to the Auditor General on 18 April 2013.After the deficiencies referred to the Management of the Authority with regard to the presentation of financial statements , the draft financial statements had been withdrawn 02 22 May 2014 and resubmit the revised financial statements on 25 June 2014.</p>	
<p>6.</p>	<p><u>Systems and Controls</u></p> <p>Deficiencies in systems and controls observed during the course of audit were brought to the notice of the authority by my detailed report issued in terms of section 13 (7) (a) of the finance Act , No 38 of 1971. Special attention is needed in respect of the following areas of control.</p> <ul style="list-style-type: none"> (a) Road Maintenance and Client Works (b) Presentation of Financial Statements (c) Disclosure of Transaction with Related Parties (d) Management of Regional Offices (e) Utilization of Motor Vehicles (f) Utilization of Lands (g) Contract Administration (h) Inventory Control 	

Road Development Authority, Annual Report – 2012

Performance of RDA

All the detail information on the performance of RDA during the year 2012 has been given in chapter 3 – 7 of the above report. The following is only a very brief report which provides the performance of the salient areas of RDA's activities.

1. **Implementation of Road Maintenance:** During the year, 866.62 km of roads were sand sealed using local funds.
2. **Highways Development under Local funds:** During 2012, 232 widening and improvement projects were awarded and 23 projects were completed. 232 projects were ongoing as at 31.12.2012. In addition, 16 road sections are constructing under Local Bank funded Road Projects.
3. **Construction of Bridges:** A total of 74 weak bridges were attended using local funds. 22 steel bridges were completed and the works on 12 steel bridges were in progress in 2012 under UK funded Steel Bridge Project.
4. **Design of Roads and Bridges:** During the year design works on 12 intersections were completed while the works on 47 intersections were ongoing. Design works on 64.8 km of roads were completed and 324.0 km were ongoing. Design works on 64 bridges were also completed.
5. **Quality Control in Road and Bridge Works:** During 2012, Research and Development Division of RDA continued to provide advice and assistance in quality control of work during construction and maintenance of roads through 9 provincial fields.
6. **Land Acquisition & Resettlement:** During the year 2012, the Land Acquisition and Resettlement Division of Road Development Authority coordinated the acquiring of lands by the Divisional Secretaries for the roads and bridge projects implemented by the RDA.
7. **Implementation of Environmental and Social Safeguard Measures:** During the year 2012, Environment and Social Division of RDA continued its support for implementation of environmental and social safeguard measures of various road development projects including the preparation of EIA /IEE reports.
8. **Planning and Reporting:** During the year 10 project proposals were prepared. Three feasibility studies were carried out. Over 200 location maps and detail maps were prepared. Road condition surveys of 12,605.30 km and 7,227.86 km of national roads were done from

Multi Function Network Survey vehicle and Falling Weight Deflectometer respectively. Traffic volume counts were done at 117 locations and Axle load surveys were carried out at 5 locations.

9. **Road Safety and Traffic Management:** During the year Traffic signs and road markings were designed for 27 road sections and traffic signs and road markings were reviewed on 18 road sections. 8 vital road locations were identified as Black Spot locations for improvement.
10. **Expressway Development:** Civil work for 81.5 km of STDP, CKE and OCH are in progress. Feasibility study of the Northern Expressway is in progress.
11. **Other Foreign Funded Projects:** Rehabilitation of 371.62 kilometers of two lane were completed, 2012.29 kilometers of two lane are in progress and 14.10 kilometers of four lane are in progress.

Overall Financial Performance: The total funding allocation for RDA including domestic and foreign funds for year 2012 was Rs. 132,795 million and the annual expenditure was Rs. 131,970 million. The foreign funds contributed more than 50% of the total funding.

Source of fund	Allocation (Rs million)	Expenditure (Rs million)
Domestic Funds (DF)	30, 863	30, 828
Foreign aid loans (FAL)	89, 964	89, 250
Foreign Aid Grants (FAG)	755	750
Reimbursable Foreign Aid-loans (RFAL)	558	524
Foreign Aid related Domestic Funds (FARDF)	10, 656	10, 618
Total	132, 795	131, 970

The steps taken to rectify the shortcomings indicated in the Audit Reports of 2012

2.2.1 Accounting Policies

Agreed for compliance

2.2.2 Sri Lanka Public Sector Accounting Standards

(i) Agreed for compliance

(ii) Agreed for compliance

2.2.3 Accounting Deficiencies

- (a) The action will be taken by Director Land to get the ownership of land.
- (b) The land has not been vested to RDA & the action will be taken to get the ownership of land.
- (c) Value of this land has been accounted in 2014 Accounts.
- (d)(e) The detailed explanation has already been given in the reply letter.
- (f)(g) This has been corrected in 2013 Accounts.
- (h)(i) This has been corrected in 2013 Accounts.
- (j) The action will be taken to get the ownership of above assets.
- (k) The detailed explanation has already been given.
- (l)(m) This has been corrected in 2013 Accounts.
- (n) The detailed explanation has already been given.
- (o) Advertising expenses incurred only for the calling tenderers of material supplies & others.

2.2.4 Accounts Receivables & Payables

Remaining balance as at 31 / 03 /2015 is Rs 1,238,187/=

2.2.5 Non Compliance with Laws, Rules, Regulations and Management Decisions

- (a)(i) Agreed for compliance.
- (ii) Audit Report of 2012 received in RDA at the end of December 2014 . It should be translated to other two languages & this work has been completed now.
- (b)(ii) Agreed for compliance
- (ii) Agreed for compliance
- (iii) Agreed for compliance with circular instructions.
- (c) The instructions have been issued to followup the circular instructions.

3. Financial Review

3.1/3.2 Financial Results / Analytical Financial Review

Agreed for compliance.

4 Operating Review

4.1.1 Non Commercial Activities of the Authority

All expenses were within the total allocation.

4.1.2 Commercial Activities of the Authority

- (a) Concrete paving block machines of some offices of executive engineers are not functioning due to high cost of production.
- (b) Diesel consumption is within the estimated consumption limits.

4.2 Transactions of Contentious Nature

Actions have been taken to correct the issues.

4.3 Contract Administration

The detailed explanation has already been given on the issues.

4.4 Irregular Transactions

The detailed explanation has already been given in the reply letter.

4.5 Fruitless transactions

The detailed explanation has already been given in the reply letter.

4.6 Identified Losses

The detailed explanation has already been given in the reply letter.

4.7 Assets Management

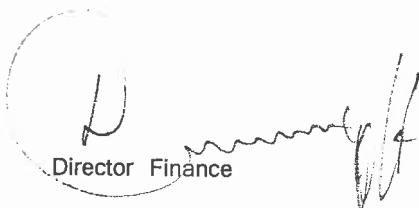
The detailed explanation has already been given in the reply letter.

4.8 Human Resource Management

Action for Establishment of a Human Resources Management Unit is in progress.

5 Accountability and Good Governance

Satisfactory budgetary control mechanism is to be implemented.


Director Finance
RDA

**MEDIUM TERM MEASURES INTENDED TO BE PURSUED TO IMPROVE THE PERFORMANCE OF
THE ROAD DEVELOPMENT AUTHORITY**

1. Steps were taken to appoint additional Technical Evaluation Committee to minimize delays in tender evaluation and awarding.
2. Steps were taken to discuss with relevant agencies to accelerate land acquisition process and obtain funds from the treasury for payment of compensation.
3. Instructions were issued to Directors & Provincial directors to work within the limits of the fund allocated under the treasury allocation.
4. Advised to reduce contract works which are not performing.
5. Conducted local & foreign training programmes for the staff of RDA continuously to enhance their capacity.
6. Steps were taken to fill the vacancies and procure instruments needed to improve the efficiency of the RDA.
7. The RDA continues to carry out feasibility studies, detail engineering design of roads & bridges and preparation of contract documents in house. This facilitated enhancement of efficiency, reduction in cost and minimizing the delays in project implementation. This also helped in advancing technical knowledge of the staff in these fields.